

# Great Yarmouth Third River Crossing

## Application for Development Consent Order

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### **Document 6.2: Environmental Statement Volume II: Technical Appendix 14A: Legislation, Policy and Guidance**

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#### **Planning Act 2008**

#### **The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (“APFP”)**

APFP regulation Number: 5(2)(a)

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# 1 Legislation, Policy and Guidance

1.1.1 Table 1.1 to 1.3 summarises the applicable legislation, policy and guidance to Chapter 14: People and Communities.

*Table 1.1: Summary of Legislation*

Legislation	Summary	Chapter Reference
<b>The Countryside and Rights of Way Act 2000 (Ref. 14.1)</b>	The Countryside and Rights of Way Act 2000 regulates Public Rights of Way and access to them. It requires local highway authorities to publish a 'rights of way improvement plan', which should be reviewed every 10 years. The Act also obliges the highway authority to recognise the needs of the mobility impaired when undertaking improvements.	We have considered the rights of way improvement plan. The assessment has also considered vulnerable users.  See Sections 14.4, 14.5 and 14.8.
<b>Highways Act 1980 (Ref. 14.2)</b>	The Act covers the following of relevance to the assessment of the effects of people and communities: <ul style="list-style-type: none"> <li>• The creation of highways.</li> <li>• Maintenance of publicly maintainable highways and maintenance of privately maintainable footpaths and bridleways.</li> <li>• Stopping up and diversion of footpaths and bridleways.</li> </ul> Protection of public rights and damage, obstruction to highways. For example, maintenance and erection of stiles and cutting or felling of foliage overhanging footpaths / bridleways.	The assessment considers the creation of highways as well as the stopping up and diversion of footpaths and bridleways as a consequence of the Scheme.  See Sections 14.4 and 14.8.

Table 1.2: Summary of Policy

Policy	Summary	Chapter Reference
<b>National Networks National Policy Statement (Ref. 14.4)</b>	<p>The Government’s vision and strategic objectives for national networks includes <i>“supporting a prosperous and competitive economy and improving overall quality of life”</i> and specifically:</p> <ul style="list-style-type: none"> <li>• Networks with the capacity and connectivity to support national, regional and local economic activity and facilitate growth whilst creating jobs; and</li> <li>• Networks which sustain cohesion and decreases severance of communities and effectively providing linkages to each other.</li> </ul>	<p>The assessment considers the generation of employment opportunities during construction and the potential effects of the Scheme on businesses during construction and operation.</p> <p>The assessment has considered community severance.</p> <p>See Sections 14.4 and 14.8.</p>
	<p>Paragraph 2.27 of the NPS NN states that <i>“in some cases....it will not be sufficient to simply expand capacity on the existing network. In those circumstances new road alignments and corresponding links, including alignments which cross a river or estuary, may be needed to support increased capacity and connectivity”</i>.</p>	<p>The assessment considers increased connectivity for vehicular and non-motorised users afforded by the Scheme.</p> <p>See Sections 14.4 and 14.8.</p>
	<p>Paragraph 3.3 requires that in delivering new schemes, <i>“reasonable opportunities to deliver environmental and social benefits as part of the schemes”</i> should be considered and that environmental and social impacts should be mitigated in line with the principles set out in the NPPF and the Government’s planning guidance.</p>	<p>The assessment has considered social benefits and social impacts including:</p> <ul style="list-style-type: none"> <li>• Changes to community</li> </ul>

Policy	Summary	Chapter Reference
		<p>severance and business severance;</p> <ul style="list-style-type: none"> <li>• Changes to Non-Motorised User (NMU) facilities;</li> <li>• Land acquired including community assets;</li> <li>• Changes to access to recreational activities.</li> </ul> <p>Where required, mitigation has been considered as appropriate.</p> <p>See Sections 14.4 and 14.8.</p>
<p><b>National Policy Statement for Ports (Ref. 14.5)</b></p>	<p>The NPS for Ports provides a framework for decisions on proposals for new port development to provide port</p>	<p>The assessment considers the potential effects on port businesses during</p>

Policy	Summary	Chapter Reference
	<p>capacity, as well as associated road and rail links for which consent is sought alongside the principal development.</p> <p>Paragraph 3.3.5 of the NPS for Ports states that the Government sees port development as an engine for economic growth that supports sustainable transport and supports sustainable development.</p>	<p>construction and operation.</p> <p>See Sections 14.4 and 14.8.</p>
<p><b>National Planning Policy Framework (Ref. 14.6)</b></p>	<p>Within the revised NPPF, there is an overarching presumption in favour of sustainable development, so that <i>“sustainable development is pursued in a positive way”</i>. The NPPF notes in paragraph 8 that there are three dimensions to sustainable development; economic, social and environmental. Planning's role is to contribute to building a strong, responsive and competitive economy and by identifying and coordinating development requirements, including the provision of infrastructure.</p> <p>Section 9 of the NPPF sets out how transport should be considered within the context of planning decisions and sustainable development.</p>	<p>The assessment considers both social and economic impacts of the Scheme.</p> <p>See Sections 14.4 and 14.8.</p>
	<p>The NPPF also encourages development that exploits opportunities for sustainable transport. Particularly by giving priority <i>“first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other</i></p>	<p>The assessment considers the changes to non-motorised user facilities, including the designated footway / cycleway across the proposed bridge.</p> <p>See Sections 14.4 and 14.8.</p>

Policy	Summary	Chapter Reference
	<p><i>public transport services, and appropriate facilities that encourage public transport use” (paragraph 110).</i></p>	
	<p>Paragraph 80 states “<i>Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development</i>”.</p>	<p>The assessment considers the generation of employment opportunities during construction and the potential effects of the Scheme on businesses during construction and operation. The assessment has taken into consideration the Economic Assessment Report (document reference: 7.6) which considers the potential effects of the Scheme on the economy.</p> <p>See Sections 14.4 and 14.8.</p>
	<p>Paragraph 81 states that planning policies should “<i>set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration</i>”.</p>	
<p><b>Great Yarmouth Local Plan: Core Strategy (2013-2030) (Ref. 14.7)</b></p>	<p>Policy CS3 Addressing the Borough’s Housing Need: To ensure that new residential development in the borough meets the housing needs of local people, the Council and its partners will seek to make provision for at least 7,140 new homes over the plan period (2013 – 2030). The Council also encourages the effective use of the existing housing stock.</p>	<p>We have made reference to this policy in considering the assessment of housing needs.</p> <p>See Sections 14.4 and 14.8.</p>
	<p>Policy CS6 Supporting the Local Economy: To ensure that the conditions are right for new and existing businesses to thrive and grow, there is a need to continue to</p>	<p>The assessment considers the potential effects on businesses during construction and operation.</p>



Policy	Summary	Chapter Reference
	strengthen the local economy and make it less seasonally dependent.	See Sections 14.4 and 14.8.
	<p>Policy CS15 Providing and Protecting Community Assets and Green Infrastructure: The Council will resist the loss of important community facilities and/or green assets unless appropriate alternative provision of equivalent or better-quality facilities is made in a location accessible to current and potential users or a detailed assessment clearly demonstrates there is no longer a need for the provision of the facility in the area. Ensure that all new developments contribute to the provision of recreational green space and incorporate improvements to the quality of, and access to, existing green infrastructure in accordance with local circumstances. The Council will also safeguard the natural beauty, openness and recreational value of the borough's beaches and coastal hinterland.</p>	<p>The assessment has considered:</p> <ul style="list-style-type: none"> <li>• Changes to community severance, including access to community assets; and</li> <li>• Land acquired including community assets, caused by the Scheme.</li> </ul> <p>See Sections 14.4 and 14.8.</p>
	<p>Policy CS16 Improving Accessibility and Transport: The Council and its partners will work together to make the best use of, and improve, existing transport infrastructure within and connecting to the Borough.</p>	<p>The Scheme inherently improves vehicular and non-motorised user infrastructure. This improvement in infrastructure is reflected within the following assessments in this chapter:</p>

Policy	Summary	Chapter Reference
		<ul style="list-style-type: none"> <li>• Changes to vehicular journeys;</li> <li>• Changes to non-motorised user facilities;</li> <li>• Changes to community severance; and</li> <li>• Changes to access to recreational activities.</li> </ul> <p>See Sections 14.4 and 14.8.</p>
<b>East Marine Plan (Ref. 14.8)</b>	<p>Policy TR1:          Proposals for development should demonstrate that during construction and operation, in order of preference:</p> <ol style="list-style-type: none"> <li>a) they will not adversely impact tourism and recreation activities</li> <li>b) how, if there are adverse impacts on tourism and recreation activities, they will minimise them</li> <li>c) how, if the adverse impacts cannot be minimised, they will be mitigated</li> <li>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</li> </ol>	<p>The assessment has considered changes to access to recreational activities.</p> <p>Where required, mitigation has been considered as appropriate.</p> <p>See Sections 14.4 and 14.8.</p>
	<p>Policy TR2:          Proposals that require static objects in the East marine plan areas, should demonstrate, in order of preference:</p> <ol style="list-style-type: none"> <li>a) that they will not adversely impact on recreational boating routes;</li> </ol>	<p>The assessment has considered changes to access to recreational activities, including recreational vessels accessing the Norfolk Broads.</p>

