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# The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order

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## 5.5 Transport Assessment Appendices

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Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009


*PINS Reference Number:* TR010015

*Document Reference:* 5.5

*Regulation Number:* 5(2)(q)

*Author:* Mott MacDonald

Revision	Date	Description
0	8 <sup>th</sup> January 2014	Revision for Submission

<b>Mott MacDonald Internal Audit</b>			
			
<b>Revision</b>	<b>Originator</b>	<b>Checked By</b>	<b>Approved By</b>
0	M Olley	C McKay	C White G Kelly

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## Appendices

Appendix D –Detailed Junction Layouts

Appendix E – Geometric Parameters

Appendix F – Junction Traffic Flows

## Appendix D – Junction Information

<b>Junction Ref. No.</b>	<b>Junction Description</b>	<b>Drawing Reference</b>
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### On-line Junctions

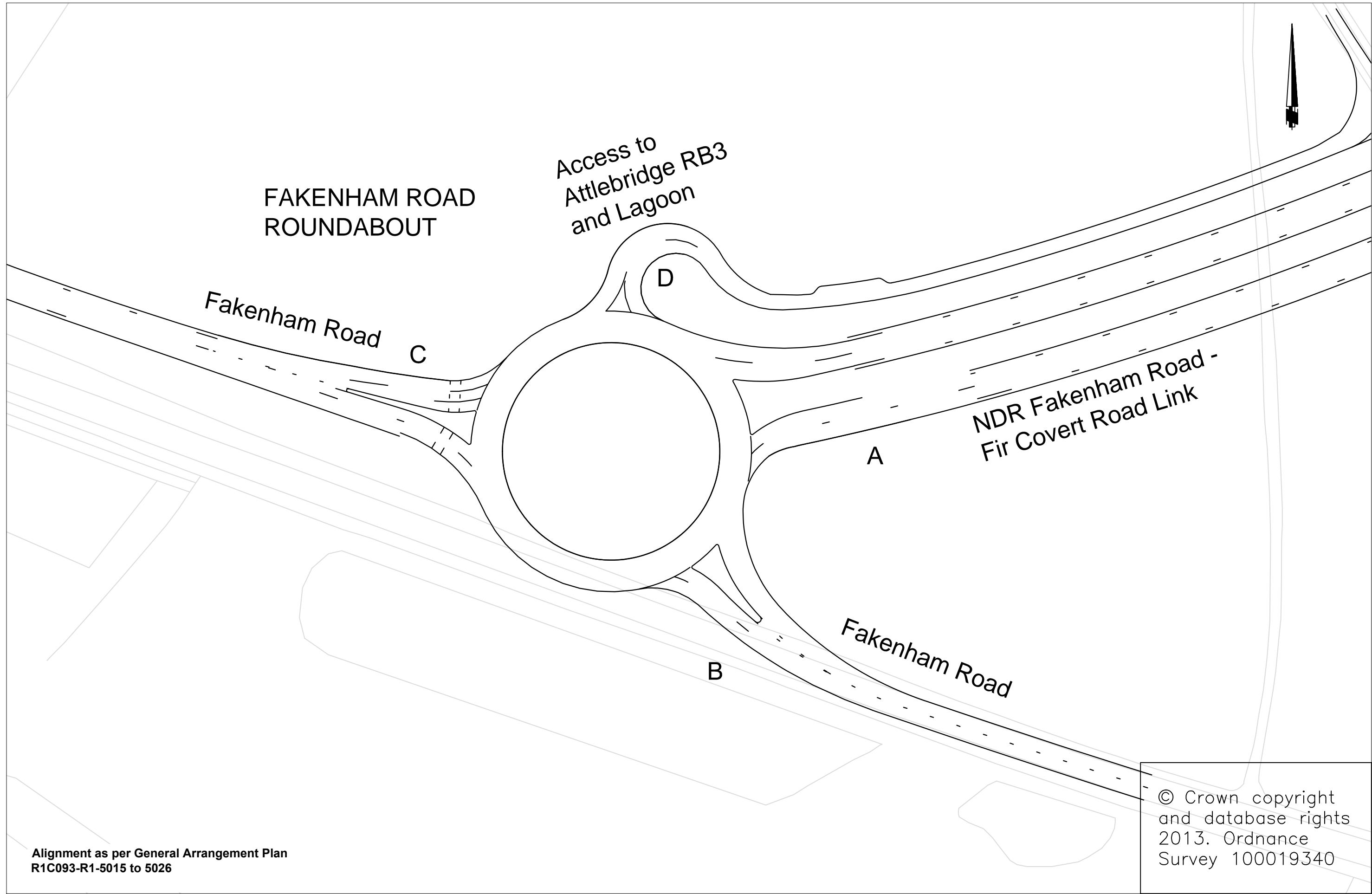
1	Fakenham Road	R1C093-R1-5132
2	Fir Covert Road	R1C093-R1-5145
3	Reepham Road	R1C093-R1-5133
4	Drayton Lane	R1C093-R1-5134
5	Holt Road/Drayton Lane	R1C093-R1-5135
6	Cromer Road South	R1C093-R1-5136
7	Cromer Road North	R1C093-R1-5137
8	Airport	R1C093-R1-5138
9	North Walsham Road	R1C093-R1-5139
10	Wroxham Road	R1C093-R1-5140
11	Salhouse Road	R1C093-R1-5141
12	Plumstead Road North	R1C093-R1-5142
13	Plumstead Road South	R1C093-R1-5143
14	Business Park	R1C093-R1-5144

### Postwick Junctions

15	Broadland Gate	R1C093-R1-5147
16	Peachman Way	R1C093-R1-5148
17	Postwick NW	R1C093-R1-5149
18	Postwick NE	R1C093-R1-5146
19	Oak's Lane	R1C093-R1-5150
20	Park & Ride	R1C150-MP-636 B

### Off-line Junctions

21	A47/A146 Trowse	5075018-072/A6J04/1001 RevA
22	A146/Martineau Lane	276B
23	Bracondale/King Street	135D
24	Croswick Junction: B1150/Rackheath Lane	R1C093-R1-4294
25	Rackheath Junction: A1151 Wroxham Rd/Green Lane West	MMD-233906-ES-02-C-DR-00-XX-006C



Alignment as per General Arrangement Plan  
R1C093-R1-5015 to 5026

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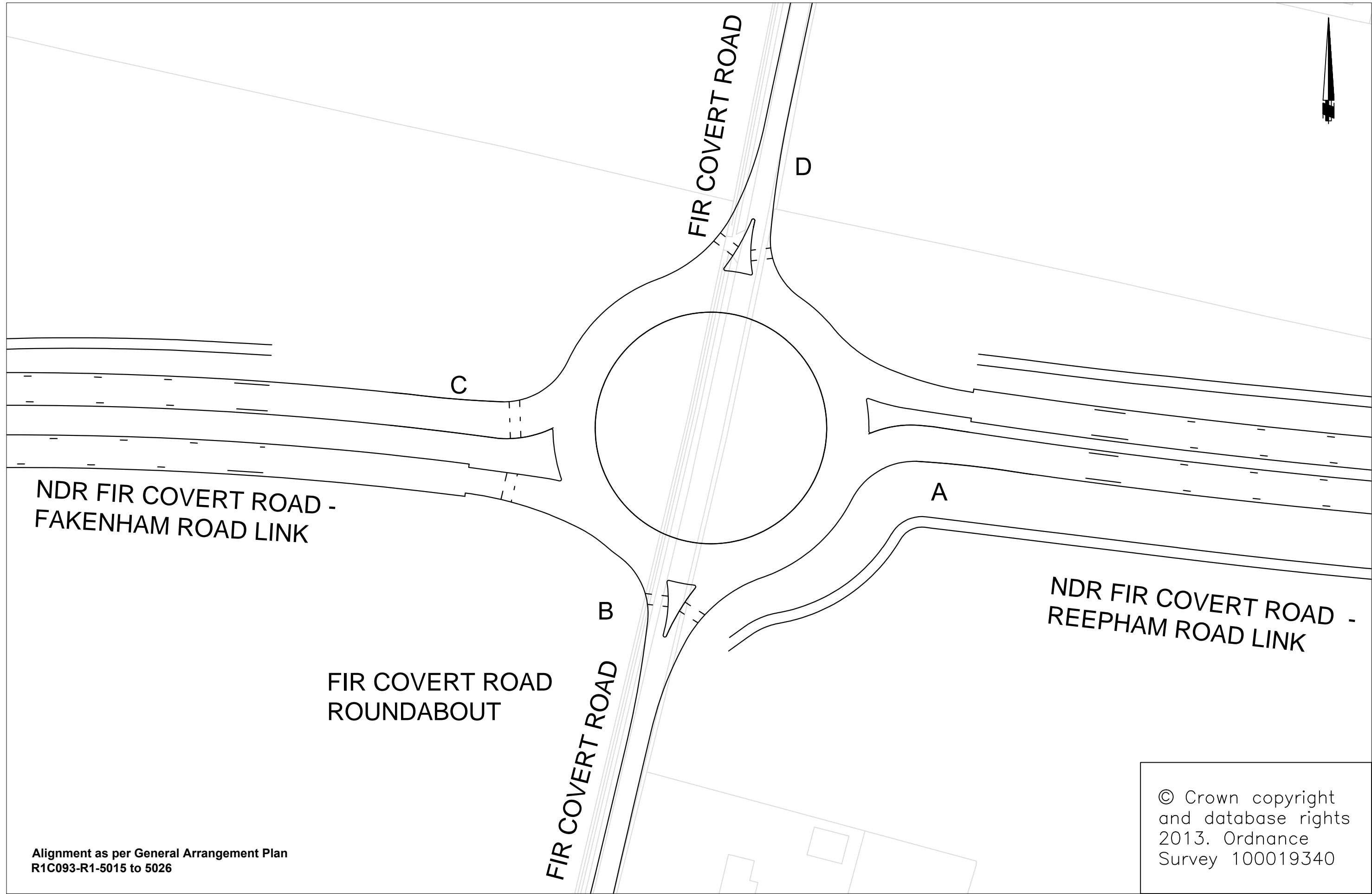


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Norwich NR1 2SG

DRAWING TITLE  
NORWICH NORTHERN DISTRIBUTOR ROAD  
ROUNDAABOUT GEOMETRY - SHEET 1 OF 19  
FAKENHAM ROAD ROUNDAABOUT

REV.	DESCRIPTION	CHECKED	DATE

	INITIALS	DATE	DRAWING No. R1C093-R1-5132
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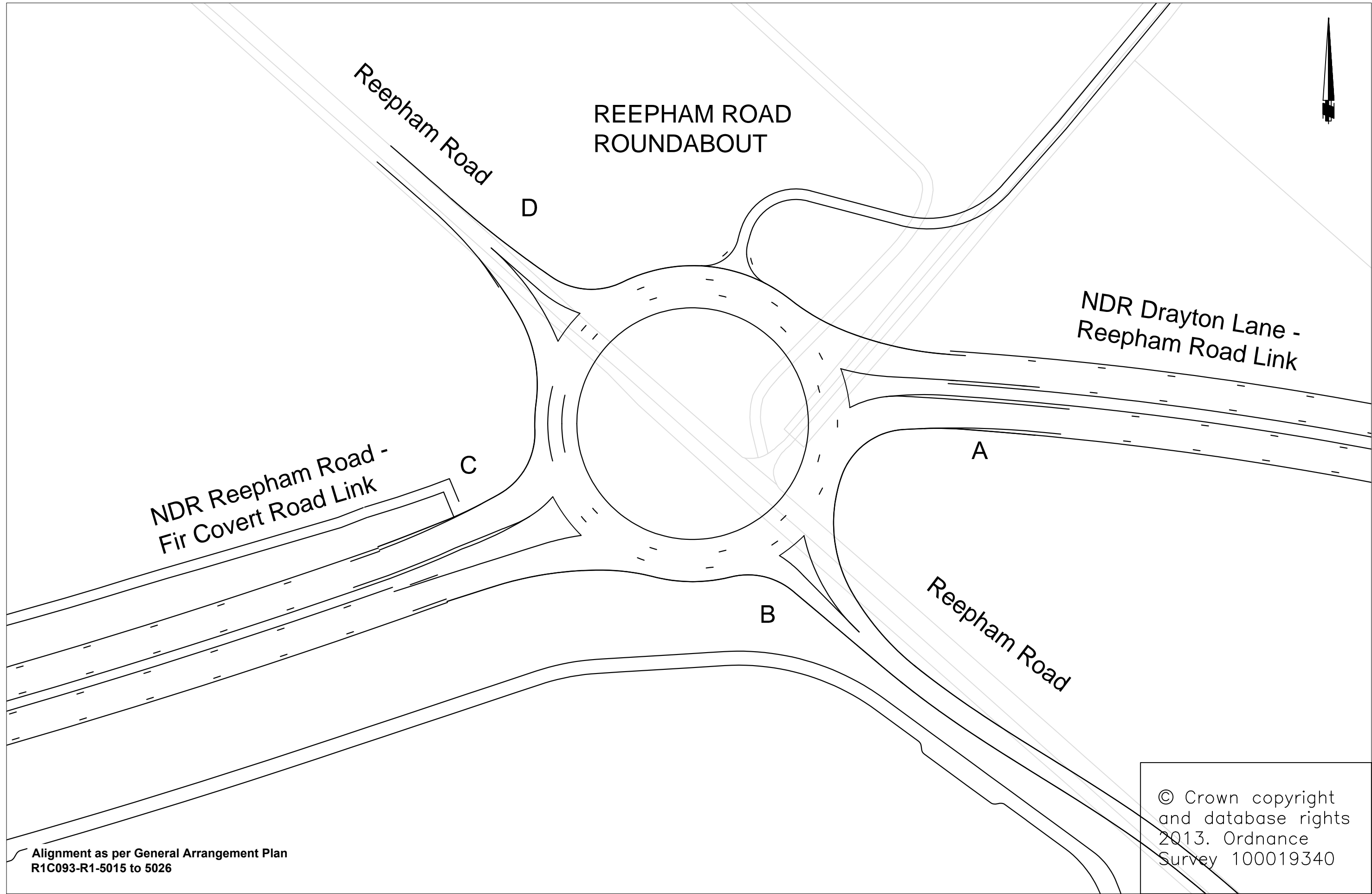
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FIR COVERT ROAD ROUNDAABOUT JUNCTION

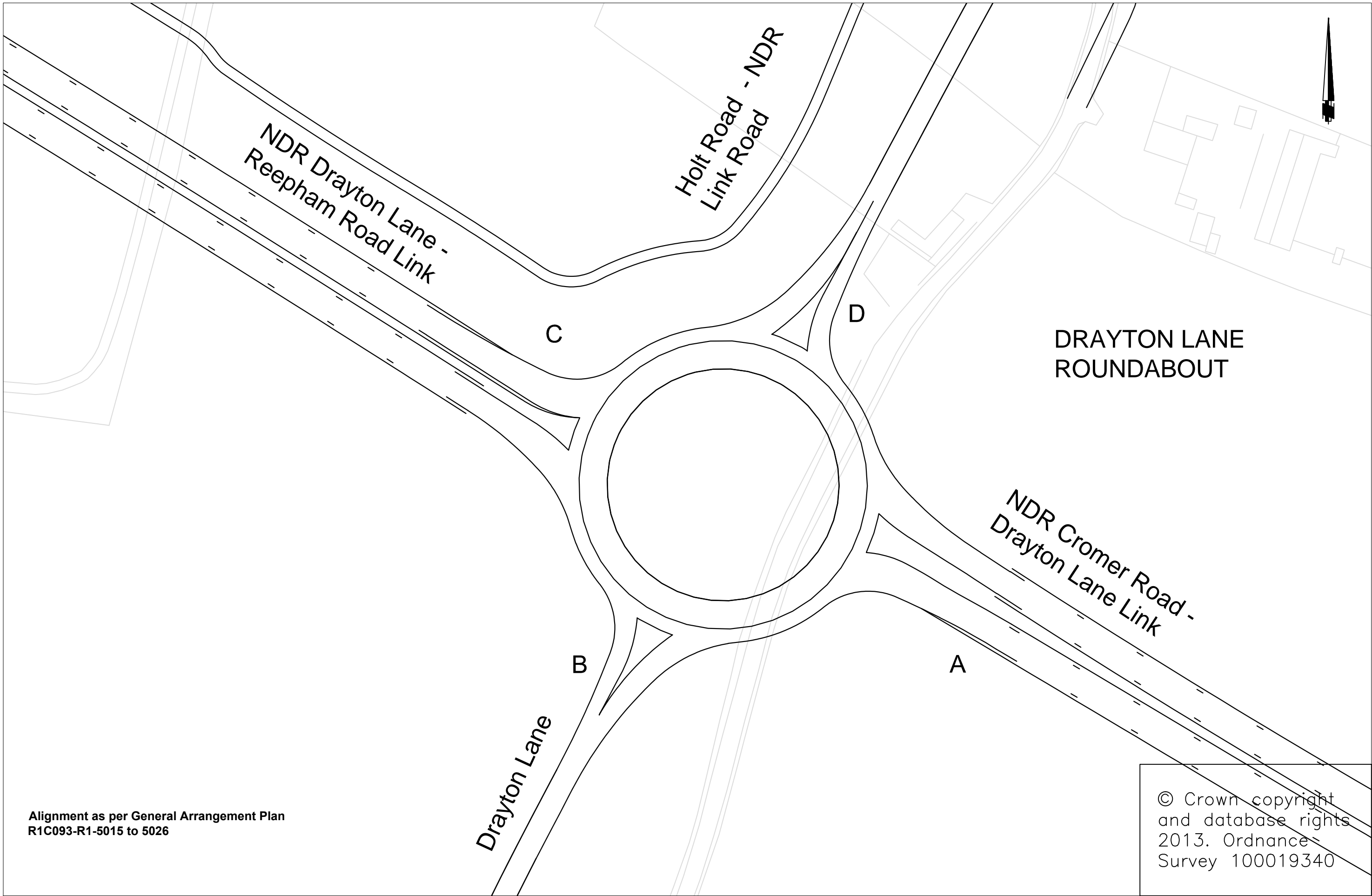
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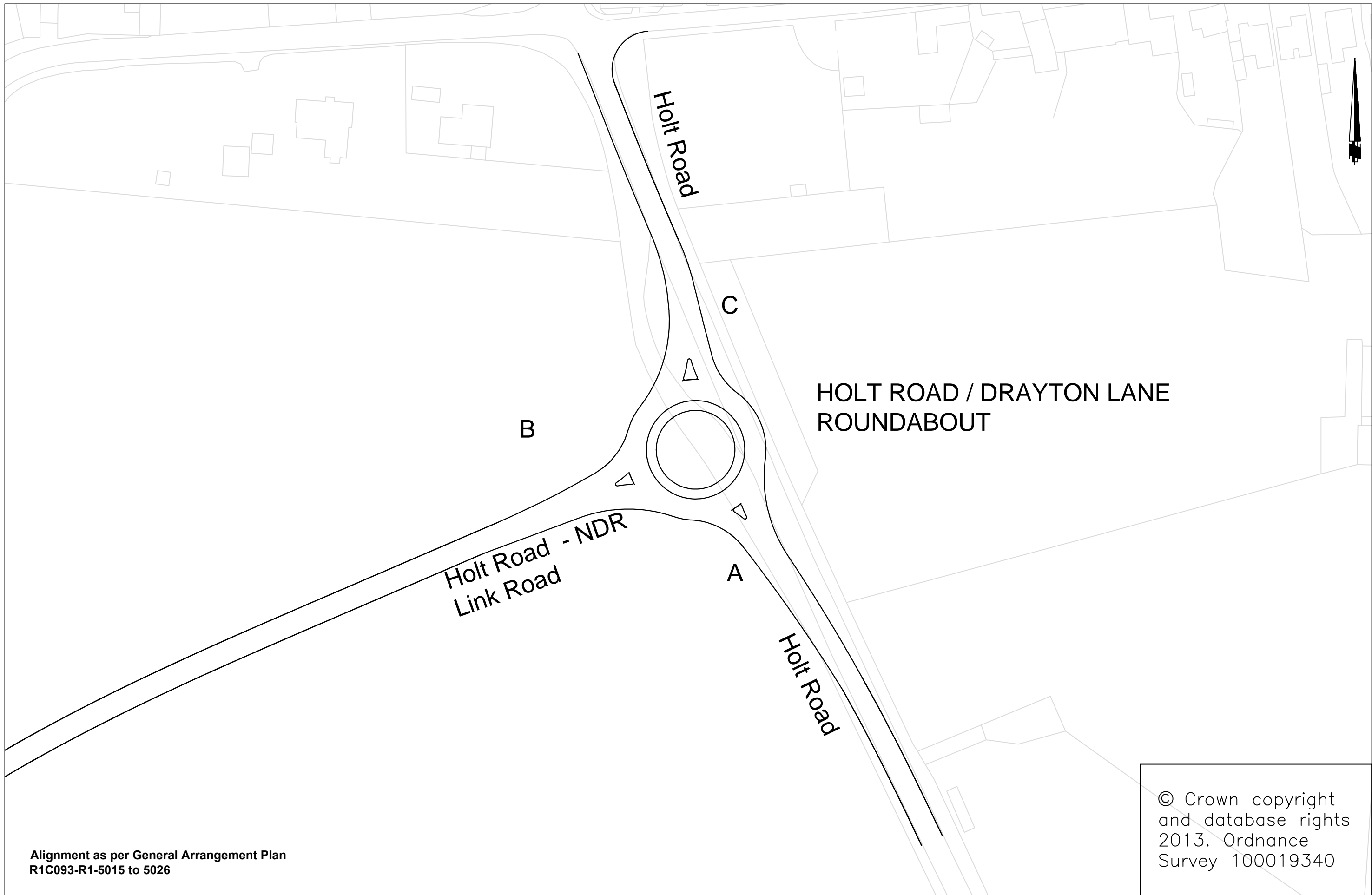
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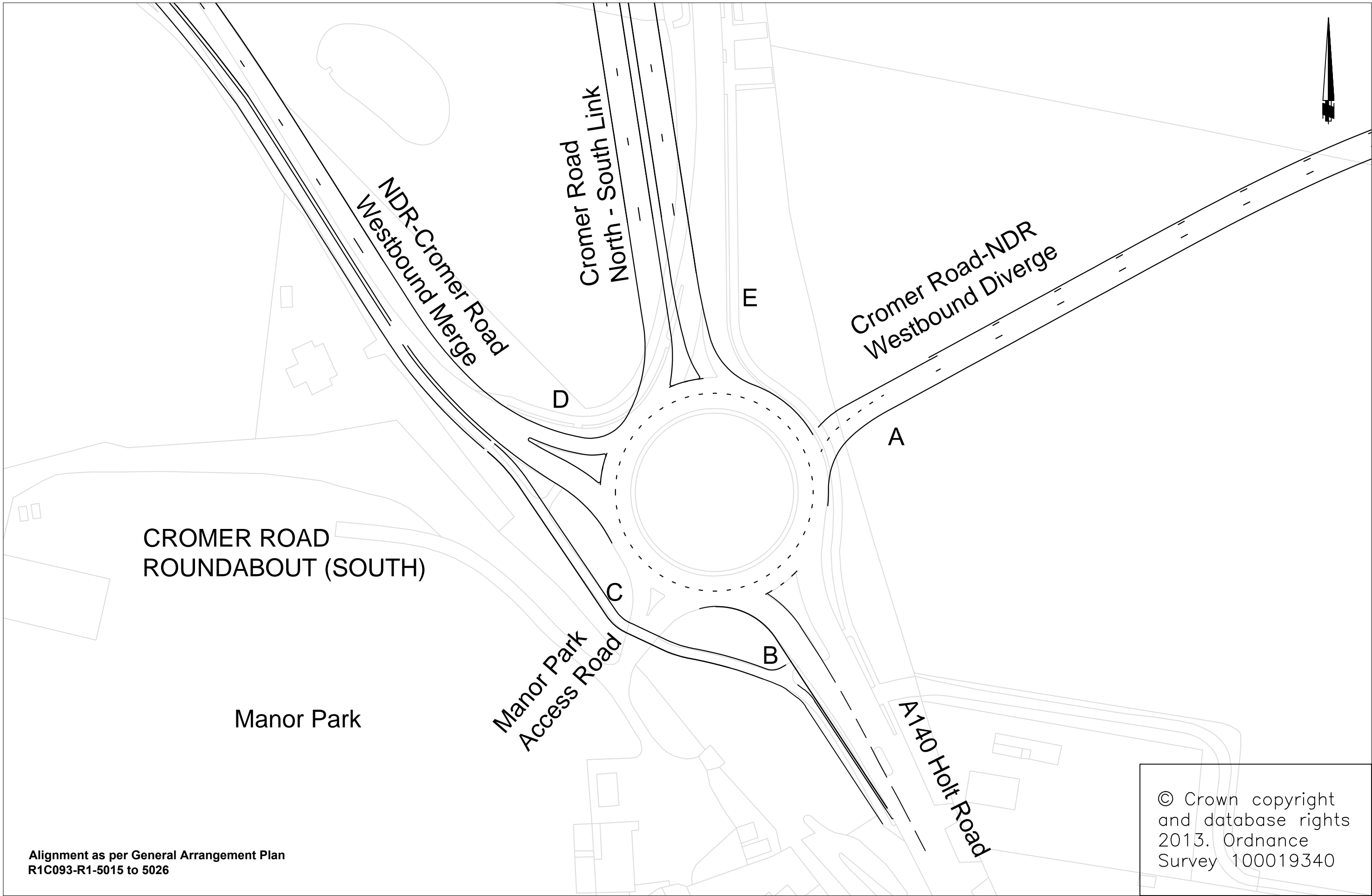


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NORWICH NOTHERN DISTRIBUTOR ROAD  
ROUNDAABOUT GEOMETRY - SHEET 4 OF 19  
HOLT ROAD / DRAYTON LANE ROUNDABOUT

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CROMER ROAD  
ROUNABOUT (SOUTH)

Manor Park

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ROUNABOUT GEOMETRY - SHEET 5 OF 19  
CROMER ROAD ROUNABOUT (SOUTH)

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CROMER ROAD  
ROUNDAABOUT (NORTH)

