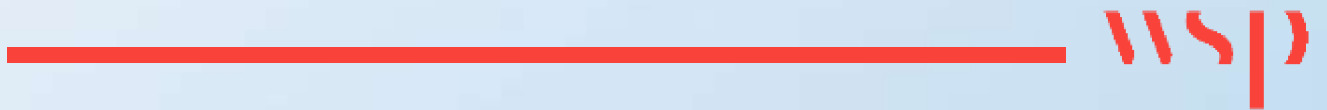
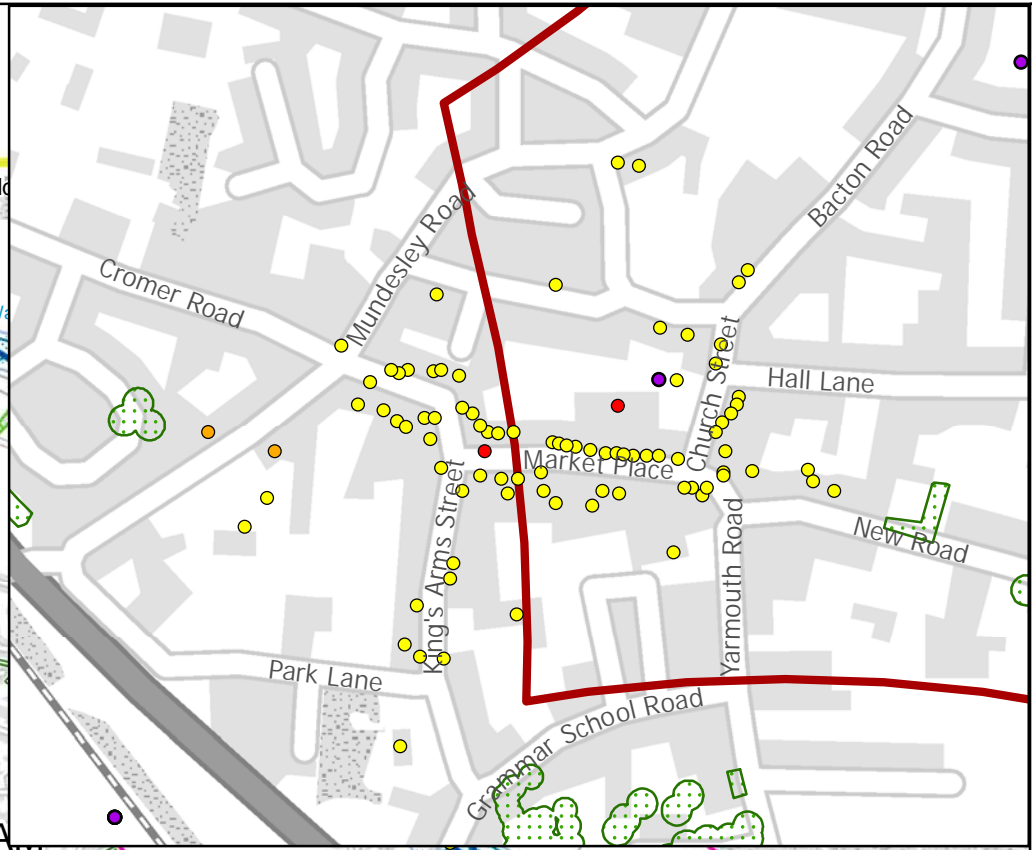
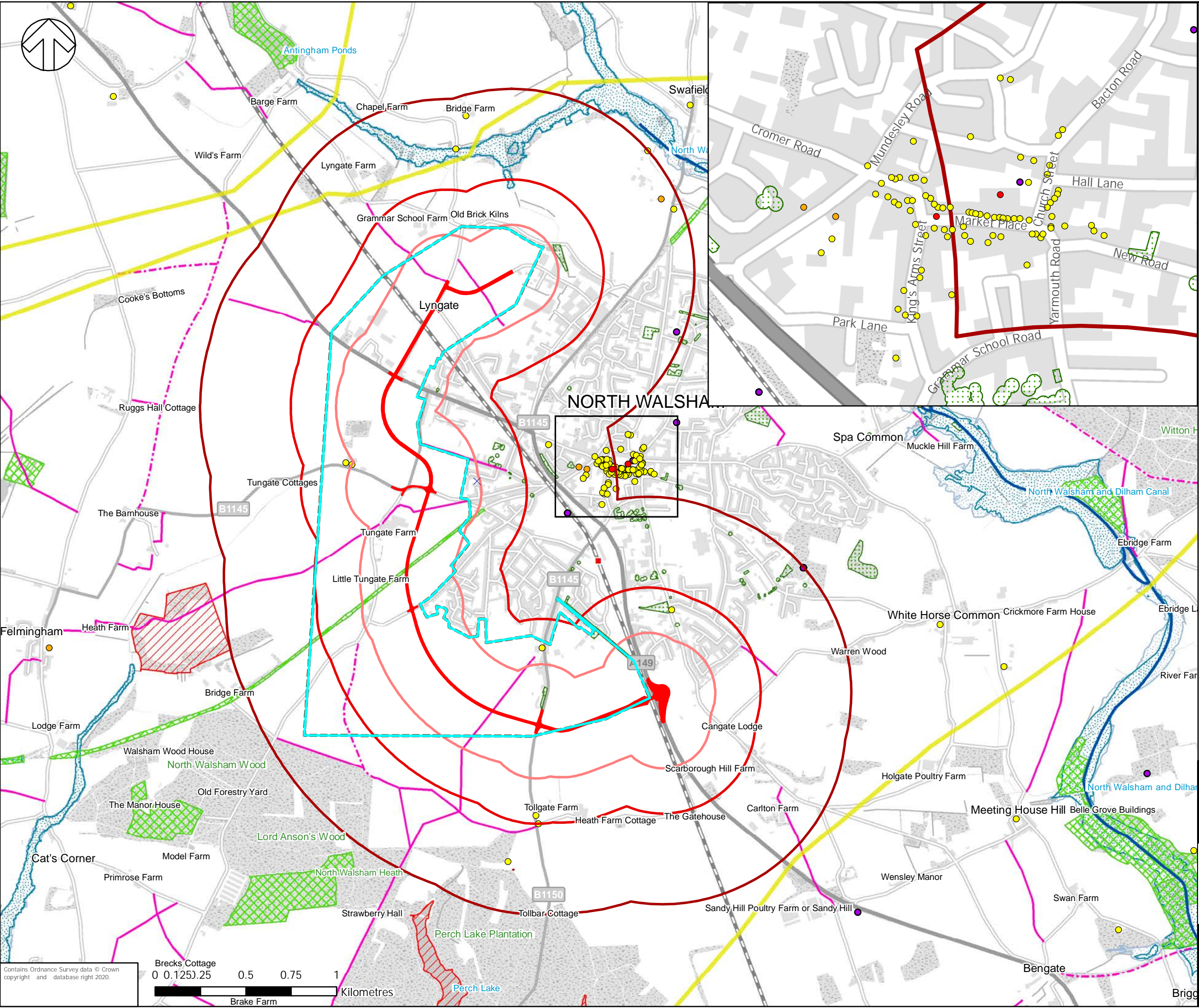


# Appendix A

CONSTRAINTS PLAN



Date Modified: 21/10/2020  
 Drawn By: UKIXC600  
 File: \\uk.wspgroup.com\Central Data\Projects\700632xx\70063212 - North Walsham Link Road\03 WIP\TP Transport Planning\03 Drawings\GIS\MXD\Constraints\_plan.mxd



### Key

- Indicative alignment of proposed link road (Option 4)
- 250m buffer area
- 500m buffer area
- 1,000m buffer area
- Area of Interest

### Constraints

- Listed building, Grade I
- Listed building, Grade II\*
- Listed building, Grade II
- Veteran tree
- HP main
- Bridleway
- Footpath
- Main rivers
- Tree preservation order
- Scheduled monument
- County wildlife site
- Flood Zone 3
- Flood Zone 2
- Local nature reserve
- Site of Special Scientific Interest

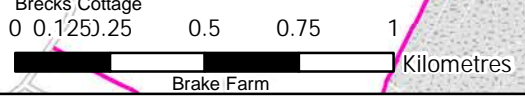
PROJECT:

NORTH WALSHAM LINK ROAD

FIGURE:

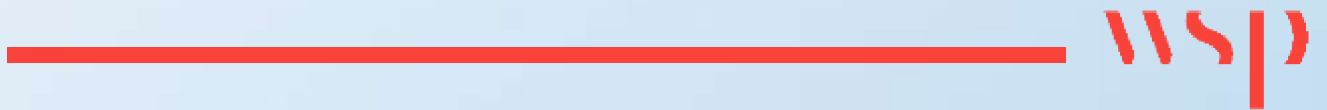
CONSTRAINTS PLAN

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# Appendix B

NATS LMVR





## TECHNICAL NOTE 3

<b>DATE:</b>	04 September 2020	<b>CONFIDENTIALITY:</b>	Confidential
<b>SUBJECT:</b>	North Walsham WLR - NATS LMVR		
<b>PROJECT:</b>	70063212	<b>AUTHOR:</b>	UKMAH004 UKDID001
<b>CHECKED:</b>	UKIXG600	<b>APPROVED:</b>	

## SATURN MODEL UPDATE

The Norwich Area Transport Strategy (NATS) SATURN model can be used to assess the traffic impact of highway schemes in the area of Norwich. This model also covers the area of North Walsham but without much detail, which makes it not suitable for testing the traffic impact of the proposed link road. However, with the existing data it is possible to recalibrate the model to be able to estimate the through traffic in the town and therefore the impact of the proposed link road.

### Prior Matrix Development Process

The Mobile Network Data (MND) dataset has been procured from Telefonica for the purposes of updating the NATS model, which has been used and adjusted for this assessment. The NATS model has been updated to include the some of the main A and B roads of North Walsham.

The MND is provided by the operator as three travel modes, comprised of road (bus / car / LGV), rail, and HGV, which then requires reformatting to allow use in the transport model. The MND is also combined with a synthetic matrix (generated from National Trip End Model data) to fill in some of the missing short trip elements as part of the matrix development process.

To begin with the raw data was converted from the MND zone system to replicate the NATS model zone system. Bus users were then separated from the MND road mode and the remaining car and LGV person trips were converted to vehicle trips by utilising WebTAG proportions. Following this, LGVs were split out from car trips utilising Teletrac, NTEM, and ATC information, in order to produce Employers Business purposes. The car trip matrices have then been combined with the synthetic car trip matrices, to infill short distance trips which are otherwise missing from MND.

A rail distribution process has then been carried out on the MND Rail mode, to generate access trips to the rail network, and move the car-based access trips into the highway matrix. It was then necessary to merge the car purposes so that they represent the final highway purposes. Lastly, the MND HGV mode has been converted into PCUs and the car, LGV and HGV matrices have been merged into a single stacked matrix for the highway model.

This process amended the matrix generation process to disaggregate the model zones into those required for this assessment, where the zones covering and surrounding North Walsham were split up from 3 zones to 12 zones, with the zone splits broadly following the workplace zone boundaries from Census 2011. This disaggregation process was applied to the matrix on the same basis as the Norwich Western Link disaggregation, where Census 2011 data on adults, employed people, and workplace populations were used depending on the purpose of the trip.

## TECHNICAL NOTE 3

<b>DATE:</b>	04 September 2020	<b>CONFIDENTIALITY:</b>	Confidential
<b>SUBJECT:</b>	North Walsham WLR - NATS LMVR		
<b>PROJECT:</b>	70063212	<b>AUTHOR:</b>	UKMAH004 UKDID001
<b>CHECKED:</b>	UKIXG600	<b>APPROVED:</b>	

### Network update

The highway network was provided by updating and adding additional detail to an existing 2019 NATS SATURN model. The town of North Walsham has very limited detail in the existing model and only consisted of buffer network and the trip matrix zones that represented the local area loaded the traffic onto a single point. The coarse nature of the network did not allow for an appropriate representation of the network along the A149.

The highway network layout is shown in the figure below:

#### INSERT FIGURE OF NETWORK

Additional detail has been added to the network to represent the critical routes into and within North Walsham. The network now includes the following routes:

- B1145 – North towards Swafield;
- B1145 Aylsham Road;
- New Road and Happisburgh Road;
- Bacton Road;
- B1150; and
- Station Road.

The model calibration will focus upon the junction turning movements at the two signal junctions on the A149 within North Walsham:

- Cromer Road/A149 signal junction; and
- A149/Norwich Road.

These junctions were modelled in detail with the following attributes:

- Signal Timings;
- Link speeds (cruise speeds and speed flow curves);
- Link and junction saturation flows;
- Link distances;
- Give-way priority and flare length markers; and
- Number of lanes.

The saturation flows (PCUs) used for this model were:

- 1,900 per lane – straight ahead
- 1,850 per lane – turning lane

The trip matrix was disaggregated to provide greater detail of the urban area and to allow the trips to be loaded into the model more realistically and to enable model calibration validation to be undertaken much more easily.

The trip matrix was assigned to the network and route calibration checks were undertaken to ensure that routing within the model was realistic. Sense checks were made so that trips travelling to/from the town



# TECHNICAL NOTE 3

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<b>CHECKED:</b>	UKIXG600	<b>APPROVED:</b>	

centre towards the A149 and other key routes inbound and outbound of the town were using the appropriate link and junctions. Alterations were made to link speeds, distances, signal timings where needed to improve the network. The junction turn counts at the two key junctions were used as a reference base when making these alterations. Once the network was deemed to provide the enough level of detail then model calibration and validation was undertaken.

## Model Calibration and Validation

The model has been validated and calibrated with existing traffic survey data (shown in Table 0-1) from previous years that was uplifted to 2019 and deemed sufficient to produce a high-level estimation of the through traffic in the town, as it can be seen in Table 0-2.

**Table 0-1 - MCC and ATC survey locations for calibration/validation**

Type	Date	Location
ATC	19/01/17 – 25/01/17	A149 Cromer Road
ATC	28/06/14 – 04/07/14	Norwich Road
MCC	26/11/14	A149 Cromer Road / A149 / B1145
MCC	26/11/14	A149 / Norwich Road

**Table 0-2 - Calibration and Validation Statistics**

MEASURE	THRESHOLD	AM	PM
Convergence	100%	100%	67%
Link Cal Flow - All	85%	100%	100%
Link Cal GEH - All	85%	100%	100%
Link Cal Flow - Car	85%	100%	100%
Link Cal GEH - Car	85%	100%	100%



# TECHNICAL NOTE 3

<b>DATE:</b>	04 September 2020	<b>CONFIDENTIALITY:</b>	Confidential
<b>SUBJECT:</b>	North Walsham WLR - NATS LMVR		
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<b>CHECKED:</b>	UKIXG600	<b>APPROVED:</b>	

Link Val Flow - All	85%	75%	100%
Link Val GEH - All	85%	75%	100%
Link Val Flow - Car	85%	100%	100%
Link Val GEH - Car	85%	100%	100%
Junctions	85%	100%	50%

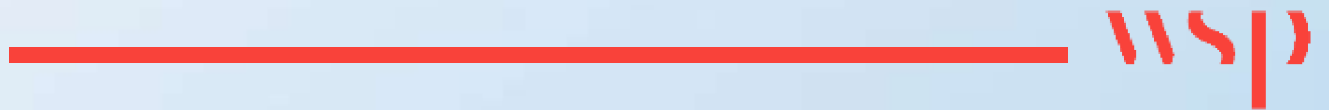
## Through Traffic Assessment

Once the model was calibrated and validated, cordon matrices from the NATS model for the study area have been extracted for the AM and PM period for the five user classes present in the model to quantify the traffic within North Walsham.

Changes to the zone system and user classes (UCs) were made to the cordon matrices to match the zones devised for this study. The matrices were combined into AM and PM one-hour matrices describing Lights as (UC1,2,3,4), with Cars and LGVs able to use the same routing, and HGVs (UC5).

# Appendix C

TRIP RATES





Calculation Reference: AUDIT-100314-200514-0502

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : B - BUSINESS PARK  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	WG WOKINGHAM	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 2900 to 142687 (units: sqm)  
 Range Selected by User: 2480 to 142687 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/05/18

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday	1 days
Friday	4 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town	5
--------------	---

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

B1	5 days
----	--------

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

## Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

125,001 to 250,000	4 days
250,001 to 500,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	4 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	CA-02-B-02 LYNCH WOOD PETERBOROUGH	BUSINESS PARK		CAMBRI D G E S H I R E
	Edge of Town Commercial Zone Total Gross floor area:		12800 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>19/10/16</i>	<i>Survey Type: MANUAL</i>
2	CA-02-B-03 MILTON ROAD CAMBRIDGE	SCIENCE PARK		CAMBRI D G E S H I R E
	Edge of Town No Sub Category Total Gross floor area:		142687 sqm	
	<i>Survey date: FRIDAY</i>		<i>06/10/17</i>	<i>Survey Type: MANUAL</i>
3	EX-02-B-01 BRUNEL COURT COLCHESTER SEVERALLS INDUSTRIAL PK	BUSINESS PARK		ESSEX
	Edge of Town Industrial Zone Total Gross floor area:		2900 sqm	
	<i>Survey date: FRIDAY</i>		<i>18/05/18</i>	<i>Survey Type: MANUAL</i>
4	EX-02-B-02 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK	BUSINESS PARK		ESSEX
	Edge of Town Industrial Zone Total Gross floor area:		4083 sqm	
	<i>Survey date: FRIDAY</i>		<i>18/05/18</i>	<i>Survey Type: MANUAL</i>
5	WG-02-B-02 WHARFEDALE ROAD READING WINNERSH	BUSINESS PARK		WOKI N G H A M
	Edge of Town Development Zone Total Gross floor area:		4775 sqm	
	<i>Survey date: FRIDAY</i>		<i>20/11/15</i>	<i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	33449	0.154	5	33449	0.029	5	33449	0.183
07:30 - 08:00	5	33449	0.346	5	33449	0.060	5	33449	0.406
08:00 - 08:30	5	33449	0.510	5	33449	0.072	5	33449	0.582
08:30 - 09:00	5	33449	0.417	5	33449	0.057	5	33449	0.474
09:00 - 09:30	5	33449	0.181	5	33449	0.043	5	33449	0.224
09:30 - 10:00	5	33449	0.083	5	33449	0.043	5	33449	0.126
10:00 - 10:30	5	33449	0.069	5	33449	0.048	5	33449	0.117
10:30 - 11:00	5	33449	0.057	5	33449	0.045	5	33449	0.102
11:00 - 11:30	5	33449	0.051	5	33449	0.045	5	33449	0.096
11:30 - 12:00	5	33449	0.062	5	33449	0.049	5	33449	0.111
12:00 - 12:30	5	33449	0.062	5	33449	0.074	5	33449	0.136
12:30 - 13:00	5	33449	0.067	5	33449	0.080	5	33449	0.147
13:00 - 13:30	5	33449	0.080	5	33449	0.061	5	33449	0.141
13:30 - 14:00	5	33449	0.063	5	33449	0.055	5	33449	0.118
14:00 - 14:30	5	33449	0.056	5	33449	0.065	5	33449	0.121
14:30 - 15:00	5	33449	0.042	5	33449	0.071	5	33449	0.113
15:00 - 15:30	5	33449	0.039	5	33449	0.075	5	33449	0.114
15:30 - 16:00	5	33449	0.038	5	33449	0.070	5	33449	0.108
16:00 - 16:30	5	33449	0.037	5	33449	0.119	5	33449	0.156
16:30 - 17:00	5	33449	0.036	5	33449	0.173	5	33449	0.209
17:00 - 17:30	5	33449	0.044	5	33449	0.307	5	33449	0.351
17:30 - 18:00	5	33449	0.024	5	33449	0.308	5	33449	0.332
18:00 - 18:30	5	33449	0.025	5	33449	0.304	5	33449	0.329
18:30 - 19:00	5	33449	0.019	5	33449	0.268	5	33449	0.287
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>2.562</b>			<b>2.521</b>			<b>5.083</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	2900 - 142687 (units: sqm)
Survey date date range:	01/01/12 - 18/05/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK  
OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	33449	0.002	5	33449	0.002	5	33449	0.004
07:30 - 08:00	5	33449	0.004	5	33449	0.004	5	33449	0.008
08:00 - 08:30	5	33449	0.001	5	33449	0.001	5	33449	0.002
08:30 - 09:00	5	33449	0.003	5	33449	0.002	5	33449	0.005
09:00 - 09:30	5	33449	0.003	5	33449	0.002	5	33449	0.005
09:30 - 10:00	5	33449	0.000	5	33449	0.000	5	33449	0.000
10:00 - 10:30	5	33449	0.001	5	33449	0.001	5	33449	0.002
10:30 - 11:00	5	33449	0.001	5	33449	0.000	5	33449	0.001
11:00 - 11:30	5	33449	0.001	5	33449	0.001	5	33449	0.002
11:30 - 12:00	5	33449	0.002	5	33449	0.002	5	33449	0.004
12:00 - 12:30	5	33449	0.002	5	33449	0.002	5	33449	0.004
12:30 - 13:00	5	33449	0.001	5	33449	0.001	5	33449	0.002
13:00 - 13:30	5	33449	0.000	5	33449	0.001	5	33449	0.001
13:30 - 14:00	5	33449	0.000	5	33449	0.001	5	33449	0.001
14:00 - 14:30	5	33449	0.000	5	33449	0.000	5	33449	0.000
14:30 - 15:00	5	33449	0.000	5	33449	0.000	5	33449	0.000
15:00 - 15:30	5	33449	0.002	5	33449	0.001	5	33449	0.003
15:30 - 16:00	5	33449	0.001	5	33449	0.000	5	33449	0.001
16:00 - 16:30	5	33449	0.001	5	33449	0.001	5	33449	0.002
16:30 - 17:00	5	33449	0.001	5	33449	0.000	5	33449	0.001
17:00 - 17:30	5	33449	0.000	5	33449	0.001	5	33449	0.001
17:30 - 18:00	5	33449	0.000	5	33449	0.001	5	33449	0.001
18:00 - 18:30	5	33449	0.000	5	33449	0.001	5	33449	0.001
18:30 - 19:00	5	33449	0.000	5	33449	0.001	5	33449	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>0.026</b>			<b>0.026</b>			<b>0.052</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK  
CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	33449	0.142	5	33449	0.022	5	33449	0.164
07:30 - 08:00	5	33449	0.328	5	33449	0.049	5	33449	0.377
08:00 - 08:30	5	33449	0.492	5	33449	0.060	5	33449	0.552
08:30 - 09:00	5	33449	0.399	5	33449	0.043	5	33449	0.442
09:00 - 09:30	5	33449	0.166	5	33449	0.032	5	33449	0.198
09:30 - 10:00	5	33449	0.067	5	33449	0.030	5	33449	0.097
10:00 - 10:30	5	33449	0.049	5	33449	0.028	5	33449	0.077
10:30 - 11:00	5	33449	0.038	5	33449	0.029	5	33449	0.067
11:00 - 11:30	5	33449	0.033	5	33449	0.028	5	33449	0.061
11:30 - 12:00	5	33449	0.042	5	33449	0.033	5	33449	0.075
12:00 - 12:30	5	33449	0.050	5	33449	0.062	5	33449	0.112
12:30 - 13:00	5	33449	0.052	5	33449	0.068	5	33449	0.120
13:00 - 13:30	5	33449	0.066	5	33449	0.052	5	33449	0.118
13:30 - 14:00	5	33449	0.050	5	33449	0.039	5	33449	0.089
14:00 - 14:30	5	33449	0.045	5	33449	0.057	5	33449	0.102
14:30 - 15:00	5	33449	0.029	5	33449	0.053	5	33449	0.082
15:00 - 15:30	5	33449	0.028	5	33449	0.062	5	33449	0.090
15:30 - 16:00	5	33449	0.028	5	33449	0.060	5	33449	0.088
16:00 - 16:30	5	33449	0.026	5	33449	0.105	5	33449	0.131
16:30 - 17:00	5	33449	0.032	5	33449	0.164	5	33449	0.196
17:00 - 17:30	5	33449	0.039	5	33449	0.295	5	33449	0.334
17:30 - 18:00	5	33449	0.020	5	33449	0.300	5	33449	0.320
18:00 - 18:30	5	33449	0.023	5	33449	0.298	5	33449	0.321
18:30 - 19:00	5	33449	0.017	5	33449	0.263	5	33449	0.280
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>2.261</b>			<b>2.232</b>			<b>4.493</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-100314-200514-0502

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : B - BUSINESS PARK  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	WG WOKINGHAM	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 2900 to 142687 (units: sqm)  
 Range Selected by User: 2480 to 142687 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/05/18

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday	1 days
Friday	4 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town	5
--------------	---

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

B1	5 days
----	--------

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*



## Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

125,001 to 250,000	4 days
250,001 to 500,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	4 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

LIST OF SITES relevant to selection parameters

1	CA-02-B-02 LYNCH WOOD PETERBOROUGH	BUSINESS PARK		CAMBRI D G E S H I R E
	Edge of Town Commercial Zone Total Gross floor area:		12800 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>19/10/16</i>	<i>Survey Type: MANUAL</i>
2	CA-02-B-03 MILTON ROAD CAMBRIDGE	SCIENCE PARK		CAMBRI D G E S H I R E
	Edge of Town No Sub Category Total Gross floor area:		142687 sqm	
	<i>Survey date: FRIDAY</i>		<i>06/10/17</i>	<i>Survey Type: MANUAL</i>
3	EX-02-B-01 BRUNEL COURT COLCHESTER SEVERALLS INDUSTRIAL PK	BUSINESS PARK		ESSEX
	Edge of Town Industrial Zone Total Gross floor area:		2900 sqm	
	<i>Survey date: FRIDAY</i>		<i>18/05/18</i>	<i>Survey Type: MANUAL</i>
4	EX-02-B-02 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK	BUSINESS PARK		ESSEX
	Edge of Town Industrial Zone Total Gross floor area:		4083 sqm	
	<i>Survey date: FRIDAY</i>		<i>18/05/18</i>	<i>Survey Type: MANUAL</i>
5	WG-02-B-02 WHARFEDALE ROAD READING WINNERSH	BUSINESS PARK		WOKI N G H A M
	Edge of Town Development Zone Total Gross floor area:		4775 sqm	
	<i>Survey date: FRIDAY</i>		<i>20/11/15</i>	<i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	33449	0.154	5	33449	0.029	5	33449	0.183
07:30 - 08:00	5	33449	0.346	5	33449	0.060	5	33449	0.406
08:00 - 08:30	5	33449	0.510	5	33449	0.072	5	33449	0.582
08:30 - 09:00	5	33449	0.417	5	33449	0.057	5	33449	0.474
09:00 - 09:30	5	33449	0.181	5	33449	0.043	5	33449	0.224
09:30 - 10:00	5	33449	0.083	5	33449	0.043	5	33449	0.126
10:00 - 10:30	5	33449	0.069	5	33449	0.048	5	33449	0.117
10:30 - 11:00	5	33449	0.057	5	33449	0.045	5	33449	0.102
11:00 - 11:30	5	33449	0.051	5	33449	0.045	5	33449	0.096
11:30 - 12:00	5	33449	0.062	5	33449	0.049	5	33449	0.111
12:00 - 12:30	5	33449	0.062	5	33449	0.074	5	33449	0.136
12:30 - 13:00	5	33449	0.067	5	33449	0.080	5	33449	0.147
13:00 - 13:30	5	33449	0.080	5	33449	0.061	5	33449	0.141
13:30 - 14:00	5	33449	0.063	5	33449	0.055	5	33449	0.118
14:00 - 14:30	5	33449	0.056	5	33449	0.065	5	33449	0.121
14:30 - 15:00	5	33449	0.042	5	33449	0.071	5	33449	0.113
15:00 - 15:30	5	33449	0.039	5	33449	0.075	5	33449	0.114
15:30 - 16:00	5	33449	0.038	5	33449	0.070	5	33449	0.108
16:00 - 16:30	5	33449	0.037	5	33449	0.119	5	33449	0.156
16:30 - 17:00	5	33449	0.036	5	33449	0.173	5	33449	0.209
17:00 - 17:30	5	33449	0.044	5	33449	0.307	5	33449	0.351
17:30 - 18:00	5	33449	0.024	5	33449	0.308	5	33449	0.332
18:00 - 18:30	5	33449	0.025	5	33449	0.304	5	33449	0.329
18:30 - 19:00	5	33449	0.019	5	33449	0.268	5	33449	0.287
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>2.562</b>			<b>2.521</b>			<b>5.083</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	2900 - 142687 (units: sqm)
Survey date date range:	01/01/12 - 18/05/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK  
OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	33449	0.002	5	33449	0.002	5	33449	0.004
07:30 - 08:00	5	33449	0.004	5	33449	0.004	5	33449	0.008
08:00 - 08:30	5	33449	0.001	5	33449	0.001	5	33449	0.002
08:30 - 09:00	5	33449	0.003	5	33449	0.002	5	33449	0.005
09:00 - 09:30	5	33449	0.003	5	33449	0.002	5	33449	0.005
09:30 - 10:00	5	33449	0.000	5	33449	0.000	5	33449	0.000
10:00 - 10:30	5	33449	0.001	5	33449	0.001	5	33449	0.002
10:30 - 11:00	5	33449	0.001	5	33449	0.000	5	33449	0.001
11:00 - 11:30	5	33449	0.001	5	33449	0.001	5	33449	0.002
11:30 - 12:00	5	33449	0.002	5	33449	0.002	5	33449	0.004
12:00 - 12:30	5	33449	0.002	5	33449	0.002	5	33449	0.004
12:30 - 13:00	5	33449	0.001	5	33449	0.001	5	33449	0.002
13:00 - 13:30	5	33449	0.000	5	33449	0.001	5	33449	0.001
13:30 - 14:00	5	33449	0.000	5	33449	0.001	5	33449	0.001
14:00 - 14:30	5	33449	0.000	5	33449	0.000	5	33449	0.000
14:30 - 15:00	5	33449	0.000	5	33449	0.000	5	33449	0.000
15:00 - 15:30	5	33449	0.002	5	33449	0.001	5	33449	0.003
15:30 - 16:00	5	33449	0.001	5	33449	0.000	5	33449	0.001
16:00 - 16:30	5	33449	0.001	5	33449	0.001	5	33449	0.002
16:30 - 17:00	5	33449	0.001	5	33449	0.000	5	33449	0.001
17:00 - 17:30	5	33449	0.000	5	33449	0.001	5	33449	0.001
17:30 - 18:00	5	33449	0.000	5	33449	0.001	5	33449	0.001
18:00 - 18:30	5	33449	0.000	5	33449	0.001	5	33449	0.001
18:30 - 19:00	5	33449	0.000	5	33449	0.001	5	33449	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>0.026</b>			<b>0.026</b>			<b>0.052</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK  
CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

