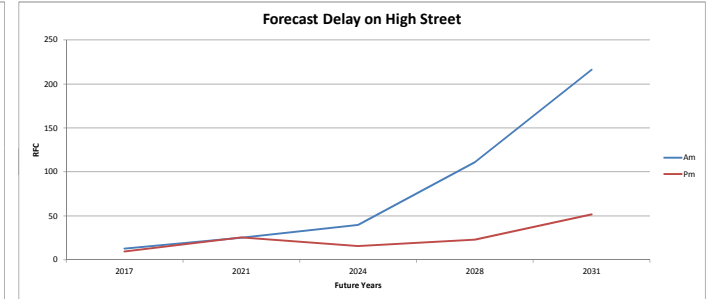
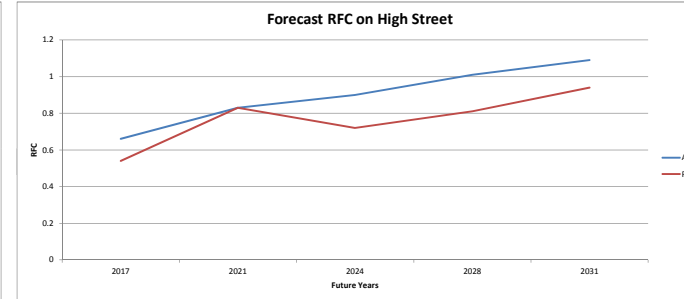
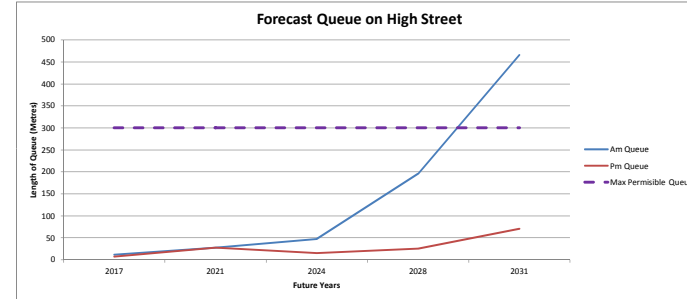
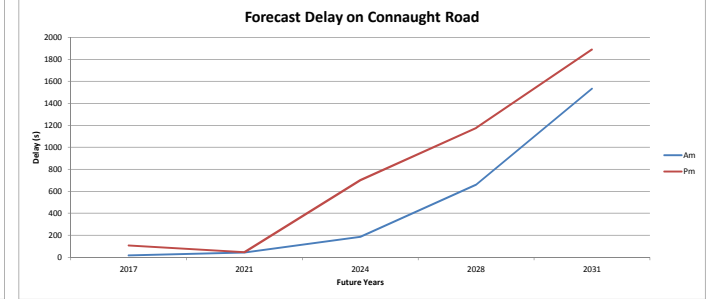
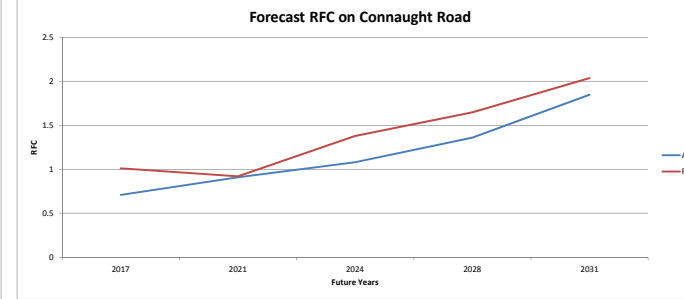
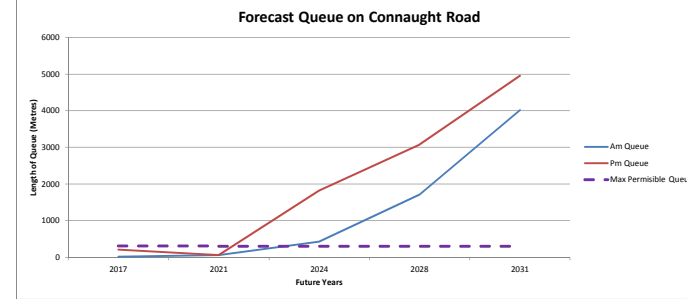


## Appendix Y – Roundabouts Junctions and Link Road Options 1 & 2

		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Connaught Rd	2.42	15.47	0.71	33.73	106.68	1.01
2021	Connaught Rd	9.1	42.13	0.91	9.71	44.14	0.92
2024	Connaught Rd	70.98	185.71	1.08	302.61	700.74	1.38
2028	Connaught Rd	284.78	660.39	1.36	511.55	1175.11	1.65
2031	Connaught Rd	669.19	1533.93	1.85	824.97	1888.83	2.04

		Am Queue			Pm Queue		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	High Street	1.93	12.93	0.66	1.16	9.41	0.54
2021	High Street	4.57	25.13	0.83	4.64	25.47	0.83
2024	High Street	7.92	39.83	0.9	2.54	15.74	0.72
2028	High Street	32.6	111	1.01	4.2	23.1	0.81
2031	High Street	77.65	216.06	1.09	11.77	51.97	0.94



Appendix Y, Figure 1, Roundabout Junction of Exchanges Street / Connaught Road / High Street  
Town Centre Improvements Scenario With Link Road Option 1 / 2 Scenario - Roundabout Junctions

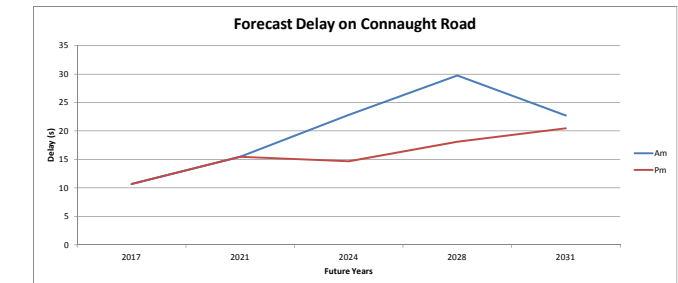
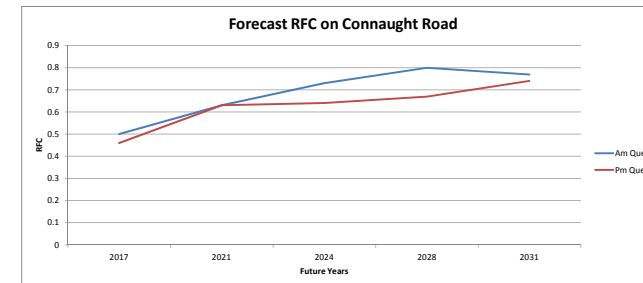
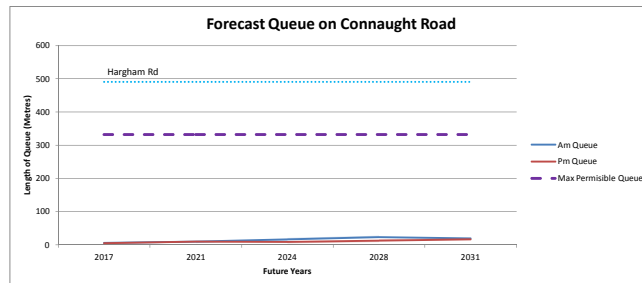
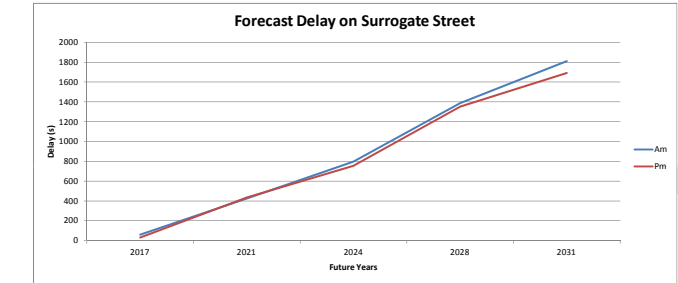
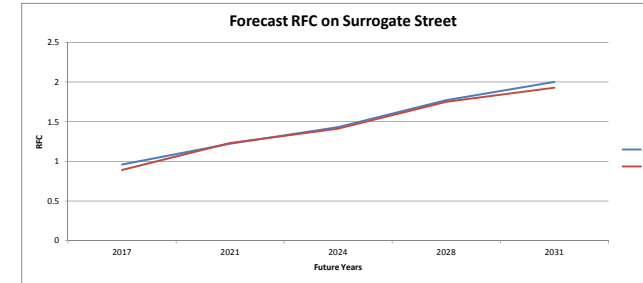
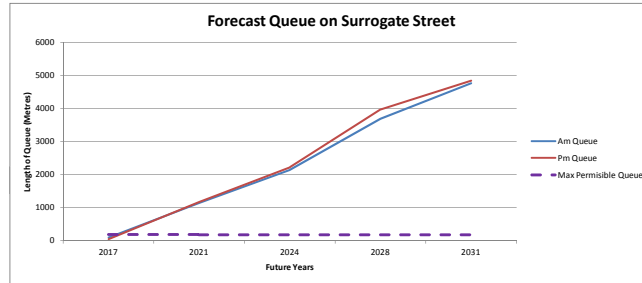
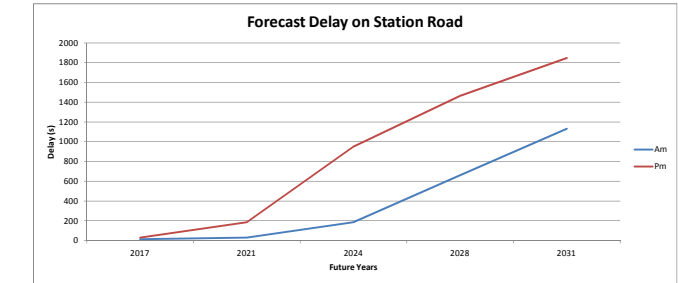
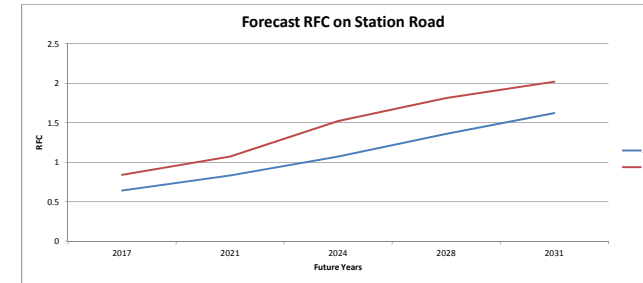
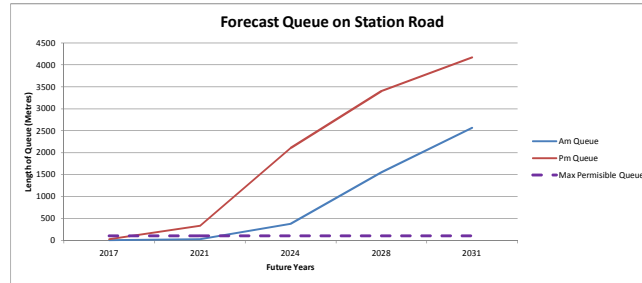


0.84

		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Station Road	1.74	13.81	0.64	4.83	29.04	0.84
2021	Station Road	4.78	28.73	0.83	55.41	185.53	1.07
2024	Station Road	63.47	186.37	1.07	351.65	950.06	1.52
2028	Station Road	258.3	662.56	1.36	567.45	1463.71	1.81
2031	Station Road	427.66	1131.62	1.62	695.54	1846.88	2.02

		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Surrogate Street	15.65	59.5	0.96	7.29	31.17	0.89
2021	Surrogate Street	189.19	424.69	1.22	194.4	435.81	1.23
2024	Surrogate Street	356.34	795.47	1.43	369.34	754.34	1.41
2028	Surrogate Street	614.48	1387.38	1.77	651.13	1353.68	1.75
2031	Surrogate Street	793.55	1813.12	2	807.67	1691.48	1.93

		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Connaught Rd	0.99	10.66	0.5	0.84	10.7	0.46
2021	Connaught Rd	1.67	15.47	0.63	1.67	15.47	0.63
2024	Connaught Rd	2.66	22.82	0.73	1.47	14.69	0.64
2028	Connaught Rd	3.86	29.73	0.8	2.03	18.11	0.67
2031	Connaught Rd	3.17	22.74	0.77	2.72	20.47	0.74



Appendix Y, Figure 2, Roundabout Junction of Surrogate Street / Station Road / Connaught Road  
Town Centre Improvements Scenario With Link Road Option 1 / 2 Scenario - Roundabout Junctions

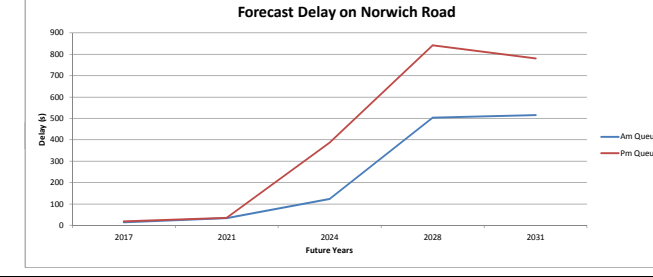
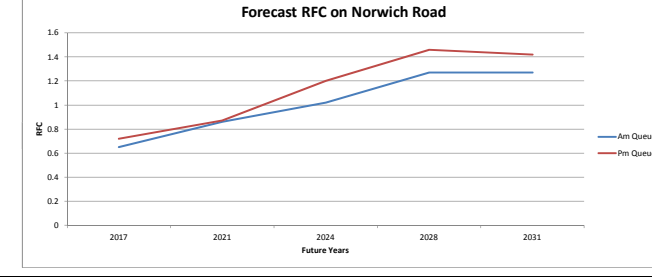
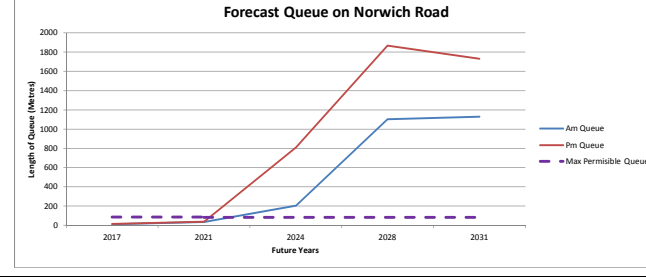
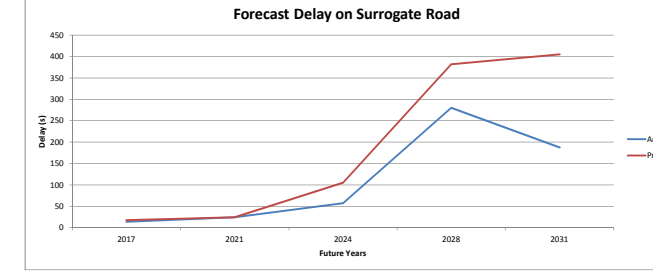
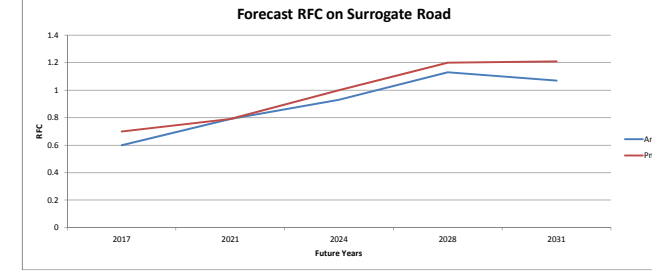
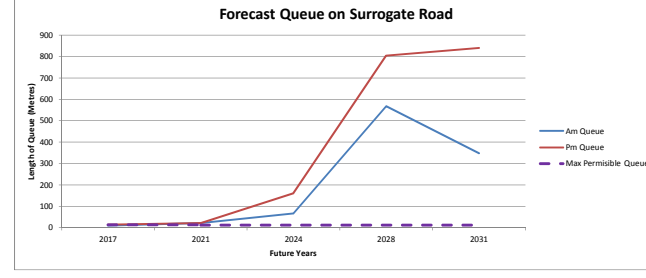
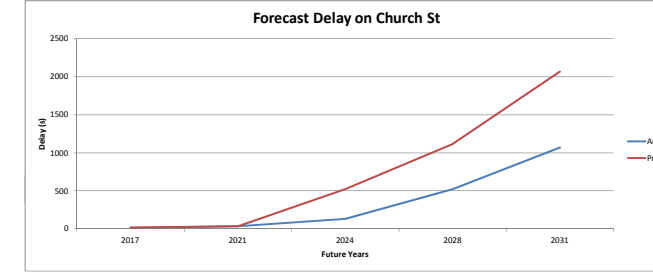
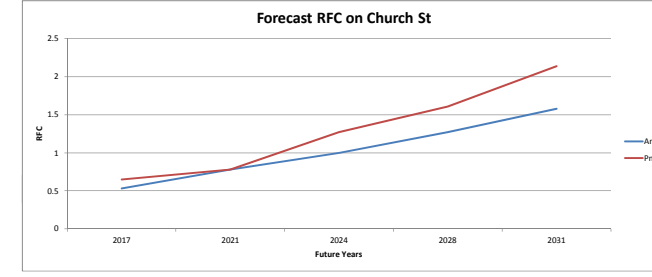
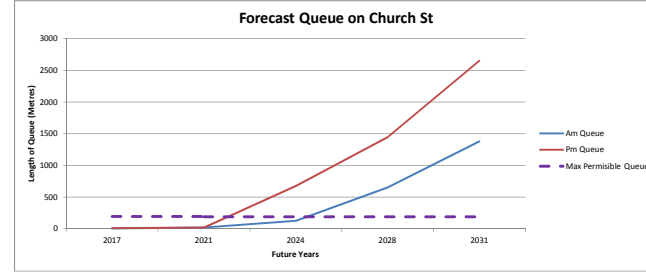
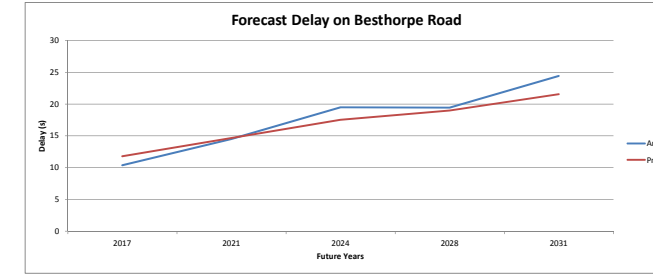
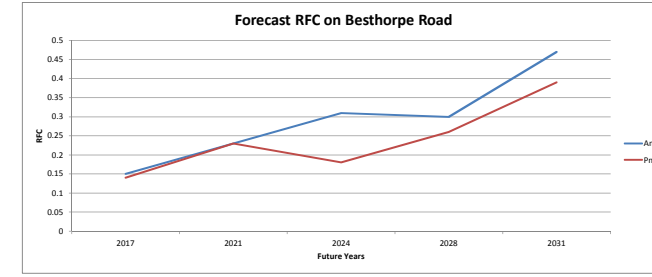
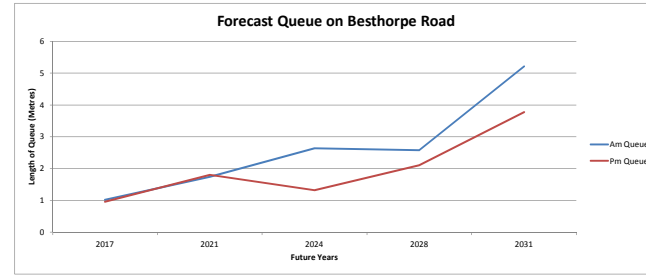


Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Besthorpe Road	0.17	10.35	0.15	0.16	11.76	0.14
2021	Besthorpe Road	0.29	14.48	0.23	0.3	14.63	0.23
2024	Besthorpe Road	0.44	19.48	0.31	0.22	17.54	0.18
2028	Besthorpe Road	0.43	19.46	0.3	0.35	18.96	0.26
2031	Besthorpe Road	0.87	24.43	0.47	0.63	21.55	0.39

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Church Street	1.11	14.1	0.53	1.79	19.74	0.65
2021	Church Street	3.47	33.98	0.76	3.99	32.82	0.78
2024	Church Street	21.02	132.64	1	113.27	524.04	1.27
2028	Church Street	108.87	522.01	1.27	240.68	1116.09	1.61
2031	Church Street	229.86	1070.02	1.58	442.43	2068.73	2.14

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Surrogate Street - Right Turn	1.5	13.45	0.6	2.27	17.5	0.7
2021	Surrogate Street - Right Turn	3.59	24.47	0.79	3.59	24.47	0.79
2024	Surrogate Street - Right Turn	11.09	57.3	0.93	26.77	105	1
2028	Surrogate Street - Right Turn	94.71	279.94	1.13	134.18	382.15	1.2
2031	Surrogate Street - Right Turn	57.96	187.35	1.07	140.05	404.89	1.21

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Norwich Road	1.84	13.89	0.65	3.56	18.24	0.72
2021	Norwich Road	5.87	34.03	0.86	6.02	34.85	0.87
2024	Norwich Road	34.26	123.78	1.02	115.13	386.36	1.2
2028	Norwich Road	163.93	503.82	1.27	311.31	842.58	1.46
2031	Norwich Road	187.94	515.87	1.27	288.48	780.87	1.42



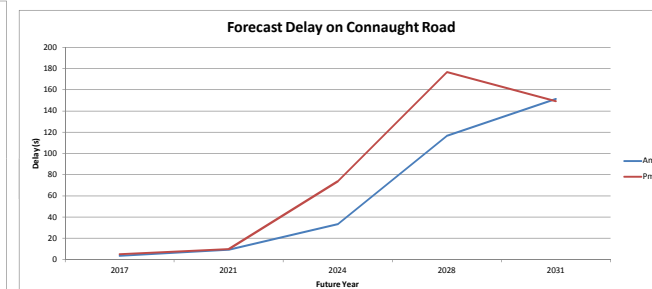
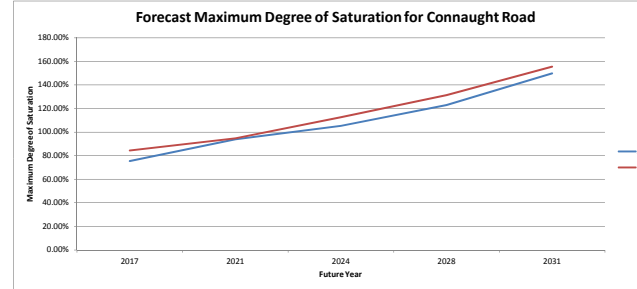
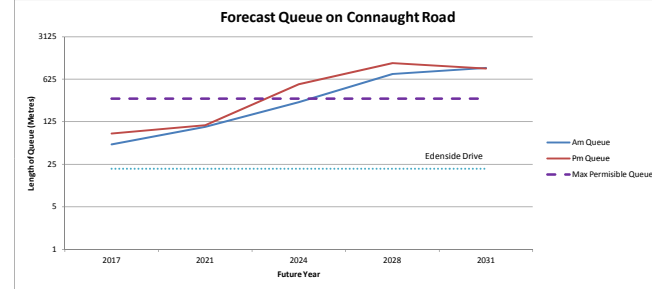
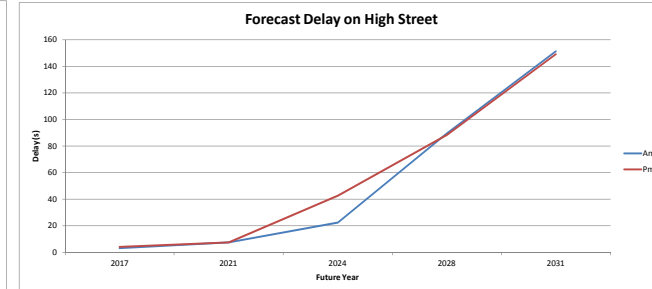
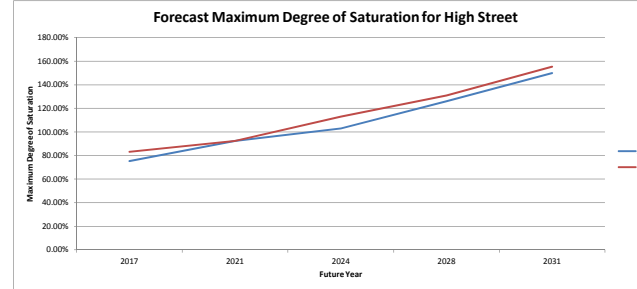
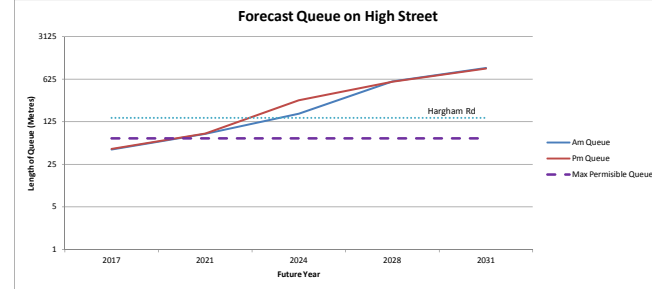
Appendix Y, Figure 3, Roundabout Junction of Norwich Road / Besthorpe Road / Surrogate Street / Church Street Town Centre Improvements Scenario With Link Road Option 1 / 2 Scenario - Roundabout Junctions



## Appendix Z – Traffic Signals and Link Road Options 1 & 2

		Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	High Street	7.3	3.3	75.30%	7.5	4.2	83.10%
2021	High Street	13.2	7.5	92.40%	13.4	7.5	92.40%
2024	High Street	28.4	22.4	103.00%	47.1	42.7	113.00%
2028	High Street	96.4	89.7	126.10%	94.7	88.4	131.00%
2031	High Street	159.2	151.2	150.00%	156.1	149.1	155.50%

		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Connaught Road	8.8	3.5	75.40%	13.3	5	84.40%
2021	Connaught Road	17.3	9.1	94.00%	18.2	9.7	94.80%
2024	Connaught Road	43.6	33.5	105.20%	85.9	73.9	112.60%
2028	Connaught Road	127	116.7	123.10%	191.6	176.7	131.40%
2031	Connaught Road	159.2	151.2	150.00%	156.1	149.1	155.50%



Appendix Z, Figure 1, Signalised Junction of Exchange Street / Connaught Road / High Street Town Centre Improvements With Link Road Option 1 /2 Scenario - Signalised Junctions

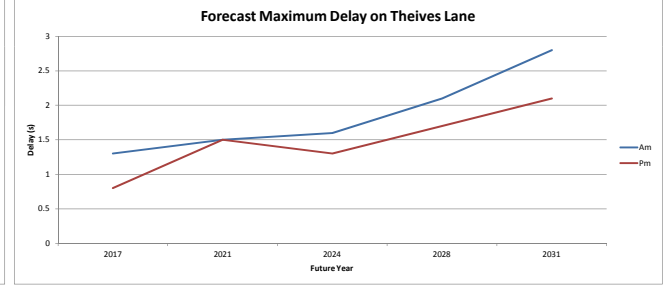
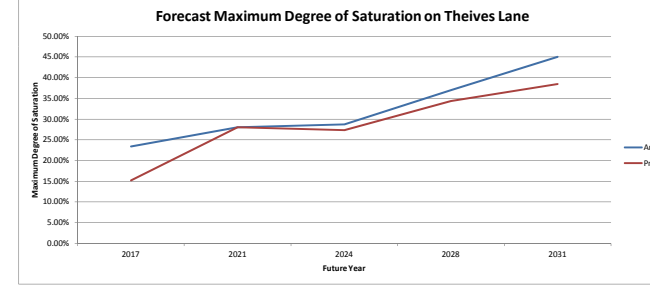
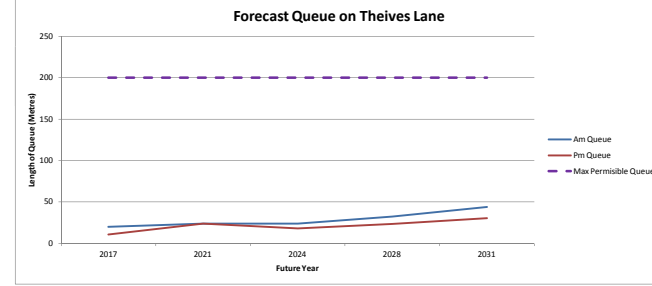
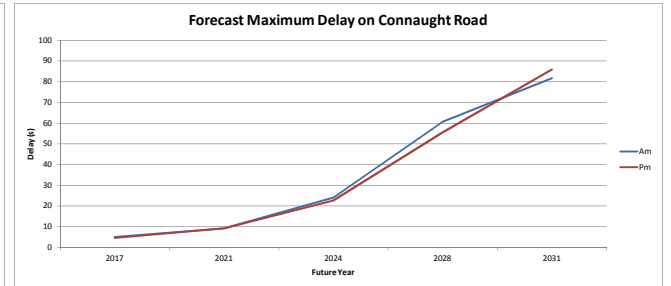
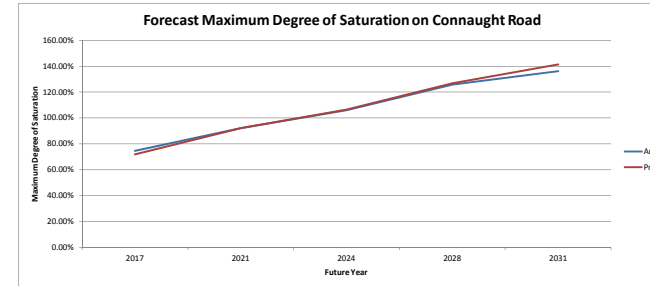
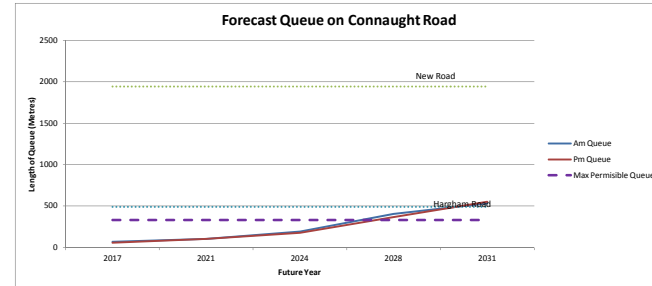
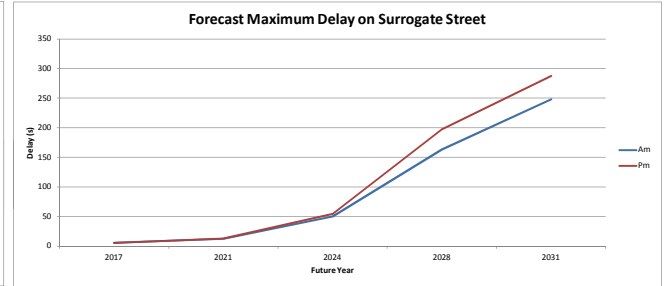
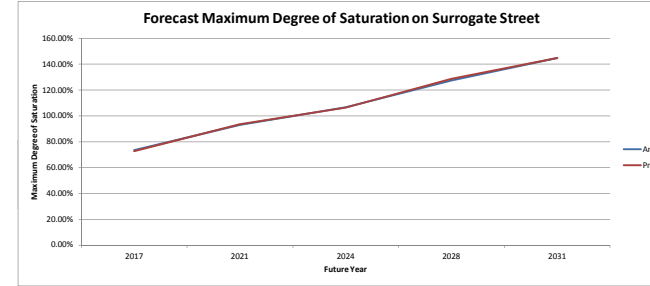
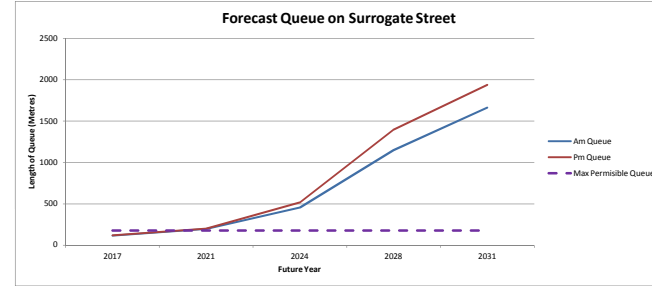
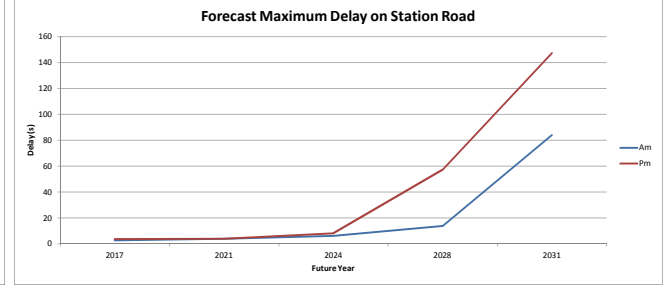
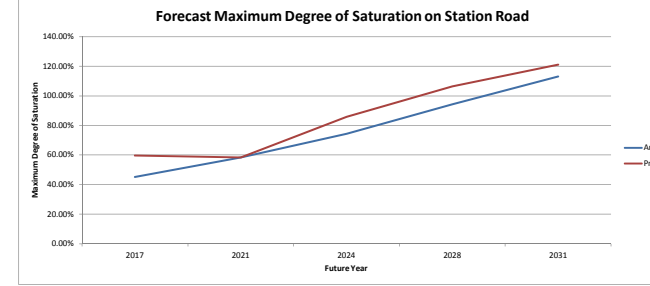
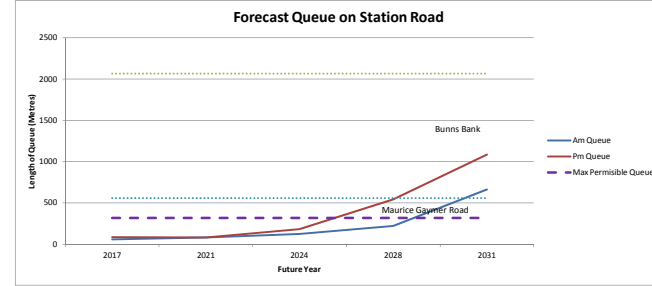


Year	Location	Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	Station Road	9.8	2.7	45.20%	14.7	3.6	59.60%
2021	Station Road	14.1	3.9	58.30%	14.1	3.9	58.30%
2024	Station Road	21	6	74.40%	30.5	8.1	85.80%
2028	Station Road	36.9	13.8	94.20%	50.5	17.2	106.50%
2031	Station Road	110.5	84	113.10%	180.8	147.4	121.20%

Year	Location	Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	Surrogate Street	19.2	5.7	73.50%	19.9	5	72.70%
2021	Surrogate Street	32.7	12.2	93.00%	33.6	12.8	93.60%
2024	Surrogate Street	75.8	50	106.60%	86.3	54.5	106.40%
2028	Surrogate Street	191.5	163	127.40%	232.6	197.1	128.60%
2031	Surrogate Street	277	248.1	144.70%	322.7	287.5	144.70%

Year	Location	Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	Connaught Road	11.5	5.1	74.50%	9.8	4.6	71.80%
2021	Connaught Road	17.2	9.3	92.20%	17.2	9.3	92.20%
2024	Connaught Road	32.1	24.1	105.90%	29.3	22.7	106.60%
2028	Connaught Road	67.6	60.7	125.70%	61.2	55.6	126.80%
2031	Connaught Road	88.5	81.7	136.20%	92	85.9	141.30%

Year	Location	Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	Theives Lane	3.3	1.3	23.40%	1.8	0.8	15.20%
2021	Theives Lane	4	1.5	28.00%	4	1.5	28.00%
2024	Theives Lane	4	1.6	28.70%	3	1.3	27.30%
2028	Theives Lane	5.4	2.1	37.60%	3.9	1.7	34.40%
2031	Theives Lane	7.3	2.8	45.00%	5.1	2.1	38.50%



Appendix Z, Figure 2, Signalised Junction of Surrogate Street / Theives Lane / Station Road / Connaught Road  
Town Centre Improvements With Link Road Option 1 / 2 Scenario - Signalised Junctions



