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	B1 – 3ha	B1 – 3ha
Classes	B2 – 7ha	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	Area	Area	Area of which is	Area of which is	Area per	Number
use	(ha)	(m2)	building %	building m2	FTE	FTEs
В1	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 All
Mix of Use	B1 – 3ha
Classes	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	Area	Area	Area of which is	Area of which is	Area per	Number
use	(ha)	(m2)	building %	building m2	FTE	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. <u>Forecast of employment growth in service and population related industries</u>

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

### Appendix O – Amenity Schedule from Scott Wilson Report

	Costs (£ Million)
Phase 0	
Link Road - Western Section	2.10
Phase 1	
Children's Play 1	1.30
Sports Provision 1	1.17
Nursery 1	2.00
Water Abstraction	2.70
Total Phase 1	7.17
Phase 2	
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 Gyratory Improvements	2.50
Total Phase 2	33.87
Phase 3	
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
Total Phase 3	11.50
Phase 4	
Improved Bus Facilities	3.00
Sports Provision 2	1.17
Enhanced Sports Facilities	2.80
Upgrade to B1077 Section of Link Road 0.70	0.70
Primary School 2	6.00
Link Road - Eastern Section	2.30
Total Phase 4	15.97
Phase 5	
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
Total Phase 5	10.40
Total	£81.01