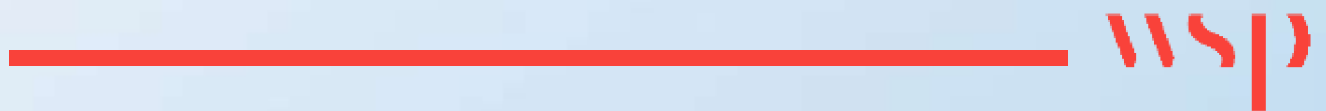
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	33449	0.142	5	33449	0.022	5	33449	0.164
07:30 - 08:00	5	33449	0.328	5	33449	0.049	5	33449	0.377
08:00 - 08:30	5	33449	0.492	5	33449	0.060	5	33449	0.552
08:30 - 09:00	5	33449	0.399	5	33449	0.043	5	33449	0.442
09:00 - 09:30	5	33449	0.166	5	33449	0.032	5	33449	0.198
09:30 - 10:00	5	33449	0.067	5	33449	0.030	5	33449	0.097
10:00 - 10:30	5	33449	0.049	5	33449	0.028	5	33449	0.077
10:30 - 11:00	5	33449	0.038	5	33449	0.029	5	33449	0.067
11:00 - 11:30	5	33449	0.033	5	33449	0.028	5	33449	0.061
11:30 - 12:00	5	33449	0.042	5	33449	0.033	5	33449	0.075
12:00 - 12:30	5	33449	0.050	5	33449	0.062	5	33449	0.112
12:30 - 13:00	5	33449	0.052	5	33449	0.068	5	33449	0.120
13:00 - 13:30	5	33449	0.066	5	33449	0.052	5	33449	0.118
13:30 - 14:00	5	33449	0.050	5	33449	0.039	5	33449	0.089
14:00 - 14:30	5	33449	0.045	5	33449	0.057	5	33449	0.102
14:30 - 15:00	5	33449	0.029	5	33449	0.053	5	33449	0.082
15:00 - 15:30	5	33449	0.028	5	33449	0.062	5	33449	0.090
15:30 - 16:00	5	33449	0.028	5	33449	0.060	5	33449	0.088
16:00 - 16:30	5	33449	0.026	5	33449	0.105	5	33449	0.131
16:30 - 17:00	5	33449	0.032	5	33449	0.164	5	33449	0.196
17:00 - 17:30	5	33449	0.039	5	33449	0.295	5	33449	0.334
17:30 - 18:00	5	33449	0.020	5	33449	0.300	5	33449	0.320
18:00 - 18:30	5	33449	0.023	5	33449	0.298	5	33449	0.321
18:30 - 19:00	5	33449	0.017	5	33449	0.263	5	33449	0.280
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>2.261</b>			<b>2.232</b>			<b>4.493</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

# Appendix D

TRAFFIC IMPACT ASSESSMENT

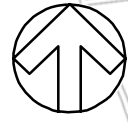


# Appendix D.1

THROUGH TRAFFIC ROUTES

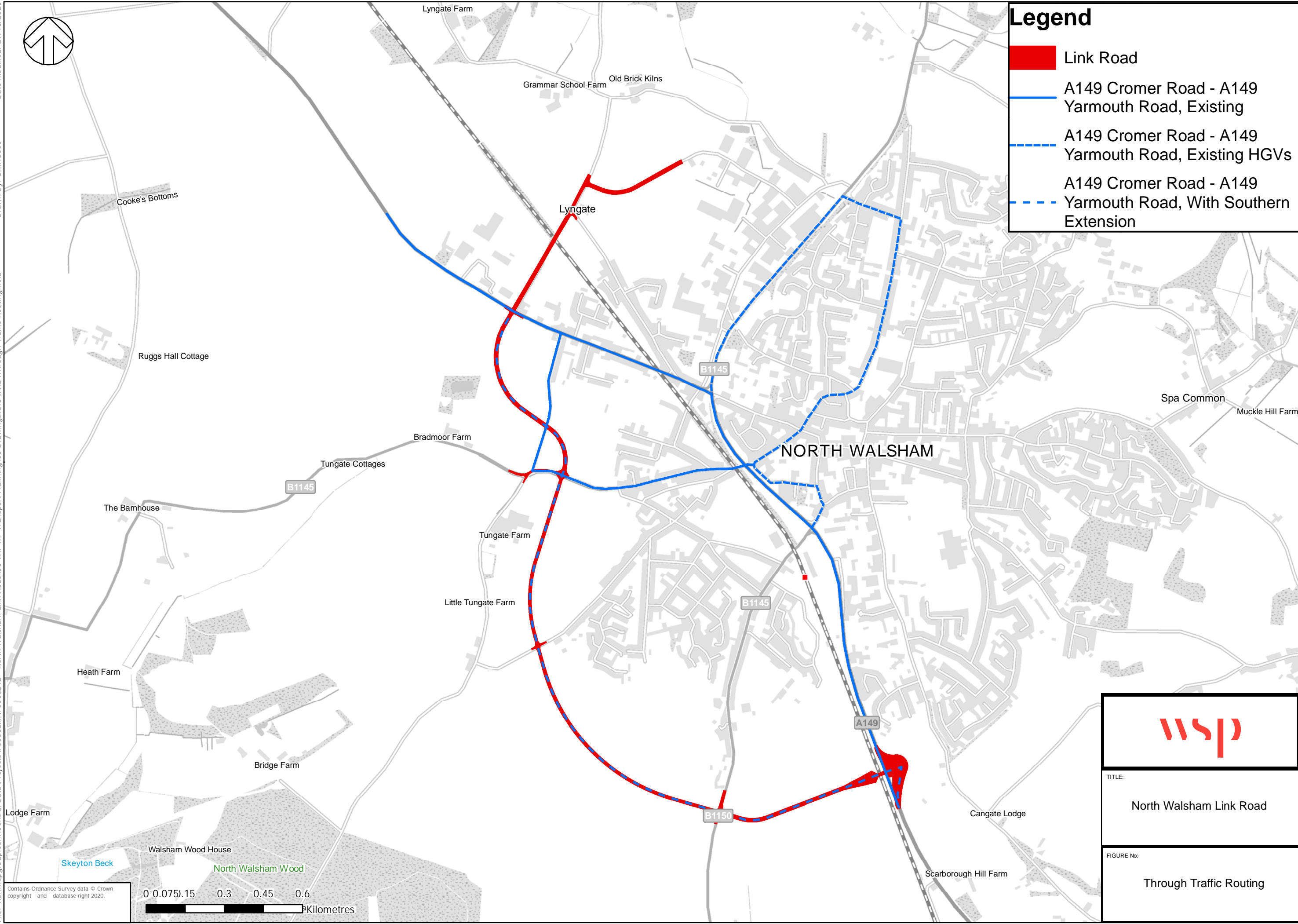






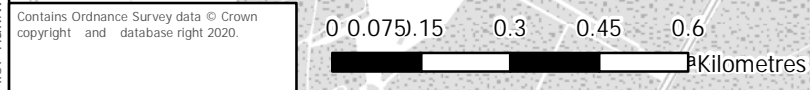
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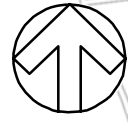
- Link Road
- A149 Cromer Road - A149 Yarmouth Road, Existing
- A149 Cromer Road - A149 Yarmouth Road, Existing HGVs
- A149 Cromer Road - A149 Yarmouth Road, With Southern Extension






TITLE:  
North Walsham Link Road

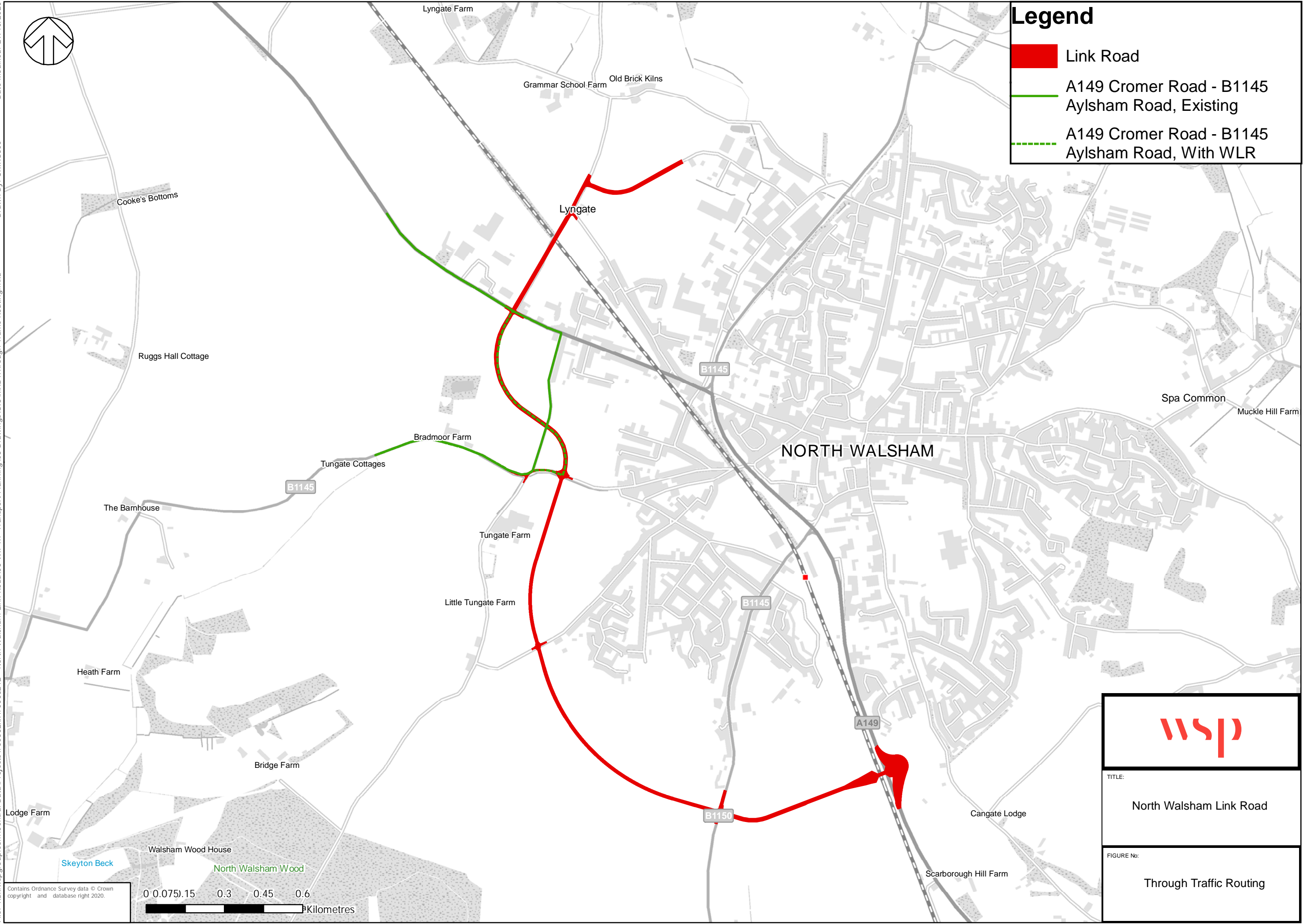
FIGURE No:  
Through Traffic Routing





### Legend

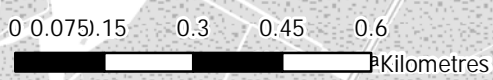
-  Link Road
-  A149 Cromer Road - B1145 Aylsham Road, Existing
-  A149 Cromer Road - B1145 Aylsham Road, With WLR

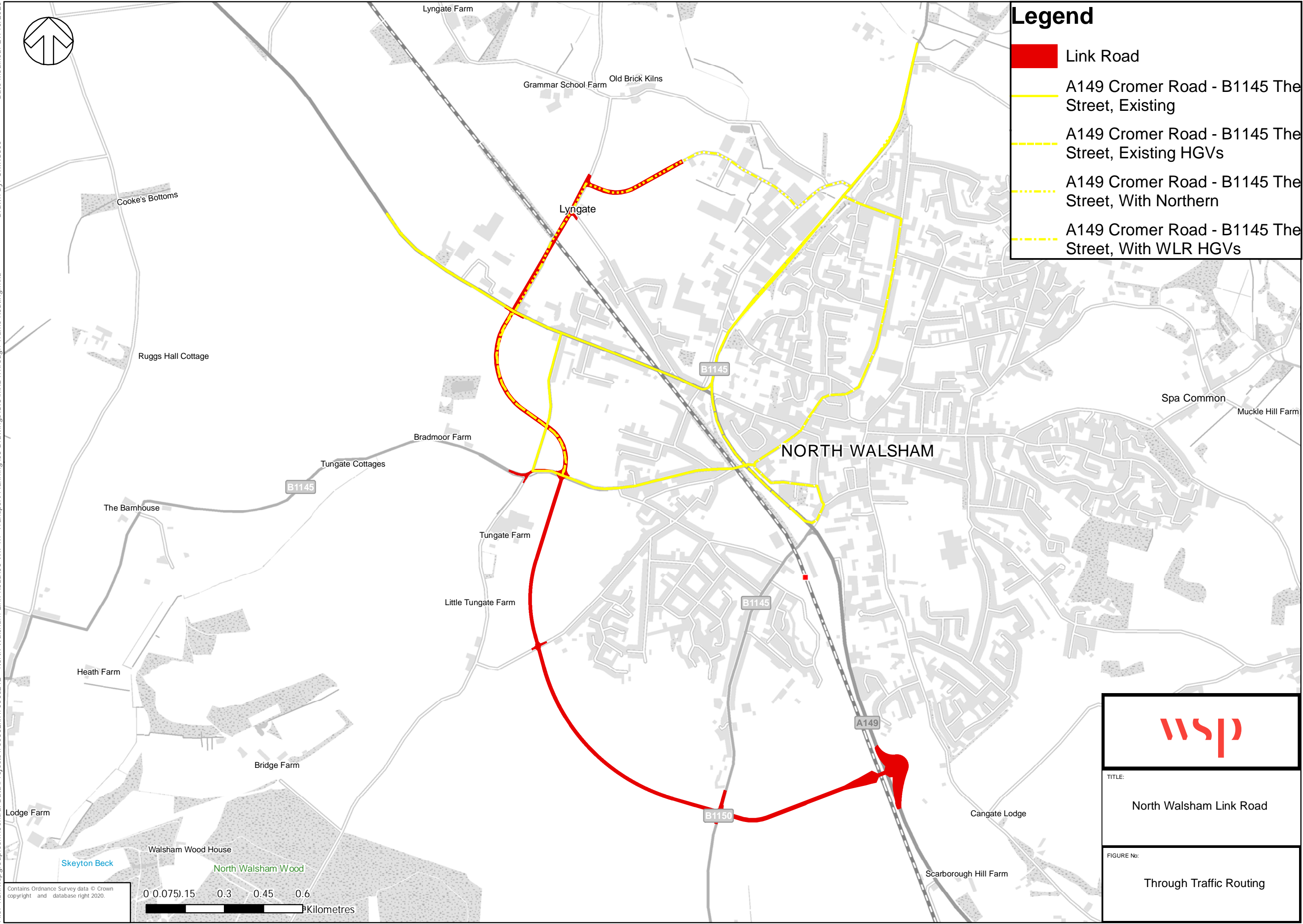
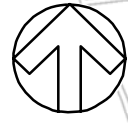


TITLE:  
North Walsham Link Road






FIGURE No:  
Through Traffic Routing


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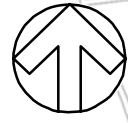







### Legend

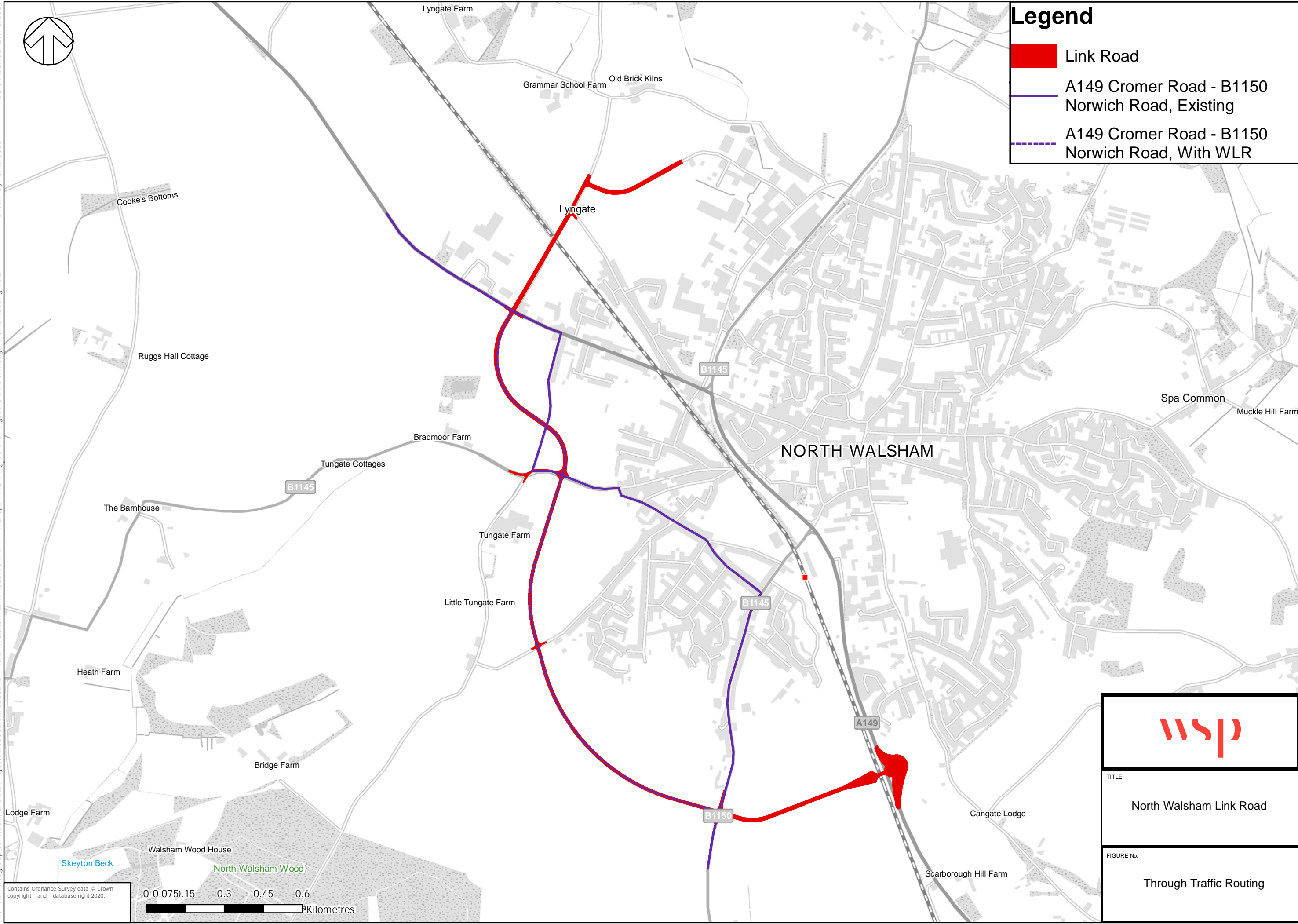
-  Link Road
-  A149 Cromer Road - B1145 The Street, Existing
-  A149 Cromer Road - B1145 The Street, Existing HGVs
-  A149 Cromer Road - B1145 The Street, With Northern
-  A149 Cromer Road - B1145 The Street, With WLR HGVs

	
TITLE:	North Walsham Link Road
FIGURE No:	Through Traffic Routing




### Legend

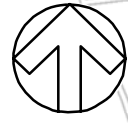
-  Link Road
-  A149 Cromer Road - B1150 Norwich Road, Existing
-  A149 Cromer Road - B1150 Norwich Road, With WLR



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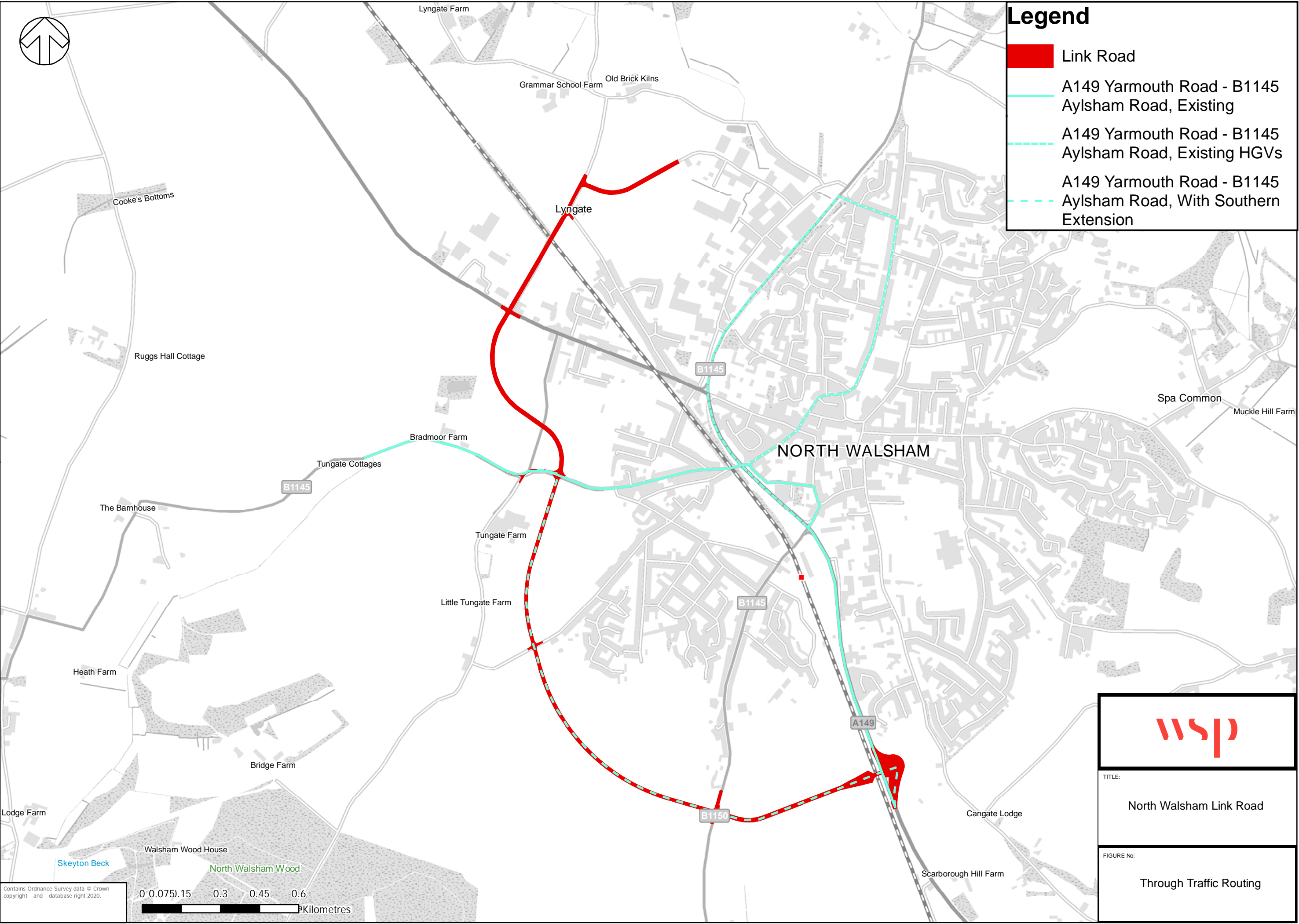



	
TITLE:	North Walsham Link Road
FIGURE No:	Through Traffic Routing



### Legend

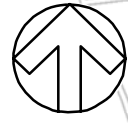
- Link Road
- A149 Yarmouth Road - B1145 Aylsham Road, Existing
- A149 Yarmouth Road - B1145 Aylsham Road, Existing HGVs
- A149 Yarmouth Road - B1145 Aylsham Road, With Southern Extension





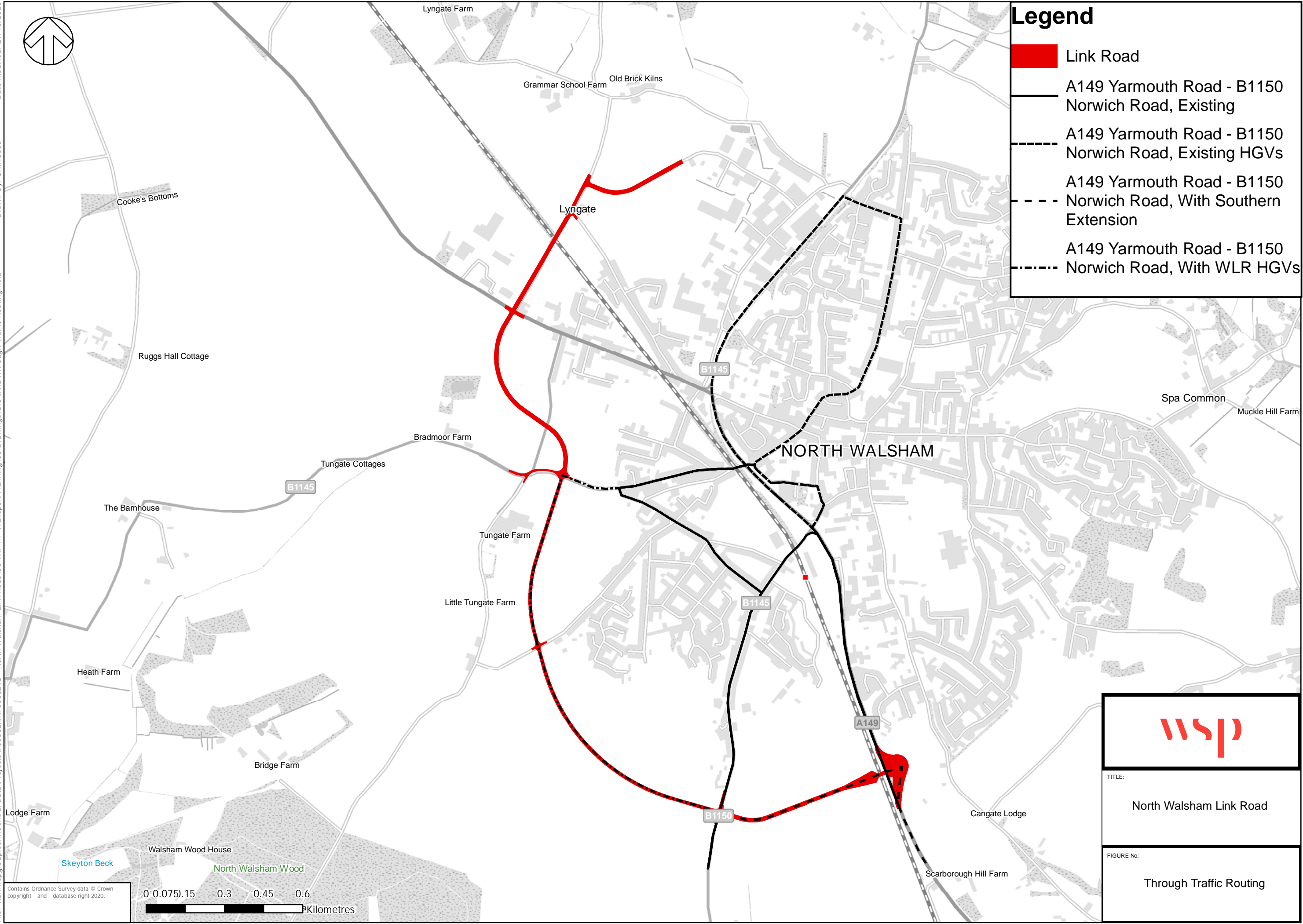
TITLE:  
North Walsham Link Road

FIGURE No:  
Through Traffic Routing



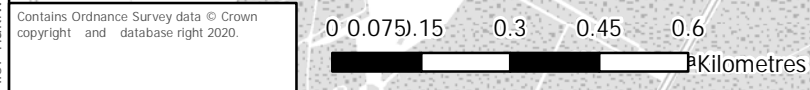
### Legend

- Link Road
- A149 Yarmouth Road - B1150 Norwich Road, Existing
- A149 Yarmouth Road - B1150 Norwich Road, Existing HGVs
- A149 Yarmouth Road - B1150 Norwich Road, With Southern Extension
- A149 Yarmouth Road - B1150 Norwich Road, With WLR HGVs