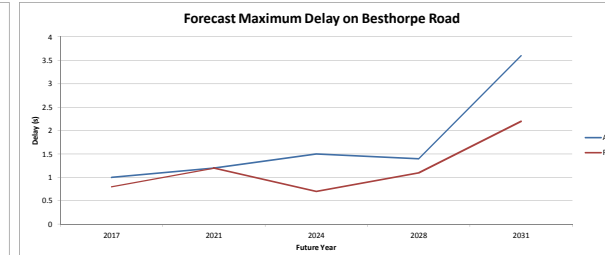
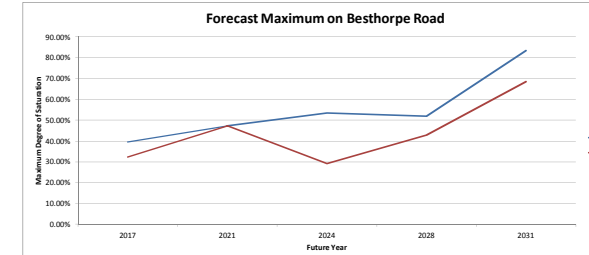
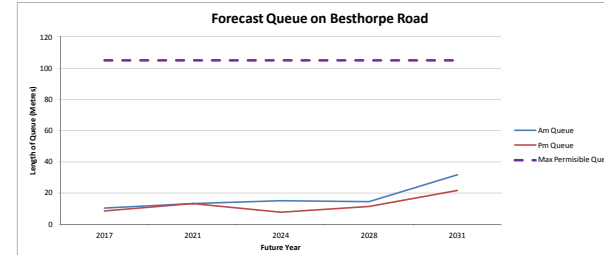
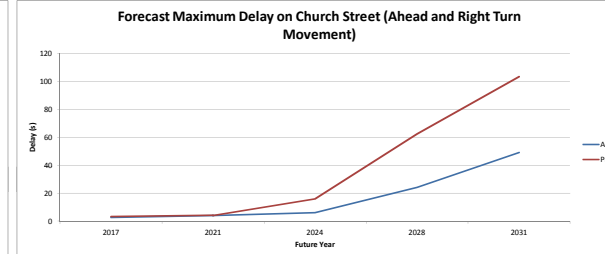
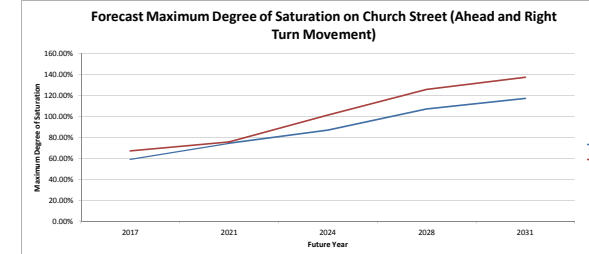
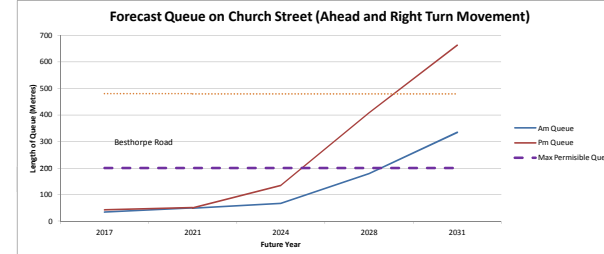
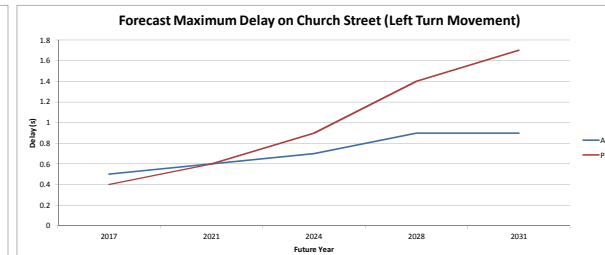
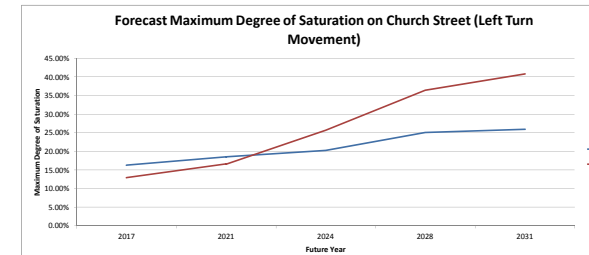
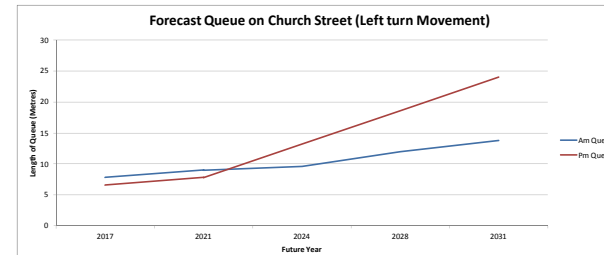
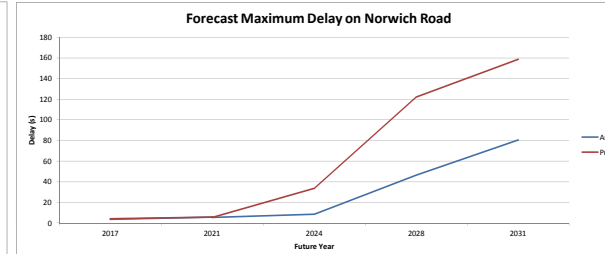
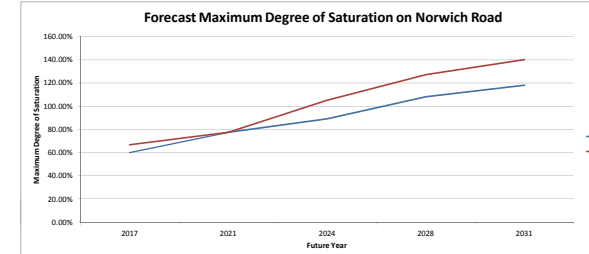
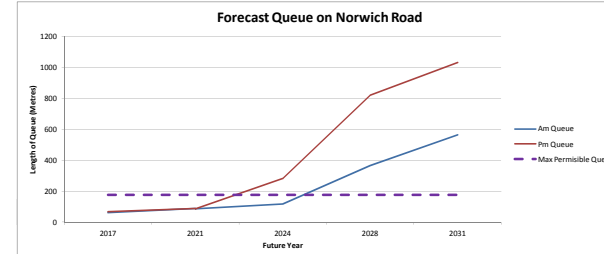
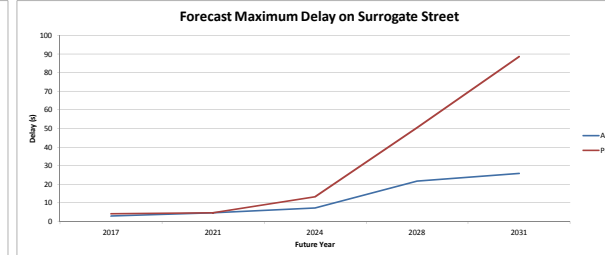
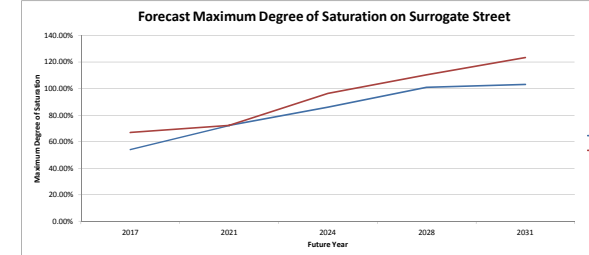
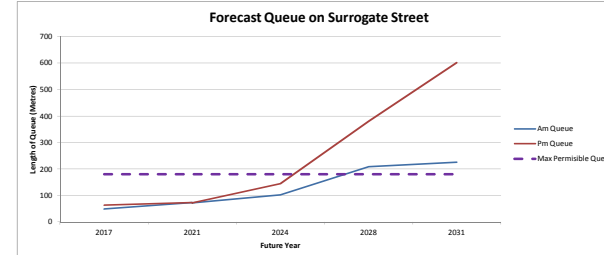
Year	Location	Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	Surrogate Street	8.1	2.9	54.10%	10.6	4	66.80%
2021	Surrogate Street	12.1	4.6	72.30%	12.1	4.6	72.30%
2024	Surrogate Street	17	7.2	86.00%	24.2	13.3	96.30%
2028	Surrogate Street	34.7	21.7	101.10%	63.4	50.5	110.30%
2031	Surrogate Street	37.5	25.8	103.10%	100.2	88.6	123.30%

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Norwich Road	10	3.5	60.00%	11.3	4.1	66.60%
2021	Norwich Road	14.6	5.6	77.40%	14.6	5.6	77.40%
2024	Norwich Road	19.6	8.6	89.10%	47.1	33.8	105.00%
2028	Norwich Road	60.9	46.5	108.10%	137	122.1	127.10%
2031	Norwich Road	94	80.6	118.20%	172	158.6	140.30%

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Church Street left turn	1.3	0.5	16.30%	1.1	0.4	12.50%
2021	Church Street left turn	1.5	0.6	18.50%	1.3	0.6	16.60%
2024	Church Street left turn	1.6	0.7	20.30%	2.2	0.9	25.70%
2028	Church Street left turn	2	0.9	25.10%	3.1	1.4	36.40%
2031	Church Street left turn	2.3	0.9	25.90%	4	1.7	40.80%

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Church Street Ahead and Right	5.7	2.6	59.10%	7.1	3.3	67.00%
2021	Church Street Ahead and Right	8.3	4	74.40%	8.5	4.2	75.70%
2024	Church Street Ahead and Right	11.3	6.1	87.00%	22.4	16	101.50%
2028	Church Street Ahead and Right	30	24.3	107.30%	68.1	62.4	125.90%
2031	Church Street Ahead and Right	55.8	49.2	117.30%	110.5	103.5	137.50%

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Besthorpe Road	1.7	1	39.60%	1.4	0.8	32.30%
2021	Besthorpe Road	2.2	1.2	47.30%	2.2	1.2	47.30%
2024	Besthorpe Road	2.5	1.5	53.40%	1.3	0.7	29.10%
2028	Besthorpe Road	2.4	1.4	51.90%	1.9	1.1	42.80%
2031	Besthorpe Road	5.3	3.6	83.50%	3.6	2.2	68.60%



Appendix Z, Figure 3, Signalised Junction of Norwich Road / Besthorpe Road / Surrogate Street / Church Street Town Centre Improvements With Link Road Option 1 / 2 Scenario - Signalised Junctions

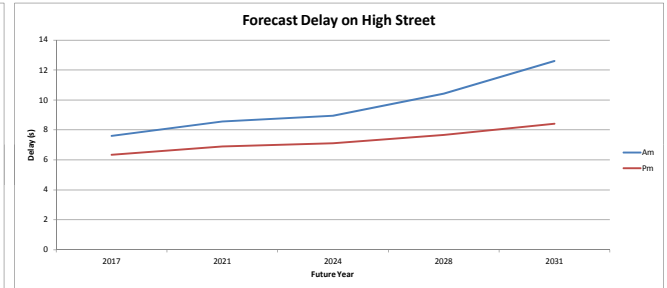
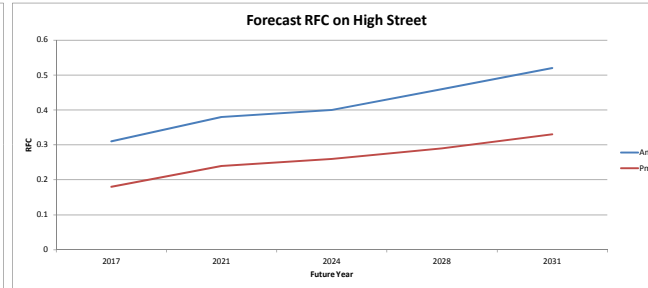
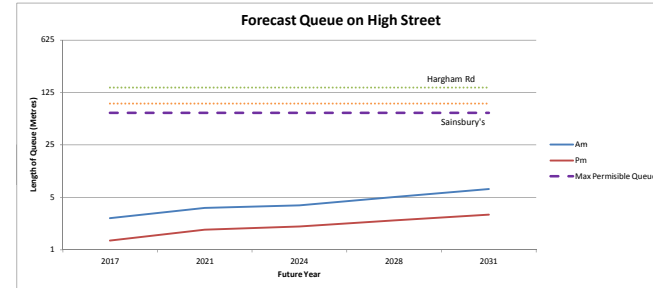
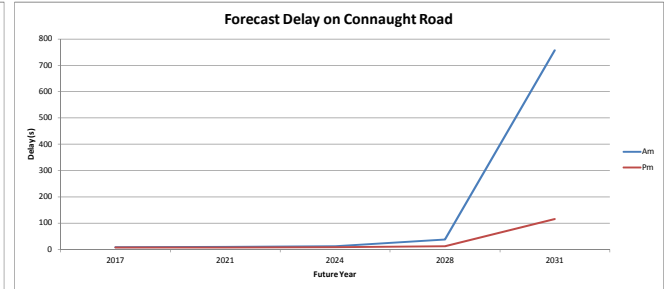
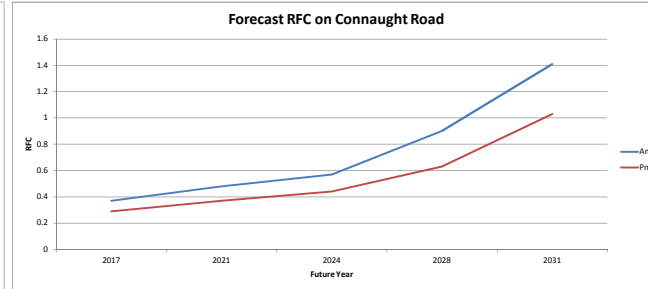
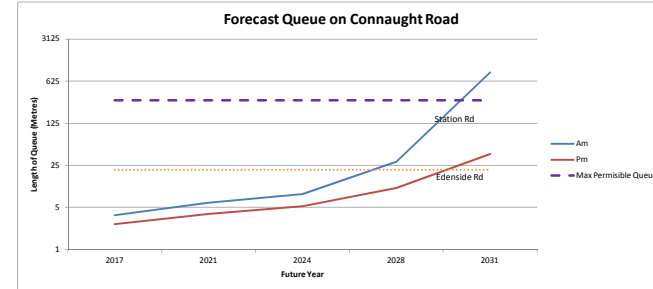




## Appendix AA – Priority Control and Link Road Option 3

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Connaught Road	0.62	8.4	0.37	0.44	7.02	0.29
2021	Connaught Road	1	9.98	0.48	0.65	7.63	0.37
2024	Connaught Road	1.39	11.62	0.57	0.87	8.34	0.44
2028	Connaught Road	4.74	37.9	0.9	1.75	11.78	0.63
2031	Connaught Road	144.77	757.39	1.41	6.37	115.87	1.03

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	High Street	0.44	7.61	0.31	0.22	6.35	0.18
2021	High Street	0.6	8.56	0.38	0.31	6.89	0.24
2024	High Street	0.65	8.96	0.4	0.34	7.12	0.26
2028	High Street	0.84	10.42	0.46	0.41	7.66	0.29
2031	High Street	1.08	12.6	0.52	0.49	8.41	0.33



Appendix AA, Figure 1, Priority Junction of Exchanges Street / Connaught Road / High Street Town Centre Improvements Scenario With Link Road Option 3 Scenario - Priority Junctions



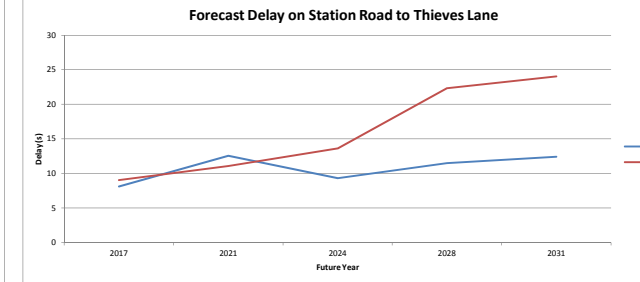
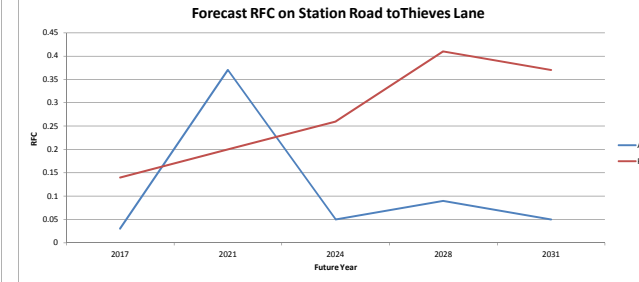
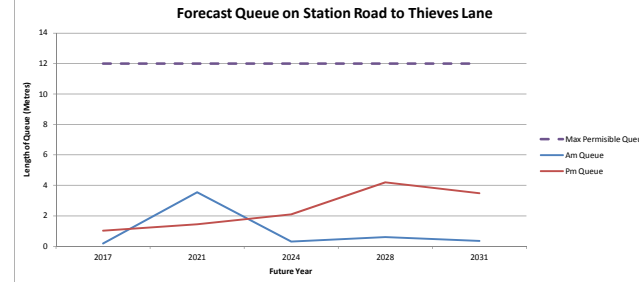
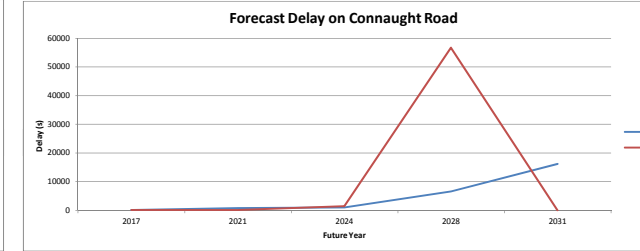
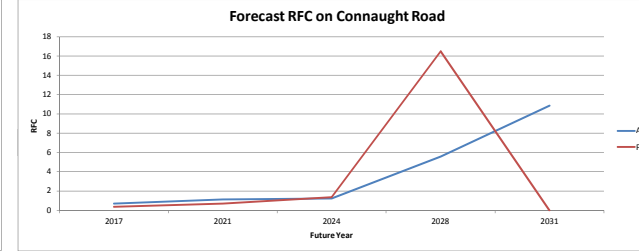
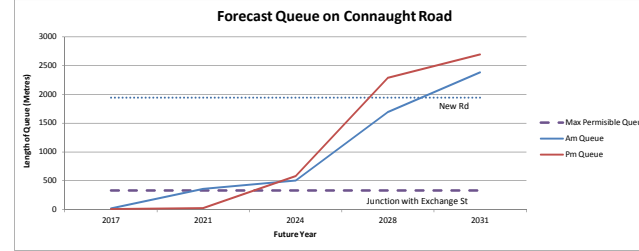
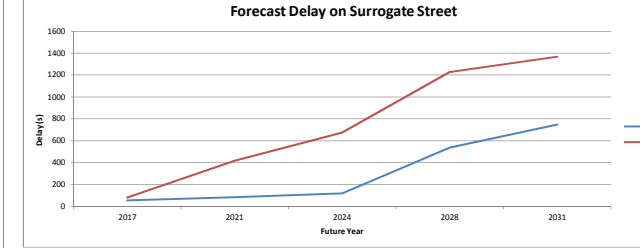
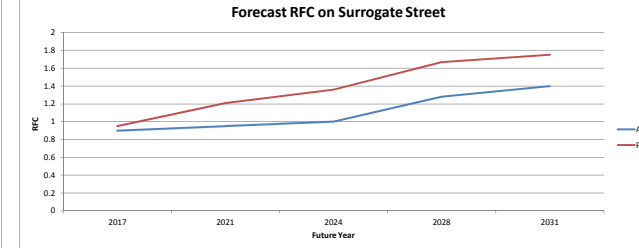
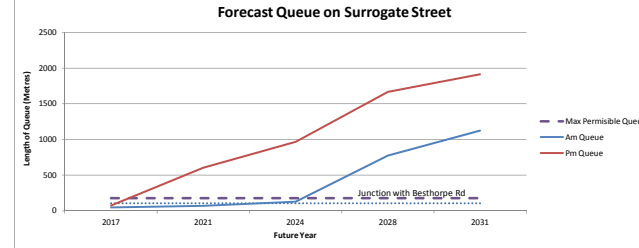
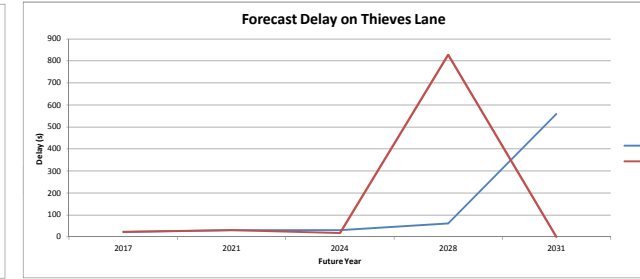
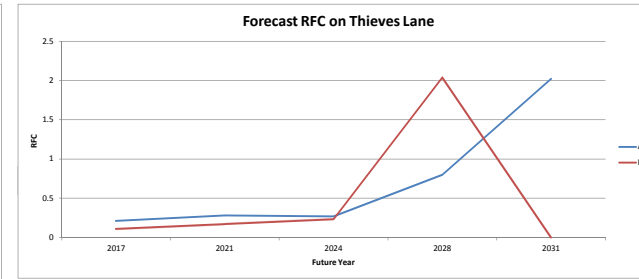
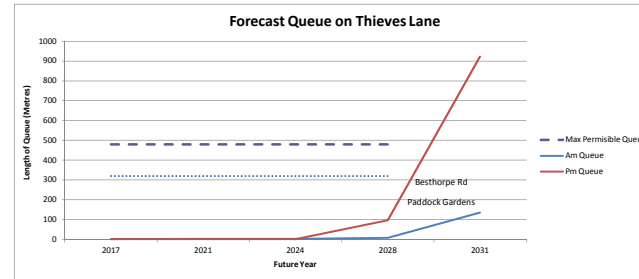
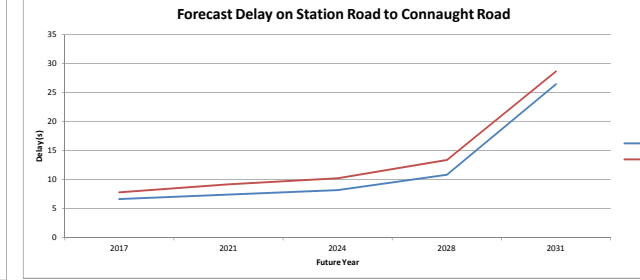
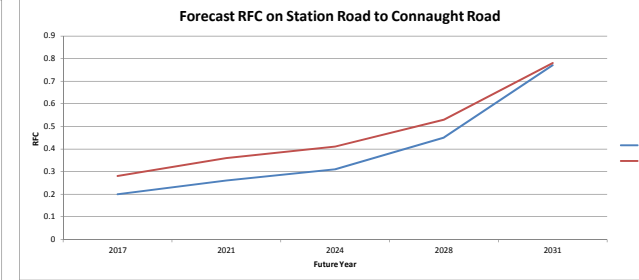
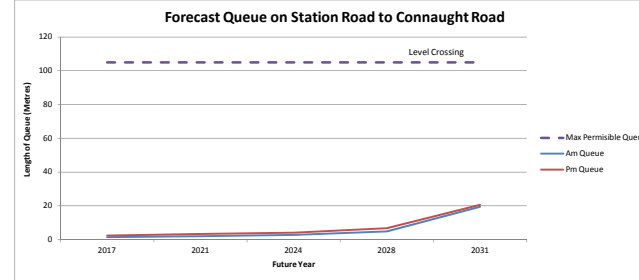
Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Station Road to Connaught Rd	0.25	6.62	0.2	0.4	7.78	0.28
2021	Station Road to Connaught Rd	0.35	7.41	0.26	0.56	9.17	0.36
2024	Station Road to Connaught Rd	0.45	8.16	0.31	0.7	10.2	0.41
2028	Station Road to Connaught Rd	0.82	10.83	0.45	1.12	13.37	0.53
2031	Station Road to Connaught Rd	3.24	26.44	0.77	3.44	28.62	0.78