Appendix P – TEMPRO Growth Factors

### ATTLEBOROUGH TRANSPORT STUDY MODEL - TEMPRO GROWTH FACTOR CALCULATIONS

TEMPRO (Without Adjustment) Norfolk (County) Breckland (Authority) Attleborugh (33UB3)	Households 389749 57484 4698		1263 62		2021 Households 436586 66106 5414	Jobs 458320 57564	2024 Households 449517 68481 5611	58237	Households 467387 71771 5884	Jobs 472431 58956 4198	Households 481261 74331 6096		476990 59363 4231		Years  Jobs Scenario  Attleborough Snetterton	5 2017 720 430	9 2021 1296 774	12 2024 1727 1032
Norfolk Growth Breckland Growth Attleborough Growth			4	441 19482 894 2338 406 171	46837 8622 716	3301	59768 10997 913	3974	77638 14287 1186	43000 4693 352	91512 16847 1398		47559 5100 385		Snetterton % TOTAL  HH Scenario	0.27 <b>1150</b>	0.39 <b>2070</b>	0.46 <b>2759</b>
No HH, No Jobs - Attleborough Attleborugh (33UB3)			Househo 4	lds Jobs 698 3846	Households 4698	Jobs 3846	Households 4698	Jobs 3846	Households 4698	Jobs 3846	Households 4698	Jobs	3846		Attleborough	600	1450	2300
Adjusted Planning Assumptions Norfolk (County) Breckland (Authority) Attleborugh (33UB3)		:	2017 414	590 448193 778 55881 298 4566	1450 435136 64656 6148	457024 56268	2300 447217 66181 6998	463236 56510	3150 464237 68621 7848	2303 470128 56653 6149	4000 477261 70331 8698		2735 474255 56628 6581	2031				
Norfolk Growth Breckland Growth Attleborough Growth			4	841 18762 294 1618.263158 600 720	45387 7172 1450	2005	57468 8697 2300	2247	74488 11137 3150	40697 2390 2303	87512 12847 4000		44824 2365 2735					
2012-2017 AM (Without Adjustmer Area Description Level County Authority	A		Destinatio	ın	2012-2017 AM (No H Area Description Level County Authority		•	Destination		2012-2017 AM (Adj Area Description				estination 0.9852 0.982				
33UB3  NTM AF09 Dataset All Areas, All Road Types	Attleborough	1.0	0702 1.0	662	33UB3	Attleborough	0.878	0.942	]	33UB3	Attleborough		0.9654	1.108				
Level County Authority	Norfolk Breckland	Local Growth Figure 1.055109 1.061083	1221		Level County Authority	Area Norfolk Breckland	Local Growth Figure			County Authority	Area Norfolk Breckland	Local Growth F	0.9531 0.9408					
33UB3  2012-2017 PM (Without Adjustmen Area Description		1.063173	1335		2012-2017 PM (No H Area Description	Attleborough  H, No Jobs Attle	borough) All purposes		,	33UB3 2012-2017 PM (Adju Area Description	Attleborough usted Planning A	Assumptions) All purposes	1.0318					
Level County Authority 33UB3	Norfolk Breckland Attleborough	1	.070 1.	062 073 075	County Authority 33UB3	Name Norfolk Breckland Attleborough	Origin 0.930	Destination 0.890		County Authority	Name Norfolk Breckland Attleborough	Origin	0.9754 0.969 1.0759	0.9404 0.9227 0.9868				
Level County	Area I Norfolk	Local Growth Figure 1.0	0575		Level County	Area Norfolk	Local Growth Figure			Level County	Area Norfolk	Local Growth F	gure 0.9534					
Authority 33UB3 2012-2021 AM (Without Adjustmer	Attleborough		0665 0684		Authority 33UB3 2012-2021 AM (No H	Breckland Attleborough IH, No Jobs Attle	0.888 borough)				Breckland Attleborough usted Planning A	Assumptions)	0.9414 1.0265					
Area Description Level County Authority				in 100 103	Area Description Level County Authority	Name Norfolk Breckland	All purposes Origin	Destination		Area Description Level County Authority	Name Norfolk Breckland	All purposes Origin	1.0056 0.98117	estination 1.0455 1.0307				
33UB3	Attleborough Area I	1 Local Growth Figure	.113 1.	107	33UB3 Level	Attleborough Area	0.882	0.976	]	33UB3 Level	Attleborough Area	Local Growth F	1.1588 igure	1.3006				
County Authority 33UB3	Norfolk Breckland Attleborough	1	.132 .140 .143		County Authority 33UB3	Norfolk Breckland Attleborough	0.957			Authority	Norfolk Breckland Attleborough		1.0561 1.0358 1.2663					
2012-2021 PM (Without Adjustmen Area Description	,	All purposes			2012-2021 PM (No H		All purposes			2012-2021 PM (Adju		All purposes						
Level County Authority 33UB3	Norfolk Breckland Attleborough	1	.115 1.	104 119 122	County Authority 33UB3	Name Norfolk Breckland Attleborough	Origin 0.960	Destination 0.901		County Authority	Name Norfolk Breckland Attleborough	Origin	1.0415 1.028 1.2748	1.0165 0.9967 1.1859				
Level County	Area I Norfolk	Local Growth Figure	.137		Level County	Area Norfolk	Local Growth Figure			Level County	Area Norfolk	Local Growth F	gure 1.0596					
Authority 33UB3 2012-2024 AM (Without Adjustmer	Attleborough nt)		.150 .153		Authority 33UB3 2012-2024 AM (No H	Breckland Attleborough IH, No Jobs Attle	0.958				Breckland Attleborough usted Planning A	Assumptions)	1.0425 1.2669					
Area Description Level County Authority	Name ( Norfolk Breckland	1	.143 1.	131 134	Area Description Level County Authority	Name Norfolk Breckland	All purposes Origin	Destination		Area Description Level County Authority	Name Norfolk Breckland	All purposes Origin	1.0581 1.0308	1.0914 1.0677				
33UB3  Level County	Area I Norfolk	Local Growth Figure 1	.188	139	Level County	Area Norfolk	Local Growth Figure	1.005		Level County	Attleborough Area Norfolk	Local Growth F	1.1309	1.463				
Authority 33UB3 2012-2024 PM (Without Adjustmen	Attleborough		.198		Authority 33UB3 2012-2024 PM (No H	Attleborough  H. No Jobs Attle	1.007		ļ		Attleborough	Assumptions)	1.1041 1.479					
Area Description Level County	Name (			136	Area Description Level County	Name Norfolk	All purposes Origin	Destination		Area Description Level County	Name Norfolk	All purposes Origin	1.0913	estination 1.0705				
Authority 33UB3	Attleborough  Area		.155 1.	156 160	Authority 33UB3	Breckland Attleborough Area	0.991	0.931	]	33UB3	Breckland Attleborough Area	Local Growth F	1.0716 1.4498	1.0485 1.3774				
County Authority 33UB3	Norfolk Breckland Attleborough	1	.196 .214 .218		County Authority	Norfolk Breckland Attleborough	1.012			County Authority	Norfolk Breckland Attleborough		1.1374 1.1153 1.4874					
2012-2028 AM (Without Adjustmer Area Description Level	Name (	All purposes Origin	Destination		2012-2028 AM (No H Area Description Level	Name	borough) All purposes Origin	Destination			Name	Assumptions) All purposes Origin		estination				
County Authority 33UB3 Level	Norfolk Breckland Attleborough	1	.183 1. .189 1.	168 173 179	County Authority 33UB3 Level	Norfolk Breckland Attleborough	0.942	1.040		Authority 33UB3	Norfolk Breckland Attleborough	Local Growth Fi	1.128 1.0988 1.5617	1.1476 1.1125 1.675				
County Authority 33UB3	Norfolk Breckland Attleborough	1	.255 .268 .275		County Authority	Norfolk Breckland Attleborough	1.067			County Authority	Norfolk Breckland Attleborough		1.2249 1.1903 1.7422					
2012-2028 PM (Without Adjustmen Area Description Level	Name (	All purposes Origin	Destination		2012-2028 PM (No H Area Description Level	Name	borough) All purposes Origin	Destination			Name	Assumptions) All purposes Origin		estination				
County Authority 33UB3	Norfolk Breckland Attleborough	1 1	.179 1. .194 1.	176 201 206	County Authority 33UB3	Norfolk Breckland Attleborough	1.030			County Authority	Norfolk Breckland Attleborough		1.1545 1.1274 1.6717	1.1424 1.1189 1.5998				
Level County Authority	Norfolk Breckland	1	.268 .289		Level County Authority	Area Norfolk Breckland	Local Growth Figure			County Authority	Area Norfolk Breckland	Local Growth F	1.2364 1.2091					
33UB3  2012-2031 AM (Without Adjustmer Area Description		All purposes	.296		33UB3 2012-2031 AM (No H Area Description	Attleborough  IH, No Jobs Attle	tborough)  All purposes				Attleborough usted Planning A	Assumptions) All purposes	1.761					
Level County Authority	Name ( Norfolk Breckland	Origin 1	.209 1.	193 198	Level County Authority	Name Norfolk Breckland	Origin	Destination		Level County Authority	Name Norfolk Breckland	Origin	1.179 1.146	1.186 1.141				
33UB3  Level County	Norfolk	Local Growth Figure 1	.303	207	County	Attleborough Area Norfolk	0.964 Local Growth Figure	1.063		Level County	Attleborough Area Norfolk	Local Growth F	1.2944	1.846				
Authority 33UB3 2012-2031 PM (Without Adjustmen	Breckland Attleborough	1	.317 .326		Authority 33UB3 2012-2031 PM (No H	Breckland Attleborough H. No Jobs Attle	1.109			Authority	Breckland Attleborough	Assumntione)	1.2515 1.9731					
Area Description Level County	Name ( Norfolk			204	Area Description Level County	Name Norfolk	All purposes Origin	Destination		Area Description Level County	Name Norfolk	All purposes Origin	1.199	estination 1.1954				
Authority 33UB3	Attleborough  Area			232 238	Authority 33UB3	Breckland Attleborough Area	1.057	0.994	]	33UB3	Breckland Attleborough Area	Local Growth F	1.1651 1.8586	1.168 1.8036				
County Authority 33UB3	Norfolk Breckland Attleborough	1	.320 .344 .352		County Authority	Norfolk Breckland Attleborough	1.123			County Authority	Norfolk Breckland Attleborough	_ccar Growth F	1.3104 1.2768 2.0042					