TITLE:  
North Walsham Link Road

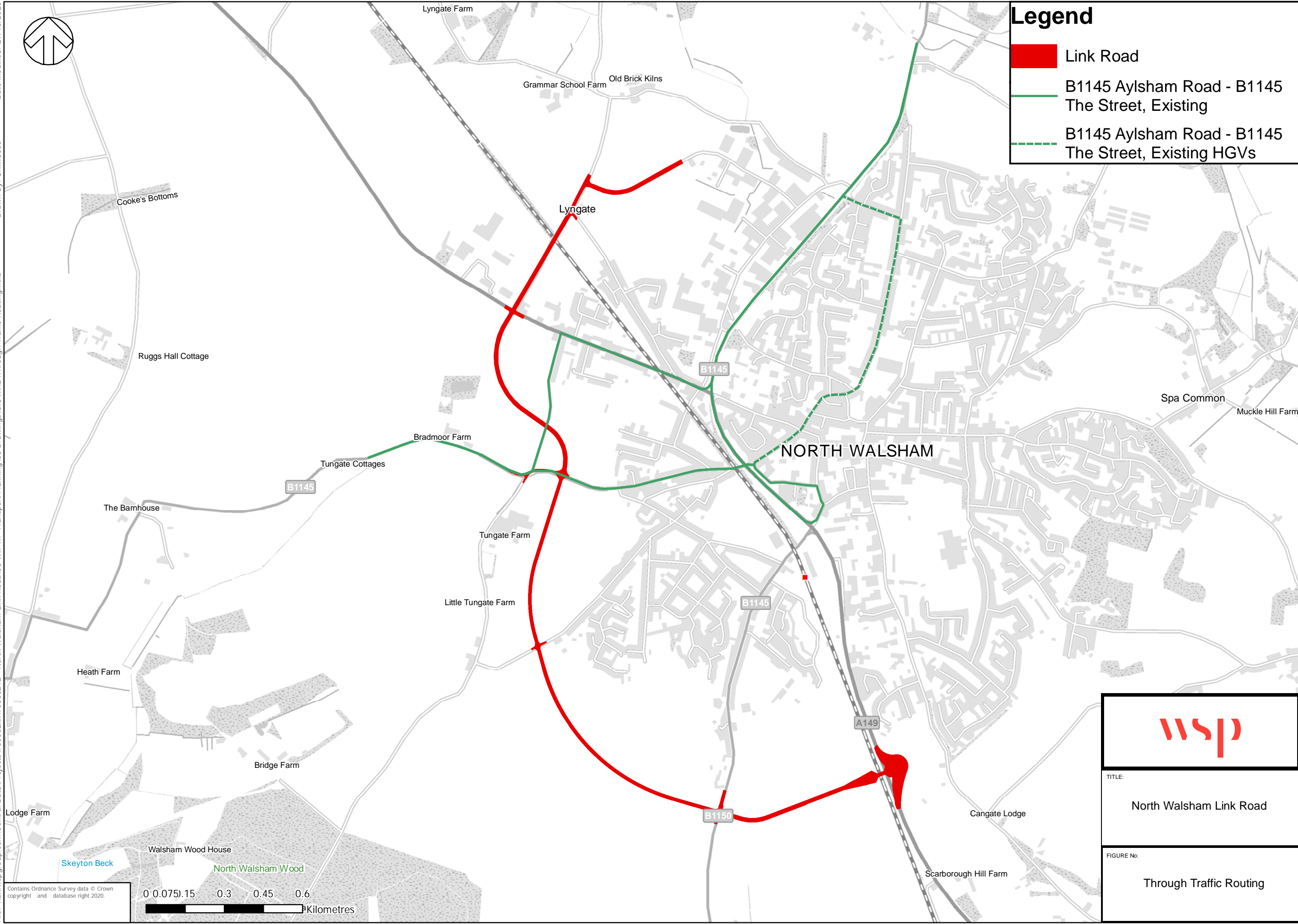
FIGURE No:  
Through Traffic Routing





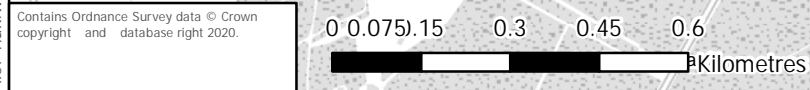
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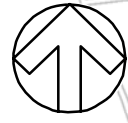
-  Link Road
-  B1145 Aylsham Road - B1145 The Street, Existing
-  B1145 Aylsham Road - B1145 The Street, Existing HGVs






TITLE:  
North Walsham Link Road

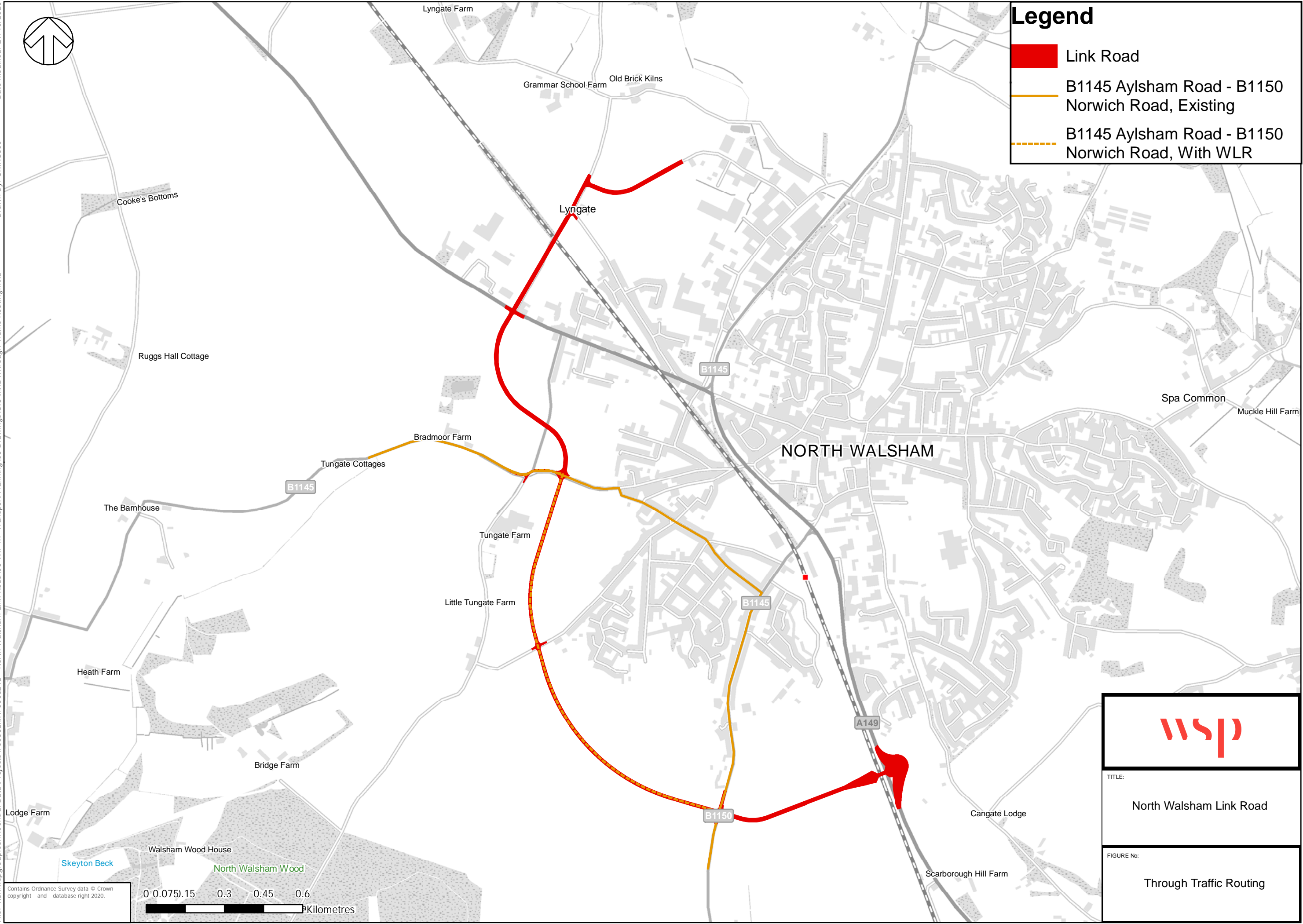
FIGURE No:  
Through Traffic Routing





### Legend

-  Link Road
-  B1145 Aylsham Road - B1150 Norwich Road, Existing
-  B1145 Aylsham Road - B1150 Norwich Road, With WLR



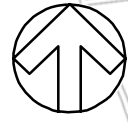
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TITLE:  
North Walsham Link Road

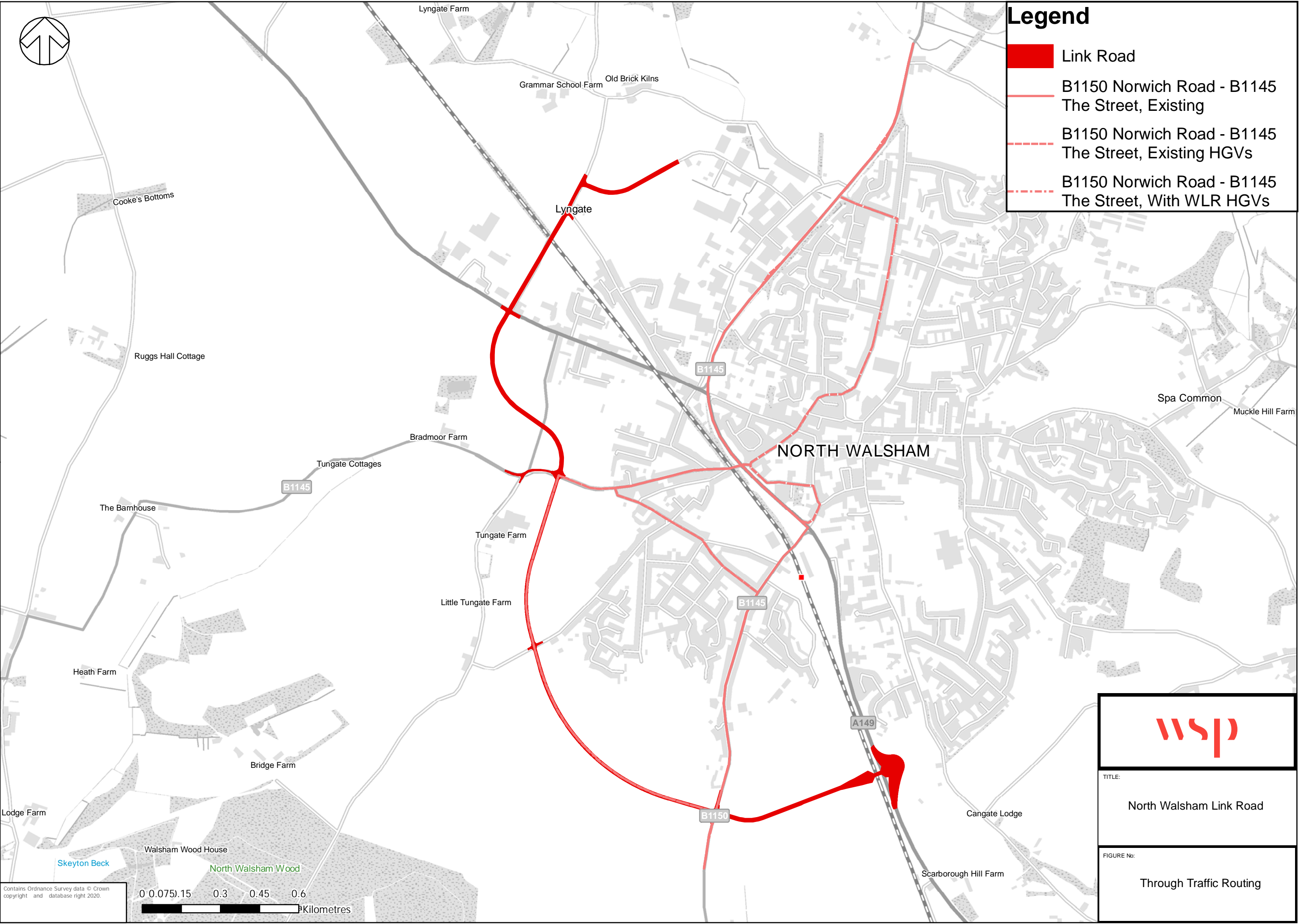
FIGURE No:  
Through Traffic Routing





### Legend

-  Link Road
-  B1150 Norwich Road - B1145  
The Street, Existing
-  B1150 Norwich Road - B1145  
The Street, Existing HGVs
-  B1150 Norwich Road - B1145  
The Street, With WLR HGVs



TITLE:  
North Walsham Link Road

FIGURE No:  
Through Traffic Routing

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# Appendix D.2

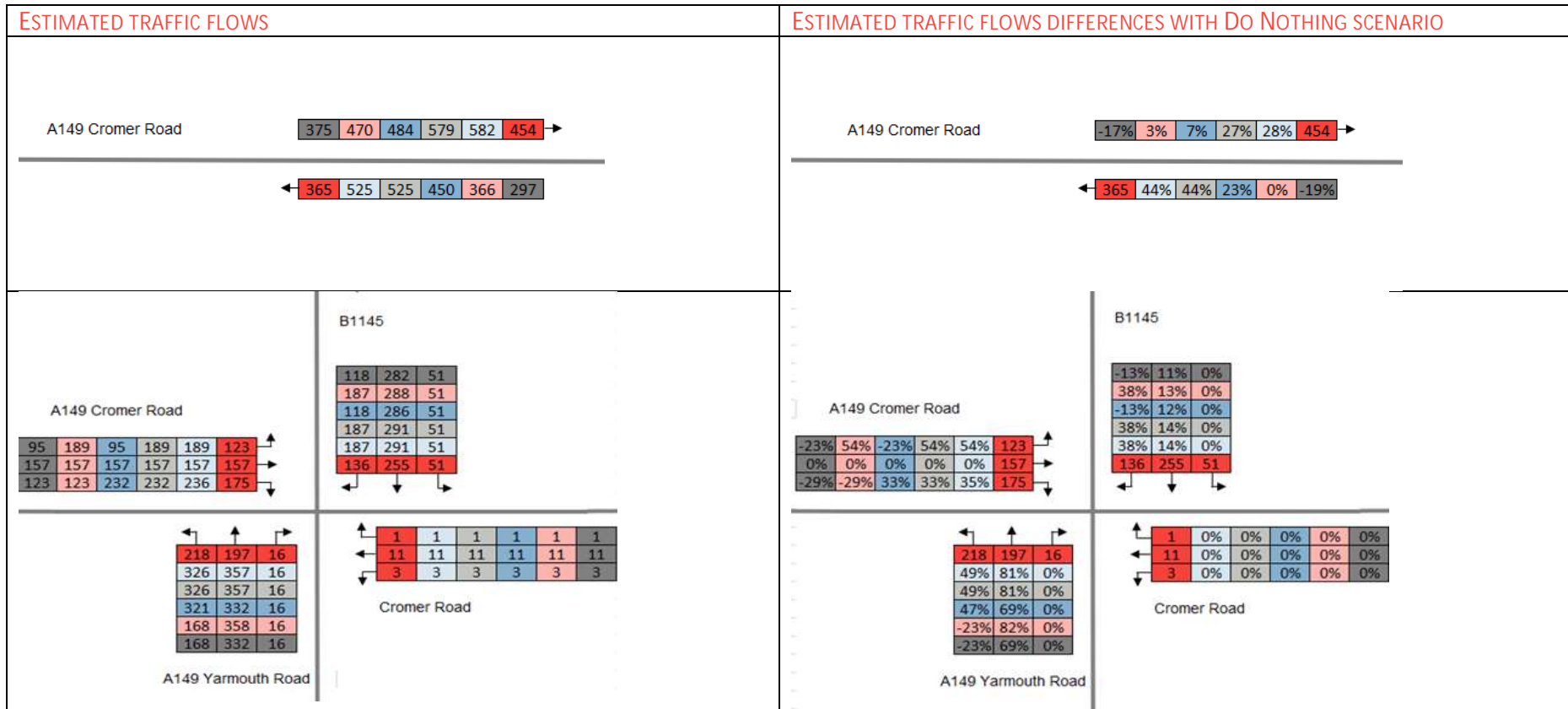
TRAFFIC IMPACT ASSESSMENT  
PLOTS



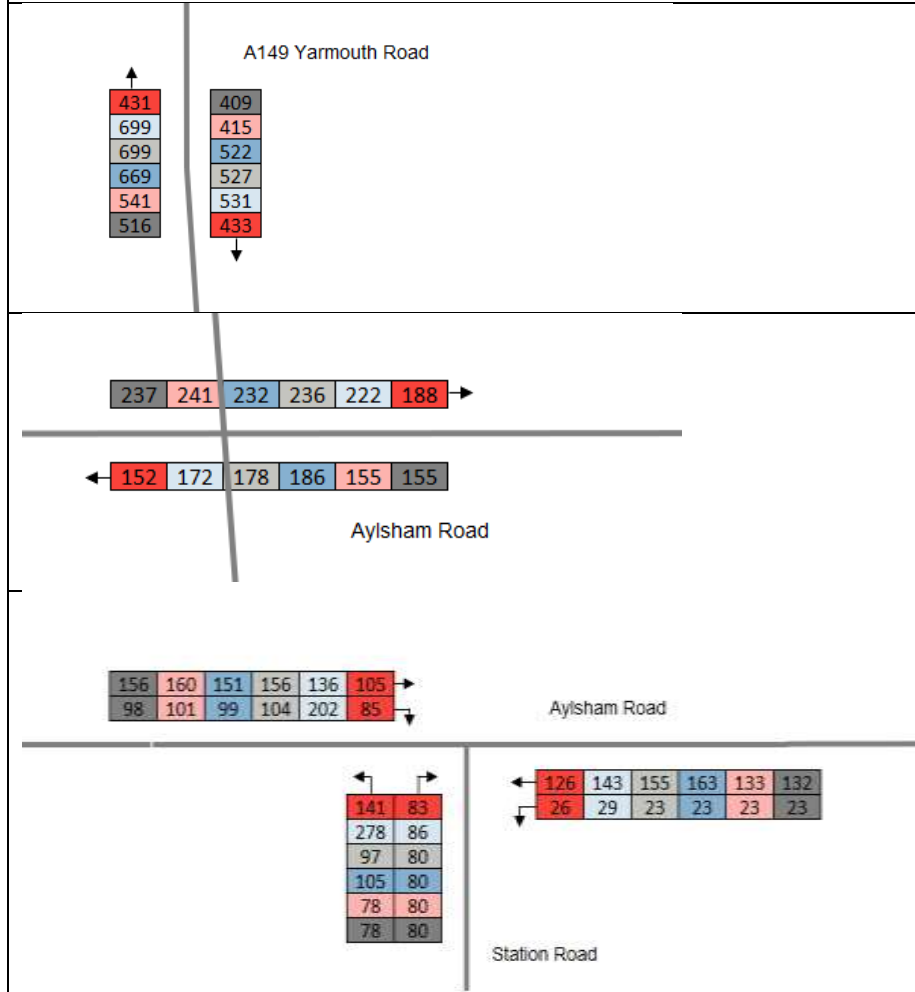
# Key

2036 DN	2036 DM	2036 WLR	2036 WLR+N	2036 WLR+S	2036 WLR+NS
---------	---------	----------	------------	------------	-------------

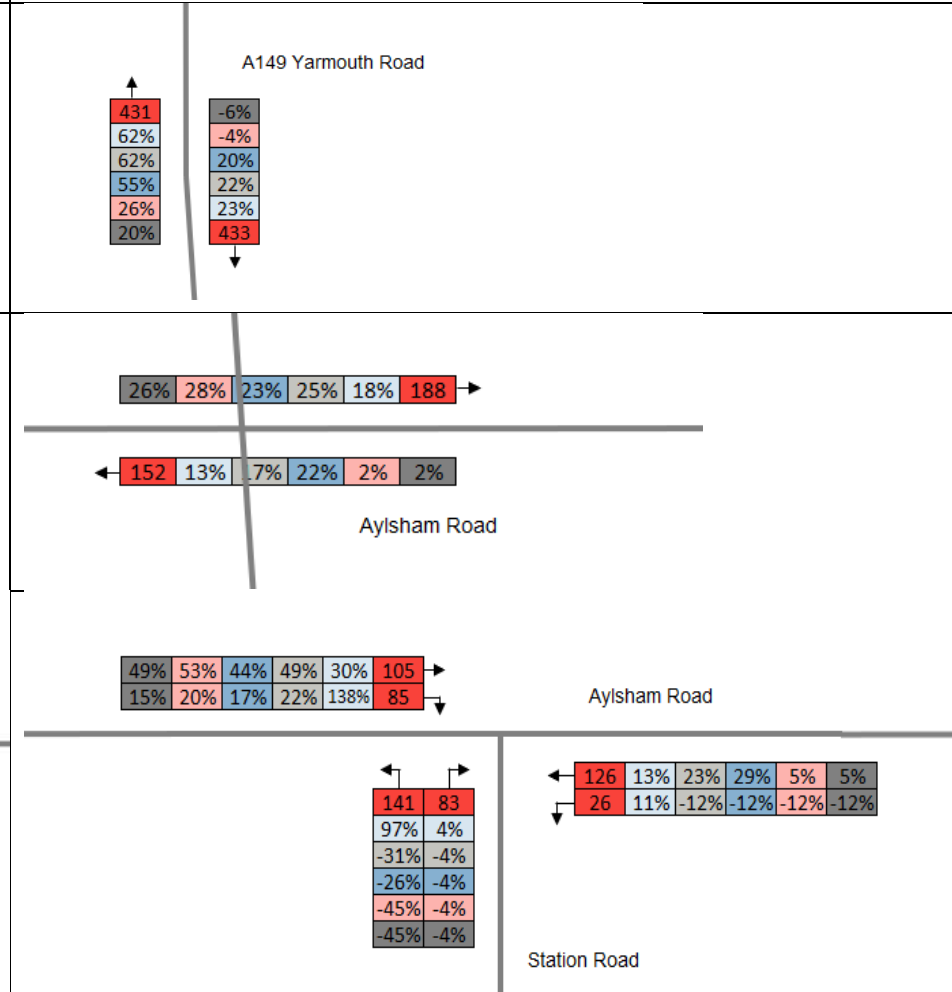
## All Traffic (AM)

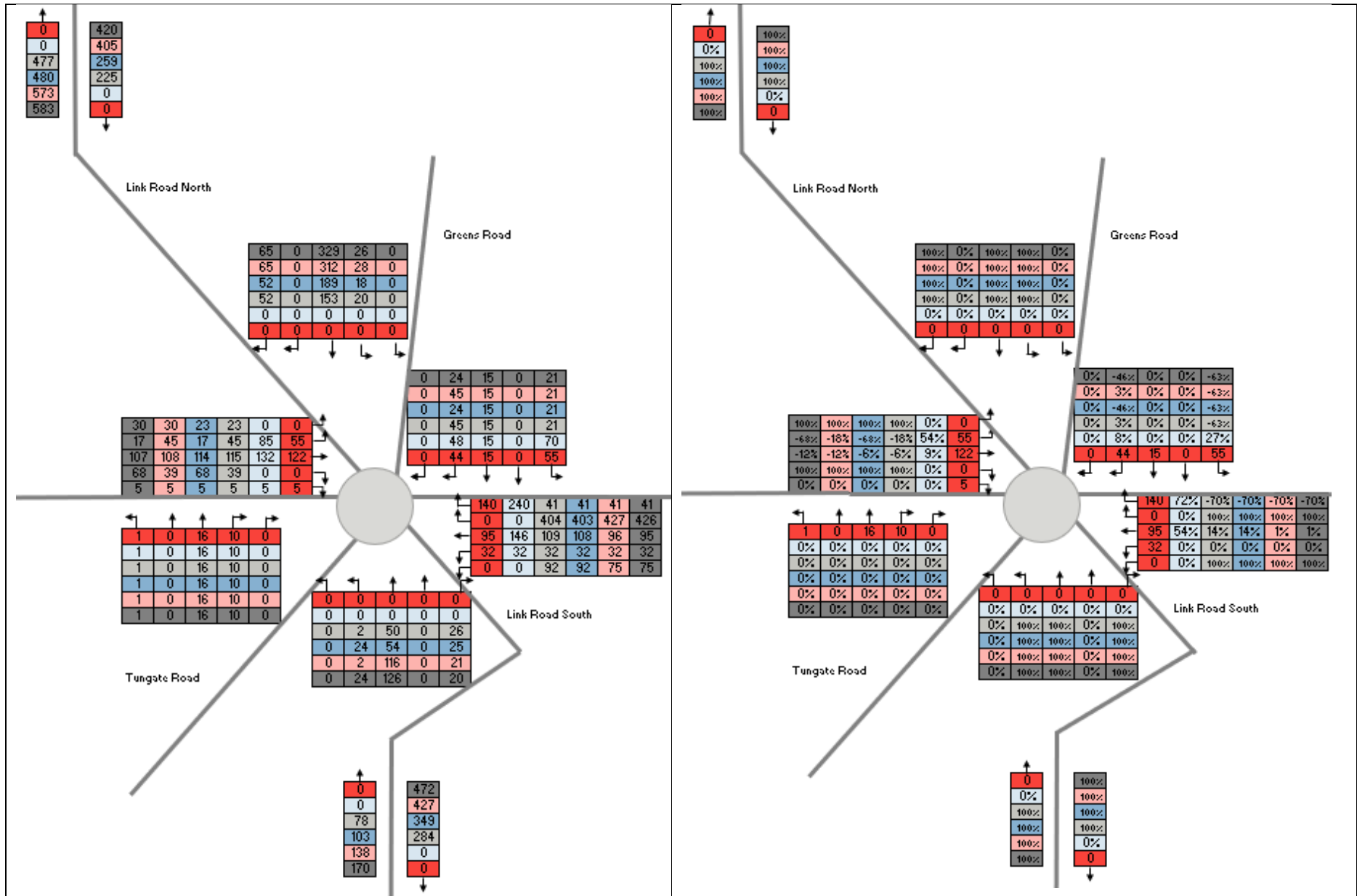


ESTIMATED TRAFFIC FLOWS

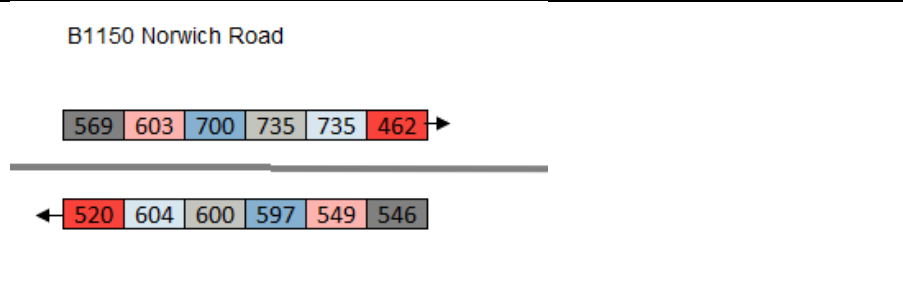
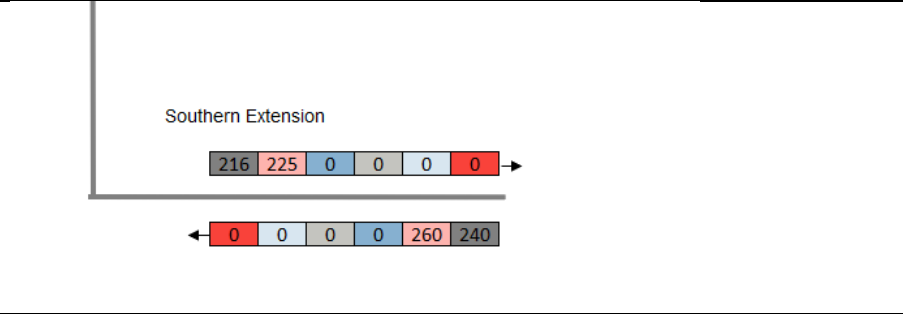
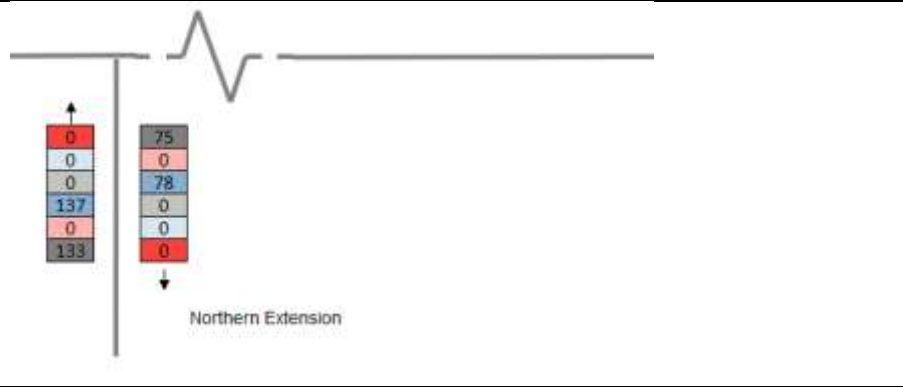


ESTIMATED TRAFFIC FLOWS DIFFERENCES WITH DO NOTHING SCENARIO

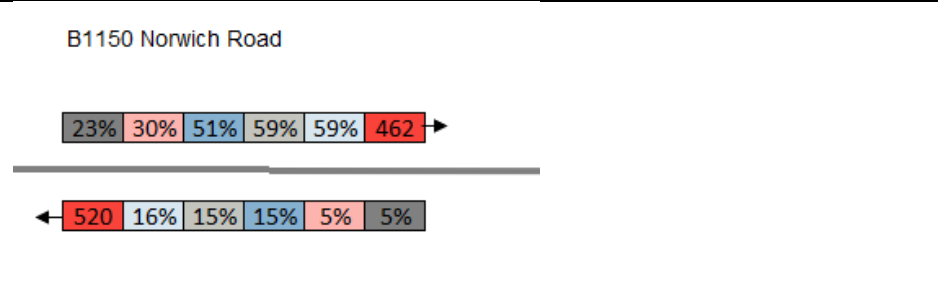
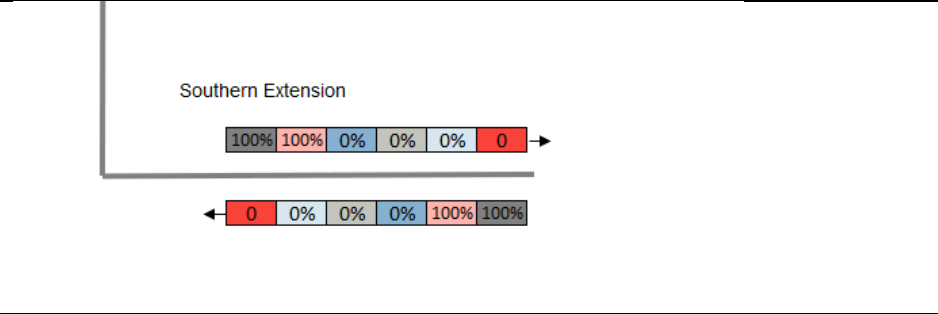


