



East Anglia THREE

Appendix 27.12

Assignment of HGV and employee traffic to the highway network (Two Phased)

Environmental Statement
Volume 3
Document Reference — 6.3.27 (12)

Author – Royal HaskoningDHV East Anglia THREE Limited Date – November 2015 Revision History – Revision A









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Appendix 27.12 - Two Phased

Table 1 - HGV distribution to primary CCSs

| | | | | | | | | | | | | | | | | | | | Links | | | | | | | | | | | | | | |
|-----------------------|----------|------------------|-----------|-----|---|------|------|---|------|-------|------|---|-------|-------|------|----|----|-------|-------|----|----|----|----|----|----|----|----|------|------|----|----|----|----|
| HGV direction Flow | Compound | Access Road Name | Origin | % | Daily total HGV deliveries (one-way)* | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 2 | 5 26 | 27 | 28 | 29 | 30 |
| | | Top Street | A12 south | 60% | | | | | | 120.0 | | | 120.0 | 120.0 | | | | 120.0 | 120.0 | | | | | | | | | | | | | | |
| | | (Access S) | A14 north | 30% | 200 | 60.0 | 60.0 | | 60.0 | | | | 60.0 | 60.0 | | | | 60.0 | 60.0 | | | | | | | | | 60 | .0 | | | | |
| IN to CCS | | (Access 3) | A14 south | 10% | | | | | | | | | | | 20.0 | | | 20.0 | 20.0 | | | | | | | | | | | | | | |
| IN to CCS | | Paper Mill Lane | A12 south | 60% | | | 74.4 | | 74.4 | 74.4 | 74.4 | | | | | | | | | | | | | | | | | | | | | | |
| | | (Access AF) | A14 north | 30% | 124 | 37.2 | | | | | 37.2 | | | | | | | | | | | | | | | | | 37 | .2 | | | | |
| | | , | A14 south | 10% | | | 12.4 | | 12.4 | | 12.4 | | 12.4 | 12.4 | 12.4 | | | | | | | | | | | | | | | | | | |

^{*}Numbers obtained from Appendix 27.10 Table 23b

Table 2 - HGV distribution to the access point

| | | | | | | | | | | | | | | | | | | Links | 5 | | | | | | | | | | | | | |
|----------------------------|---------|--------------------|------------------|---|---|------|------|---|---|------|------|---|----|------|------|------|------|-------|------|----|----|------|------|------|----|----|----|-------|------|------|------|------|
| HGV direction Flow | Section | Accesses | Destination Link | Daily total HGV deliveries (one-way)* | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 26 | 27 | 28 | 29 | 30 |
| | 1 | A, B, C | 29 | 22 | | | | | | | | | | | | | | 22.0 | 22.0 | 1 | | | | | | | | 22. | 22.0 | | 22.0 | |
| | 2 | D, E, F, G | 12 | 27 | | | | | | | | | | 27.0 | 27.0 | | 27.0 | 27.0 | | | | | | | | | | | | | | |
| | 3 | H, I, J, K | 13 | 25 | | | | | | | | | | | | 25.0 | 25.0 | 25.0 | | | | | | | | | | | | | | |
| | 4 | L, M, N, O, P | 30 | 36 | | | | | | | | | | | | | | 36.0 | | | | | | | | | | | | | | 36.0 |
| | 5 | Q, R, S, T | 28 | 22 | | | | | | | | | | | | | | 22.0 | | | | | | | | | | | | 22.0 | | |
| OUT to Secondary CCS | 6 | U, V | 19 | 31 | | | | | | | | | | | | | | 31.0 | | | | 31.0 | | | | | | | | | | |
| | 7 | W, X, Y, Z, AA, AB | 20 | 37 | | | | | | | | | | | | | | 37.0 | 37.0 | 1 | | 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 | 14 | | | | | | 14.0 | | | | | | | | | | | | | | | | | | | | | | |
| | 10 | AJ, AK | 7 | 26 | | | | | | 26.0 | | | | | | | | | | | | | | | | | | | | | | |
| thlumbers obtained from An | 11 | AL | 7 | 43 | | | | | | 43.0 | 43.0 | | | | | | | | | | | | | | | | | | | | | |