Cromer Road

NDR-Cromer Road  
Eastbound Diverge

Access to New Home Lane  
(Cycle Lane)  
and Lagoons  
No Public vehicle access

A  
Cromer Road  
North - South Link

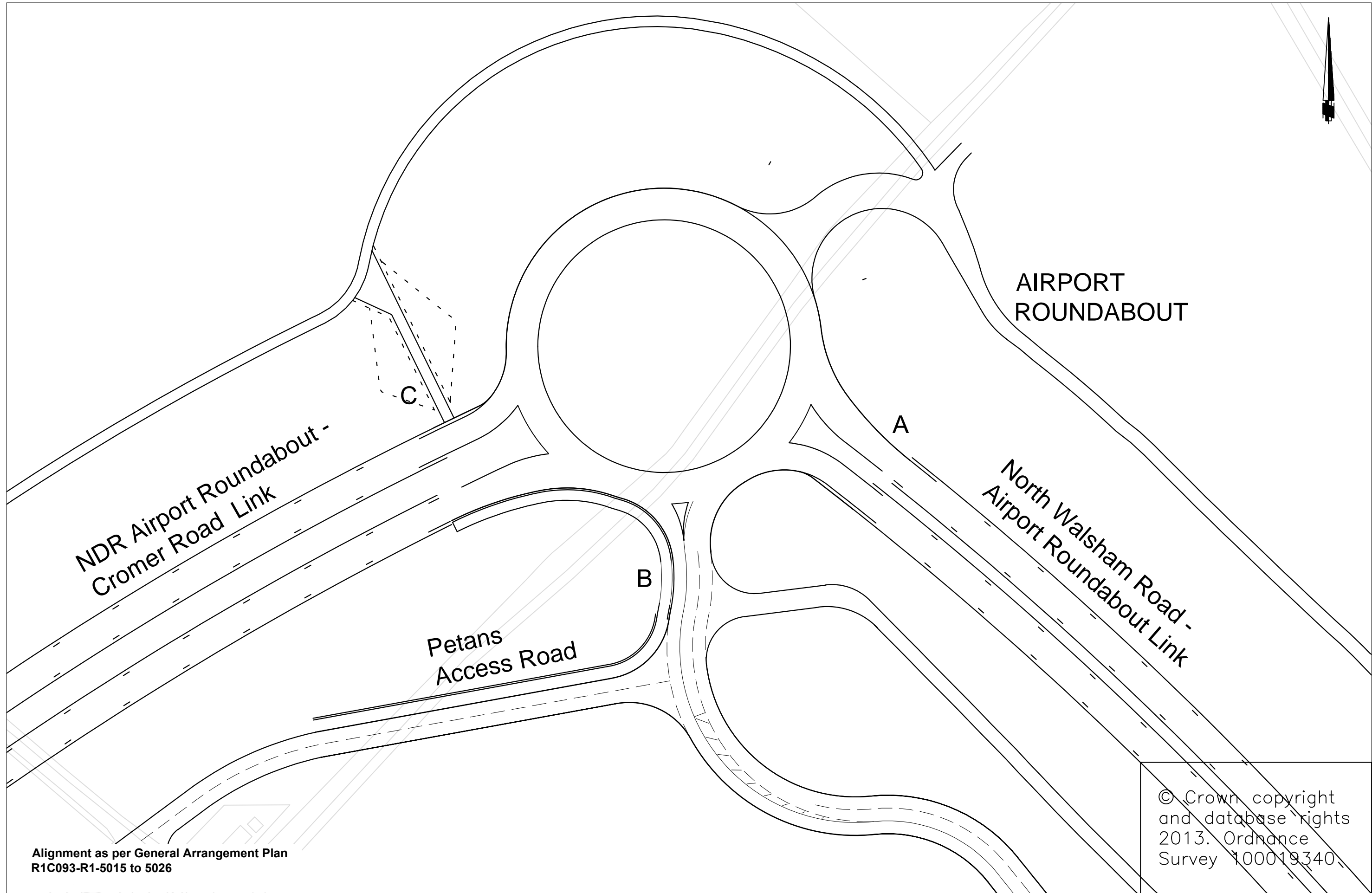
E  
Cromer Road - NDR  
Eastbound Merge

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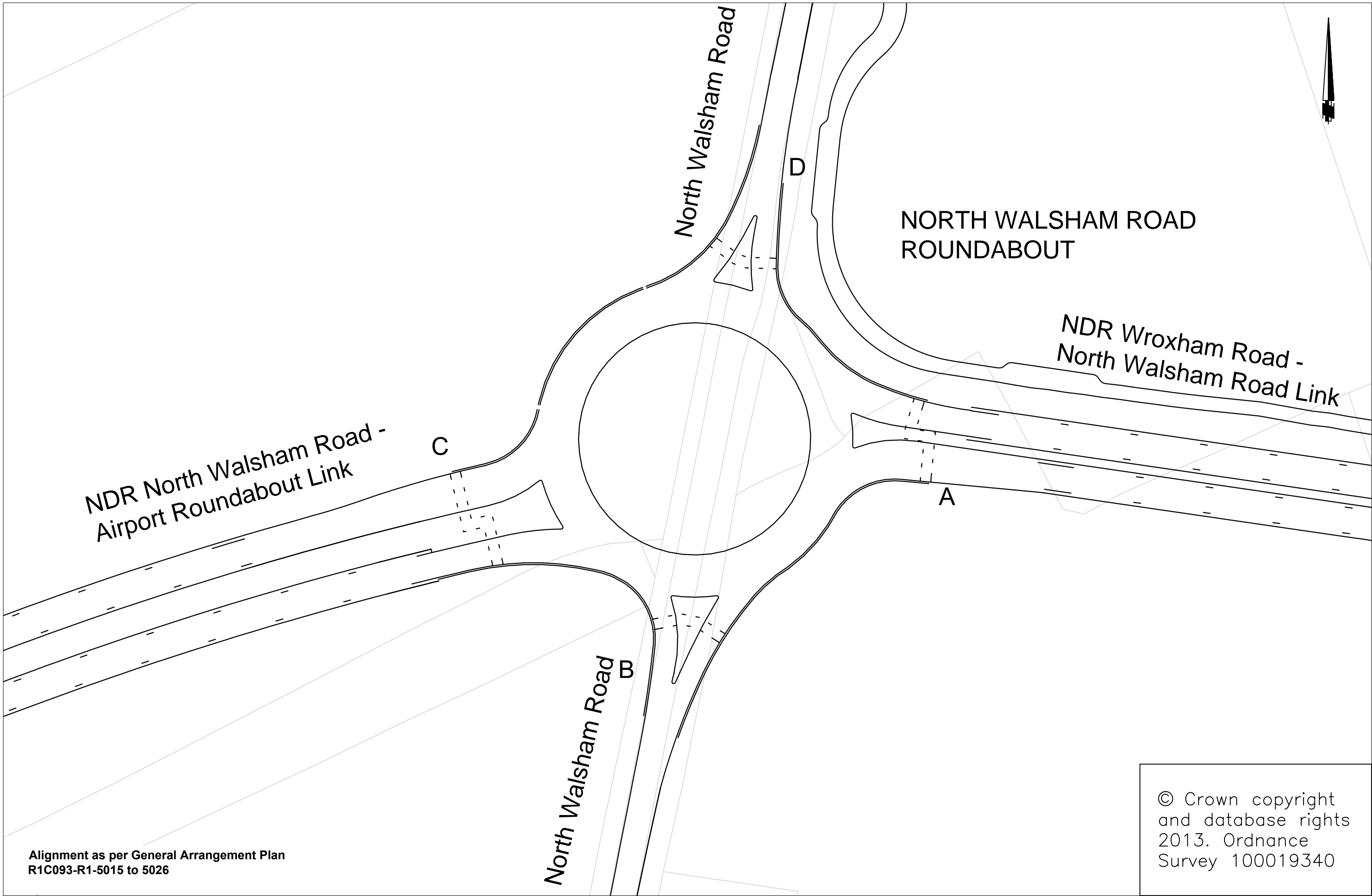


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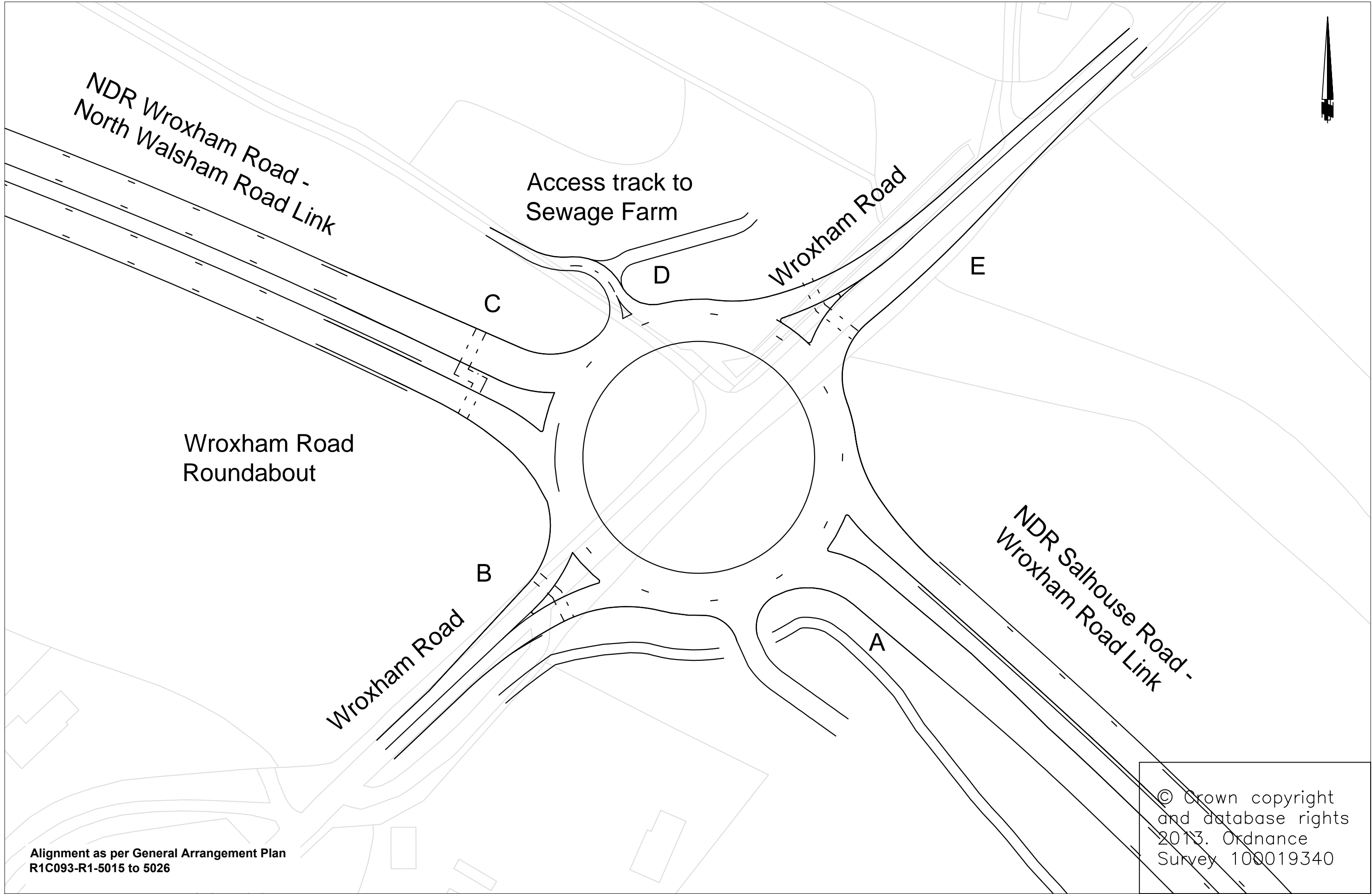
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ROUNDAABOUT GEOMETRY - SHEET 8 OF 19  
NORTH WALSHAM ROAD RAOUNDAABOUT

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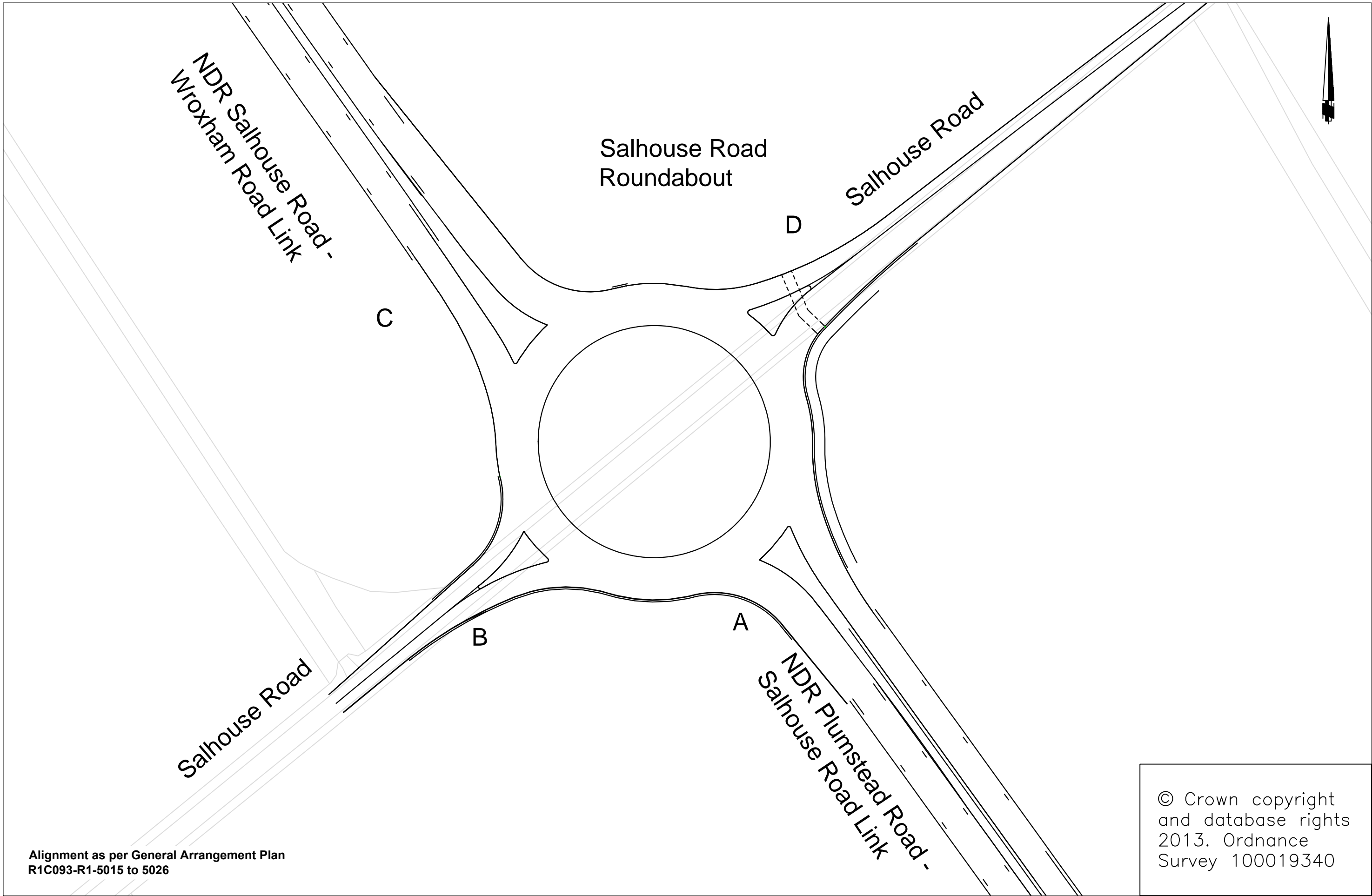


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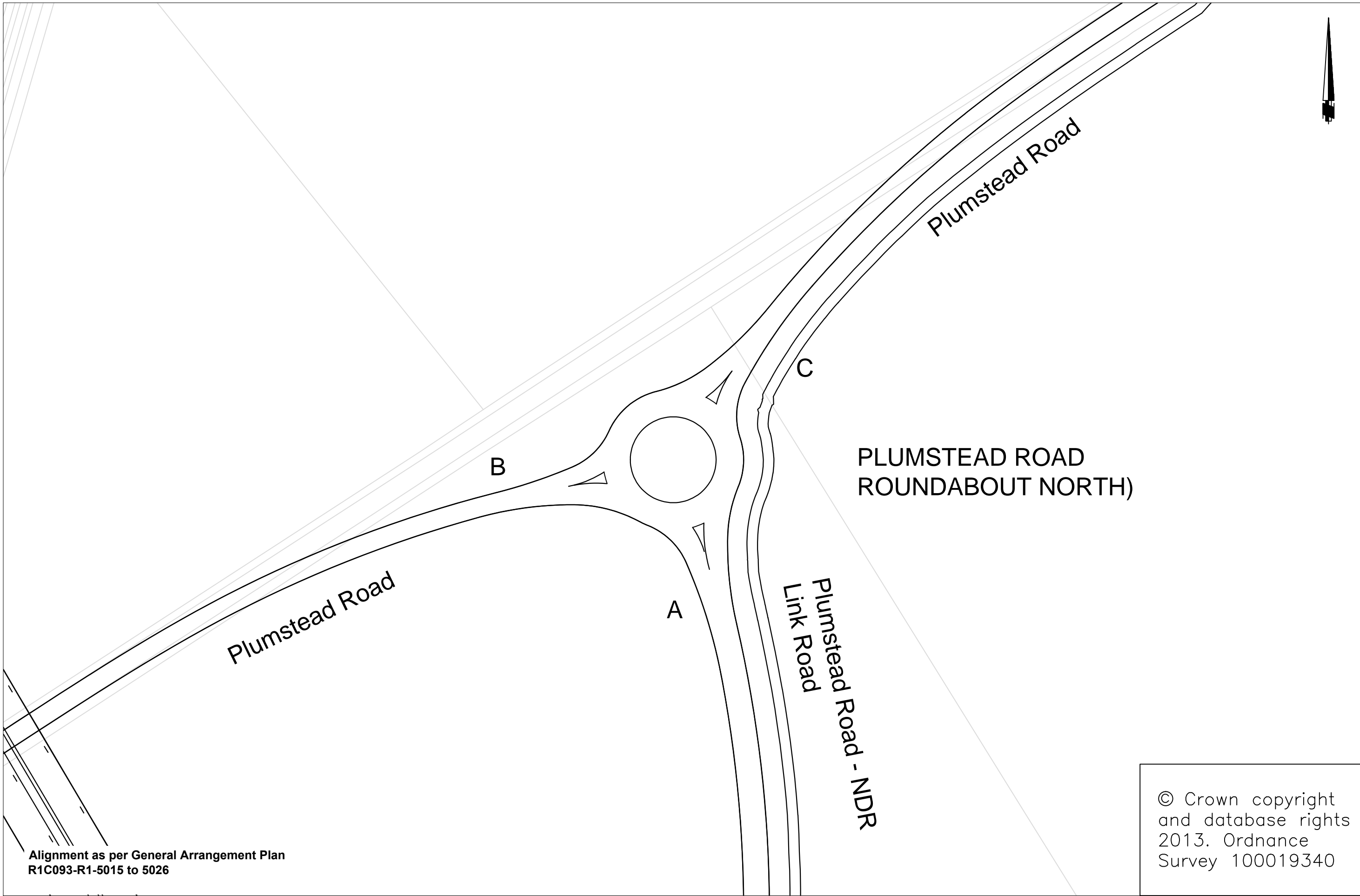


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NORWICH NOTHERN DISTRIBUTOR ROAD  
ROUNDAOUT GEOMETRY - SHEET 10 OF 19  
SALHOUSE ROAD ROUNDAOUT

REV.	DESCRIPTION	CHECKED	DATE

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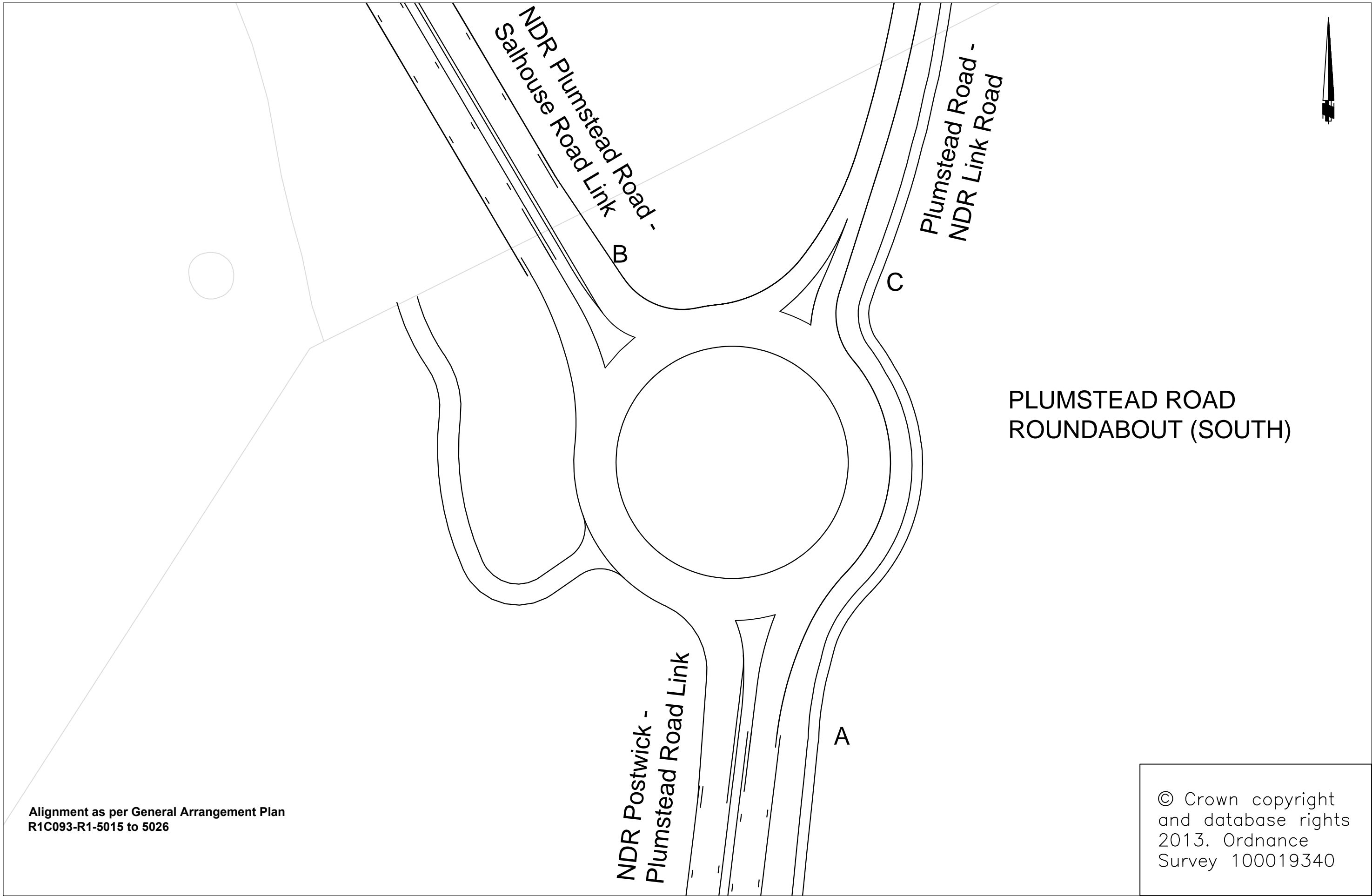


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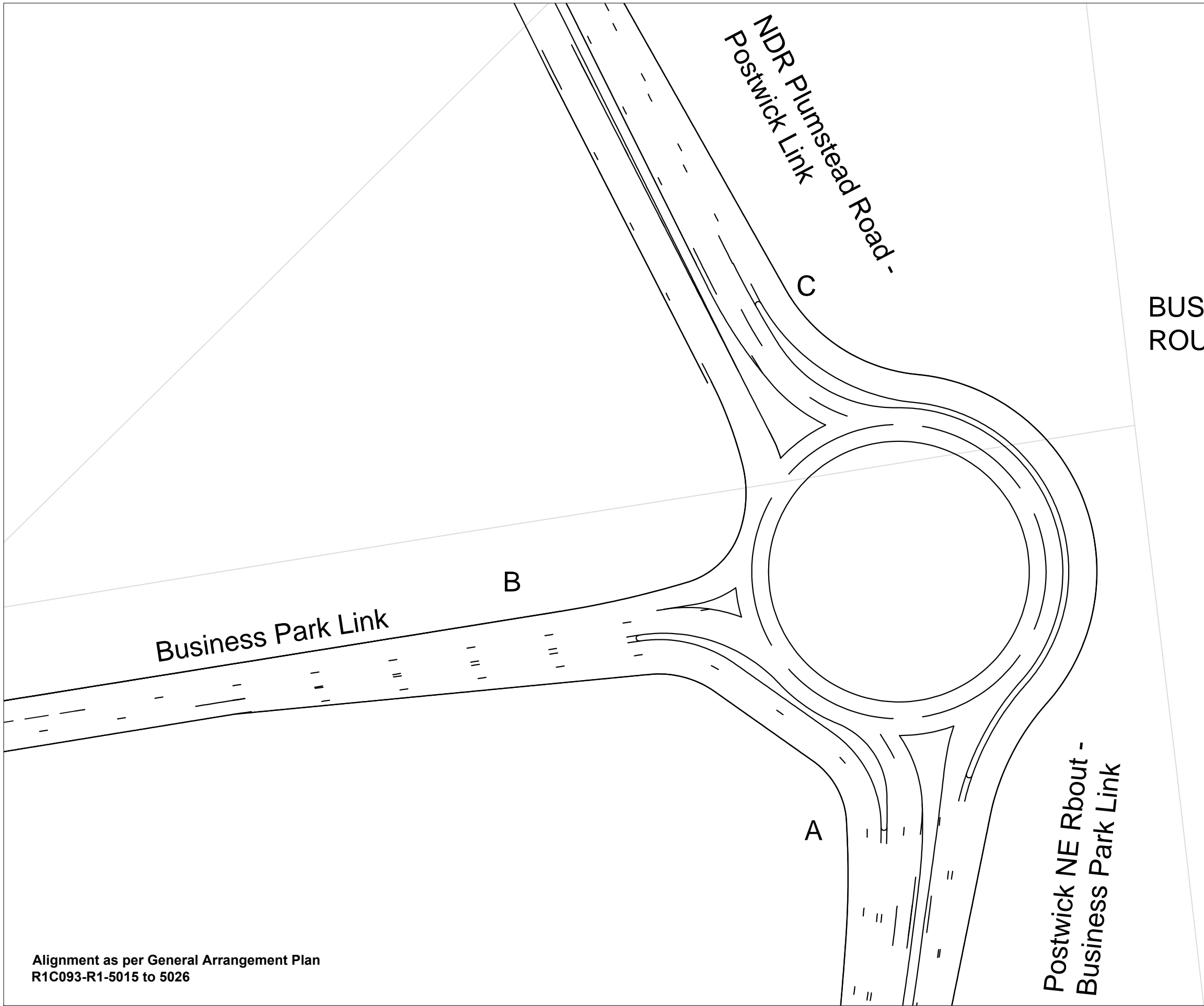


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NORWICH NOTHERN DISTRIBUTOR ROAD  
ROUNDABOUT GEOMETRY - SHEET 12 OF 19  
PLUMSTEAD ROAD ROUNDABOUT (SOUTH)

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BUSINESS PARK  
ROUNABOUT

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R1C093-R1-5015 to 5026

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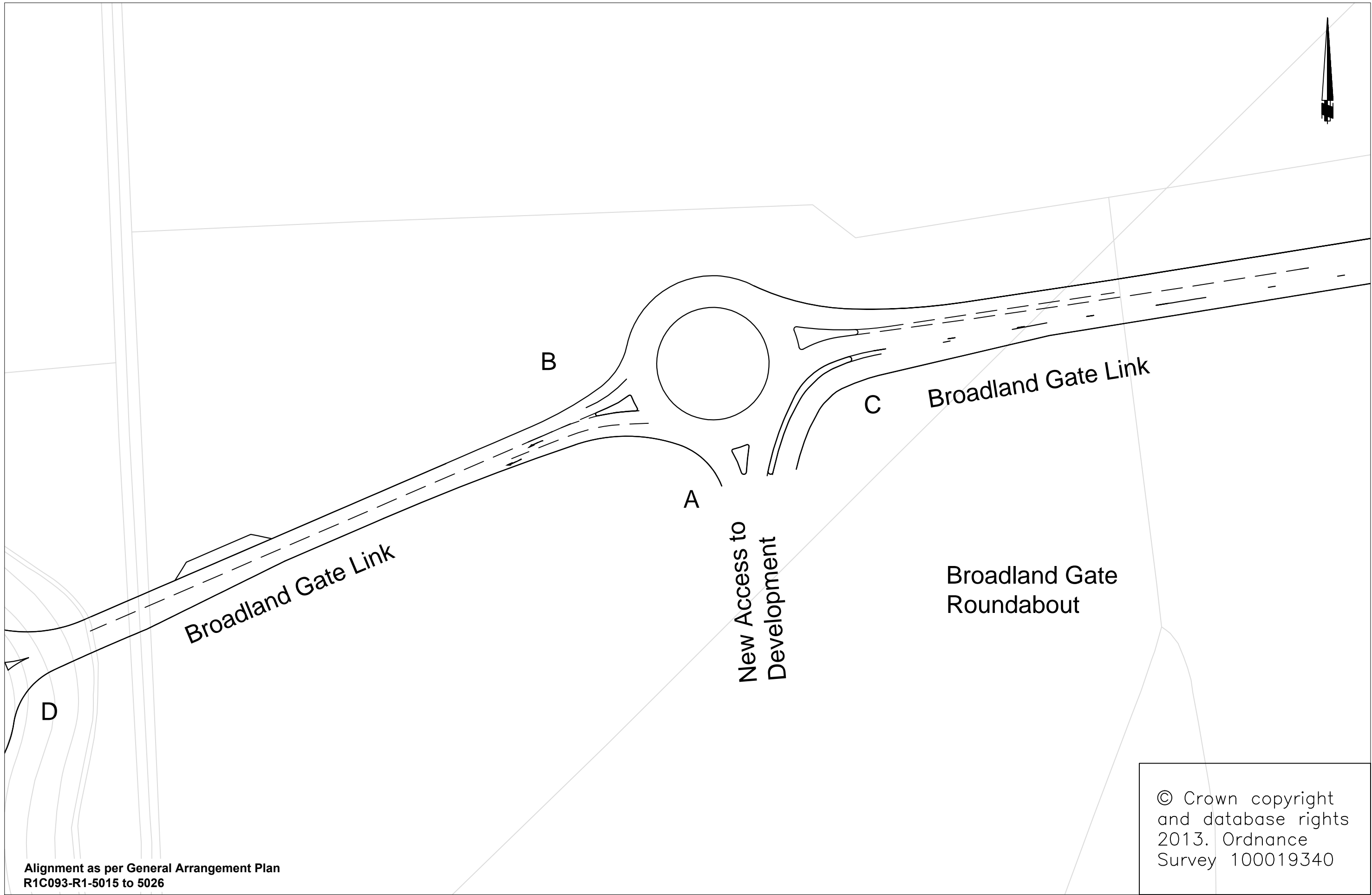
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ROUNABOUT GEOMETRY - SHEET 13 OF 19  
BUSINESS PARK ROUNABOUT JUNCTION