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Thieves Lane	0.35	23.15	0.21	0.2	24.34	0.11
2021	Thieves Lane	0.54	31.79	0.28	0.33	31.26	0.17
2024	Thieves Lane	0.51	31.41	0.27	0.3	17.91	0.23
2028	Thieves Lane	1.38	61.16	0.8	16.1	828.28	2.04
2031	Thieves Lane	22.63	559.22	2.02	153.7	-	-

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Surrogate St to Connaught Rd	7.53	54.97	0.9	12.17	81.65	0.95
2021	Surrogate St to Connaught Rd	11.75	85.35	0.95	100.98	416.44	1.21
2024	Surrogate St to Connaught Rd	21.08	119.77	1	161.65	675.4	1.36
2028	Surrogate St to Connaught Rd	128.89	538.24	1.28	277.96	1228.8	1.67
2031	Surrogate St to Connaught Rd	187.54	749.44	1.4	318.88	1368.58	1.75

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Connaught Rd Combined Movements	2.92	59.07	0.69	1.18	33.51	0.37
2021	Connaught Rd Combined Movements	59.46	722.55	1.13	4.37	104.62	0.7
2024	Connaught Rd Combined Movements	83.38	1019.52	1.23	97.17	1480.32	1.35
2028	Connaught Rd Combined Movements	282.33	6599.53	5.58	381.55	56677.86	16.51
2031	Connaught Rd Combined Movements	396.97	16151.93	10.86	448.6	-	-

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Station Road to Thieves Lane	0.03	8.12	0.03	0.17	9.01	0.14
2021	Station Road to Thieves Lane	0.59	12.54	0.37	0.24	11.07	0.2
2024	Station Road to Thieves Lane	0.05	9.32	0.05	0.35	13.61	0.26
2028	Station Road to Thieves Lane	0.1	11.47	0.09	0.7	22.32	0.41
2031	Station Road to Thieves Lane	0.06	12.43	0.09	0.58	24.06	0.37



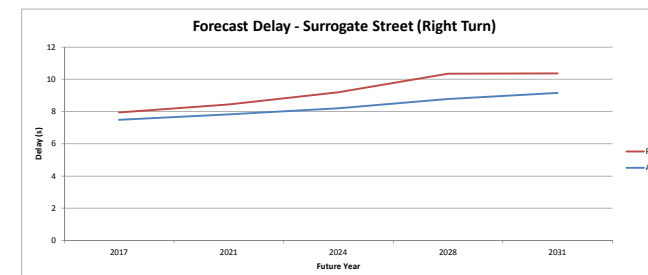
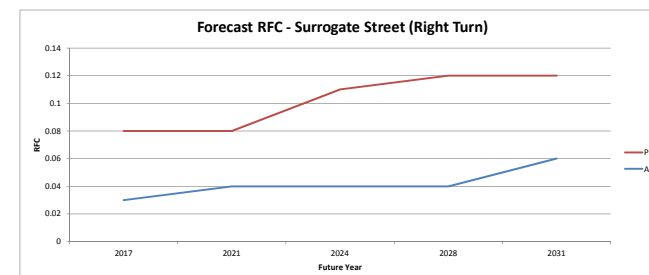
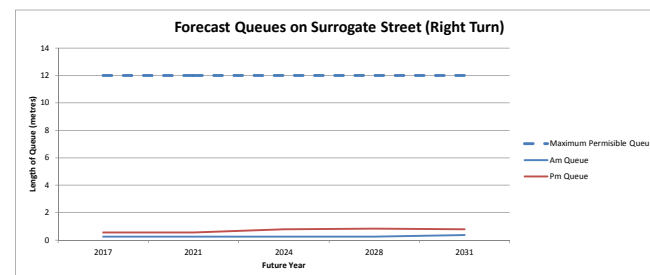
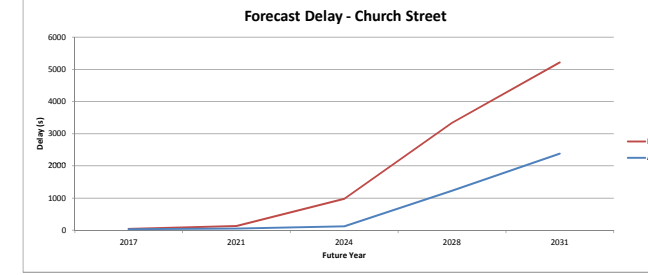
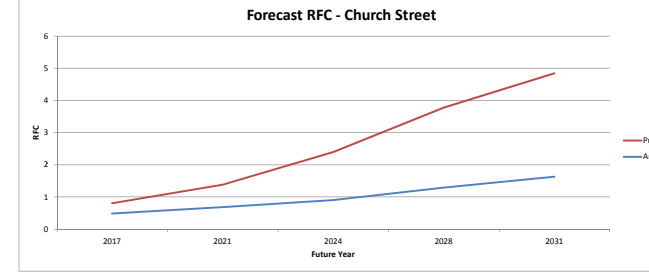
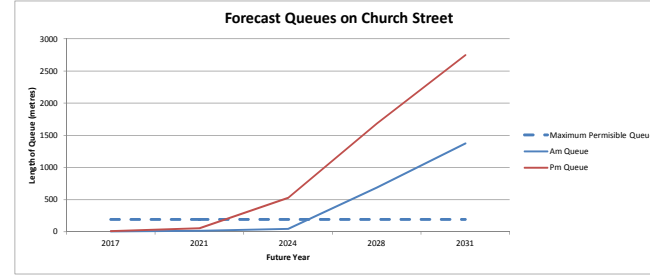
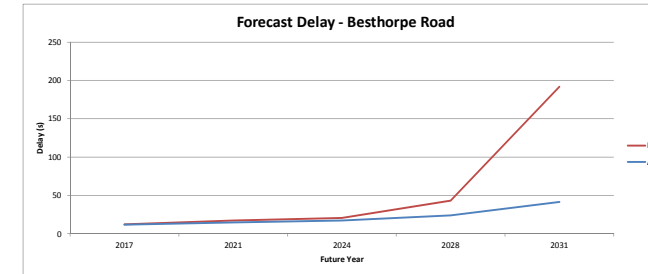
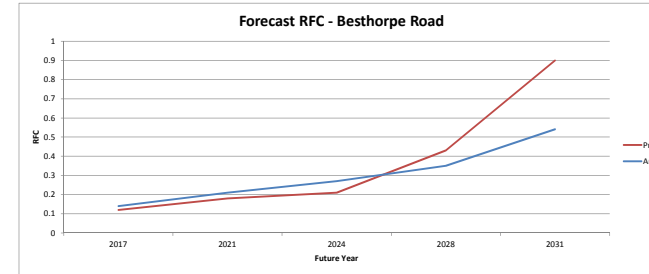
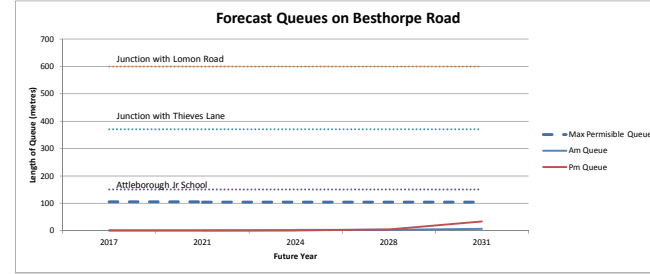
Appendix AA, Figure 2, Priority Junction of Surrogate Street / Thieves Lane / Station Road / Connaught Road Town Centre Improvements Scenario With Link Road Option 3 Scenario - Priority Junctions



		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Besthorpe Road	0.17	11.72	0.14	0.13	12.13	0.12
2021	Besthorpe Road	0.27	14.94	0.21	0.22	17.25	0.18
2024	Besthorpe Road	0.37	17.49	0.27	0.27	20.48	0.21
2028	Besthorpe Road	0.54	23.83	0.35	0.75	43.02	0.43
2031	Besthorpe Road	1.16	41.35	0.54	5.65	191.88	0.9

		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Chruch Street	1.17	28.32	0.49	2.03	36.83	0.8
2021	Chruch Street	2.52	46.45	0.68	9.61	124.5	1.38
2024	Chruch Street	8.06	118.01	0.9	88.25	970.89	2.4
2028	Chruch Street	114.48	1226.79	1.29	280.75	3331.27	3.78
2031	Chruch Street	229.44	2379.23	1.63	458.43	5214.86	4.84

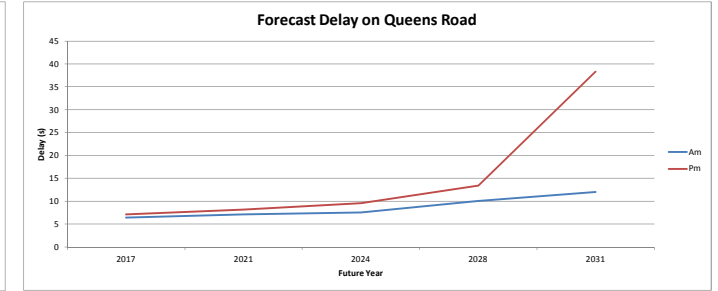
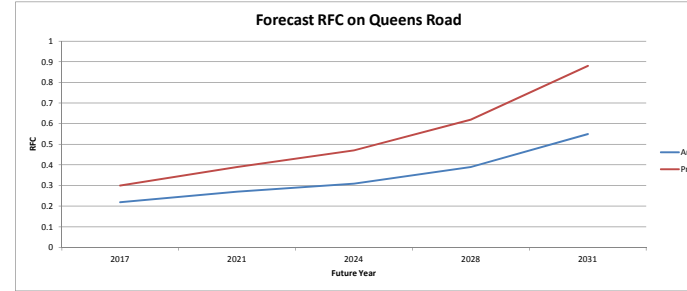
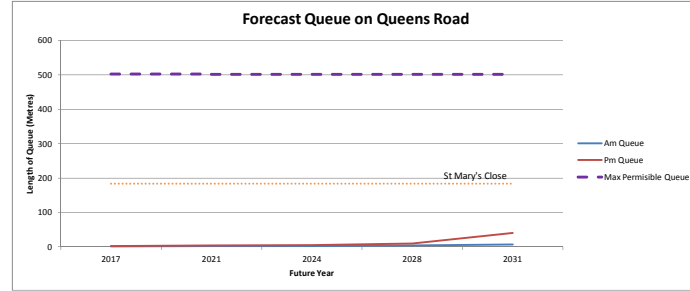
		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Surrogate Street - Right Turn	0.04	7.48	0.03	0.09	7.94	0.08
2021	Surrogate Street - Right Turn	0.04	7.83	0.04	0.09	8.44	0.08
2024	Surrogate Street - Right Turn	0.04	8.19	0.04	0.13	9.2	0.11
2028	Surrogate Street - Right Turn	0.04	8.77	0.04	0.14	10.35	0.12
2031	Surrogate Street - Right Turn	0.06	9.15	0.06	0.13	10.37	0.12



Appendix AA, Figure 3, Priority Junction of Norwich Road / Besthorpe Road / Surrogate Street / Church Street Town Centre Improvements Scenario With Link Road Option 3 Scenario - Priority Junctions



		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Queens Road	0.27	6.44	0.22	0.42	7.08	0.3
2021	Queens Road	0.38	7.09	0.27	0.63	8.19	0.39
2024	Queens Road	0.44	7.5	0.31	0.89	9.54	0.47
2028	Queens Road	0.73	10.03	0.39	1.62	13.4	0.62
2031	Queens Road	1.2	12.04	0.55	6.71	38.29	0.88



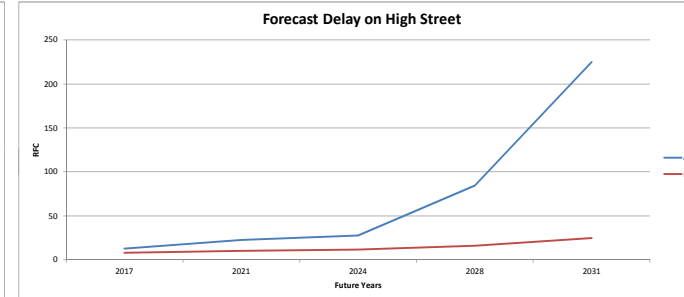
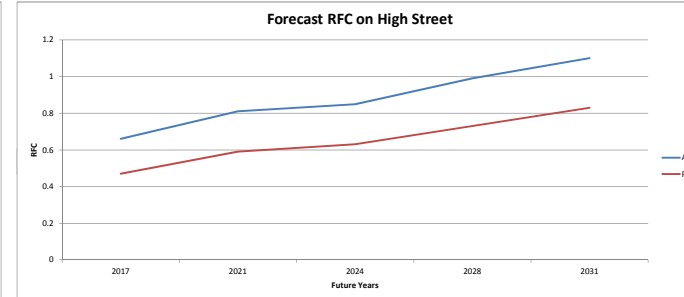
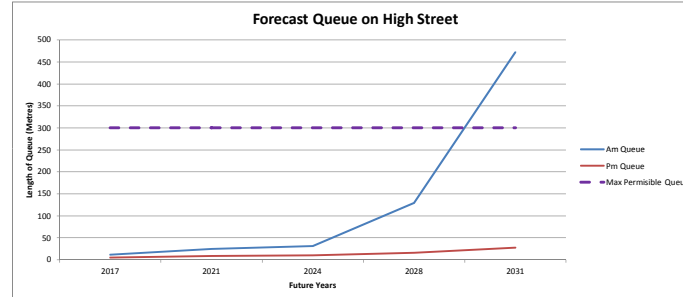
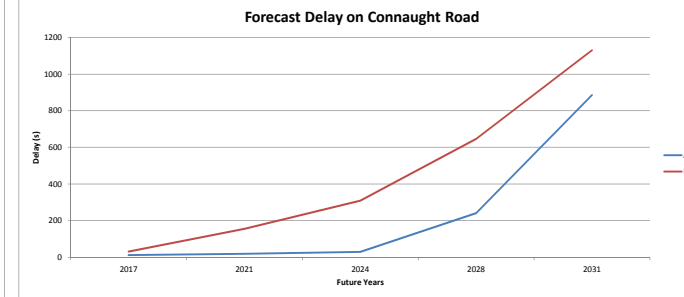
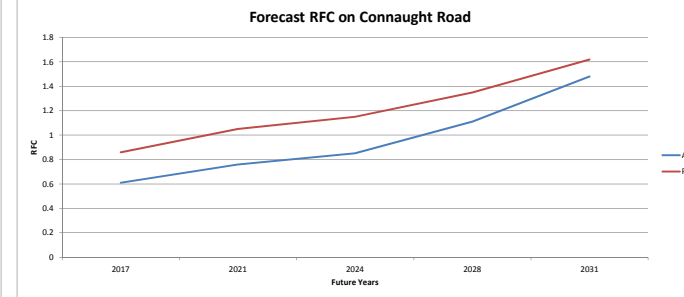
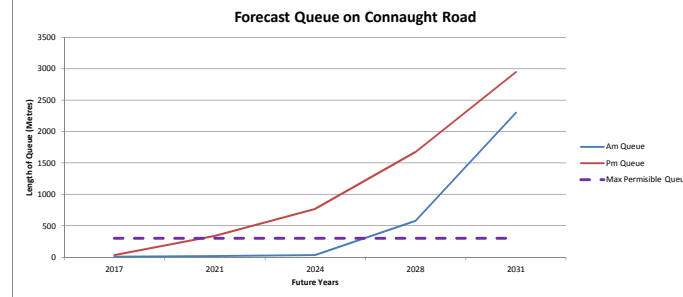
Appendix AA, Figure 4, Existing Junction Layout of Queens Road / Church Street / Exchange Street  
Town Centre Improvements Scenario With Link Road Option 3 Scenario - Priority Junctions