Policy	Summary	Chapter Reference
	b) how, if there are adverse impacts on recreational boating routes, they will minimise them; c) how, if the adverse impacts cannot be minimised, they will be mitigated; and d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts.	See Sections 14.4 and 14.8.
	<b>Policy EC2:</b> Proposals that provide additional employment benefits should be supported, particularly where these benefits have the potential to meet employment needs in localities close to the marine plan areas.	The assessment considers the generation of employment opportunities during construction and the potential effects of the Scheme on businesses and the economy during construction and operation.  See Sections 14.4 and 14.8.
	<b>Policy SOC1:</b> Proposals that provide health and social well-being benefits including through maintaining, or enhancing, access to the coast and marine area should be supported.	The Scheme provides access to the coast and marine area. Figure 14.3 displays the PRow within the Principal Application Site. Hopton-on-Sea to Sea Palling is part of the England Coast Path and is located within the Principal Application Site.
	<b>Policy FISH1:</b> Within areas of fishing activity, proposals should demonstrate in order of preference: a) that they will not prevent fishing activities on, or access to, fishing grounds;	The assessment has considered changes to access to recreational activities, including fishing.

Policy	Summary	Chapter Reference
	<p>b) how, if there are adverse impacts on the ability to undertake fishing activities or access to fishing grounds, they will minimise them;</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated; and</p> <p>d) the case for proceeding with their proposal if it is not possible to minimise or mitigate the adverse impacts.</p>	See Sections 14.4 and 14.8.

Table 1.3: Summary of Guidance

Guidance	Summary	Chapter Reference
<b>'People and Communities Clarification Note' (Ref. 14.9)</b>	<p>In August 2012, Highways England produced the 'People and Communities Clarification Note', which recommends combining the Interim Advice Note assessments of 'Community and Private Assets' and 'Effects on all Travellers' into a single topic entitled 'People and Communities'.</p> <p>The IAN indicates that as part of the need to seek efficient reporting there is a requirement to combine DMRB Vol 11 Section 3 Parts 6, 8 and 9 into one chapter titled People &amp; Communities.</p>	<p>This Clarification Note has been adhered to within this assessment and has therefore been considered within this Chapter.</p> <p>See Sections 14.4 and 14.8.</p>
<b>DMRB Volume 11, Section 2, Part 6: Land Use (Ref. 14.10)</b>	<p>The advice note covers the assessment of:</p> <ul style="list-style-type: none"> <li>• Demolition of private property and associated land-take</li> <li>• Loss of land used by the community</li> <li>• Assessing the loss of land used by the community</li> </ul>	<p>The assessment has considered the demolition of properties and land-take as well as loss of community land in accordance with the guidance.</p> <p>See Sections 14.4 and 14.8.</p>

Guidance	Summary	Chapter Reference
<b>DMRB Volume 11, Section 2, Part 8: Pedestrians, Equestrians, Cyclists and Community Effects (Ref. 14.11)</b>	<p>The Advice Note gives guidance on assessing a scheme's impact on the journeys which people make in its locality. It considers journeys made by people as pedestrians (including ramblers), cyclists and equestrians.</p>	<p>The non-motorised user assessment within this chapter and Chapter 17: Traffic and Transport have considered the Advice Note.</p> <p>See Sections 14.4 and 14.8.</p>
<b>DMRB Volume 11, Section 2, Part 9: Vehicle Travellers (Ref 14.12)</b>	<p>The Advice Note provides guidance, including assessment criteria, for the driver stress assessment.</p>	<p>The driver stress assessment is in accordance with the guidance.</p> <p>See Sections 14.4 and 14.8.</p>
<b>Employment Density Guide 3rd Edition published by Homes and Communities Agency (Ref. 14.13)</b>	<p>The guide provides guidance on calculating employment densities.</p>	<p>The guidance has informed the employment calculations.</p> <p>See Sections 14.4 and 14.8.</p>
<b>Additionality Guide 4th Edition published by English Partnerships (Ref. 14.14)</b>	<p>The guide explains how to assess the additional impact or additionality of local economic growth and housing interventions when calculating employment opportunities.</p>	<p>The guidance has informed the employment calculations.</p> <p>See Sections 14.4 and 14.8.</p>

# **Great Yarmouth Third River Crossing**

## **Application for Development Consent Order**

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### **Document 6.2: Environmental Statement Volume II: Technical Appendix 14B: Appendix not used**

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**Planning Act 2008**

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009 (as amended) (“APFP”)**

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# **Great Yarmouth Third River Crossing**

## **Application for Development Consent Order**

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### **Document 6.2: Environmental Statement**

### **Volume II: Technical**

### **Appendix 14C:**

### **Community Facilities**

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**Planning Act 2008**

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (“APFP”)**

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## 1 Community Facilities

Table 1.1: Community Facilities within 2km of the Application Site

Name	Type of Facility	Direction from the Principal Application Site	Distance from the Principal Application Site
<b>Two allotment gardens (north-east of the Queen's Anne Road and Suffolk Road junction)</b>	Allotment Garden	N/A	Within the Principal Application Site
<b>MIND Centre and Grounds</b>	Community Centre / Allotment Garden	N/A	Within the Principal Application Site
<b>Southtown Common Recreation Ground (including children's play area and sports pitches)</b>	Recreation Ground	S and E	0 m
<b>Harfrey's Industrial Estate</b>	Shops	W	0 m
<b>East Coast Black Belt School</b>	Sport Centre	E	10 m
<b>Peggotty Community Centre</b>	Community Centre	E	11 m
<b>Kingsgate Community Centre</b>	Church	N	15 m
<b>Sure Start Children's Centre</b>	Childcare Centre	E	40 m
<b>Community Centre Harry Miller Court</b>	Community Centre	E	77 m
<b>Great Yarmouth Community Hub</b>	Community Centre	S	81 m

<b>Name</b>	<b>Type of Facility</b>	<b>Direction from the Principal Application Site</b>	<b>Distance from the Principal Application Site</b>
<b>The Redeemed Christian Church of God</b>	Church	NE	105 m
<b>Claydon Pavilion Community Centre</b>	Community Centre	SW	125 m
<b>Allotments on Common Road</b>	Allotment Garden	S	159 m
<b>Nova Training Centre</b>	Community Centre	S	160 m
<b>The Shine Centre</b>	Community Centre	S	170 m
<b>St James Church</b>	Church	NE	200 m
<b>St John Ambulance</b>	Community Centre	N	230 m
<b>Great Yarmouth Primary Academy</b>	Primary School	NE	243 m
<b>Trafalgar College</b>	Secondary School	N	244 m
<b>East Coast College</b>	Secondary School	N	253 m
<b>Manor Close Communal Rooms</b>	Community Centre	SW	380 m
<b>Edward Worlledge Ormiston Academy</b>	Primary School	N	384 m
<b>Lichfield Community Centre</b>	Community Centre	NW	424 m
<b>King Street</b>	High Street	N	500 m
<b>Seventh Day Adventist Church</b>	Church	SE	500 m
<b>Great Yarmouth Masonic Association</b>	Community Centre	NE	524 m

Name	Type of Facility	Direction from the Principal Application Site	Distance from the Principal Application Site
<b>Army Cadets Hall</b>	Community Centre	S	592 m
<b>Wroughton Infant and Junior Academy</b>	Primary School	S	679 m
<b>St George's Primary &amp; Nursery School</b>	Primary School	NE	763 m
<b>Southtown Primary School</b>	Primary School	N	820 m
<b>40 St Peter's Rd</b>	Post Office	ne	853 m
<b>Great Yarmouth Central Library</b>	Library	N	881 m
<b>St Johns Church</b>	Church	NE	890 m
<b>St Mary and St Peter Catholic Primary School</b>	Primary School	S	959 m
<b>John G Plummer &amp; Associates</b>	Dentist	N	988 m
<b>Cherry Road Community Centre</b>	Community Centre	S	1.02 km
<b>High Street</b>	High Street	S	1.03 km
<b>Lynn Grove Academy</b>	Secondary School	SW	1.04 km
<b>Lidl</b>	Shop	N	1.05 km
<b>The Lighthouse Medical Centre (a branch of East Norfolk Medical Practice)</b>	GP	N	1.07 km
<b>Town Hall</b>	Community Centre	N	1.08 km
<b>The Park Surgery</b>	GP	N	1.09 km
<b>Tesco</b>	Shop	NW	1.09 km

