

## Appendix N – Attleborough Employment Information

# 1. ASHLP Employment Assumptions and Scenarios

## Attleborough

A total of 10ha to be allocated to Attleborough.

	Option 1 – All employment in the London Road area	Option 2 – split evenly between London Road area and to the south of the railway
Mix of Use Classes	B1 – 3ha B2 – 7ha	B1 – 3ha B2 – 7ha

- No development in class B8 directed to Attleborough as this land-use tends to be space hungry and require large quantities of cheaper employment land which is not likely to be available/suitable in a Market Town. B8 has lower employee to floorspace density which has implications related to numbers of employees travelling to work. B8 sites are likely to be accessed by HGVs at all hours which could have environmental health implications through noise complaints and Snetterton Heath has good access directly off A11. Finally, such businesses could be power hungry (refrigerator as well as maybe data warehouse) and there are obvious links with the new biomass plant at Snetterton Heath.
- Mix shows more B2 than B1 to reflect Employment Land Review which indicated that office growth in the past has been slow. B2 reflects the existing employment provision in the town.

Estimated number of employees (methodology based on forthcoming Employment Topic Paper):

Land use	Area (ha)	Area (m2)	Area of which is building %	Area of which is building m2	Area per FTE	Number FTEs
B1	3	30000	24%	7200	22.3	322.87
B2	7	70000	40%	28000	36	777.78

Estimated total Employees: 1,100

## Snetterton Heath

A total of 20Ha to be allocated to Snetterton Heath employment area.

	6 – 7ha identified to the north of the A11 and the remainder to the south of the A11
Mix of Use Classes	B1 – 3ha B2 – 7ha B8 – 10ha

- Minimal B1 – again, lower demand in the area for Office and implication relating to staff travelling to work.
- Majority B8 to reflect reasons quoted above to limit this at Attleborough.

## Alternative Scenario

- Commentary should be provided as to whether locating all 20ha to the south of the A11 will adversely effect traffic distribution.

Estimated number of employees (methodology based on forthcoming Employment Topic Paper):

Land use	Area (ha)	Area (m2)	Area of which is building %	Area of which is building m2	Area per FTE	Number FTEs
B1	3	30000	24%	7200	22.3	322.87
B2	7	70000	40%	28000	36	777.78
B8	10	100000	40%	40000	75	533.33
						1633.98

Estimated total Employees: 1,634

## **2. Forecast of employment growth in service and population related industries**

These jobs do not result from employment land allocations, but result from related services such as schools and construction. These jobs will be distributed throughout the urban extension in Attleborough (for example the primary schools and any service centre that is provided), but an element will also go to the existing town (for example as a result of the expanded High School).

It is important to note that this methodology assumes the current trend in service related jobs will continue as Attleborough grows. This does not reflect any particular aspirations, just extrapolates the current situation.

Industry	Current number of employees in ASHLP area	Employees per 1,000 population (12,495)	Future employees from service related jobs
Construction	190	15	60
Wholesale and retail	725	58	232
Accommodation and Food Services	183	15	60
Education	460	37	148
Health and Social Work	430	34	136
Total number of service and population-related jobs created			<u>636</u>

## **3. Estimated Total Number of Jobs**

Attleborough: 636 (service) + 1,100 (employment allocations) = 1,736  
 Snetterton Heath: 1,634

## Appendix O – Amenity Schedule from Scott Wilson Report

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	Costs (£ Million)
<b>Phase 0</b>	
Link Road - Western Section	2.10
<b>Phase 1</b>	
Children's Play 1	1.30
Sports Provision 1	1.17
Nursery 1	2.00
Water Abstraction	2.70
<b>Total Phase 1</b>	<b>7.17</b>
<b>Phase 2</b>	
Southern Trunk Sewer	8.65
Link Road - Western Section	2.90
Primary School 1	6.00
Upgrade Rail Crossing	1.00
Children's Play 2	1.33
Community Hall	1.00
Primary Care	1.00
Secondary School Extension	9.49
Town Centre Gyrotory Improvements	2.50
<b>Total Phase 2</b>	<b>33.87</b>
<b>Phase 3</b>	
Electricity Reinforcement	1.80
Gas Reinforcement	1.40
Library	0.70
Nursery 2	2.00
Children's Play 3	1.30
Link Road - Western Section	4.30
<b>Total Phase 3</b>	<b>11.50</b>
<b>Phase 4</b>	
Improved Bus Facilities	3.00
Sports Provision 2	1.17
Enhanced Sports Facilities	2.80
Upgrade to B1077 Section of Link Road	0.70
Primary School 2	6.00
Link Road - Eastern Section	2.30
<b>Total Phase 4</b>	<b>15.97</b>
<b>Phase 5</b>	
Police Station	1.00
Children's Play 4	1.30
Nursery 3	2.00
Link Road - Eastern Section	4.93
Sports Provision 3	1.17
<b>Total Phase 5</b>	<b>10.40</b>
<b>Total</b>	<b>£81.01</b>

## Appendix P – TEMPRO Growth Factors



## Appendix Q – Support Request from SIAS





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**calculating demands rather than actual flows**

**ID:** - NUZ-72579-530  
**Status:** - resolved  
**Priority:** - unassigned  
**Opened:** - Wed May 29 2013 10:36AM  
**Last Msg:** - Wed May 29 2013 04:39PM  
**Due:** - Sat Jun 1 2013 10:40AM

**Wed May 29 2013 10:35AM by Alistair.Johnson@capita.co.uk**

IP: 194.205.13.211

We currently have a heavily congested model due to the interaction of junctions. The client has asked that we derive demand flows for particular junctions rather than actual flows as they want to model the junctions individually as well as a network.