## Appendix BB – Roundabout Junctions and Link Road Option 3

		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Connaught Rd	1.54	11.54	0.61	5.87	29.97	0.86
2021	Connaught Rd	1.09	18.37	0.78	56.69	155.51	1.05
2024	Connaught Rd	5.55	28.67	0.85	128.13	309.47	1.15
2028	Connaught Rd	96.14	239.64	1.11	278.83	646.96	1.35
2031	Connaught Rd	384.06	885.38	1.48	491.62	1129.76	1.62

		Am Queue			Pm Queue		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	High Street	1.9	12.58	0.66	0.88	7.96	0.47
2021	High Street	4.16	22.74	0.81	1.42	10.35	0.59
2024	High Street	5.2	27.78	0.83	1.58	11.54	0.63
2028	High Street	21.55	84.61	0.99	2.68	16.03	0.73
2031	High Street	78.6	225.01	1.1	4.66	24.94	0.83



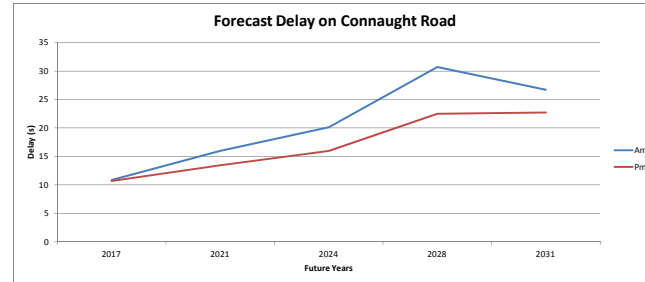
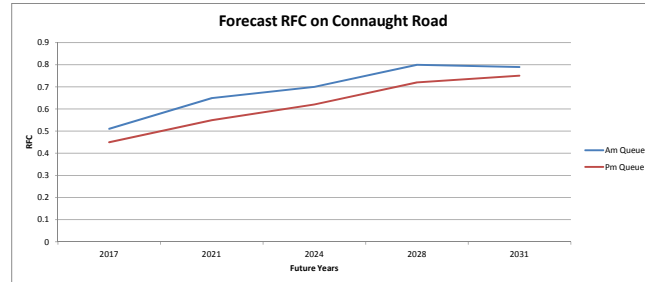
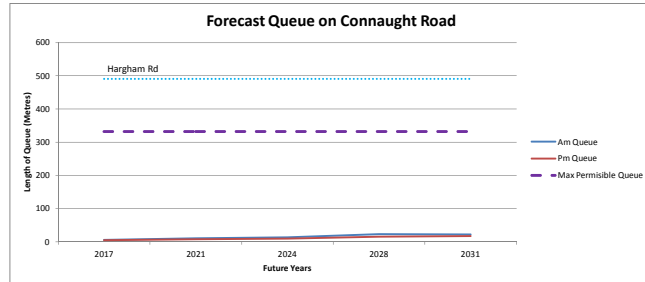
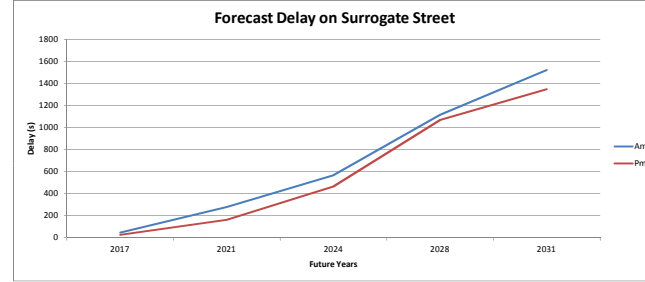
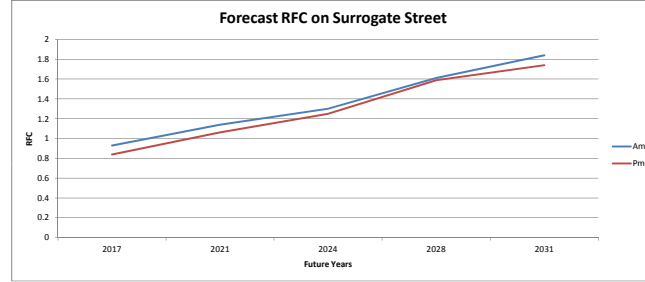
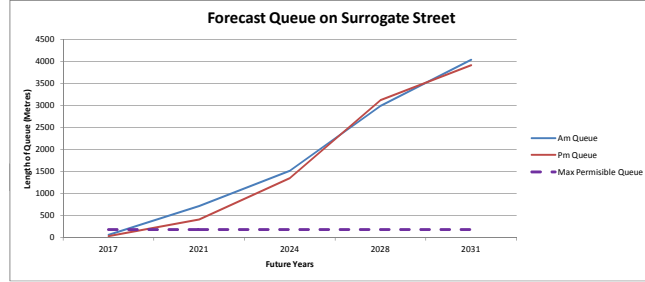
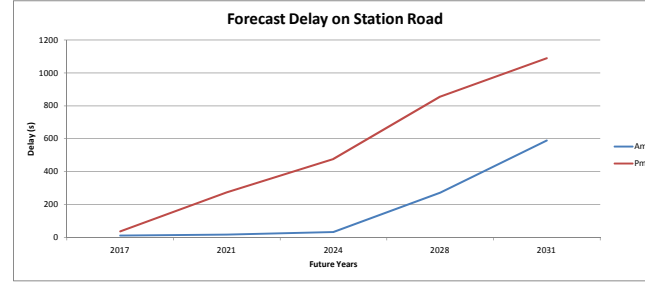
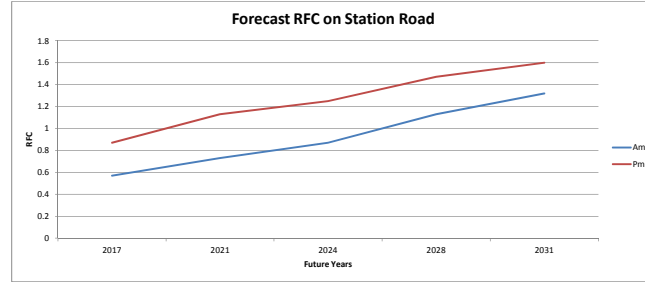
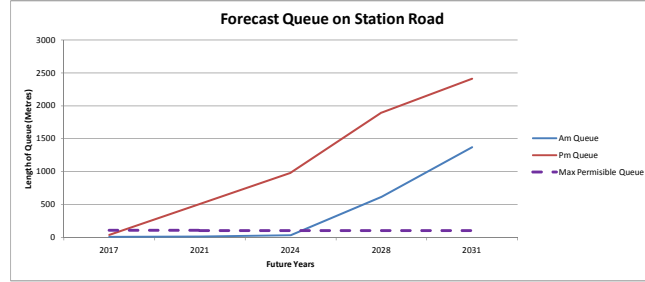
Appendix BB, Figure 1, Roundabout Junction of Exchanges Street / Connaught Road / High Street  
Town Centre Improvements Scenario With Link Road Option 3 Scenario - Roundabout Junctions



		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Station Rd	1.32	11.05	0.57	6.21	36.83	0.87
2021	Station Rd	2.69	18.01	0.73	85.48	274.6	1.13
2024	Station Rd	6.09	32.93	0.87	163.87	475.84	1.25
2028	Station Rd	102.69	272.18	1.13	315.8	855.6	1.47
2031	Station Rd	228.68	588.21	1.32	401.41	1088.88	1.6

		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Surrogate St	10.46	44.33	0.93	4.97	22.96	0.84
2021	Surrogate St	119.34	278.53	1.14	68.5	160.22	1.06
2024	Surrogate St	252.16	564.96	1.3	224.73	463.53	1.25
2028	Surrogate St	498.76	1116.09	1.61	320.97	1068.22	1.59
2031	Surrogate St	673.08	1523.94	1.84	652.63	1348.8	1.74

		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Connaught Rd	1.02	10.83	0.51	0.81	10.7	0.45
2021	Connaught Rd	1.81	15.98	0.65	1.23	13.44	0.55
2024	Connaught Rd	2.29	20.16	0.7	1.58	16	0.62
2028	Connaught Rd	3.82	30.72	0.8	2.56	22.47	0.72
2031	Connaught Rd	3.67	26.69	0.79	2.86	22.71	0.75



Appendix BB, Figure 2, Roundabout Junction of Surrogate Street / Station Road / Connaught Road Town Centre Improvements Scenario With Link Road Option 3 Scenario - Roundabout Junctions



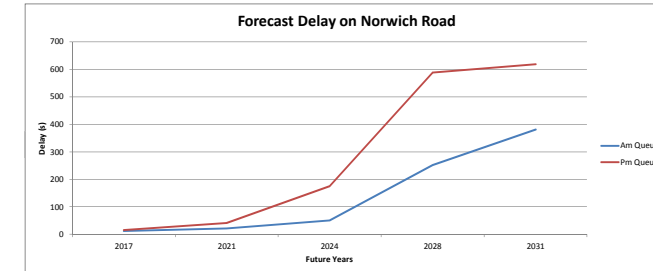
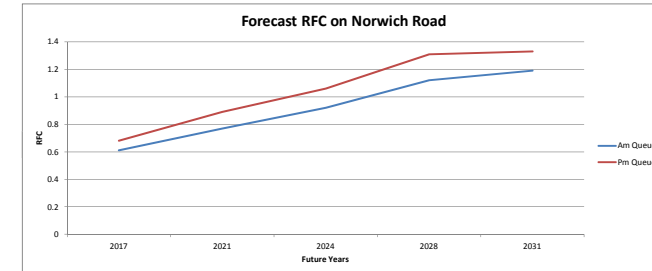
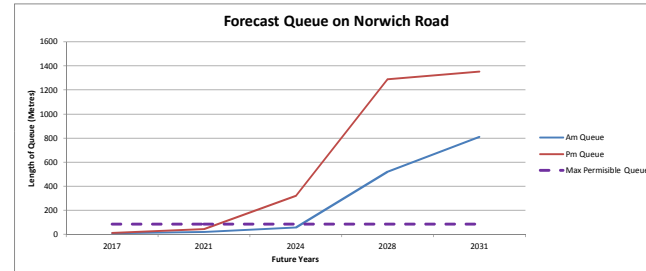
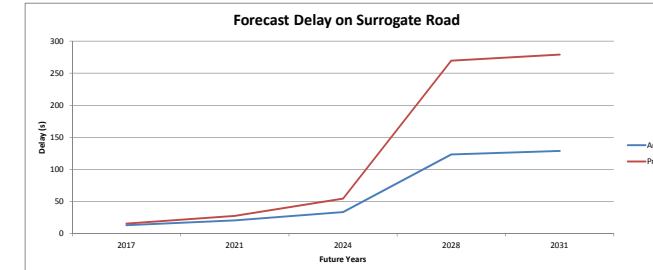
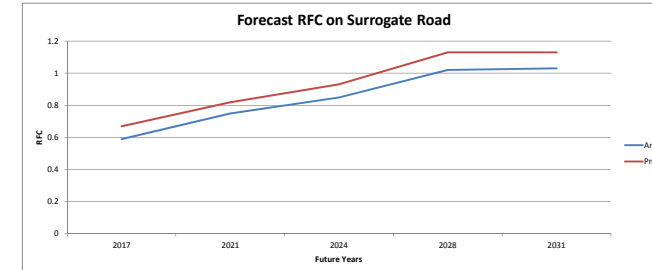
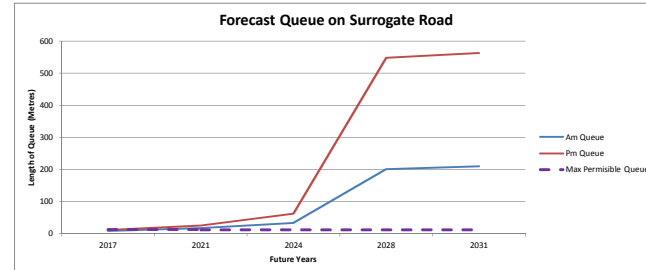
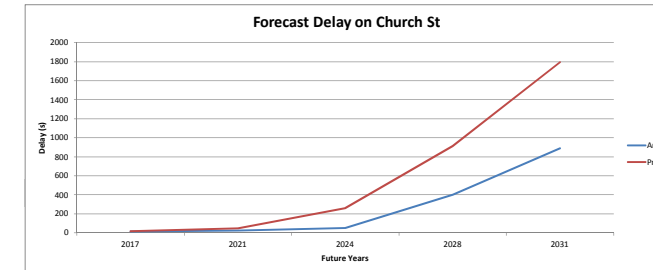
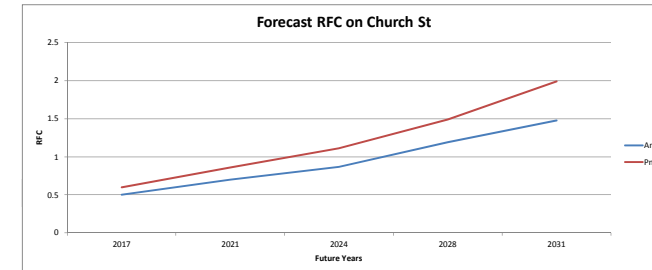
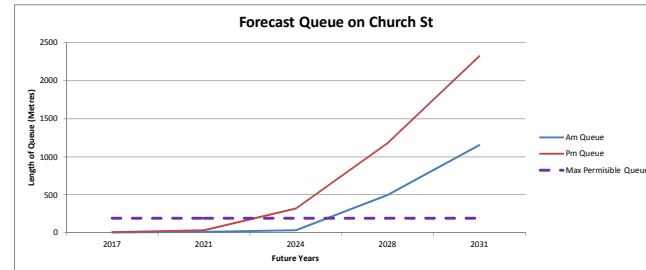
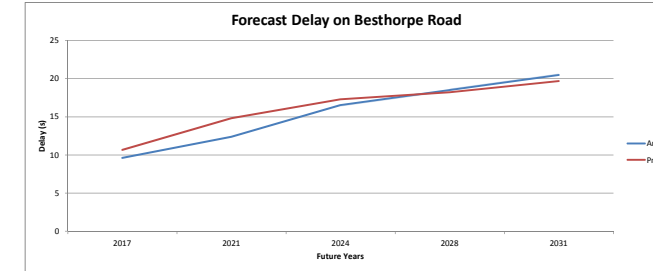
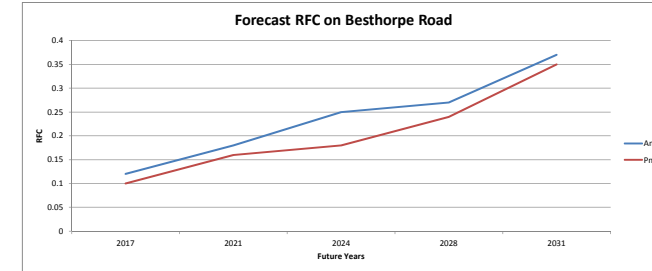
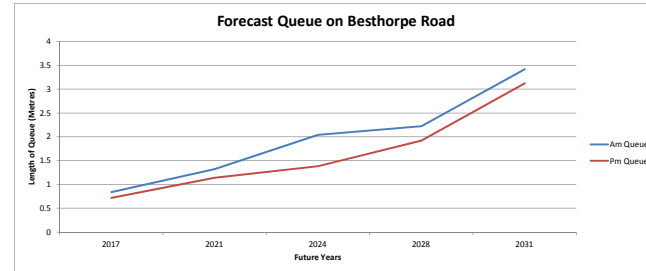


Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Besthorpe Road	0.14	9.59	0.12	0.12	10.64	0.1
2021	Besthorpe Road	0.22	12.37	0.18	0.19	14.83	0.16
2024	Besthorpe Road	0.34	16.54	0.25	0.23	17.3	0.18
2028	Besthorpe Road	0.37	18.49	0.27	0.32	18.23	0.24
2031	Besthorpe Road	0.57	20.49	0.37	0.52	19.66	0.35

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Church Street	0.99	13.16	0.5	1.49	17.2	0.6
2021	Church Street	2.12	24.3	0.7	3.72	49.01	0.86
2024	Church Street	5.99	52.27	0.87	53.69	261.25	1.11
2028	Church Street	83.04	399.94	1.19	196.75	911.64	1.49
2031	Church Street	192.39	891.14	1.48	387.4	1794.42	1.99

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Surrogate Street - Right Turn	1.44	13.11	0.59	1.96	15.78	0.67
2021	Surrogate Street - Right Turn	2.86	20.65	0.75	4.28	27.7	0.82
2024	Surrogate Street - Right Turn	5.52	33.75	0.85	10.45	54.56	0.93
2028	Surrogate Street - Right Turn	31.49	123.44	1.02	91.44	269.69	1.13
2031	Surrogate Street - Right Turn	35.05	128.88	1.03	93.8	279.19	1.13

Year	Location	Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Norwich Road	1.55	12.44	0.61	2.05	15.59	0.68
2021	Norwich Road	3.22	21.2	0.77	7.26	41.43	0.89
2024	Norwich Road	9.64	50.36	0.92	53.25	174.69	1.06
2028	Norwich Road	86.57	251.68	1.12	214.85	588.66	1.31
2031	Norwich Road	134.96	380.72	1.19	225.68	618.17	1.33