Name	Type of Facility	Direction from the Principal Application Site	Distance from the Principal Application Site
<b>Bupa Dental Care, Gorleston</b>	Dentist	S	1.10 km
<b>Regent Street</b>	High Street	N	1.12 km
<b>Farmfoods</b>	Shop	S	1.12 km
<b>Nelson Medical Practice</b>	GP	NW	1.13 km
<b>Crown Road Dental Care</b>	Dentist	N	1.15 km
<b>Park Baptist Church</b>	Church	N	1.15 km
<b>Gresham Care Home</b>	Aged persons home	S	1.18 km
<b>Allotments High Mill Road</b>	Allotment Garden	NW	1.19 km
<b>Regent Road</b>	High Street	N	1.20 km
<b>Quaker Meeting House</b>	Community Centre	N	1.20 km
<b>Allotment between A12 and Marsh Farm / Humberstone Farm</b>	Allotment Garden	NW	1.23 km
<b>183 King St</b>	Post Office	N	1.24 km
<b>19-20 Regent Street</b>	Post Office	N	1.26 km
<b>Tesco</b>	Shop	SW	1.28 km
<b>Church Lane Community Centre</b>	Community Centre	S	1.29 km
<b>Great Yarmouth Conservative Club</b>	Community Centre	N	1.30 km
<b>St Andrew's Church</b>	Church	S	1.30 km

<b>Name</b>	<b>Type of Facility</b>	<b>Direction from the Principal Application Site</b>	<b>Distance from the Principal Application Site</b>
<b>Iceland</b>	Shop	N	1.31 km
<b>Broad Row</b>	High Street	N	1.32 km
<b>Market Row</b>	High Street	N	1.32 km
<b>East Norfolk Sixth Form College</b>	Sixth Form College	S	1.34 km
<b>Iceland</b>	Shop	S	1.36 km
<b>Spar</b>	Shop	N	1.36 km
<b>Morrison's</b>	Shop	S	1.37 km
<b>The Tabernacle</b>	Church	NW	1.37 km
<b>118-120 High St, Gorleston-on-Sea</b>	Post Office	S	1.39 km
<b>Gorleston Library</b>	Library	S	1.47 km
<b>Kingdom Hall of Jehovah's Witnesses</b>	Church	S	1.50 km
<b>Cobholm Community Centre</b>	Community Centre	N	1.50 km
<b>Central Healthcare Centre</b>	GP	S	1.52 km
<b>Millwood Surgery</b>	GP	SW	1.55 km
<b>Cobholm Primary Academy</b>	Primary School	NW	1.55 km
<b>Gorleston Medical Centre</b>	GP	S	1.58 km
<b>Shrublands Youth and Community Centre</b>	Community Centre	S	1.58 km
<b>Sainsbury's</b>	Shop	N	1.58 km
<b>John G Plummer &amp; Associates</b>	Dentist	S	1.59 km

Name	Type of Facility	Direction from the Principal Application Site	Distance from the Principal Application Site
<b>St Nicholas Priory CofE VA Primary School</b>	Primary School	N	1.60 km
<b>The Priory Centre</b>	Community Centre	N	1.62 km
<b>Stradbroke Primary Academy</b>	Primary School	S	1.64 km
<b>Alexandra House</b>	Aged persons home	N	1.64 km
<b>Aldi</b>	Shop	N	1.64 km
<b>Great Yarmouth and Waveney CDS</b>	Dentist	S	1.66 km
<b>Allotments Western Road</b>	Allotment Garden	S	1.74 km
<b>Bethel Gospel Hall</b>	Church	S	1.83 km
<b>John G Plummer &amp; Associates</b>	Dentist	SW	1.90 km
<b>Magdalen Way Post Office</b>	Post Office	S	1.90 km
<b>mydentist, Lowestoft Road, Gorleston-on-Sea</b>	Dentist	S	1.94 km
<b>The Abbeville</b>	Aged Persons Home	N	1.95 km
<b>1b St Catherines Way, Gorleston</b>	Hospital	S	1.97 km
<b>Lydia Eva Court</b>	Aged Persons Home	S	1.98 km



# **Great Yarmouth Third River Crossing**

## **Application for Development Consent Order**

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### **Document 6.2: Environmental Statement**

### **Volume II: Technical**

### **Appendix 14D:**

### **Recreational Facilities**

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**Planning Act 2008**

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (“APFP”)**

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## Tables

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## 1 Recreational Facilities

Table 1.1: Recreational Facilities within 2km of Application Site

Name	Type of Facility	Direction from the Principal Application Site	Distance from the Principal Application Site
<b>Two allotment gardens (north-east of the Queen's Anne Road and Suffolk Road junction)</b>	Allotment Garden	N/A	Within the Principal Application Site
<b>MIND Centre and Grounds</b>	Community Centre / Allotment Garden	N/A	Within the Principal Application Site
<b>Southtown Common Recreation Ground (including children's play area and sports pitches)</b>	Recreation Ground	SE	0 metres
<b>East Coast Black Belt School</b>	Sport Centre	E	10 m
<b>Peggotty Community Centre</b>	Community Centre	E	11 m
<b>Peggotty Road</b>	Play Area	E	30 m
<b>Playground East Community Centre</b>	Play Area	E	33 m
<b>Allotment gardens (south-west of the recreation ground)</b>	Allotment Garden	SE	35 m
<b>Community Centre Harry Miller Court</b>	Community Centre	E	77 m

Name	Type of Facility	Direction from the Principal Application Site	Distance from the Principal Application Site
<b>Suffolk Road Recreation Ground</b>	Play Area	SE	95 m
<b>Claydon Pavilion Community Centre</b>	Community Centre	SW	125 m
<b>Admirals Quay</b>	Play Area	NW	143 m
<b>Jump Warehouse Trampoline Park</b>	Leisure Attraction	SE	150 m
<b>Allotments on Common Road</b>	Allotment Garden	S	159 m
<b>Anchor Court Play area</b>	Play Area	NW	276 m
<b>Louise Close Playground</b>	Play Area	NE	362 m
<b>Great Yarmouth sea front (including Pleasure Beach, a scenic railway and Pleasure Beach Gardens)</b>	Sea Front	E	363 m
<b>B Well Gym</b>	Gym	W	369 m
<b>St Nicholas Recreation Ground</b>	Sports pitches	E	370 m
<b>Lichfield Community Centre</b>	Community Centre	NW	424 m
<b>Fitness 2000</b>	Gym	NW	468 m
<b>Sidney Close</b>	Play Area	N	500 m
<b>Blackfriars Road</b>	Play Area	N	520 m
<b>King Street</b>	Play Area	N	579 m
<b>C-Mac Sports and Social Club</b>	Sport centre	SE	608 m

Name	Type of Facility	Direction from the Principal Application Site	Distance from the Principal Application Site
<b>Merrivale Model Village</b>	Tourist Attraction	NE	609 m
<b>Clarendon Close</b>	Play Area	N	615 m
<b>Blackfriars Road</b>	Play Area	NE	615 m
<b>Time and Tide Museum</b>	Tourist Attraction	N	628 m
<b>SEALIFE</b>	Tourist Attraction	NE	715 m
<b>Dorset Close</b>	Play Area	N	752 m
<b>Windmill Theatre</b>	Theatre	N	752 m
<b>Orford Close</b>	Play Area	N	757 m
<b>The Showboat Arcade</b>	Leisure Attraction	NE	805 m
<b>Sackville Close</b>	Play Area	N	809 m
<b>Norfolk Folk Museum</b>	Tourist Attraction	N	819 m
<b>Hippodrome</b>	Theatre	NE	866 m
<b>Meadow Park</b>	Parks	S	875 m
<b>Tolhouse Museum</b>	Tourist Attraction	N	881 m
<b>Townshend Close</b>	Play Area	N	898 m
<b>Arnold Palmer Putting Green</b>	Leisure Attraction	NE	922 m
<b>Whimbrel Drive Recreation Ground</b>	Sports pitches	SW	938 m
<b>Southtown Road</b>	Play Area	N	943 m
<b>East Anglian Way</b>	Play Area	S	950 m
<b>St Georges Theatre</b>	Theatre	N	967 m
<b>Howard Street South</b>	Play Area	N	971 m