Looking through Paramics we cant see how this could be done apart from producing a turn count plot for each of the junctions then adding queuing traffic to the values. Is this there another approach?

Thanks

Ally

**Wed May 29 2013 04:39PM by paramics-support@sias.com**

Alastair,

There is no function/toggle in S-Paramics to show the actual demand placed on each junction. There are a couple of other ways from what you suggest that you could adopt to get an idea of demand flow however.

Firstly, you could set all your junction(s) to have a 'major' priority. This will ensure everything gets through each junction and no delays occur. With no queueing in the model you will be picking up the demand flow. Of course, if you have route choice in the model then this won't be completely accurate.

Secondly, and probably an easier way (particularly if you have a large network) you could run the model with say a 50% demand weight. If this is enough to cause no queueing in the model then you could essentially double the link/turn flows from your outputs as a prediction to actual demand placed on each junction. Again, if you have route choice within the model then this may not be strictly accurate.

Hope this helps,

Robert

S-Paramics Support  
 Paramics Microsimulation  
 SIAS Limited  
 37 Manor Place  
 Edinburgh  
 EH3 7EB

**Reply to Ticket**

**From:** Alistair.Johnson@capita.co.uk  
**IP:** 195.27.53.211

File attachment #1:

File attachment #2:

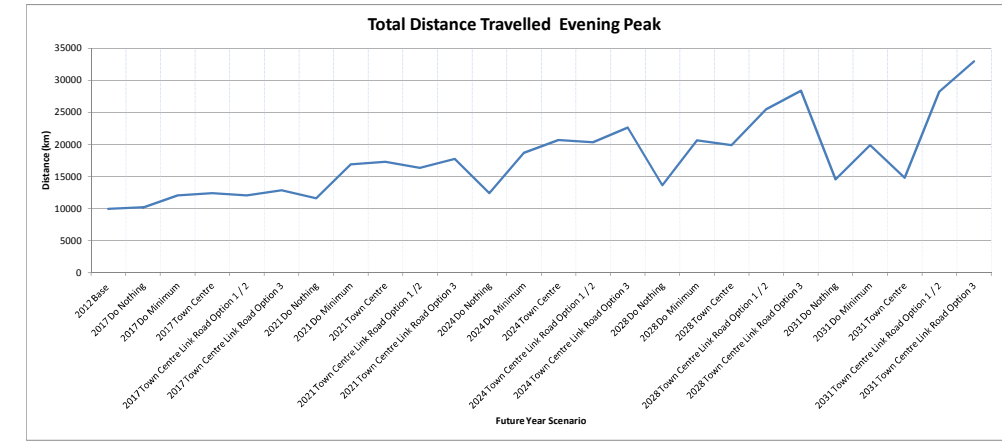
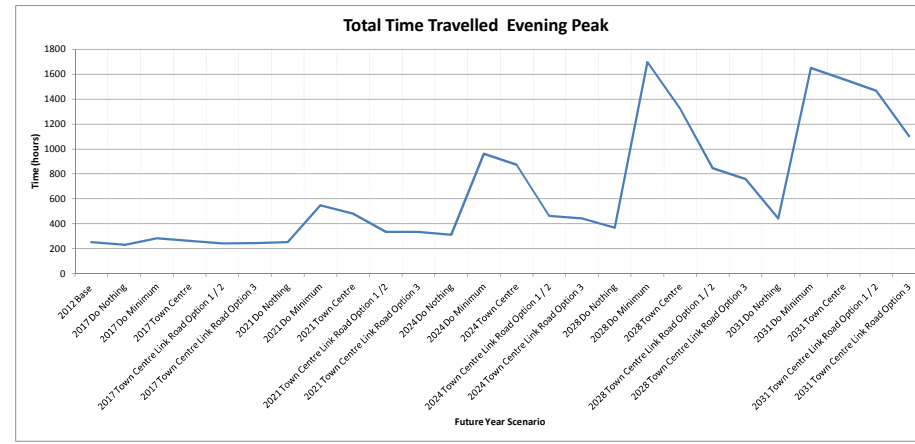
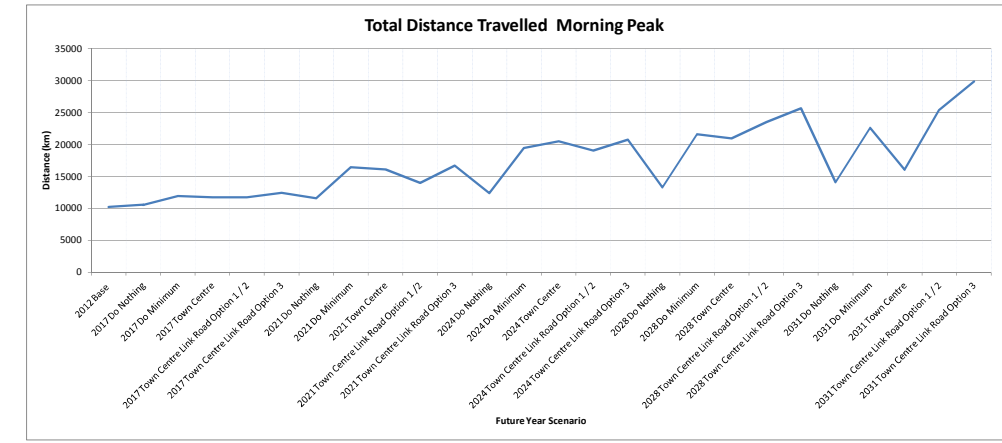
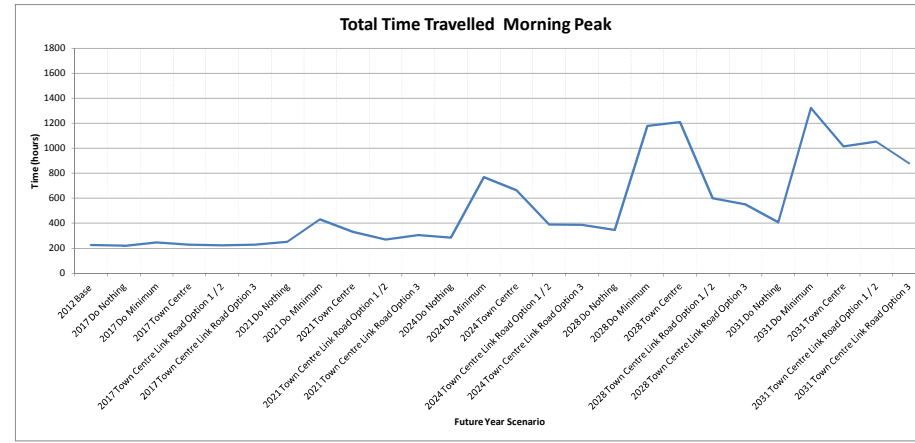
**NOTE:** New ticket replies may take a few minutes to appear in the ticket history.