REV.	DESCRIPTION	CHECKED	DATE

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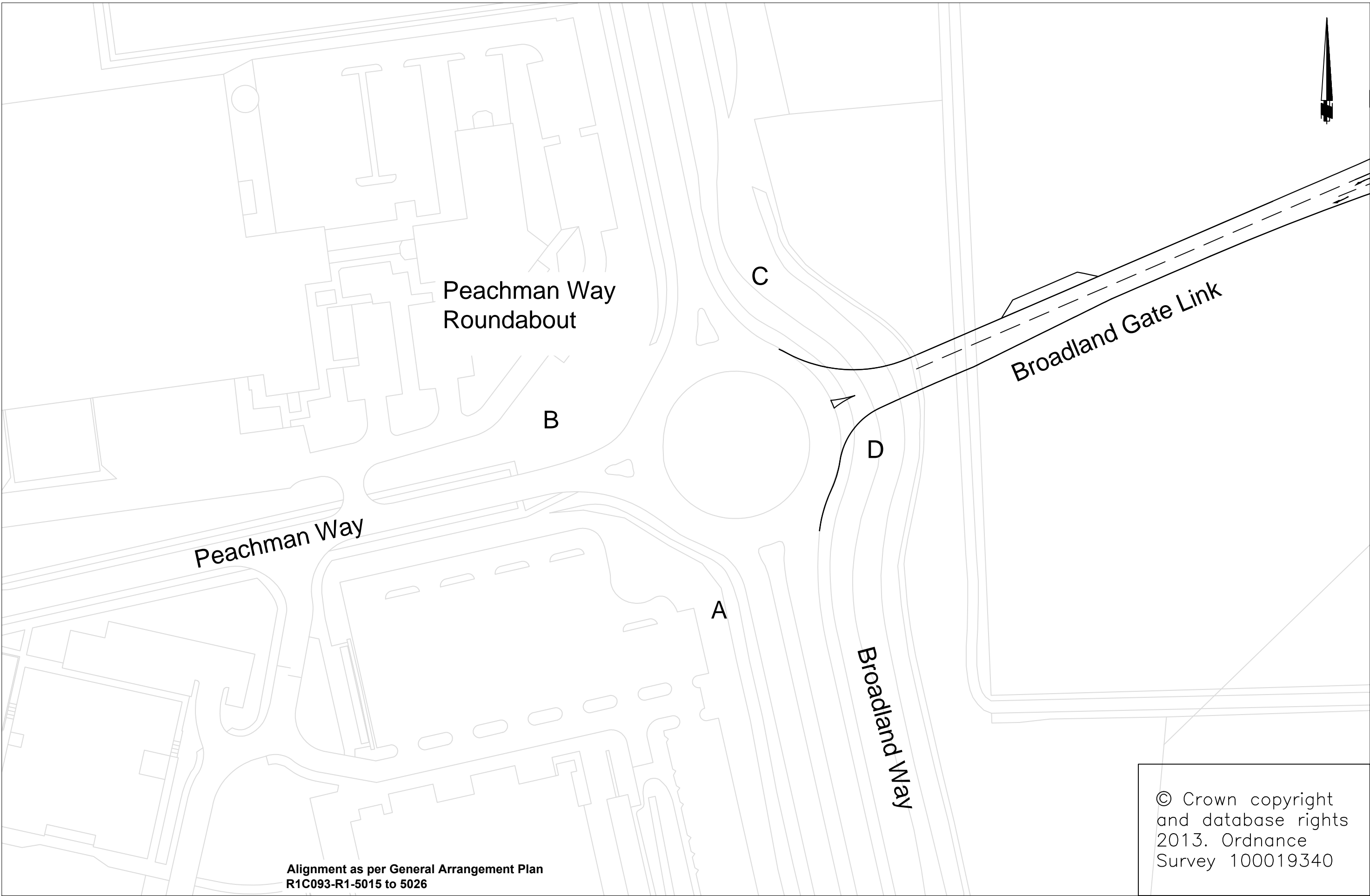


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NORWICH NORTHERN DISTRIBUTOR ROAD  
ROUNDAABOUT GEOMETRY - SHEET 16 OF 19  
BROADLAND GATE ROUNDAABOUT

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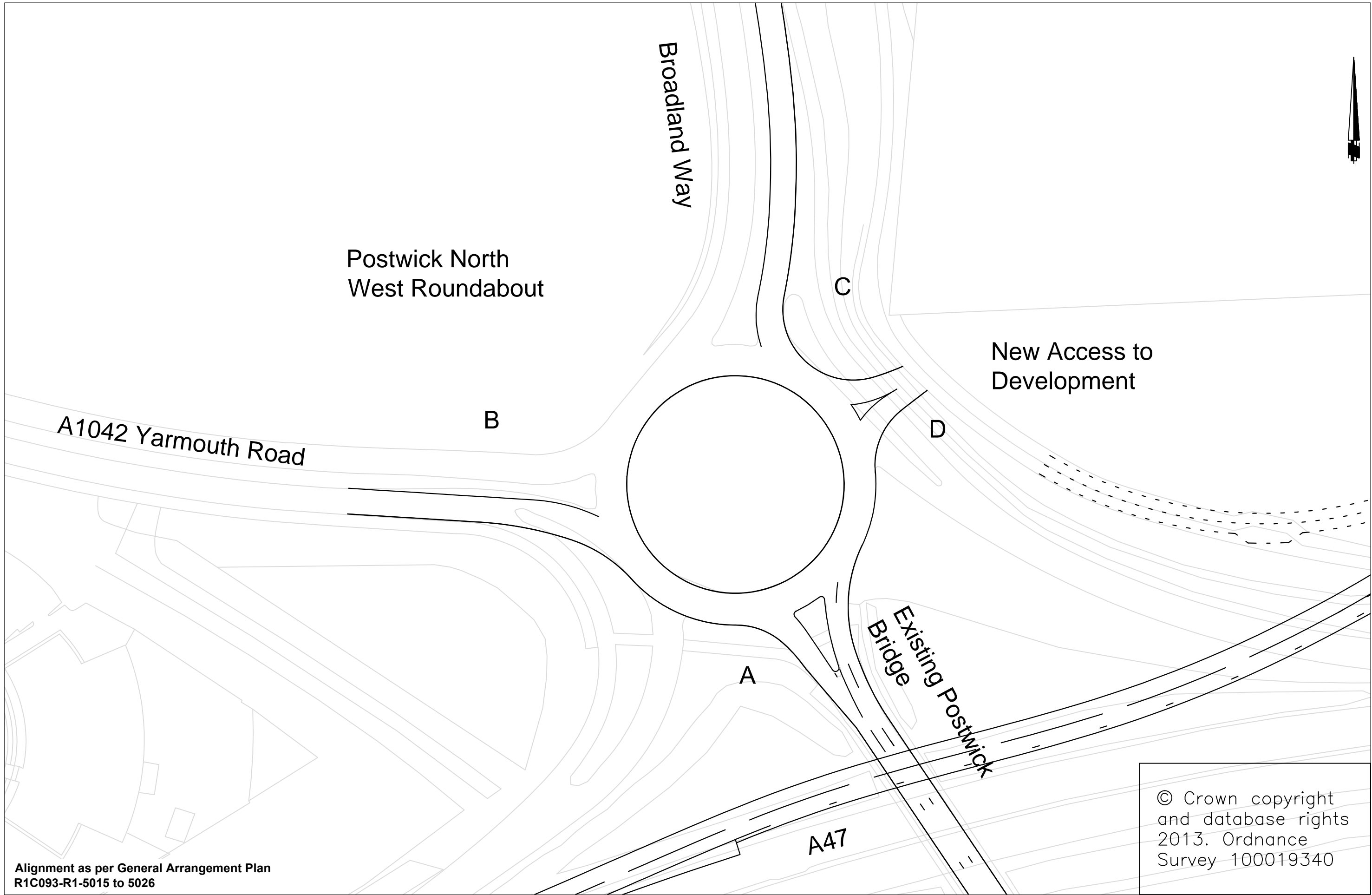


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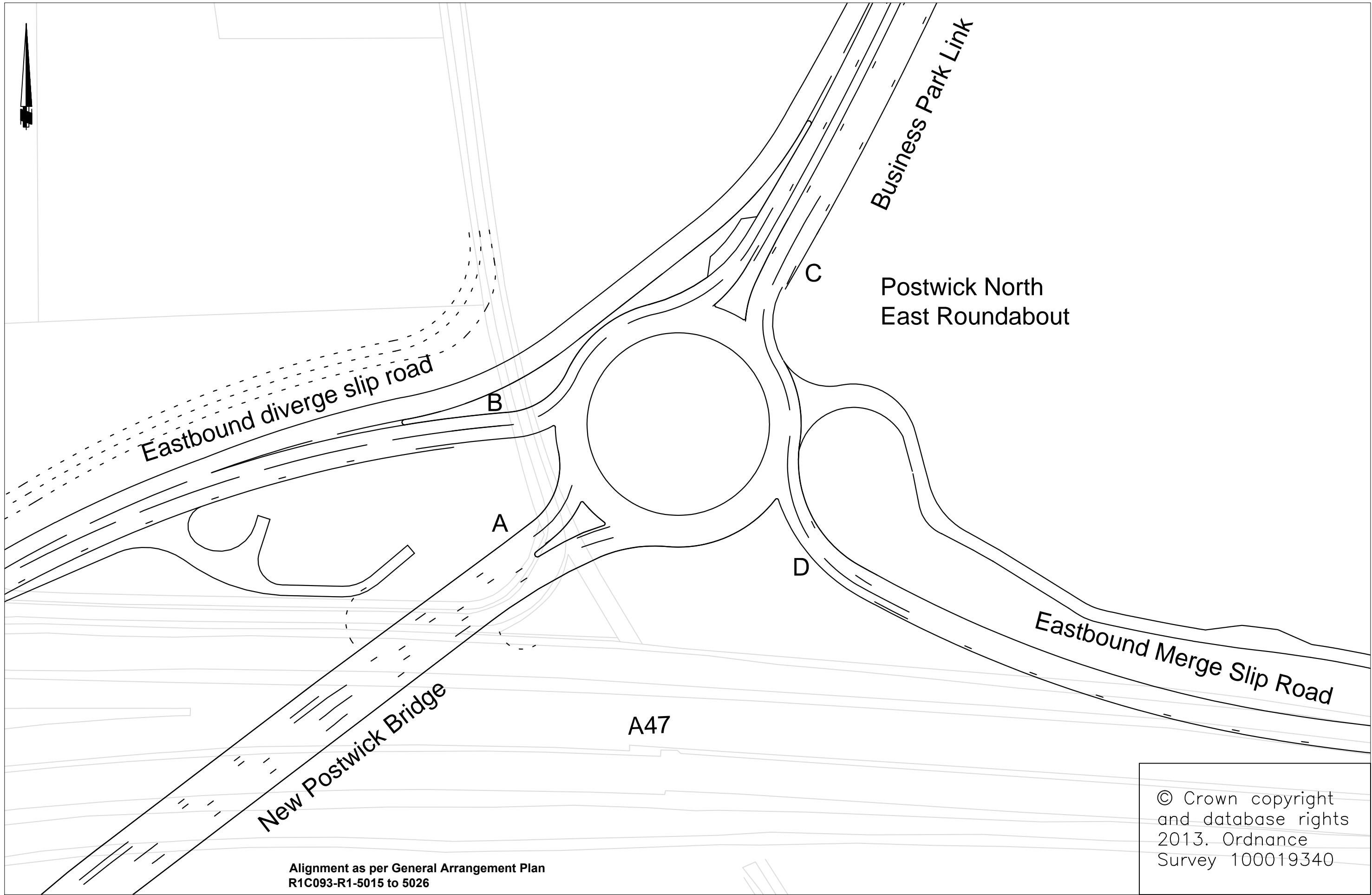


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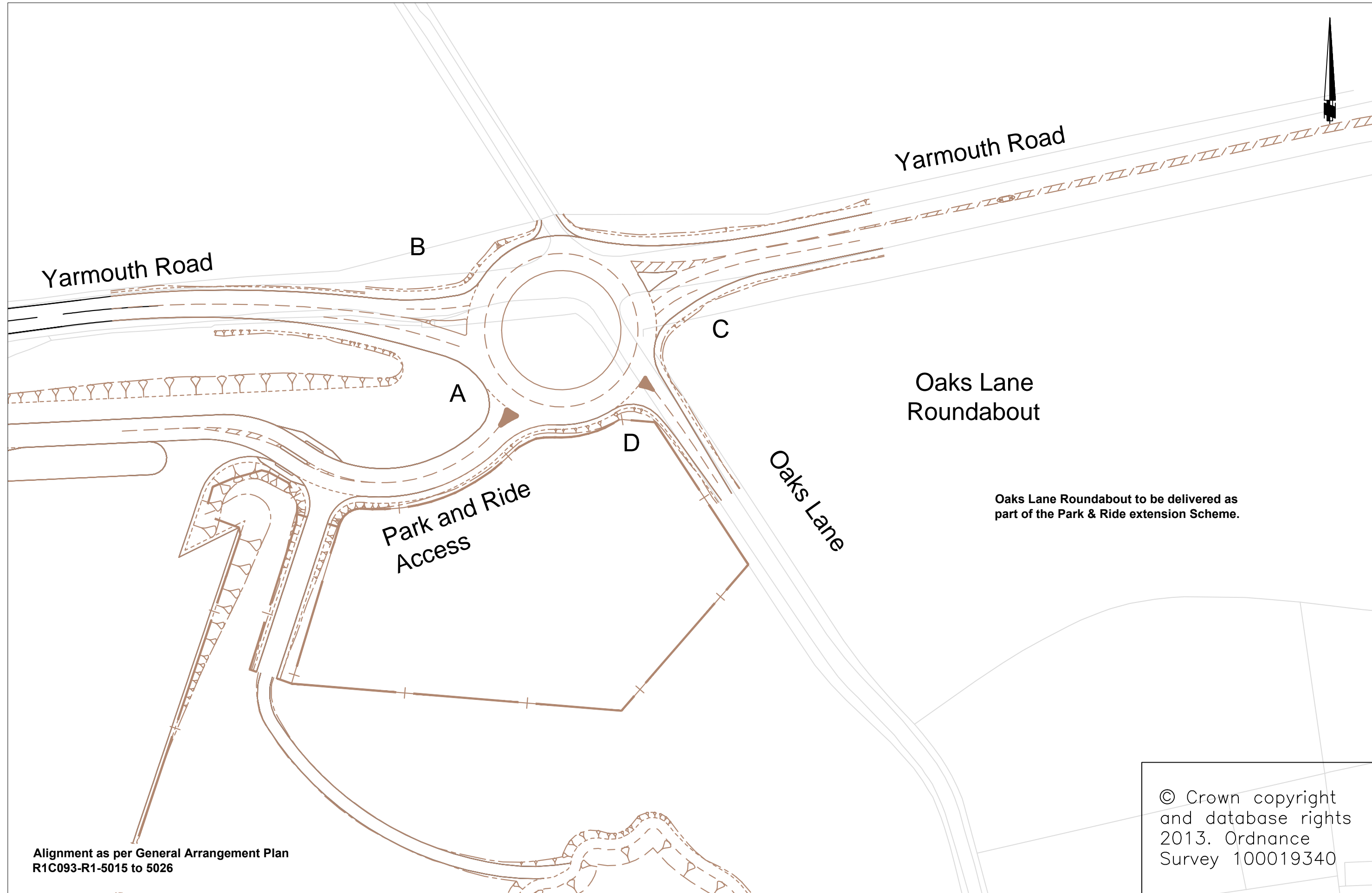
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ROUNDABOUT GEOMETRY - SHEET 18 OF 19  
NORTH WEST ROUNDABOUT

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Yarmouth Road

Yarmouth Road

B

C

A

D

Oaks Lane Roundabout

Oaks Lane

Park and Ride Access

Oaks Lane Roundabout to be delivered as part of the Park & Ride extension Scheme.

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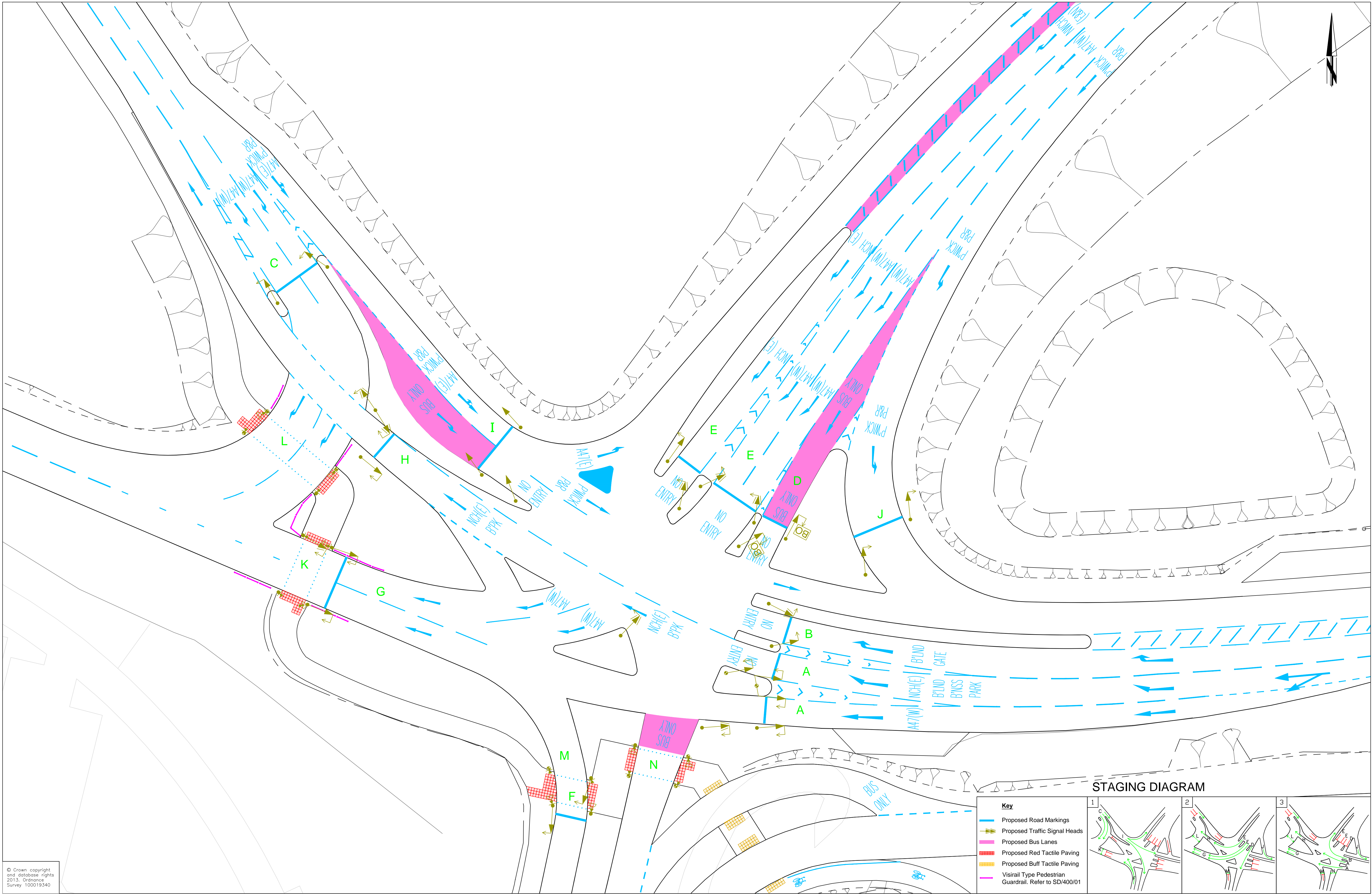


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ROUNDAABOUT GEOMETRY - SHEET 19 OF 19  
OAKS LANE ROUNDAABOUT

REV.	DESCRIPTION	CHECKED	DATE

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			FILE No.	R1C093



STAGING DIAGRAM

**Key**

- Proposed Road Markings
- Proposed Traffic Signal Heads
- Proposed Bus Lanes
- Proposed Red Tactile Paving
- Proposed Buff Tactile Paving
- Visirail Type Pedestrian Guardrail. Refer to SD/400/01

1

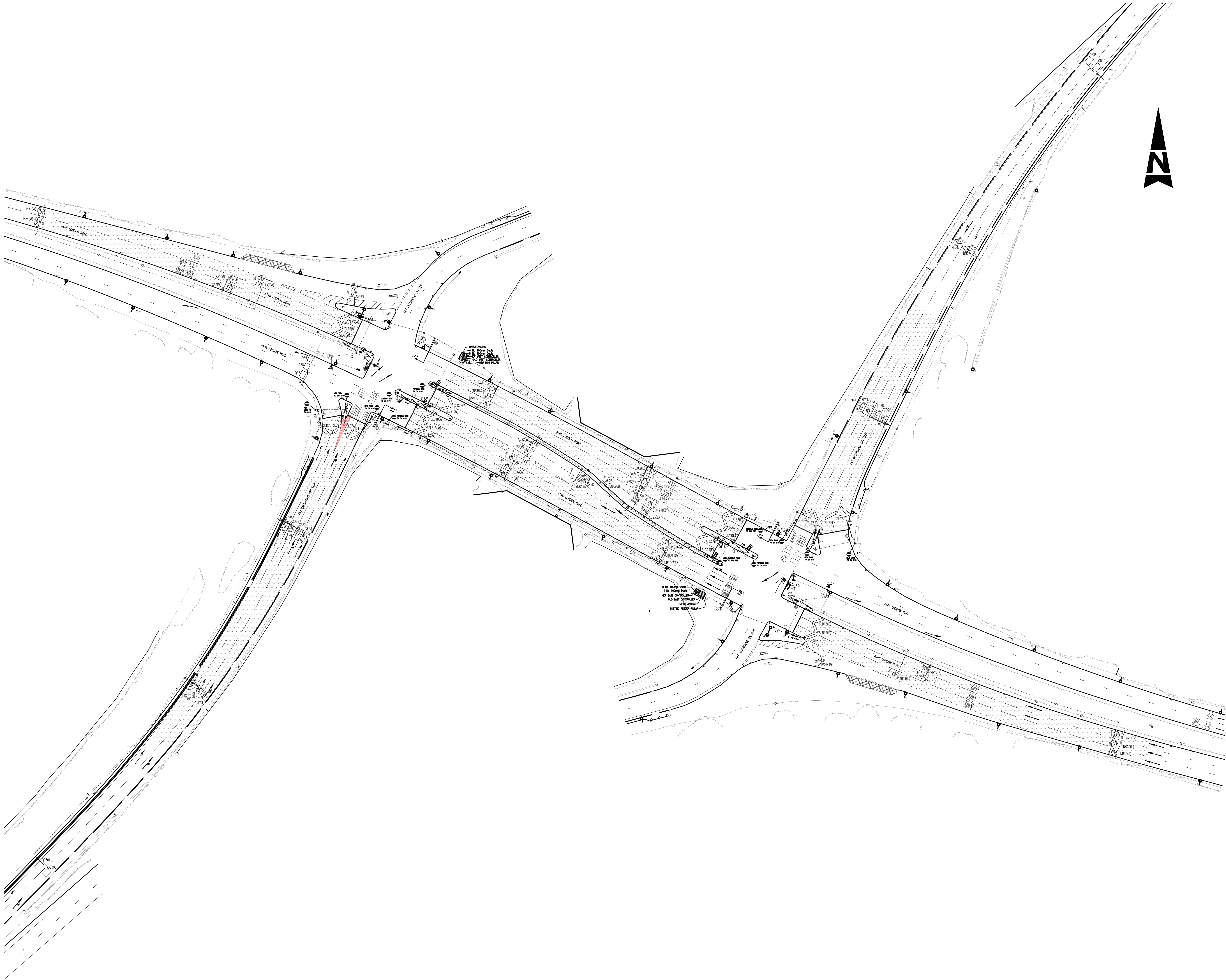
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3

REV.	DESCRIPTION	CHECKED	DATE
A	Amendments following Interim Stage 2 Safety Audit	SWC	04/13
B	Amendments following Stage 2 Safety Audit	SWC	08/13

	INITIALS	DATE	DRAWING No. R1C150-MP-636 B
SURVEYED BY	OS/MG	2012/2008	PROJECT TITLE POSTWICK HUB JUNCTION
DESIGNED BY	DG	01/13	
DRAWN BY	DG	01/13	
CHECKED BY	SC	02/13	SCALE 1:250@A1
			FILE No. R1C150





- KEY
- 6m TALL POLE

●

4m STANDARD POLE

⬆

PRIMARY 3 ASPECT LED SIGNAL HEAD WITH STRAIGHT AHEAD IN PLACE OF FULL GREEN

⬆

PRIMARY 3 ASPECT LED SIGNAL HEAD WITH RIGHT TURN ARROW IN PLACE OF FULL GREEN

⬆

PRIMARY 3 ASPECT LED SIGNAL HEAD WITH RIGHT TURN ARROW IN PLACE OF FULL GREEN & RIGHT HAND CUTAWAY TUNNEL HOOD

⬆

PRIMARY 3 ASPECT LED SIGNAL HEAD WITH AHEAD ARROW IN PLACE OF FULL GREEN & LEFT HAND CUTAWAY TUNNEL HOOD

⬆

DOUBLE PRIMARY 3 ASPECT LED SIGNAL HEAD MOUNTED ONE ABOVE THE OTHER ON A 6m POLE

⬆

DOUBLE PRIMARY 3 ASPECT LED SIGNAL HEAD WITH LEFT TURN ARROW IN PLACE OF FULL GREEN MOUNTED ONE ABOVE THE OTHER ON A 6m POLE

⬆

3 ASPECT LED SIGNAL HEAD WITH TUNNEL HOODS

⬆

3 ASPECT LED SIGNAL HEAD WITH RIGHT TURN ARROW IN PLACE OF FULL GREEN & RIGHT HAND CUTAWAY TUNNEL HOOD

⬆

SECONDARY 3 ASPECT LED SIGNAL HEAD

⬆

SECONDARY 3 ASPECT LED SIGNAL HEAD WITH STRAIGHT AHEAD ARROW IN PLACE OF FULL GREEN

⬆

SECONDARY 3 ASPECT LED SIGNAL HEAD WITH LEFT TURN ARROW IN PLACE OF FULL GREEN

—

MAST ARM

→

500mm EXTENSION BRACKET

⬆

NO 'U' TURNS ILLUMINATED BOX SIGN

+

FOUR IN LINE

⬆

SIGNAL CONTROLLER

◇

MOVA LOOPS

◇

VEHICLE DETECTOR LOOPS

⬆

900 X 600 CHAMBER

⬆

600 X 600 CHAMBER

⬆

600 X 450 CHAMBER

⬆

450 X 450 JOINT BOX

-----

50mm CABLE DUCT

- - -

SINGLE 100mm CABLE DUCT

- N -

MULTIPLE 100mm CABLE DUCT

-----

100mm FLEXIBLE DUCT TO SIGNAL POLES

- E -

ELECTRICITY DUCT

- X -

SAFETY BARRIER

M.P.

ELECTRICITY SUPPLY MINI PILLAR

⬆

LIGHTING COLUMN

⬆

ILLUMINATED BOLLARD

⬆

HARDSTANDING FOR CONTROLLER

⬆

VEHICLE MAINTENANCE BAY

⬆

HIGH FRICTION SURFACING

NOTES FOR EAST SIDE OF JUNCTION:

STOP LINES TO BE LOCATED 2.5m FROM THE CENTRE LINE OF THE PRIMARY SIGNAL POLE ON ALL APPROACHES EXCEPT A142 SOUTHBOUND RIGHT TURN

STOP LINE TO BE LOCATED 2.0m FROM THE CENTRE LINE OF THE PRIMARY SIGNAL POLE ON A142 SOUTHBOUND RIGHT TURN

STOP LINES TO BE 300mm.

POLES 7, 8, 9, 12 & 14 TO BE 140mm 6m TALL POLES.