3150 4000

Appendix Q – Support Request from SIAS





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#### **Ticket Details**

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### caluculating 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 indivdually 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

## Paramics Videos Visit our YouTube channel

Alastair,

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

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**

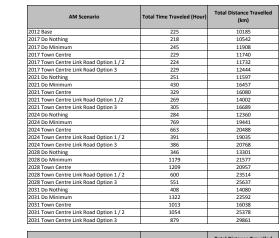
From: Alistair.Johnson@capita.co.uk

**IP:** 195.27.53.211

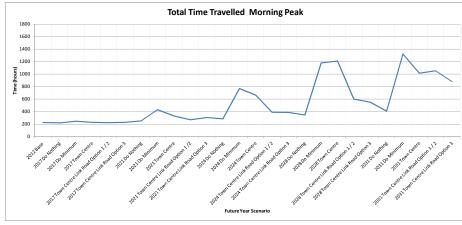
File attachment #1:  File attachment #2:  Browse  Browse  Browse  NOTE: New ticket replies may take a few minutes to appear in the ticket history.  Send Rep						
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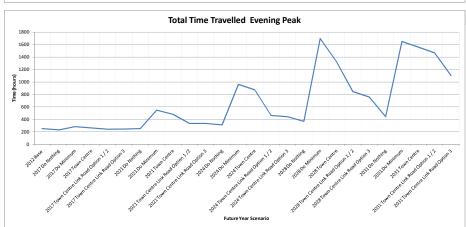
© Paramics Microsimulation, SIAS Limited 2013

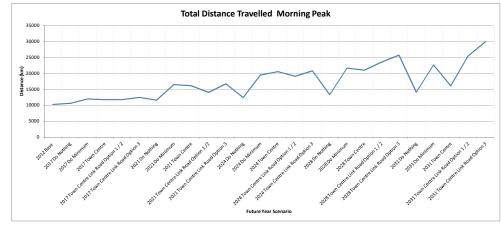
Appendix R – Network Summary Statistics - Central Growth