## Appendix R – Network Summary Statistics - Central Growth

AM Scenario	Total Time Traveled (Hour)	Total Distance Traveled (km)
2012 Base	225	10185
2017 Do Nothing	218	10542
2017 Do Minimum	245	11908
2017 Town Centre	229	11740
2017 Town Centre Link Road Option 1 / 2	224	11732
2017 Town Centre Link Road Option 3	229	12444
2021 Do Nothing	251	11597
2021 Do Minimum	430	16457
2021 Town Centre	329	16080
2021 Town Centre Link Road Option 1 / 2	269	14002
2021 Town Centre Link Road Option 3	305	16689
2024 Do Nothing	284	12360
2024 Do Minimum	769	19444
2024 Town Centre	663	20488
2024 Town Centre Link Road Option 1 / 2	391	19035
2024 Town Centre Link Road Option 3	386	20768
2028 Do Nothing	346	13301
2028 Do Minimum	1179	21577
2028 Town Centre	1209	20957
2028 Town Centre Link Road Option 1 / 2	600	23514
2028 Town Centre Link Road Option 3	551	25637
2031 Do Nothing	408	14080
2031 Do Minimum	1322	22592
2031 Town Centre	1013	16038
2031 Town Centre Link Road Option 1 / 2	1054	25378
2031 Town Centre Link Road Option 3	879	29861