^{*}Numbers obtained from Appendix 27.10 Table 23b

Table 3 - HGV distribution back from the access point

| | | | | | | | | | | | | | | | | | | | | Link | S | | | | | | | | | | | | | |
|-----------------------|---------|-------------|-------------|-----|---|------|-------|---------|------|------|-----|------|-----|------|------|------|------|------|------|------|------|----|----|------|------|------|-----|----|-----|--------|--------|-----|-------|------|
| HGV direction Flow | Section | Origin Link | Destination | % | Daily total HGV deliveries (one-way)* | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 29 | 30 |
| | | | A12 south | 60% | | | | | | 13.2 | | | | 13.2 | 13.2 | | | | 13.2 | | 13.2 | | | | | | | | | | 13.2 1 | 3.2 | 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 | 6.0 | ô |
| | | | A14 south | 10% | | | | | | | | | | | | 2.2 | | | 2.2 | | 2.2 | | | | | | | | | | 2.2 | 2.2 | 2.: | 2 |
| | | | A12 south | 60% | | | | | | 16.2 | | | | 16.2 | 16.2 | 16.2 | 16.2 | | | | | | | | | | | | | | | | | |
| | 2 | 12 | A14 north | 30% | 27 | 8.1 | 8. | 1 | 8.1 | | | | | 8.1 | 8.1 | | | | | | | | | | | | | | | 8.1 | | | | |
| | | | A14 south | 10% | | | | | | | | | | | | 2.7 | 2.7 | | | | | | | | | | | | | | | | | |
| | | | A12 south | 60% | | | | | | 15.0 | | | | 15.0 | 15.0 | | | 15.0 | 15.0 | | | | | | | | | | | | | | | |
| | 3 | 13 | A14 north | 30% | 25 | 7.5 | 7.5 | 5 | 7.5 | | | | | 7.5 | 7.5 | | | 7.5 | 7.5 | | | | | | | | | | | 7.5 | | | | |
| | | | A14 south | 10% | | | | | | | | | | | | 2.5 | | 2.5 | 2.5 | | | | | | | , | 1 | | | | | | | |
| | | | A12 south | 60% | | | | | | 21.6 | | | | 21.6 | 21.6 | | | | 21.6 | | | | | | | | | | | | | | | 21.6 |
| | 4 | 30 | A14 north | 30% | 36 | 10.8 | 3 10. | .8 | 10. | 3 | | | | 10.8 | 10.8 | | | | 10.8 | | | | | | | | | | | 10.8 | | | | 10.8 |
| | | | A14 south | 10% | | | | | | | | | | | | 3.6 | | | 3.6 | | | | | | | | Γ, | , | | i 1 | | | | 3.6 |
| | | | 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 | | | | | | | , | 1 | | | | | 1 | 2.2 | |
| | | | A12 south | 60% | | | | | | 18.6 | | | | 18.6 | 18.6 | | | | 18.6 | | 18.6 | | | 18.6 | | | Γ, | , | | | | | | |
| Exit to Wider Network | 6 | 19 | A14 north | 30% | 31 | 9.3 | 9.3 | 3 | 9.3 | | | | | 9.3 | 9.3 | | | | 9.3 | | 9.3 | | | 9.3 | | | Γ, | , | | 9.3 | | | | |
| | | | A14 south | 10% | | | | | | | | | | | | 3.1 | | | 3.1 | | 3.1 | | | 3.1 | | , | 1 | | | | | | | |
| | | | A12 south | 60% | | | | | | 22.2 | | | | | 22.2 | | | | 22.2 | | 22.2 | | | | 22.2 | | 1 | | | | | | | |
| | 7 | 20 | A14 north | 30% | 37 | 11.1 | 11. | .1 | 11. | 1 | | | | 11.1 | 11.1 | | | | 11.1 | | 11.1 | | | | 11.1 | | | | | 11.1 | | | | |
| | | | A14 south | 10% | | | | | | | | | | | | 3.7 | | | 3.7 | | 3.7 | | | 3.7 | 3.7 | | 1 | | | | | | | |
| | | | A12 south | 60% | | | | 24.6 | 24. | 24.6 | | | | | | | | | | | | | | | | 24.6 | | , | | | | | | |
| | 8 | 21 | A14 north | 30% | 41 | 12.3 | 12. | .3 12.3 | 3 | | | | | | | | | | | | | | | | | 12.3 | | | | 12.3 | | | | |
| | | | A14 south | 10% | | | | 4.1 | 4.1 | | | | | 4.1 | 4.1 | 4.1 | | | | | | | | | | 4.1 | | | | | | | | |
| | | | A12 south | 60% | | | 8.4 | 4 | 8.4 | 8.4 | | 4 8. | | | | | | | | | | | | | | , | 1 | | | | | | | |
| | 9 | 6 & 7 | A14 north | 30% | 14 | 4.2 | | | | | 4.2 | 2 4. | .2 | | | | | | | | | | | | | | Γ, | , | | 4.2 | | | | |
| | | | A14 south | 10% | | | 1.4 | | 1.4 | | 1.4 | 4 1. | | 1.4 | 1.4 | 1.4 | | | | | | | | | | | | | | | | | | |
| | | | A12 south | 60% | | | 15. | .6 | 15.0 | 15.6 | | 15 | | | | | | | | | | | | | | , | 1 | | | | | | | |
| | 10 | 7 | A14 north | 30% | 26 | 7.8 | | | | | | 7. | | | | | | | | | | | | | | | | | | 2.6 | | | | |
| | | | A14 south | 10% | | | 2.0 | | 2.6 | | | 2. | | 2.6 | 2.6 | 2.6 | | | | | | | | | | | | | | | | | | |
| | | | A12 south | 60% | | 1 _ | 25. | .8 | 25. | 25.8 | | 25 | 8.6 | | | | | | | | | | | | | 1 - | 1 - | | 1 1 | . T | | Т | | |
| | 11 | 7 | A14 north | 30% | 43 | 12.9 | | | | | | 12 | | | | | | | | | | | | | | | | | | 12.9 | | | | |
| | | | A14 south | 10% | | | 4.3 | 3 | 4.3 | | | 4. | .3 | 4.3 | 4.3 | 4.3 | | | | | | | | | | | | | | \Box | | | | |