POLES 5, 10, 15 TO BE 4m PASSIVELY SAFE POSTS FITTED WITH ELECTRICAL DISCONNECTION DEVICE

ALL SIGNAL POLES TO BE FITTED WITH POLE RETENTION SOCKETS THE COLLAR OF WHICH SHOULD BE AT A DEPTH OF 740mm FOR POLES 1, 2, 3, 4, 5, 10, 11, 13 & 15 AND 900mm FOR POLES 7, 8, 9, 12 & 14. ALL POLES TO BE PROVIDED WITH 100mm DIAMETER FLEXIBLE UPVC DUCT TO ADJACENT CHAMBERS AS SHOWN.

ALL SIGNAL HEADS TO BE ELV LED SIGNAL HEADS.

ELV SIGNAL CONTROLLER TO BE INSTALLED

EXISTING SIGNS TO DIAG 543 1200mm INSTALLED ON BOTH SIDES OF THE CARRIAGEWAY ON THE A146 NORTHBOUND APPROACH AND THE A47 WESTBOUND OFF SLIP.

HIGH FRICTION SURFACING TO BE INSTALLED TO A DISTANCE OF 120m FROM STOP LINE ON BOTH A146 NORTHBOUND AND SOUTHBOUND APPROACHES.

EXISTING HIGH FRICTION SURFACING TO BE RENEWED ON A47 WESTBOUND OFF SLIP 140m FROM STOP LINE.

THE ACCURACY OF THIS DRAWING CANNOT BE GUARANTEED FOR SETTING OUT OF CIVILS WORKS.

ALL TIMINGS STATED ON THIS DRAWING ARE MINIMUMS.

NOTES FOR WEST SIDE OF JUNCTION:

STOP LINES TO BE LOCATED 2.5m FROM THE CENTRE LINE OF THE PRIMARY SIGNAL POLE ON ALL APPROACHES EXCEPT A142 NORTHBOUND RIGHT TURN

STOP LINE TO BE LOCATED 2.0m FROM THE CENTRE LINE OF THE PRIMARY SIGNAL POLE ON A142 NORTHBOUND RIGHT TURN

STOP LINES TO BE 300mm.

POLES 7, 8, 9, 13 & 14 TO BE 140mm 6m TALL POLES.

POLES 5, 10, 15 TO BE 4m PASSIVELY SAFE POSTS FITTED WITH ELECTRICAL DISCONNECTION DEVICE

ALL SIGNAL POLES TO BE FITTED WITH POLE RETENTION SOCKETS THE COLLAR OF WHICH SHOULD BE AT A DEPTH OF 740mm FOR POLES 1, 2, 3, 4, 5, 10, 11, 12 & 15 AND 900mm FOR POLES 7, 8, 9, 13 & 14. ALL POLES TO BE PROVIDED WITH 100mm DIAMETER FLEXIBLE UPVC DUCT TO ADJACENT CHAMBERS AS SHOWN.

ALL SIGNAL HEADS TO BE ELV LED SIGNAL HEADS.

ELV SIGNAL CONTROLLER TO BE INSTALLED

EXISTING SIGNS TO DIAG 543 1200mm INSTALLED ON BOTH SIDES OF THE CARRIAGEWAY ON THE A146 SOUTHBOUND APPROACH AND THE A47 EASTBOUND OFF SLIP.

NEW SIGNS TO DIA 616 TO BE PROVIDED WHERE SHOWN, \*\*\*mm SIZE ON \*\*\* POSTS AT \*\*\* MOUNTING HEIGHT. TO BE ILLUMINATED.

HIGH FRICTION SURFACING TO BE INSTALLED TO A DISTANCE OF 120m FROM STOP LINE ON BOTH A146 NORTHBOUND AND SOUTHBOUND APPROACHES.

EXISTING HIGH FRICTION SURFACING TO BE RENEWED ON A47 EASTBOUND OFF SLIP 140m FROM STOP LINE.

THE ACCURACY OF THIS DRAWING CANNOT BE GUARANTEED FOR SETTING OUT OF CIVILS WORKS.

ALL TIMINGS STATED ON THIS DRAWING ARE MINIMUMS.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS.	
CONSTRUCTION	NONE
MAINTENANCE/CLEANING	NONE
USE	NONE
DECOMMISSIONING/DEMOLITION	NONE

SIGNAL APPROVAL OVERVIEW DRAWING	
Sheet Size	Original Scale
A0	1:500
Status	D
Drawing Number	5075018-072/A6J04/1001
Rev	A

ATKINS

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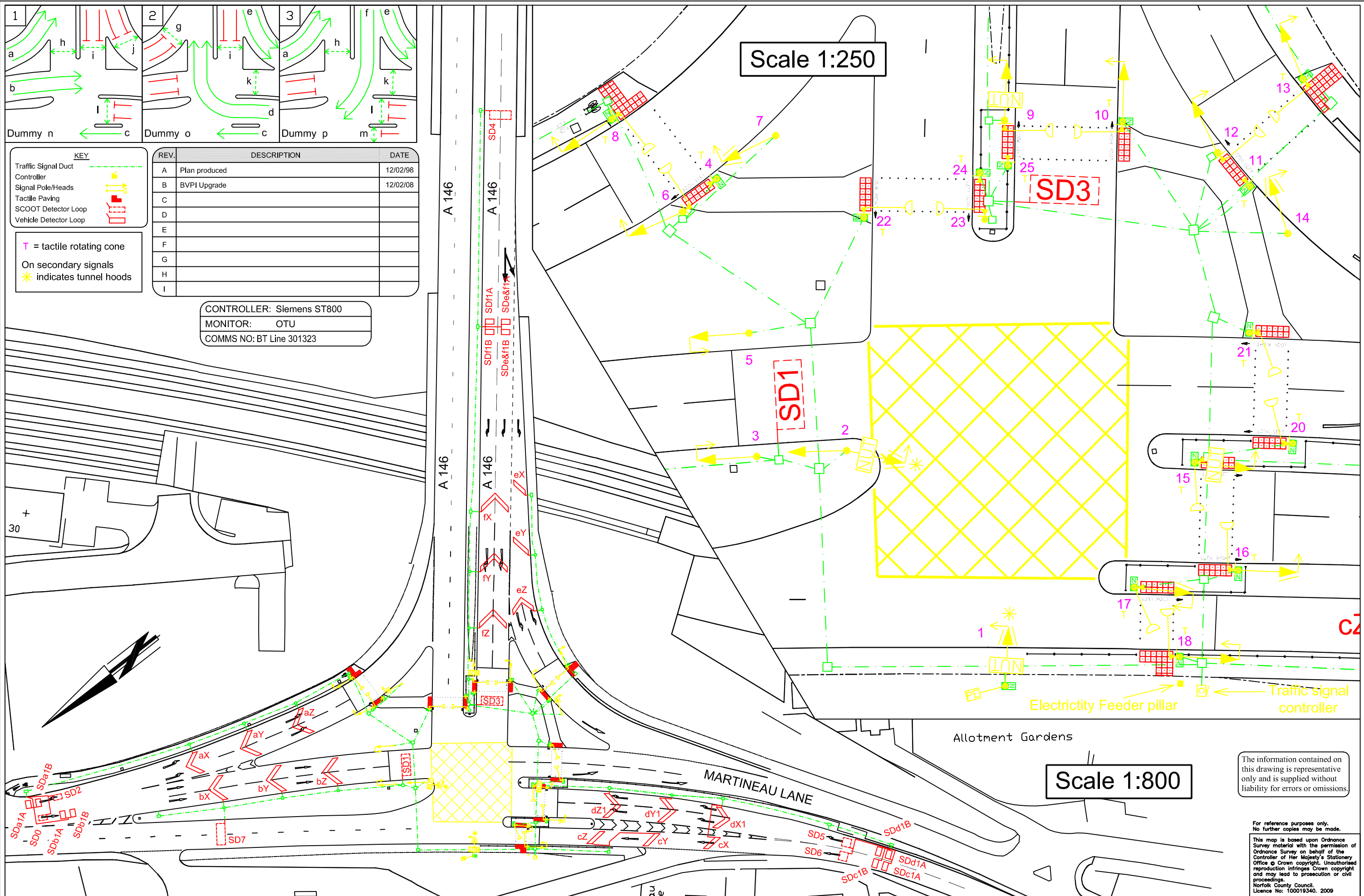
www.atkinsglobal.com

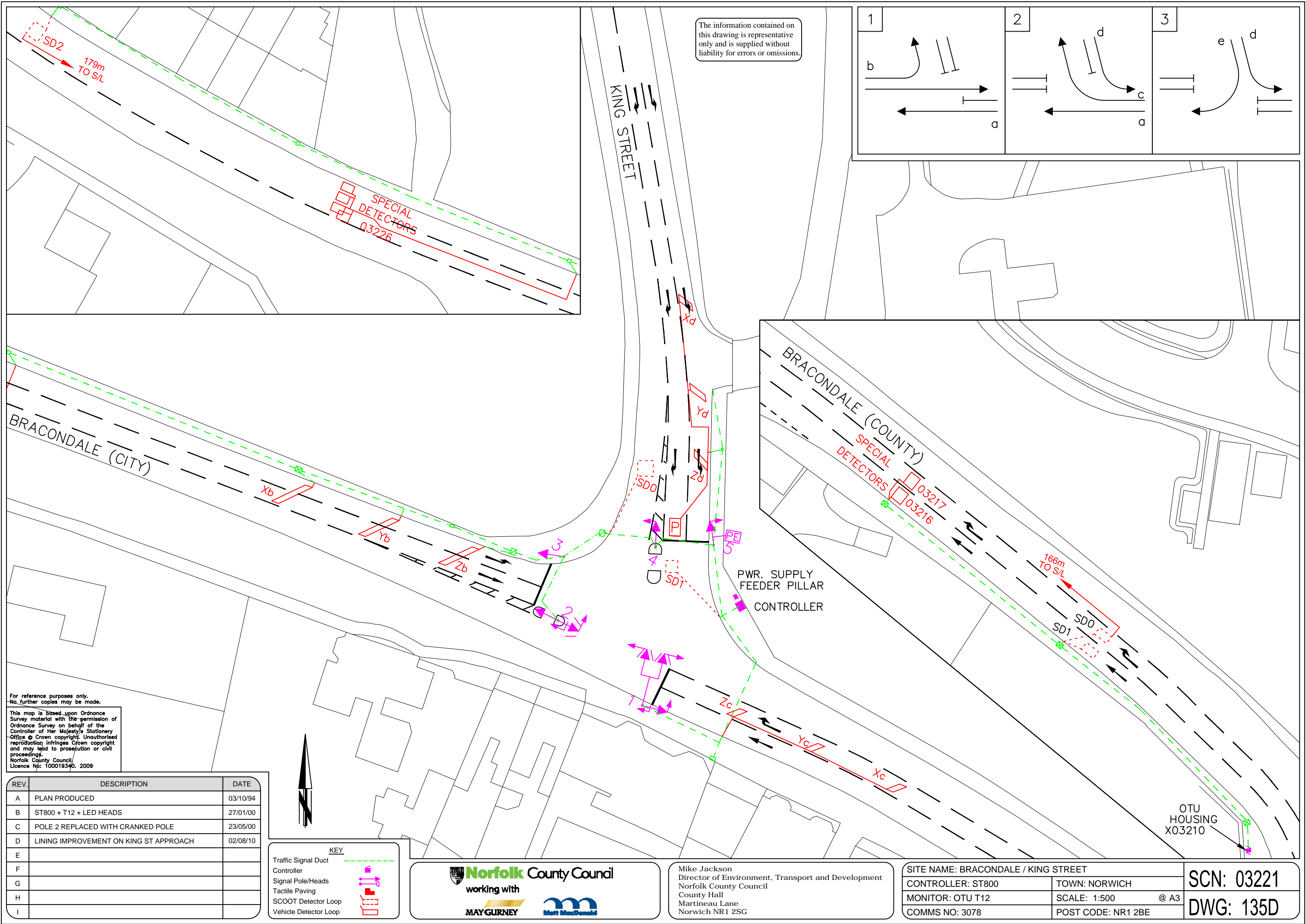
Client

Project

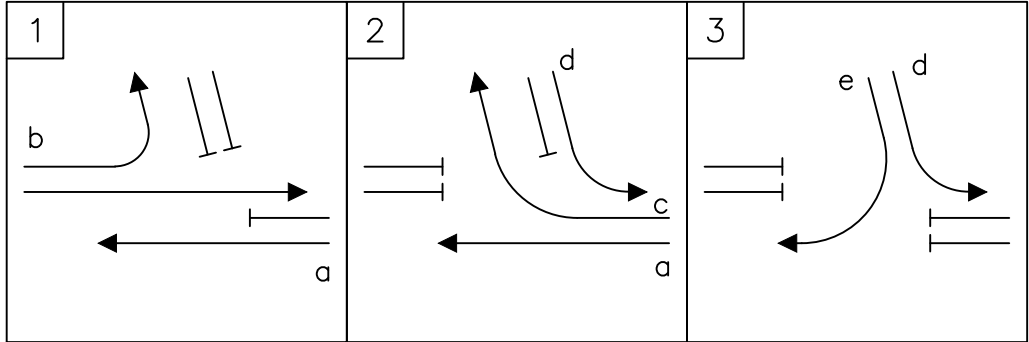
A47 TROWSE INTERCHANGE  
A47/A146 LODDON ROAD  
EAST SIDE







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REV.	DESCRIPTION	DATE
A	PLAN PRODUCED	03/10/94
B	ST800 + T12 + LED HEADS	27/01/00
C	POLE 2 REPLACED WITH CRANKED POLE	23/05/00
D	LINING IMPROVEMENT ON KING ST APPROACH	02/08/10
E		
F		
G		
H		
I		

KEY

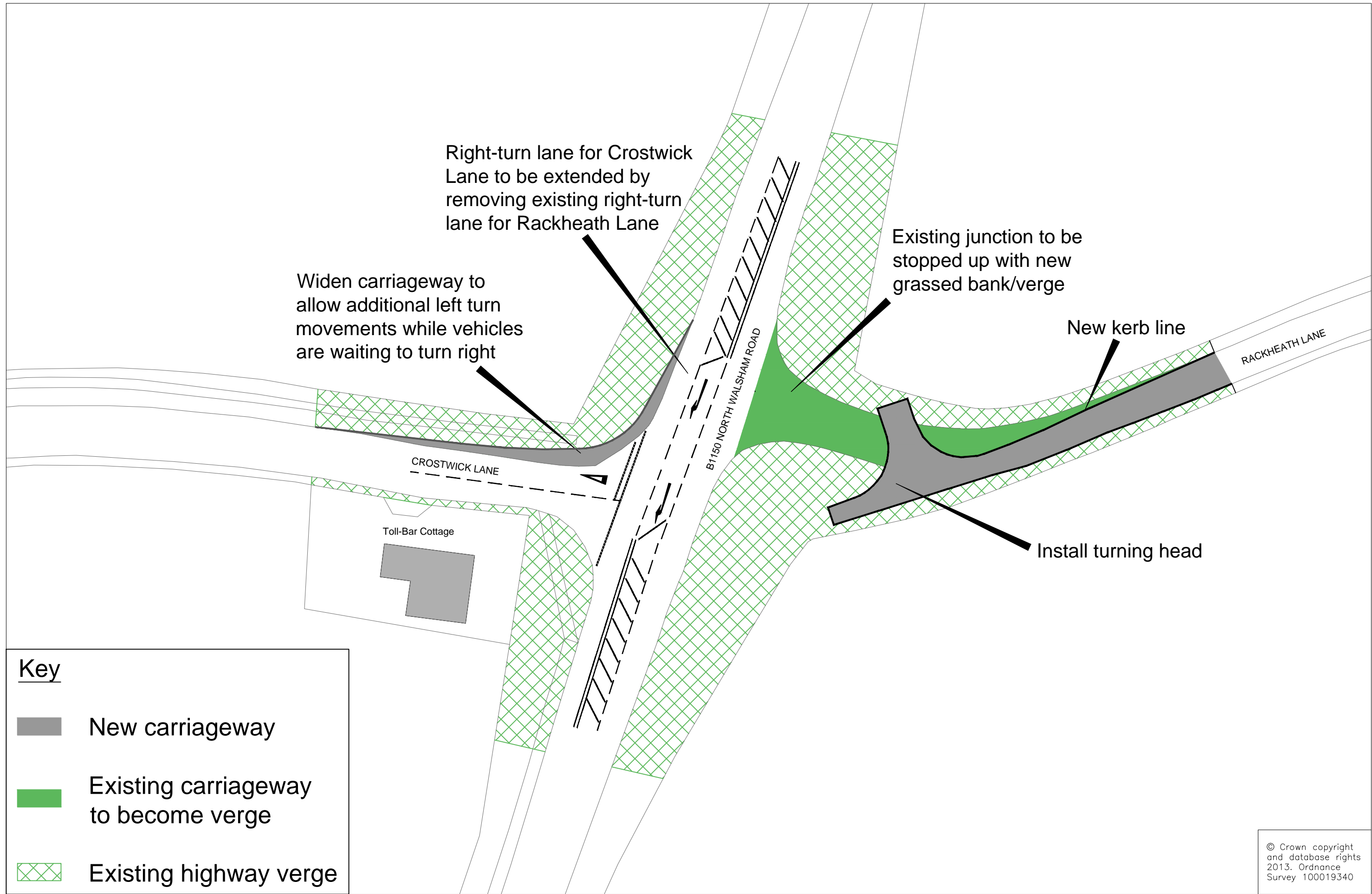
- Traffic Signal Duct
- Controller
- Signal Pole/Heads
- Tactile Paving
- SCOOT Detector Loop
- Vehicle Detector Loop

Norfolk County Council




working with

Mike Jackson  
Director of Environment, Transport and Development  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

SITE NAME: BRACONDAL / KING STREET		SCN: 03221 DWG: 135D
CONTROLLER: ST800	TOWN: NORWICH	
MONITOR: OTU T12	SCALE: 1:500 @ A3	
COMMS NO: 3078	POST CODE: NR1 2BE	



Key

-  New carriageway
-  Existing carriageway to become verge
-  Existing highway verge

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Survey 100019340

REV.	DESCRIPTION	CHECKED	DATE

	INITIALS	DATE	DRAWING No. R1C093-R1-4294
SURVEYED BY	OS		PROJECT TITLE
DESIGNED BY	DN	06/13	Norwich Northern Distributor Road
DRAWN BY	DN	06/13	SCALE 1:500 @ A3
CHECKED BY	GB	06/13	FILE No. R1C093

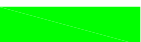


KEY

New carriageway



Existing carriageway to become verge



Grasscrete turning head



Existing carriageway to be broken out



Approximate area of required land



Highway boundary



Proposed Carriageway



Edge of Verge



Bottom of embankment (Indicative)



Visibility splay



Proposed Pedestrian Footpath

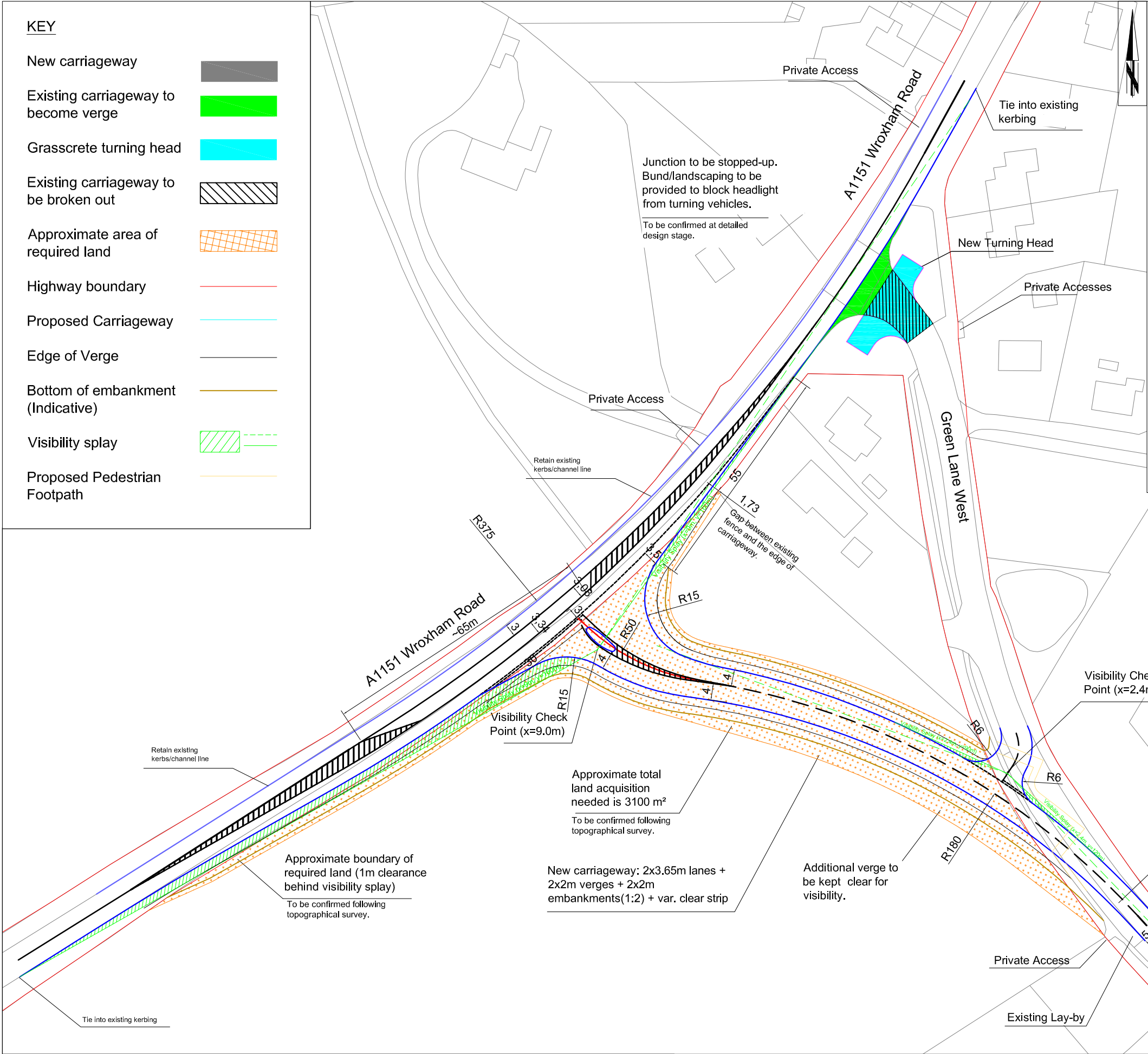


Notes:

1. Preliminary layout based on the Ordnance Survey.
2. No provision for HGV's for the turning head.
3. Exact location of the junction will be determined based on the topographical survey, safety audit comments and the environmental impact assessment, as soon as this information is available.
4. Signing design to be carried out as part of the NDR.
5. Junction re-alignment requires removal of trees/shrubs along A1151 and Green Lane West. New trees will be planted to replace existing ones. Location TBC at detailed design after EIA.

Utilities Affected:

1. New Road - Utilities Present and Impact
  - BT Underground (North)- Likely to be affected
  - BT Underground (South)- Likely to be affected
  - Foul Sewer 150mm VC (South) - Likely to be affected
2. New Turning Head & Breaking out existing carriageway - Utilities Present and Impact
  - BT Overhead - Unlikely to be affected (exact location needed)
  - BT Underground - Unlikely to be affected
  - Foul Sewer 150mm VC - Unlikely to be affected
  - NG 6" PE MP Gas Pipe - Unlikely to be affected
3. Widening on A1151
  - MP Gas Pipe (North Channel) - Unlikely to be affected
  - Water Pipe (North Channel) - Unlikely to be affected
  - BT (South Channel) - Likely to be affected



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Fax 01603 226760  
Web www.mottmac.com

**DRAWING TITLE**  
Preliminary General Arrangement

REV.	DESCRIPTION	CHECKED	DATE
A	Layout revised after Stage-1 RSA.	AH	09/13
B	Alignment revised to resolve landtake issues.	AH	10/13
C	Design changes after interim RSA	AH	10/13

DESIGNED BY	INIT.	DATE	DRAWING No.	
JCR	UK	09/13	MMD-233906-ES-02-C-DR-00-XX-006C	
DRAWN BY	INIT.	DATE	PROJECT TITLE	
MMG	JCR	09/13	Rackeath Junction Improvements	
CHECKED BY	INIT.	DATE	SCALE AT A3	
AH	MMG	09/13	1:1000	
APPROVED BY	INIT.	DATE	FILE No.	
MMG	MMG	09/13	233906-ES-02	

## **Appendix E – Geometric Parameters**

### **On-line Junctions**

- 01 Fakenham Road
- 02 Fir Covert Road
- 03 Reepham Road
- 04 Drayton Lane
- 05 Holt Road/Drayton Lane
- 06 Cromer Road South
- 07 Cromer Road North
- 08 Airport
- 09 North Walsham Road
- 10 Wroxham Road
- 11 Salhouse Road
- 12 Plumstead Road North
- 13 Plumstead Road South
- 14 Business Park

### **Postwick Junctions**

- 15 Broadland Gate
- 16 Peachman Way
- 17 Postwick NW
- 18 Postwick NE
- 19 Oak's Lane

**Geometric Parameters**  
**(Based on Alignment as per General Arrangement Plan)**  
**Norwich Northern Distributor Road**

18 November 2013

<b>R1C093-GP01- Fakenham Road Roundabout</b>		
<b>Drawing No: R1C093-R1- 5132</b>		
<b>Description</b>	<b>Measurement</b>	<b>Notes</b>
D = inscribed circle diameter	80.0	
central island diameter	62.0	
<b>Arm A:- NDR Fakenham Road - Fir Covert Road Link Westbound</b>		
v = approach half width	7.3	
e = entry width	7.7	
l' = effective flare length	6.2	
r = kerb entry radius	20.0	
Ø = entry angle	35°	
Segregated left turn lane	No	
<b>Arm B:- Fakenham Road Northbound</b>		
v = approach half width	3.7	
e = entry width	8.0	
l' = effective flare length	36.8	
r = kerb entry radius	20.0	
Ø = entry angle	46°	
Segregated left turn lane	No	
<b>Arm C:- Fakenham Road Eastbound</b>		
v = approach half width	3.7	
e = entry width	9.0	
l' = effective flare length	26.8	
r = kerb entry radius	20.0	
Ø = entry angle	25°	
Segregated left turn lane	No	
<b>Arm D:- Access to Attlebridge RB3 and Lagoon Southbound</b>		
v = approach half width	3.0	
e = entry width	4.5	
l' = effective flare length	24.0	
r = kerb entry radius	10.0	
Ø = entry angle	42°	
Segregated left turn lane	No	
Originator: D Goutam	Date:18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

(Based on Alignment as per General Arrangement Plan)

Norwich Northern Distributor Road

R1C093-GP14- Fir Covert Road Roundabout		
Drawing No: R1C093-R1- 5145		
Description	Measurement	Notes
D = inscribed circle diameter	90.0	
central island diameter	66.0	
<b>Arm A:- NDR Fir Covert Road - Reepham Road Link Westbound</b>		
v = approach half width	7.3	
e = entry width	10.6	
l' = effective flare length	14.1	
r = kerb entry radius	20.0	
Ø = entry angle	45°	
Segregated left turn lane	No	
<b>Arm B:- Fir Covert Road Northbound</b>		
v = approach half width	3.1	
e = entry width	7.0	
l' = effective flare length	12.4	
r = kerb entry radius	20.0	
Ø = entry angle	40°	
Segregated left turn lane	No	
<b>Arm C:- NDR Fir Covert Road - Fakenham Road Link Eastbound</b>		
v = approach half width	7.3	
e = entry width	10.7	
l' = effective flare length	13.9	
r = kerb entry radius	20.0	
Ø = entry angle	27°	
Segregated left turn lane	No	
<b>Arm D:- Fir Covert Road Southbound</b>		
v = approach half width	2.9	
e = entry width	6.9	
l' = effective flare length	11.9	
r = kerb entry radius	20.0	
Ø = entry angle	40°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	