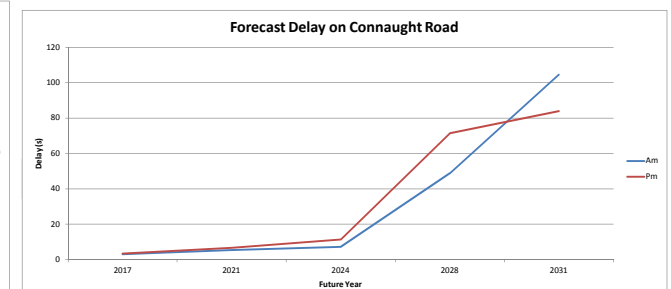
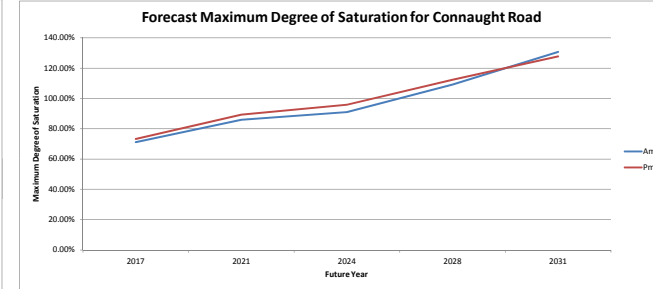
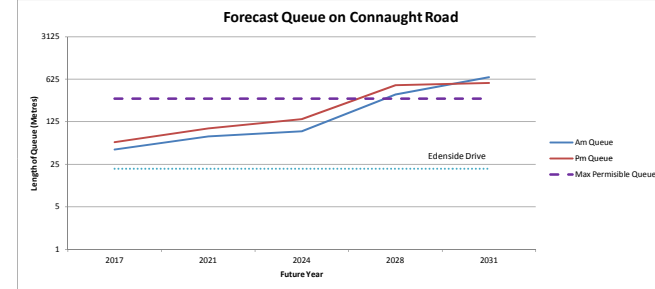
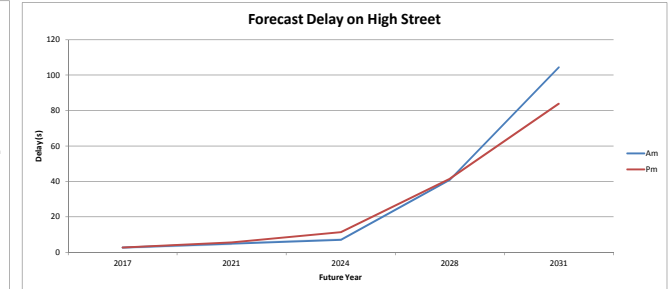
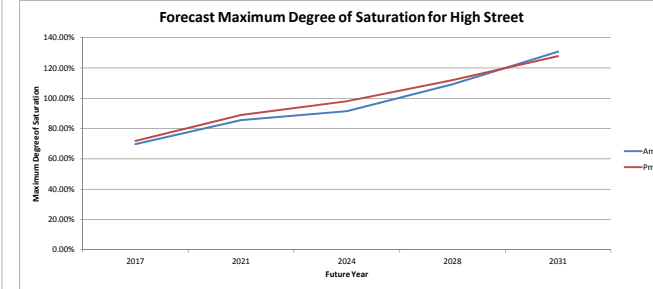
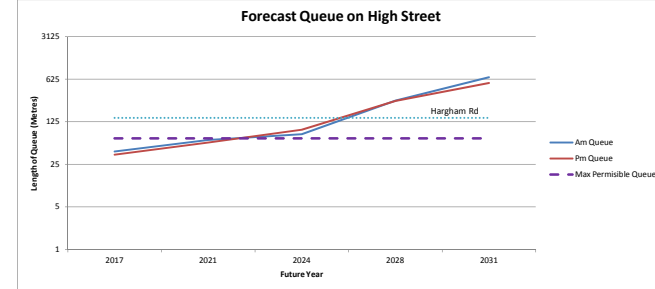
Appendix BB, Figure 3, Roundabout Junction of Norwich Road / Besthorpe Road / Surrogate Street / Church Street Town Centre Improvements Scenario With Link Road Option 3 Scenario - Roundabout Junctions



## Appendix CC – Traffic Signals and Link Road Option 3

		Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	High Street	6.8	2.7	69.70%	6	2.8	71.90%
2021	High Street	10.5	5	85.50%	9.5	5.7	89.00%
2024	High Street	13.1	7.1	91.60%	15.5	11.4	98.00%
2028	High Street	46.6	41	109.30%	45.8	41.5	111.90%
2031	High Street	112.6	104.5	130.70%	90.5	83.9	127.90%

		Am			Pm		
		Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2017	Connaught Road	7.3	3	71.10%	9.6	3.3	73.20%
2021	Connaught Road	11.9	5.3	85.90%	16.1	6.6	89.40%
2024	Connaught Road	14.6	7.2	91.00%	23	11.4	95.80%
2028	Connaught Road	58.4	48.8	109.20%	83.1	71.5	112.40%
2031	Connaught Road	112.6	104.5	130.70%	90.5	83.9	127.90%



Appendix CC, Figure 1, Signalised Junction of Exchange Street / Connaught Road / High Street Town Centre Improvements With Link Road Option 3 Scenario - Signalised Junctions

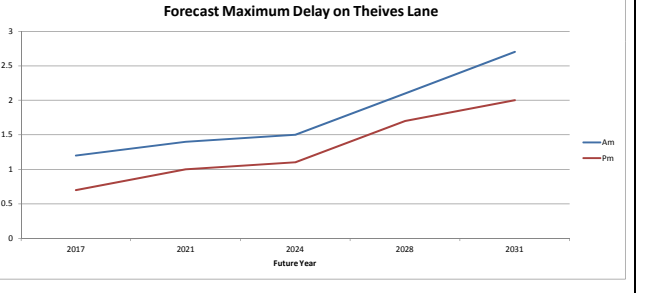
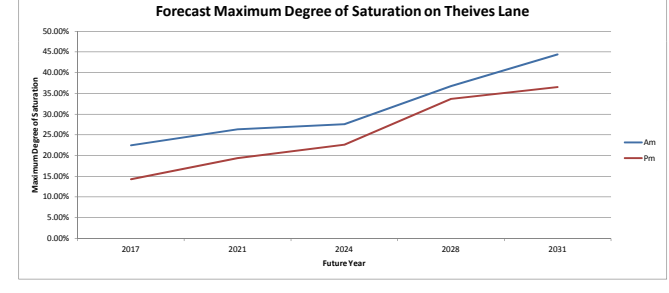
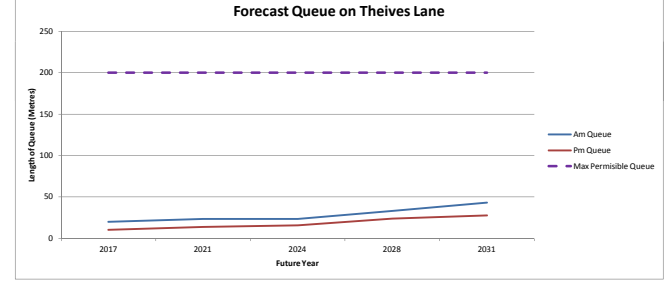
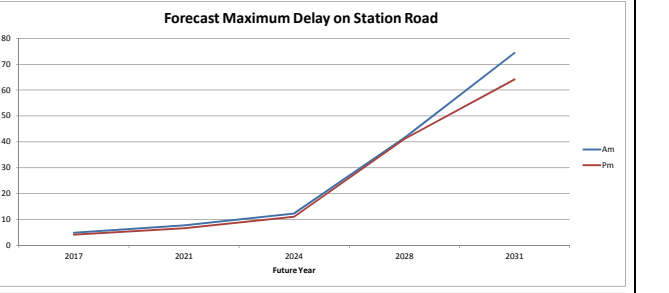
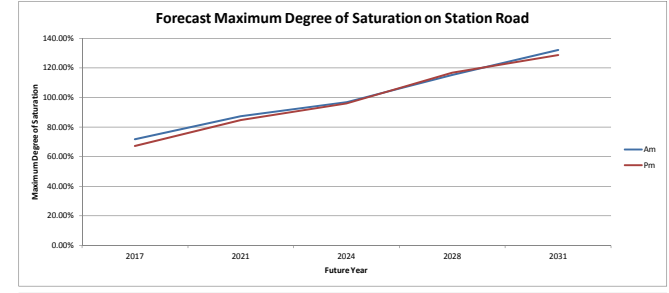
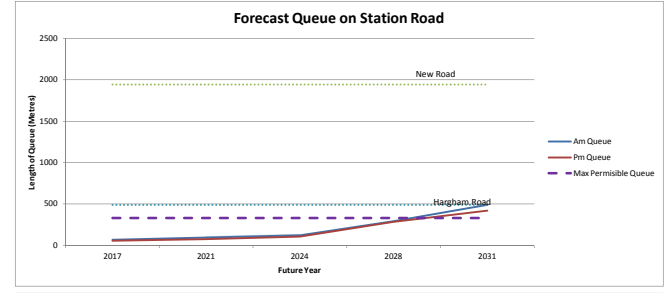
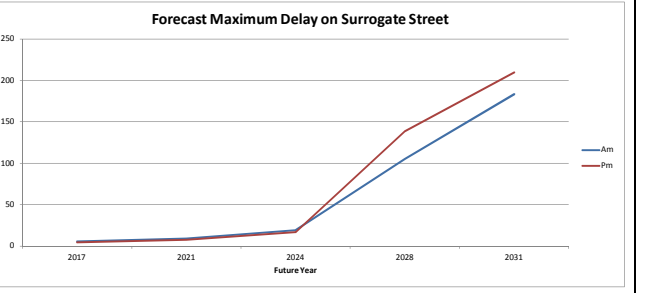
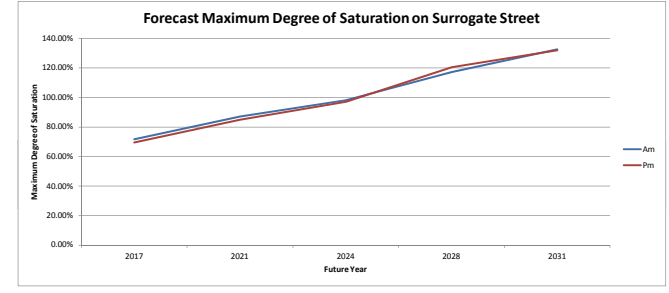
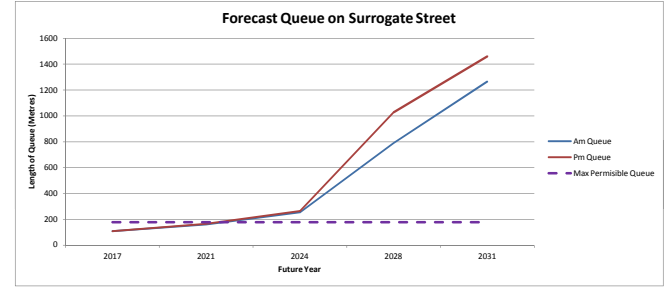
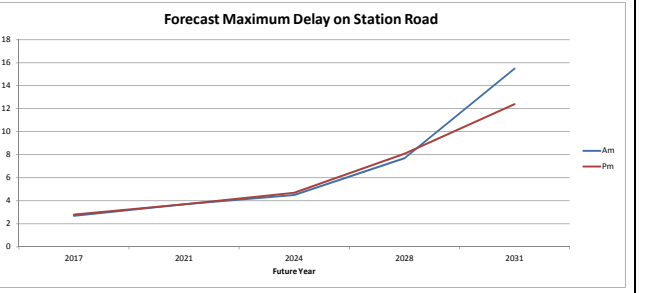
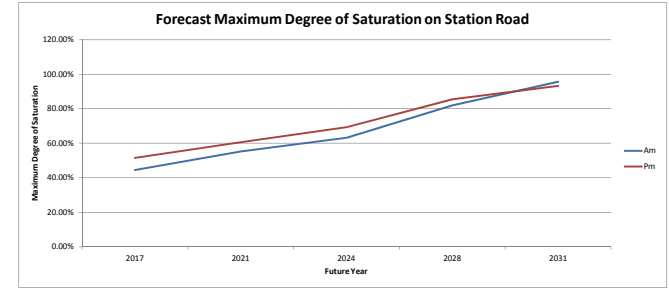
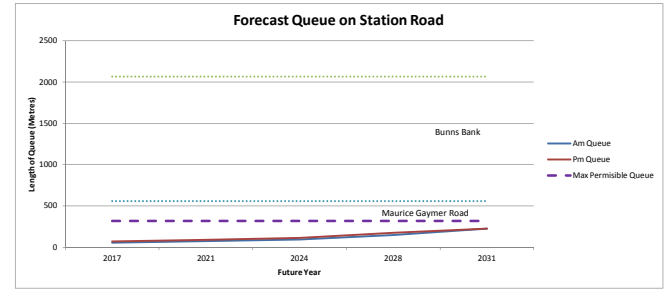


		Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	Station Road	9.6	2.7	44.50%	11.8	2.8	51.50%
2021	Station Road	12.8	3.7	55.30%	15.2	3.7	60.60%
2024	Station Road	16	4.5	63.20%	19.1	4.7	69.30%
2028	Station Road	25.2	7.7	81.90%	29.4	8.1	85.40%
2031	Station Road	37.9	15.5	95.70%	38	12.4	93.20%

		Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	Surrogate Street	18.2	5.5	71.60%	18.2	4.6	69.50%
2021	Surrogate Street	26.7	9.1	87.10%	27.5	7.7	84.80%
2024	Surrogate Street	42.4	19	98.20%	44.1	16.8	97.00%
2028	Surrogate Street	131.6	104.9	117.20%	171.1	138.4	120.40%
2031	Surrogate Street	210.9	183.4	132.50%	243.6	209.7	131.90%

		Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	Connaught Road	11.4	4.9	71.70%	9.3	4.2	67.30%
2021	Connaught Road	16	7.7	87.30%	13	6.7	84.70%
2024	Connaught Road	20.6	12.3	96.80%	18.1	11.1	96.10%
2028	Connaught Road	49	41.5	115.30%	47.7	41.2	116.70%
2031	Connaught Road	81.3	74.4	132.20%	70.3	64.1	128.70%

		Am			Pm		
		Queue (PCUs)	Delay Per PCU (s)	Deg Sat	Queue (PCUs)	Delay (s)	Deg Sat
2017	Theives Lane	3.3	1.2	22.50%	1.7	0.7	14.30%
2021	Theives Lane	3.9	1.4	26.30%	2.3	1	19.40%
2024	Theives Lane	3.9	1.5	27.60%	2.6	1.1	22.60%
2028	Theives Lane	5.5	2.1	36.80%	4	1.7	33.70%
2031	Theives Lane	7.2	2.7	44.60%	4.6	2	36.50%



Appendix CC, Figure 2, Signalised Junction of Surrogate Street / Theives Lane / Station Road / Connaught Road  
Town Centre Improvements With Link Road Option 3 Scenario - Signalised Junctions



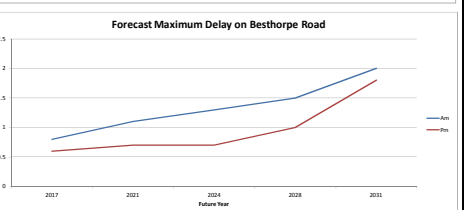
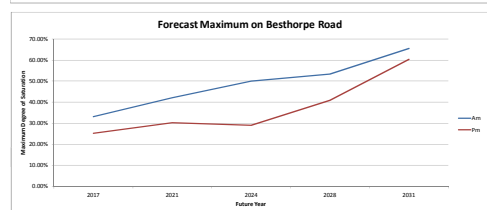
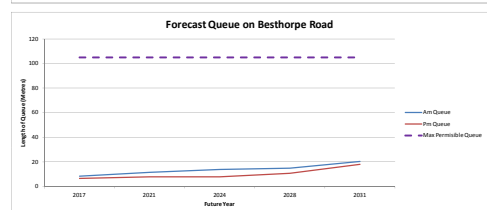
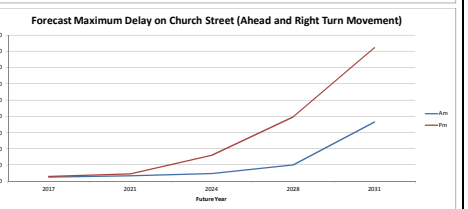
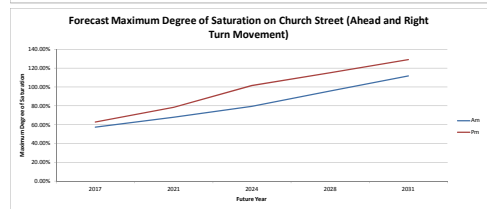
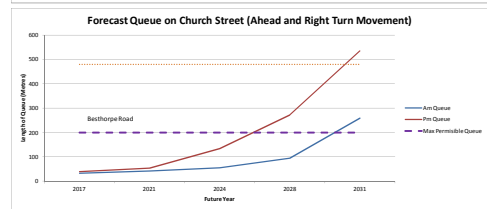
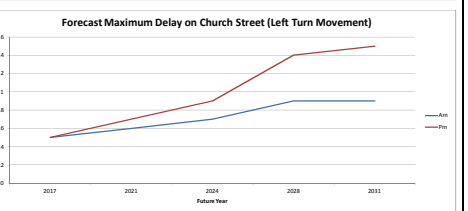
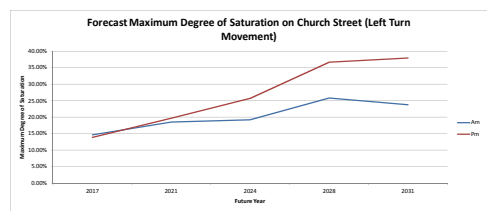
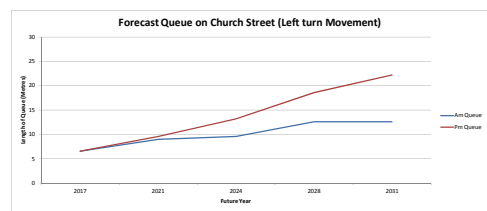
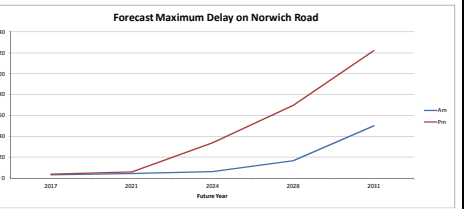
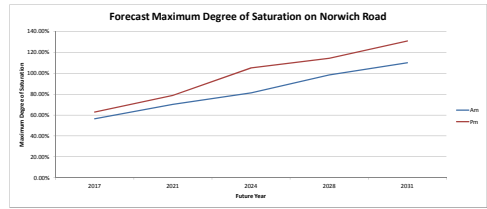
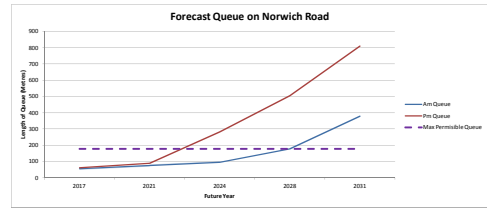
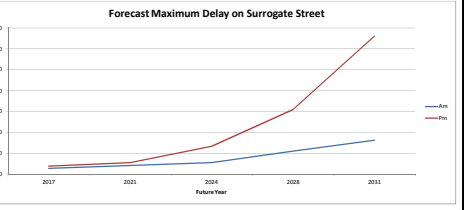
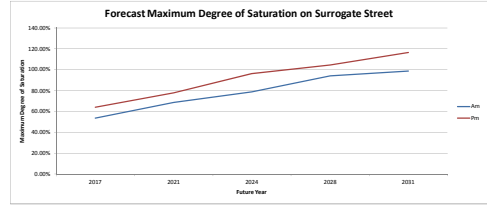
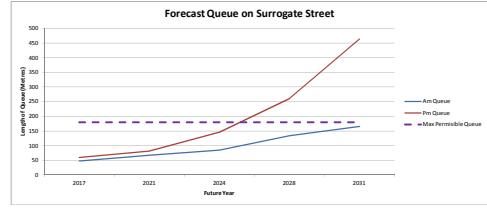
Year	Street	Am			Pm		
		Queue (PCU)	Delay Per PCU (s)	Req Sat	Queue (PCU)	Delay (s)	Req Sat
2017	Surrogate Street	7.9	2.8	53.60%	9.9	3.8	64.10%
2021	Surrogate Street	11.2	4.2	68.70%	13.5	5.5	77.80%
2024	Surrogate Street	14.1	5.6	78.80%	24.2	13.3	96.30%
2028	Surrogate Street	22.3	11.1	94.00%	43.5	31	104.50%
2031	Surrogate Street	27.5	15.3	98.80%	77.3	45	135.50%