<b>Name</b>	<b>Type of Facility</b>	<b>Direction from the Principal Application Site</b>	<b>Distance from the Principal Application Site</b>
<b>Elizabethan House Museum</b>	Tourist Attraction	N	1.01 km
<b>Cherry Road Community Centre</b>	Community Centre	S	1.02 km
<b>Marina Leisure Centre</b>	Sport centres	NE	1.07 km
<b>St Georges Park</b>	Parks	N	1.08 km
<b>Coronation Road</b>	Play Area	NW	1.13 km
<b>Allotments High Mill Road</b>	Allotment Garden	NW	1.19 km
<b>Gorleston Recreation Ground</b>	Sports pitches	S	1.20 km
<b>Kings Casino</b>	Leisure Attraction	N	1.20 km
<b>Leisureland Arcade</b>	Leisure Attraction	NE	1.21 km
<b>Palace Bingo Club</b>	Leisure Attraction	S	1.23 km
<b>Allotment between A12 and Marsh Farm / Humberstone Farm</b>	Allotment Garden	NW	1.23 km
<b>Church Lane Community Centre</b>	Community Centre	S	1.29 km
<b>Beavans Court</b>	Play Area	NW	1.30 km
<b>Hawthorn Road</b>	Play Area	SW	1.31 km
<b>Phoenix Pool &amp; Gym</b>	Sport centres	SW	1.33 km
<b>Hunter Drive</b>	Play Area	SW	1.37 km
<b>Elder Green</b>	Play Area	SW	1.42 km
<b>Parkers Donkey World</b>	Leisure Attraction	NE	1.46 km

<b>Name</b>	<b>Type of Facility</b>	<b>Direction from the Principal Application Site</b>	<b>Distance from the Principal Application Site</b>
<b>Britannia Pier &amp; Pavilion</b>	Leisure Attraction	NE	1.47 km
<b>Crittens Road</b>	Play Area	NW	1.48 km
<b>Pine Green</b>	Play Area	SW	1.49 km
<b>Cobholm Community Centre</b>	Community Centre	N	1.50 km
<b>Hollywood Cinema</b>	Cinema	N	1.54 km
<b>Palace Bingo</b>	Leisure Attraction	N	1.56 km
<b>El Alamein Way Recreation Ground</b>	Sports pitches	SW	1.57 km
<b>Shrublands Youth and Community Centre</b>	Community Centre	S	1.58 km
<b>The Priory Centre</b>	Community Centre	N	1.62 km
<b>Pier Plain</b>	Play Area	S	1.63 km
<b>Mill Road Recreation Ground</b>	Sports pitches	NW	1.63 km
<b>Mill Road</b>	Play Area	NW	1.66 km
<b>Beaumont Park</b>	Park	SW	1.70 km
<b>Riverside Park</b>	Park	NW	1.71 km
<b>Allotments Western Road</b>	Allotment Garden	S	1.74 km
<b>Tennis Court Albemarle Road</b>	Sports pitches	N	1.74 km
<b>Ferrier Road</b>	Play Area	N	1.75 km



# **Great Yarmouth Third River Crossing**

## **Application for Development Consent Order**

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### **Document 6.2: Environmental Statement**

### **Volume II: Technical**

### **Appendix 14E: Driver**

### **Stress Analysis**

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**Planning Act 2008**

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (“APFP”)**

APFP regulation Number: 5(2)(a)

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: 6.2 – Technical Appendix 14E

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# 1 Driver Stress Analysis

Table 1.1: Driver Stress Base Year (2018)

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
7771_35	Principal Application Site	214	47.1	Moderate	91	47.3	Moderate
7752_35	Principal Application Site	71	44.6	Moderate	237	44.1	Moderate
7773_36	Principal Application Site	209	45.4	Moderate	99	45.8	Moderate
41_40	Principal Application Site	811	70.1	High	655	74.2	Moderate
40_41	Principal Application Site	735	71.8	Moderate	825	70.2	High
8001_41	Principal Application Site	811	70.1	High	655	74.2	Moderate
8001_42	Principal Application Site	735	20.1	Moderate	825	3.1	High
8010_42	Principal Application Site	293	21.7	Moderate	430	21.7	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
168_163	Principal Application Site	435	26.4	Moderate	437	26.3	Moderate
165_164	Principal Application Site	579	27.6	Moderate	382	31.3	Moderate
164_165	Principal Application Site	446	40	Moderate	747	50	Moderate
166_165	Principal Application Site	579	50	Moderate	382	50	Moderate
167_166	Principal Application Site	154	4.1	Moderate	176	6.5	Moderate
165_166	Principal Application Site	223	4.8	Moderate	374	4.5	Moderate
380_166	Principal Application Site	292	6.9	Moderate	182	4.8	Moderate
166_167	Principal Application Site	237	50	Moderate	175	50	Moderate
168_167	Principal Application Site	307	50	Moderate	353	50	Moderate
8002_168	Principal Application Site	742	42.7	High	790	42.4	High

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
167_168	Principal Application Site	237	50	Moderate	175	50	Moderate
166_380	Principal Application Site	287	50	Moderate	457	50	Moderate
381_380	Principal Application Site	437	50	Moderate	272	50	Moderate
380_381	Principal Application Site	287	45.6	Moderate	457	45.1	Moderate
382_381	Principal Application Site	0	12.5	Moderate	0	3.2	Moderate
381_382	Principal Application Site	217	30	Moderate	260	30	Moderate
536_496	Principal Application Site	135	25	Moderate	44	25	Moderate
7722_536	Principal Application Site	125	42.1	Moderate	43	42.4	Moderate
496_536	Principal Application Site	46	19.4	Moderate	160	19.4	Moderate
7753_7722	Principal Application Site	134	41.9	Moderate	51	42.1	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
536_7722	Principal Application Site	50	42.1	Moderate	178	39.9	Moderate
35_7752	Principal Application Site	216	44.1	Moderate	96	44.5	Moderate
7753_7752	Principal Application Site	0	21.4	Moderate	2	20.9	Moderate
7773_7752	Principal Application Site	71	45.9	Moderate	236	45.5	Moderate
7722_7753	Principal Application Site	51	42.4	Moderate	167	42	Moderate
35_7771	Principal Application Site	141	47.2	Moderate	353	46.9	Moderate
7752_7773	Principal Application Site	216	45.2	Moderate	97	45.4	Moderate
36_7773	Principal Application Site	72	45.9	Moderate	229	45.5	Moderate
7774_7773	Principal Application Site	7	23.5	Moderate	16	23.2	Moderate
7773_7774	Principal Application Site	15	40	Moderate	6	40	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
41_8001	Principal Application Site	735	71.8	Moderate	825	70.2	High
8010_8001	Principal Application Site	811	78	High	655	78	Moderate
42_8002	Principal Application Site	371	50	Moderate	395	50	Moderate
168_8002	Principal Application Site	237	50	Moderate	175	50	Moderate
8006_8003	Principal Application Site	638	78	Moderate	850	78	High
8008_8004	Principal Application Site	288	30	Moderate	174	30	Moderate
42_8006	Principal Application Site	658	22.4	High	854	22.1	High
8002_8006	Principal Application Site	158	5.7	Moderate	117	4	Moderate
8006_8008	Principal Application Site	257	21.2	Moderate	177	21.3	Moderate
8008_8010	Principal Application Site	944	21	High	776	21.5	High



Link ID	Location	Average AM Peak Hourly Flow/Lane	AM peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>8004_8010</b>	Principal Application Site	159	9.9	Moderate	308	8.8	Moderate
<b>377_36</b>	Principal Application Site	32	29.3	Moderate	63	28	Moderate
<b>524_163</b>	Principal Application Site	98	29.7	Moderate	127	29.3	Moderate
<b>7770_163</b>	Principal Application Site	69	36.5	Moderate	111	36.4	Moderate
<b>163_164</b>	Principal Application Site	159	17.1	Moderate	337	17.6	Moderate
<b>8004_353</b>	Principal Application Site	575	4.8	Moderate	348	17.9	Moderate
<b>7753_376</b>	Principal Application Site	51	45.7	Moderate	167	45.5	Moderate
<b>536_377</b>	Principal Application Site	9	34.1	Moderate	4	35.7	Moderate
<b>8003_8008</b>	Principal Application Site	661	8.4	High	517	12.3	Moderate
<b>19_18</b>	Satellite Application Site - A47 / New Road	907	66.2	High	920	67.1	High