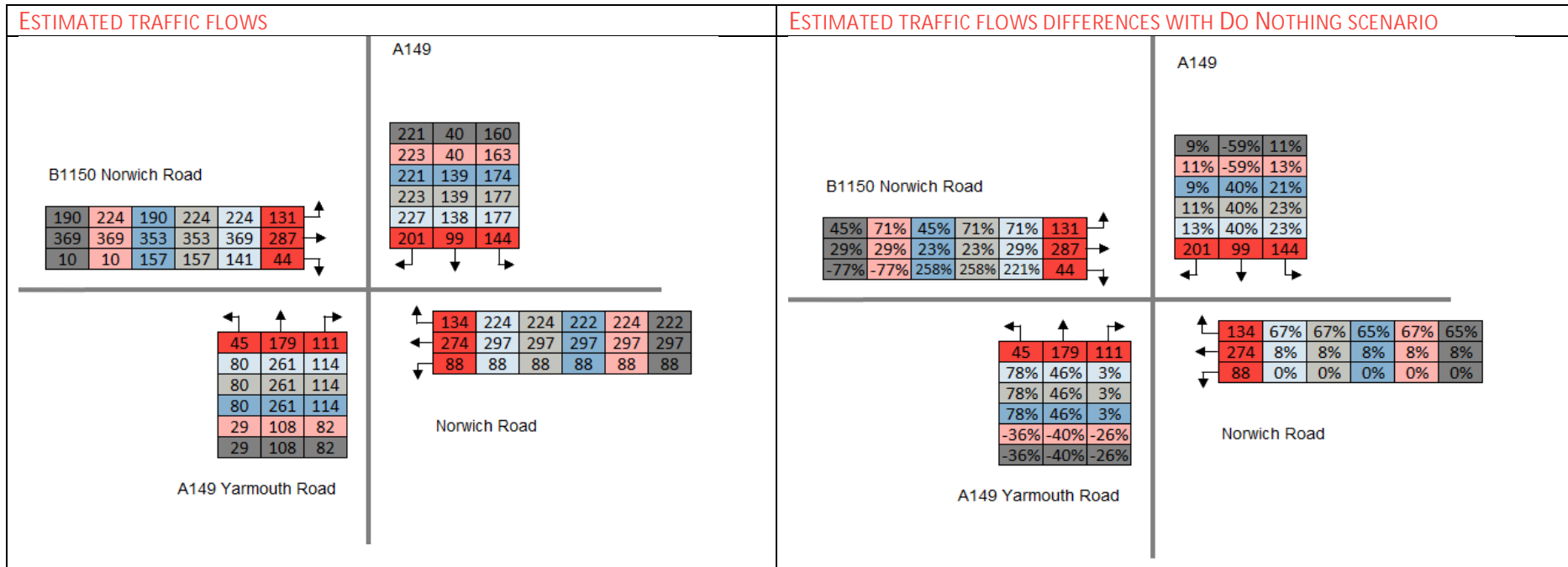


ESTIMATED TRAFFIC FLOWS

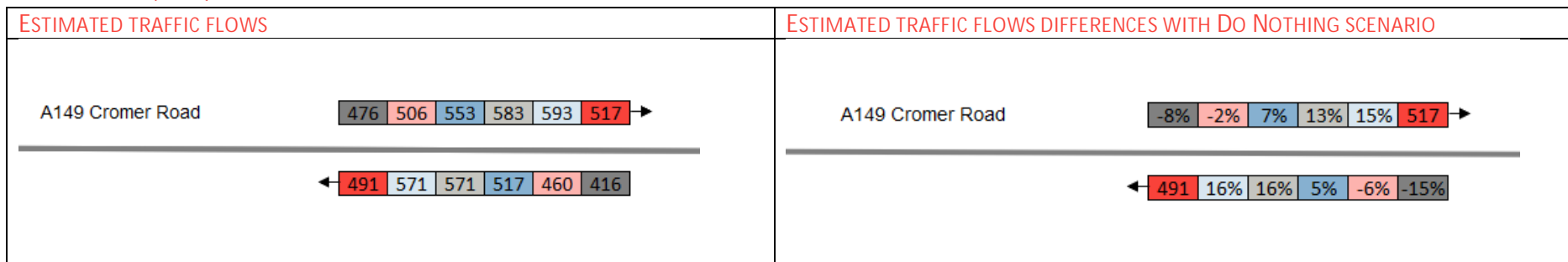


ESTIMATED TRAFFIC FLOWS DIFFERENCES WITH DO NOTHING SCENARIO

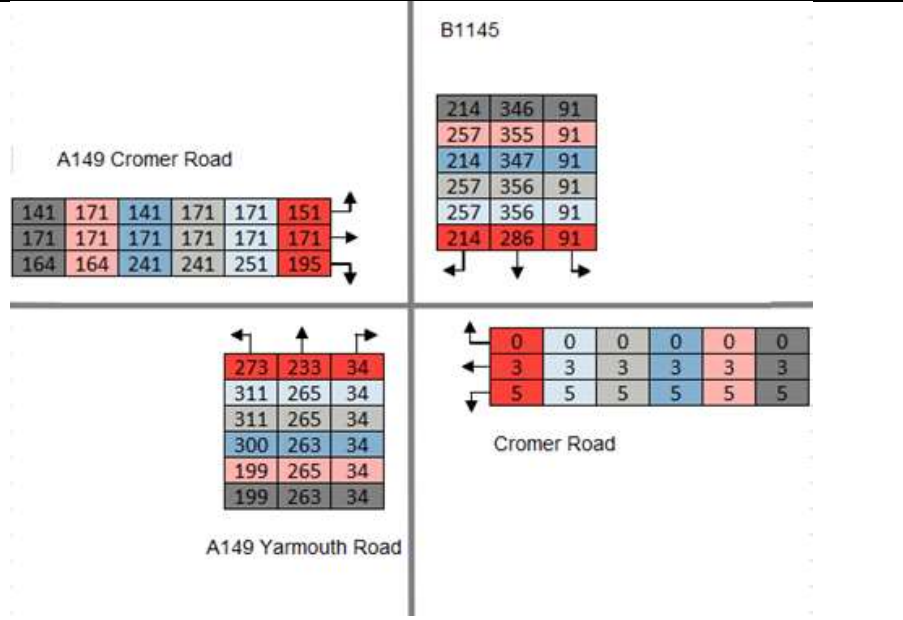




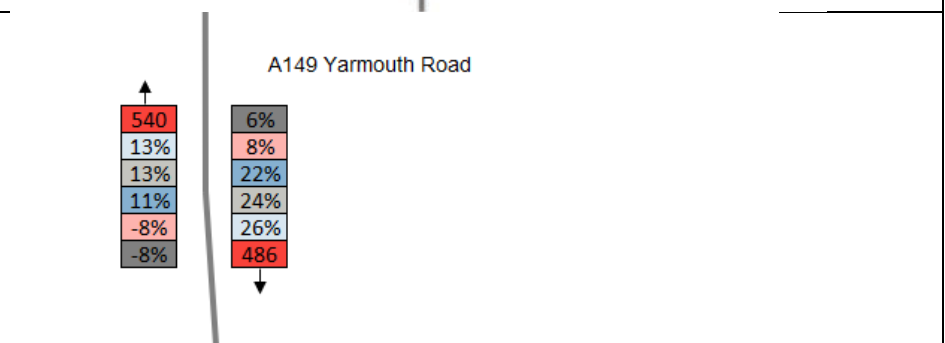
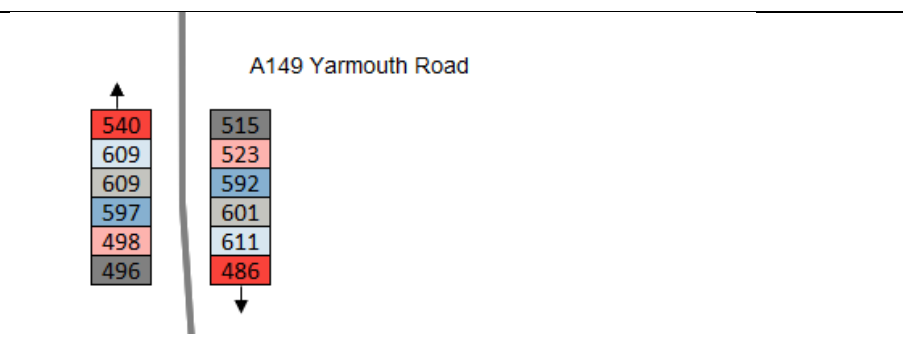
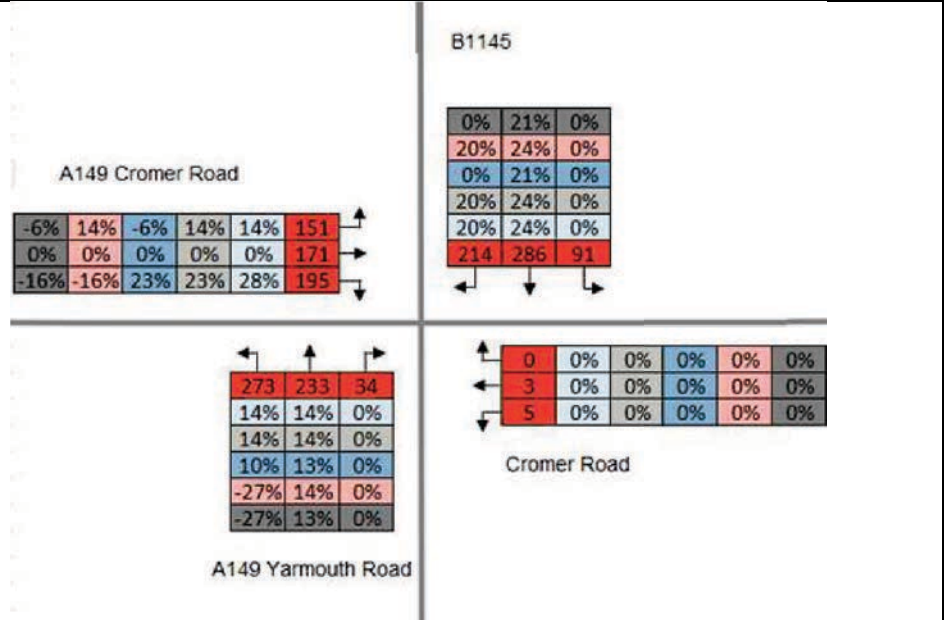
### All Traffic (PM)



**ESTIMATED TRAFFIC FLOWS**

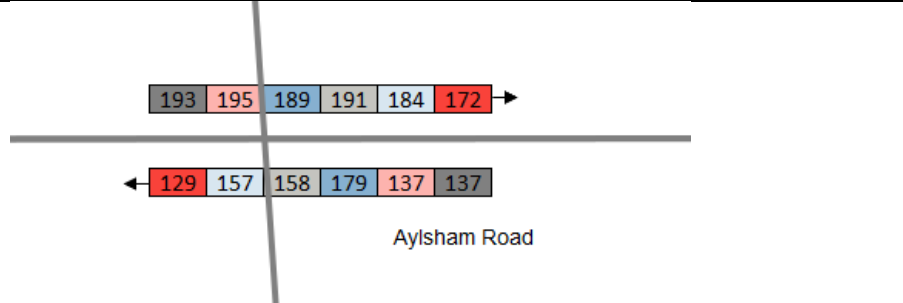


**ESTIMATED TRAFFIC FLOWS DIFFERENCES WITH DO NOTHING SCENARIO**

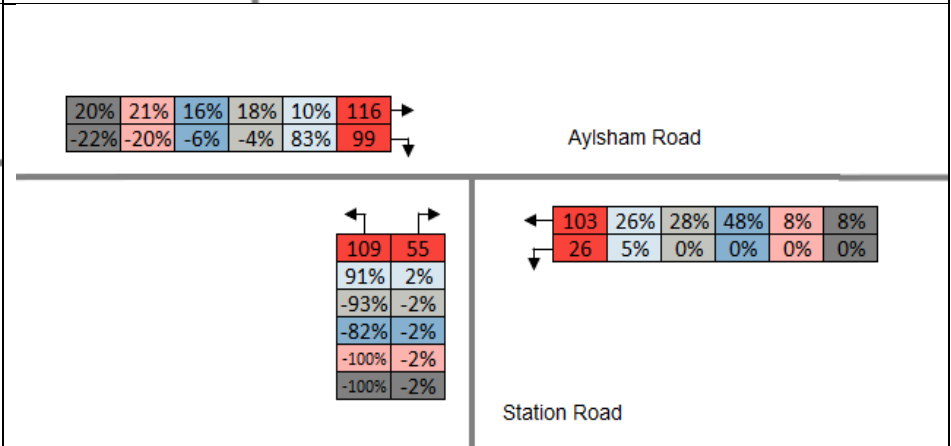
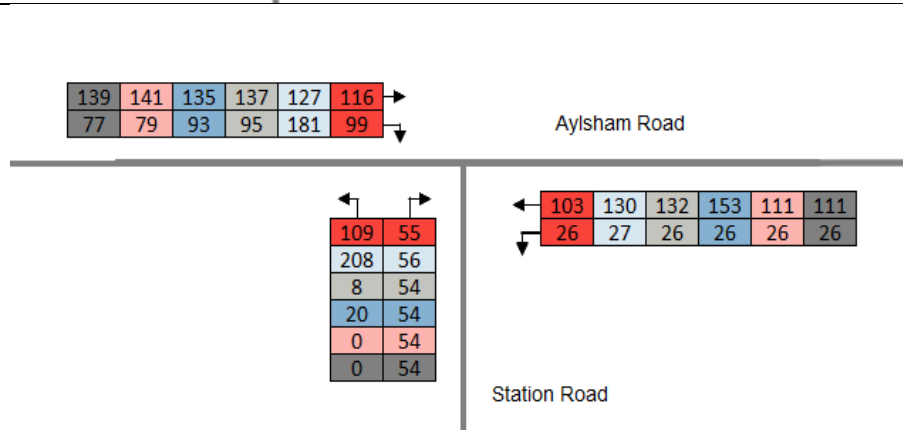
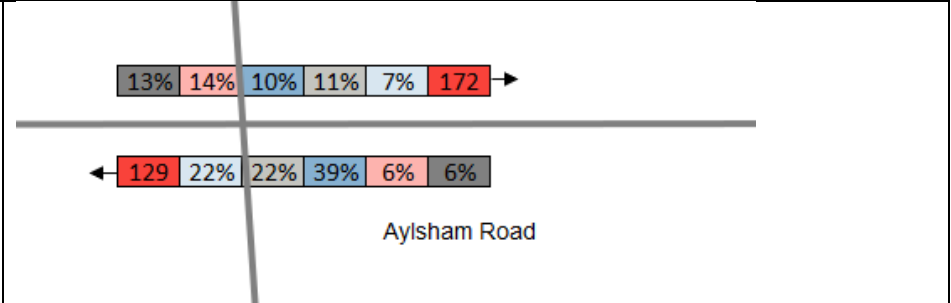


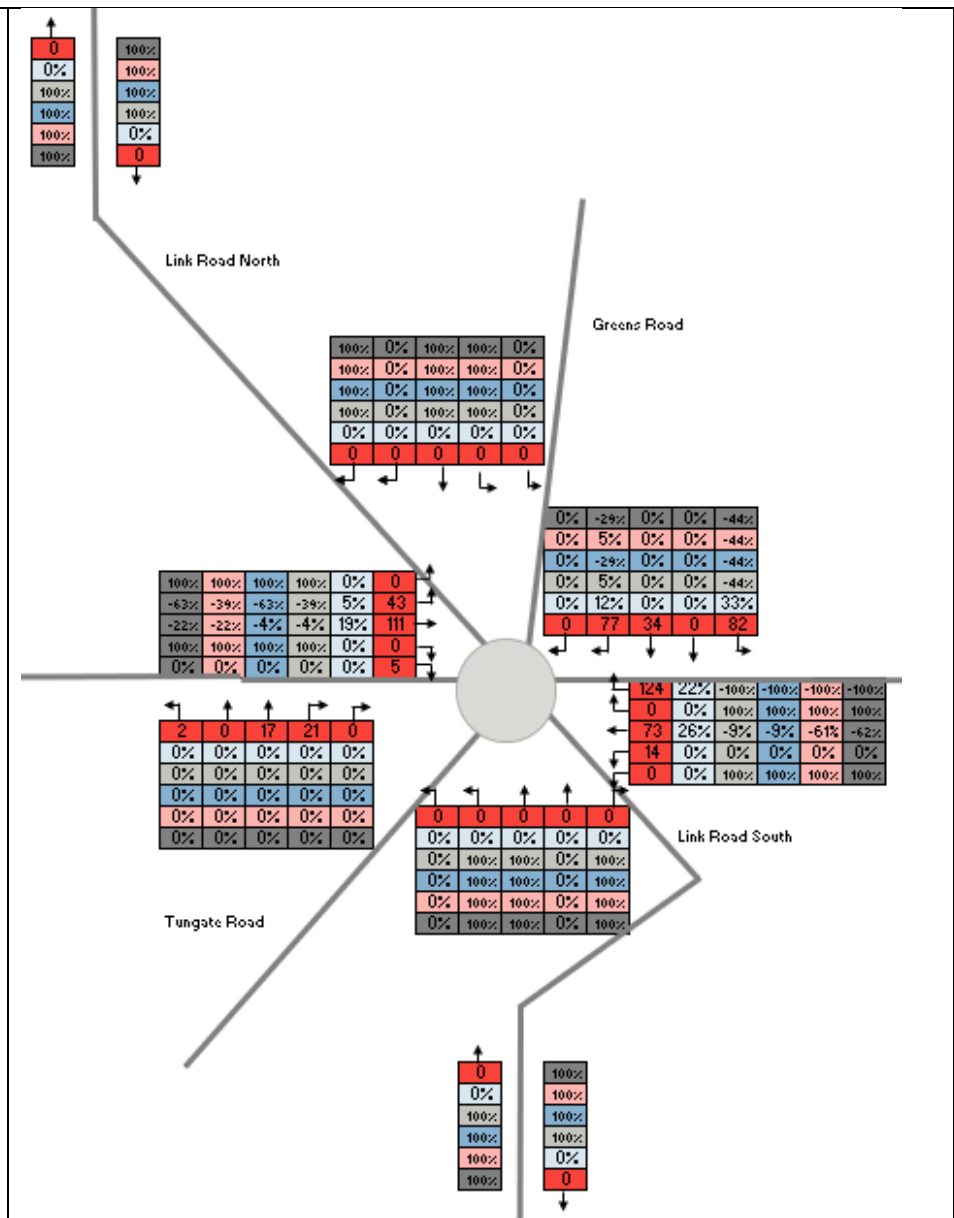
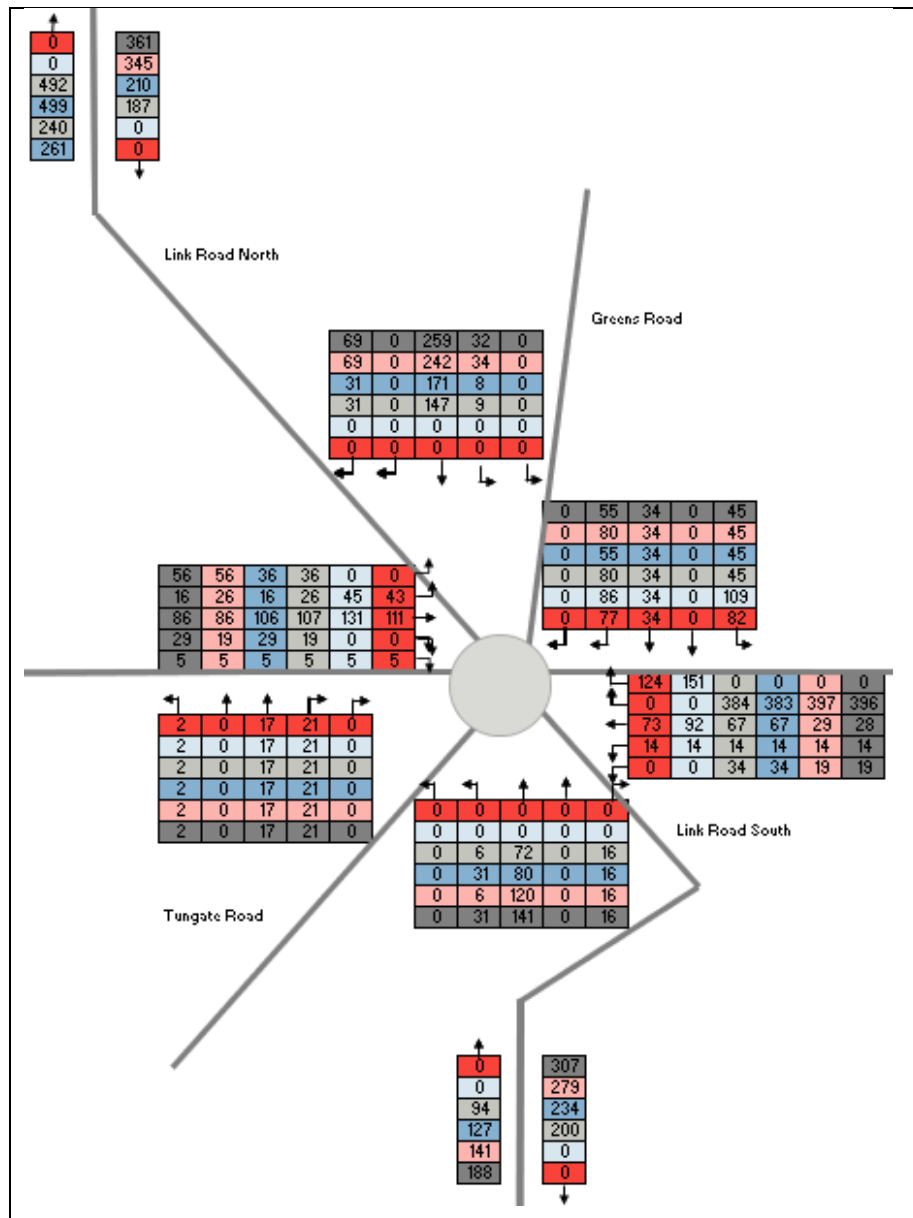


ESTIMATED TRAFFIC FLOWS

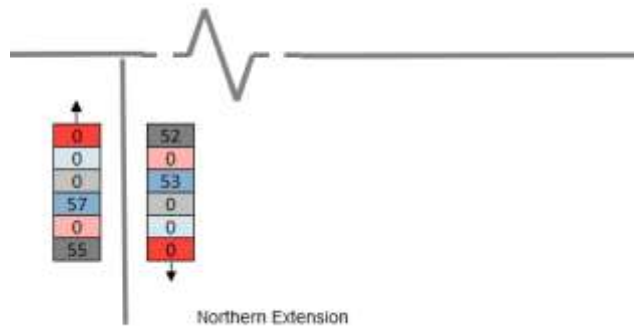


ESTIMATED TRAFFIC FLOWS DIFFERENCES WITH DO NOTHING SCENARIO

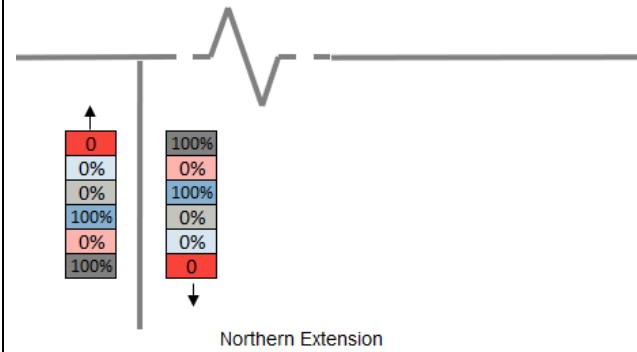




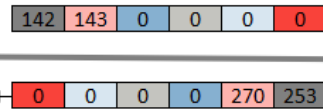
ESTIMATED TRAFFIC FLOWS



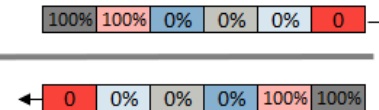
ESTIMATED TRAFFIC FLOWS DIFFERENCES WITH DO NOTHING SCENARIO



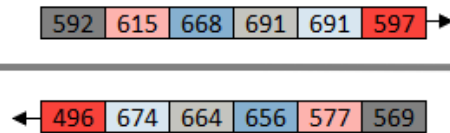
Southern Extension



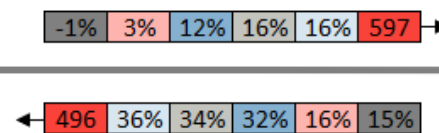
Southern Extension



B1150 Norwich Road



B1150 Norwich Road



ESTIMATED TRAFFIC FLOWS

B1150 Norwich Road

230	253	230	253	253	226	↗
360	360	354	354	360	329	→
1	1	84	84	78	42	↘

A149

210	56	239
217	56	240
210	128	244
217	128	245
227	128	246
170	95	210

↖	↗	↘
72	184	125
146	210	127
146	210	127
146	210	127
59	109	61
59	109	61

↖	↗	↘			
126	132	132	130	132	130
↖	253	301	301	301	301
↘	91	91	91	91	91

Norwich Road

A149 Yarmouth Road

ESTIMATED TRAFFIC FLOWS DIFFERENCES WITH DO NOTHING SCENARIO

B1150 Norwich Road

2%	12%	2%	12%	12%	226	↗
9%	9%	7%	7%	9%	329	→
-96%	-96%	102%	102%	87%	42	↘

A149

23%	-41%	13%
28%	-41%	14%
23%	35%	16%
28%	35%	17%
33%	35%	17%
170	95	210

↖	↗	↘
72	184	125
101%	14%	1%
101%	14%	1%
101%	14%	1%
-19%	-41%	-51%
-19%	-41%	-51%

↖	↗	↘			
126	5%	5%	4%	5%	4%
↖	253	19%	19%	19%	19%
↘	91	0%	0%	0%	0%

Norwich Road

A149 Yarmouth Road

# Appendix D.3

TRAFFIC IMPACT ASSESSMENT  
TABLES





## APPENDIX D: TRAFFIC IMPACT ASSESSMENT

### A149 / NORWICH ROAD JUNCTION

**Table 1 – Forecast traffic flows for A149 / Norwich Road in AM**

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Norwich Rd S	A149 W	Left	115	8	124	123	8	131	216	8	224	216	8	224	182	8	190	216	8	224	182	8	190
Norwich Rd S	Norwich Rd N	Ahead	258	12	270	276	11	287	358	11	369	342	11	353	342	11	353	358	11	369	358	11	369
Norwich Rd S	A149 E	Right	40	1	41	43	1	44	140	1	141	156	1	157	156	1	157	9	1	10	9	1	10
A149 W	Norwich Rd S	Right	181	8	189	193	8	201	219	8	227	215	8	223	213	8	221	215	8	223	213	8	221
A149 W	Norwich Rd N	Left	115	22	137	123	21	144	152	25	177	152	25	177	152	22	174	139	24	163	139	21	160
A149 W	A149 E	Ahead	89	4	93	95	4	99	132	7	138	132	7	139	132	7	139	36	4	40	36	4	40
Norwich Rd N	Norwich Rd S	Ahead	248	8	257	266	8	274	289	8	297	289	8	297	289	8	297	289	8	297	289	8	297
Norwich Rd N	A149 W	Right	114	13	127	122	12	134	212	12	224	212	12	224	212	10	222	212	12	224	212	10	222
Norwich Rd N	A149 E	Left	76	7	84	81	7	88	81	7	88	81	7	88	81	7	88	81	7	88	81	7	88
A149 E	Norwich Rd S	Left	40	2	42	43	2	45	78	2	80	78	2	80	78	2	80	27	2	29	27	2	29
A149 E	A149 W	Ahead	149	20	169	159	19	179	242	19	261	242	19	261	242	19	261	89	19	108	89	19	108
A149 E	Norwich Rd N	Right	97	7	105	104	7	111	104	10	114	104	10	114	104	10	114	82	0	82	82	0	82
<b>Total</b>			<b>1523</b>	<b>114</b>	<b>1637</b>	<b>1630</b>	<b>108</b>	<b>1738</b>	<b>2223</b>	<b>119</b>	<b>2342</b>	<b>2219</b>	<b>119</b>	<b>2338</b>	<b>2182</b>	<b>114</b>	<b>2297</b>	<b>1752</b>	<b>105</b>	<b>1857</b>	<b>1715</b>	<b>100</b>	<b>1815</b>

**Table 2 - Forecast traffic flows for A149 / Norwich Road in PM**

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Norwich Rd S	A149 W	Left	208	4	213	222	4	226	249	4	253	249	4	253	226	4	230	249	4	253	226	4	230
Norwich Rd S	Norwich Rd N	Ahead	303	7	310	322	7	329	353	7	360	347	7	354	347	7	354	353	7	360	353	7	360
Norwich Rd S	A149 E	Right	39	0	39	42	0	42	78	0	78	84	0	84	84	0	84	1	0	1	1	0	1
A149 W	Norwich Rd S	Right	157	3	160	167	3	170	224	3	227	214	3	217	207	3	210	214	3	217	207	3	210
A149 W	Norwich Rd N	Left	190	9	199	202	8	210	236	10	246	236	10	245	236	8	244	231	9	240	231	8	239
A149 W	A149 E	Ahead	88	1	89	94	1	95	126	2	128	126	2	128	126	2	128	55	1	56	55	1	56
Norwich Rd N	Norwich Rd S	Ahead	235	3	238	250	3	253	298	3	301	298	3	301	298	3	301	298	3	301	298	3	301
Norwich Rd N	A149 W	Right	112	7	119	119	7	126	125	7	132	125	7	132	125	6	130	125	7	132	125	6	130



Norwich Rd N	A149 E	Left	85	1	86	90	1	91	90	1	91	90	1	91	90	1	91	90	1	91	90	1	91
A149 E	Norwich Rd S	Left	68	0	68	72	0	72	146	0	146	146	0	146	146	0	146	59	0	59	59	0	59
A149 E	A149 W	Ahead	158	16	174	169	15	184	195	15	210	195	15	210	195	15	210	94	15	109	94	15	109
A149 E	Norwich Rd N	Right	117	1	118	124	1	125	124	3	127	124	3	127	124	3	127	61	0	61	61	0	61
<b>Total</b>			<b>1761</b>	<b>53</b>	<b>1814</b>	<b>1874</b>	<b>50</b>	<b>1924</b>	<b>2244</b>	<b>54</b>	<b>2299</b>	<b>2234</b>	<b>54</b>	<b>2289</b>	<b>2204</b>	<b>52</b>	<b>2256</b>	<b>1829</b>	<b>51</b>	<b>1880</b>	<b>1799</b>	<b>48</b>	<b>1847</b>

## NORWICH ROAD / STATION ROAD JUNCTION

**Table 3 - Forecast traffic flows for Norwich Road / Station Road in AM**

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Station Rd	Norwich Rd N	Left	10	0	10	10	0	10	92	0	92	10	0	10	10	0	10	0	0	0	0	0	0
Station Rd	Norwich Rd S	Right	47	0	47	50	0	50	189	3	192	0	0	0	0	0	0	0	0	0	0	0	0
Norwich Rd N	Station Rd	Right	4	1	5	5	1	6	5	1	6	5	1	6	5	1	6	5	1	6	5	1	6
Norwich Rd N	Norwich Rd S	Ahead	460	18	478	492	17	509	499	17	516	134	17	151	131	17	148	118	17	135	115	17	132
Norwich Rd S	Station Rd	Left	51	1	52	54	1	55	109	3	112	0	0	0	0	0	0	0	0	0	0	0	0
Norwich Rd S	Norwich Rd N	Ahead	392	21	413	420	20	440	444	20	464	444	20	464	410	20	430	441	20	461	407	20	427
<b>Total</b>			<b>963</b>	<b>41</b>	<b>1004</b>	<b>1030</b>	<b>39</b>	<b>1070</b>	<b>1337</b>	<b>44</b>	<b>1381</b>	<b>592</b>	<b>38</b>	<b>630</b>	<b>555</b>	<b>38</b>	<b>593</b>	<b>564</b>	<b>38</b>	<b>602</b>	<b>527</b>	<b>38</b>	<b>565</b>