^{*}Numbers obtained from Appendix 27.10 Table 23b

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

In-migrant %
*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 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 2 | 1 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 3 | 10 |
| | | | A12 south (Colchester) | 8.5% | | | | | | 10.5 | | | 10.5 | 10.5 | | | | 10.5 | 10.5 | | | | | | | _ | 1 | 1 | \Box | | | | _ |
| | | | A14 north (Stowmarket) | 0.0% | | | | | | | | | | | | | | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | 0.0 | 0.0 | | | | | _ |
| | Е | Top Street | B1438 (Woodbridge) | 7.4% | 123 | | | | | | | | | | | | | | 9.2 | | | | | | | | T | | | | 9.2 | | |
| | _ | (Access S) | A14 south (Felixstowe) | 10.6% | 123 | | | | | | | | | | 13.1 | | | 13.1 | 13.1 | | | | | | | | | | | | | | |
| | | | A1214 (Ipswich) | 25.5% | | | | | | | | | | | | | | 31.4 | | | | | | | 31. | 4 | | | | | | | |
| Arrival/departure to primary | | | A12 north (Saxmundham) | 47.9% | | | | | | | | | | | | | | | 58.9 | 58.9 | 8.9 | | | | | | | | | | | | |
| CCS | | | A12 south (Colchester) | 34.4% | | | 10.0 | 1 | 0.0 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | |
| 003 | | | A14 north (Stowmarket) | 6.5% | | 1.87 | | | | | 1.874 | | | | | | | | | | | | | | | T | T | 1.87 | | | | | |
| | В | | A1438 (Woodbridge) | 4.3% | | | 1.2 | | | | 1.2 | | | | | | | 1.2 | | | | | | | 1.2 | | | | | | 1.2 | | |
| | | | A14 south (Felixstowe) | 14.0% | 29 | | 4.1 | | 4.1 | | 4.1 | | 4.1 | 4.1 | 4.1 | | | | | | | | | | | | | | | | | | |
| | | | A1214 (Ipswich) | 34.4% | | | 10.0 1 | 0.0 | | | 10.0 | | | | | | | | | | | | | | 10. | | T | T | | | | | |
| | | | A12 north (Saxmundham) | 4.3% | | 1.25 | | | | | 1.249 | | | | | | | | | | | 1.25 | | | | 1.25 | 5 1.25 | j | | 1 1 | | | |
| | | | B1113 south (Hadley) | 2.2% | | | | | | | 0.625 | 0.62 | | | | | | | | | | | | | | | | | | | | | |
| | | | A12 south (Colchester) | 34.4% | | | | 6.4 | 6.4 | 6.4 | | | | | | | | | | | | | | 6. | | | | | | | | | |
| | | | A14 north (Stowmarket) | 6.5% | | 1.2 | 1.2 | 1.2 | | | | | | | | | | | | | | | | 1. | | | | 1.2 | | | | | |
| | | | A1438 (Woodbridge) | 4.3% | | | | | | | | | | | | | | 8.0 | | | | | | | 8.0 | | | | | ш/ | 0.8 | | |
| | 8 | (Access AC & AD) | A14 south (Felixstowe) | 14.0% | 18 | | | | | | | | | | 2.6 | | | 2.6 | | | | | | | 6 2.6 | | | | | | | | |
| | | , | A1214 (Ipswich) | 34.4% | | | | | | | | | | | | | | | | | | | | | 4 6.4 | | | | | | | | |
| | | | A12 north (Saxmundham) | 4.3% | | | | | | | | | | | | | | | | | | 8.0 | | 0. | | | | | | | | | |
| Arrival/departure direct to | | | B1113 south (Hadley) | 2.2% | | | 0.4 | | | | | 0.4 | | | | | | | | | | | | 0. | 4 | | | | | | | | |
| section | | | A12 south (Colchester) | 34.4% | | | 5.5 | 5 | 5.5 | 5.5 | | 5.5 | | | | | | | | | | | | | | | | | | | | | |
| | | | A14 north (Stowmarket) | 6.5% | | 1.0 | | | | | | 1.0 | | | | | | | | | | | | | | | | 1.0 | | | | | |
| | | | A1438 (Woodbridge) | 4.3% | | | 0.7 | | | | | 0.7 | | | | | | 0.7 | | | | | | | 0.7 | | | | | ш/ | 0.7 | | |
| | 11 | (10,00000) | A14 south (Felixstowe) | 14.0% | 16 | | 2.2 | | 2.2 | | | 2.2 | 2.2 | 2.2 | 2.2 | | | | | | | | | | | | | | | | | | |
| | | , | A1214 (Ipswich) | 34.4% | | | 5.5 | 5.5 | | | | 5.5 | | | | | | | | | | | | | 5.5 | | | | لــــــــــــــــــــــــــــــــــــــ | | | | |
| | | | A12 north (Saxmundham) | 4.3% | | 0.7 | | | | | | 0.7 | | | | | | | | | | 0.7 | | | | 0.7 | 0.7 | 4 | لــــــــــــــــــــــــــــــــــــــ | | | | |
| | | | B1113 south (Hadley) | 2.2% | | | | | | | | 0.3 | | | | | | | | 1 | | | | | | | | 1 | | 1 | | | |