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
18_19	Satellite Application Site - A47 / New Road	363	61.7	Moderate	458	55.4	Moderate
20_19	Satellite Application Site - A47 / New Road	446	52.7	Moderate	443	54.6	Moderate
19_20	Satellite Application Site - A47 / New Road	683	74.4	Moderate	839	70.1	High
8003_643	Satellite Application Site - A47 (south of Principal Application Site)	638	73.7	Moderate	850	69	High
643_8003	Satellite Application Site - A47 (south of Principal Application Site)	991	63	High	776	71.2	Moderate
612_8020	Satellite Application Site - Fullers Hill	81	29.9	Moderate	167	32	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>612_73</b>	Satellite Application Site - Fullers Hill	294	12.1	Moderate	270	7.7	Moderate
<b>613_612</b>	Satellite Application Site - Fullers Hill	81	40	Moderate	167	40	Moderate
<b>8020_612</b>	Satellite Application Site - Fullers Hill	294	50	Moderate	270	50	Moderate
<b>281_176</b>	Satellite Application Site - Gapton Hall Road	557	50	Moderate	888	50	High
<b>7747_281</b>	Satellite Application Site - Gapton Hall Road	303	41.5	Moderate	431	40.9	Moderate
<b>176_281</b>	Satellite Application Site - Gapton Hall Road	304	44.4	Moderate	356	43.9	Moderate
<b>281_7747</b>	Satellite Application Site - Gapton Hall Road	606	50	Moderate	752	50	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>8000_15</b>	Satellite Application Site - North Quay	549	14.1	Moderate	424	15	Moderate
<b>8000_275</b>	Satellite Application Site - North Quay	706	36	High	1103	26.8	High
<b>15_8000</b>	Satellite Application Site - North Quay	353	40	Moderate	551	40	Moderate
<b>275_8000</b>	Satellite Application Site - North Quay	549	40	Moderate	424	40	Moderate
<b>7790_79</b>	Satellite Application Site - Yarmouth Way	195	35.5	Moderate	160	35.6	Moderate
<b>7760_633</b>	Satellite Application Site - Yarmouth Way	302	34.3	Moderate	222	34.6	Moderate
<b>78_7760</b>	Satellite Application Site - Yarmouth Way	302	28.3	Moderate	222	27.5	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
633_7790	Satellite Application Site - Yarmouth Way	419	31.3	Moderate	339	31.8	Moderate

**Table 1.2: Driver Stress Do Minimum – 2023**

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
7771_35	Principal Application Site	320.9	46.9	Moderate	141.9	47.3	Moderate
7752_35	Principal Application Site	122.7	44.4	Moderate	347.5	43.7	Moderate
7773_36	Principal Application Site	317.5	45.2	Moderate	150.2	45.7	Moderate
41_40	Principal Application Site	811.2	70.1	High	723.1	72.7	Moderate
40_41	Principal Application Site	843.9	69	High	944.3	66.5	High
8001_41	Principal Application Site	811.2	70.1	High	723.1	72.7	Moderate
8001_42	Principal Application Site	843.9	18.1	High	944.3	1.4	High
8010_42	Principal Application Site	305.7	21.6	Moderate	369.4	21.8	Moderate
168_163	Principal Application Site	474.0	28.7	Moderate	283.8	31	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
165_164	Principal Application Site	608.0	24.2	High	410.1	26.4	Moderate
164_165	Principal Application Site	449.2	37.6	Moderate	761.7	30.7	High
166_165	Principal Application Site	608.0	50	Moderate	410.1	50	Moderate
167_166	Principal Application Site	157.6	4	Moderate	173.7	6.5	Moderate
165_166	Principal Application Site	224.6	4.7	Moderate	380.8	4.4	Moderate
380_166	Principal Application Site	337.4	5.7	Moderate	217.4	3.3	Moderate
166_167	Principal Application Site	293.3	50	Moderate	213.4	50	Moderate
168_167	Principal Application Site	315.3	50	Moderate	347.5	50	Moderate
8002_168	Principal Application Site	788.1	42.4	High	631.3	43.4	High
167_168	Principal Application Site	293.3	50	Moderate	213.4	50	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
166_380	Principal Application Site	291.6	50	Moderate	460.1	50	Moderate
381_380	Principal Application Site	506.1	50	Moderate	326.1	50	Moderate
380_381	Principal Application Site	291.6	45.5	Moderate	460.1	45.1	Moderate
382_381	Principal Application Site	1.1	12.5	Moderate	0.0	2.7	Moderate
381_382	Principal Application Site	234.2	30	Moderate	220.2	30	Moderate
536_496	Principal Application Site	132.9	25	Moderate	42.8	25	Moderate
7722_536	Principal Application Site	122.7	42.1	Moderate	41.7	42.5	Moderate
496_536	Principal Application Site	49.5	19.4	Moderate	151.3	19.4	Moderate
7753_7722	Principal Application Site	131.7	41.9	Moderate	50.1	42.1	Moderate
536_7722	Principal Application Site	52.9	42.1	Moderate	170.1	39.9	Moderate



Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>35_7752</b>	Principal Application Site	323.1	43.7	Moderate	147.1	44.4	Moderate
<b>7753_7752</b>	Principal Application Site	0.0	20.9	Moderate	2.1	20.3	Moderate
<b>7773_7752</b>	Principal Application Site	122.7	45.7	Moderate	346.4	45.2	Moderate
<b>7722_7753</b>	Principal Application Site	56.3	42.4	Moderate	158.6	42	Moderate
<b>35_7771</b>	Principal Application Site	207.2	47.1	Moderate	459.1	46.6	Moderate
<b>7752_7773</b>	Principal Application Site	323.1	45	Moderate	148.2	45.4	Moderate
<b>36_7773</b>	Principal Application Site	125.0	45.7	Moderate	339.1	45.2	Moderate
<b>7774_7773</b>	Principal Application Site	6.8	23.4	Moderate	15.7	23	Moderate
<b>7773_7774</b>	Principal Application Site	14.6	40	Moderate	6.3	40	Moderate
<b>41_8001</b>	Principal Application Site	843.9	69	High	944.3	66.5	High

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>8010_8001</b>	Principal Application Site	811.2	78	High	723.1	78	Moderate
<b>42_8002</b>	Principal Application Site	394.1	50	Moderate	315.6	50	Moderate
<b>168_8002</b>	Principal Application Site	293.3	50	Moderate	213.4	50	Moderate
<b>8006_8003</b>	Principal Application Site	753.2	78	Moderate	962.0	78	High
<b>8008_8004</b>	Principal Application Site	277.5	30	Moderate	200.9	30	Moderate
<b>42_8006</b>	Principal Application Site	754.9	22.3	High	961.0	21.8	High
<b>8002_8006</b>	Principal Application Site	195.5	1.9	Moderate	142.3	0.8	Moderate
<b>8006_8008</b>	Principal Application Site	295.0	21.2	Moderate	209.2	21.4	Moderate
<b>8008_8010</b>	Principal Application Site	948.6	21	High	755.4	21.6	High
<b>8004_8010</b>	Principal Application Site	168.3	9	Moderate	340.1	4.2	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>377_36</b>	Principal Application Site	29.3	27.9	Moderate	58.4	26.4	Moderate
<b>524_163</b>	Principal Application Site	120.5	35.6	Moderate	170.1	34.3	Moderate
<b>7770_163</b>	Principal Application Site	70.9	36.5	Moderate	110.6	36.4	Moderate
<b>163_164</b>	Principal Application Site	134	18.1	Moderate	244.2	19.2	Moderate
<b>8004_353</b>	Principal Application Site	555.1	3.4	Moderate	401.7	18.5	Moderate
<b>7753_376</b>	Principal Application Site	56.3	45.6	Moderate	157.6	45.5	Moderate
<b>536_377</b>	Principal Application Site	9	34.1	Moderate	4.2	35.7	Moderate
<b>8003_8008</b>	Principal Application Site	652.3	4.1	High	530.7	3.2	Moderate
<b>19_18</b>	Satellite Application Site - A47 / New Road	936.8	65	High	908.8	67.5	High

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>18_19</b>	Satellite Application Site - A47 / New Road	360.3	61.7	Moderate	490.9	53.3	Moderate
<b>20_19</b>	Satellite Application Site - A47 / New Road	461.6	51.5	Moderate	436.7	55	Moderate
<b>19_20</b>	Satellite Application Site - A47 / New Road	678.9	74.4	Moderate	902.5	67.9	High
<b>119_118</b>	Satellite Application Site - A47 / New Road	149.7	35.8	Moderate	242.1	35.3	Moderate
<b>643_8003</b>	Satellite Application Site - A47 (south of Principal Application Site)	978.4	63.5	High	796.1	70.6	Moderate
<b>8003_643</b>	Satellite Application Site - A47 (south of Principal Application Site)	753.2	71.1	Moderate	962.0	65.3	High