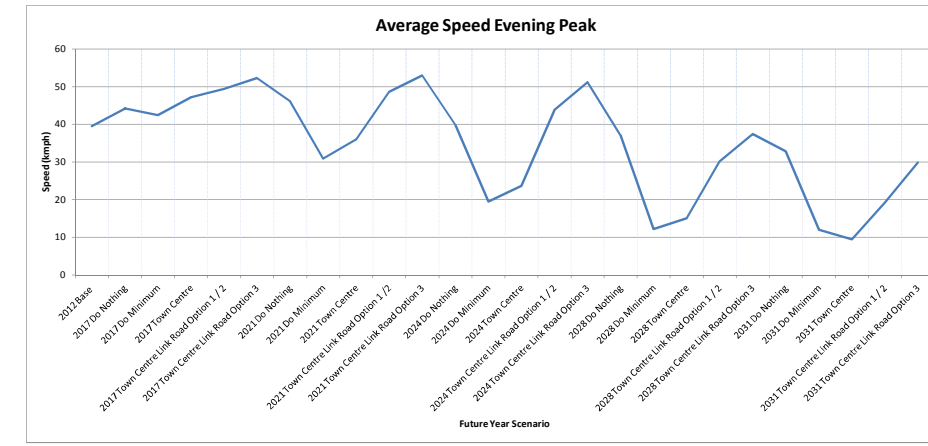
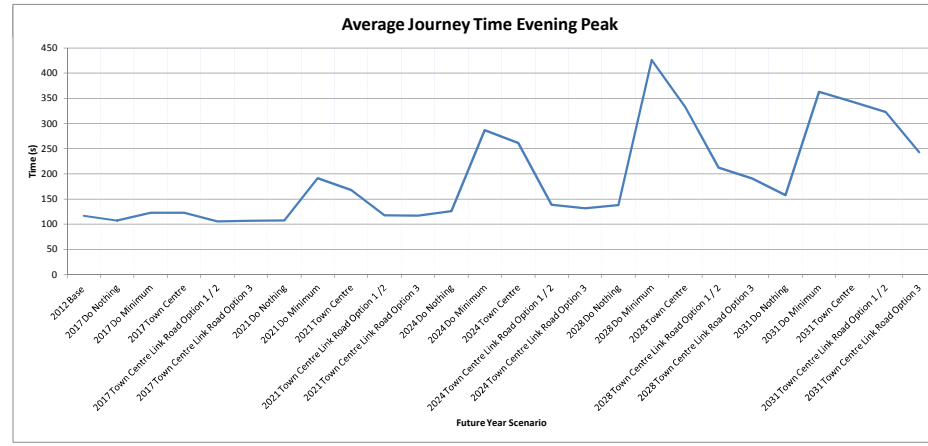
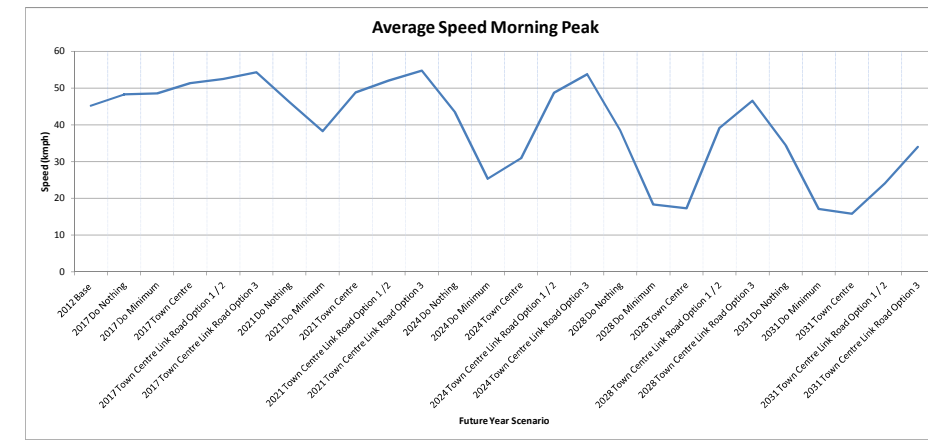
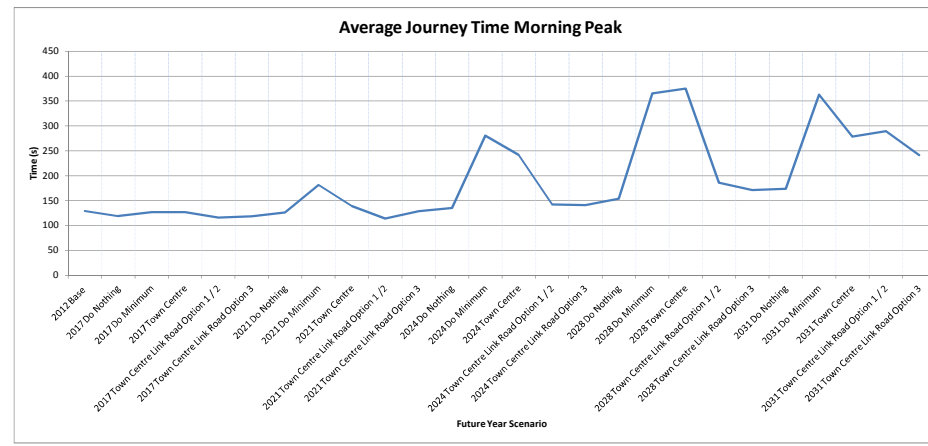
PM Scenario	Total Time Traveled (Hour)	Total Distance Traveled (km)
2012 Base	251	9917
2017 Do Nothing	230	10153
2017 Do Minimum	283	12027
2017 Town Centre	262	12386
2017 Town Centre Link Road Option 1 / 2	243	12016
2017 Town Centre Link Road Option 3	245	12842
2021 Do Nothing	251	11597
2021 Do Minimum	547	16883
2021 Town Centre	480	17270
2021 Town Centre Link Road Option 1 / 2	335	16330
2021 Town Centre Link Road Option 3	335	17744
2024 Do Nothing	312	12410
2024 Do Minimum	961	18693
2024 Town Centre	875	20669
2024 Town Centre Link Road Option 1 / 2	464	20344
2024 Town Centre Link Road Option 3	442	22617
2028 Do Nothing	368	13629
2028 Do Minimum	1697	20626
2028 Town Centre	1323	19878
2028 Town Centre Link Road Option 1 / 2	845	25488
2028 Town Centre Link Road Option 3	759	28392
2031 Do Nothing	442	14528
2031 Do Minimum	1650	19857
2031 Town Centre	1561	14798
2031 Town Centre Link Road Option 1 / 2	1468	28199
2031 Town Centre Link Road Option 3	1104	32973