Year	Street	Am			Pm		
		Queue (PCU)	Delay (s)	Req Sat	Queue (PCU)	Delay (s)	Req Sat
2017	Norwich Road	9.2	3.2	56.40%	10.3	3.8	62.80%
2021	Norwich Road	12.4	4.5	70.20%	14.9	5.8	78.90%
2024	Norwich Road	15.8	6.3	81.10%	47.1	33.8	105.00%
2028	Norwich Road	29.7	16.6	98.40%	84	88.8	134.30%
2031	Norwich Road	65.1	50.5	132.00%	135.1	122.1	180.80%

Year	Street	Am			Pm		
		Queue (PCU)	Delay (s)	Req Sat	Queue (PCU)	Delay (s)	Req Sat
2017	Church Street left turn	1.2	0.4	14.50%	1.2	0.3	15.20%
2021	Church Street left turn	1.5	0.6	18.50%	1.6	0.7	19.70%
2024	Church Street left turn	1.6	0.7	19.20%	2.2	0.9	25.70%
2028	Church Street left turn	2.1	0.9	25.80%	3.1	1.4	36.60%
2031	Church Street left turn	2.1	0.9	23.70%	3.7	1.5	37.80%

Year	Street	Am			Pm		
		Queue (PCU)	Delay (s)	Req Sat	Queue (PCU)	Delay (s)	Req Sat
2017	Church Street Ahead and Right	5.4	2.5	57.20%	6.5	3	62.90%
2021	Church Street Ahead and Right	7.1	3.4	67.80%	9.1	4.5	78.20%
2024	Church Street Ahead and Right	9.2	4.9	79.20%	22.8	9	93.00%
2028	Church Street Ahead and Right	15.8	10	95.80%	45.4	35.5	114.50%
2031	Church Street Ahead and Right	43.2	35.5	111.70%	89.2	82.1	129.00%

Year	Street	Am			Pm		
		Queue (PCU)	Delay (s)	Req Sat	Queue (PCU)	Delay (s)	Req Sat
2017	Besthorpe Road	1.4	0.8	33.10%	1.1	0.6	25.30%
2021	Besthorpe Road	1.9	1.1	42.10%	1.3	0.7	30.20%
2024	Besthorpe Road	2.3	1.3	50.00%	1.3	0.7	29.10%
2028	Besthorpe Road	2.5	1.5	53.40%	1.8	1	40.80%
2031	Besthorpe Road	3.4	2	65.50%	3	1.8	60.30%



Year	Max Perm	Am	Pm	
				Am
2017	180	180	47.4	19.4
2021	180	180	67.2	8.1
2024	180	180	84.4	147.1
2028	180	180	118.4	281
2031	180	180	152.4	411.1

Year	Max Perm	Am	Pm		
				Am	Pm
2017	100	100	177	55.2	11.3
2021	100	100	177	74.4	88.4
2024	100	100	177	84.8	281.1
2028	100	100	177	178.2	504
2031	100	100	177	178.4	818.4

Year	Max Perm	Am	Pm		
				Am	Pm
2017	400.1	400.1	311.7	6.9	5.5
2021	400.1	400.1	311.7	9	8.5
2024	400.1	400.1	311.7	9.6	13.2
2028	400.1	400.1	311.7	32.4	38.4
2031	400.1	400.1	311.7	12.4	12.1

Year	Max Perm	Am	Pm		
				Am	Pm
2017	480	480	310	13.4	9.1
2021	480	480	310	42.4	54.4
2024	480	480	310	50.4	110.4
2028	480	480	310	104.4	214.4
2031	480	480	310	218.4	515.4

Year	Max Perm	Am	Pm				
				Am	Pm		
2017	151	151	370	600	105	8.4	6.4
2021	151	151	370	600	105	11.4	7.8
2024	151	151	370	600	105	13.8	7.8
2028	151	151	370	600	105	15	10.1
2031	151	151	370	600	105	20.4	14

Appendix CC, Figure 3, Signalised Junction of Norwich Road / Besthorpe Road / Surrogate Street / Church Street Town Centre Improvements With Link Road Option 3 Scenario - Signalised Junctions

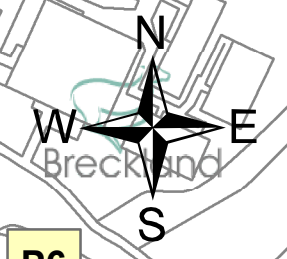


## Appendix DD – Proposed Measures for Improving Cycling and Walking

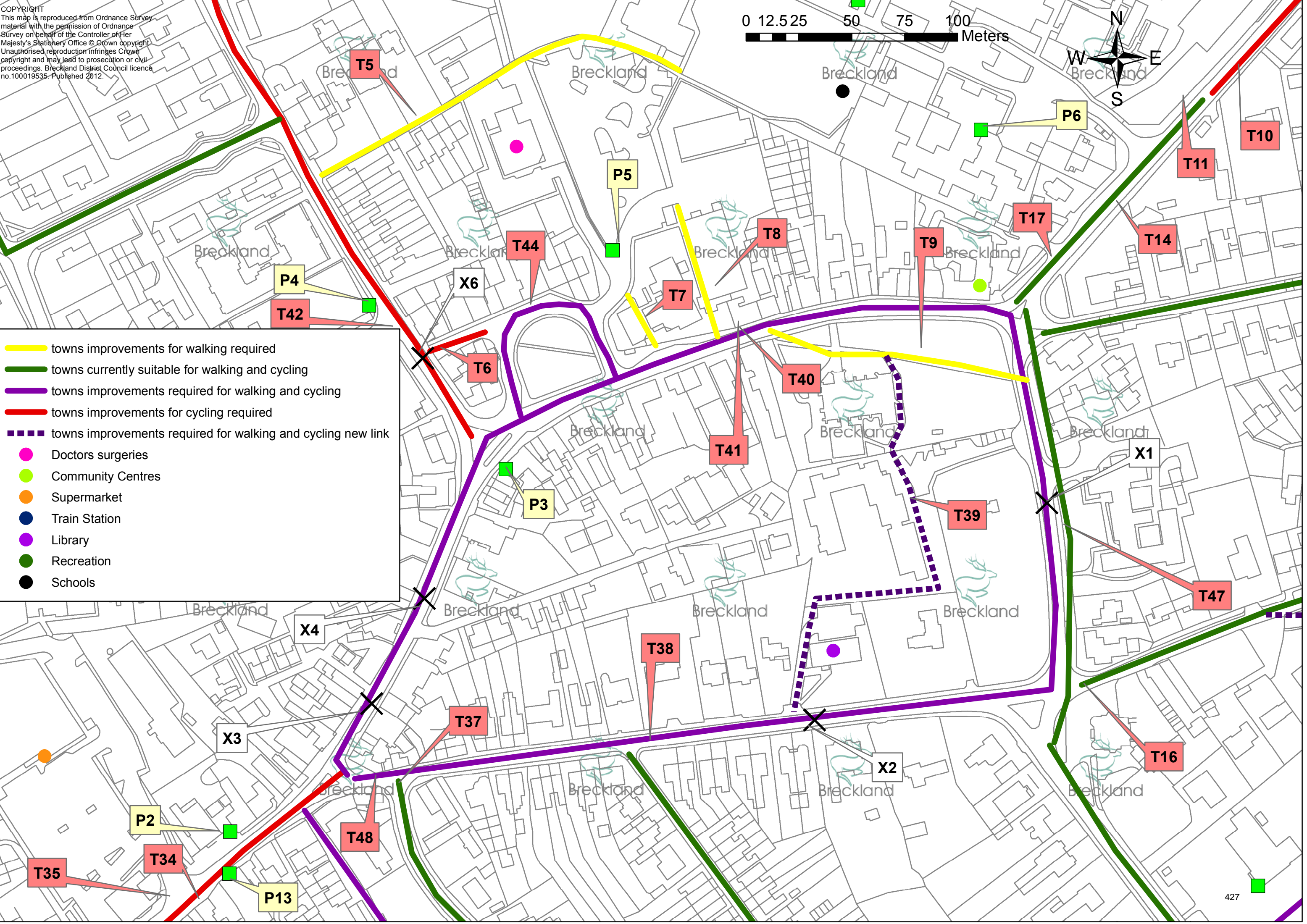
Reference	Recommendation	Detail	Cost	Priority	Likelihood of deliverability
T5	Replace lighting with more regular lighting along the entire length of the route. Path also disturbed by tree roots.	In general suitable for walking currently in the main, as the path travels around the car park to the sports centre and rear of the Infant School, the surface is poor and disturbed by tree roots. A geotextile impregnable membrane could be used.	£4,185 - £6,135	High	High
T6	Link off Queen's Road through barriers to Queen's Square for cyclists. Combined with X6.	This would be a useful link to bypass the main roads to access the sports centre, Barclay's Bank and shops in the area.	£2,300.00	medium to high	As part of town centre scheme/medium
T7	Re-surface to remove trip hazards and improve drainage.		£11,240.00	High	As part of town centre scheme/high
T8	Reconsider barrier arrangement so as to not inconvenience wheelchair users, people in mobility scooters and people with pushchairs. Improve provision of lighting along these routes.	This route links Church Street to one of the Lloyd's Pharmacies, the sports centre and the main car park. The surface is uneven in parts and has poor drainage. The barriers inconvenience mobility scooters.	£19,775.50	High	As part of town centre scheme/high
T9	Re-surface path through church yard. Use sensitive surface to reflect setting of listed building. Ensure no trip hazards.	The current surface can cause trip hazard problems for older people or less mobile people who use the route to access Hollycourt.	£54,000.00	medium to high	As part of town centre scheme/medium
T10	TRO to allow cycling from entrance to High School to Eastland Close on the north side of Norwich Road - i.e. extend the existing shared use. Widen existing footway by 0.5m for 85m into verge.	This would provide a useful link from Eastland Close.	£10,270.00	medium	Medium
T11	Consider removing the redundant railing.	This barrier narrows the footway near the High School and seems to be redundant as the access onto the footway in this location is locked. The use of the gate would need to be assessed to see if the barrier should be retained.	£80.00	medium	Depends on how frequent access is used.
T14	Reconsider the barriers near to the TOUCAN crossing of Norwich Road near the High School.	The combination of the verge and barriers narrows the footway in this position. By removing the barrier, extra space will be available.	£700.00	High	medium
T16	Realign junction to tighten splay to benefit pedestrians. Potential for run over area to be used by HGVs.	Concerns were expressed regarding the speed of traffic into Thieves Lane. Further more, pedestrians waiting have to look over their shoulder or turn their body to check no traffic entering from Surrogate Street. Whilst the Fire Service are stationed down Thieves' Lane, they are only likely to come round this junction in order to return to the premises, rather than use it in an emergency. Also, it could be that the more convenient entry could be from Besthorpe Road. Used by Fire service through, so consultation necessary. Vehicle swept path analysis must be used.	£3,925.00	medium to high	Medium
T17	Shelter over cycle parking at adult education centre. Ensure use by visitors.	The cycle parking, which is in a good location and a good type, could benefit from a shelter. Issues to consider could be impact on townscape and in a conservation area. It was also noted that it seems that according to the sign, the cycle parking is for staff only.	£3,000.00	medium	Liaison with adult education centre required.
T34	Consolidate or reposition A Boards outside Londis. Liaison with shop owner.	There are many A Boards outside Londis. These seem to cause obstacles. Quote section 137 of the Highways Act 1980 – wilful obstruction of the free passage along H/way.	£0.00	High	High
T35a	Remove/reduce scale of brick column on western access to Sainsbury.		£10,548.00	medium to high	Liaison with Sainsbury's required.
T35b	Remove/reduce scale of brick column on eastern access to Sainsbury.	This structure reduces visibility of pedestrians when trying to cross the road.	£10,548.00		
T37a	Re-align Edenside junction. Make narrower and tighten visibility splays.	The Hamilton Acron Brush Factory is now closed, so few HGVs are likely to drive down this road. The junction is very wide, perhaps needlessly.	£4,075.00	medium to high	Medium
T37b	Provide pedestrian refuge on desire line.		£4,000.00		
T38a	mandatory or advisory cycle lanes along connaught road	With Connaught being a busy route with a mix of traffic types, it is likely that only more confident cyclists are likely to cycle on the road. The provision of mandatory cycle lines will see the redistribution of road space which will help cyclists in terms of providing space for cycling but could reduce vehicle speeds. Advisory cycle lanes could be provided and with the consideration campaign, could benefit cyclists.	£3,000.00	As part of town centre scheme/high	Low
T38b	Shared use paths on Connaught Road. Road width is 6m. Widen one or both footways by 0.5m for 330m.	An alternative is to re-distribute road space to widen the footpaths on this road to allow cycling. This would enable cyclists to cycle in both directions on Connaught Road. Parking outside library could be retained or removed.	£86,875.00	As part of town centre scheme/high	Medium
T39	link through the central island of the gyratory near library and hollycourt.	This would take advantage of the route and access to Hollycourt either side. This is currently used as short cuts solely for the residents of Hollycourt. This would cross Library owned land, land owned by Hollycourt and also land owned by the Church. Liaison with Hollycourt required. Likely to be only pedestrians as Station Road can be used for cyclists. Potential for conflict with residents of the care home.	£500.00	medium	Requires land ownership negotiation. As part of town centre scheme/medium
T40	Improve drainage at crossing on Church Street	When it rains, the area where people stand to wait to cross floods.	£1,500.00	High	Medium
T41a	Remove railing at puffin on Church Street	At this location, the railings narrow considerably the footway. LTN 02/09 – gives advice; pedestrian no's. required for assessment.	£320.00	High	Medium
T41b	Consider a zebra crossing instead of Pelican Crossing.	Could assist in flow of traffic and reduce impact on streetscape. Would need careful consideration and discussion with safety experts.	£20,000 or £35,000	medium	Medium - depends on safety audit. As part of town centre scheme/medium
T41c	Pelican crossing in Church Street - tactile beacon only on one box. Provide on other box.	This will help disabled people.	£1,000.00	medium	Medium
T42a	Reduce width and splays of access to Lidl from Queen's Road	This is a busy access. Currently it is very wide. Need to consider turning circle of deliveries.	£3,700.00	High	Liaison with Lidl required.
T42b	Relocate the speed bump at the access to Lidl from, Queen's Road.	This is currently on the desire line and where the tactile paving directs a pedestrian and could be a trip hazard to those who are less mobile.	£500.00	High	Liaison with Lidl required.
T44a	Widen footways at Barclays Bank		£2,700	High	As part of town centre scheme/high
T44a	Widen footways and add bollards on edge of footway near Barclays Bank	Parked cars tend to overhang the footway, reducing width for bonafide users.	£6,600.00	High	
T47	Re assess white lining on shared use path on east side of Station Road to ensure in line with current regulations.	Local pointed out that visually impaired are confused by the white line and think it is the end of the carriageway and could stumble thinking they need to step down. It does not fit with current guidance provided in LTN 1/12 and LTN 2/08 which indicates that... 7.61 Buffer zones can be used to accommodate street furniture, etc., which might otherwise obstruct the cycle track. Where the buffer zone is surfaced in the same material as the cycle track, it is recommended that it is not marked in any way – it could be confusing to motorists, who might mistake a line for an edge of carriageway line at night, and in any case it is unlikely to be necessary (see paragraph 6.22).	£6,000.00	medium to high	Medium to high
T48	Crossing Connaught Road near Edenside Road				



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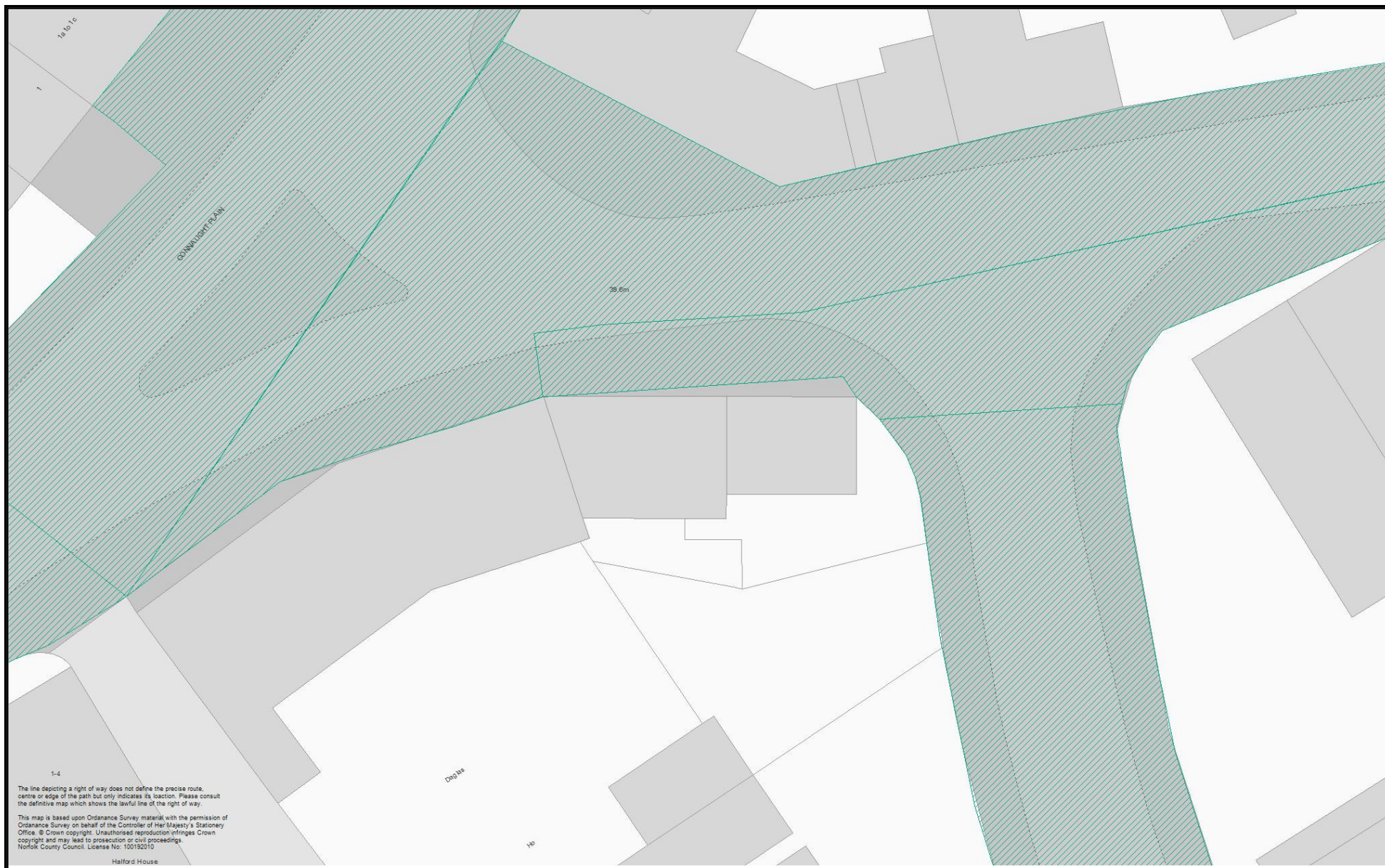