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>612_73</b>	Satellite Application Site - Fullers Hill	336.1	11.8	Moderate	294.2	7.5	Moderate
<b>613_612</b>	Satellite Application Site - Fullers Hill	82.2	40	Moderate	169.6	40	Moderate
<b>612_9020</b>	Satellite Application Site - Fullers Hill	82.2	29.3	Moderate	169.6	31.4	Moderate
<b>9020_612</b>	Satellite Application Site - Fullers Hill	336.1	50	Moderate	294.2	50	Moderate
<b>281_176</b>	Satellite Application Site - Gapton Hall Road	486.4	37.6	Moderate	735.6	31.8	High
<b>176_281</b>	Satellite Application Site - Gapton Hall Road	312.4	27.7	Moderate	370.4	24.7	Moderate
<b>7747_281</b>	Satellite Application Site - Gapton Hall Road	268.5	28.6	Moderate	334.4	26.1	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>281_7747</b>	Satellite Application Site - Gapton Hall Road	626.0	50	Moderate	739.8	50	Moderate
<b>8000_15</b>	Satellite Application Site - North Quay	574.2	13.6	Moderate	445.0	14.7	Moderate
<b>15_8000</b>	Satellite Application Site - North Quay	368.7	40	Moderate	551.4	40	Moderate
<b>275_8000</b>	Satellite Application Site - North Quay	574.2	40	Moderate	445.0	40	Moderate
<b>8000_275</b>	Satellite Application Site - North Quay	737.5	35.8	High	1102.9	27.4	High
<b>7760_633</b>	Satellite Application Site - Yarmouth Way	325.4	34.2	Moderate	241.5	34.5	Moderate
<b>78_7760</b>	Satellite Application Site - Yarmouth Way	325.4	28.1	Moderate	241.5	27.4	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>7790_79</b>	Satellite Application Site - Yarmouth Way	217.3	35.5	Moderate	178.4	35.6	Moderate
<b>633_7790</b>	Satellite Application Site - Yarmouth Way	463.9	31.1	Moderate	378.8	31.6	Moderate

*Table 1.3: Driver Stress Do Something – 2023*

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>7771_35</b>	Principal Application Site	444.7	46.7	Moderate	356.8	46.9	Moderate
<b>7752_35</b>	Principal Application Site	721.7	36.3	Moderate	558.2	37.8	Moderate
<b>7773_36</b>	Principal Application Site	394.1	44.9	Moderate	162.8	45.6	Moderate
<b>41_40</b>	Principal Application Site	624.9	74.5	Moderate	613.0	74.9	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
40_41	Principal Application Site	630.0	74.4	Moderate	774.7	71.6	Moderate
8001_41	Principal Application Site	624.9	74.5	Moderate	613.0	74.9	Moderate
8001_42	Principal Application Site	630.0	14.3	Moderate	774.7	4.9	Moderate
8010_42	Principal Application Site	519.0	20.3	Moderate	456.0	21.7	Moderate
168_163	Principal Application Site	471.8	29	Moderate	401.7	29.7	Moderate
165_164	Principal Application Site	373.8	29.9	Moderate	277.5	29.6	Moderate
164_165	Principal Application Site	427.8	38.1	Moderate	640.6	33.4	Moderate
166_165	Principal Application Site	373.8	50	Moderate	277.5	50	Moderate
167_166	Principal Application Site	183.5	3.3	Moderate	322.4	5.4	Moderate
165_166	Principal Application Site	213.9	5.1	Moderate	320.3	5.6	Moderate



Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
380_166	Principal Application Site	423.0	15.6	Moderate	345.7	13.6	Moderate
166_167	Principal Application Site	532.6	50	Moderate	453.9	50	Moderate
168_167	Principal Application Site	367.0	50	Moderate	644.8	50	Moderate
8002_168	Principal Application Site	1129.3	20.4	Moderate	619.8	24.3	Moderate
167_168	Principal Application Site	532.6	26.1	Moderate	453.9	27.3	Moderate
166_380	Principal Application Site	312.4	50	Moderate	568.1	50	Moderate
381_380	Principal Application Site	634.5	50	Moderate	518.6	50	Moderate
380_381	Principal Application Site	312.4	45.5	Moderate	568.1	44.7	Moderate
382_381	Principal Application Site	1.1	12.4	Moderate	0.0	1.5	Moderate
381_382	Principal Application Site	260.1	30	Moderate	274.4	30	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
536_496	Principal Application Site	132.9	25	Moderate	42.8	25	Moderate
7722_536	Principal Application Site	123.9	42.1	Moderate	42.8	42.4	Moderate
7753_7722	Principal Application Site	147.5	41.7	Moderate	77.2	41.7	Moderate
536_7722	Principal Application Site	57.4	42.1	Moderate	189.9	40.1	Moderate
35_7752	Principal Application Site	613.6	50	Moderate	556.1	50	Moderate
8033_8030	Principal Application Site	105.8	3	Moderate	349.5	3.5	Moderate
7722_7753	Principal Application Site	74.3	42.3	Moderate	196.2	41.8	Moderate
35_7771	Principal Application Site	755.5	45.7	Moderate	622.9	46.2	Moderate
8030_8033	Principal Application Site	400.8	50	Moderate	157.6	50	Moderate
36_7773	Principal Application Site	107.0	45.8	Moderate	345.4	45.2	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
7774_7773	Principal Application Site	6.8	23.4	Moderate	15.7	23	Moderate
7773_7774	Principal Application Site	14.6	40	Moderate	6.3	40	Moderate
41_8001	Principal Application Site	630.0	74.4	Moderate	774.7	71.6	Moderate
8010_8001	Principal Application Site	624.9	78	Moderate	613.0	78	Moderate
42_8002	Principal Application Site	564.6	50	Moderate	309.9	50	Moderate
168_8002	Principal Application Site	403.1	50	Moderate	308.8	50	Moderate
8006_8003	Principal Application Site	767.3	78	Moderate	1003.2	78	Moderate
8008_8004	Principal Application Site	273.0	30	Moderate	222.2	30	Moderate
42_8006	Principal Application Site	583.8	22.6	Moderate	920.8	21.9	Moderate
8002_8006	Principal Application Site	268.7	3.6	Moderate	205.9	1	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>8006_8008</b>	Principal Application Site	219.6	21.3	Moderate	226.4	21.3	Moderate
<b>8008_8010</b>	Principal Application Site	969.4	21	Moderate	710.0	21.7	Moderate
<b>8004_8010</b>	Principal Application Site	174.0	9.3	Moderate	358.4	9	Moderate
<b>8030_8032</b>	Principal Application Site	322.6	50	Moderate	406.4	50	Moderate
<b>8032_8030</b>	Principal Application Site	597.3	5.6	Moderate	338.1	6.9	Moderate
<b>8032_8031</b>	Principal Application Site	322.6	20.7	Moderate	406.4	24	Moderate
<b>8031_8032</b>	Principal Application Site	597.3	50	Moderate	338.1	50	Moderate
<b>168_8031</b>	Principal Application Site	597.3	11.9	Moderate	338.1	17.2	Moderate
<b>8031_168</b>	Principal Application Site	322.6	27.1	Moderate	406.4	27.8	Moderate
<b>377_36</b>	Principal Application Site	22.5	27.5	Moderate	77.2	26.1	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
7770_163	Principal Application Site	70.9	36.5	Moderate	111.6	36.4	Moderate
8004_353	Principal Application Site	546.1	3.3	Moderate	444.5	17.1	Moderate
536_377	Principal Application Site	7.9	33.9	Moderate	5.2	35.4	Moderate
163_524	Principal Application Site	349	32.2	Moderate	322.4	33.1	Moderate
377_536	Principal Application Site	24.8	43.4	Moderate	35.5	46.6	Moderate
8030_7753	Principal Application Site	146.4	28.4	Moderate	53.2	28.1	Moderate
8003_8008	Principal Application Site	705.2	5.6	Moderate	496.3	3.7	Moderate
19_18	VMS along A47	943.5	64.8	Moderate	916.1	67.2	Moderate
18_19	VMS along A47	384.5	60.2	Moderate	482.1	53.9	Moderate
20_19	VMS along A47	465.0	51.2	Moderate	440.3	54.7	Moderate
19_20	VMS along A47	726.2	72.9	Moderate	885.8	68.5	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>643_8003</b>	VMS along A47 (south of Main Application Site)	1057.8	60.4	Moderate	744.5	72	Moderate
<b>8003_643</b>	VMS along A47 (south of Main Application Site)	767.3	70.9	Moderate	1003.2	63.8	Moderate
<b>612_73</b>	VMS along Fullers Hill	207.7	12.7	Moderate	232.7	7.9	Moderate
<b>74_613</b>	VMS along Fullers Hill	80.5	37	Moderate	172.2	34.6	Moderate
<b>613_612</b>	VMS along Fullers Hill	80.5	40	Moderate	172.2	40	Moderate
<b>9020_612</b>	VMS along Fullers Hill	207.7	50	Moderate	232.7	50	Moderate
<b>612_9020</b>	VMS along Fullers Hill	80.5	30.3	Moderate	172.2	31.6	Moderate
<b>597_9021</b>	VMS along Fullers Hill	278.7	25	Moderate	479.4	17.8	Moderate
<b>281_176</b>	VMS along Gapton Hall Road	496.5	37.4	Moderate	630.2	34.2	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>176_281</b>	VMS along Gapton Hall Road	221.8	32.8	Moderate	282.8	29.6	Moderate
<b>7747_281</b>	VMS along Gapton Hall Road	275.9	28.5	Moderate	284.8	28.7	Moderate
<b>281_7747</b>	VMS along Gapton Hall Road	448.1	50	Moderate	569.7	50	Moderate
<b>8000_275</b>	VMS along North Quay	715.0	36	Moderate	1081.0	28	Moderate
<b>275_8000</b>	VMS along North Quay	569.2	40	Moderate	438.7	40	Moderate
<b>8000_15</b>	VMS along North Quay	569.2	15	Moderate	438.7	15.2	Moderate
<b>15_8000</b>	VMS along North Quay	357.5	40	Moderate	540.5	40	Moderate
<b>7760_633</b>	VMS along Yarmouth Way	285.4	36	Moderate	205.0	34.6	Moderate
<b>7790_79</b>	VMS along Yarmouth Way	100.2	35.8	Moderate	134.6	35.7	Moderate
<b>78_7760</b>	VMS along Yarmouth Way	285.4	28.4	Moderate	205.0	27.6	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>633_7790</b>	VMS along Yarmouth Way	230.8	32.2	Moderate	291.1	32	Moderate