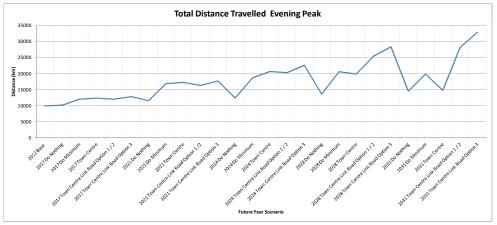


PM Scenario	Total Time Traveled (Hour)	Total Distance Travelled (km)
2012 Base	251	9917
2017 Do Nothing	230	10153
2017 Do Minimum	283	12027
2017 Town Centre	262	12386
2017 Town Centre Link Road Option 1 / 2	243	12016
2017 Town Centre Link Road Option 3	245	12842
2021 Do Nothing	251	11597
2021 Do Minimum	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







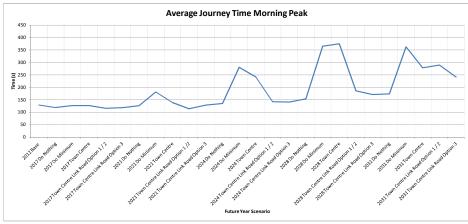


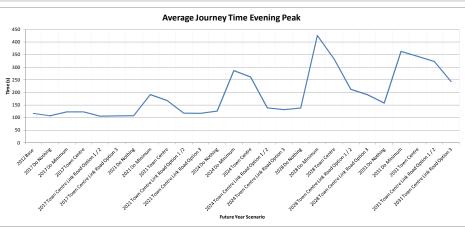
**CAPITA** 

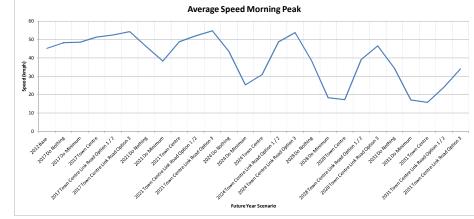
Appendix Q, Figure 1 - Central Growth Network Summary Statistics (A11 Traffic Removed)

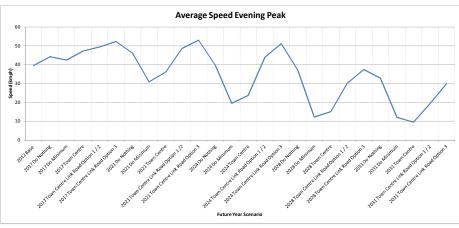
AM Scenario	Matrix Total	Average Journey Time (s)	Average Speed (km
2012 Base	6297	128.77	45
2017 Do Nothing	6616	118.83	48
2017 Do Minimum		126.71	49
2017 Town Centre		126.71	51
2017 Town Centre Link Road Option 1 / 2	6973	115.57	52
2017 Town Centre Link Road Option 3		118.38	54
2021 Do Nothing	7174	126.00	46
2021 Do Minimum		181.61	38
2021 Town Centre	8524	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	9877	241.80	31
2024 Town Centre Link Road Option 1 / 2	98//	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	11610	374.85	17
2028 Town Centre Link Road Option 1 / 2	11010	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	13116	278.17	16
2031 Town Centre Link Road Option 1 / 2	13110	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	8290	122.91	47
2017 Town Centre Link Road Option 1 / 2	0230	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	10281	168.04	36
2021 Town Centre Link Road Option 1 /2	10201	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	12059	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	14339	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	16358	343.61	9
2031 Town Centre Link Road Option 1 / 2	10358	323.09	19
2031 Town Centre Link Road Option 3		243.00	30



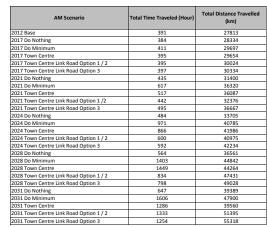




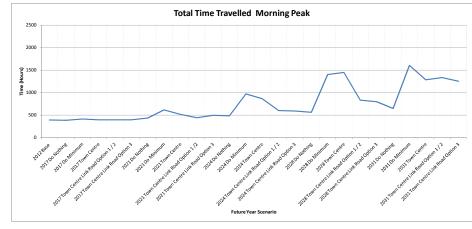


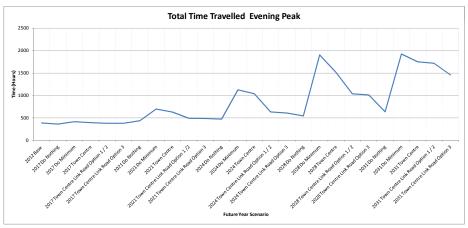


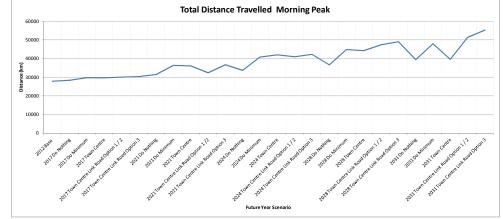
Appendix Q, Figure 2 - Average Journey Time Summary Statistics (A11 Traffic Removed)