^{*} Numbers obtained from Appendix 27.10 Table 24b and multiplied by the percentage of in-migrant workers (66%) to total workers # Numbers obtained from Appendix 27.03 Tables 2 and 4

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 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 2 | 21 2 | 2 2 | 23 24 | 4 25 | 5 26 | 27 | 28 | 29 | 30 |
| | | | A12 south (Colchester) | 43.6% | | | | | | 27.6 | | | 27.6 | 27.6 | | | | 27.6 | 27.6 | | | | | | | | | | _ | T | | | |
| | | | A14 north (Stowmarket) | 19.8% | | | | | | | | | | | | | | | | 12.5 | | | 12.5 | | | 13 | 2.5 12. | .5 12. | .5 | | | | |
| | Е | | B1438 (Woodbridge) | 4.0% | 63 | | | | | | | | | | | | | | 2.5 | | | | | | | | | | | | 2.5 | | |
| | L | | A14 south (Felixstowe) | 2.0% | 03 | | | | | | | | | | 1.3 | | | 1.3 | 1.3 | | | | | | | | | | | | | | |
| | | | A1214 (Ipswich) | 21.8% | | | | | | | | | | | | | | 13.8 | 13.8 | | | | | | 13 | 3.8 | | | | | | | |
| Arrival/departure to primary | | | A12 north (Saxmundham) | 8.9% | | | | | | | | | | | | | | | 5.6 | 5.6 | 5.6 | | | | | | | | | | | | |
| CCS | | | A12 south (Colchester) | 40.3% | | | 6.0 | 6 | 0.6 | 6.0 | 6.0 | | | | | | | | | | | | | | | | | | | | | | |
| 000 | | | A14 north (Stowmarket) | 3.0% | | 0.4 | | | | | 0.4 | | | | | | | | | | | | | | | | | 0.4 | 4 | | $ldsymbol{ldsymbol{\sqcup}}$ | | |
| | | | A1438 (Woodbridge) | 17.0% | | | 2.5 | | | | 2.5 | | | | | | | 2.5 | | | | | | | 2. | .5 | | | | ┷ | 2.5 | \longrightarrow | |
| | В | (Accord AE) | A14 south (Felixstowe) | 28.7% | 15 | | 4.3 | | 1.3 | | 4.3 | | 4.3 | 4.3 | 4.3 | | | | | | | | | | | _ | \perp | _ | | ┷ | $\sqcup \bot$ | | |
| | | , | A1214 (Ipswich) | 5.0% | | | 0.7 |).7 | | | 0.7 | | | | | | | | | | | | | | 0 |).7 | | _ | | ┷ | \longrightarrow | \longrightarrow | |
| | | | A12 north (Saxmundham) | 1.0% | | 0.1 | | | _ | | 0.1 | | | | | | | | | | | 0.1 | | | _ | 0 | 0.1 | | | ₩ | \vdash | \rightarrow | |
| | | | B1113 south (Hadley) | 5.0% | | | | | | | 0.7 | 0.7 | | | | | | | | | | | | | | + | | _ | | ₩ | \vdash | \longrightarrow | |
| | | | A12 south (Colchester) | 40.3% 3.0% | | | | 3.8 3 | 3.8 | 3.8 | | _ | | | | | | | | | | | | 3 | 1.3 | + | | - | | ₩ | \vdash | \longrightarrow | |