<b>R1C093-GP02- Reepham Road Roundabout</b>		
<b>Drawing No: R1C093-R1- 5133</b>		
<b>Description</b>	<b>Measurement</b>	<b>Notes</b>
D = inscribed circle diameter	90.0	
central island diameter	66.0	
<b>Arm A:- NDR Drayton Lane - Reepham Road Link Westbound</b>		
v = approach half width	7.3	
e = entry width	11.0	
l' = effective flare length	13.8	
r = kerb entry radius	20.0	
Ø = entry angle	58°	
Segregated left turn lane	No	
<b>Arm B:- Reepham Road Northbound</b>		
v = approach half width	3.0	
e = entry width	7.0	
l' = effective flare length	9.2	
r = kerb entry radius	20.0	
Ø = entry angle	42°	
Segregated left turn lane	No	
<b>Arm C:- NDR Reepham Road-Fir Covert Road Link Eastbound</b>		
v = approach half width	7.3	
e = entry width	11.0	
l' = effective flare length	12.8	
r = kerb entry radius	20.0	
Ø = entry angle	46°	
Segregated left turn lane	No	
<b>Arm D:- NDR Reepham Road Southbound</b>		
v = approach half width	3.0	
e = entry width	7.0	
l' = effective flare length	11.7	
r = kerb entry radius	20.0	
Ø = entry angle	41°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

R1C093-GP03- Drayton Lane Roundabout		
Drawing No: R1C093-R1- 5134		
Description	Measurement	Notes
D = inscribed circle diameter	90.0	
central island diameter	66.0	
<b>Arm A:- NDR Cromer Road - Drayton Lane Link Westbound</b>		
v = approach half width	7.3	
e = entry width	11.0	
l' = effective flare length	12.4	
r = kerb entry radius	20.0	
Ø = entry angle	55°	
Segregated left turn lane	No	
<b>Arm B:- Drayton Lane Northbound</b>		
v = approach half width	3.3	
e = entry width	6.5	
l' = effective flare length	15.9	
r = kerb entry radius	20.0	
Ø = entry angle	46°	
Segregated left turn lane	NA	
<b>Arm C:- NDR Drayton Lane - Reephram Road Link Eastbound</b>		
v = approach half width	7.3	
e = entry width	11.0	
l' = effective flare length	12.5	
r = kerb entry radius	20.0	
Ø = entry angle	49°	
Segregated left turn lane	No	
<b>Arm D:- Holt Road - NDR Link Road Southbound</b>		
v = approach half width	3.3	
e = entry width	6.5	
l' = effective flare length	15.7	
r = kerb entry radius	20.0	
Ø = entry angle	41°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

R1C093-GP04- Holt Road / Drayton Lane Roundabout		
Drawing No: R1C093-R1-5135		
Description	Measurement	Notes
D = inscribed circle diameter	40.0	
central island diameter	28.0	
<b>Arm A:- Holt Road Northbound</b>		
v = approach half width	3.3	
e = entry width	6.0	
l' = effective flare length	30.4	
r = kerb entry radius	20.0	
Ø = entry angle	44°	
Segregated left turn lane	No	
<b>Arm B:- Holt Road - NDR Link Road Eastbound</b>		
v = approach half width	3.3	
e = entry width	6.0	
l' = effective flare length	12.2	
r = kerb entry radius	20.0	
Ø = entry angle	43°	
Segregated left turn lane	No	
<b>Arm C:- Holt Road Southbound</b>		
v = approach half width	3.3	
e = entry width	6.0	
l' = effective flare length	14.4	
r = kerb entry radius	20.0	
Ø = entry angle	37°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

(Based on Alignment as per General Arrangement plan)

## Norwich Northern Distributor Road

R1C093-GP05- Cromer Road Roundabout (South)		
Drawing No: R1C093-R1-5136		
Description	Measurement	Notes
D = inscribed circle diameter	65.0	
central island diameter	47.5	
<b>Arm A:- Westbound Diverge</b>		
v = approach half width	3.7	
e = entry width	8.8	
l' = effective flare length	14.5	
r = kerb entry radius	20.0	
Ø = entry angle	39°	
Segregated left turn lane	No	
<b>Arm B:- A 140 Holt Road Northbound</b>		Existing
v = approach half width	4.0	
e = entry width	7.6	
l' = effective flare length	45.3	
r = kerb entry radius	20.0	
Ø = entry angle	50°	
Segregated left turn lane	No	
<b>Arm C:- Manor Park Access Road</b>		Existing
v = approach half width	3.0	
e = entry width	4.5	
l' = effective flare length	12.3	
r = kerb entry radius	20.0	
Ø = entry angle	27°	
Segregated left turn lane	No	
<b>Arm D:- Westbound Merge</b>		
v = approach half width	3.7	
e = entry width	4.5	
l' = effective flare length	28.0	
r = kerb entry radius	12.0	
Ø = entry angle	37°	
Segregated left turn lane	No	
<b>Arm E:- Cromer Road North-South Link Road Southbound</b>		
v = approach half width	7.3	
e = entry width	7.6	
l' = effective flare length	2.7	
r = kerb entry radius	20.0	
Ø = entry angle	37°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

<b>R1C093-GP06- Cromer Road Roundabout (North)</b>			
<b>Drawing No: R1C093-R1-5137</b>			
<b>Description</b>	<b>Measurement</b>	<b>Notes</b>	
D = inscribed circle diameter	90.0		
central island diameter	74.0		
<b>Arm A:- Cromer Road North-South Link Road Northbound</b>			
v = approach half width	7.3		
e = entry width	8.0		
l' = effective flare length	14.4		
r = kerb entry radius	20.0		
Ø = entry angle	34°		
Segregated left turn lane	No		
<b>Arm B:- Eastbound Diverge</b>			
v = approach half width	3.7		
e = entry width	7.3		
l' = effective flare length	9.9		
r = kerb entry radius	20.0		
Ø = entry angle	38°		
Segregated left turn lane	NA		
<b>Arm C:- Cromer Road Southbound</b>			
v = approach half width	3.7		
e = entry width	7.0		
l' = effective flare length	37.5		
r = kerb entry radius	20.0		
Ø = entry angle	48°		
Segregated left turn lane	No		
<b>Arm D:- Private Means of Access</b>			
v = approach half width	3.0		
e = entry width	5.0		
l' = effective flare length	39.4		
r = kerb entry radius	10.0		
Ø = entry angle	36°		
Segregated left turn lane	NA		
<b>Arm E:- Eastbound Merge</b>		Exit Only	
v = approach half width	NA		
e = entry width	NA		
l' = effective flare length	NA		
r = kerb entry radius	NA		
Ø = entry angle	NA		
Segregated left turn lane	NA		
Originator: D Goutam	Date: 18/11/2013		
Checker: M Kurek	Date: 18/11/2013		

<b>R1C093-GP07- Airport Roundabout</b>		
<b>Drawing No: R1C093-R1-5138</b>		
<b>Description</b>	<b>Measurement</b>	<b>Notes</b>
D = inscribed circle diameter	90.0	
central island diameter	72.0	
<b>Arm A:- NDR North Walsham Road - Airport Roundabout Link Westbound</b>		
v = approach half width	7.3	
e = entry width	7.8	
l' = effective flare length	3.6	
r = kerb entry radius	20.0	
Ø = entry angle	36°	
Segregated left turn lane	No	
<b>Arm B:- Petan Access Road Northbound</b>		
v = approach half width	3.7	
e = entry width	6.4	
l' = effective flare length	5.3	
r = kerb entry radius	20.0	
Ø = entry angle	40°	
Segregated left turn lane	No	
<b>Arm C:- NDR Airport Roundabout - Cromer Road Link Eastbound</b>		
v = approach half width	7.3	
e = entry width	7.7	
l' = effective flare length	3.4	
r = kerb entry radius	20.0	
Ø = entry angle	36°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

R1C093-GP08- North Walsham Road Roundabout		
Drawing No: R1C093-R1- 5139		
Description	Measurement	Notes
D = inscribed circle diameter	90.0	
central island diameter	66.0	
<b>Arm A:- NDR Wroxham Road - North Walsham Road Link Westbound</b>		
v = approach half width	7.3	
e = entry width	11.0	
l' = effective flare length	34.8	
r = kerb entry radius	20.0	
Ø = entry angle	45°	
Segregated left turn lane	No	
<b>Arm B:- North Walsham Road Northbound</b>		
v = approach half width	3.7	
e = entry width	7.3	
l' = effective flare length	27.4	
r = kerb entry radius	20.0	
Ø = entry angle	38°	
Segregated left turn lane	No	
<b>Arm C:- NDR North Walsham Road - Airport Roundabout Link Eastbound</b>		
v = approach half width	7.3	
e = entry width	11.0	
l' = effective flare length	44.5	
r = kerb entry radius	20.0	
Ø = entry angle	42°	
Segregated left turn lane	No	
<b>Arm D:- North Walsham Road Southbound</b>		
v = approach half width	3.7	
e = entry width	7.3	
l' = effective flare length	23.6	
r = kerb entry radius	20.0	
Ø = entry angle	37°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

R1C093-GP09- Wroxham Road Roundabout		
Drawing No: R1C093-R1-5140		
Description	Measurement	Notes
D = inscribed circle diameter	90.0	
central island diameter	66.0	
<b>Arm A:- NDR Salhouse Road - Wroxham Road Link Northbound</b>		
v = approach half width	7.3	
e = entry width	11.0	
l' = effective flare length	47.3	
r = kerb entry radius	20.0	
Ø = entry angle	48°	
Segregated left turn lane	No	
<b>Arm B:- Wroxham Road Eastbound</b>		
v = approach half width	3.7	
e = entry width	7.3	
l' = effective flare length	27.2	
r = kerb entry radius	25.0	
Ø = entry angle	36°	
Segregated left turn lane	No	
<b>Arm C:- NDR Wroxham Road - North Walsham Road Link Southbound</b>		
v = approach half width	7.3	
e = entry width	11.0	
l' = effective flare length	54.6	
r = kerb entry radius	20.0	
Ø = entry angle	52°	
Segregated left turn lane	No	
<b>Arm D:- Access Track to Sewage Farm Southbound</b>		
v = approach half width	2.5	
e = entry width	4.0	
l' = effective flare length	2.7	
r = kerb entry radius	10.0	
Ø = entry angle	37°	
Segregated left turn lane	No	
<b>Arm E:- Wroxham Road Westbound</b>		
v = approach half width	3.7	
e = entry width	10.5	
l' = effective flare length	77.7	
r = kerb entry radius	20.0	
Ø = entry angle	59°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	



R1C093-GP10- Salhouse Road Roundabout		
Drawing No: R1C093-R1-5141		
Description	Measurement	Notes
D = inscribed circle diameter	90.0	
central island diameter	66.0	
<b>Arm A:- NDR Plumstead Road - Salhouse Road Link Northbound</b>		
v = approach half width	7.3	
e = entry width	11.5	
l' = effective flare length	44.1	
r = kerb entry radius	25.0	
Ø = entry angle	39°	
Segregated left turn lane	No	
<b>Arm B:- Salhouse Road Eastbound</b>		
v = approach half width	3.3	
e = entry width	7.3	
l' = effective flare length	27.1	
r = kerb entry radius	25.0	
Ø = entry angle	36°	
Segregated left turn lane	No	
<b>Arm C:- NDR Salhouse Road - Wroxham Road Link Southbound</b>		
v = approach half width	7.3	
e = entry width	11.5	
l' = effective flare length	65.3	
r = kerb entry radius	25.0	
Ø = entry angle	38°	
Segregated left turn lane	No	
<b>Arm D:- Salhouse Road Westbound</b>		
v = approach half width	3.3	
e = entry width	10.5	
l' = effective flare length	71.0	
r = kerb entry radius	20.0	
Ø = entry angle	54°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

(Based on Alignment as per General Arrangement Plan)

## Norwich Northern Distributor Road

R1C093-GP11- Plumstead Road Roundabout (North)		
Drawing No: R1C093-R1-5142		
Description	Measurement	Notes
D = inscribed circle diameter	40.0	
central island diameter	24.4	
<b>Arm A:- NDR Plumstead Road - NDR Link Road Northbound</b>		
v = approach half width	3.7	
e = entry width	7.0	
l' = effective flare length	11.3	
r = kerb entry radius	20.0	
Ø = entry angle	39°	
Segregated left turn lane	No	
<b>Arm B:- Plumstead Road Eastbound</b>		
v = approach half width	2.8	
e = entry width	6.0	
l' = effective flare length	11.3	
r = kerb entry radius	20.0	
Ø = entry angle	52°	
Segregated left turn lane	No	
<b>Arm C:- Plumstead Road Westbound</b>		
v = approach half width	2.8	
e = entry width	6.0	
l' = effective flare length	12.8	
r = kerb entry radius	20.0	
Ø = entry angle	35°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date:18/11/2013	

(Based on Alignment as per General Arrangement Plan)

## Norwich Northern Distributor Road

R1C093-GP12- Plumstead Road Roundabout (South)		
Drawing No: R1C093-R1- 5143		
Description	Measurement	Notes
D = inscribed circle diameter	90.0	
central island diameter	66.0	
<b>Arm A:- NDR Postwick - Plumstead Link Northbound</b>		
v = approach half width	7.3	
e = entry width	11.0	
l' = effective flare length	28.2	
r = kerb entry radius	20.0	
Ø = entry angle	41°	
Segregated left turn lane	No	
<b>Arm B:- NDR Plumstead - Salhouse Link Southbound</b>		
v = approach half width	7.3	
e = entry width	11.0	
l' = effective flare length	32.3	
r = kerb entry radius	20.0	
Ø = entry angle	39°	
Segregated left turn lane	No	
<b>Arm C:- Plumstead Road - NDR Link Road Southbound</b>		
v = approach half width	3.7	
e = entry width	7.3	
l' = effective flare length	12.3	
r = kerb entry radius	20.0	
Ø = entry angle	40°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

**Geometric Parameters**  
**(Based on Alignment as per General Arrangement Plan)**  
**Norwich Northern Distributer Road**

18 Nov 2013

<b>R1C093-GP13 Business Park RBT</b>		
<b>Drawing No: R1C093-R1-5144</b>		
<b>Description</b>	<b>Measurement</b>	<b>Notes</b>
<b>Business Park Roundabout</b>		
D = inscribed circle diameter	83.0	
central island diameter	66.0	
<b>Arm A:- Business Park Link Road</b>		
v = approach half width	7.3	
e = entry width	7.9	
l' = effective flare length	35.0	
r = kerb entry radius	20.0	
Ø = entry angle	40°	
Segregated left turn lane	Yes	
<b>Arm B:- Broadland Gate Link Road</b>		
v = approach half width	3.7	
e = entry width	7.3	
l' = effective flare length	12.2	
r = kerb entry radius	20.0	
Ø = entry angle	49°	
Segregated left turn lane	No	
<b>Arm C:- NDR Link Road</b>		
v = approach half width	7.3	
e = entry width	8.1	
l' = effective flare length	11.4	
r = kerb entry radius	35.0	
Ø = entry angle	26°	
Segregated Southbound Filter Lane	Yes	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

(Based on Alignment as per General Arrangement Plan)

## Norwich Northern Distributor Road

R1C150-GP16 Broadland Gate Roundabout		
<b>Drawing No: R1C093-R1-5147</b>		
Description	Measurement	Notes
D = inscribed circle diameter	50.0	
central island diameter	32.0	
<b>Arm A:- New Access to Development</b>		
v = approach half width	3.7	
e = entry width	7.0	
l' = effective flare length	17.0	
r = kerb entry radius	20.0	
Ø = entry angle	39°	
Segregated left turn lane	No	
<b>Arm B:- Eastbound Broadland Gate Link Road</b>		
v = approach half width	3.7	Width excludes additional westbound lane for Segregated left turn
e = entry width	7.3	
l' = effective flare length	8.3	
r = kerb entry radius	20.0	
Ø = entry angle	41°	
Segregated left turn lane	No	
<b>Arm C:- Westbound Broadland Gate Link Road</b>		
v = approach half width	3.7	
e = entry width	7.3	
l' = effective flare length	15.0	
r = kerb entry radius	20.0	
Ø = entry angle	48°	
Segregated left turn lane	Yes	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

(Based on Alignment as per General Arrangement Plan)

## Norwich Northern Distributor Road

R1C150-GP17 Peachman Way Roundabout		
<b>Drawing No: R1C093-R1-5148</b>		
Description	Measurement	Notes
D = inscribed circle diameter	60.0	
central island diameter	42.0	
<b>Arm A:- Broadland Way Northbound</b>		
v = approach half width	7.3	
e = entry width	8.2	
l' = effective flare length	2.0	
r = kerb entry radius	20.0	
Ø = entry angle	50°	
Segregated left turn lane	No	
<b>Arm B:- Peachman Way Eastbound</b>		
v = approach half width	3.3	
e = entry width	7.0	
l' = effective flare length	8.8	
r = kerb entry radius	20.0	
Ø = entry angle	44°	
Segregated left turn lane	No	
<b>Arm C:- Broadland Way Southbound</b>		
v = approach half width	3.8	
e = entry width	7.7	
l' = effective flare length	9.0	
r = kerb entry radius	40.0	
Ø = entry angle	40°	
Segregated left turn lane	No	
<b>Arm D:- Broadland Gate Link Road</b>		
v = approach half width	3.7	
e = entry width	7.2	
l' = effective flare length	22.0	
r = kerb entry radius	20.0	
Ø = entry angle	41°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

(Based on Alignment as per General Arrangement Plan)

## Norwich Northern Distributor Road

R1C150-GP18 Postwick North West Roundabout		
<b>Drawing No: R1C093-R1-5149</b>		
Description	Measurement	Notes
D = inscribed circle diameter	80	
central island diameter	62	
<b>Arm A:- Existing Postwick Bridge Northbound</b>		
v = approach half width	3.0	
e = entry width	8.1	
l' = effective flare length	13.0	
r = kerb entry radius	20.0	
Ø = entry angle	48°	
Segregated left turn lane	No	
<b>Arm B:- A1042 Yarmouth Road Eastbound</b>		
v = approach half width	7.3	
e = entry width	9.3	
l' = effective flare length	17.8	
r = kerb entry radius	25.0	
Ø = entry angle	45°	
Segregated left turn lane	No	
<b>Arm C:- Broadland Way Southbound</b>		
v = approach half width	7.3	
e = entry width	8.1	
l' = effective flare length	5.6	
r = kerb entry radius	20.0	
Ø = entry angle	40°	
Segregated left turn lane	No	
<b>Arm D:- Broadland Gate Development</b>		
v = approach half width	3.7	
e = entry width	7.2	
l' = effective flare length	12.5	
r = kerb entry radius	20.0	
Ø = entry angle	42°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

(Based on Alignment as per General Arrangement Plan)

## Norwich Northern Distributor Road

R1C150-GP15 Postwick North East Roundabout		
<b>Drawing No: R1C093-R1-5146</b>		
Description	Measurement	Notes
D = inscribed circle diameter	70.0	
central island diameter	52.0	
<b>Arm A:- New Postwick Bridge</b>		
v = approach half width	3.7	
e = entry width	8.0	
l' = effective flare length	34.5	
r = kerb entry radius	20.0	
Ø = entry angle	41°	
Segregated left turn lane	No	
<b>Arm B:- Eastbound diverge slip road</b>		
v = approach half width	7.3	
e = entry width	7.7	
l' = effective flare length	4.5	
r = kerb entry radius	20.0	
Ø = entry angle	42°	
Segregated left turn lane	Yes	
<b>Arm C:- Business Park Link Road</b>		
v = approach half width	7.3	
e = entry width	7.9	
l' = effective flare length	5.4	
r = kerb entry radius	20.0	
Ø = entry angle	44°	
Segregated left turn lane	No	
<b>Arm D:- Eastbound Merge Slip Road</b>		
v = approach half width	N/A	Exit only
e = entry width	N/A	
l' = effective flare length	N/A	
r = kerb entry radius	N/A	
Ø = entry angle	N/A	
Segregated left turn lane	N/A	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	



(Based on Alignment as per General Arrangement Plan)

## Norwich Northern Distributor Road

R1C150-GP19 Oak's Lane Roundabout		
<b>Drawing No: R1C093-R1-5150</b>		
Description	Measurement	Notes
D = inscribed circle diameter	54	
central island diameter	34	
<b>Arm A:- Park and Ride Access</b>		
v = approach half width	4.0	
e = entry width	4.3	
l' = effective flare length	1.9	
r = kerb entry radius	10.0	
Ø = entry angle	41°	
Segregated left turn lane	No	
<b>Arm B:- A1042 Yarmouth Road Eastbound</b>		
v = approach half width	3.7	
e = entry width	7.6	
l' = effective flare length	9.9	
r = kerb entry radius	10.0	
Ø = entry angle	52°	
Segregated left turn lane	No	
<b>Arm C:- A1042 Yarmouth Road Westbound</b>		
v = approach half width	4.9	
e = entry width	9.7	
l' = effective flare length	16.8	
r = kerb entry radius	12.0	
Ø = entry angle	58°	
Segregated left turn lane	No	
<b>Arm D:- Oak's Lane</b>		
v = approach half width	1.7	
e = entry width	6.4	
l' = effective flare length	5.9	
r = kerb entry radius	10.0	
Ø = entry angle	49°	
Segregated left turn lane	No	
Originator: D Goutam	Date: 18/11/2013	
Checker: M Kurek	Date: 18/11/2013	

## **Appendix F – Junction Traffic Flows**

### **On-line Junctions**

- 01 Fakenham Road- 2017 DS, 2032 DS
- 02 Fir Covert Road- 2017 DS, 2032 DS
- 03 Reepham Road- 2017 DS, 2032 DS
- 04 Drayton Lane- 2017 DS, 2032 DS
- 05 Holt Road/Drayton Lane- 2017 DS, 2032 DS
- 06 Cromer Road South- 2017 DS, 2032 DS
- 07 Cromer Road North- 2017 DS, 2032 DS
- 08 Airport- 2017 DS, 2032 DS
- 09 North Walsham Road- 2017 DS, 2032 DS
- 10 Wroxham Road- 2017 DS, 2032 DS
- 11 Salhouse Road- 2017 DS, 2032 DS
- 12 Plumstead Road North- 2017 DS, 2032 DS
- 13 Plumstead Road South- 2017 DS, 2032 DS
- 14 Business Park- 2017 DS, 2032 DS

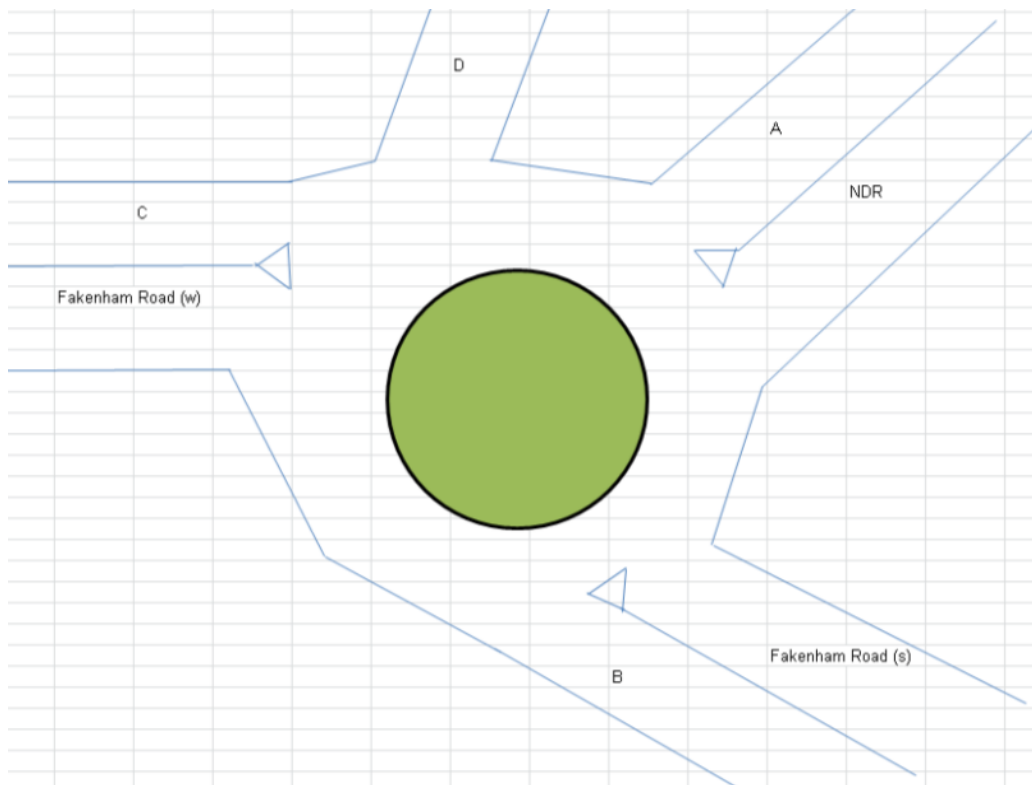
### **Postwick Junctions**

- 15 Broadland Gate- 2017 DS, 2032 DS
- 16 Peachman Way- 2017 DM/DS, 2032 DM/DS
- 17 Postwick NW- 2017 DM/DS, 2032 DM/DS
- 18 Postwick NE- 2017 DS, 2032 DS
- 19 Oak's Lane- 2017 DM/DS, 2032 DM/DS
- 20 Park & Ride- 2017 DM/DS, 2032 DM/DS

### **Off-line Junctions**

- 21 A47/A146 Trowse- 2017 DM/DS, 2032 DM/DS
- 22 A146 / Martineau Lane- 2017 DM/DS, 2032 DM/DS
- 23 Bracondale/King Street- 2017 DM/DS, 2032 DM/DS
- 24 Crostwick Junction: B1150/Rackheath Lane- 2017 DM/DS, 2032 DM/DS
- 25 Rackheath Junction: A1151 Wroxham Rd/Green Lane West- 2017 DM/DS, 2032 DM/DS

## Fakenham Road



### 2017 DS AM peak hour

AM	A	B	C	Totals
A	0	0	621	621
B	0	0	140	140
C	681	190	0	871
Totals	681	190	761	

### 2017 DS PM peak hour

PM	A	B	C	Totals
A	0	0	642	642
B	0	0	149	149
C	669	138	0	807
Totals	669	138	791	

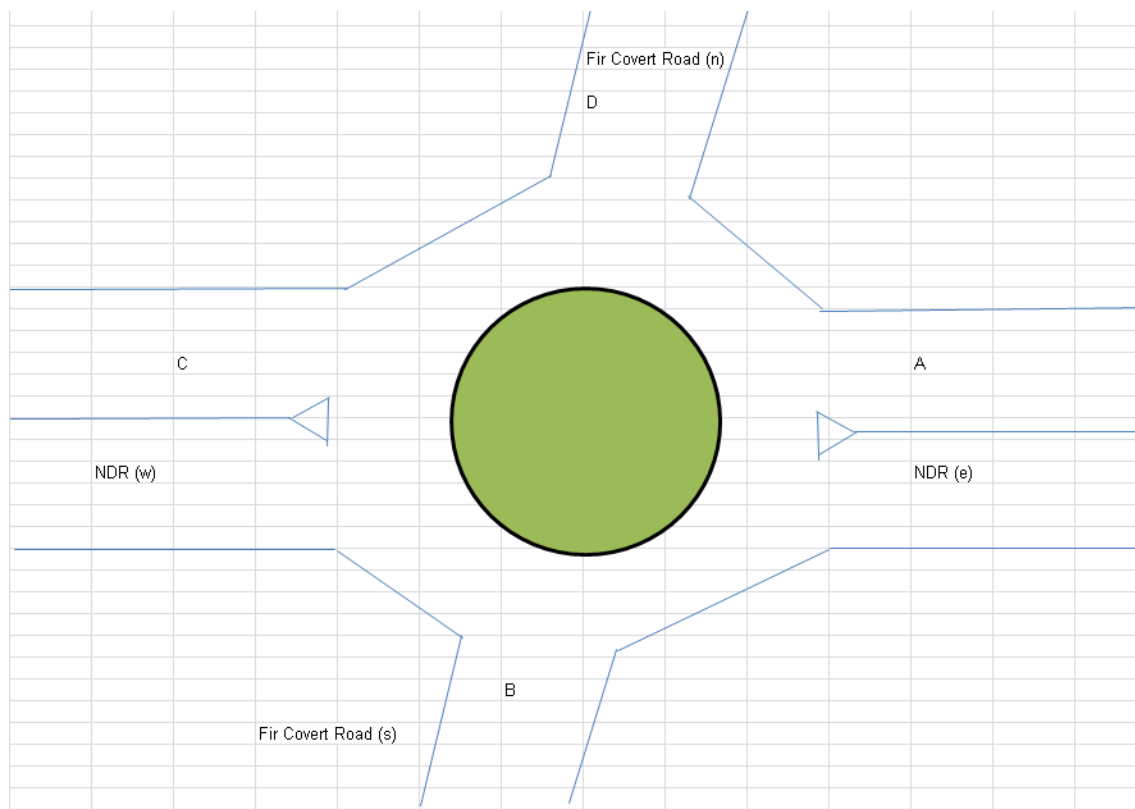
### 2032 DS AM peak hour

AM	A	B	C	Totals
A	0	0	864	864
B	0	0	146	146
C	812	195	0	1008
Totals	812	195	1010	

### 2032 DS PM peak hour

PM	A	B	C	Totals
A	0	0	838	838
B	0	0	175	175
C	866	147	0	1013
Totals	866	147	1012	

## Fir Covert Road



### 2017 DS AM peak hour

AM	A	B	C	D	Total
A	0	140	539	0	679
B	140	0	0	130	270
C	653	0	0	26	679
D	0	209	78	0	287
Totals	793	349	617	156	