*Table 1.4: Driver Stress Do Minimum – 2038*

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>7771_35</b>	Principal Application Site	408.7	46.7	Moderate	190.9	47.2	Moderate
<b>7752_35</b>	Principal Application Site	164.4	44.3	Moderate	398.6	43.5	Moderate
<b>7773_36</b>	Principal Application Site	404.2	44.9	Moderate	200.3	45.5	Moderate
<b>41_40</b>	Principal Application Site	902.4	67	High	713.2	72.8	Moderate
<b>40_41</b>	Principal Application Site	961.5	64.8	High	941.1	66.5	High
<b>8001_41</b>	Principal Application Site	902.4	67	High	713.2	72.8	Moderate



Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
8001_42	Principal Application Site	961.5	15.7	High	941.1	0.7	High
8010_42	Principal Application Site	282.0	21.7	Moderate	400.1	21.7	Moderate
168_163	Principal Application Site	433.5	29	Moderate	384.0	29.9	Moderate
165_164	Principal Application Site	685.7	22.1	High	415.3	26.5	Moderate
164_165	Principal Application Site	479.6	36.7	Moderate	1009.0	26	High
166_165	Principal Application Site	685.7	50	Moderate	415.3	50	Moderate
167_166	Principal Application Site	161.6	3.4	Moderate	170.6	6.5	Moderate
165_166	Principal Application Site	239.8	7.3	Moderate	504.5	2.7	Moderate
380_166	Principal Application Site	349.8	3.6	Moderate	267.5	2.6	Moderate
166_167	Principal Application Site	232.5	50	Moderate	283.3	50	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
168_167	Principal Application Site	323.1	50	Moderate	341.2	50	Moderate
8002_168	Principal Application Site	756.6	42.6	High	724.1	42.9	High
167_168	Principal Application Site	232.5	50	Moderate	283.3	50	Moderate
166_380	Principal Application Site	345.1	50	Moderate	574.9	50	Moderate
381_380	Principal Application Site	524.7	50	Moderate	401.2	50	Moderate
380_381	Principal Application Site	345.1	45.4	Moderate	575.4	44.6	Moderate
382_381	Principal Application Site	1.1	12.1	Moderate	0.0	1.3	Moderate
381_382	Principal Application Site	261.2	30	Moderate	231.6	30	Moderate
536_496	Principal Application Site	138.5	25	Moderate	45.9	25	Moderate
7722_536	Principal Application Site	130.6	42.1	Moderate	43.8	42.4	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
496_536	Principal Application Site	61.9	19.4	Moderate	153.4	19.4	Moderate
7753_7722	Principal Application Site	138.5	41.8	Moderate	52.2	42.1	Moderate
536_7722	Principal Application Site	65.3	42.1	Moderate	171.1	40	Moderate
35_7752	Principal Application Site	411.0	43.4	Moderate	195.1	44.2	Moderate
7753_7752	Principal Application Site	2.3	19	Moderate	2.1	19.9	Moderate
7773_7752	Principal Application Site	162.1	45.6	Moderate	397.5	45	Moderate
7722_7753	Principal Application Site	66.4	42.3	Moderate	160.7	42	Moderate
35_7771	Principal Application Site	251.1	47	Moderate	512.3	46.5	Moderate
7752_7773	Principal Application Site	411.0	44.8	Moderate	197.2	45.3	Moderate
36_7773	Principal Application Site	164.4	45.6	Moderate	391.3	45	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
7774_7773	Principal Application Site	6.8	23.3	Moderate	16.7	22.9	Moderate
7773_7774	Principal Application Site	15.8	40	Moderate	6.3	40	Moderate
41_8001	Principal Application Site	961.5	64.8	High	941.1	66.5	High
8010_8001	Principal Application Site	902.4	78	High	713.2	78	Moderate
42_8002	Principal Application Site	378.3	50	Moderate	362.1	50	Moderate
168_8002	Principal Application Site	232.5	50	Moderate	283.3	50	Moderate
8006_8003	Principal Application Site	880.5	78	High	956.3	78	High
8008_8004	Principal Application Site	263.5	30	Moderate	201.4	30	Moderate
42_8006	Principal Application Site	865.3	22	High	895.8	22	High
8002_8006	Principal Application Site	155.0	0.8	Moderate	188.9	0.6	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
8006_8008	Principal Application Site	213.4	21.3	Moderate	213.9	21.2	Moderate
8008_8010	Principal Application Site	1023.5	20.7	High	791.4	21.5	High
8004_8010	Principal Application Site	160.4	4.2	Moderate	334.9	2.4	Moderate
7773_36	Principal Application Site	404.2	44.9	Moderate	200.3	45.5	Moderate
524_163	Principal Application Site	126.1	35.4	Moderate	296.3	31.2	Moderate
7770_163	Principal Application Site	68.7	36.5	Moderate	109.6	36.4	Moderate
163_164	Principal Application Site	137.4	18	Moderate	393.4	15.9	Moderate
8004_353	Principal Application Site	526.9	2.9	Moderate	402.8	18.1	Moderate
7753_376	Principal Application Site	64.2	45.6	Moderate	159.6	45.5	Moderate
536_377	Principal Application Site	10.1	34	Moderate	4.2	35.6	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>8003_8008</b>	Principal Application Site	763.7	3.3	High	568	2.4	Moderate
<b>19_18</b>	VMS along A47	1075.3	59.8	High	1036.1	62.7	High
<b>18_19</b>	VMS along A47	392.9	58.6	Moderate	553.5	48.3	Moderate
<b>20_19</b>	VMS along A47	530.9	45.4	Moderate	498.7	49.8	Moderate
<b>19_20</b>	VMS along A47	742.0	72.2	Moderate	1028.8	63.3	High
<b>119_118</b>	VMS along A47	177.9	35.7	Moderate	296.3	35.2	Moderate
<b>643_8003</b>	VMS along A47 (south of Main Application Site)	1145.6	56.2	High	851.9	69	High
<b>8003_643</b>	VMS along A47 (south of Main Application Site)	880.5	67.1	High	956.3	65.4	High
<b>612_9020</b>	VMS along Fullers Hill	92.9	28.4	Moderate	224.9	28.1	Moderate
<b>612_73</b>	VMS along Fullers Hill	483.0	10.6	Moderate	334.4	7.3	Moderate
<b>613_612</b>	VMS along Fullers Hill	92.9	40	Moderate	224.9	40	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>9020_612</b>	VMS along Fullers Hill	483.0	50	Moderate	334.4	50	Moderate
<b>281_176</b>	VMS along Gapton Hall Road	663.2	33.1	High	889.0	28.6	High
<b>176_281</b>	VMS along Gapton Hall Road	389.0	23.4	Moderate	496.1	15.1	Moderate
<b>7747_281</b>	VMS along Gapton Hall Road	352.4	24.5	Moderate	411.1	21.6	Moderate
<b>281_7747</b>	VMS along Gapton Hall Road	770.1	50	Moderate	993.3	50	High
<b>8000_15</b>	VMS along North Quay	605.2	11.3	High	476.8	13.8	Moderate
<b>15_8000</b>	VMS along North Quay	387.3	40	Moderate	537.9	40	Moderate
<b>275_8000</b>	VMS along North Quay	605.2	40	High	476.8	40	Moderate
<b>8000_275</b>	VMS along North Quay	774.6	35.7	High	1075.7	29.9	High
<b>7760_633</b>	VMS along Yarmouth Way	399.7	33.9	Moderate	302.1	34.3	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>78_7760</b>	VMS along Yarmouth Way	399.7	27.6	Moderate	302.1	27	Moderate
<b>633_7790</b>	VMS along Yarmouth Way	609.1	30.1	High	434.1	31.3	Moderate
<b>7790_79</b>	VMS along Yarmouth Way	289.4	35.3	Moderate	206.1	35.5	Moderate