| | | | A14 north (Stowmarket) | | | 0.3 | 0.3 (| 0.3 | _ | \longrightarrow | | - | | | | | | | | | _ | | | | | | $-\!\!\!\!+\!\!\!\!\!-$ | 0.3 | 3 | + | 1.0 | \rightarrow | |
| | 8 | | A1438 (Woodbridge) A14 south (Felixstowe) | 17.0% 28.7% | 10 | | | | _ | - | | - | | | 2.7 | | | 1.6 | | | _ | | | 1 | .6 1. | .0 | $-\!\!\!\!+\!\!\!\!-$ | + | +- | + | 1.6 | \longrightarrow | _ |
| | ٥ | (Access AC & AD) | A1214 (Ipswich) | 5.0% | 10 | | | | _ | - | | - | | | 2.1 | | | 2.1 | | | _ | | | 2 | 0.5 0. | . [| $-\!\!\!\!+\!\!\!\!-$ | + | +- | + | \vdash | \longrightarrow | _ |
| | | | A12 north (Saxmundham) | 1.0% | | | | _ | - | -+ | | -+ | | | | | | | | | | 0.1 | | C | .5 0. | .5 | + | + | + | +- | + | \rightarrow | _ |
| Arrival/departure direct to | | | B1113 south (Hadley) | 5.0% | | | 0.5 |) E | - | -+ | | 0.5 | | | | | | | | | | 0.1 | | |).5 | + | + | + | + | +- | + | \rightarrow | _ |
| section | | | A12 south (Colchester) | 40.3% | | - | 3.3 | | 3.3 | 2.2 | | 3.3 | | | | | | | | | - | | | · | .5 | + | + | + | + | +- | + | \rightarrow | |
| Section | | | A14 north (Stowmarket) | 3.0% | | 0.2 | 3.3 | J | 5.3 | 3.3 | | 0.2 | | | | | | | | | | | | | + | + | + | 0.2 | 2 | + | + | -+ | _ |
| | | | A1438 (Woodbridge) | 17.0% | | 0.2 | 1.4 | 1 / | _ | -+ | | 1.4 | | | | | | 1.4 | | | - | | | | 1 | .4 | - | 0.2 | _ | + | 1.4 | \rightarrow | _ |
| | 11 | Bullen Lane | A14 south (Felixstowe) | 28.7% | 8 | | 2.3 | | 2.3 | -+ | | 2.3 | 2.3 | 2.3 | 2.3 | | | 1.7 | | | | | | | + | - | + | + | + | + | 1.7 | \rightarrow | |
| | | | A1214 (Ipswich) | 5.0% | - | | 0.4 | | | - | | 0.4 | | | | | | | | | | | | | 0 |).4 | + | + | + | 1- | | - | |
| | | | A12 north (Saxmundham) | 1.0% | | 0.1 | | | | - | | 0.1 | | | | | | | | | | 0.1 | | | _ | | 0.1 0. | 1 | + | 1- | | - | |
| | | | B1113 south (Hadley) | 5.0% | 1 | 0.1 | | - | _ | \rightarrow | | 0.4 | | | | | | | | | | J | | | + | | 0. | _ | + | + | \vdash | \rightarrow | — |
| | | | - · · · · · · · · · · · · · · · · · · · | 2.370 | | 1 | | | | | | | | | | | | | L | | | | | | | | | | | | لحسد | | |