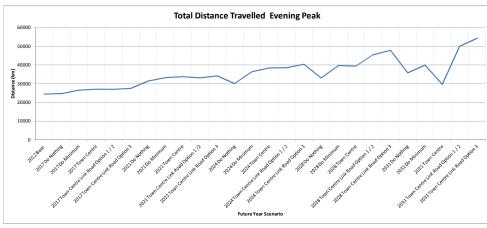


PM Scenario	Total Time Traveled (Hour)	Total Distance Travelled (km)	
2012 Base	383	24354	
2017 Do Nothing	360	24689	
2017 Do Minimum	415	26568	
2017 Town Centre	394	27025	
2017 Town Centre Link Road Option 1 / 2	379	26955	
2017 Town Centre Link Road Option 3	378	27461	
2021 Do Nothing	435	31400	
2021 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	







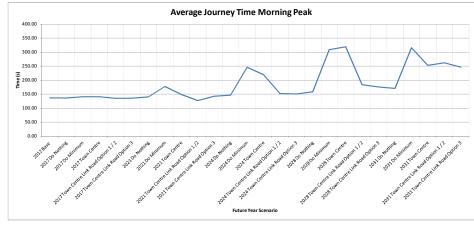


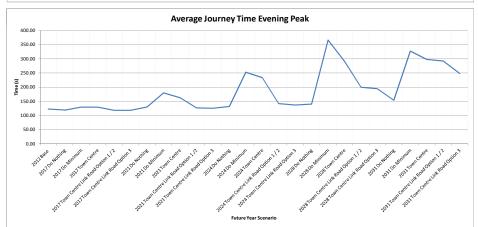
**CAPITA** 

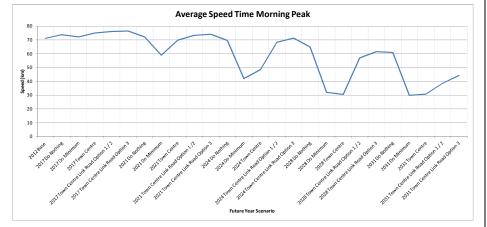
Appendix Q, Figure 3 - Central Growth Network Summary Statistics (Including A11 Traffic)

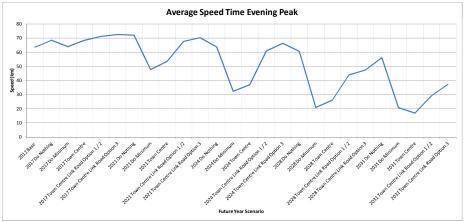
AM Scenario	Matrix Total	Average Journey Time (s)	Average Speed (kmph)
2012 Base	10304	136.58	71
2017 Do Nothing	10158	136.03	74
2017 Do Minimum	10516	140.82	72
2017 Town Centre		140.82	75
2017 Town Centre Link Road Option 1 / 2		135.09	76
2017 Town Centre Link Road Option 3		135.77	76
2021 Do Nothing	11173	140.18	72
2021 Do Minimum	12524	177.34	59
2021 Town Centre		148.53	70
2021 Town Centre Link Road Option 1 /2		127.02	73
2021 Town Centre Link Road Option 3		142.19	74
2024 Do Nothing	11903	146.42	70
2024 Do Minimum	14203	246.06	42
2024 Town Centre		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	16359	308.82	32
2028 Town Centre		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	18316	315.70	30
2031 Town Centre		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	11522	129.66	64
2017 Town Centre		129.66	69
2017 Town Centre Link Road Option 1 / 2		118.28	71
2017 Town Centre Link Road Option 3		118.14	73
2021 Do Nothing	12073	129.73	72
2021 Do Minimum	13941	179.69	48
2021 Town Centre		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	16028	252.40	32
2024 Town Centre		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	140.26	61
2028 Do Minimum	18711	366.23	21
2028 Town Centre		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	21159	327.27	21
2031 Town Centre		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)