Appendix Q, Figure 1 - Central Growth Network Summary Statistics (A11 Traffic Removed)

AM Scenario	Matrix Total	Average Journey Time (s)	Average Speed (km)
2012 Base	6297	128.77	45
2017 Do Nothing	6616	118.83	48
2017 Do Minimum		126.71	49
2017 Town Centre		126.71	51
2017 Town Centre Link Road Option 1 / 2	6973	115.57	52
2017 Town Centre Link Road Option 3		118.38	54
2021 Do Nothing	7174	126.00	46
2021 Do Minimum		181.61	38
2021 Town Centre		139.15	49
2021 Town Centre Link Road Option 1 / 2	8524	113.60	52
2021 Town Centre Link Road Option 3		128.90	55
2024 Do Nothing	7578	135.05	43
2024 Do Minimum		280.43	25
2024 Town Centre		241.80	31
2024 Town Centre Link Road Option 1 / 2	9877	142.39	49
2024 Town Centre Link Road Option 3		140.73	54
2028 Do Nothing	8082	153.93	38
2028 Do Minimum		365.52	18
2028 Town Centre		374.85	17
2028 Town Centre Link Road Option 1 / 2		186.14	39
2028 Town Centre Link Road Option 3		170.79	47
2031 Do Nothing	8452	173.94	34
2031 Do Minimum		362.76	17
2031 Town Centre		278.17	16
2031 Town Centre Link Road Option 1 / 2	13116	289.20	24
2031 Town Centre Link Road Option 3		241.31	34