**Table 4 - Forecast traffic flows for Norwich Road / Station Road in PM**

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Station Rd	Norwich Rd N	Left	16	0	16	17	0	17	48	0	48	17	0	17	17	0	17	0	0	0	0	0	0
Station Rd	Norwich Rd S	Right	58	0	58	62	0	62	129	1	130	0	0	0	0	0	0	0	0	0	0	0	0
Norwich Rd N	Station Rd	Right	14	0	14	15	0	15	15	0	15	15	0	15	15	0	15	15	0	15	15	0	15
Norwich Rd N	Norwich Rd S	Ahead	447	7	455	476	7	483	493	7	500	119	7	126	112	7	119	106	7	113	98	7	105
Norwich Rd S	Station Rd	Left	48	1	49	51	1	52	99	2	100	0	0	0	0	0	0	0	0	0	0	0	0
Norwich Rd S	Norwich Rd N	Ahead	526	11	537	560	10	570	561	10	571	561	10	571	538	10	548	555	10	565	532	10	542
<b>Total</b>			<b>583</b>	<b>9</b>	<b>592</b>	<b>621</b>	<b>8</b>	<b>629</b>	<b>783</b>	<b>10</b>	<b>793</b>	<b>151</b>	<b>7</b>	<b>158</b>	<b>144</b>	<b>7</b>	<b>151</b>	<b>120</b>	<b>7</b>	<b>127</b>	<b>113</b>	<b>7</b>	<b>120</b>



## AYLSHAM ROAD / STATION ROAD JUNCTION

**Table 5 - Forecast traffic flows for Aylsham Road / Station Road in AM**

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Aylsham Rd E	Station Rd	Left	21	3	24	23	3	26	23	6	29	23	0	23	23	0	23	23	0	23	23	0	23
Aylsham Rd E	Aylsham Rd W	Ahead	114	4	118	122	4	126	134	9	143	134	22	155	145	19	163	132	1	133	132	0	132
Station Rd	Aylsham Rd E	Right	75	3	78	80	3	83	80	6	86	80	0	80	80	0	80	80	0	80	80	0	80
Station Rd	Aylsham Rd W	Left	131	1	132	140	1	141	269	9	278	80	17	97	90	14	105	78	0	78	78	0	78
Aylsham Rd W	Aylsham Rd E	Ahead	94	4	98	101	4	105	128	8	136	128	28	156	128	23	151	141	19	160	141	15	156
Aylsham Rd W	Station Rd	Right	78	1	79	84	1	85	194	8	202	79	25	104	79	20	99	85	16	101	85	12	98
<b>Total</b>			<b>514</b>	<b>17</b>	<b>531</b>	<b>550</b>	<b>16</b>	<b>566</b>	<b>827</b>	<b>46</b>	<b>874</b>	<b>523</b>	<b>92</b>	<b>614</b>	<b>544</b>	<b>77</b>	<b>621</b>	<b>539</b>	<b>36</b>	<b>575</b>	<b>539</b>	<b>28</b>	<b>567</b>

**Table 6 - Forecast traffic flows for Aylsham Road / Station Road in PM**

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Aylsham Rd E	Station Rd	Left	23	1	24	25	1	26	25	2	27	25	1	26	25	1	26	25	1	26	25	1	26
Aylsham Rd E	Aylsham Rd W	Ahead	97	0	97	103	0	103	127	3	130	127	5	132	150	3	153	111	0	111	111	0	111
Station Rd	Aylsham Rd E	Right	51	1	52	54	1	55	54	2	56	54	0	54	54	0	54	54	0	54	54	0	54
Station Rd	Aylsham Rd W	Left	99	4	103	105	4	109	201	8	208	0	8	8	14	7	20	0	0	0	0	0	0
Aylsham Rd W	Aylsham Rd E	Ahead	107	2	109	114	2	116	124	3	127	124	12	137	124	10	135	129	11	141	129	10	139
Aylsham Rd W	Station Rd	Right	89	4	94	95	4	99	175	6	181	81	14	95	81	12	93	66	13	79	66	12	77
<b>Total</b>			<b>467</b>	<b>13</b>	<b>479</b>	<b>497</b>	<b>12</b>	<b>509</b>	<b>706</b>	<b>24</b>	<b>730</b>	<b>412</b>	<b>40</b>	<b>452</b>	<b>448</b>	<b>34</b>	<b>481</b>	<b>386</b>	<b>26</b>	<b>411</b>	<b>386</b>	<b>22</b>	<b>408</b>

## AYLSHAM ROAD/ TUNGATE ROAD/ GREENS ROAD JUNCTION

**Table 7 - Forecast traffic flows for Aylsham Road/ Tungate Road/ Greens Road in AM**

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Greens Rd	Aylsham Rd E	Left	50	2	52	53	2	55	66	4	70	21	0	21	21	0	21	21	0	21	21	0	21
Greens Rd	Tungate Rd	Ahead	14	0	14	15	0	15	15	0	15	15	0	15	15	0	15	15	0	15	15	0	15





Greens Rd	Aylsham Rd W	Right	40	1	41	43	1	44	46	1	48	44	1	45	23	1	24	44	1	45	23	1	24
Greens Rd	Link Road S		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Greens Rd	Link Road N		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aylsham Rd E	Greens Rd	Right	128	3	131	137	3	140	235	5	240	41	0	41	41	0	41	41	0	41	41	0	41
Aylsham Rd E	Tungate Rd	Left	29	1	30	31	1	32	31	1	32	31	1	32	31	1	32	31	1	32	31	1	32
Aylsham Rd E	Aylsham Rd W	Ahead	88	1	89	94	1	95	144	2	146	107	1	109	107	1	108	95	1	96	95	1	95
Aylsham Rd E	Link Road S		0	0	0	0	0	0	0	0	0	392	12	404	392	11	403	417	11	427	417	10	426
Aylsham Rd E	Link Road N		0	0	0	0	0	0	0	0	0	63	29	92	63	29	92	63	13	75	63	13	75
Tungate Rd	Greens Rd	Ahead	14	1	15	15	1	16	15	1	16	15	1	16	15	1	16	15	1	16	15	1	16
Tungate Rd	Aylsham Rd E	Right	10	0	10	10	0	10	10	0	10	10	0	10	10	0	10	10	0	10	10	0	10
Tungate Rd	Aylsham Rd W	Left	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1
Tungate Rd	Link Road S		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tungate Rd	Link Road N		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aylsham Rd W	Greens Rd	Left	49	3	52	52	3	55	82	3	85	42	3	45	14	3	17	42	3	45	14	3	17
Aylsham Rd W	Aylsham Rd E	Ahead	111	3	114	119	3	122	129	4	132	112	3	115	112	3	114	105	3	108	105	3	107
Aylsham Rd W	Tungate Rd	Right	4	0	4	5	0	5	5	0	5	5	0	5	5	0	5	5	0	5	5	0	5
Aylsham Rd W	Link Road S		0	0	0	0	0	0	0	0	0	22	1	23	22	1	23	29	1	30	29	1	30
Aylsham Rd W	Link Road N		0	0	0	0	0	0	0	0	0	39	0	39	67	1	68	39	0	39	67	1	68
Link Road S	Greens Rd		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Link Road S	Aylsham Rd E		0	0	0	0	0	0	0	0	0	0	20	20	0	18	18	10	18	28	10	16	26
Link Road S	Tungate Rd		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Link Road S	Aylsham Rd W		0	0	0	0	0	0	0	0	0	51	1	52	51	1	52	64	1	65	64	1	65
Link Road S	Link Road N		0	0	0	0	0	0	0	0	0	151	2	153	185	4	189	293	19	312	308	20	329
Link Road N	Greens Rd		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Link Road N	Aylsham Rd E		0	0	0	0	0	0	0	0	0	8	18	26	8	17	25	8	13	21	8	12	20



Link Road N	Tungate Rd		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Link Road N	Aylsham Rd W		0	0	0	0	0	0	0	0	0	2	0	2	24	1	24	2	0	2	24	1	24
Link Road N	Link Road S		0	0	0	0	0	0	0	0	0	48	2	50	51	3	54	109	6	116	118	8	126
<b>Total</b>			<b>536</b>	<b>16</b>	<b>552</b>	<b>573</b>	<b>15</b>	<b>588</b>	<b>777</b>	<b>21</b>	<b>798</b>	<b>1219</b>	<b>96</b>	<b>1315</b>	<b>1256</b>	<b>94</b>	<b>1350</b>	<b>1458</b>	<b>92</b>	<b>1550</b>	<b>1482</b>	<b>91</b>	<b>1573</b>

**Table 8 - Forecast traffic flows for Aylsham Road/ Tungate Road/ Greens Road in PM**

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Greens Rd	Aylsham Rd E	Left	72	5	78	77	5	82	104	6	109	44	2	45	44	2	45	44	2	45	44	2	45
Greens Rd	Tungate Rd	Ahead	31	1	32	33	1	34	33	1	34	33	1	34	33	1	34	33	1	34	33	1	34
Greens Rd	Aylsham Rd W	Right	70	2	72	75	2	77	84	2	86	78	2	80	53	2	55	78	2	80	53	2	55
Greens Rd	Link Road S		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Greens Rd	Link Road N		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aylsham Rd E	Greens Rd	Right	114	3	117	121	3	124	148	4	151	0	0	0	0	0	0	0	0	0	0	0	0
Aylsham Rd E	Tungate Rd	Left	13	0	13	14	0	14	14	0	14	14	0	14	14	0	14	14	0	14	14	0	14
Aylsham Rd E	Aylsham Rd W	Ahead	68	1	69	72	1	73	91	1	92	66	1	67	66	1	67	28	1	29	28	1	28
Aylsham Rd E	Link Road S		0	0	0	0	0	0	0	0	0	382	2	384	382	2	383	396	1	397	396	0	396
Aylsham Rd E	Link Road N		0	0	0	0	0	0	0	0	0	18	17	34	18	17	34	18	1	19	18	1	19
Tungate Rd	Greens Rd	Ahead	16	0	16	17	0	17	17	0	17	17	0	17	17	0	17	17	0	17	17	0	17
Tungate Rd	Aylsham Rd E	Right	20	0	20	21	0	21	21	0	21	21	0	21	21	0	21	21	0	21	21	0	21
Tungate Rd	Aylsham Rd W	Left	2	0	2	2	0	2	2	0	2	2	0	2	2	0	2	2	0	2	2	0	2
Tungate Rd	Link Road S		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tungate Rd	Link Road N		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aylsham Rd W	Greens Rd	Left	37	3	40	40	3	43	42	3	45	23	3	26	13	3	16	23	3	26	13	3	16
Aylsham Rd W	Aylsham Rd E	Ahead	102	2	104	109	2	111	129	2	131	104	2	107	104	2	106	84	2	86	84	2	86
Aylsham Rd W	Tungate Rd	Right	4	0	4	5	0	5	5	0	5	5	0	5	5	0	5	5	0	5	5	0	5
Aylsham Rd W	Link Road S		0	0	0	0	0	0	0	0	0	36	1	36	36	1	36	56	1	56	56	1	56



Aylsham Rd W	Link Road N		0	0	0	0	0	0	0	0	0	0	19	0	19	29	0	29	19	0	19	29	0	29
Link Road S	Greens Rd		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Link Road S	Aylsham Rd E		0	0	0	0	0	0	0	0	0	0	9	9	0	8	8	25	9	34	25	7	32	
Link Road S	Tungate Rd		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Link Road S	Aylsham Rd W		0	0	0	0	0	0	0	0	0	0	31	0	31	31	0	31	69	0	69	69	0	69
Link Road S	Link Road N		0	0	0	0	0	0	0	0	0	0	146	1	147	169	2	171	226	16	242	241	17	259
Link Road N	Greens Rd		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Link Road N	Aylsham Rd E		0	0	0	0	0	0	0	0	0	0	13	3	16	13	3	16	13	3	16	13	3	16
Link Road N	Tungate Rd		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Link Road N	Aylsham Rd W		0	0	0	0	0	0	0	0	0	0	5	0	6	31	0	31	5	0	6	31	0	31
Link Road N	Link Road S		0	0	0	0	0	0	0	0	0	0	71	1	72	79	1	80	119	1	120	140	1	141
<b>Total</b>			<b>549</b>	<b>18</b>	<b>567</b>	<b>585</b>	<b>17</b>	<b>602</b>	<b>688</b>	<b>19</b>	<b>707</b>	<b>1127</b>	<b>45</b>	<b>1172</b>	<b>1157</b>	<b>44</b>	<b>1201</b>	<b>1293</b>	<b>43</b>	<b>1336</b>	<b>1330</b>	<b>43</b>	<b>1372</b>	

## CROMER ROAD / GREENS ROAD JUNCTION

Table 9 - Forecast traffic flows for Cromer Road / Greens Road in AM

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Cromer Rd E	Greens Rd	Left	55	1	56	59	1	60	67	1	68	67	1	68	44	1	45	67	1	68	44	1	45
Cromer Rd E	Cromer Rd W	Ahead	252	16	267	269	15	284	398	15	413	398	15	413	351	15	366	255	15	270	208	15	223
Greens Rd	Cromer Rd E	Right	56	2	58	60	2	62	140	2	142	140	2	142	112	2	114	98	2	100	70	2	72
Greens Rd	Cromer Rd W	Left	133	5	138	143	5	148	302	8	310	25	0	25	25	0	25	25	0	25	25	0	25
Cromer Rd W	Cromer Rd E	Ahead	331	19	350	354	18	372	397	18	415	393	18	411	332	18	350	326	18	344	265	18	283
Cromer Rd W	Greens Rd	Right	52	2	54	55	2	57	88	5	93	23	0	23	23	0	23	23	0	23	23	0	23
<b>Total</b>			<b>878</b>	<b>45</b>	<b>924</b>	<b>940</b>	<b>43</b>	<b>983</b>	<b>1391</b>	<b>49</b>	<b>1441</b>	<b>1045</b>	<b>36</b>	<b>1081</b>	<b>887</b>	<b>36</b>	<b>923</b>	<b>793</b>	<b>36</b>	<b>829</b>	<b>635</b>	<b>36</b>	<b>671</b>

Table 10 - Forecast traffic flows for Cromer Road / Greens Road in PM

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Cromer Rd E	Greens Rd	Left	85	4	89	90	4	94	108	4	112	108	4	112	81	4	85	108	4	112	81	4	85



Cromer Rd E	Cromer Rd W	Ahead	321	14	335	342	13	355	357	13	370	357	13	370	341	13	354	277	13	290	261	13	274
Greens Rd	Cromer Rd E	Right	54	2	56	58	2	60	84	2	86	84	2	86	73	2	75	68	2	70	58	2	60
Greens Rd	Cromer Rd W	Left	119	4	123	127	4	131	171	5	176	0	0	0	0	0	0	0	0	0	0	0	0
Cromer Rd W	Cromer Rd E	Ahead	420	9	428	447	8	455	496	8	504	486	8	494	467	8	475	425	8	433	406	8	414
Cromer Rd W	Greens Rd	Right	92	3	96	98	3	101	167	4	172	65	0	65	65	0	65	65	0	65	65	0	65
<b>Total</b>			<b>1091</b>	<b>36</b>	<b>1128</b>	<b>1162</b>	<b>34</b>	<b>1196</b>	<b>1384</b>	<b>36</b>	<b>1420</b>	<b>1100</b>	<b>27</b>	<b>1127</b>	<b>1027</b>	<b>27</b>	<b>1054</b>	<b>944</b>	<b>27</b>	<b>971</b>	<b>871</b>	<b>27</b>	<b>898</b>

### A149/ B1145/ CROMER ROAD JUNCTION

Table 11 - Forecast traffic flows for A149/ B1145/ Cromer Road in AM

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Cromer Rd E	A149	Left	3	0	3	3	0	3	3	0	3	3	0	3	3	0	3	3	0	3	3	0	3
Cromer Rd E	Cromer Rd W	Ahead	11	0	11	11	0	11	11	0	11	11	0	11	11	0	11	11	0	11	11	0	11
Cromer Rd E	B1145	Right	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1
A149	Cromer Rd E	Right	14	1	15	15	1	16	15	1	16	15	1	16	15	1	16	15	1	16	15	1	16
A149	Cromer Rd W	Left	179	29	207	191	27	218	299	27	326	299	27	326	294	27	321	141	27	168	141	27	168
A149	B1145	Ahead	177	8	185	189	8	197	349	8	357	349	8	357	325	7	332	349	9	358	325	7	332
Cromer Rd W	Cromer Rd E	Ahead	138	10	148	148	9	157	148	9	157	148	9	157	148	9	157	148	9	157	148	9	157
Cromer Rd W	A149	Right	159	5	164	170	5	175	231	5	236	227	5	232	227	5	232	118	5	123	118	5	123
Cromer Rd W	B1145	Left	109	6	115	117	6	123	183	6	189	183	6	189	88	6	95	183	6	189	88	6	95
B1145	Cromer Rd E	Left	43	5	49	46	5	51	46	5	51	46	5	51	46	5	51	46	5	51	46	5	51
B1145	A149	Ahead	216	25	241	231	24	255	260	31	291	260	31	291	258	28	286	260	27	288	258	25	282
B1145	Cromer Rd W	Right	121	7	128	129	7	136	180	7	187	180	7	187	111	7	118	180	7	187	111	7	118
<b>Total</b>			<b>1169</b>	<b>97</b>	<b>1266</b>	<b>1251</b>	<b>92</b>	<b>1343</b>	<b>1728</b>	<b>100</b>	<b>1827</b>	<b>1724</b>	<b>100</b>	<b>1824</b>	<b>1529</b>	<b>96</b>	<b>1624</b>	<b>1457</b>	<b>96</b>	<b>1553</b>	<b>1266</b>	<b>92</b>	<b>1358</b>

Table 12 - Forecast traffic flows for A149/ B1145/ Cromer Road in PM

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Cromer Rd E	A149	Left	4	0	4	5	0	5	5	0	5	5	0	5	5	0	5	5	0	5	5	0	5
Cromer Rd E	Cromer Rd W	Ahead	3	0	3	3	0	3	3	0	3	3	0	3	3	0	3	3	0	3	3	0	3



Cromer Rd E	B1145	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A149	Cromer Rd E	Right	32	0	32	34	0	34	34	0	34	34	0	34	34	0	34	34	0	34	34	0	34
A149	Cromer Rd W	Left	243	15	258	259	14	273	297	14	311	297	14	311	286	14	300	185	14	199	185	14	199
A149	B1145	Ahead	207	13	220	221	12	233	252	12	265	252	12	265	251	12	263	252	12	265	251	12	263
Cromer Rd W	Cromer Rd E	Ahead	159	1	160	170	1	171	170	1	171	170	1	171	170	1	171	170	1	171	170	1	171
Cromer Rd W	A149	Right	181	3	184	192	3	195	248	3	251	238	3	241	238	3	241	161	3	164	161	3	164
Cromer Rd W	B1145	Left	137	5	142	146	5	151	166	5	171	166	5	171	136	5	141	166	5	171	136	5	141
B1145	Cromer Rd E	Left	85	1	86	90	1	91	90	1	91	90	1	91	90	1	91	90	1	91	90	1	91
B1145	A149	Ahead	259	11	270	276	10	286	343	12	356	343	12	356	336	11	347	343	11	355	336	10	346
B1145	Cromer Rd W	Right	196	6	202	208	6	214	251	6	257	251	6	257	208	6	214	251	6	257	208	6	214
<b>Total</b>			<b>1507</b>	<b>55</b>	<b>1562</b>	<b>1604</b>	<b>52</b>	<b>1656</b>	<b>1859</b>	<b>55</b>	<b>1914</b>	<b>1849</b>	<b>55</b>	<b>1904</b>	<b>1757</b>	<b>53</b>	<b>1810</b>	<b>1661</b>	<b>54</b>	<b>1715</b>	<b>1579</b>	<b>52</b>	<b>1631</b>

## B1150 NORTH WALSHAM ROAD / LINK ROAD

Table 13 - Forecast traffic flows for B1150 North Walsham Road / Link Road in AM

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Norwich Rd N	Link Road W	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	9	195	186	9	195
Norwich Rd N	Norwich Rd S	Ahead	512	26	538	548	25	573	735	28	763	735	28	763	735	28	763	718	28	747	718	28	747
Norwich Rd N	Link Road E	Right	0	0	0	0	0	0	0	0	0	177	21	199	206	21	227	159	21	180	193	21	215
Link Road E	Norwich Rd S	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	16	0	16
Link Road E	Link Road W	Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	18	206	188	18	206
Link Road E	Norwich Rd N	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Norwich Rd S	Link Road W	Left	0	0	0	0	0	0	0	0	0	154	21	175	188	21	209	154	21	175	188	21	209
Norwich Rd S	Norwich Rd N	Ahead	365	19	384	391	18	408	513	23	536	342	0	342	308	0	308	340	0	340	306	0	306
Norwich Rd S	Link Road E	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2
Link Road W	Norwich Rd N	Left	0	0	0	0	0	0	0	0	0	82	0	82	82	0	82	47	0	47	47	0	47
Link Road W	Link Road E	Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162	8	170	162	8	170
Link Road W	Norwich Rd S	Right	0	0	0	0	0	0	0	0	0	561	11	571	564	11	574	561	11	571	564	11	574



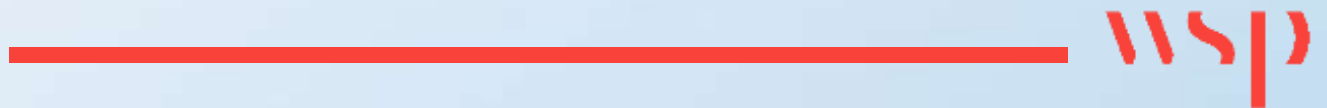
Total			877	45	922	938	43	981	1248	51	1298	2050	82	2132	2081	82	2163	2533	116	2649	2570	116	2686
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**Table 14 - Forecast traffic flows for B1150 North Walsham Road / Link Road in PM**

From	To	Movement	Base 2019			DN 2036			DM 2036			DS 2036			DS+N 2036			DS+S 2036			DS+NS 2036		
			Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total	Lights	HGV	Total
Norwich Rd N	Link Road W	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	1	134	133	1	134
Norwich Rd N	Norwich Rd S	Ahead	354	8	361	377	7	384	461	8	469	461	8	469	461	8	469	448	8	456	448	8	456
Norwich Rd N	Link Road E	Right	0	0	0	0	0	0	0	0	0	290	11	301	301	11	312	252	11	263	275	11	286
Link Road E	Norwich Rd S	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	14	0	14
Link Road E	Link Road W	Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	16	206	190	16	206
Link Road E	Norwich Rd N	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Norwich Rd S	Link Road W	Left	0	0	0	0	0	0	0	0	0	241	11	252	264	11	275	241	11	252	264	11	275
Norwich Rd S	Norwich Rd N	Ahead	541	11	553	576	11	587	716	13	729	439	2	441	416	2	418	433	2	435	410	2	412
Norwich Rd S	Link Road E	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6	0	6
Link Road W	Norwich Rd N	Left	0	0	0	0	0	0	0	0	0	31	0	31	31	0	31	18	0	18	18	0	18
Link Road W	Link Road E	Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	1	119	119	1	119
Link Road W	Norwich Rd S	Right	0	0	0	0	0	0	0	0	0	466	1	467	473	1	474	466	1	467	473	1	474
<b>Total</b>			<b>895</b>	<b>19</b>	<b>914</b>	<b>952</b>	<b>18</b>	<b>970</b>	<b>1177</b>	<b>21</b>	<b>1198</b>	<b>1928</b>	<b>32</b>	<b>1960</b>	<b>1946</b>	<b>32</b>	<b>1978</b>	<b>2319</b>	<b>50</b>	<b>2369</b>	<b>2349</b>	<b>50</b>	<b>2399</b>

# Appendix E

## TRAFFIC SURVEYS



## North Walsham, Wednesday 2nd July 2014

Junction: Millfield Rd / Norwich Rd

Approach: Norwich Rd (SB)

TIME	Southbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	91	0	0	91	6	0	0	6
0715 - 0730	90	0	0	90	10	0	1	11
0730 - 0745	93	1	1	95	8	1	0	9
0745 - 0800	94	0	1	95	6	0	0	6
<b>Hourly Total</b>	<b>368</b>	<b>1</b>	<b>2</b>	<b>371</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>32</b>
0800 - 0815	90	0	1	91	15	0	1	16
0815 - 0830	91	0	0	91	20	0	0	20
0830 - 0845	121	0	1	122	14	0	0	14
0845 - 0900	106	1	0	107	10	1	0	11
<b>Hourly Total</b>	<b>408</b>	<b>1</b>	<b>2</b>	<b>411</b>	<b>59</b>	<b>1</b>	<b>1</b>	<b>61</b>
0900 - 0915	94	1	2	97	12	0	0	12
0915 - 0930	80	0	1	81	13	1	0	14
0930 - 0945	84	0	0	84	11	0	0	11
0945 - 1000	77	1	1	79	9	0	0	9
<b>Hourly Total</b>	<b>335</b>	<b>2</b>	<b>4</b>	<b>341</b>	<b>45</b>	<b>1</b>	<b>0</b>	<b>46</b>
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
<b>TOTAL</b>	<b>1111</b>	<b>4</b>	<b>8</b>	<b>1123</b>	<b>134</b>	<b>3</b>	<b>2</b>	<b>139</b>

TIME	Southbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	80	0	0	80	16	0	0	16
1615 - 1630	66	0	0	66	23	0	1	24
1630 - 1645	83	0	1	84	19	1	0	20
1645 - 1700	64	0	1	65	25	0	0	25
<b>Hourly Total</b>	<b>293</b>	<b>0</b>	<b>2</b>	<b>295</b>	<b>83</b>	<b>1</b>	<b>1</b>	<b>85</b>
1700 - 1715	67	0	1	68	19	0	1	20
1715 - 1730	88	0	1	89	15	0	0	15
1730 - 1745	66	1	0	67	21	1	0	22
1745 - 1800	78	1	1	80	27	0	1	28
<b>Hourly Total</b>	<b>299</b>	<b>2</b>	<b>3</b>	<b>304</b>	<b>82</b>	<b>1</b>	<b>2</b>	<b>85</b>
1800 - 1815	56	0	0	56	21	1	0	22
1815 - 1830	67	1	0	68	16	0	1	17
1830 - 1845	53	0	0	53	14	0	0	14
1845 - 1900	57	0	1	58	11	0	0	11
<b>Hourly Total</b>	<b>233</b>	<b>1</b>	<b>1</b>	<b>235</b>	<b>62</b>	<b>1</b>	<b>1</b>	<b>64</b>
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
<b>TOTAL</b>	<b>825</b>	<b>3</b>	<b>6</b>	<b>834</b>	<b>227</b>	<b>3</b>	<b>4</b>	<b>234</b>



## North Walsham, Wednesday 2nd July 2014

Junction: Millfield Rd / Norwich Rd

Approach: Millfield Rd

TIME	Left Turn Out				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	11	0	0	11	19	0	0	19
0715 - 0730	12	0	0	12	21	1	0	22
0730 - 0745	21	1	0	22	22	0	0	22
0745 - 0800	19	1	0	20	25	0	0	25
<b>Hourly Total</b>	<b>63</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>87</b>	<b>1</b>	<b>0</b>	<b>88</b>
0800 - 0815	22	2	0	24	23	0	0	23
0815 - 0830	20	0	0	20	24	0	0	24
0830 - 0845	21	1	0	22	23	0	0	23
0845 - 0900	27	1	0	28	27	0	0	27
<b>Hourly Total</b>	<b>90</b>	<b>4</b>	<b>0</b>	<b>94</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>97</b>
0900 - 0915	16	1	0	17	25	1	0	26
0915 - 0930	16	1	0	17	16	1	0	17
0930 - 0945	12	0	0	12	19	0	0	19
0945 - 1000	15	1	0	16	21	0	0	21
<b>Hourly Total</b>	<b>59</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>81</b>	<b>2</b>	<b>0</b>	<b>83</b>
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
<b>TOTAL</b>	<b>212</b>	<b>9</b>	<b>0</b>	<b>221</b>	<b>265</b>	<b>3</b>	<b>0</b>	<b>268</b>

TIME	Left Turn Out				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	15	0	0	15	8	0	0	8
1615 - 1630	12	0	0	12	16	0	1	17
1630 - 1645	19	1	0	20	11	0	0	11
1645 - 1700	16	0	1	17	15	1	0	16
<b>Hourly Total</b>	<b>62</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>50</b>	<b>1</b>	<b>1</b>	<b>52</b>
1700 - 1715	11	1	0	12	13	1	0	14
1715 - 1730	17	0	0	17	9	0	0	9
1730 - 1745	15	0	1	16	16	0	0	16
1745 - 1800	8	0	0	8	21	0	0	21
<b>Hourly Total</b>	<b>51</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>59</b>	<b>1</b>	<b>0</b>	<b>60</b>
1800 - 1815	15	0	0	15	15	0	0	15
1815 - 1830	7	0	1	8	17	0	0	17
1830 - 1845	12	1	0	13	6	0	0	6
1845 - 1900	9	0	0	9	9	0	0	9
<b>Hourly Total</b>	<b>43</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>47</b>
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
<b>TOTAL</b>	<b>156</b>	<b>3</b>	<b>3</b>	<b>162</b>	<b>156</b>	<b>2</b>	<b>1</b>	<b>159</b>

## North Walsham, Wednesday 2nd July 2014

Junction: Millfield Rd / Norwich Rd

Approach: Norwich Rd (NB)

Left Turn					Northbound			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	8	0	0	8	67	0	0	67
0715 - 0730	12	1	0	13	66	1	0	67
0730 - 0745	18	0	1	19	71	0	0	71
0745 - 0800	11	0	0	11	86	1	0	87
<b>Hourly Total</b>	<b>49</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>290</b>	<b>2</b>	<b>0</b>	<b>292</b>
0800 - 0815	17	1	0	18	71	0	0	71
0815 - 0830	18	0	1	19	89	0	0	89
0830 - 0845	13	0	0	13	79	0	0	79
0845 - 0900	12	1	1	14	87	0	1	88
<b>Hourly Total</b>	<b>60</b>	<b>2</b>	<b>2</b>	<b>64</b>	<b>326</b>	<b>0</b>	<b>1</b>	<b>327</b>
0900 - 0915	11	0	0	11	63	0	0	63
0915 - 0930	9	0	0	9	63	0	0	63
0930 - 0945	8	0	0	8	59	0	0	59
0945 - 1000	10	1	0	11	53	0	0	53
<b>Hourly Total</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>238</b>	<b>0</b>	<b>0</b>	<b>238</b>
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
<b>TOTAL</b>	<b>147</b>	<b>4</b>	<b>3</b>	<b>154</b>	<b>854</b>	<b>2</b>	<b>1</b>	<b>857</b>
Left Turn					Northbound			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	17	0	0	17	66	0	0	66
1615 - 1630	24	1	0	25	77	0	1	78
1630 - 1645	22	1	0	23	87	1	1	89
1645 - 1700	27	0	1	28	87	1	0	88
<b>Hourly Total</b>	<b>90</b>	<b>2</b>	<b>1</b>	<b>93</b>	<b>317</b>	<b>2</b>	<b>2</b>	<b>321</b>
1700 - 1715	21	0	0	21	109	0	0	109
1715 - 1730	19	0	0	19	105	1	0	106
1730 - 1745	26	0	1	27	111	0	0	111
1745 - 1800	28	1	0	29	115	2	0	117
<b>Hourly Total</b>	<b>94</b>	<b>1</b>	<b>1</b>	<b>96</b>	<b>440</b>	<b>3</b>	<b>0</b>	<b>443</b>
1800 - 1815	23	0	0	23	101	1	0	102
1815 - 1830	17	0	0	17	103	0	0	103
1830 - 1845	20	0	0	20	94	0	0	94
1845 - 1900	14	0	0	14	75	1	0	76
<b>Hourly Total</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>373</b>	<b>2</b>	<b>0</b>	<b>375</b>
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
<b>TOTAL</b>	<b>258</b>	<b>3</b>	<b>2</b>	<b>263</b>	<b>1130</b>	<b>7</b>	<b>2</b>	<b>1139</b>