*Table 1.5: Driver Stress Do Something – 2038*

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>7771_35</b>	Principal Application Site	315.3	46.9	Moderate	446.6	46.7	Moderate
<b>7752_35</b>	Principal Application Site	739.7	36.1	Moderate	669.9	36.8	Moderate
<b>7773_36</b>	Principal Application Site	432.4	44.8	Moderate	168.0	45.6	Moderate
<b>41_40</b>	Principal Application Site	744.8	71.9	Moderate	682.9	73.6	Moderate



Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
40_41	Principal Application Site	780.8	70.9	Moderate	848.8	69.5	Moderate
8001_41	Principal Application Site	744.8	71.9	Moderate	682.9	73.6	Moderate
8001_42	Principal Application Site	780.8	15	Moderate	848.8	1.7	Moderate
8010_42	Principal Application Site	416.6	21.3	Moderate	410.6	21.7	Moderate
168_163	Principal Application Site	483.0	28.8	Moderate	440.3	29.1	Moderate
165_164	Principal Application Site	440.2	28.3	Moderate	298.4	29.2	Moderate
164_165	Principal Application Site	478.5	36.7	Moderate	781.5	30.3	Moderate
166_165	Principal Application Site	440.2	50	Moderate	298.4	50	Moderate
167_166	Principal Application Site	187.5	2.3	Moderate	390.2	4.5	Moderate
165_166	Principal Application Site	239.3	6.1	Moderate	390.8	5.4	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>380_166</b>	Principal Application Site	555.1	16.2	Moderate	431.3	13.6	Moderate
<b>166_167</b>	Principal Application Site	678.4	50	Moderate	561.3	50	Moderate
<b>168_167</b>	Principal Application Site	374.9	50	Moderate	780.5	50	Moderate
<b>8002_168</b>	Principal Application Site	767.9	20.2	Moderate	454.9	23.8	Moderate
<b>167_168</b>	Principal Application Site	678.4	24.7	Moderate	561.3	26.5	Moderate
<b>166_380</b>	Principal Application Site	360.9	50	Moderate	717.9	50	Moderate
<b>381_380</b>	Principal Application Site	832.6	50	Moderate	646.9	50	Moderate
<b>380_381</b>	Principal Application Site	360.9	45.3	Moderate	717.9	44	Moderate
<b>382_381</b>	Principal Application Site	1.1	12.1	Moderate	0.0	1.2	Moderate
<b>381_382</b>	Principal Application Site	289.4	30	Moderate	217.0	30	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>536_496</b>	Principal Application Site	139.6	25	Moderate	45.9	25	Moderate
<b>7722_536</b>	Principal Application Site	131.7	42.1	Moderate	51.1	42.4	Moderate
<b>7753_7722</b>	Principal Application Site	172.3	41.5	Moderate	91.8	41.6	Moderate
<b>536_7722</b>	Principal Application Site	69.8	42.1	Moderate	200.3	40.1	Moderate
<b>35_7752</b>	Principal Application Site	590.0	50	Moderate	690.7	50	Moderate
<b>8033_8030</b>	Principal Application Site	111.5	2.9	Moderate	364.1	3.5	Moderate
<b>7722_7753</b>	Principal Application Site	119.3	42.2	Moderate	248.3	41.6	Moderate
<b>35_7771</b>	Principal Application Site	797.2	45.5	Moderate	777.3	45.7	Moderate
<b>8030_8033</b>	Principal Application Site	439.1	50	Moderate	161.7	50	Moderate
<b>36_7773</b>	Principal Application Site	113.7	45.8	Moderate	361.0	45.1	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
7774_7773	Principal Application Site	6.8	23.2	Moderate	16.7	23	Moderate
7773_7774	Principal Application Site	15.8	40	Moderate	6.3	40	Moderate
41_8001	Principal Application Site	780.8	70.9	Moderate	848.8	69.5	Moderate
8010_8001	Principal Application Site	744.8	78	Moderate	682.9	78	Moderate
42_8002	Principal Application Site	383.9	50	Moderate	227.5	50	Moderate
168_8002	Principal Application Site	326.0	50	Moderate	258.2	50	Moderate
8006_8003	Principal Application Site	923.3	78	Moderate	1057.0	78	Moderate
8008_8004	Principal Application Site	265.7	30	Moderate	234.2	30	Moderate
42_8006	Principal Application Site	813.5	22.1	Moderate	1007.4	21.6	Moderate
8002_8006	Principal Application Site	217.3	1.8	Moderate	172.2	0.6	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>8006_8008</b>	Principal Application Site	216.2	21.3	Moderate	201.9	21.3	Moderate
<b>8008_8010</b>	Principal Application Site	995.9	20.8	Moderate	742.4	21.6	Moderate
<b>8004_8010</b>	Principal Application Site	164.9	8.2	Moderate	355.8	3.9	Moderate
<b>8030_8032</b>	Principal Application Site	312.4	50	Moderate	479.4	50	Moderate
<b>8032_8030</b>	Principal Application Site	619.3	5.4	Moderate	399.6	6.6	Moderate
<b>8032_8031</b>	Principal Application Site	312.4	15.8	Moderate	479.4	18	Moderate
<b>8031_8032</b>	Principal Application Site	619.3	50	Moderate	399.6	50	Moderate
<b>168_8031</b>	Principal Application Site	619.3	8.2	Moderate	399.6	12.3	Moderate
<b>8031_168</b>	Principal Application Site	312.4	27.6	Moderate	479.4	28.3	Moderate
<b>377_36</b>	Principal Application Site	28.1	27.5	Moderate	82.4	26	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
7770_163	Principal Application Site	69.8	36.5	Moderate	110.6	36.4	Moderate
8004_353	Principal Application Site	531.4	2.8	Moderate	468.5	15.2	Moderate
536_377	Principal Application Site	10.1	33.7	Moderate	10.4	35.1	Moderate
163_524	Principal Application Site	363.7	31.6	Moderate	363.1	32.1	Moderate
377_536	Principal Application Site	27	43.6	Moderate	43.8	46.7	Moderate
8030_7753	Principal Application Site	137.4	27.7	Moderate	63.6	27.4	Moderate
8003_8008	Principal Application Site	724.7	5	Moderate	550.9	3.2	Moderate
19_18	VMS along A47	1076.4	59.8	Moderate	1050.7	62.3	Moderate
18_19	VMS along A47	423.9	56.7	Moderate	565.0	47.3	Moderate
20_19	VMS along A47	531.4	45.3	Moderate	506.0	49.3	Moderate
19_20	VMS along A47	802.8	70.1	Moderate	1051.7	62.5	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>8003_643</b>	VMS along A47 (south of Main Application Site)	923.3	65.6	Moderate	1057.0	61.6	Moderate
<b>643_8003</b>	VMS along A47 (south of Main Application Site)	1087.1	58.7	Moderate	826.4	69.8	Moderate
<b>612_73</b>	VMS along Fullers Hill	302.9	12	Moderate	265.5	7.7	Moderate
<b>612_9020</b>	VMS along Fullers Hill	100.8	29.3	Moderate	195.6	30.6	Moderate
<b>597_9021</b>	VMS along Fullers Hill	386.2	21.3	Moderate	473.2	10.1	Moderate
<b>613_612</b>	VMS along Fullers Hill	100.8	40	Moderate	195.6	40	Moderate
<b>9020_612</b>	VMS along Fullers Hill	302.9	50	Moderate	265.5	50	Moderate
<b>74_613</b>	VMS along Fullers Hill	100.8	37	Moderate	195.6	34.5	Moderate
<b>281_176</b>	VMS along Gapton Hall Road	650.8	33.4	Moderate	694.9	32.7	Moderate

Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
176_281	VMS along Gapton Hall Road	296.1	28.8	Moderate	366.8	25	Moderate
7747_281	VMS along Gapton Hall Road	352.4	24.5	Moderate	313.0	27.3	Moderate
281_7747	VMS along Gapton Hall Road	595.6	50	Moderate	732.5	50	Moderate
8000_15	VMS along North Quay	590.5	14.2	Moderate	452.8	14.8	Moderate
15_8000	VMS along North Quay	387.3	40	Moderate	540.0	40	Moderate
275_8000	VMS along North Quay	590.5	40	Moderate	452.8	40	Moderate
8000_275	VMS along North Quay	774.6	35.8	Moderate	1079.9	29.6	Moderate
7760_633	VMS along Yarmouth Way	389.0	33.9	Moderate	277.0	34.4	Moderate
78_7760	VMS along Yarmouth Way	389.0	27.7	Moderate	277.0	27.2	Moderate
633_7790	VMS along Yarmouth Way	495.4	30.8	Moderate	363.1	31.7	Moderate



Link ID	Location	Average AM Peak Hourly Flow/Lane	AM Peak Average Speed (kmph)	AM Peak Driver Stress	Average PM Peak Hour Flow/Lane	PM Peak Average Speed (kmph)	PM Peak Driver Stress
<b>7790_79</b>	VMS along Yarmouth Way	232.5	35.4	Moderate	169.0	35.6	Moderate