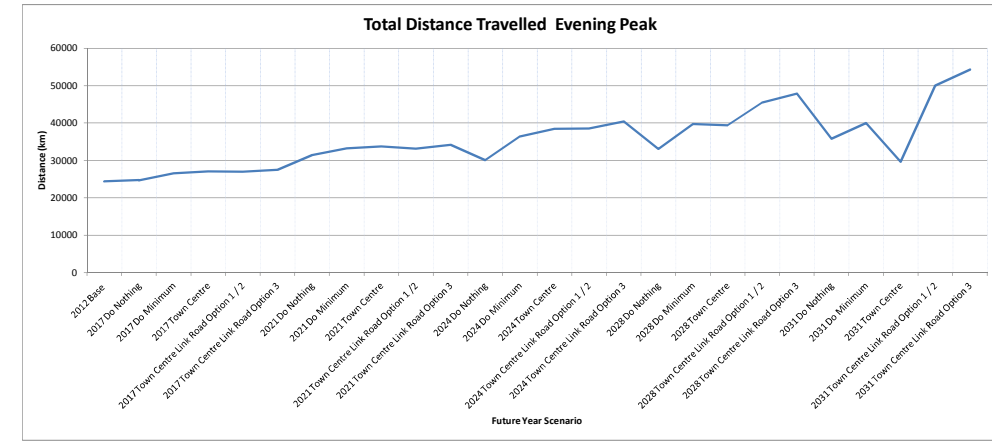
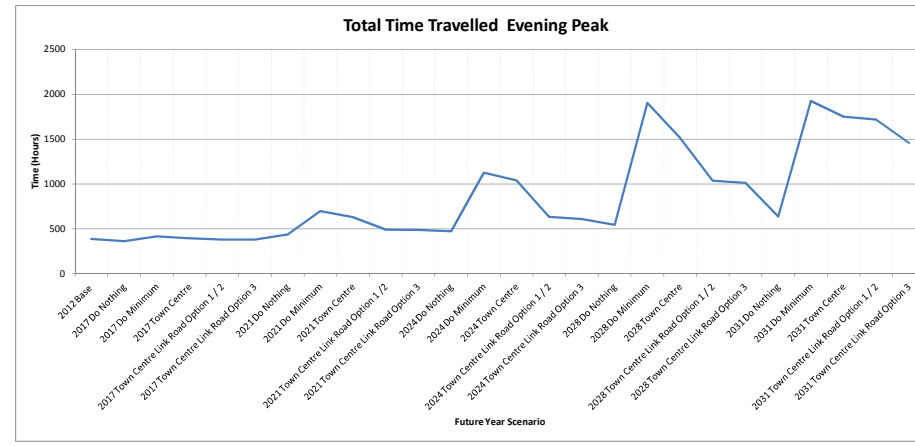
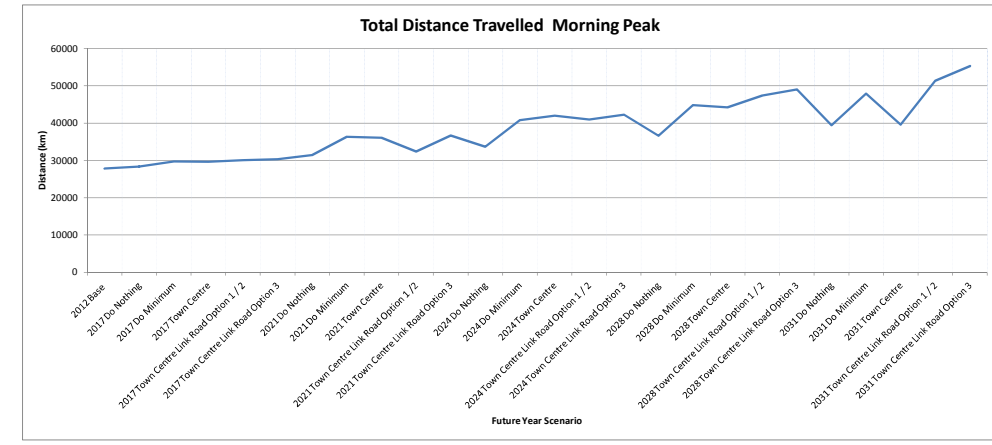
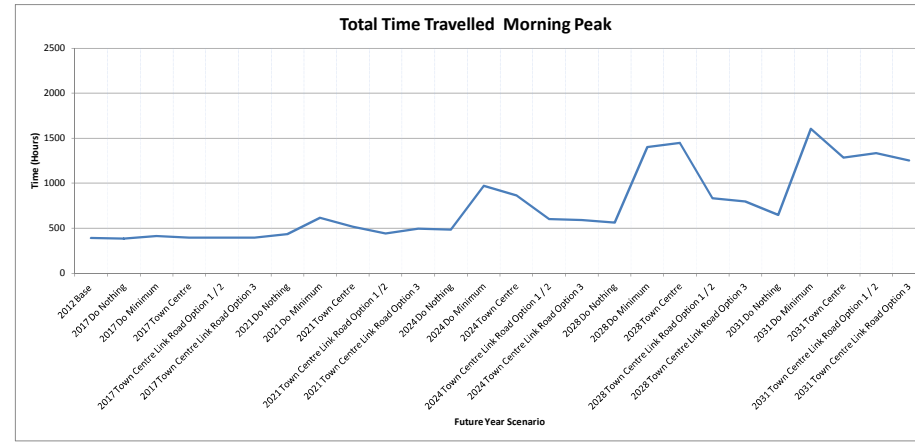
PM Scenario	Matrix Total	Average Journey Time (s)	Average Speed (km)
2012 Base	7725	116.84	40
2017 Do Nothing	7698	107.42	44
2017 Do Minimum		122.91	42
2017 Town Centre		122.91	47
2017 Town Centre Link Road Option 1 / 2	8290	105.60	49
2017 Town Centre Link Road Option 3		106.54	52
2021 Do Nothing	8413	107.44	46
2021 Do Minimum		191.49	31
2021 Town Centre		168.04	36
2021 Town Centre Link Road Option 1 / 2	10281	117.48	49
2021 Town Centre Link Road Option 3		117.22	53
2024 Do Nothing	8933	125.60	40
2024 Do Minimum		286.97	19
2024 Town Centre		261.12	24
2024 Town Centre Link Road Option 1 / 2	12059	138.39	44
2024 Town Centre Link Road Option 3		131.87	51
2028 Do Nothing	9592	137.99	37
2028 Do Minimum		426.15	12
2028 Town Centre		332.25	15
2028 Town Centre Link Road Option 1 / 2	14339	212.17	30
2028 Town Centre Link Road Option 3		190.45	37
2031 Do Nothing	10080	157.98	33
2031 Do Minimum		363.09	12
2031 Town Centre		343.61	9
2031 Town Centre Link Road Option 1 / 2	16358	323.09	19
2031 Town Centre Link Road Option 3		243.00	30



Appendix Q, Figure 2 - Average Journey Time Summary Statistics (A11 Traffic Removed)

AM Scenario	Total Time Traveled (Hour)	Total Distance Travelled (km)
2012 Base	391	27813
2017 Do Nothing	384	28334
2017 Do Minimum	411	29697
2017 Town Centre	395	29654
2017 Town Centre Link Road Option 1 / 2	395	30024
2017 Town Centre Link Road Option 3	397	30334
2021 Do Nothing	435	31400
2021 Do Minimum	617	36320
2021 Town Centre	517	36087
2021 Town Centre Link Road Option 1 / 2	442	32376
2021 Town Centre Link Road Option 3	495	36667
2024 Do Nothing	484	33705
2024 Do Minimum	971	40785
2024 Town Centre	866	41986
2024 Town Centre Link Road Option 1 / 2	600	40975
2024 Town Centre Link Road Option 3	592	42234
2028 Do Nothing	564	36561
2028 Do Minimum	1403	44842
2028 Town Centre	1449	44264
2028 Town Centre Link Road Option 1 / 2	834	47431
2028 Town Centre Link Road Option 3	798	49028
2031 Do Nothing	647	39389
2031 Do Minimum	1506	47900
2031 Town Centre	1286	39560
2031 Town Centre Link Road Option 1 / 2	1333	51395
2031 Town Centre Link Road Option 3	1254	55318