### 2017 DS PM peak hour

PM	A	B	C	D	Total
A	0	148	616	0	764
B	153	0	0	197	350
C	631	0	0	34	665
D	0	163	21	0	183
Totals	784	310	637	231	

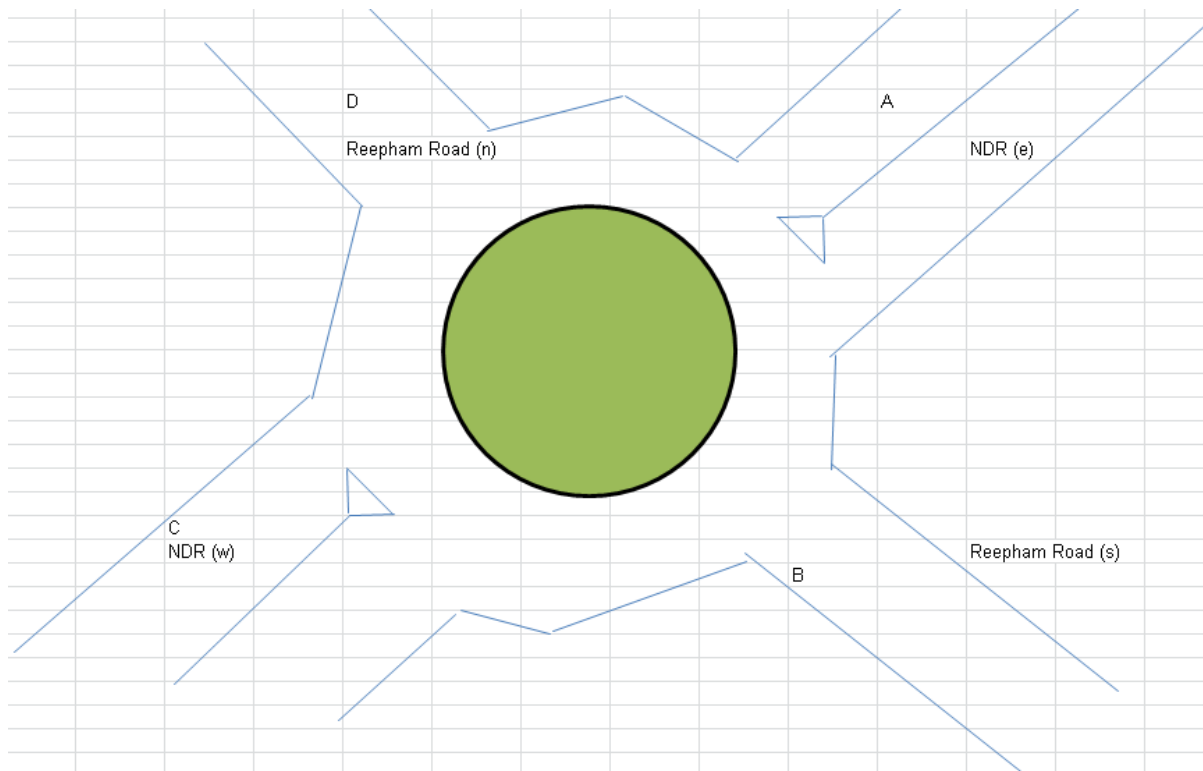
### 2032 DS AM peak hour

AM	A	B	C	D	Total
A	0	202	786	0	988
B	414	0	0	128	542
C	795	0	0	15	810
D	0	236	80	0	316
Totals	1209	438	866	144	

### 2032 DS PM peak hour

PM	A	B	C	D	Total
A	0	276	808	0	1084
B	302	0	0	209	511
C	826	0	0	36	862
D	0	175	22	0	197
Totals	1128	452	830	245	

## Reepham Road



### 2017 DS AM peak hour

AM	A	B	C	D	Total
A	0	31	643	211	885
B	94	0	35	47	176
C	757	35	0	0	792
D	249	132	0	0	381
Totals	1100	199	678	257	

### 2017 DS PM peak hour

PM	A	B	C	D	Total
A	0	65	727	270	1062
B	36	0	35	91	162
C	747	35	0	0	782
D	209	90	0	0	298
Totals	991	190	763	360	

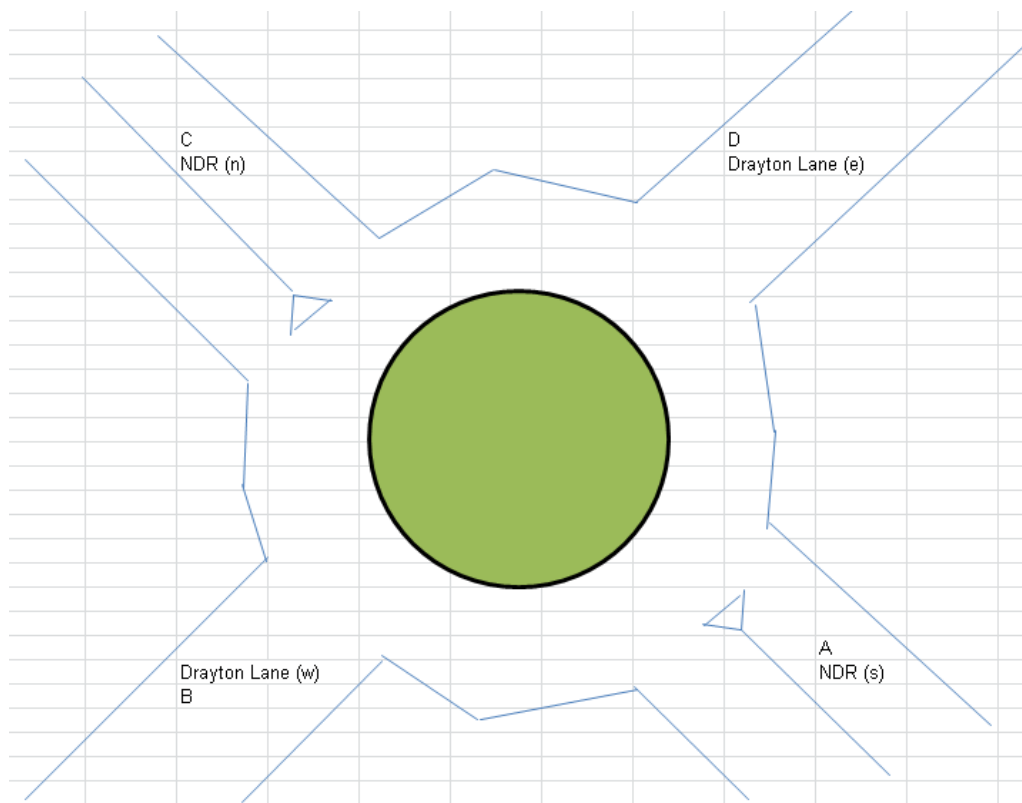
### 2032 DS AM peak hour

AM	A	B	C	D	Total
A	0	78	956	211	1245
B	171	0	29	58	258
C	1180	36	0	0	1216
D	235	152	0	0	387
Totals	1586	266	985	269	

### 2032 DS PM peak hour

PM	A	B	C	D	Total
A	0	147	1047	251	1445
B	87	0	34	92	214
C	1092	34	0	0	1126
D	201	88	0	0	289
Totals	1381	268	1082	343	

## Drayton Lane



### 2017 DS AM peak hour

AM	A	B	C	D	Total
A	0	169	672	176	1018
B	184	0	175	248	607
C	930	133	0	41	1104
D	316	381	46	0	742
Totals	1430	683	893	465	

### 2017 DS PM peak hour

PM	A	B	C	D	Total
A	0	198	804	220	1222
B	173	0	231	324	728
C	826	113	0	55	995
D	171	206	32	0	410
Totals	1170	517	1067	600	

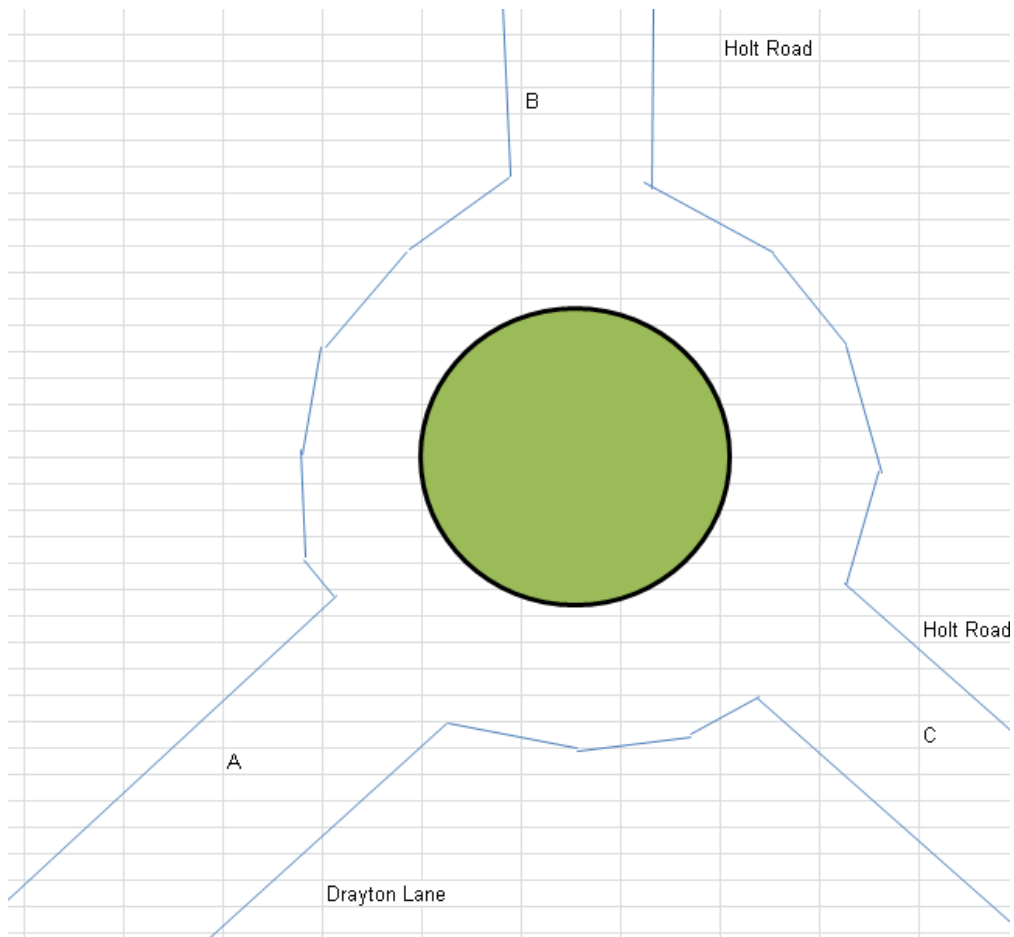
### 2032 DS AM peak hour

AM	A	B	C	D	Total
A	0	208	969	202	1379
B	258	0	231	220	709
C	1334	201	0	57	1592
D	324	305	54	0	683
Totals	1916	715	1254	478	

### 2032 DS PM peak hour

PM	A	B	C	D	Total
A	0	246	1123	238	1607
B	228	0	277	239	744
C	1146	150	0	87	1383
D	185	181	49	0	415
Totals	1559	577	1449	564	

## Holt Road/ Drayton Lane



### 2017 DS AM peak hour

AM	A	B	C	Total
A	0	469		469
B	742	0		742
C			0	0
Total	742	469	0	

### 2017 DS PM peak hour

PM	A	B	C	Total
A	0	604		604
B	410	0		410
C			0	0
Total	410	604	0	

### 2032 DS AM peak hour

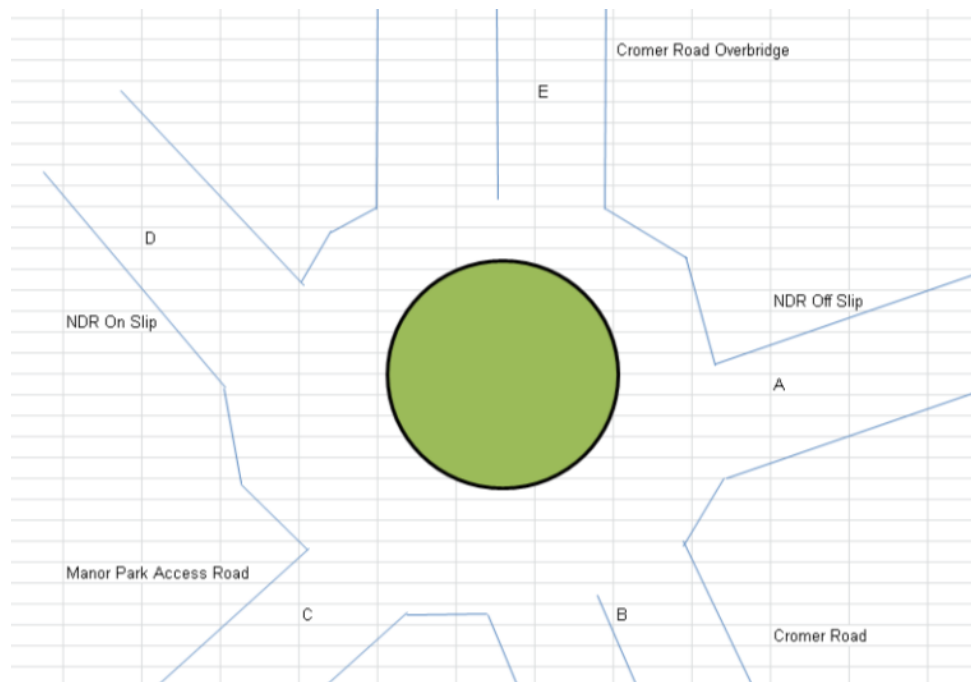
AM	A	B	C	Total
A	0	482		482
B	683	0		683
C			0	0
Total	683	482	0	

### 2032 DS PM peak hour

PM	A	B	C	Total
A	0	570		570
B	415	0		415
C			0	0
Total	415	570	0	



## Cromer Road South



### 2017 DS AM peak hour

AM	A	B	C	D	E	Total
A	0	207		0	92	298
B	0	2		317	607	926
C						0
D	0	0		0	0	0
E	0	1205		52	0	1256
Total	0	1413	0	369	698	

### 2017 DS PM peak hour

PM	A	B	C	D	E	Total
A	0	141		0	118	260
B	0	2		412	901	1314
C						0
D	0	0		0	0	0
E	0	871		70	0	941
Total	0	1014	0	482	1019	

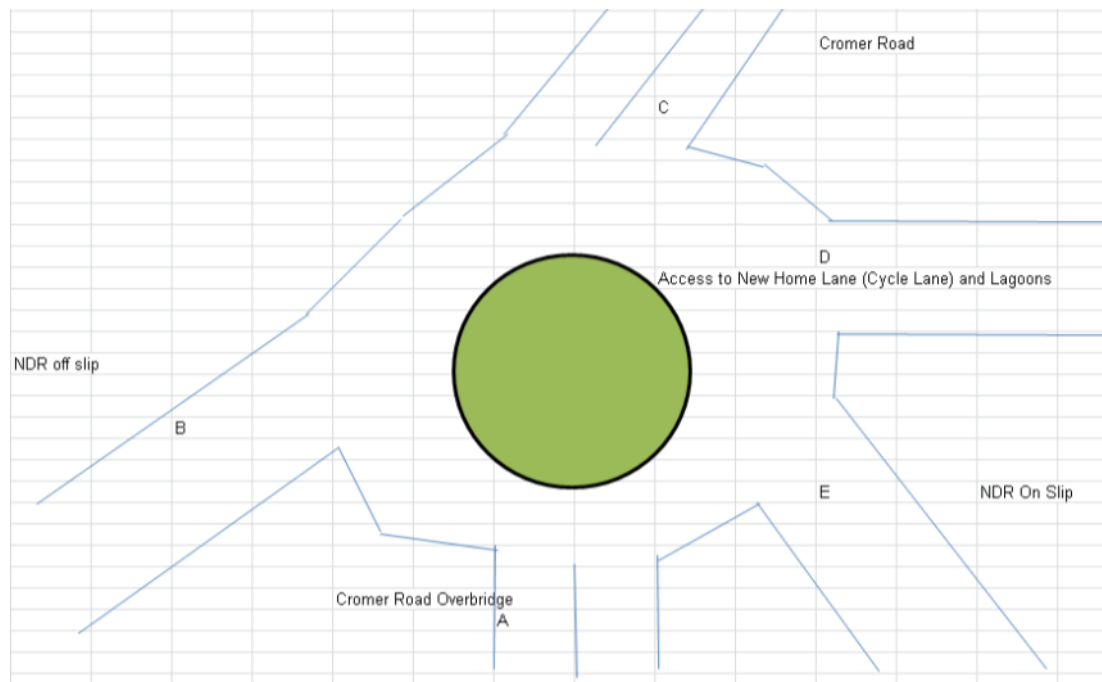
### 2032 DS AM peak hour

AM	A	B	C	D	E	Total
A	0	309		0	322	631
B	0	2		369	953	1324
C						0
D	0	0		0	0	0
E	0	1200		71	0	1271
Total	0	1511	0	440	1275	

### 2032 DS PM peak hour

PM	A	B	C	D	E	Total
A	0	206		0	199	405
B	0	2		435	1070	1507
C						0
D	0	0		0	0	0
E	0	1187		187	0	1374
Total	0	1396	0	621	1269	

## Cromer Road North



### 2017 DS AM peak hour

AM	A	B	C	D	E	Total
A	0	0	606	2	91	699
B	453	0	123	0	0	576
C	805	0	0	0	189	994
D	2	0	0	0	0	2
E	0	0	0	0	0	0
Total	1260	0	729	2	280	

### 2017 DS PM peak hour

PM	A	B	C	D	E	Total
A	0	0	834	2	183	1019
B	346	0	146	0	0	492
C	602	0	0	0	106	708
D	2	0	0	0	0	2
E	0	0	0	0	0	0
Total	950	0	980	2	289	

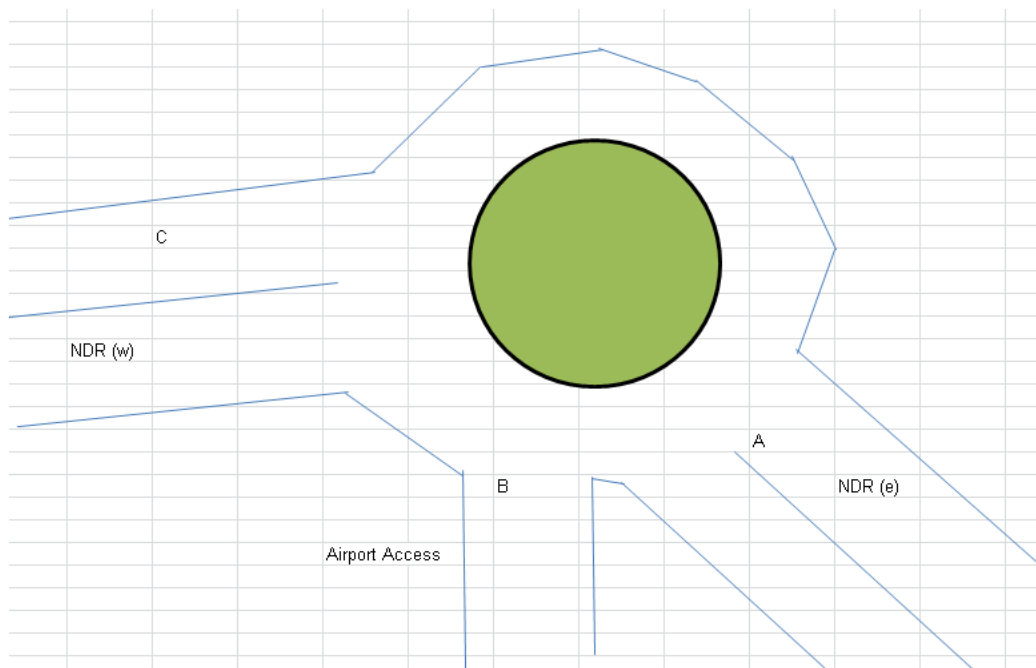
### 2032 DS AM peak hour

AM	A	B	C	D	E	Total
A	0	0	611	557	108	1276
B	413	0	130	142	0	685
C	758	0	0	16	294	1068
D	109	0	3	0	60	171
E	0	0	0	0	0	0
Total	1280	0	744	715	462	

### 2032 DS PM peak hour

PM	A	B	C	D	E	Total
A	0	0	926	103	243	1272
B	373	0	144	19	0	536
C	602	0	0	3	163	767
D	411	0	13	0	170	594
E	0	0	0	0	0	0
Total	1386	0	1083	124	577	

## Airport



### 2017 DS AM peak hour

AM	A	B	C	Totals
A	0		939	939
B		0		0
C	1128		0	1128
Total	1128	0	939	

### 2017 DS PM peak hour

PM	A	B	C	Totals
A	0		994	994
B		0		0
C	963			963
Total	963	0	994	

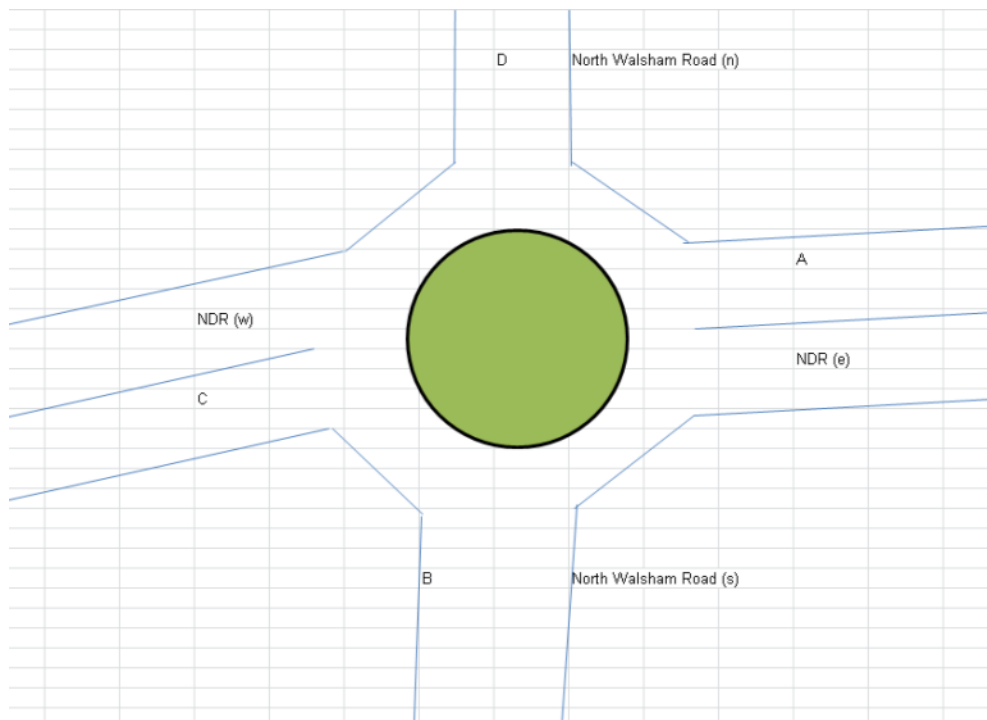
### 2032 DS AM peak hour

AM	A	B	C
A	0		1561
B		0	
C	1688		
Total	1688	0	1561

### 2032 DS PM peak hour

PM	A	B	C
A	0		1387
B		0	
C	1595		
Total	1595	0	1387

## North Walsham Road



### 2017 DS AM peak hour

AM	A	B	C	D	Total
A	0	65	761	388	1214
B	117	0	146	156	418
C	958	109	0	61	1129
D	621	324	30	0	976
Totals	1696	498	937	605	

### 2017 DS PM peak hour

PM	A	B	C	D	Total
A	0	100	792	594	1486
B	75	0	106	362	544
C	858	101	0	3	963
D	411	140	96	0	647
Totals	1344	342	994	959	

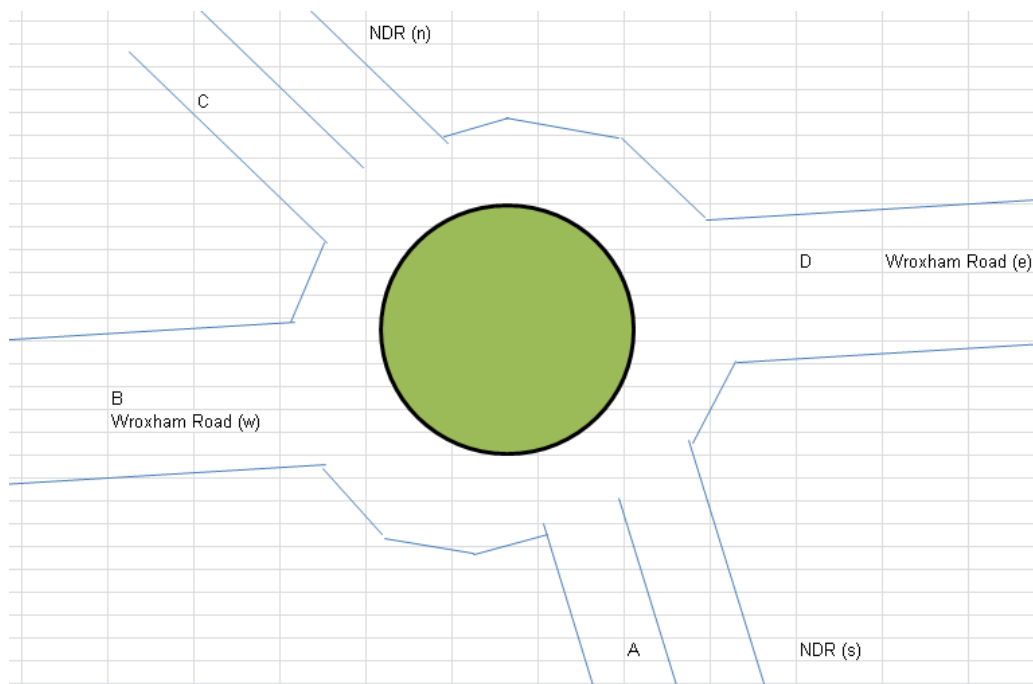
### 2032 DS AM peak hour

AM	A	B	C	D	Total
A	0	107	1163	438	1708
B	150	0	280	163	593
C	1392	196	0	100	1688
D	582	214	116	0	912
Totals	2123	517	1559	701	

### 2032 DS PM peak hour

PM	A	B	C	D	Total
A	0	168	1094	613	1874
B	119	0	169	317	605
C	1331	201	0	63	1595
D	486	120	123	0	728
Totals	1935	488	1385	993	

## Wroxham Road



### 2017 DS AM peak hour

AM	A	B	C	D	Total
A	0	141	1022	287	1450
B	123	0	15	246	385
C	1459	14	0	222	1696
D	491	336	174	0	1002
Totals	2074	492	1211	756	

### 2017 DS PM peak hour

PM	A	B	C	D	Total
A	0	128	1254	418	1799
B	135	0	16	320	471
C	1057	36	0	252	1346
D	399	231	216	0	846
Totals	1591	394	1485	990	