## North Walsham, Wednesday 2nd July 2014

Junction: Millfield Rd / Norwich Rd

TIME	Queue Lengths (Vehicles)		
	Norwich Rd (SB)	Millfield Rd	Norwich Rd (NB)
700	0	0	0
705	0	0	0
710	0	3	0
715	0	4	0
720	0	5	0
725	0	3	0
730	0	0	0
735	0	3	0
740	0	3	0
745	0	4	0
750	0	0	0
755	0	3	0
800	0	0	0
805	0	3	0
810	0	4	0
815	0	6	0
820	0	0	0
825	0	3	0
830	0	4	0
835	0	0	0
840	0	4	0
845	0	0	0
850	0	0	0
855	0	3	0
900	0	0	0
905	0	0	0
910	0	0	0
915	0	3	0
920	0	4	0
925	0	0	0
930	0	3	0
935	0	0	0
940	0	3	0
945	0	4	0
950	0	0	0
955	0	2	0
1000	0	0	0

TIME	Queue Lengths (Vehicles)		
	Norwich Rd (SB)	Millfield Rd	Norwich Rd (NB)
1600	0	2	0
1605	0	2	0
1610	0	2	0
1615	0	0	0
1620	0	4	0
1625	0	2	0
1630	0	4	0
1635	0	2	0
1640	0	0	0
1645	0	3	0
1650	0	3	0
1655	0	0	0
1700	0	0	0
1705	0	2	0
1710	0	2	0
1715	0	0	0
1720	0	0	0
1725	0	2	0
1730	0	0	0
1735	0	0	0
1740	0	2	0
1745	0	2	0
1750	0	0	0
1755	0	0	0
1800	0	0	0
1805	0	0	0
1810	0	2	0
1815	0	0	0
1820	0	2	0
1825	0	0	0
1830	0	0	0
1835	0	3	0
1840	0	3	0
1845	0	2	0
1850	0	2	0
1855	0	0	0
1900	0	0	0

Queues Measured as Stationary and/or Slow Moving traffic less than 5mph (Maximum Observed in Period)

## North Walsham, Wednesday 2nd July 2014

Junction: Station Rd / Norwich Rd

Approach: Norwich Rd (SB)

		Southbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	
0700 - 0715	97	0	0	97	5	0	0	5	
0715 - 0730	101	0	1	102	4	0	0	4	
0730 - 0745	98	1	0	99	8	0	1	9	
0745 - 0800	101	1	2	104	12	0	0	12	
<b>Hourly Total</b>	<b>397</b>	<b>2</b>	<b>3</b>	<b>402</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>30</b>	
0800 - 0815	102	0	1	103	13	0	0	13	
0815 - 0830	112	1	1	114	14	0	0	14	
0830 - 0845	136	0	1	137	18	0	1	19	
0845 - 0900	114	1	0	115	12	0	0	12	
<b>Hourly Total</b>	<b>464</b>	<b>2</b>	<b>3</b>	<b>469</b>	<b>57</b>	<b>0</b>	<b>1</b>	<b>58</b>	
0900 - 0915	102	0	2	104	14	0	0	14	
0915 - 0930	93	1	1	95	8	0	1	9	
0930 - 0945	90	1	1	92	9	0	0	9	
0945 - 1000	86	1	0	87	11	0	0	11	
<b>Hourly Total</b>	<b>371</b>	<b>3</b>	<b>4</b>	<b>378</b>	<b>42</b>	<b>0</b>	<b>1</b>	<b>43</b>	
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	
<b>TOTAL</b>	<b>1232</b>	<b>7</b>	<b>10</b>	<b>1249</b>	<b>128</b>	<b>0</b>	<b>3</b>	<b>131</b>	
		Southbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	
1600 - 1615	99	0	0	99	6	0	0	6	
1615 - 1630	80	1	1	82	16	0	0	16	
1630 - 1645	101	0	1	102	11	0	0	11	
1645 - 1700	84	0	1	85	15	0	1	16	
<b>Hourly Total</b>	<b>364</b>	<b>1</b>	<b>3</b>	<b>368</b>	<b>48</b>	<b>0</b>	<b>1</b>	<b>49</b>	
1700 - 1715	87	0	1	88	17	0	0	17	
1715 - 1730	101	0	2	103	8	0	0	8	
1730 - 1745	90	1	1	92	12	0	0	12	
1745 - 1800	106	2	1	109	9	0	0	9	
<b>Hourly Total</b>	<b>384</b>	<b>3</b>	<b>5</b>	<b>392</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	
1800 - 1815	74	1	0	75	14	0	0	14	
1815 - 1830	80	1	0	81	7	0	1	8	
1830 - 1845	66	0	1	67	15	0	0	15	
1845 - 1900	67	0	1	68	11	0	0	11	
<b>Hourly Total</b>	<b>287</b>	<b>2</b>	<b>2</b>	<b>291</b>	<b>47</b>	<b>0</b>	<b>1</b>	<b>48</b>	
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	
<b>TOTAL</b>	<b>1035</b>	<b>6</b>	<b>10</b>	<b>1051</b>	<b>141</b>	<b>0</b>	<b>2</b>	<b>143</b>	

## North Walsham, Wednesday 2nd July 2014

Junction: Station Rd / Norwich Rd

Approach: Station Rd

TIME	Left Turn Out				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	2	0	0	2	0	0	0	0
0715 - 0730	5	0	0	5	0	0	0	0
0730 - 0745	9	0	1	10	2	0	0	2
0745 - 0800	10	0	0	10	0	0	0	0
<b>Hourly Total</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
0800 - 0815	6	0	0	6	0	0	0	0
0815 - 0830	7	0	0	7	1	0	0	1
0830 - 0845	10	0	1	11	1	0	0	1
0845 - 0900	12	0	0	12	0	0	0	0
<b>Hourly Total</b>	<b>35</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
0900 - 0915	8	0	0	8	2	0	0	2
0915 - 0930	10	0	1	11	0	0	0	0
0930 - 0945	7	0	0	7	3	0	0	3
0945 - 1000	7	0	0	7	0	0	0	0
<b>Hourly Total</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
<b>TOTAL</b>	<b>93</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>

TIME	Left Turn Out				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	8	0	0	8	0	0	0	0
1615 - 1630	9	0	1	10	3	0	0	3
1630 - 1645	15	0	0	15	1	0	0	1
1645 - 1700	9	0	1	10	1	0	0	1
<b>Hourly Total</b>	<b>41</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>
1700 - 1715	16	0	0	16	1	0	0	1
1715 - 1730	11	0	0	11	2	0	0	2
1730 - 1745	8	0	0	8	0	0	0	0
1745 - 1800	12	0	0	12	1	0	0	1
<b>Hourly Total</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>
1800 - 1815	13	0	1	14	1	0	0	1
1815 - 1830	7	0	0	7	2	0	0	2
1830 - 1845	7	0	0	7	1	0	0	1
1845 - 1900	10	0	0	10	0	0	0	0
<b>Hourly Total</b>	<b>37</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
<b>TOTAL</b>	<b>125</b>	<b>0</b>	<b>3</b>	<b>128</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>

## North Walsham, Wednesday 2nd July 2014

Junction: Station Rd / Norwich Rd

Approach: Norwich Rd (NB)

TIME	Left Turn				Northbound			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	0	0	0	0	80	0	0	80
0715 - 0730	1	0	0	1	77	1	0	78
0730 - 0745	1	0	0	1	92	1	0	93
0745 - 0800	0	0	0	0	104	2	0	106
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>353</b>	<b>4</b>	<b>0</b>	<b>357</b>
0800 - 0815	0	0	0	0	94	0	0	94
0815 - 0830	2	0	0	2	106	2	0	108
0830 - 0845	0	0	0	0	98	1	0	99
0845 - 0900	0	0	0	0	113	1	1	115
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>411</b>	<b>4</b>	<b>1</b>	<b>416</b>
0900 - 0915	2	0	0	2	83	1	0	84
0915 - 0930	1	0	0	1	77	1	0	78
0930 - 0945	0	0	0	0	71	1	0	72
0945 - 1000	2	0	0	2	66	0	0	66
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>297</b>	<b>3</b>	<b>0</b>	<b>300</b>
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
<b>TOTAL</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1061</b>	<b>11</b>	<b>1</b>	<b>1073</b>

TIME	Left Turn				Northbound			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	1	0	0	1	80	0	0	80
1615 - 1630	1	0	0	1	90	1	1	92
1630 - 1645	1	0	0	1	103	2	2	107
1645 - 1700	0	0	0	0	103	0	0	103
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>376</b>	<b>3</b>	<b>3</b>	<b>382</b>
1700 - 1715	1	0	0	1	125	1	0	126
1715 - 1730	2	0	0	2	119	1	0	120
1730 - 1745	1	0	0	1	125	0	0	125
1745 - 1800	1	0	0	1	121	2	1	124
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>490</b>	<b>4</b>	<b>1</b>	<b>495</b>
1800 - 1815	0	0	0	0	116	1	0	117
1815 - 1830	0	0	0	0	108	1	0	109
1830 - 1845	1	0	0	1	107	0	1	108
1845 - 1900	0	0	0	0	81	1	0	82
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>412</b>	<b>3</b>	<b>1</b>	<b>416</b>
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
<b>TOTAL</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1278</b>	<b>10</b>	<b>5</b>	<b>1293</b>

## North Walsham, Wednesday 2nd July 2014

Junction: Station Rd / Norwich Rd

TIME	Queue Lengths (Vehicles)		
	Norwich Rd (SB)	Station Rd	Norwich Rd (NB)
700	0	0	0
705	0	0	0
710	0	0	0
715	0	2	0
720	0	0	0
725	0	0	0
730	0	0	0
735	0	0	0
740	0	0	0
745	0	0	0
750	0	0	0
755	0	2	0
800	0	0	0
805	0	0	0
810	0	0	0
815	0	0	0
820	0	0	0
825	0	0	0
830	0	2	0
835	0	0	0
840	0	0	0
845	0	0	0
850	0	0	0
855	0	0	0
900	0	2	0
905	0	0	0
910	0	0	0
915	0	0	0
920	0	0	0
925	0	0	0
930	0	0	0
935	0	0	0
940	0	0	0
945	0	0	0
950	0	0	0
955	0	0	0
1000	0	0	0

TIME	Queue Lengths (Vehicles)		
	Norwich Rd (SB)	Station Rd	Norwich Rd (NB)
1600	0	0	0
1605	0	2	0
1610	0	2	0
1615	0	0	0
1620	0	2	0
1625	0	0	0
1630	0	0	0
1635	0	3	0
1640	0	2	0
1645	0	2	0
1650	0	0	0
1655	0	0	0
1700	0	0	0
1705	0	2	0
1710	0	0	0
1715	0	2	0
1720	0	3	0
1725	0	0	0
1730	0	2	0
1735	0	2	0
1740	0	0	0
1745	0	0	0
1750	0	0	0
1755	0	2	0
1800	0	3	0
1805	0	2	0
1810	0	0	0
1815	0	2	0
1820	0	0	0
1825	0	0	0
1830	0	0	0
1835	0	0	0
1840	0	0	0
1845	0	0	0
1850	0	0	0
1855	0	0	0
1900	0	0	0

Queues Measured as Stationary and/or Slow Moving traffic less than 5mph (Maximum Observed in Period)

# North Walsham, Wednesday 2nd July 2014

Junction: Norwich Rd / A149

Approach: Norwich Rd (NB)

TIME	Left Turn Out				Ahead				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	31	0	0	31	41	0	0	41	12	0	0	12
0715 - 0730	34	0	0	34	39	1	1	41	11	0	0	11
0730 - 0745	41	1	0	42	43	0	0	43	15	1	0	16
0745 - 0800	54	0	0	54	47	1	0	48	18	0	0	18
<b>Hourly Total</b>	<b>160</b>	<b>1</b>	<b>0</b>	<b>161</b>	<b>170</b>	<b>2</b>	<b>1</b>	<b>173</b>	<b>56</b>	<b>1</b>	<b>0</b>	<b>57</b>
0800 - 0815	33	0	0	33	59	0	0	59	12	0	0	12
0815 - 0830	31	1	0	32	63	0	0	63	14	1	0	15
0830 - 0845	43	0	0	43	57	1	1	59	15	0	0	15
0845 - 0900	44	0	0	44	67	0	1	68	15	1	0	16
<b>Hourly Total</b>	<b>151</b>	<b>1</b>	<b>0</b>	<b>152</b>	<b>246</b>	<b>1</b>	<b>2</b>	<b>249</b>	<b>56</b>	<b>2</b>	<b>0</b>	<b>58</b>
0900 - 0915	33	1	0	34	51	1	0	52	12	0	0	12
0915 - 0930	29	0	0	29	44	0	0	44	9	0	0	9
0930 - 0945	31	0	0	31	39	0	1	40	11	0	0	11
0945 - 1000	27	0	0	27	34	0	0	34	8	1	0	9
<b>Hourly Total</b>	<b>120</b>	<b>1</b>	<b>0</b>	<b>121</b>	<b>168</b>	<b>1</b>	<b>1</b>	<b>170</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>41</b>
<b>TOTAL</b>	<b>431</b>	<b>3</b>	<b>0</b>	<b>434</b>	<b>584</b>	<b>4</b>	<b>4</b>	<b>592</b>	<b>152</b>	<b>4</b>	<b>0</b>	<b>156</b>

TIME	Left Turn Out				Ahead				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	35	0	0	35	51	0	1	52	6	0	0	6
1615 - 1630	36	1	1	38	57	0	0	57	13	0	0	13
1630 - 1645	41	0	0	41	61	1	2	64	9	0	0	9
1645 - 1700	37	1	0	38	65	0	1	66	15	0	0	15
<b>Hourly Total</b>	<b>149</b>	<b>2</b>	<b>1</b>	<b>152</b>	<b>234</b>	<b>1</b>	<b>4</b>	<b>239</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>
1700 - 1715	56	1	0	57	77	0	0	77	11	0	0	11
1715 - 1730	52	0	0	52	62	1	0	63	12	0	0	12
1730 - 1745	39	2	0	41	81	0	0	81	10	0	0	10
1745 - 1800	50	1	1	52	78	0	1	79	6	0	0	6
<b>Hourly Total</b>	<b>197</b>	<b>4</b>	<b>1</b>	<b>202</b>	<b>298</b>	<b>1</b>	<b>1</b>	<b>300</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>39</b>
1800 - 1815	46	0	0	46	64	1	0	65	18	0	0	18
1815 - 1830	43	0	0	43	68	1	0	69	7	0	0	7
1830 - 1845	48	1	0	49	57	0	1	58	4	0	0	4
1845 - 1900	35	0	0	35	53	0	0	53	8	0	0	8
<b>Hourly Total</b>	<b>172</b>	<b>1</b>	<b>0</b>	<b>173</b>	<b>242</b>	<b>2</b>	<b>1</b>	<b>245</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>37</b>
<b>TOTAL</b>	<b>518</b>	<b>7</b>	<b>2</b>	<b>527</b>	<b>774</b>	<b>4</b>	<b>6</b>	<b>784</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>119</b>



# North Walsham, Wednesday 2nd July 2014

Junction: Norwich Rd / A149

Approach: A149 (SB)

TIME	Left Turn Out				Ahead				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	12	0	0	12	22	0	0	22	41	0	0	41
0715 - 0730	11	0	0	11	29	2	0	31	35	0	1	36
0730 - 0745	11	1	0	12	32	1	0	33	47	1	0	48
0745 - 0800	13	0	0	13	36	3	1	40	59	1	2	62
<b>Hourly Total</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>119</b>	<b>6</b>	<b>1</b>	<b>126</b>	<b>182</b>	<b>2</b>	<b>3</b>	<b>187</b>
0800 - 0815	19	1	0	20	41	0	0	41	43	0	0	43
0815 - 0830	22	0	0	22	44	4	2	50	35	0	0	35
0830 - 0845	28	0	0	28	39	0	0	39	57	1	2	60
0845 - 0900	29	1	0	30	24	2	0	26	41	0	0	41
<b>Hourly Total</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>148</b>	<b>6</b>	<b>2</b>	<b>156</b>	<b>176</b>	<b>1</b>	<b>2</b>	<b>179</b>
0900 - 0915	22	0	0	22	21	0	0	21	43	0	0	43
0915 - 0930	17	0	0	17	31	2	1	34	33	1	1	35
0930 - 0945	19	1	0	20	22	0	1	23	43	1	1	45
0945 - 1000	14	1	0	15	20	1	0	21	38	0	0	38
<b>Hourly Total</b>	<b>72</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>99</b>	<b>157</b>	<b>2</b>	<b>2</b>	<b>161</b>
<b>TOTAL</b>	<b>217</b>	<b>5</b>	<b>0</b>	<b>222</b>	<b>361</b>	<b>15</b>	<b>5</b>	<b>381</b>	<b>515</b>	<b>5</b>	<b>7</b>	<b>527</b>

TIME	Left Turn Out				Ahead				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	22	0	0	22	27	0	1	28	36	0	0	36
1615 - 1630	26	1	0	27	29	0	0	29	37	0	1	38
1630 - 1645	28	0	0	28	41	1	0	42	33	0	0	33
1645 - 1700	41	0	1	42	44	0	1	45	31	0	0	31
<b>Hourly Total</b>	<b>117</b>	<b>1</b>	<b>1</b>	<b>119</b>	<b>141</b>	<b>1</b>	<b>2</b>	<b>144</b>	<b>137</b>	<b>0</b>	<b>1</b>	<b>138</b>
1700 - 1715	37	1	0	38	56	1	0	57	42	0	1	43
1715 - 1730	33	0	0	33	38	1	0	39	45	0	2	47
1730 - 1745	36	0	0	36	45	2	0	47	41	1	1	43
1745 - 1800	40	0	0	40	44	0	1	45	37	0	0	37
<b>Hourly Total</b>	<b>146</b>	<b>1</b>	<b>0</b>	<b>147</b>	<b>183</b>	<b>4</b>	<b>1</b>	<b>188</b>	<b>165</b>	<b>1</b>	<b>4</b>	<b>170</b>
1800 - 1815	29	0	1	30	37	1	0	38	26	1	0	27
1815 - 1830	30	0	0	30	33	0	0	33	29	0	0	29
1830 - 1845	24	1	0	25	31	0	0	31	31	0	1	32
1845 - 1900	18	1	0	19	27	0	0	27	25	0	0	25
<b>Hourly Total</b>	<b>101</b>	<b>2</b>	<b>1</b>	<b>104</b>	<b>128</b>	<b>1</b>	<b>0</b>	<b>129</b>	<b>111</b>	<b>1</b>	<b>1</b>	<b>113</b>
<b>TOTAL</b>	<b>364</b>	<b>4</b>	<b>2</b>	<b>370</b>	<b>452</b>	<b>6</b>	<b>3</b>	<b>461</b>	<b>413</b>	<b>2</b>	<b>6</b>	<b>421</b>

# North Walsham, Wednesday 2nd July 2014

Junction: Norwich Rd / A149

Approach: Norwich Rd (SB)

TIME	Left Turn Out				Ahead				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	9	0	0	9	59	0	0	59	27	0	0	27
0715 - 0730	8	0	0	8	61	0	1	62	24	1	1	26
0730 - 0745	12	0	0	12	62	0	0	62	28	0	0	28
0745 - 0800	10	1	1	12	52	0	1	53	31	0	0	31
<b>Hourly Total</b>	<b>39</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>234</b>	<b>0</b>	<b>2</b>	<b>236</b>	<b>110</b>	<b>1</b>	<b>1</b>	<b>112</b>
0800 - 0815	16	0	0	16	64	0	1	65	35	2	2	39
0815 - 0830	12	0	0	12	71	1	0	72	34	0	0	34
0830 - 0845	13	1	1	15	81	0	0	81	34	0	1	35
0845 - 0900	15	0	0	15	72	0	1	73	41	1	0	42
<b>Hourly Total</b>	<b>56</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>288</b>	<b>1</b>	<b>2</b>	<b>291</b>	<b>144</b>	<b>3</b>	<b>3</b>	<b>150</b>
0900 - 0915	9	0	0	9	69	0	0	69	28	0	0	28
0915 - 0930	10	1	0	11	58	0	1	59	27	0	1	28
0930 - 0945	8	0	0	8	52	0	0	52	24	0	0	24
0945 - 1000	8	1	1	10	51	1	1	53	23	1	0	24
<b>Hourly Total</b>	<b>35</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>230</b>	<b>1</b>	<b>2</b>	<b>233</b>	<b>102</b>	<b>1</b>	<b>1</b>	<b>104</b>
<b>TOTAL</b>	<b>130</b>	<b>4</b>	<b>3</b>	<b>137</b>	<b>752</b>	<b>2</b>	<b>6</b>	<b>760</b>	<b>356</b>	<b>5</b>	<b>5</b>	<b>366</b>

TIME	Left Turn Out				Ahead				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	14	0	0	14	55	0	0	55	18	1	0	19
1615 - 1630	10	0	1	11	47	1	0	48	21	0	0	21
1630 - 1645	12	0	0	12	56	0	2	58	22	1	1	24
1645 - 1700	9	1	0	10	52	0	1	53	25	0	0	25
<b>Hourly Total</b>	<b>45</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>210</b>	<b>1</b>	<b>3</b>	<b>214</b>	<b>86</b>	<b>2</b>	<b>1</b>	<b>89</b>
1700 - 1715	14	0	0	14	49	0	0	49	19	0	0	19
1715 - 1730	11	1	0	12	51	0	0	51	26	1	0	27
1730 - 1745	16	0	0	16	55	1	1	57	28	1	0	29
1745 - 1800	12	0	0	12	65	1	0	66	31	0	1	32
<b>Hourly Total</b>	<b>53</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>220</b>	<b>2</b>	<b>1</b>	<b>223</b>	<b>104</b>	<b>2</b>	<b>1</b>	<b>107</b>
1800 - 1815	18	0	0	18	48	0	0	48	25	1	0	26
1815 - 1830	13	0	1	14	44	0	2	46	22	0	0	22
1830 - 1845	7	0	0	7	41	0	0	41	19	0	1	20
1845 - 1900	10	0	0	10	37	0	0	37	16	0	0	16
<b>Hourly Total</b>	<b>48</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>170</b>	<b>0</b>	<b>2</b>	<b>172</b>	<b>82</b>	<b>1</b>	<b>1</b>	<b>84</b>
<b>TOTAL</b>	<b>146</b>	<b>2</b>	<b>2</b>	<b>150</b>	<b>600</b>	<b>3</b>	<b>6</b>	<b>609</b>	<b>272</b>	<b>5</b>	<b>3</b>	<b>280</b>

# North Walsham, Wednesday 2nd July 2014

Junction: Norwich Rd / A149

Approach: A149 (NB)

TIME	Left Turn Out				Ahead				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	5	0	0	5	39	0	0	39	11	0	0	11
0715 - 0730	4	0	0	4	43	0	0	43	10	0	0	10
0730 - 0745	2	0	0	2	59	0	0	59	14	1	0	15
0745 - 0800	5	0	0	5	38	1	0	39	15	0	0	15
<b>Hourly Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>179</b>	<b>1</b>	<b>0</b>	<b>180</b>	<b>50</b>	<b>1</b>	<b>0</b>	<b>51</b>
0800 - 0815	13	0	0	13	38	2	0	40	17	1	0	18
0815 - 0830	11	0	0	11	42	0	1	43	13	0	0	13
0830 - 0845	17	0	0	17	46	1	0	47	16	2	0	18
0845 - 0900	12	0	0	12	37	0	0	37	12	0	0	12
<b>Hourly Total</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>163</b>	<b>3</b>	<b>1</b>	<b>167</b>	<b>58</b>	<b>3</b>	<b>0</b>	<b>61</b>
0900 - 0915	10	0	0	10	34	0	0	34	10	0	0	10
0915 - 0930	9	0	0	9	39	0	0	39	11	0	0	11
0930 - 0945	8	0	0	8	29	1	1	31	9	1	0	10
0945 - 1000	8	0	0	8	32	1	0	33	12	1	0	13
<b>Hourly Total</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>134</b>	<b>2</b>	<b>1</b>	<b>137</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>44</b>
<b>TOTAL</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>476</b>	<b>6</b>	<b>2</b>	<b>484</b>	<b>150</b>	<b>6</b>	<b>0</b>	<b>156</b>

TIME	Left Turn Out				Ahead				Right Turn Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	13	0	0	13	37	6	1	44	6	0	0	6
1615 - 1630	15	0	0	15	34	1	0	35	9	0	0	9
1630 - 1645	18	0	0	18	38	0	0	38	7	1	0	8
1645 - 1700	14	0	0	14	41	2	1	44	15	0	0	15
<b>Hourly Total</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>150</b>	<b>9</b>	<b>2</b>	<b>161</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>38</b>
1700 - 1715	16	0	0	16	44	1	1	46	12	1	0	13
1715 - 1730	11	0	0	11	49	2	2	53	19	1	0	20
1730 - 1745	10	0	0	10	42	1	0	43	13	0	0	13
1745 - 1800	18	1	0	19	37	0	0	37	11	0	0	11
<b>Hourly Total</b>	<b>55</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>172</b>	<b>4</b>	<b>3</b>	<b>179</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>57</b>
1800 - 1815	8	0	0	8	31	2	1	34	7	1	0	8
1815 - 1830	15	0	0	15	36	0	0	36	12	0	0	12
1830 - 1845	7	0	0	7	29	1	1	31	8	0	0	8
1845 - 1900	14	0	0	14	24	1	0	25	7	0	0	7
<b>Hourly Total</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>120</b>	<b>4</b>	<b>2</b>	<b>126</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>35</b>
<b>TOTAL</b>	<b>159</b>	<b>1</b>	<b>0</b>	<b>160</b>	<b>442</b>	<b>17</b>	<b>7</b>	<b>466</b>	<b>126</b>	<b>4</b>	<b>0</b>	<b>130</b>

## North Walsham, Wednesday 2nd July 2014

Junction: Norwich Rd / A149

TIME	Queue Lengths (Vehicles)			
	Norwich Rd NB	A419 SB	Norwich Rd (SB)	A419 NB
700	6	9	8	7
705	7	9	9	8
710	8	10	10	11
715	7	11	9	9
720	8	12	10	11
725	6	14	10	7
730	7	15	10	12
735	8	9	11	13
740	8	9	12	9
745	10	10	11	10
750	8	11	12	10
755	9	8	11	11
800	11	9	13	9
805	9	10	12	9
810	9	10	14	11
815	8	9	11	10
820	7	9	10	9
825	7	8	10	8
830	9	8	10	9
835	8	10	11	9
840	8	9	12	10
845	9	9	13	11
850	7	8	14	12
855	8	9	12	11
900	7	10	14	10
905	8	9	10	9
910	9	9	9	8
915	8	8	9	9
920	7	7	11	8
925	6	8	9	8
930	7	9	8	9
935	6	10	7	10
940	5	9	8	7
945	6	6	9	8
950	7	7	9	5
955	6	6	8	8
1000	6	6	7	6

TIME	Queue Lengths (Vehicles)			
	Norwich Rd NB	A419 SB	Norwich Rd (SB)	A419 NB
1600	5	8	9	8
1605	5	7	6	6
1610	7	9	9	6
1615	5	9	13	10
1620	8	9	7	7
1625	6	9	12	9
1630	6	10	12	11
1635	9	7	11	10
1640	7	11	7	12
1645	7	12	9	7
1650	5	7	10	10
1655	8	9	6	7
1700	6	13	9	12
1705	8	9	13	9
1710	6	6	9	7
1715	8	9	13	9
1720	7	14	11	12
1725	7	7	9	10
1730	9	7	12	11
1735	9	10	12	11
1740	10	6	10	11
1745	10	8	12	6
1750	8	7	9	10
1755	6	9	7	8
1800	5	7	9	10
1805	5	10	10	11
1810	6	11	7	10
1815	4	6	10	7
1820	6	7	8	9
1825	7	5	8	8
1830	4	8	9	6
1835	4	9	6	7
1840	5	9	9	5
1845	6	7	7	7
1850	5	9	9	8
1855	7	7	6	6
1900	5	6	6	7

Queues Measured as Stationary and/or Slow Moving traffic less than 5mph (Maximum Observed in Period)