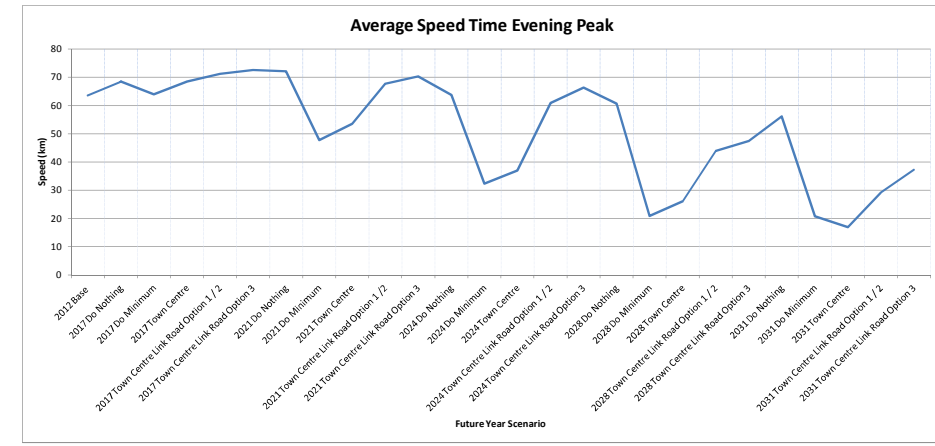
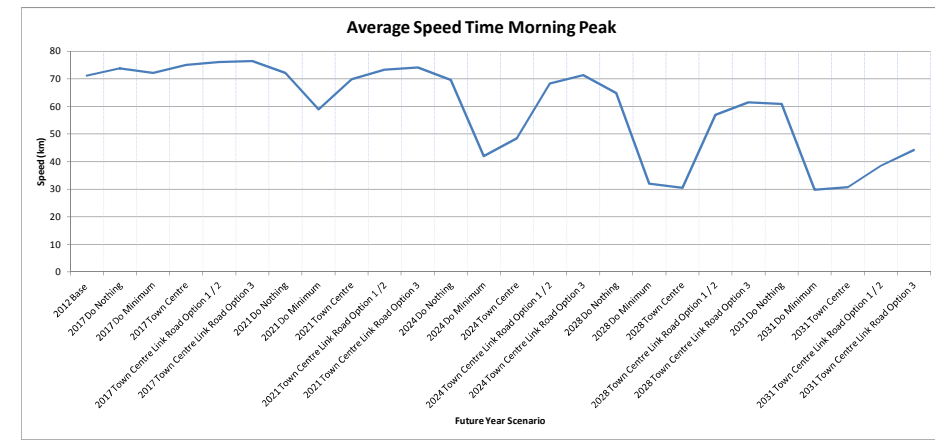
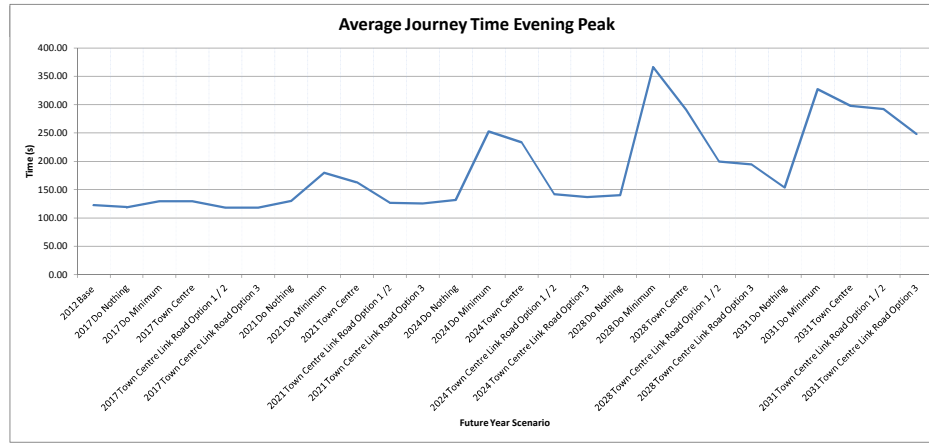
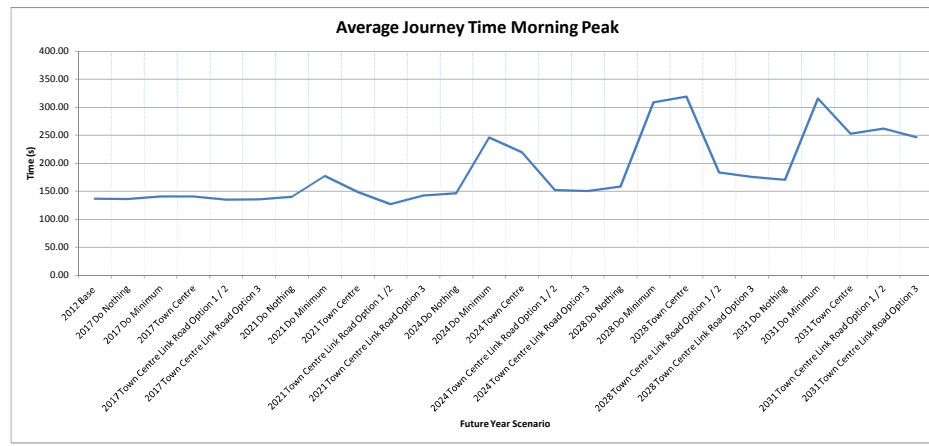
PM Scenario	Total Time Traveled (Hour)	Total Distance Travelled (km)
2012 Base	383	24354
2017 Do Nothing	360	24689
2017 Do Minimum	415	26568
2017 Town Centre	394	27025
2017 Town Centre Link Road Option 1 / 2	379	26955
2017 Town Centre Link Road Option 3	378	27461
2021 Do Nothing	435	31400
2021 Do Minimum	696	33245
2021 Town Centre	630	33748
2021 Town Centre Link Road Option 1 / 2	490	33155
2021 Town Centre Link Road Option 3	486	34193
2024 Do Nothing	472	30092
2024 Do Minimum	1124	36373
2024 Town Centre	1039	38475
2024 Town Centre Link Road Option 1 / 2	632	38520
2024 Town Centre Link Road Option 3	609	40397
2028 Do Nothing	544	33025
2028 Do Minimum	1903	39762
2028 Town Centre	1513	39413
2028 Town Centre Link Road Option 1 / 2	1036	45433
2028 Town Centre Link Road Option 3	1009	47895
2031 Do Nothing	636	35761
2031 Do Minimum	1924	39972
2031 Town Centre	1750	29667
2031 Town Centre Link Road Option 1 / 2	1716	49986
2031 Town Centre Link Road Option 3	1459	54302