^{**} Numbers obtained from Appendix 27.10 Table 24b and multiplied by the percentage of resident workers (34%) to total workers

^{##} Numbers obtained from Appendix 27.04 Tables 2 and 4

Table 7 - Employees distribution to/from access points (minibus)

| lini | | |
|------|--|--|
| | | |
| | | |

12

| | | | | | | | | | | | | | | | | | | Links | | | | | | | | | | | | | | |
|--------------------------|---------|--------------------|------------------|--|---|---|---|---|---|-----|-----|---|----|-----|-----|-----|-----|-------|-----|----|----|-----|-----|----|----|----|------|------|--------|-----|-----|-----|
| Employee direction flow | Section | Accesses | Destination Link | Daily minibus movements (two-way)*** | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 2 | 25 2 | 6 27 | 28 | 29 | 30 |
| | 1 | A, B, C | 29 | 5.0 | | | | | | | | | | | | | | 5.0 | 5.0 | | | | | | | | | 5 | .0 5.0 |) | 5.0 | |
| | 2 | D, E, F, G | 12 | 5.8 | | | | | | | | | | 5.8 | 5.8 | | 5.8 | 5.8 | | | | | | | | | | | | | | |
| | 3 | H, I, J, K | 13 | 5.8 | | | | | | | | | | | | 5.8 | 5.8 | 5.8 | | | | | | | | | | | | | | |
| Minibus Transfer to/from | 4 | L, M, N, O, P | 30 | 5.0 | | | | | | | | | | | | | | 5.0 | | | | | | | | | | | | | | 5.0 |
| Secondary CCS | 5 | Q, R, S, T | 28 | 5.8 | | | | | | | | | | | | | | | | | | | | | | | | | | 5.8 | | |
| Secondary CCS | 6 | U, V | 19 | 5.0 | | | | | | | | | | | | | | 5.0 | | | | 5.0 | | | | | | | | | | |
| | 7 | W, X, Y, Z, AA, AB | 20 | 6.3 | | | | | | | | | | | | | | 6.3 | 6.3 | | | 6.3 | 6.3 | | | | | | | | | |
| | 9 | AE, AF, AG, AH, AI | 6 & 7 | 4.2 | | | | | | | 4.2 | | | | | | | | | | | | | | | | | | | | | |
| **** | 10 | AJ, AK | 7 | 5.0 | | | | | | 5.0 | 5.0 | | | | | | | | | | | | | | | | | | | | | |

^{***} Numbers obtained from Appendix 27.10 Table 24b and divided by 12 (assumed number of seats per minibus)

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

| | | | | | | | | | | | | | | Links | | | | | | | | | | | | | | | |
|--|---|----|----|----|----|----|----|----|----|----|----|----|-----|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| Total daily employee vehicle movements - two way | 7 | 62 | 35 | 48 | 73 | 49 | 35 | 51 | 51 | 38 | 6 | 6 | 123 | 219 | 93 | 65 | 3 | 24 | 6 | 28 | 82 | 15 | 15 | 18 | 5 | 5 | 26 | 5 | 5 |

Table 9 - Total movements (Tables 4 + 8)

| | | | | | | | | | | | | | | Links | 3 | | | | | | | | | | | | | | |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|-----|-------|-----|----|----|-----|----|-----|----|----|----|-----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | | | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| Total daily combined HGV & employee vehicle movements - two way | 202 | 381 | 117 | 341 | 462 | 311 | 201 | 436 | 436 | 154 | 60 | 56 | 548 | 619 | 273 | 65 | 3 | 160 | 80 | 110 | 82 | 15 | 15 | 207 | 49 | 49 | 70 | 49 | 77 |