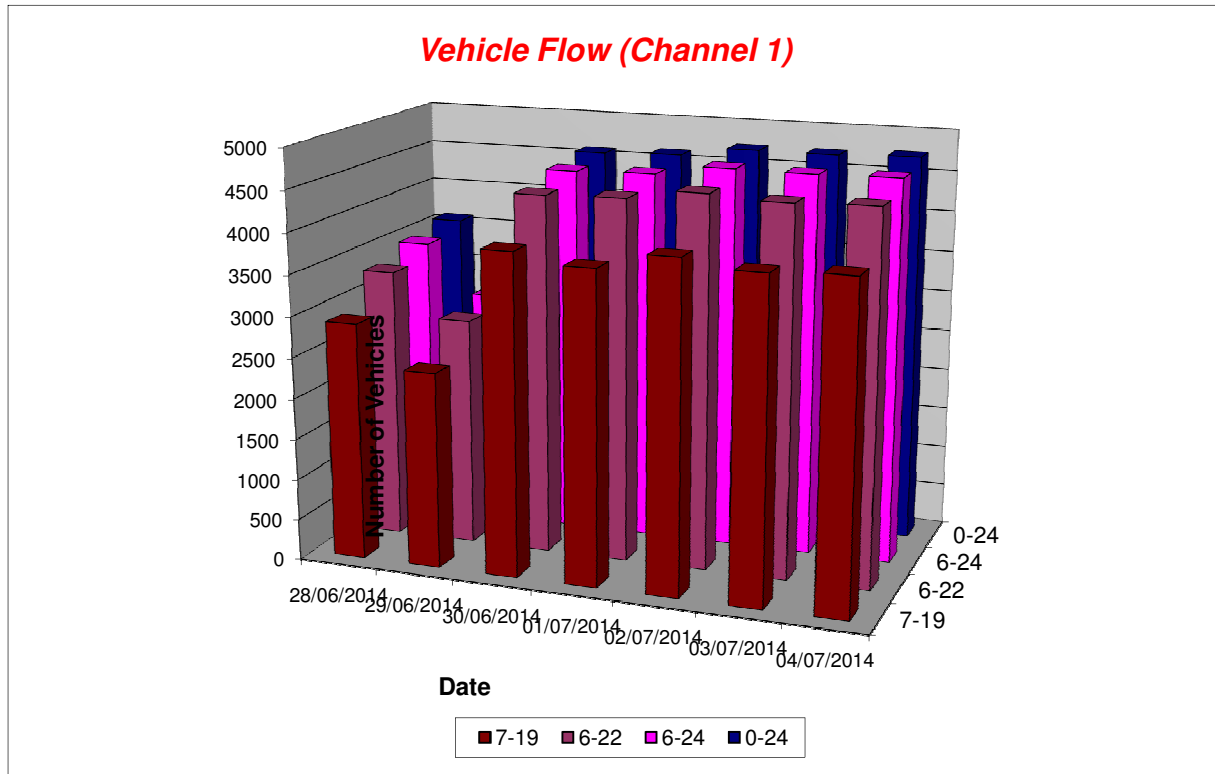
# North Walsham ATC, Norwich Road

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	28/06/2014 Saturday	29/06/2014 Sunday	30/06/2014 Monday	01/07/2014 Tuesday	02/07/2014 Wednesday	03/07/2014 Thursday	04/07/2014 Friday	5 Day Ave	7 Day Ave
1	31	48	29	15	14	21	16	19	25
2	27	22	11	13	12	6	12	11	15
3	14	17	1	5	4	4	9	5	8
4	16	16	3	7	4	7	12	7	9
5	18	18	11	10	11	14	11	11	13
6	12	13	18	30	25	25	28	25	22
7	43	29	77	84	88	80	87	83	70
8	83	63	329	298	335	318	307	317	248
9	151	70	353	366	381	362	353	363	291
10	218	148	260	238	282	273	249	260	238
11	253	206	226	219	262	232	237	235	234
12	261	235	249	250	260	221	238	244	245
13	267	255	234	223	245	266	269	247	251
14	294	288	244	242	216	264	272	248	260
15	316	251	275	269	294	280	301	284	284
16	288	225	361	330	331	340	361	345	319
17	295	263	418	409	416	408	412	413	374
18	297	230	531	527	530	502	512	520	447
19	176	157	433	418	438	421	420	426	352
20	164	144	201	264	192	205	221	217	199
21	116	126	107	155	134	177	158	146	139
22	87	96	87	117	122	132	109	113	107
23	93	52	87	78	78	114	101	92	86
24	69	40	39	47	51	50	53	48	50
7-19	2899	2391	3913	3789	3990	3887	3931	3902	3543
6-22	3309	2786	4385	4409	4526	4481	4506	4461	4057
6-24	3471	2878	4511	4534	4655	4645	4660	4601	4193
0-24	3589	3012	4584	4614	4725	4722	4748	4679	4285



# North Walsham ATC, Norwich Road

## Channel 1 - Northbound

## Average Speed

Week 1

Hr Ending	28/06/2014 Saturday	29/06/2014 Sunday	30/06/2014 Monday	01/07/2014 Tuesday	02/07/2014 Wednesday	03/07/2014 Thursday	04/07/2014 Friday
1	33.5	32.3	36.1	37.3	30.9	34.4	34.3
2	33.5	35.8	36.3	33.9	35.2	31.2	36.1
3	32.7	40.9	30.0	44.4	38.0	33.5	37.2
4	36.2	41.4	41.0	38.4	37.5	38.1	36.7
5	39.8	41.6	46.2	36.6	35.8	36.4	38.9
6	41.5	39.6	36.9	37.4	39.6	37.4	38.8
7	34.6	36.2	36.3	36.4	37.9	36.8	35.0
8	33.9	33.9	33.6	31.9	33.0	31.6	32.9
9	32.0	32.4	30.0	31.8	31.2	30.4	31.4
10	31.4	31.3	31.1	30.2	30.5	30.5	31.2
11	30.2	30.1	30.1	30.3	29.3	30.8	30.3
12	29.7	30.2	31.1	30.4	30.5	31.3	29.9
13	29.0	29.8	31.1	31.4	30.0	31.1	31.1
14	31.1	30.6	30.5	31.4	31.5	32.6	29.6
15	30.3	30.6	31.3	29.8	30.2	29.8	30.9
16	30.4	31.4	30.3	30.2	29.7	29.6	30.1
17	30.9	30.6	29.3	30.2	29.9	30.3	29.9
18	29.6	32.3	30.2	30.2	30.4	31.0	30.6
19	31.4	33.1	33.0	30.6	31.7	30.9	31.7
20	31.3	32.0	34.0	32.0	30.4	32.2	32.4
21	31.9	33.9	33.9	31.5	30.6	31.8	32.1
22	31.6	31.9	34.0	30.7	32.2	32.3	31.6
23	31.1	33.0	34.0	33.9	32.0	31.6	33.4
24	31.2	34.6	33.8	34.5	33.4	33.7	32.9

10-12	29.9	30.2	30.6	30.4	29.9	31.1	30.1
14-16	30.3	31.0	30.7	30.1	29.9	29.7	30.5
0-24	30.9	31.6	31.5	31.1	31.0	31.2	31.2

7 Day Ave 31.2

## Channel 1 - Northbound

## 85th Percentile

Hr Ending	28/06/2014 Saturday	29/06/2014 Sunday	30/06/2014 Monday	01/07/2014 Tuesday	02/07/2014 Wednesday	03/07/2014 Thursday	04/07/2014 Friday
1	38.5	37.0	42.0	48.9	39.1	41.0	39.5
2	40.0	40.9	49.0	43.2	39.7	34.3	46.1
3	38.2	46.0	-	58.8	42.4	40.7	41.6
4	46.0	46.5	44.7	42.8	42.3	45.5	45.7
5	46.5	50.0	54.0	43.7	43.5	38.3	41.5
6	50.4	46.4	42.8	44.3	45.0	45.8	46.9
7	44.0	44.8	42.0	42.6	43.0	44.0	40.0
8	39.0	41.4	39.0	37.0	38.0	37.0	39.0
9	37.0	39.0	35.0	37.0	35.0	35.0	36.0
10	35.0	37.0	35.0	34.0	36.0	35.0	35.0
11	35.0	35.0	34.0	34.0	34.0	35.0	35.0
12	34.0	35.0	36.0	35.0	34.0	35.0	34.0
13	34.0	34.0	35.0	36.0	35.0	36.0	35.0
14	36.0	35.0	36.0	35.0	37.8	38.0	35.0
15	34.0	35.0	36.0	34.0	35.0	34.2	35.0
16	34.0	37.0	34.0	34.7	34.0	34.0	35.0
17	35.0	35.0	34.5	34.0	34.0	35.0	35.0
18	35.0	37.0	35.0	34.0	34.0	35.0	35.0
19	35.0	39.0	38.0	35.0	37.0	36.0	37.0
20	37.0	37.6	39.0	37.0	35.0	38.0	37.0
21	36.8	39.0	39.0	35.9	34.1	35.0	37.5
22	35.0	37.0	39.0	37.0	36.9	38.0	37.0
23	35.2	40.4	39.0	39.0	36.5	36.0	38.0
24	35.0	40.0	40.0	40.0	39.0	40.0	38.0

10-12	35.0	35.0	34.0	34.0	34.0	35.0	35.0
14-16	34.0	36.0	35.0	34.0	34.0	34.0	35.0
0-24	35.0	37.0	36.0	35.0	35.0	36.0	36.0

7 Day Ave 36.0

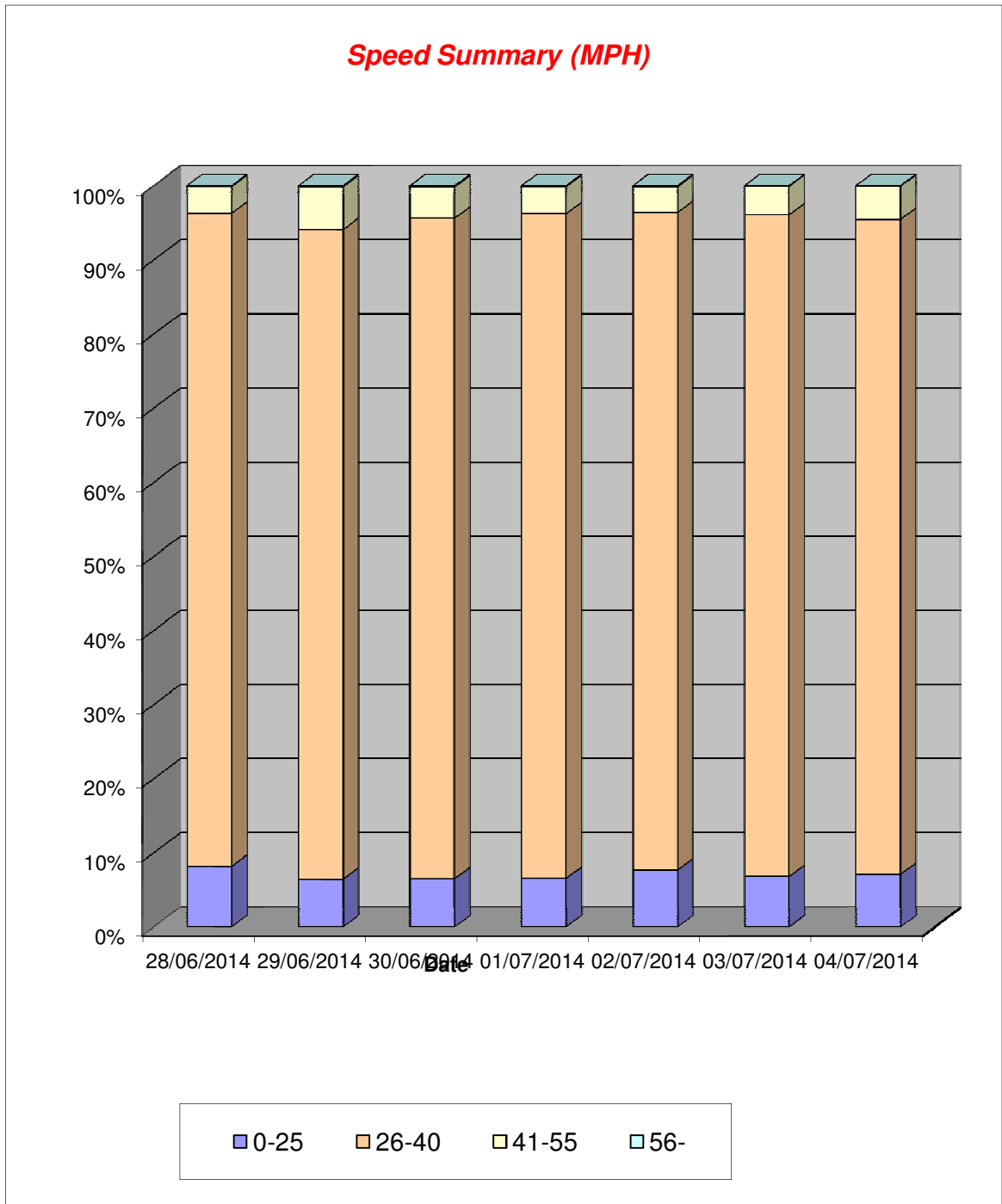
# North Walsham ATC, Norwich Road

Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	28/06/2014 Saturday	29/06/2014 Sunday	30/06/2014 Monday	01/07/2014 Tuesday	02/07/2014 Wednesday	03/07/2014 Thursday	04/07/2014 Friday
0-25	294	194	298	302	363	321	337
26-40	3162	2641	4085	4138	4192	4216	4195
41-55	130	173	195	169	164	183	214
56-	3	4	6	5	6	2	2
<b>TOTAL</b>	<b>3589</b>	<b>3012</b>	<b>4584</b>	<b>4614</b>	<b>4725</b>	<b>4722</b>	<b>4748</b>



# North Walsham ATC, Norwich Road

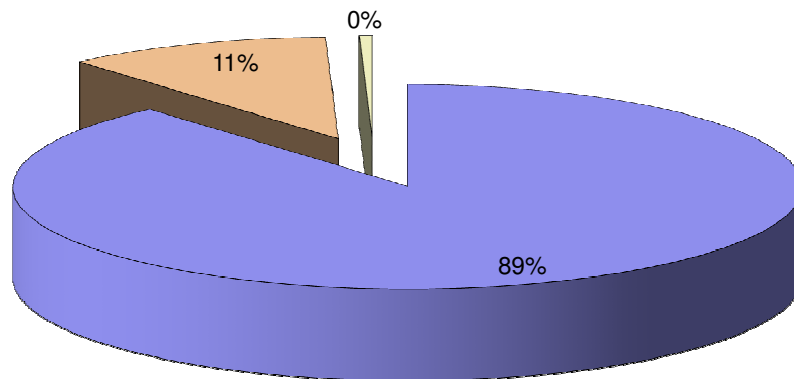
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2014				
7-19	2660	221	18	2899
6-22	3038	252	19	3309
6-24	3187	265	19	3471
0-24	3286	284	19	3589
29/06/2014				
7-19	2239	146	6	2391
6-22	2611	169	6	2786
6-24	2698	173	7	2878
0-24	2815	189	8	3012
30/06/2014				
7-19	3406	491	16	3913
6-22	3836	533	16	4385
6-24	3953	542	16	4511
0-24	4020	548	16	4584
01/07/2014				
7-19	3298	469	22	3789
6-22	3867	517	25	4409
6-24	3985	524	25	4534
0-24	4049	540	25	4614
02/07/2014				
7-19	3502	465	23	3990
6-22	3989	514	23	4526
6-24	4107	525	23	4655
0-24	4156	545	24	4725
03/07/2014				
7-19	3369	503	15	3887
6-22	3904	559	18	4481
6-24	4054	572	19	4645
0-24	4112	590	20	4722
04/07/2014				
7-19	3423	478	30	3931
6-22	3935	536	35	4506
6-24	4080	545	35	4660
0-24	4151	561	36	4748
Average				
7-19	3128	396	19	3543
6-22	3597	440	20	4057
6-24	3723	449	21	4193
0-24	3798	465	21	4285

**Total Vehicle Class Distribution**





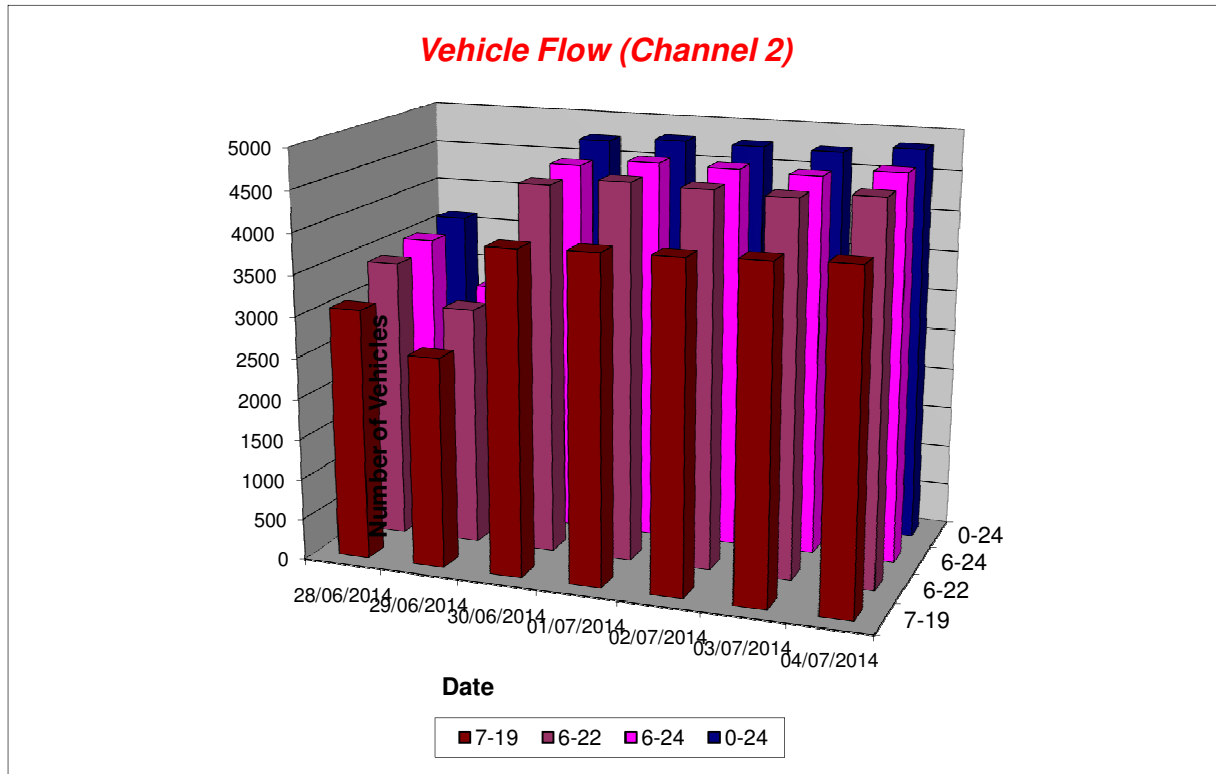
# North Walsham ATC, Norwich Road

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	28/06/2014 Saturday	29/06/2014 Sunday	30/06/2014 Monday	01/07/2014 Tuesday	02/07/2014 Wednesday	03/07/2014 Thursday	04/07/2014 Friday	5 Day Ave	7 Day Ave
1	15	36	11	6	6	3	18	9	14
2	12	19	11	8	10	9	7	9	11
3	8	14	4	3	3	7	5	4	6
4	6	7	5	6	6	5	9	6	6
5	26	17	27	23	20	17	14	20	21
6	37	25	99	75	76	90	69	82	67
7	72	65	224	204	213	191	191	205	166
8	116	81	464	468	455	456	472	463	359
9	220	84	509	499	516	506	515	509	407
10	282	225	409	399	419	408	416	410	365
11	321	246	262	258	271	276	269	267	272
12	328	257	271	275	251	265	259	264	272
13	279	292	263	247	260	255	271	259	267
14	283	242	263	277	251	281	281	271	268
15	281	260	270	265	280	284	311	282	279
16	277	264	315	280	299	344	337	315	302
17	255	254	331	362	351	338	335	343	318
18	233	190	319	364	357	340	321	340	303
19	191	179	266	275	277	267	266	270	246
20	110	146	151	170	156	135	151	153	146
21	106	78	101	146	114	86	113	112	106
22	65	63	85	107	98	107	103	100	90
23	53	39	47	52	53	61	71	57	54
24	43	24	30	17	29	23	40	28	29
7-19	3066	2574	3942	3969	3987	4020	4053	3994	3659
6-22	3419	2926	4503	4596	4568	4539	4611	4563	4166
6-24	3515	2989	4580	4665	4650	4623	4722	4648	4249
0-24	3619	3107	4737	4786	4771	4754	4844	4778	4374



# North Walsham ATC, Norwich Road

## Channel 2 - Southbound

## Average Speed

Week 1

Hr Ending	28/06/2014 Saturday	29/06/2014 Sunday	30/06/2014 Monday	01/07/2014 Tuesday	02/07/2014 Wednesday	03/07/2014 Thursday	04/07/2014 Friday
1	39.4	37.5	41.2	38.0	42.0	40.3	37.3
2	39.8	42.5	39.9	40.6	38.5	38.6	40.4
3	35.8	47.5	43.8	46.3	44.7	41.1	42.8
4	43.2	40.1	49.8	38.2	41.8	39.0	39.0
5	43.0	43.8	41.9	42.0	43.2	40.4	40.5
6	42.3	41.1	41.6	41.8	41.3	41.6	41.1
7	39.3	41.6	40.6	39.9	40.0	40.5	40.3
8	41.0	38.7	37.8	38.0	37.6	37.4	37.5
9	37.3	39.2	36.6	36.7	36.6	36.7	36.9
10	36.8	36.8	37.4	36.7	36.8	36.9	35.9
11	36.4	37.5	37.6	37.1	36.3	36.2	35.7
12	35.9	37.3	37.0	36.7	37.3	36.5	36.7
13	37.5	37.3	36.8	36.6	36.9	37.2	37.6
14	36.9	37.3	36.9	37.1	37.2	38.0	37.6
15	37.4	37.6	37.5	36.6	36.4	37.1	37.8
16	36.0	36.3	36.6	36.8	37.0	36.2	37.0
17	36.7	37.6	36.8	36.8	36.1	37.3	36.9
18	37.8	39.0	38.1	35.6	37.1	37.5	38.5
19	37.7	38.7	38.3	39.1	37.8	38.7	38.6
20	38.6	38.3	40.0	38.5	35.2	37.7	38.3
21	38.3	39.9	41.3	37.4	38.4	38.8	38.9
22	38.7	40.2	38.8	38.5	37.9	37.4	37.9
23	38.2	40.5	38.3	39.3	38.0	38.8	37.5
24	38.5	40.9	41.2	40.9	39.9	39.4	39.2

10-12	36.1	37.4	37.3	36.9	36.8	36.3	36.2
14-16	36.7	36.9	37.0	36.7	36.7	36.6	37.4
0-24	37.4	38.0	37.8	37.4	37.2	37.4	37.5

7 Day Ave 37.5

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	28/06/2014 Saturday	29/06/2014 Sunday	30/06/2014 Monday	01/07/2014 Tuesday	02/07/2014 Wednesday	03/07/2014 Thursday	04/07/2014 Friday
1	45.8	42.8	49.0	40.0	46.3	45.3	43.9
2	50.1	49.3	44.5	43.0	43.3	46.6	47.0
3	37.0	60.3	53.2	48.5	49.7	44.1	47.8
4	54.8	48.2	52.8	40.3	50.0	45.0	43.6
5	49.3	49.8	50.4	51.4	45.6	46.6	45.2
6	47.0	48.0	48.0	49.0	48.0	49.0	47.8
7	46.4	49.0	47.0	45.0	45.2	46.0	47.5
8	47.0	45.0	42.0	43.0	42.0	42.0	42.0
9	43.0	45.0	42.0	41.0	41.0	41.0	42.0
10	42.0	42.0	43.0	41.3	41.0	42.0	40.0
11	42.0	43.0	42.0	42.0	40.0	41.0	40.0
12	41.0	43.0	43.0	41.0	43.0	40.4	40.3
13	44.0	42.0	43.0	43.0	43.0	42.0	43.0
14	43.0	41.0	43.0	42.0	42.0	44.0	43.0
15	43.0	42.0	43.0	42.0	42.0	43.0	43.0
16	42.0	41.0	41.0	41.2	42.0	40.0	42.0
17	42.9	42.0	42.0	42.0	41.0	42.0	42.0
18	43.0	46.7	43.0	41.0	42.0	43.0	43.0
19	44.0	46.0	45.0	44.0	43.0	43.1	44.3
20	45.0	44.0	45.0	45.0	40.0	43.0	43.0
21	44.0	45.0	48.0	43.0	44.0	44.0	44.0
22	44.4	47.0	44.0	45.1	42.0	44.1	42.7
23	45.4	45.0	44.1	45.0	44.0	46.0	45.0
24	45.0	52.1	52.3	52.0	48.0	48.0	45.2

10-12	42.0	43.0	42.0	42.0	40.0	41.0	40.0
14-16	42.0	42.0	41.0	42.0	42.0	42.0	43.0
0-24	43.0	44.0	43.0	43.0	43.0	43.0	43.0

7 Day Ave 43.0

# North Walsham ATC, Norwich Road

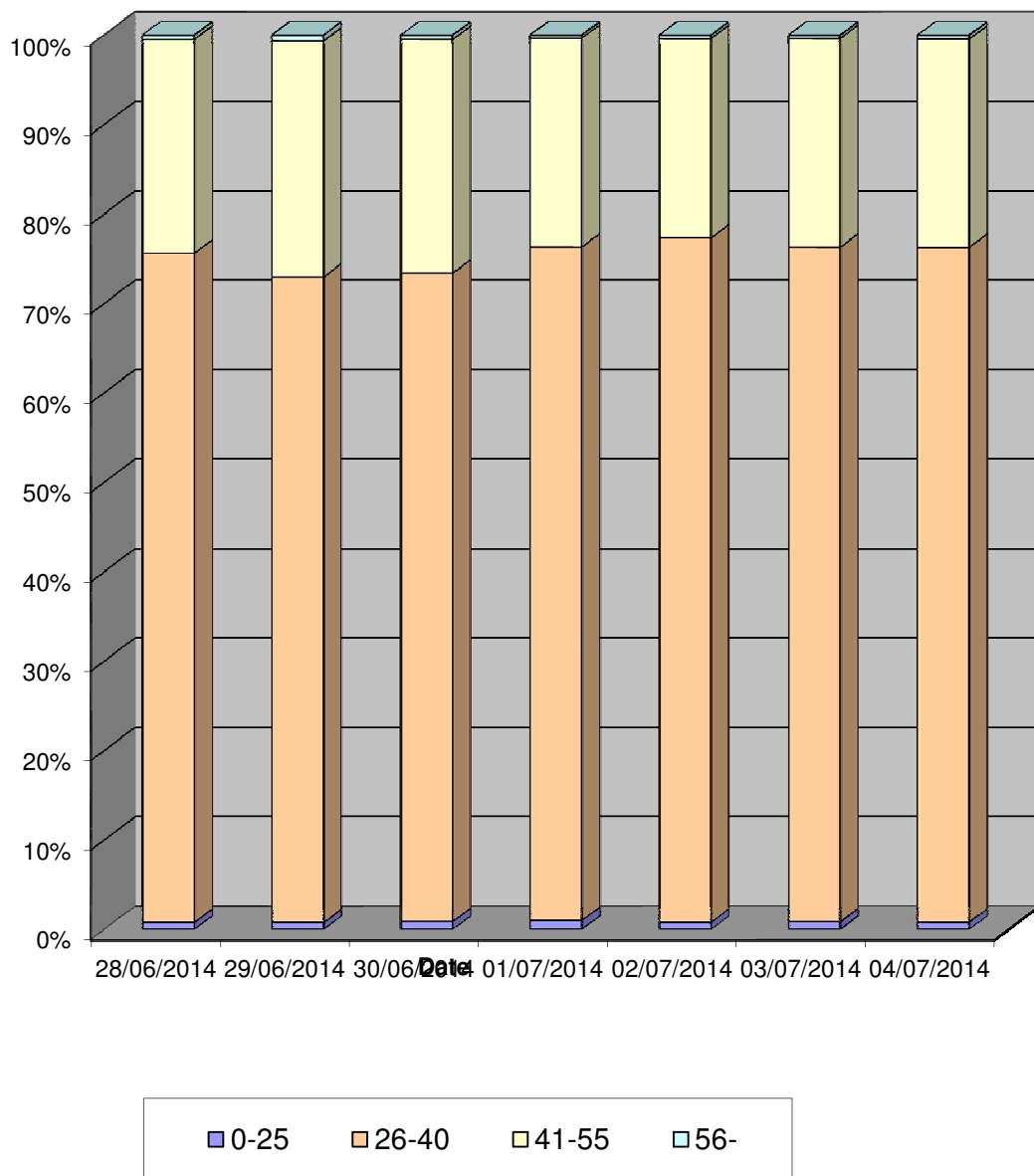
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	28/06/2014 Saturday	29/06/2014 Sunday	30/06/2014 Monday	01/07/2014 Tuesday	02/07/2014 Wednesday	03/07/2014 Thursday	04/07/2014 Friday
0-25	29	24	43	49	39	42	40
26-40	2708	2243	3434	3604	3650	3586	3655
41-55	864	819	1237	1117	1064	1109	1128
56-	18	21	23	16	18	17	21
<b>TOTAL</b>	<b>3619</b>	<b>3107</b>	<b>4737</b>	<b>4786</b>	<b>4771</b>	<b>4754</b>	<b>4844</b>

**Speed Summary (MPH)**



# North Walsham ATC, Norwich Road

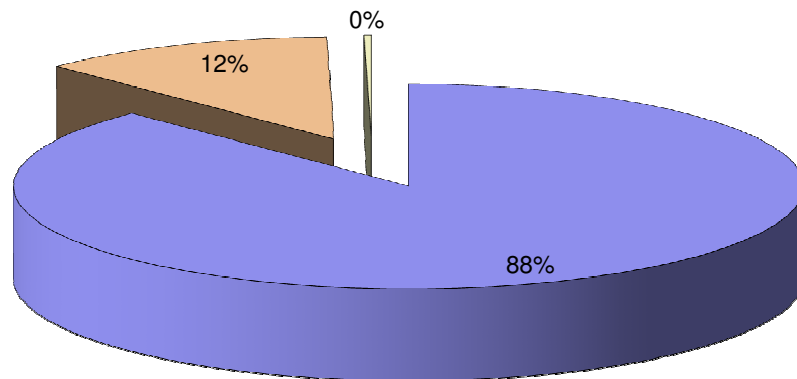
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2014				
7-19	2777	283	6	3066
6-22	3094	316	9	3419
6-24	3185	321	9	3515
0-24	3259	349	11	3619
29/06/2014				
7-19	2370	202	2	2574
6-22	2694	229	3	2926
6-24	2751	235	3	2989
0-24	2852	251	4	3107
30/06/2014				
7-19	3389	545	8	3942
6-22	3891	602	10	4503
6-24	3963	607	10	4580
0-24	4099	626	12	4737
01/07/2014				
7-19	3439	518	12	3969
6-22	3983	600	13	4596
6-24	4047	605	13	4665
0-24	4143	630	13	4786
02/07/2014				
7-19	3449	522	16	3987
6-22	3969	583	16	4568
6-24	4047	587	16	4650
0-24	4142	613	16	4771
03/07/2014				
7-19	3466	540	14	4020
6-22	3922	601	16	4539
6-24	3998	609	16	4623
0-24	4109	628	17	4754
04/07/2014				
7-19	3540	506	7	4053
6-22	4031	572	8	4611
6-24	4133	581	8	4722
0-24	4232	603	9	4844
Average				
7-19	3204	445	9	3659
6-22	3655	500	11	4166
6-24	3732	506	11	4249
0-24	3834	529	12	4374