Appendix Q, Figure 3 - Central Growth Network Summary Statistics (Including A11 Traffic)

AM Scenario	Matrix Total	Average Journey Time (s)	Average Speed (kmph)
2012 Base	10304	136.58	71
2017 Do Nothing	10158	136.03	74
2017 Do Minimum		140.82	72
2017 Town Centre		140.82	75
2017 Town Centre Link Road Option 1 / 2	10516	135.09	76
2017 Town Centre Link Road Option 3		135.77	76
2021 Do Nothing	11173	140.18	72
2021 Do Minimum		177.34	59
2021 Town Centre		148.53	70
2021 Town Centre Link Road Option 1 / 2	12524	127.02	73
2021 Town Centre Link Road Option 3		142.19	74
2024 Do Nothing	11903	146.42	70
2024 Do Minimum		246.06	42
2024 Town Centre	14203	219.62	48
2024 Town Centre Link Road Option 1 / 2		152.04	68
2024 Town Centre Link Road Option 3		150.17	71
2028 Do Nothing	12831	158.26	65
2028 Do Minimum		308.82	32
2028 Town Centre	16359	318.92	31
2028 Town Centre Link Road Option 1 / 2		183.44	57
2028 Town Centre Link Road Option 3		175.67	61
2031 Do Nothing	13652	170.63	61
2031 Do Minimum		315.70	30
2031 Town Centre	18316	252.80	31
2031 Town Centre Link Road Option 1 / 2		262.07	39
2031 Town Centre Link Road Option 3		246.39	44

PM Scenario	Matrix Total	Average Journey Time (s)	Average Speed (kmph)
2012 Base	11247	122.53	64
2017 Do Nothing	10930	118.71	69
2017 Do Minimum		129.66	64
2017 Town Centre		129.66	69
2017 Town Centre Link Road Option 1 / 2	11522	118.28	71
2017 Town Centre Link Road Option 3		118.14	73
2021 Do Nothing	12073	129.73	72
2021 Do Minimum		179.69	48
2021 Town Centre	13941	162.78	54
2021 Town Centre Link Road Option 1 / 2		126.41	68
2021 Town Centre Link Road Option 3		125.51	70
2024 Do Nothing	12901	131.66	64
2024 Do Minimum		252.40	32
2024 Town Centre	16028	233.35	37
2024 Town Centre Link Road Option 1 / 2		141.92	61
2024 Town Centre Link Road Option 3		136.80	66
2028 Do Nothing	13965	140.36	61
2028 Do Minimum		366.23	21
2028 Town Centre	18711	291.05	26
2028 Town Centre Link Road Option 1 / 2		199.35	44
2028 Town Centre Link Road Option 3		194.16	47
2031 Do Nothing	14882	153.96	56
2031 Do Minimum		327.27	21
2031 Town Centre	21159	297.81	17
2031 Town Centre Link Road Option 1 / 2		291.99	29
2031 Town Centre Link Road Option 3		248.21	37



Appendix Q, Figure 4 - Average Journey Time Summary Statistics (Including A11 Traffic)