- towns improvements for walking required
- towns currently suitable for walking and cycling
- towns improvements required for walking and cycling
- towns improvements for cycling required
- towns improvements required for walking and cycling new link
- Doctors surgeries
- Community Centres
- Supermarket
- Train Station
- Library
- Recreation
- Schools

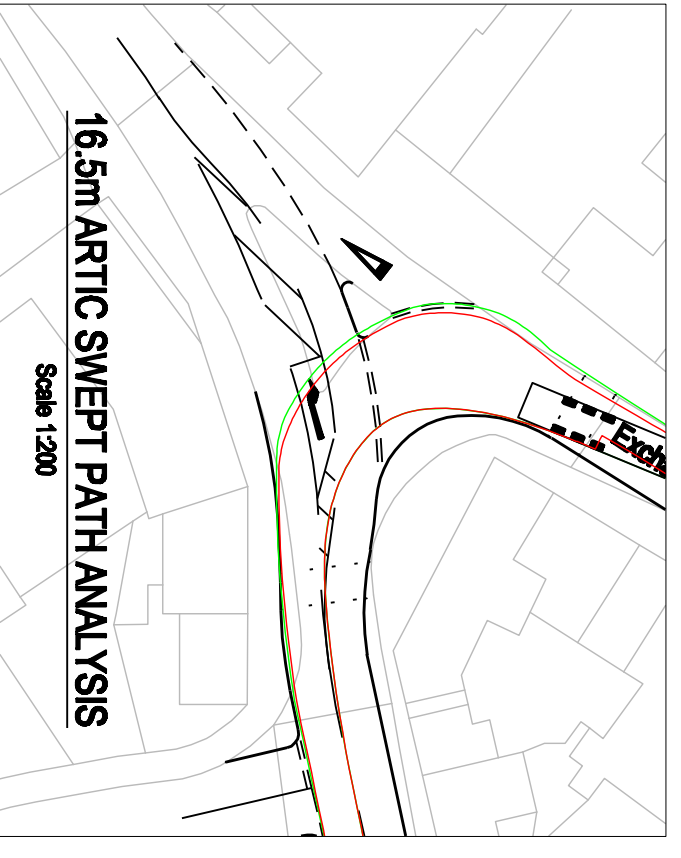
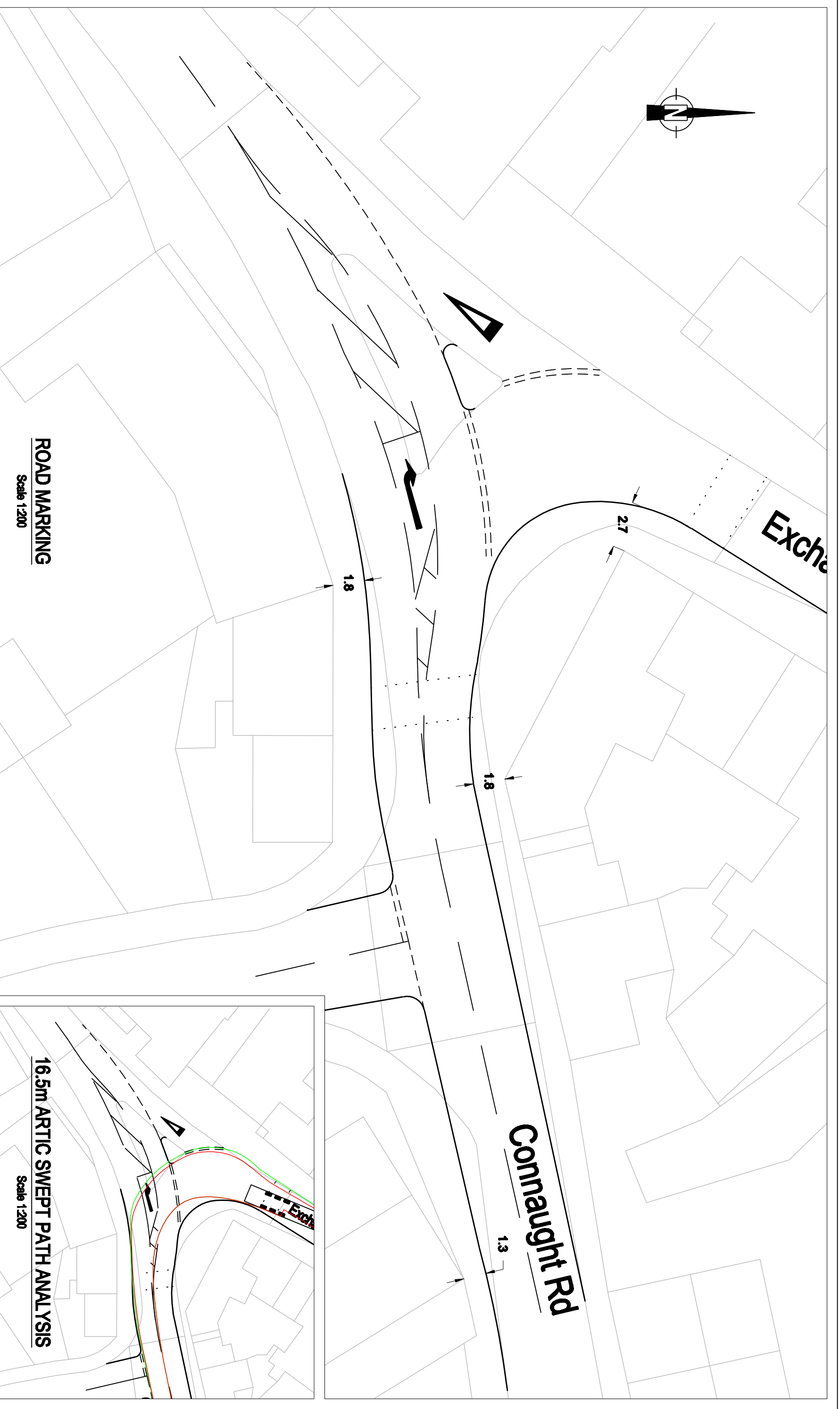




## Appendix EE – Extent of Highways on Connaught Road



## Appendix FF – Scheme Drawings of Connaught Road / Exchange Street / High Street



**ROAD MARKING**  
Scale 1:200

**16.5m ARTIC SWEPT PATH ANALYSIS**  
Scale 1:200

**CAPITA**

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**INFORMATION**

**BRECKLAND COUNCIL**

ATTLEBOROUGH TOWN CENTRE  
TRANSPORT STUDY

**EXCHANGE ST & CONNAUGHT ST JUNCTION 1 - PRIORITY OPTION**

Drawn By	AS SHOWN	W/A	DR	W/A	CRH	DATE	JUNE 13
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Project No: CS059912-01-002B

Do Not Scale From This Drawing

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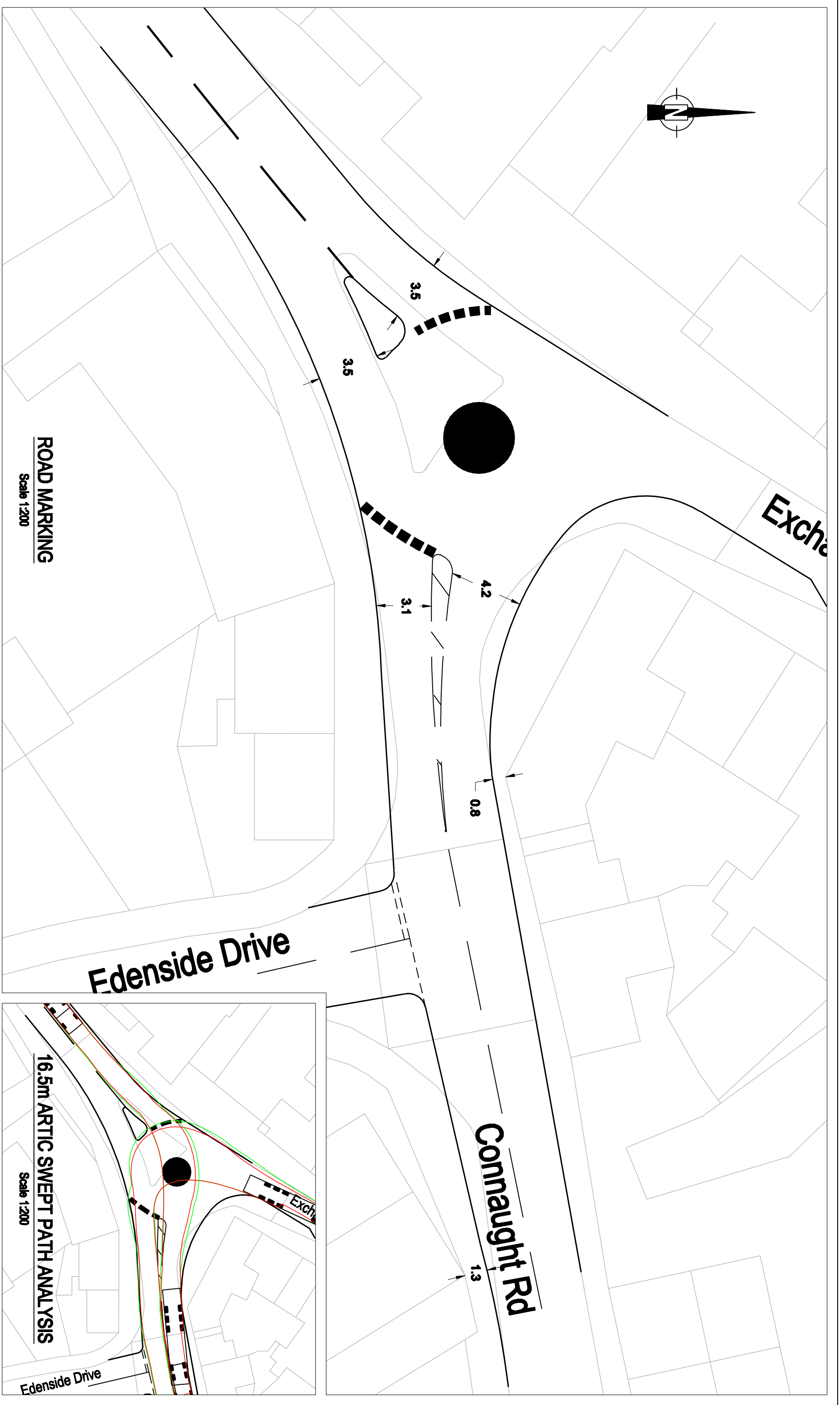
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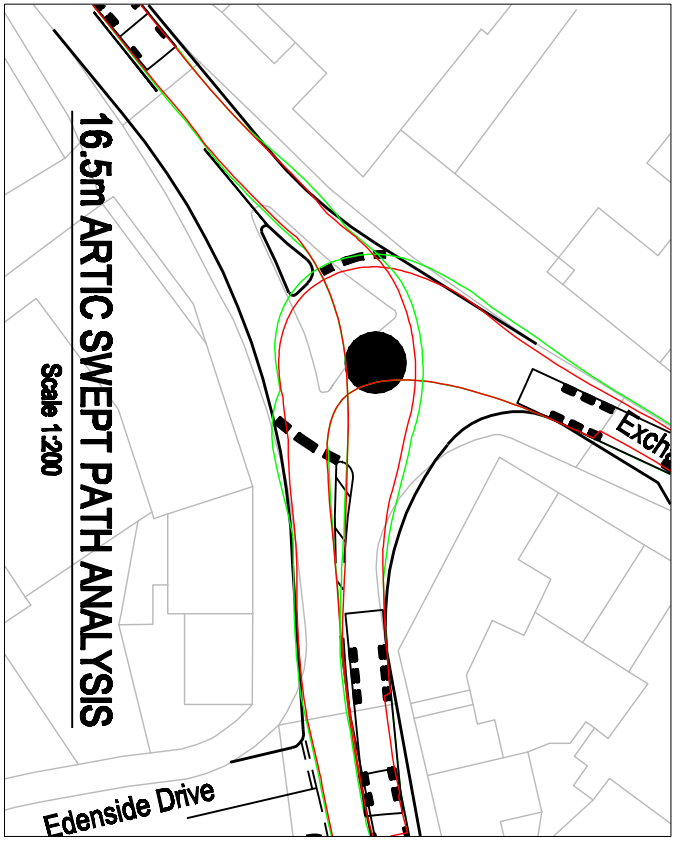
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**ROAD MARKING**  
Scale 1:200



**16.5m ARTIC SWEPT PATH ANALYSIS**  
Scale 1:200

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**INFORMATION**

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ATTLEBOROUGH TOWN CENTRE  
TRANSPORT STUDY

EXCHANGE ST & CONNAUGHT ST JUNCTION  
JUNCTION 1 - ROUNDABOUT OPTION

drawn by	checked by	date drawn
AS SHOWN	DR	JUNE 13

project no: CS059912-01  
drawing no: **H-059912-01-003B**

Do Not Scale From This Drawing

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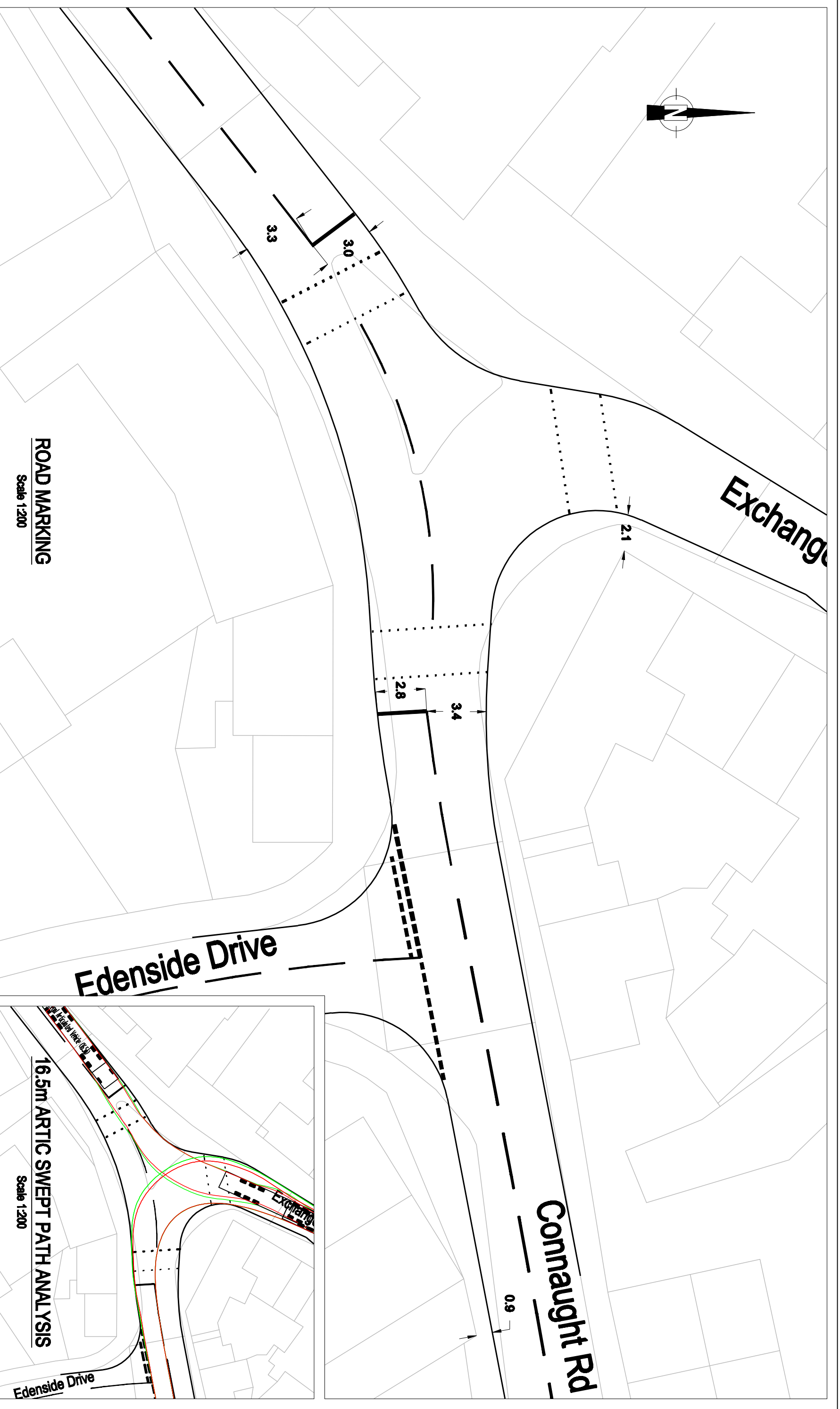
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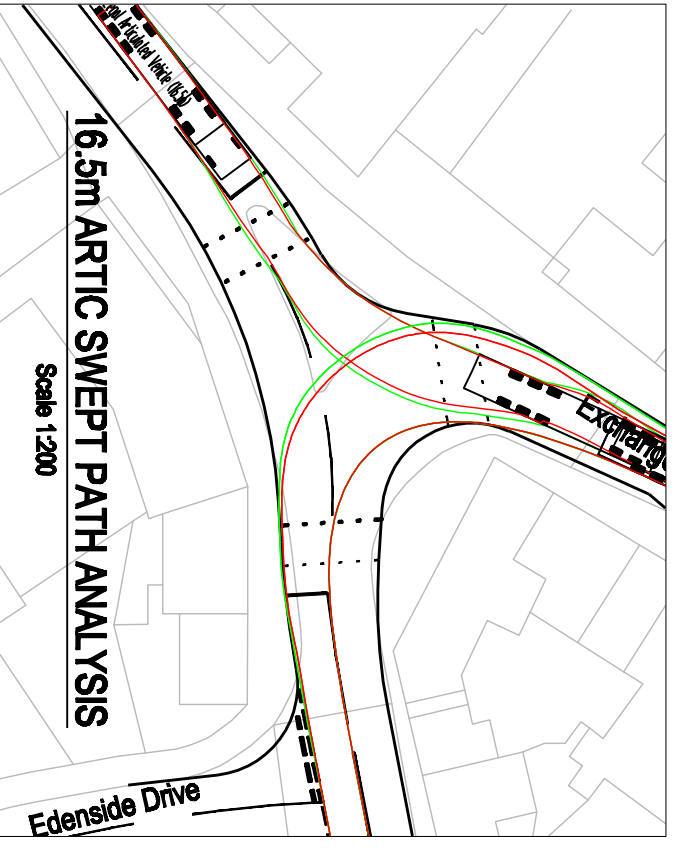
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REV	DESCRIPTION	DATE	BY	CHKD

REV	DESCRIPTION	DATE	BY	CHKD



**ROAD MARKING**  
Scale 1:200



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**INFORMATION**

BRECKLAND COUNCIL

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TRANSPORT STUDY

EXCHANGE ST & CONNAUGHT ST JUNCTION  
TRAFFIC SIGNAL OPTION

AS SHOWN W/A DR W/A CRH JUNE 13

H-059912-01-004B

Do Not Scale From This Drawing

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