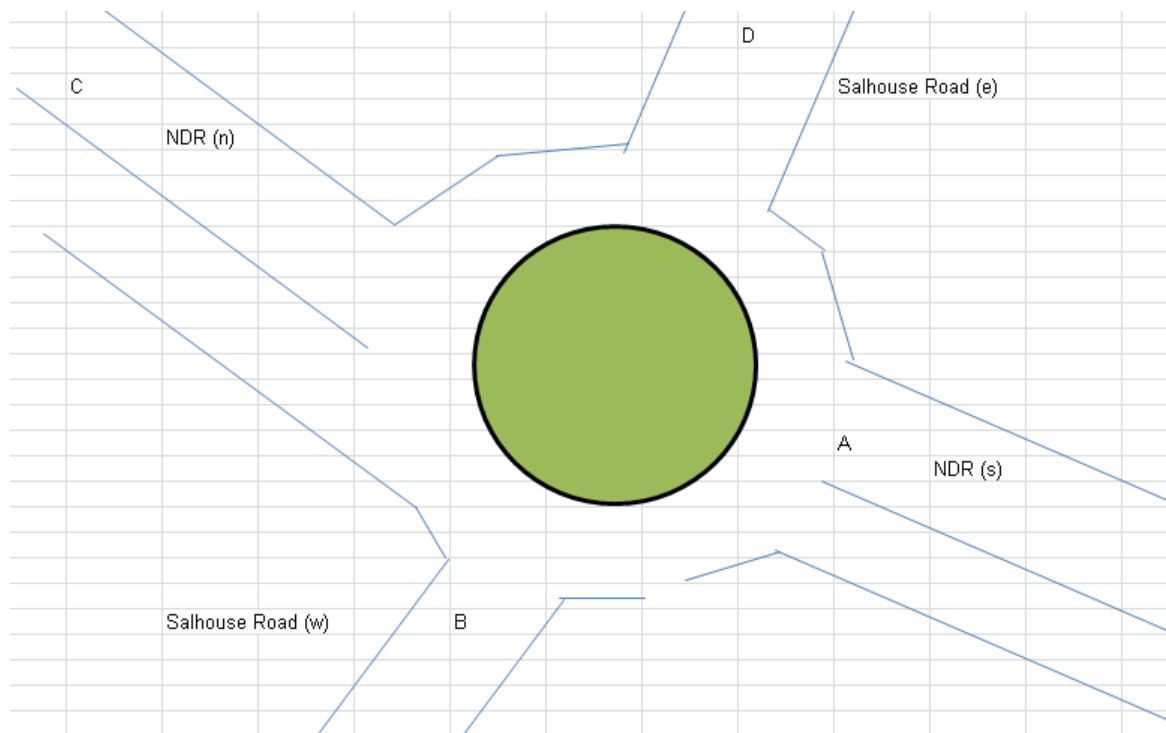
### 2032 DS AM peak hour

AM	A	B	C	D	Total
A	0	132	1469	345	1946
B	154	0	25	356	535
C	1760	6	0	348	2114
D	506	417	206	0	1128
Totals	2420	555	1700	1048	

### 2032 DS PM peak hour

PM	A	B	C	D	Total
A	0	198	1480	390	2068
B	150	0	31	379	560
C	1545	86	0	302	1932
D	444	339	358	0	1142
Totals	2140	623	1869	1070	

## Salhouse Road



### 2017 DS AM peak hour

AM	A	B	C	D	Total
A	0	238	1104	130	1472
B	178	0	190	124	492
C	1805	210	0	47	2062
D	225	207	157	0	589
Totals	2209	655	1451	300	

### 2017 DS PM peak hour

PM	A	B	C	D	Total
A	0	216	1536	189	1940
B	195	0	212	179	587
C	1331	178	0	83	1592
D	152	139	49	0	341
Totals	1679	533	1797	451	

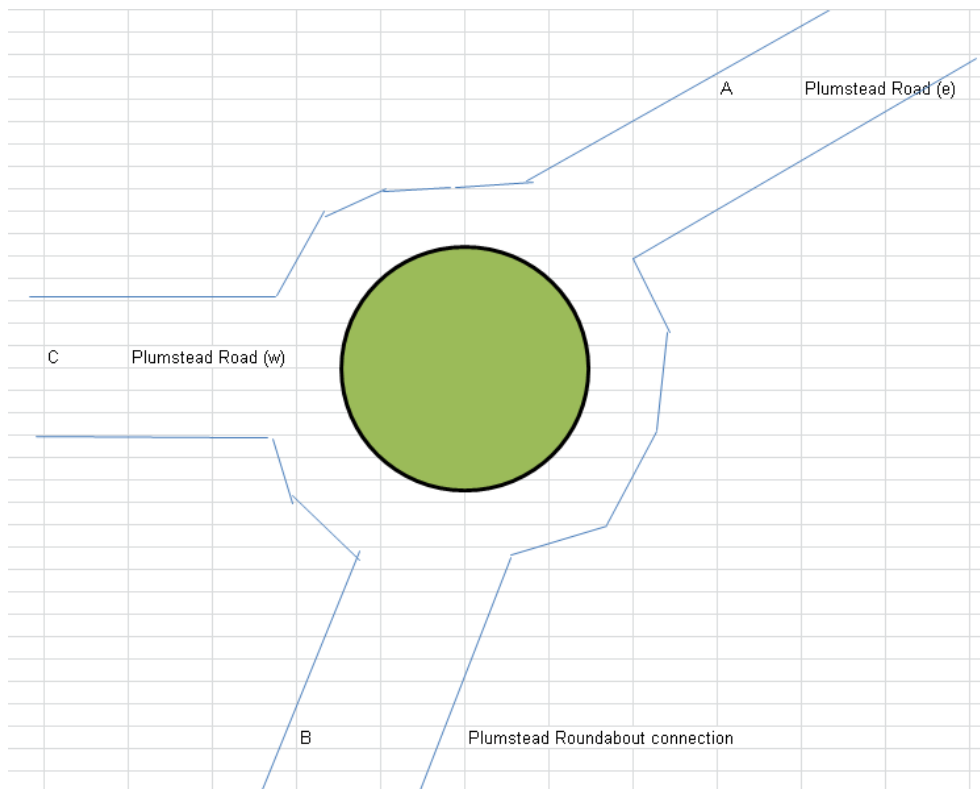
### 2032 DS AM peak hour

AM	A	B	C	D	Total
A	0	274	1405	286	1965
B	76	0	414	223	713
C	2067	270	0	54	2391
D	440	258	128	0	825
Totals	2583	802	1946	563	

### 2032 DS PM peak hour

PM	A	B	C	D	Total
A	0	237	1368	363	1968
B	23	0	369	247	638
C	1386	365	0	387	2138
D	313	281	360	0	954
Totals	1721	884	2097	997	

## Plumstead Road North



### 2017 DS AM peak hour

AM	A	B	C	Total
A	0	192	80	272
B	121	0	243	364
C	58	230	0	288
Total	179	422	323	

### 2017 DS PM peak hour

PM	A	B	C	Total
A	0	136	74	209
B	155	0	356	511
C	94	171	0	265
Total	249	307	429	

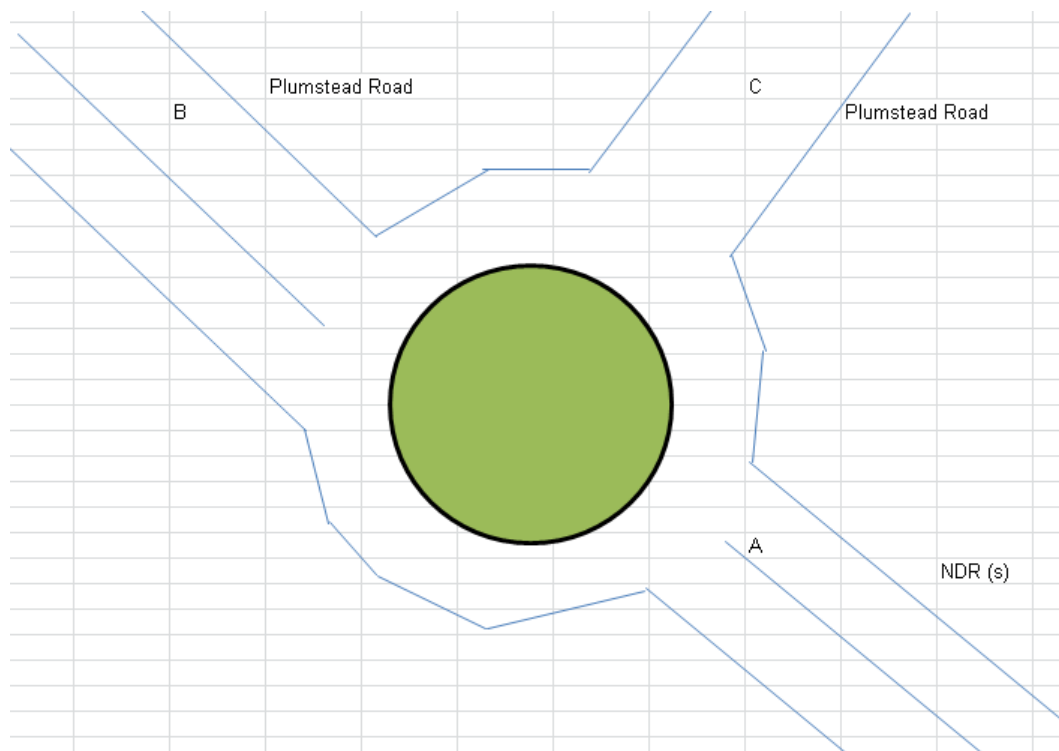
### 2032 DS AM peak hour

AM	A	B	C	Total
A	0	244	228	472
B	90	0	171	260
C	79	100	0	179
Total	169	344	399	

### 2032 DS PM peak hour

PM	A	B	C	Total
A	0	99	144	243
B	178	0	370	548
C	131	65	0	196
Total	309	164	514	

## Plumstead Road South



### 2017 DS AM peak hour

AM	A	B	C	Total
A	0	1190	114	1304
B	1957	0	250	2207
C	146	280	0	426
Total	2103	1470	364	

### 2017 DS PM peak hour

PM	A	B	C	Total
A	0	1708	249	1956
B	1411	0	261	1671
C	81	229	0	311
Total	1492	1937	509	

### 2032 DS AM peak hour

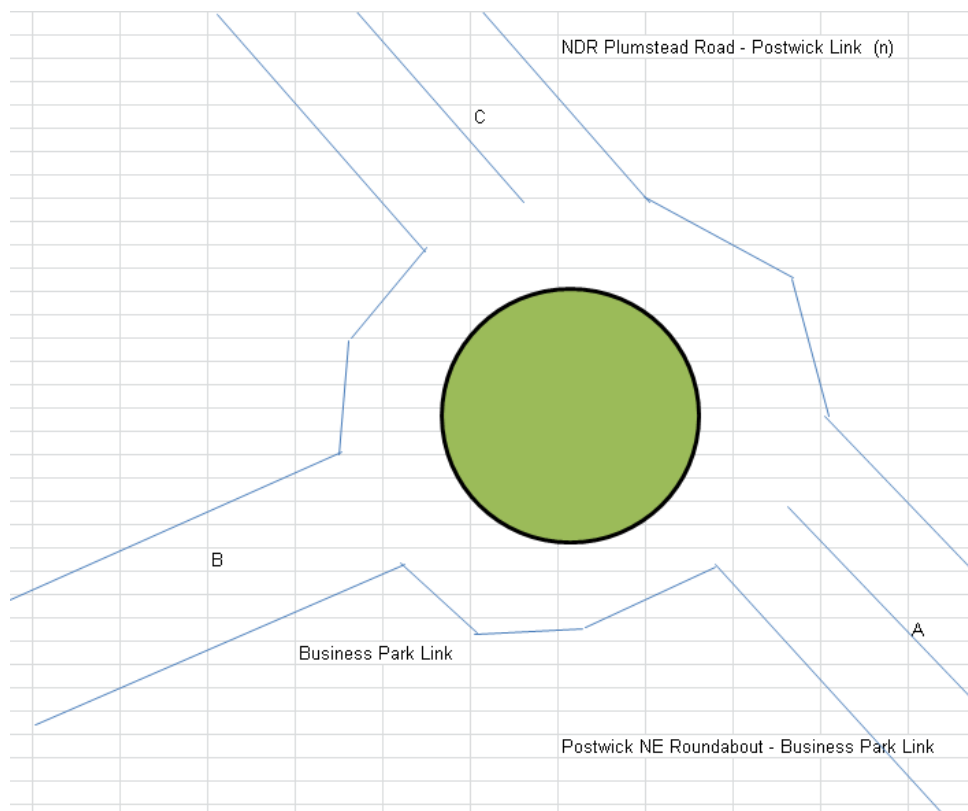
AM	A	B	C	Total
A	0	1748	107	1855
B	2399	0	152	2552
C	130	218	0	348
Total	2529	1966	260	

### 2032 DS PM peak hour

PM	A	B	C	Total
A	0	1873	394	2267
B	1563	0	148	1711
C	76	92	0	168
Total	1638	1965	542	



## Business Park



### 2017 DS AM peak hour

AM	A	B	C	Total
A	0	0	1173	1173
B	30	0	124	155
C	0	414	0	414
Total	30	414	1297	

### 2017 DS PM peak hour

PM	A	B	C	Total
A	0	0	1537	1537
B	74	0	412	486
C	0	127	0	127
Total	74	127	1949	

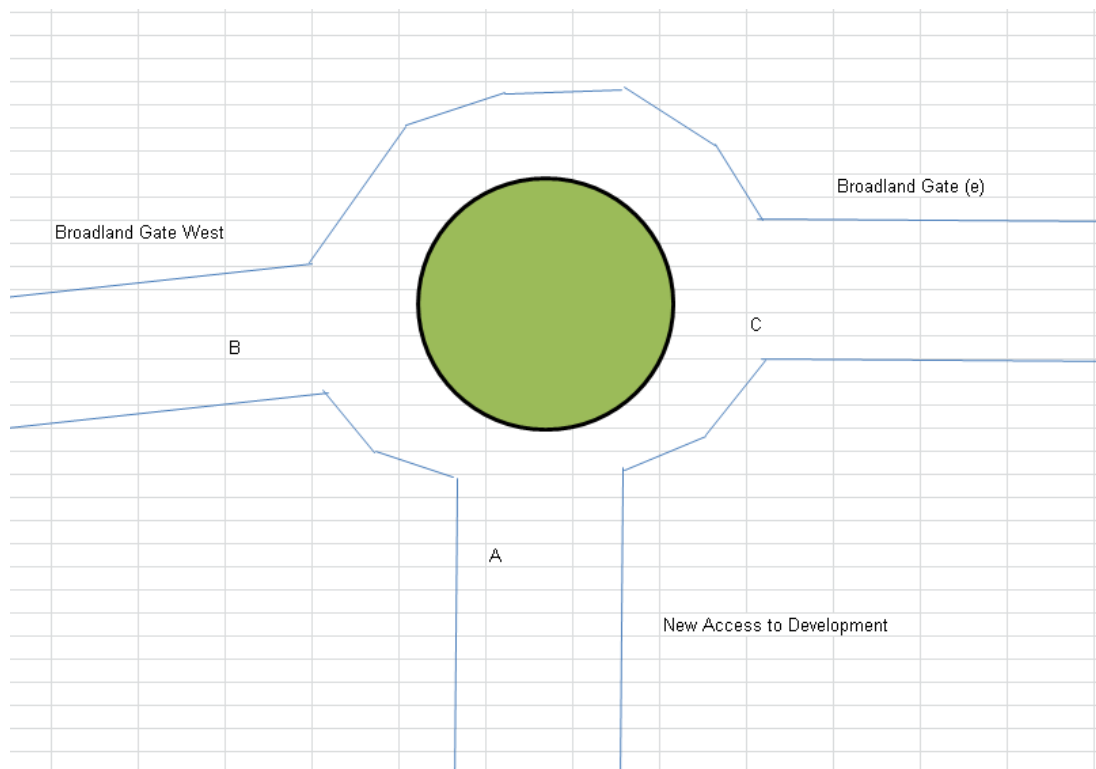
### 2032 DS AM peak hour

AM	A	B	C	Total
A	0	0	1619	1619
B	39	0	223	262
C	0	662	0	662
Total	39	662	1842	

### 2032 DS PM peak hour

PM	A	B	C	Total
A	0	0	1785	1785
B	88	0	477	565
C	0	613	0	613
Total	88	613	2262	

## Broadland Gate



### 2017 DS AM peak hour

AM	A	B	C	Total
A	0	0	5	5
B	1	0	149	151
C	0	1263	0	1263
Total	1	1264	155	

### 2017 DS PM peak hour

PM	A	B	C	Total
A	0	0	18	18
B	1	0	468	469
C	0	204	0	204
Total	1	204	486	

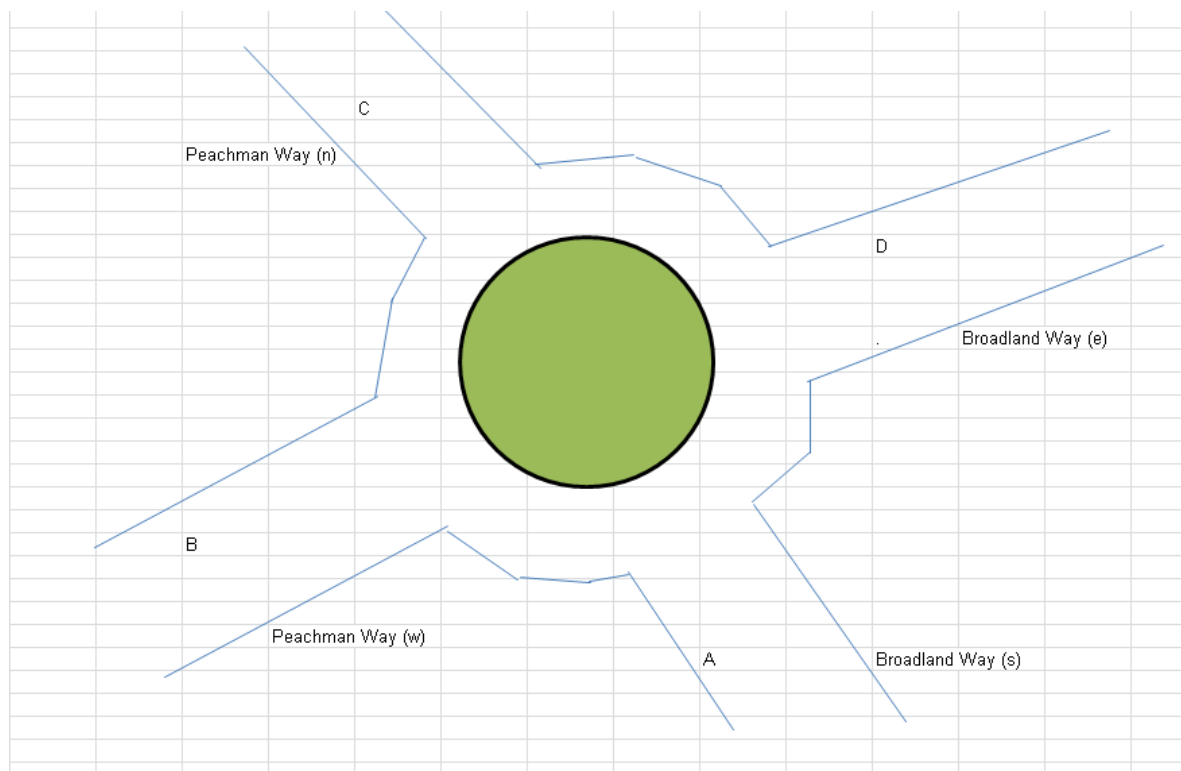
### 2032 DS AM peak hour

AM	A	B	C	Total
A	0	7	69	76
B	45	0	196	241
C	0	1377	0	1377
Total	45	1384	265	

### 2032 DS PM peak hour

PM	A	B	C	Total
A	0	70	171	241
B	23	0	399	422
C	0	809	0	809
Total	23	879	570	

## Peachman Way



### 2017 DM AM peak hour

AM	A	B	C	D	Totals
A	0	431	120	52	602
B	564	0	0	12	576
C	10	0	0	0	11
D	15	0	4	0	20
Totals	590	431	123	64	

### 2017 DM PM peak hour

PM	A	B	C	D	Totals
A	0	341	0	15	356
B	638	0	0	6	644
C	8	0	0	0	8
D	51	9	0	0	60
Totals	697	350	0	21	

### 2017 DS AM peak hour

AM	A	B	C	D	Total
A	0	173	1	93	267
B	162	0	0	58	220
C	0	0	0	0	0
D	941	321	2	0	1264
Totals	1103	494	2	151	

### 2017 DS PM peak

PM	A	B	C	D	Total
A	0	75	0	299	374
B	443	0	0	169	611
C	0	0	0	0	0
D	109	96	0	0	205
Totals	551	172	0	467	

### 2032 DM AM peak hour

AM	A	B	C	D	Totals
A	0	622	2	390	1013
B	651	0	0	120	771
C	327	0	0	78	404
D	134	42	0	0	177
Totals	1112	664	2	587	

### 2032 DM PM peak hour

PM	A	B	C	D	Totals
A	0	633	0	91	725
B	827	0	11	104	942
C	0	0	0	0	0
D	264	290	0	0	555
Totals	1091	924	11	195	

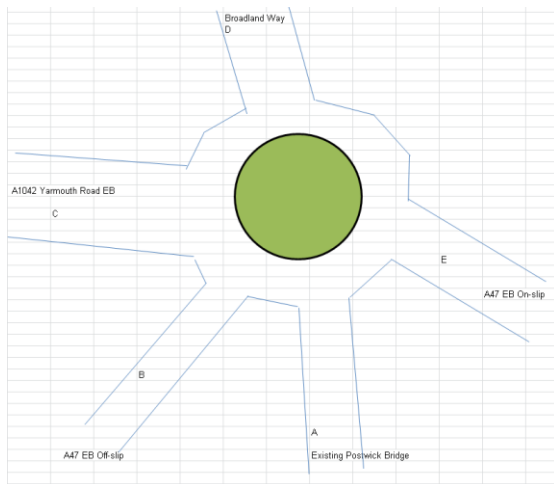
### 2032 DS AM peak hour

AM	A	B	C	D	Total
A	0	132	6	126	265
B	390	0	0	116	505
C	0	0	0	0	0
D	1023	349	16	0	1388
Totals	1413	481	22	241	

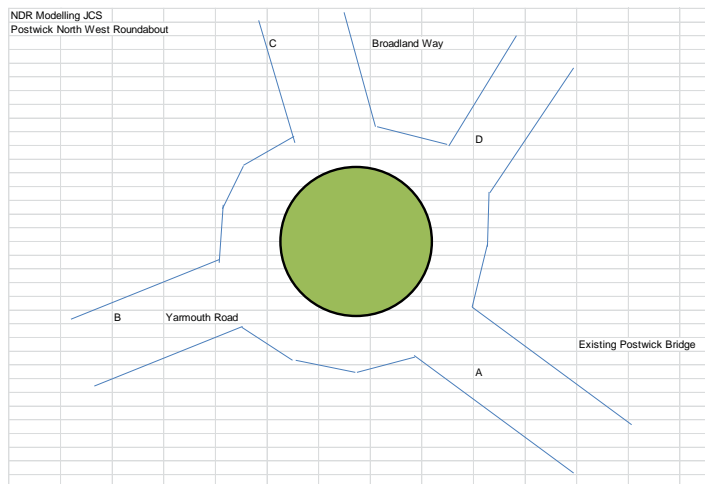
### 2032 DS PM peak hour

PM	A	B	C	D	Total
A	0	67	3	274	345
B	485	0	0	145	630
C	0	0	0	0	0
D	667	209	9	0	885
Totals	1152	277	13	419	

## Postwick NW Do Minimum



## Postwick NW Do Something



### 2017 DM AM peak hour

AM	A	B	C	D	E	Total
A	0	0	664	115	24	804
B	32	0	0	391	0	423
C	469	0	0	99	372	940
D	434	0	121	0	0	555
E	0	0	0	0	0	0
Total	936	0	785	605	396	

### 2017 DM PM peak

PM	A	B	C	D	E	Total
A	0	0	427	78	152	658
B	50	0	0	259	0	309
C	879	0	0	29	661	1569
D	454	0	153	0	0	607
E	0	0	0	0	0	0
Total	1383	0	580	367	813	

### 2017 DS AM peak hour

AM	A	B	C	D	Total
A	0	734	75	3	812
B	605	0	192	30	826
C	114	988	0	0	1102
D	6	9	0	0	15
Totals	725	1731	267	33	

### 2017 DS PM peak hour

PM	A	B	C	D	Total
A	0	716	41	5	762
B	1241	0	333	10	1584
C	249	300	0	0	549
D	17	27	0	0	44
Totals	1507	1043	374	15	

### 2032 DM AM peak hour

AM	A	B	C	D	E	Total
A	0	0	347	102	10	460
B	31	0	0	686	0	718
C	537	0	0	220	422	1179
D	885	0	158	0	0	1043
E	0	0	0	0	0	0
Total	1454	0	505	1009	432	

### 2032 DM PM peak hour

PM	A	B	C	D	E	Total
A	0	0	290	98	152	539
B	45	0	0	616	0	661
C	823	0	0	36	407	1265
D	804	0	125	0	1	930
E	0	0	0	0	0	0
Total	1672	0	415	750	560	

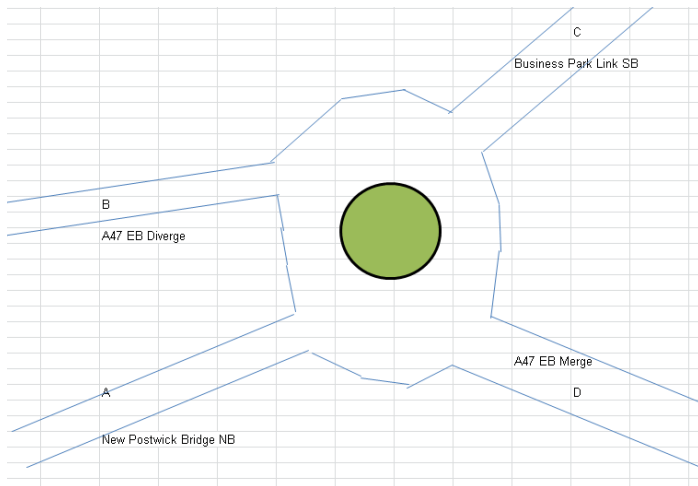
### 2032 DS AM peak hour

AM	A	B	C	D	Total
A	0	633	74	6	713
B	660	0	191	195	1046
C	330	1079	0	0	1408
D	48	62	0	0	110
Totals	1038	1773	266	201	

### 2032 DS PM peak

PM	A	B	C	D	Total
A	5	532	30	8	575
B	1385	0	314	66	1765
C	837	310	0	0	1148
D	147	196	0	0	344
Totals	2375	1039	344	74	

## Postwick NE 2017



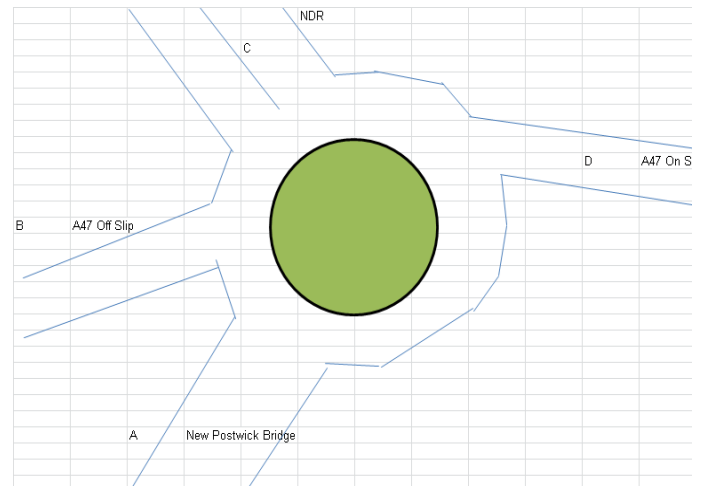
### 2017 DS AM peak hour

AM	A	B	C	D	Total
A	0	0	401	231	633
B	140	0	0	0	140
C	1072	0	0	646	1718
D	0	0	0	0	0
Totals	1212	0	401	877	

### 2017 DS PM peak hour

PM	A	B	C	D	Total
A	2	0	416	584	1002
B	334	0	0	0	334
C	804	0	0	631	1435
D	0	0	0	0	0
Totals	1140	0	416	1214	

## Postwick NE 2032



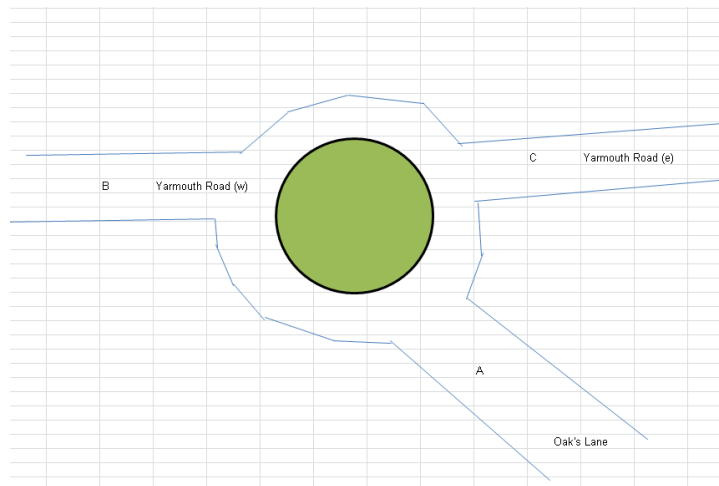
### 2032 DS AM peak hour

AM	A	B	C	D	Total
A	2	0	468	203	672
B	72	0	437	0	509
C	1196	0	0	712	1908
D	0	0	0	0	0
Totals	1271	0	904	915	