Table 10 - HGV distribution to primary CCSs

| | | | | | | | | | | | | | | | | | | | Link | S | | | | | | | | | | | | | |
|---------------------------|----------------|------------------|-----------|-----|---|-----|-----|---|-----|-----|-----|---|-----|-----|-----|----|----|----|------|----|----|----|----|----|----|----|----|----|-----|------|-------|----|----|
| HGV direction Flow | Compound | Access Road Name | Origin | % | Daily total HGV deliveries (one-way)* | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 2 | 27 28 | 29 | 30 |
| | | Paper Mill Lane | A12 south | 60% | | | 7.8 | | 7.8 | 7.8 | 7.8 | | | | | | | | | | | | | | | | | | | | | 1 | |
| IN to primary CCS | В | (Access AF) | A14 north | 30% | 13 | 3.9 | | | | | 3.9 | | | | | | | | | | | | | | | | | | 3.9 | | | | |
| | | (Access AF) | A14 south | 10% | Ī | | 1.3 | | 1.3 | | 1.3 | | 1.3 | 1.3 | 1.3 | | | | | | | | | | | | | | | | | | |
| *Numbers obtained from Ap | pendix 27.10 T | able 25a | | • | 13 | | | | | • | • | | | | | | | | | | | | | | | | | | | | | | |

Table 11 - HGV distribution from CCS to substation site

| | | | | | | | | | | | | | | | | | | Links | | | | | | | | | | | | | | |
|---------------------------|----------------|------------------|------------------|---|---|---|---|---|---|------|------|---|----|----|----|----|----|-------|----|----|----|----|----|------|----|------|-------|----|----|----|------|---|
| HGV direction Flow | Section | Access Road Name | Destination Link | Daily total HGV deliveries (one-way)* | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 2 | 22 | 23 2 | 24 25 | 26 | 27 | 28 | 29 3 | 0 |
| IN to Substation station | | Bullen Lane | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN to Substation station | 11 | (Access AL) | 7 | 13 | | | | | | 13.0 | 13.0 | | | | | | | | | | | | | | | | | | | | | |
| *Numbers obtained from Ap | pendix 27.10 T | able 25a | • | 13 | • | | | | | | | | | | | | | | | | - | | | | | | • | | | | | |

Table 12 - HGV distribution back from substation site

| | | | | | | | | | | | | | | | | | | | Links | | | | | | | | | | | | | |
|-----------------------|---------|-------------|-------------|-----|---|-----|-----|---|-----|-----|---|-----|-----|-----|-----|----|----|----|-------|----|----|----|----|----|----|----|-------|-----|----|------|-----|------|
| HGV direction Flow | Section | Origin Link | Destination | % | Daily total HGV deliveries (one-way)* | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 24 | 25 | 26 | 27 2 | 8 2 | 9 30 |
| | | | A12 south | 60% | | | 7.8 | | 7.8 | 7.8 | | 7.8 | | | | | | | | | | | | | | | | | | | | |
| Exit to Wider Network | 11 | 7 | A14 north | 30% | 13 | 3.9 | | | | | | 3.9 | | | | | | | | | | | | | | | | 3.9 | | | | |
| | | | A14 south | 10% | Ī | | 1.3 | | 1.3 | | | 1.3 | 1.3 | 1.3 | 1.3 | | | | | | | | | | | | | | | | | |

*Numbers obtained from Appendix 27.10 Table 25a

Table 13 - Total HGV movements (Tables 10 + 11 + 12)

| en | <u>nts (</u> Tables 10 + 11 + 12) | 1 | | | | | | | | | | | | | Links | 5 | | | | | | | | | | | | | | |
|----|-------------------------------------|------------|----|---|----|----|----|----|---|----|----|----|----|----|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | Total daily HGV movements - two way | y 8 | 18 | 0 | 18 | 16 | 26 | 26 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |

Table 14 - In-migrant employees distribution to/from Substation (vehicles)