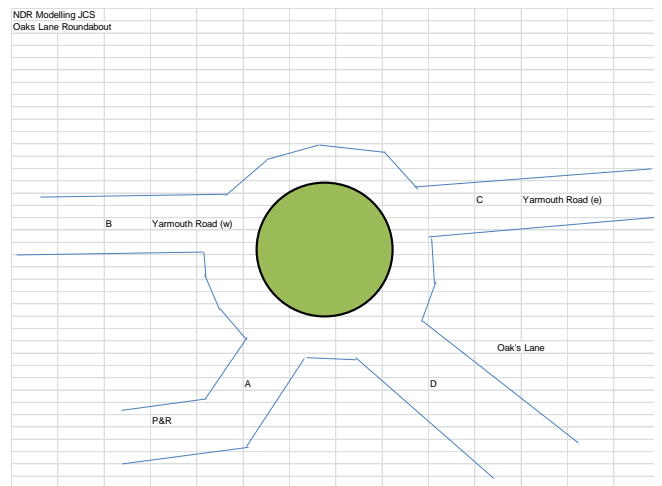
### 2032 DS PM peak hour

PM	A	B	C	D	Total
A	2	0	260	641	903
B	190	0	59	0	249
C	457	0	0	615	1072
D	0	0	0	0	0
Totals	649	0	319	1256	

## Oak's Lane Do Minimum



## Oak's Lane Do Something



### 2017 DM AM peak hour

AM	A	B	C	Total
A	0	117	1	118
B	66	0	0	66
C	41	878	0	919
Total	107	995	1	

### 2017 DM PM peak hour

PM	A	B	C	Total
A	0	110	3	113
B	104	0	0	104
C	28	460	0	488
Total	132	570	3	

### 2017 DS AM peak hour

AM	A	B	C	D	Total
A	0	1	0	0	1
B	15	0	0	74	89
C	121	1057	0	37	1215
D	6	114	0	0	120
Totals	143	1171	0	110	

### 2017 DS PM peak hour

PM	A	B	C	D	Total
A	0	148	0	8	155
B	1	0	0	106	107
C	0	806	0	24	831
D	0	115	0	0	115
Totals	1	1069	0	138	

### 2032 DM AM peak hour

AM	A	B	C	Total
A	0	106	1	107
B	59	0	0	59
C	43	523	0	566
Total	102	629	1	

### 2032 DM PM peak hour

PM	A	B	C	Total
A	0	102	3	105
B	90	0	0	90
C	32	352	0	384
Total	121	454	3	

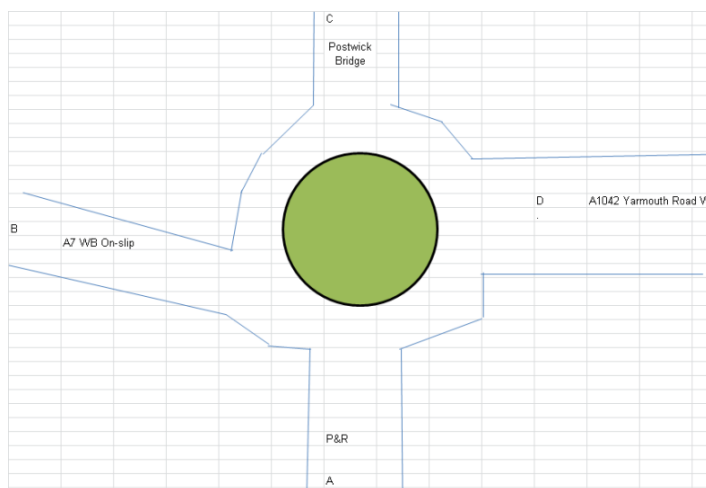
### 2032 DS AM peak hour

AM	A	B	C	D	Total
A	0	1	0	0	1
B	87	0	0	70	156
C	127	1095	0	36	1257
D	4	107	0	0	111
Totals	218	1202	0	106	

### 2032 DS PM peak hour

PM	A	B	C	D	Total
A	0	212	18	6	237
B	1	0	0	101	102
C	0	549	0	26	575
D	0	106	3	0	109
Totals	1	867	21	134	

## Park & Ride Do Minimum



### 2017 DM AM peak hour

AM	A	B	C	D	Totals
A	0	0	0	0	1
B	0	0	0	0	0
C	19	850	0	66	936
D	115	55	812	0	982
Totals	134	906	812	66	

### 2017 DM PM peak hour

PM	A	B	C	D	Totals
A	0	0	148	7	155
B	0	0	0	0	0
C	1	1252	0	98	1351
D	0	37	526	0	563
Totals	1	1289	674	105	

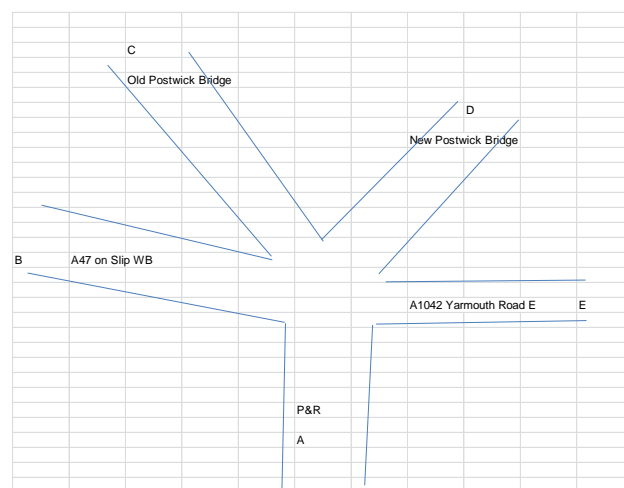
### 2017 DS AM peak hour

AM	A	B	C	D	E	Total
A	0	16	0	0	0	16
B	0	0	0	0	0	0
C	0	453	0	211	26	691
D	16	1035	109	0	63	1223
E	0	39	714	419	0	1171
Total	16	1543	823	630	89	

### 2017 DS PM peak hour

PM	A	B	C	D	E	Total
A	0	10	0	0	0	10
B	0	0	0	0	0	0
C	0	1011	0	452	31	1494
D	10	753	300	0	76	1139
E	0	32	470	567	0	1069
Total	10	1806	770	1019	108	

## Park & Ride Do Something



### 2032 DM AM peak hour

AM	A	B	C	D	Totals
A	0	0	0	0	1
B	0	0	0	0	0
C	98	1290	0	61	1449
D	76	46	498	0	619
Totals	174	1336	498	61	

### 2032 DM PM peak hour

PM	A	B	C	D	Totals
A	0	1	166	5	173
B	0	0	0	0	0
C	1	1530	0	87	1618
D	0	33	412	0	445
Totals	1	1565	579	92	

### 2032 DS AM peak hour

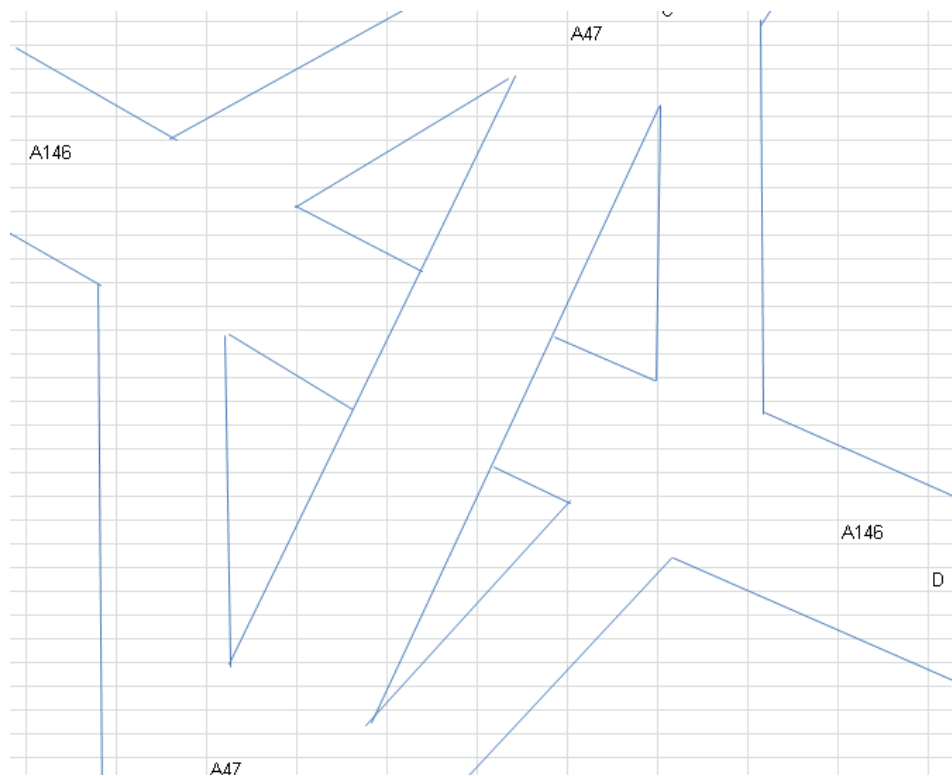
AM	A	B	C	D	E	Total
A	0	16	0	0	0	16
B	0	0	0	0	0	0
C	0	772	0	183	38	993
D	16	1108	44	0	119	1287
E	0	36	679	488	0	1202
Total	16	1932	723	671	156	

### 2032 DS PM peak hour

PM	A	B	C	D	E	Total
A	0	10	0	0	0	10
B	0	0	0	0	0	0
C	0	1801	0	503	28	2332
D	10	388	184	0	74	606
E	0	43	443	421	0	907
Total	10	2192	627	924	102	



## A47/A146 Trowse



**2017 DM AM peak hour**

AM	A	B	C	D	Total
A	0	497	1760	488	2746
B	416	0	589	577	1581
C	1677	625	0	208	2510
D	602	1138	279	0	2019
Totals	2695	2261	2628	1272	

**2017 DM PM peak hour**

PM	A	B	C	D	Total
A	0	362	1678	528	2568
B	513	0	688	1092	2292
C	1751	588	0	296	2635
D	428	758	191	0	1377
Totals	2692	1708	2557	1915	

**2017 DS AM peak hour**

AM	A	B	C	D	Total
A	0	522	1745	431	2698
B	405	0	658	524	1586
C	1721	747	0	260	2728
D	586	1115	324	0	2025
Totals	2712	2384	2726	1215	

**2017 DS PM peak hour**

PM	A	B	C	D	Total
A	0	396	1610	495	2502
B	472	0	892	1052	2416
C	1796	686	0	341	2823
D	378	744	222	0	1344
Totals	2647	1826	2724	1889	

**2032 DM AM peak hour**

AM	A	B	C	D	Total
A	0	494	2143	480	3117
B	511	0	673	563	1747
C	2285	750	1	234	3271
D	677	1139	488	0	2304
Totals	3474	2384	3305	1276	

**2032 DM PM peak hour**

PM	A	B	C	D	Total
A	0	534	2170	542	3246
B	612	0	803	1018	2433
C	2083	728	0	392	3204
D	480	750	234	0	1463
Totals	3175	2012	3207	1952	

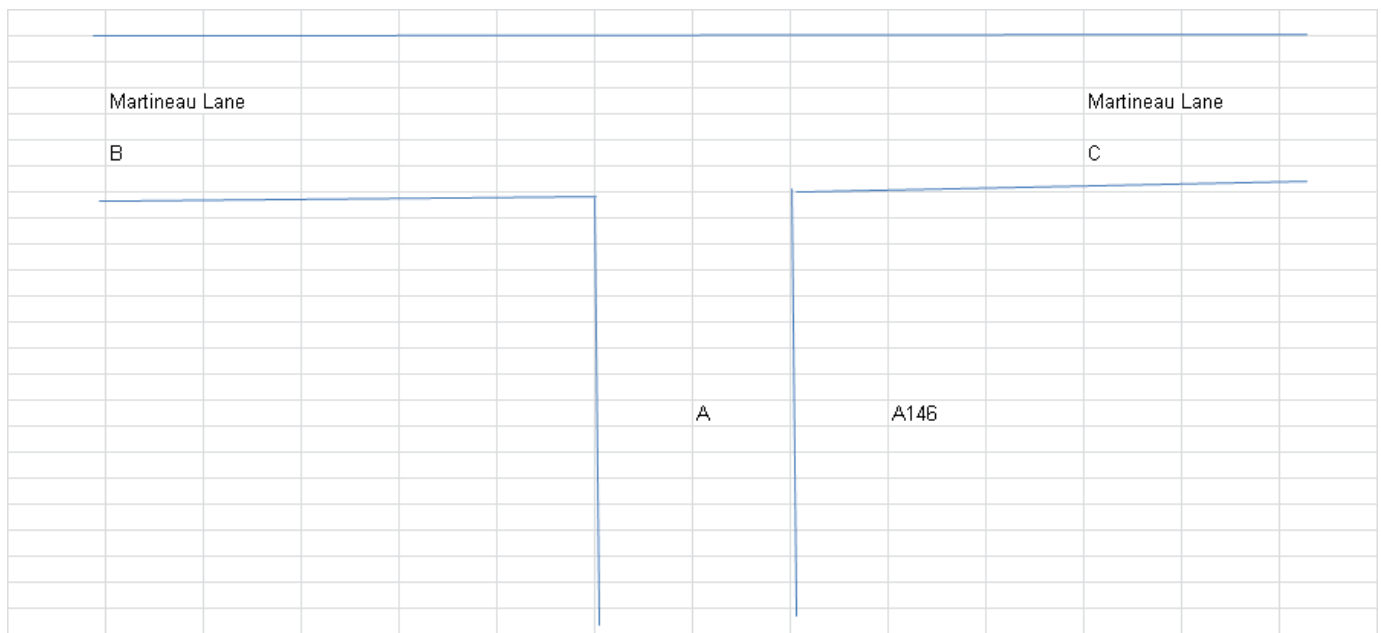
**2032 DS AM peak hour**

AM	A	B	C	D	Total
A	0	566	2005	452	3022
B	496	0	787	514	1796
C	2154	780	0	263	3197
D	673	1080	513	0	2266
Totals	3322	2426	3304	1229	

**2032 DS PM peak hour**

PM	A	B	C	D	Total
A	0	531	2077	569	3178
B	521	0	1019	911	2451
C	2233	896	0	478	3607
D	416	702	261	0	1378
Totals	3169	2129	3357	1959	

## A146/ Martineau Lane



### 2017 DM AM peak hour

AM	A	B	C	Total
A	0	771	1517	2288
B	638	0	194	833
C	960	114	0	1074
Total	1598	885	1712	

### 2017 DM PM peak hour

PM	A	B	C	Total
A	0	712	1011	1723
B	993	0	197	1190
C	1332	118	0	1450
Total	2326	830	1207	

### 2017 DS AM peak hour

AM	A	B	C	Total
A	0	841	1568	2409
B	659	0	206	865
C	950	121	0	1070
Total	1609	961	1774	

### 2017 DS PM peak hour

PM	A	B	C	Total
A	0	733	1110	1843
B	1076	0	210	1285
C	1367	125	0	1492
Total	2443	858	1319	

### 2032 DM AM peak hour

AM	A	B	C	Total
A	0	814	1617	2431
B	669	0	146	816
C	1127	70	0	1197
Total	1796	884	1764	

### 2032 DM PM peak hour

PM	A	B	C	Total
A	0	792	1245	2037
B	1106	0	147	1253
C	1363	91	0	1454
Total	2469	883	1392	

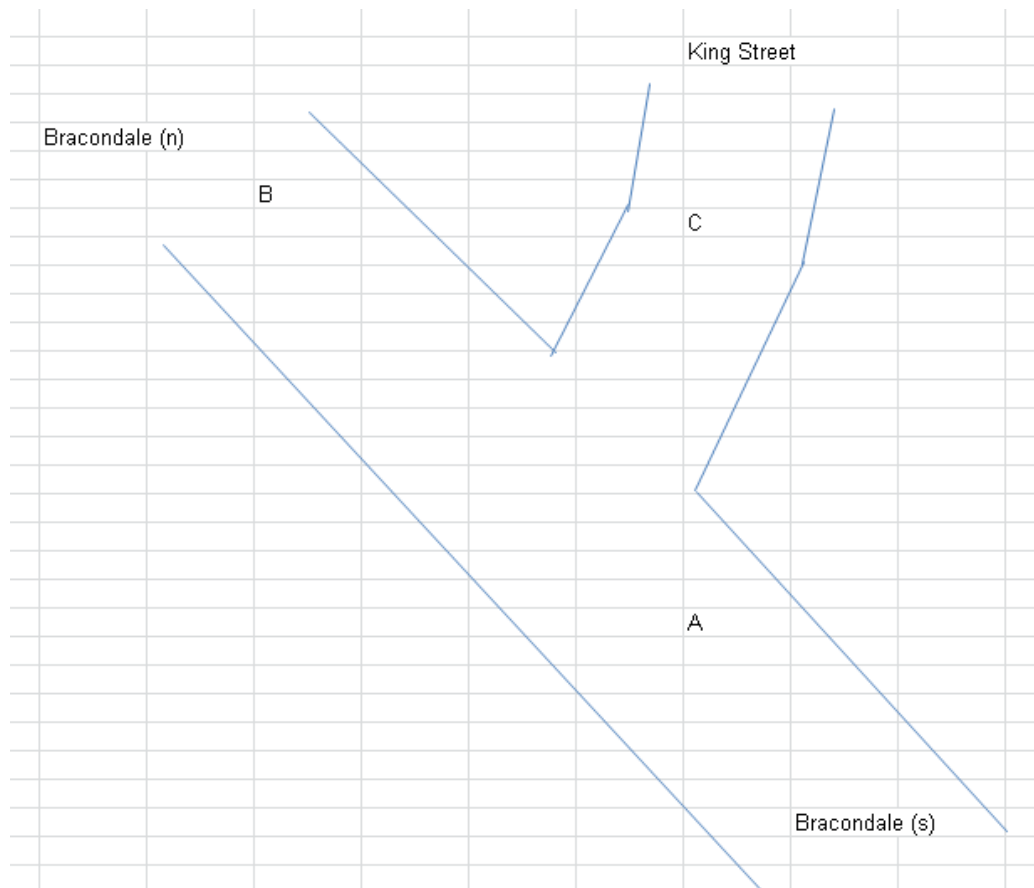
### 2032 DS AM peak hour

AM	A	B	C	Total
A	0	818	1638	2455
B	675	0	186	861
C	1167	68	0	1235
Total	1842	885	1824	

### 2032 DS PM peak hour

PM	A	B	C	Total
A	0	872	1268	2141
B	1119	0	196	1315
C	1359	114	0	1473
Total	2478	987	1464	

## Bracondale/King Street



### 2017 DM AM peak hour

AM	A	B	C	Total
A	0	522	830	1352
B	420	0	318	738
C	993	367	0	1360
Total	1413	889	1148	

### 2017 DM PM peak hour

PM	A	B	C	Total
A	0	599	828	1427
B	330	0	391	722
C	974	263	0	1237
Total	1304	862	1220	

### 2017 DS AM peak hour

AM	A	B	C	Total
A	0	551	812	1362
B	422	0	252	674
C	986	369	0	1355
Total	1408	920	1063	

### 2017 DS PM peak hour

PM	A	B	C	Total
A	0	627	810	1437
B	329	0	307	636
C	921	265	0	1186
Total	1251	892	1117	

### 2032 DM AM peak hour

AM	A	B	C	Total
A	0	555	843	1398
B	407	0	326	733
C	1014	378	0	1392
Total	1421	933	1169	

### 2032 DM PM peak hour

PM	A	B	C	Total
A	0	648	837	1485
B	351	0	426	777
C	958	270	0	1228
Total	1310	917	1263	

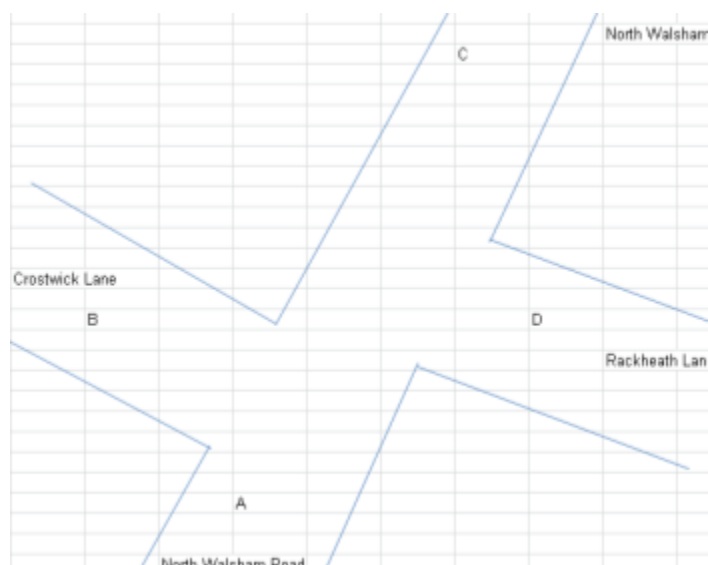
### 2032 DS AM peak hour

AM	A	B	C	Total
A	0	564	815	1379
B	425	0	324	749
C	953	377	0	1330
Total	1378	941	1139	

### 2032 DS PM peak hour

PM	A	B	C	Total
A	0	628	825	1453
B	362	0	433	795
C	883	270	0	1154
Total	1246	898	1258	

**Croswick Junction: B1150/Rackheath Lane**  
**Do Minimum**



**2017 DM AM peak hour**

AM	A	B	C	D	Total
A	0	85	288	5	378
B	27	0	3	113	143
C	744	2	0	95	841
D	5	111	35	0	152
Total	777	198	326	213	

**2017 DM PM peak hour**

PM	A	B	C	D	Total
A	0	100	569	8	676
B	59	0	1	115	176
C	293	2	0	72	368
D	4	97	46	0	147
Total	357	199	616	196	

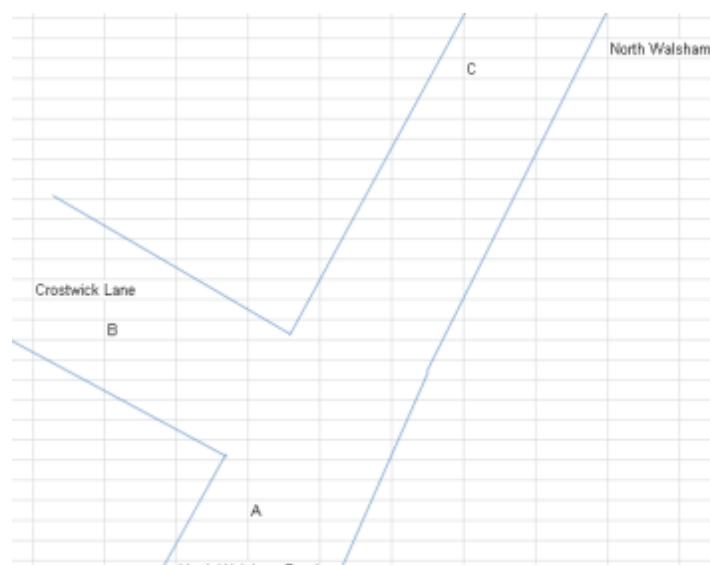
**2017 DS AM peak hour**

AM	A	B	C	Total
A	0	124	486	609
B	126	0	0	126
C	875	0	0	875
Total	1001	124	486	

**2017 DS PM peak hour**

PM	A	B	C	Total
A	0	187	770	958
B	93	0	0	93
C	554	3	0	556
Total	647	190	770	

**Croswick Junction: B1150/Rackheath Lane**  
**Do Something**



**2032 DM AM peak hour**

AM	A	B	C	D	Total
A	0	13	374	4	391
B	19	0	2	99	121
C	753	2	0	57	813
D	5	156	25	0	186
Total	777	172	401	161	

**2032 DM PM peak hour**

PM	A	B	C	D	Total
A	0	112	588	9	709
B	104	0	2	108	214
C	377	4	0	57	439
D	5	106	83	0	194
Total	486	222	673	174	

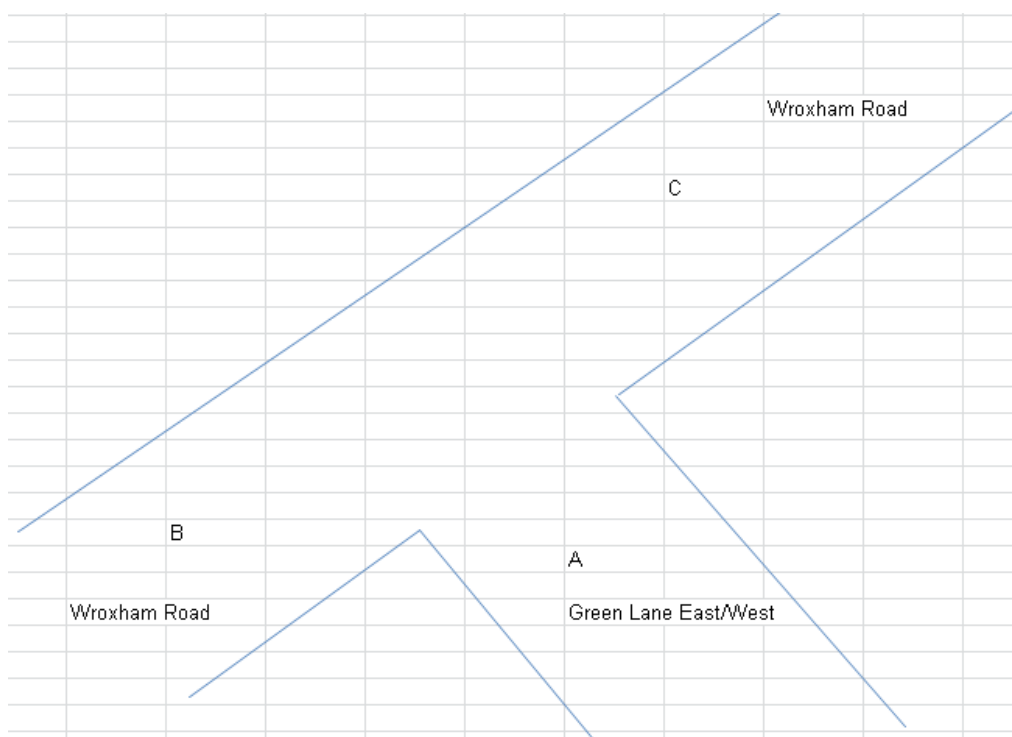
**2032 DS AM peak hour**

AM	A	B	C	Total
A	0	115	589	704
B	123	0	0	123
C	795	2	0	797
Total	919	117	589	

**2032 DS PM peak hour**

PM	A	B	C	Total
A	0	164	836	1000
B	107	0	0	107
C	621	3	0	625
Total	728	167	836	

## Rackheath Junction: A1151 Wroxham Rd/Green Lane West



### 2017 DM AM peak hour

AM	A	B	C	Total
A	0	101	124	225
B	96	0	370	466
C	262	519	0	781
Total	358	620	494	

### 2017 DM PM peak hour

PM	A	B	C	Total
A	0	97	136	234
B	93	0	528	620
C	184	422	0	605
Total	276	519	664	

### 2017 DS AM peak hour

AM	A	B	C	Total
A	0	95	7	102
B	127	0	631	757
C	16	909	0	925
Total	142	1004	638	

### 2017 DS PM peak hour

PM	A	B	C	Total
A	0	125	15	140
B	85	0	907	992
C	10	721	0	731
Total	95	846	922	

### 2032 DM AM peak hour

AM	A	B	C	Total
A	0	307	150	457
B	254	0	320	574
C	210	330	0	540
Total	464	637	469	

### 2032 DM PM peak hour

PM	A	B	C	Total
A	0	301	209	511
B	359	0	392	750
C	182	328	0	511
Total	541	629	601	

### 2032 DS AM peak hour

AM	A	B	C	Total
A	0	343	4	347
B	338	0	710	1048
C	7	787	0	794
Total	344	1130	715	

### 2032 DS PM peak hour

PM	A	B	C	Total
A	0	350	7	357
B	319	0	758	1077
C	4	792	0	796
Total	323	1142	766	