In-migrant %
*Employee to car ratio

| | | | | | | | | | | | | | | | | | | | Links | ; | | | | | | | | | | | | | |
|------------------------------------|---------|------------------|------------------------|-------|---|------|-----|-----|-----|-----|---|------|-----|-----|-----|----|----|-----|-------|----|----|------|----|----|----|------|--------|------|----|----|-----|---------------|----|
| Employee direction flow | Section | Access Road Name | Origin | %# | Daily employee vehicle movements (one-way) * | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 2 | 23 2 | 24 2 | 26 | 27 | 28 | 29 | 30 |
| | | | A12 south (Colchester) | 34.4% | | | 7.3 | | 7.3 | 7.3 | | 7.3 | | | | | | | | | | | | | | | | | | | | | |
| | | | A14 north (Stowmarket) | 6.5% | | 1.36 | 1 | | | | | 1.36 | | | | | | | | | | | | | | | | 1. | 36 | | | $\overline{}$ | |
| A 1/-l A | | Bullen Lane | A1438 (Woodbridge) | 4.3% | | | 0.9 | 0.9 | | | | 0.9 | | | | | | 0.9 | | | | | | | | 0.9 | | | | | 0.9 | | |
| Arrival/departure to Substation | | (Access AL) | A14 south (Felixstowe) | 14.0% | 21 | | 3.0 | | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | | | | | | | | | | | | | | | | | $\overline{}$ | |
| Substation | | (ACCESS AL) | A1214 (Ipswich) | 34.4% | | | 7.3 | 7.3 | | | | 7.3 | | | | | | | | | | | | | | 7.3 | | | | | | $\overline{}$ | |
| | | | A12 north (Saxmundham) | 4.3% | | 0.91 | | | | | | 0.91 | | | | | | | | | | 0.91 | | | | 0 | .91 0. | .91 | | | | | |
| | | | B1113 south (Hadley) | 2.2% | | | | | | | | 0.45 | | | | | | | | | | | | | | | | | | | | | |

^{*} Numbers obtained from Appendix 27.10 Table 26 and multiplied by the percentage of in-migrant workers (66%) to total workers

Table 15 - Resident employees distribution to/from Substation (vehicles)

Resident workers % *Employee to car ratio

| | | | | | | | | | | | | | | | | | | | Links | | | | | | | | | | | | | | |
|------------------------------------|---------|----------------------------|------------------------|----------------|--|------|-----|-----|-----|-----|---|------|-----|-----|-----|----|----|-----|-------|----|----|------|----|----|----|-----|------|------|------|----|-----|----|----|
| Employee direction flow | Section | Access Road Name | Origin | %## | Daily employee vehicle movements (one-way) ** | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 2 | 5 26 | 27 | 28 | 29 | 30 |
| | | | A12 south (Colchester) | 40.3% | | | 4.4 | | 4.4 | 4.4 | | 4.4 | | | | | | | | | | | | | | | | | | | | | |
| | | | A14 north (Stowmarket) | 3.0% | | 0.33 | | | | | | 0.33 | | | | | | | | | | | | | | | | 0.3 | 13 | | | | |
| Arrival/deporture to | | Bullon Long | A1438 (Woodbridge) | 17.0% 28.7% | | | 1.8 | 1.8 | | | | 1.8 | | | | | | 1.8 | | | | | | | | 1.8 | | | | | 1.8 | | |
| Arrival/departure to Substation | 11 | Bullen Lane (Access AL) | A14 south (Felixstowe) | 28.7% | 11 | | 3.1 | | 3.1 | | | 3.1 | 3.1 | 3.1 | 3.1 | | | | | | | | | | | | | | | | | | |
| Substation | | (Access AL) | A1214 (Ipswich) | 5.0% | | | 0.5 | 0.5 | | | | 0.5 | | | | | | | | | | | | | | 0.5 | | | | | | | |
| | | | A12 north (Saxmundham) | 1.0% | | 0.11 | | | | | | 0.11 | | | | | | | | | | 0.11 | | | | | 0.11 | 0.11 | | | | | |
| | | | B1113 south (Hadley) | 5.0% | | | | | | | | 0.54 | | | | | | | | | | | | | | | | | | | | | |

^{**} Numbers obtained from Appendix 27.10 Table 26 and multiplied by the percentage of resident workers (34%) to total workers ## Numbers obtained from Appendix 27.04 Tables 2 and 4

Table 16 - Total employee movements (Tables 14 + 15)

| | | | | | | | | | | | | | | Links | 6 | | | | | | | | | | | | | | |
|--|---|----|----|----|----|---|----|---|----|----|----|----|----|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| Total daily employee vehicle movements - two way | 3 | 28 | 11 | 18 | 12 | 0 | 32 | 6 | 6 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 0 |

Table 17 - Total movements (Tables 16 + 13)

| | | | | | | | | | | | | | | LINKS | 5 | | | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|---|----|----|----|----|----|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| Total daily combined HGV & employee vehicle movements - two way | 11 | 46 | 11 | 36 | 27 | 26 | 58 | 9 | 9 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 1 | 1 | 9 | 0 | 0 | 3 | 0 | 0 |

Appendix 27.12 ends here

[#] Numbers obtained from Appendix 27.03 Tables 2 and 4