**Total Vehicle Class Distribution**



# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: CROMER ROAD / GREENS ROAD

ARM: CROMER ROAD EAST

TIME / CLASS	LEFT TO GREENS ROAD								STRAIGHT TO CROMER ROAD WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	3	2	0	0	1	6	0	1	47	17	0	1	1	67	73
7:45 - 8:00	0	0	8	2	0	0	3	13	0	0	60	17	4	1	0	82	95
8:00 - 8:15	0	0	15	1	3	0	1	20	0	0	83	8	0	2	0	93	113
8:15 - 8:30	0	1	19	8	2	0	0	30	0	0	66	11	2	2	1	82	112
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>0</b>	<b>1</b>	<b>256</b>	<b>53</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>324</b>	<b>393</b>
8:30 - 8:45	0	0	21	1	1	0	0	23	0	0	60	7	3	1	0	71	94
8:45 - 9:00	0	0	9	1	0	0	0	10	2	0	62	8	1	0	0	73	83
9:00 - 9:15	0	0	10	3	0	0	0	13	1	0	45	14	5	1	0	66	79
9:15 - 9:30	0	0	4	3	0	0	0	7	0	0	34	8	4	0	0	46	53
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>3</b>	<b>0</b>	<b>201</b>	<b>37</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>256</b>	<b>309</b>
9:30 - 9:45	0	0	14	3	2	0	0	19	0	0	72	6	2	1	1	82	101
9:45 - 10:00	0	0	6	1	0	0	0	7	0	0	55	9	3	0	0	67	74
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>149</b>	<b>175</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>1</b>	<b>109</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>148</b>	<b>3</b>	<b>1</b>	<b>584</b>	<b>105</b>	<b>24</b>	<b>9</b>	<b>3</b>	<b>729</b>	<b>877</b>
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15:30 - 15:45	0	0	8	4	0	0	0	12	0	0	82	12	1	4	1	100	112
15:45 - 16:00	0	0	7	2	0	0	0	9	0	0	60	8	0	1	1	70	79
16:00 - 16:15	0	0	14	2	0	0	0	16	0	0	81	10	0	2	1	94	110
16:15 - 16:30	0	0	12	0	2	0	0	14	0	0	77	13	0	4	0	94	108
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>43</b>	<b>1</b>	<b>11</b>	<b>3</b>	<b>358</b>	<b>409</b>
16:30 - 16:45	0	0	16	2	1	1	0	20	0	0	73	5	1	2	0	81	101
16:45 - 17:00	0	0	25	3	2	0	0	30	0	0	53	7	0	1	2	63	93
17:00 - 17:15	0	0	16	1	0	0	0	17	0	0	88	5	2	1	1	97	114
17:15 - 17:30	0	0	17	0	0	0	0	17	0	2	69	2	2	1	0	76	93
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>2</b>	<b>283</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>317</b>	<b>401</b>
17:30 - 17:45	0	0	11	3	1	0	0	15	0	0	63	1	1	1	0	66	81
17:45 - 18:00	0	0	8	0	0	0	0	8	0	0	60	4	1	0	0	65	73
18:00 - 18:15	0	0	10	3	0	0	0	13	0	0	41	1	0	0	0	42	55
18:15 - 18:30	0	0	5	0	0	0	0	5	1	0	60	2	0	0	0	63	68
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>224</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>236</b>	<b>277</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>176</b>	<b>1</b>	<b>2</b>	<b>807</b>	<b>70</b>	<b>8</b>	<b>17</b>	<b>6</b>	<b>911</b>	<b>1087</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: CROMER ROAD / GREENS ROAD

ARM: GREENS ROAD

TIME / CLASS	LEFT TO CROMER ROAD WEST								RIGHT TO CROMER ROAD EAST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	11	4	0	0	0	15	0	0	10	2	0	0	0	12	27
7:45 - 8:00	0	0	23	2	0	0	0	25	0	0	6	2	1	0	0	9	34
8:00 - 8:15	0	0	27	6	1	0	0	34	0	0	23	2	2	0	0	27	61
8:15 - 8:30	0	0	24	4	1	0	0	29	0	0	11	0	2	0	0	13	42
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>164</b>
8:30 - 8:45	0	1	36	3	1	1	0	42	0	0	10	0	0	0	0	10	52
8:45 - 9:00	0	0	33	3	0	0	1	37	0	0	22	4	0	0	1	27	64
9:00 - 9:15	0	0	24	5	0	0	1	30	0	0	6	1	0	0	1	8	38
9:15 - 9:30	0	0	17	5	1	0	0	23	0	0	8	2	0	0	0	10	33
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>110</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>132</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>187</b>
9:30 - 9:45	0	0	17	1	0	0	0	18	0	0	7	2	1	0	0	10	28
9:45 - 10:00	0	0	15	3	0	0	1	19	0	0	4	3	0	0	0	7	26
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>54</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>1</b>	<b>227</b>	<b>36</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>133</b>	<b>405</b>
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15:30 - 15:45	0	0	22	0	0	0	0	22	0	1	10	0	1	0	0	12	34
15:45 - 16:00	0	0	19	2	0	0	0	21	0	0	10	2	3	0	0	15	36
16:00 - 16:15	0	0	26	0	0	0	0	26	0	0	15	3	2	0	1	21	47
16:15 - 16:30	0	0	26	0	0	0	2	28	0	0	11	3	0	0	0	14	42
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>159</b>
16:30 - 16:45	0	1	23	5	1	1	0	31	0	0	10	1	0	0	0	11	42
16:45 - 17:00	0	0	24	3	0	0	2	29	0	0	21	2	0	0	0	23	52
17:00 - 17:15	0	0	29	5	0	0	0	34	0	0	5	0	2	0	0	7	41
17:15 - 17:30	0	1	21	2	0	0	0	24	0	0	12	0	0	0	0	12	36
<b>HOURLY TOTAL</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>171</b>
17:30 - 17:45	0	0	24	1	0	0	0	25	0	0	11	0	0	0	0	11	36
17:45 - 18:00	0	0	30	0	0	0	0	30	0	1	7	2	0	0	0	10	40
18:00 - 18:15	0	1	19	1	0	1	0	22	0	0	5	1	0	0	1	7	29
18:15 - 18:30	0	0	21	1	0	1	0	23	0	0	9	0	0	0	0	9	32
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>137</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>3</b>	<b>284</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>315</b>	<b>0</b>	<b>2</b>	<b>126</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>152</b>	<b>467</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: CROMER ROAD / GREENS ROAD

ARM: CROMER ROAD WEST

TIME / CLASS	STRAIGHT TO CROMER ROAD EAST								RIGHT TO GREENS ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	47	10	3	1	0	61	0	0	11	3	0	0	0	14	75
7:45 - 8:00	0	0	89	16	1	1	0	107	0	0	9	2	0	0	0	11	118
8:00 - 8:15	0	0	60	8	2	2	1	73	0	0	11	1	0	1	0	13	86
8:15 - 8:30	0	0	66	9	1	4	0	80	1	0	10	3	0	0	0	14	94
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>262</b>	<b>43</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>321</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>373</b>
8:30 - 8:45	1	0	84	12	3	2	0	102	0	1	16	2	0	0	0	19	121
8:45 - 9:00	1	0	61	15	2	2	1	82	0	0	6	1	0	0	0	7	89
9:00 - 9:15	0	0	71	7	1	3	1	83	0	0	11	3	0	0	0	14	97
9:15 - 9:30	0	0	59	4	3	0	0	66	0	0	9	1	1	1	0	12	78
<b>HOURLY TOTAL</b>	<b>2</b>	<b>0</b>	<b>275</b>	<b>38</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>333</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>385</b>
9:30 - 9:45	0	0	48	13	1	1	1	64	0	0	9	1	0	0	0	10	74
9:45 - 10:00	0	1	61	6	2	5	0	75	0	0	21	0	0	0	0	21	96
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>109</b>	<b>19</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>139</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>170</b>

<b>PERIOD TOTAL</b>	<b>2</b>	<b>1</b>	<b>646</b>	<b>100</b>	<b>19</b>	<b>21</b>	<b>4</b>	<b>793</b>	<b>1</b>	<b>1</b>	<b>113</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>135</b>	<b>928</b>
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15:30 - 15:45	0	1	88	21	2	2	0	114	0	0	20	0	1	0	0	21	135
15:45 - 16:00	0	0	74	6	1	2	0	83	0	0	10	2	0	0	0	12	95
16:00 - 16:15	0	1	72	6	1	3	3	86	0	0	14	5	0	0	0	19	105
16:15 - 16:30	0	0	88	4	1	0	1	94	0	0	11	0	0	1	1	13	107
<b>HOURLY TOTAL</b>	<b>0</b>	<b>2</b>	<b>322</b>	<b>37</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>377</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>442</b>
16:30 - 16:45	0	0	87	4	2	1	0	94	0	0	18	0	0	0	0	18	112
16:45 - 17:00	7	0	84	14	2	0	0	107	1	0	21	0	0	2	0	24	131
17:00 - 17:15	3	0	105	5	0	1	1	115	0	0	30	0	0	0	0	30	145
17:15 - 17:30	2	0	88	8	1	0	0	99	1	0	18	0	0	1	0	20	119
<b>HOURLY TOTAL</b>	<b>12</b>	<b>0</b>	<b>364</b>	<b>31</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>415</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>92</b>	<b>507</b>
17:30 - 17:45	0	1	69	8	0	0	0	78	0	0	18	1	0	0	0	19	97
17:45 - 18:00	0	0	61	3	1	0	0	65	0	0	14	1	0	0	0	15	80
18:00 - 18:15	0	0	61	8	0	0	0	69	0	0	12	3	0	1	0	16	85
18:15 - 18:30	1	0	48	2	0	0	0	51	0	0	14	2	1	0	0	17	68
<b>HOURLY TOTAL</b>	<b>1</b>	<b>1</b>	<b>239</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>263</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>330</b>

<b>PERIOD TOTAL</b>	<b>13</b>	<b>3</b>	<b>925</b>	<b>89</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1055</b>	<b>2</b>	<b>0</b>	<b>200</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>224</b>	<b>1279</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: CROMER ROAD / A149 / B1145

ARM: CROMER ROAD EAST

TIME / CLASS	LEFT TO A149								STRAIGHT TO CROMER ROAD WEST								RIGHT TO B1145								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 - 8:00	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	8
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	1	4
8:15 - 8:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>
8:30 - 8:45	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	0	0	0	1	0	0	0	1	9
8:45 - 9:00	0	0	1	1	0	0	0	2	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	4
9:00 - 9:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>
9:30 - 9:45	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
9:45 - 10:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>36</b>
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0	1	3
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2
17:00 - 17:15	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:00 - 18:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>19</b>





# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: CROMER ROAD / A149 / B1145

ARM: CROMER ROAD WEST

TIME / CLASS	LEFT TO B1145								STRAIGHT TO CROMER ROAD EAST								RIGHT TO A149								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	20	1	1	2	0	24	0	0	14	3	0	0	0	17	0	0	30	7	1	0	0	38	79
7:45 - 8:00	0	0	33	9	0	0	0	42	0	0	20	4	1	0	0	25	0	1	41	5	1	1	0	49	116
8:00 - 8:15	0	0	30	4	0	0	0	34	0	0	19	1	1	1	0	22	0	0	49	7	3	1	0	60	116
8:15 - 8:30	0	0	31	3	1	1	0	36	0	0	23	4	0	0	0	27	0	0	31	3	2	3	1	40	103
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>17</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>1</b>	<b>151</b>	<b>22</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>187</b>	<b>414</b>
8:30 - 8:45	0	0	22	1	0	0	0	23	0	0	25	6	0	0	0	31	0	0	47	4	1	1	1	54	108
8:45 - 9:00	0	0	29	4	1	0	1	35	0	0	30	5	2	1	1	39	0	0	26	9	0	2	0	37	111
9:00 - 9:15	0	0	23	0	1	0	1	25	0	0	27	5	0	2	0	34	0	0	32	2	0	0	0	34	93
9:15 - 9:30	0	0	22	2	2	0	0	26	0	0	27	6	2	1	0	36	0	0	30	0	0	0	0	30	92
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>155</b>	<b>404</b>
9:30 - 9:45	0	0	20	7	1	0	1	29	0	0	11	5	0	0	0	16	0	0	23	4	1	1	0	29	74
9:45 - 10:00	0	0	18	2	1	2	0	23	0	0	26	2	0	0	0	28	0	0	27	3	1	3	0	34	85
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>159</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>248</b>	<b>33</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>297</b>	<b>0</b>	<b>0</b>	<b>222</b>	<b>41</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>275</b>	<b>0</b>	<b>1</b>	<b>336</b>	<b>44</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>405</b>	<b>977</b>

15:30 - 15:45	0	1	21	3	3	1	0	29	0	0	40	2	1	1	0	44	0	0	36	15	0	0	0	51	124
15:45 - 16:00	0	0	36	4	1	2	0	43	0	0	20	2	0	0	0	22	0	0	29	3	2	1	0	35	100
16:00 - 16:15	0	0	26	2	0	0	2	30	0	0	31	2	0	0	2	35	0	0	31	4	0	1	0	36	101
16:15 - 16:30	0	0	30	4	1	2	1	38	0	0	37	1	0	0	0	38	0	0	40	2	0	0	0	42	118
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>113</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>139</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>164</b>	<b>443</b>
16:30 - 16:45	0	0	23	1	2	0	0	26	0	0	39	3	0	0	0	42	0	0	38	0	1	1	0	40	108
16:45 - 17:00	0	0	32	6	0	0	0	38	0	0	31	5	0	0	0	36	0	0	39	4	1	0	0	44	118
17:00 - 17:15	1	0	34	0	3	0	0	38	0	0	36	2	0	0	1	39	0	0	36	3	0	0	0	39	116
17:15 - 17:30	0	0	31	2	0	0	0	33	0	0	33	1	0	0	0	34	0	0	44	6	0	0	0	50	117
<b>HOURLY TOTAL</b>	<b>1</b>	<b>0</b>	<b>120</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>151</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>173</b>	<b>459</b>
17:30 - 17:45	0	0	20	0	0	0	0	20	1	0	30	5	0	0	0	36	0	0	32	5	0	0	0	37	93
17:45 - 18:00	0	0	21	1	1	0	0	23	0	0	25	1	0	0	0	26	0	0	27	1	1	0	0	29	78
18:00 - 18:15	0	0	22	4	0	1	0	27	0	0	27	2	0	0	0	29	0	0	18	3	0	0	0	21	77
18:15 - 18:30	0	0	19	1	0	0	0	20	0	0	20	0	0	0	0	20	0	0	24	2	0	0	0	26	66
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>1</b>	<b>0</b>	<b>102</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>314</b>

<b>PERIOD TOTAL</b>	<b>1</b>	<b>1</b>	<b>315</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>365</b>	<b>1</b>	<b>0</b>	<b>369</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>401</b>	<b>0</b>	<b>0</b>	<b>394</b>	<b>48</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>450</b>	<b>1216</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: CROMER ROAD / A149 / B1145

ARM: B1145

TIME / CLASS	LEFT TO CROMER ROAD EAST								STRAIGHT TO A149								RIGHT TO CROMER ROAD WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	6	0	0	0	0	6	0	0	75	7	0	3	1	86	0	1	17	6	0	1	2	27	119
7:45 - 8:00	0	0	7	1	0	0	3	11	0	1	52	11	4	5	0	73	0	0	28	4	0	1	1	34	118
8:00 - 8:15	0	0	5	1	1	0	0	7	0	1	60	5	2	6	1	75	0	0	47	2	3	2	1	55	137
8:15 - 8:30	0	0	5	2	0	0	0	7	0	0	50	6	2	1	1	60	0	0	38	8	0	2	1	49	116
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>0</b>	<b>2</b>	<b>237</b>	<b>29</b>	<b>8</b>	<b>15</b>	<b>3</b>	<b>294</b>	<b>0</b>	<b>1</b>	<b>130</b>	<b>20</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>165</b>	<b>490</b>
8:30 - 8:45	0	0	6	1	2	0	0	9	0	0	55	7	3	3	0	68	0	0	28	1	2	0	1	32	109
8:45 - 9:00	0	0	12	1	0	0	1	14	0	0	49	4	3	3	0	59	0	0	21	6	0	0	0	27	100
9:00 - 9:15	0	0	8	2	0	0	1	11	0	0	37	9	2	3	0	51	0	0	26	9	0	1	0	36	98
9:15 - 9:30	0	0	9	2	0	0	1	12	0	0	34	9	3	4	0	50	0	0	21	2	3	0	0	26	88
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>29</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>121</b>	<b>395</b>
9:30 - 9:45	0	0	5	4	0	0	1	10	0	0	30	6	2	2	0	40	0	0	28	6	1	0	0	35	85
9:45 - 10:00	0	0	9	1	0	0	1	11	0	0	40	4	1	2	0	47	0	0	21	4	1	0	0	26	84
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>169</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>482</b>	<b>68</b>	<b>22</b>	<b>32</b>	<b>3</b>	<b>609</b>	<b>0</b>	<b>1</b>	<b>275</b>	<b>48</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>347</b>	<b>1054</b>

15:30 - 15:45	0	0	13	4	0	1	0	18	0	0	26	20	6	0	0	52	0	0	46	6	0	0	1	53	123
15:45 - 16:00	0	0	7	1	1	0	0	9	0	0	35	13	3	0	0	51	0	0	27	3	0	1	0	31	91
16:00 - 16:15	0	0	12	4	0	1	0	17	0	1	52	15	1	1	0	70	0	1	51	6	0	0	0	58	145
16:15 - 16:30	0	0	10	0	1	0	1	12	0	0	32	16	0	0	0	48	0	0	45	2	0	0	0	47	107
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>0</b>	<b>1</b>	<b>145</b>	<b>64</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>1</b>	<b>169</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>189</b>	<b>466</b>
16:30 - 16:45	0	0	21	2	0	0	0	23	0	0	53	10	2	0	0	65	0	0	42	3	1	1	1	48	136
16:45 - 17:00	0	0	22	2	0	0	0	24	0	0	41	7	1	2	0	51	0	0	36	2	1	0	0	39	114
17:00 - 17:15	0	0	19	1	0	0	1	21	0	0	78	4	1	3	0	86	0	0	55	2	0	0	2	59	166
17:15 - 17:30	0	0	13	0	0	0	0	13	0	0	48	3	1	0	0	52	0	0	44	0	0	0	0	44	109
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>220</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>254</b>	<b>0</b>	<b>0</b>	<b>177</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>190</b>	<b>525</b>
17:30 - 17:45	0	0	9	0	0	0	1	10	0	0	44	4	1	2	0	51	0	0	33	0	0	0	1	34	95
17:45 - 18:00	0	0	11	0	0	0	0	11	0	0	39	2	1	1	0	43	0	0	29	0	0	0	0	29	83
18:00 - 18:15	0	0	16	0	0	0	0	16	0	1	40	5	1	0	0	47	0	0	21	0	0	1	0	22	85
18:15 - 18:30	0	0	14	1	0	0	0	15	0	0	25	6	0	1	0	32	0	0	23	1	0	0	0	24	71
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>0</b>	<b>1</b>	<b>148</b>	<b>17</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>109</b>	<b>334</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>167</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>189</b>	<b>0</b>	<b>2</b>	<b>513</b>	<b>105</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>648</b>	<b>0</b>	<b>1</b>	<b>452</b>	<b>25</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>488</b>	<b>1325</b>

# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: AYLSHAM ROAD / TUNGATE ROAD / GREENS ROAD

ARM: AYLSHAM ROAD EAST

TIME / CLASS	LEFT TO TUNGATE ROAD								STRAIGHT TO AYLSHAM ROAD WEST								RIGHT TO GREENS ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	2	3	0	0	0	0	5	0	0	18	5	0	0	0	23	0	0	14	2	0	0	0	16	44
7:45 - 8:00	0	0	5	1	1	0	0	7	0	0	25	4	1	1	1	32	0	0	13	1	0	0	0	14	53
8:00 - 8:15	0	0	1	0	0	0	0	1	1	1	16	7	1	1	2	29	1	0	29	5	1	0	0	36	66
8:15 - 8:30	0	0	1	2	0	0	0	3	0	0	27	3	0	0	0	30	1	0	21	4	0	1	0	27	60
<b>HOURLY TOTAL</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>114</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>223</b>
8:30 - 8:45	0	0	3	0	0	0	0	3	0	0	25	7	0	0	0	32	0	1	31	4	1	0	0	37	72
8:45 - 9:00	0	0	4	1	0	0	0	5	0	0	17	5	0	0	0	22	0	0	37	3	0	0	1	41	68
9:00 - 9:15	0	0	12	1	1	0	0	14	0	0	11	3	0	0	1	15	0	0	21	3	0	0	1	25	54
9:15 - 9:30	0	0	6	0	0	0	0	6	0	0	11	4	0	0	0	15	0	0	17	5	0	0	0	22	43
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>0</b>	<b>1</b>	<b>106</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>125</b>	<b>237</b>
9:30 - 9:45	0	0	10	1	1	0	0	12	0	0	7	2	0	0	0	9	0	0	11	1	0	0	1	13	34
9:45 - 10:00	0	0	9	1	0	0	0	10	0	0	9	1	1	0	0	11	0	0	9	2	0	0	0	11	32
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>66</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>1</b>	<b>1</b>	<b>166</b>	<b>41</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>218</b>	<b>2</b>	<b>1</b>	<b>203</b>	<b>30</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>242</b>	<b>526</b>
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15:30 - 15:45	0	0	7	0	0	0	0	7	0	0	20	4	1	0	0	25	0	1	16	1	0	0	0	18	50
15:45 - 16:00	0	0	4	2	0	0	0	6	0	1	26	2	1	0	0	30	0	0	14	1	0	0	0	15	51
16:00 - 16:15	0	1	3	0	0	0	0	4	0	0	17	6	0	0	1	24	0	0	24	0	1	0	1	26	54
16:15 - 16:30	1	0	3	0	0	0	0	4	0	0	16	3	0	0	0	19	0	0	24	0	0	0	1	25	48
<b>HOURLY TOTAL</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>98</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>203</b>
16:30 - 16:45	0	0	2	0	0	0	0	2	0	1	14	3	0	0	0	18	0	0	20	3	0	0	1	24	44
16:45 - 17:00	0	0	3	0	0	0	0	3	0	0	11	1	0	0	0	12	0	1	28	4	1	0	1	35	50
17:00 - 17:15	0	0	4	0	0	0	0	4	0	0	19	2	0	0	1	22	0	0	24	4	0	0	0	28	54
17:15 - 17:30	0	0	3	0	0	0	0	3	0	0	12	2	0	0	0	14	0	1	22	2	0	0	0	25	42
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>112</b>	<b>190</b>
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	19	1	0	0	0	20	0	0	27	2	0	0	0	29	51
17:45 - 18:00	0	0	6	0	0	0	0	6	0	0	22	1	0	0	0	23	0	1	26	2	0	1	0	30	59
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	10	0	0	0	0	10	0	1	22	0	0	1	0	24	36
18:15 - 18:30	0	0	5	0	0	0	0	5	0	0	13	0	0	0	0	13	0	0	20	1	0	0	1	22	40
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>105</b>	<b>186</b>

<b>PERIOD TOTAL</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>2</b>	<b>199</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>230</b>	<b>0</b>	<b>5</b>	<b>267</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>301</b>	<b>579</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: AYLSHAM ROAD / TUNGATE ROAD / GREENS ROAD

ARM: TUNGATE ROAD

TIME / CLASS	LEFT TO AYLSHAM ROAD WEST								STRAIGHT TO GREENS ROAD								RIGHT TO AYLSHAM ROAD EAST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	0	0	1	0	0	1	4
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	0	0	0	0	4	5
8:00 - 8:15	0	0	1	0	0	0	0	1	0	0	3	0	1	0	0	4	0	0	3	1	0	0	0	4	9
8:15 - 8:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3	5
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	0	5	2	1	0	0	8	0	0	9	2	1	0	0	12	23
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	4
8:45 - 9:00	0	0	1	0	0	0	0	1	0	0	3	2	0	0	0	5	0	0	4	3	0	0	0	7	13
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	2
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	0	0	1	0	0	0	0	1	5
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	9	4	1	0	0	14	0	0	6	3	0	0	0	9	24
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	6	0	0	0	0	6	11
9:45 - 10:00	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	5
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	0	0	8	0	0	0	0	8	16
PERIOD TOTAL	0	0	5	0	0	0	0	5	0	0	21	6	2	0	0	29	0	0	23	5	1	0	0	29	63
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	4	1	0	0	0	5	9
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	0	0	5	0	0	0	0	5	11
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	0	0	5	0	0	0	0	5	13
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6	8
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	0	16	2	0	0	0	18	0	0	20	1	0	0	0	21	41
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	9
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	9
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	1	0	3	0	0	0	0	4	9
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	8	0	0	0	0	8	10
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	0	15	0	0	0	0	15	1	0	19	0	0	0	0	20	37
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	0	0	8	0	0	0	0	8	16
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	0	0	5	0	0	0	0	5	13
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5	9
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	3	0	0	0	0	3	9
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	0	22	2	0	0	0	24	0	0	21	0	0	0	0	21	47
PERIOD TOTAL	0	0	6	0	0	0	0	6	0	0	53	4	0	0	0	57	1	0	60	1	0	0	0	62	125

# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: AYLSHAM ROAD / TUNGATE ROAD / GREENS ROAD

ARM: AYLSHAM ROAD WEST

TIME / CLASS	LEFT TO GREENS ROAD								STRAIGHT TO AYLSHAM ROAD EAST								RIGHT TO TUNGATE ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	6	2	0	0	0	8	0	0	19	2	0	0	0	21	0	0	2	0	0	0	0	2	31
7:45 - 8:00	0	0	18	3	1	0	0	22	0	1	19	1	0	0	0	21	0	0	0	0	0	0	0	0	43
8:00 - 8:15	0	0	16	2	1	0	0	19	0	0	17	5	0	0	0	22	0	0	0	0	0	0	0	0	41
8:15 - 8:30	0	0	15	0	2	0	0	17	0	1	22	3	0	0	0	26	0	0	1	0	0	0	0	0	44
HOURLY TOTAL	0	0	55	7	4	0	0	66	0	2	77	11	0	0	0	90	0	0	3	0	0	0	0	3	159
8:30 - 8:45	0	0	10	0	0	0	0	10	0	0	28	2	0	0	0	30	0	0	0	0	0	0	0	0	40
8:45 - 9:00	0	0	17	2	0	0	1	20	0	1	36	0	0	0	2	39	0	0	3	0	0	0	0	3	62
9:00 - 9:15	0	0	7	1	0	0	1	9	0	0	14	3	0	0	0	17	0	0	1	0	0	0	0	1	27
9:15 - 9:30	0	0	7	2	1	0	0	10	0	1	20	2	1	0	0	24	0	0	0	0	0	0	0	0	34
HOURLY TOTAL	0	0	41	5	1	0	2	49	0	2	98	7	1	0	2	110	0	0	4	0	0	0	0	4	163
9:30 - 9:45	0	0	8	2	0	0	0	10	0	0	20	2	2	0	0	24	0	0	1	0	0	0	0	1	35
9:45 - 10:00	0	0	7	1	0	0	0	8	2	0	12	1	1	0	1	17	0	0	3	0	0	0	0	3	28
HOURLY TOTAL	0	0	15	3	0	0	0	18	2	0	32	3	3	0	1	41	0	0	4	0	0	0	0	4	63
PERIOD TOTAL	0	0	111	15	5	0	2	133	2	4	207	21	4	0	3	241	0	0	11	0	0	0	0	11	385

15:30 - 15:45	0	0	12	0	1	0	0	13	0	0	20	5	0	0	0	25	0	0	1	0	0	0	0	1	39
15:45 - 16:00	0	0	11	1	3	0	0	15	0	0	22	0	0	0	2	24	0	0	0	0	0	0	0	0	39
16:00 - 16:15	0	0	10	3	1	0	1	15	0	0	25	4	1	0	0	30	0	0	0	0	0	0	0	0	45
16:15 - 16:30	0	0	8	2	0	0	0	10	0	0	22	6	0	0	0	28	0	0	2	0	0	0	0	2	40
HOURLY TOTAL	0	0	41	6	5	0	1	53	0	0	89	15	1	0	2	107	0	0	3	0	0	0	0	3	163
16:30 - 16:45	0	0	11	2	0	1	0	14	0	1	13	1	1	0	0	16	0	0	1	0	0	0	0	1	31
16:45 - 17:00	0	0	12	0	0	0	0	12	0	0	20	6	1	0	0	27	0	0	0	0	0	0	0	0	39
17:00 - 17:15	0	0	3	0	2	0	0	5	0	0	25	1	0	0	0	26	0	0	3	0	0	0	0	3	34
17:15 - 17:30	0	0	7	0	0	0	0	7	0	1	26	4	0	0	0	31	0	0	0	0	0	0	0	0	38
HOURLY TOTAL	0	0	33	2	2	1	0	38	0	2	84	12	2	0	0	100	0	0	4	0	0	0	0	4	142
17:30 - 17:45	0	0	4	0	0	0	0	4	0	1	33	5	0	0	0	39	0	0	0	0	0	0	0	0	43
17:45 - 18:00	0	0	2	1	0	0	0	3	0	0	26	6	0	0	0	32	0	0	0	0	0	0	0	0	35
18:00 - 18:15	0	0	3	0	0	0	0	3	0	0	15	3	1	0	1	20	0	0	2	0	0	0	0	2	25
18:15 - 18:30	0	0	5	0	0	0	0	5	0	0	10	2	1	0	0	13	0	0	1	0	0	0	0	1	19
HOURLY TOTAL	0	0	14	1	0	0	0	15	0	1	84	16	2	0	1	104	0	0	3	0	0	0	0	3	122

PERIOD TOTAL	0	0	88	9	7	1	1	106	0	3	257	43	5	0	3	311	0	0	10	0	0	0	0	10	427
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: AYLSHAM ROAD / TUNGATE ROAD / GREENS ROAD

ARM: GREENS ROAD

TIME / CLASS	LEFT TO AYLSHAM ROAD EAST								STRAIGHT TO TUNGATE ROAD								RIGHT TO AYLSHAM ROAD WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	12	2	0	0	0	14	0	0	2	1	0	0	0	3	0	0	2	1	0	0	1	4	21
7:45 - 8:00	0	0	9	2	0	0	0	11	0	0	1	0	0	0	0	1	0	0	6	2	0	0	0	8	20
8:00 - 8:15	0	0	11	2	0	1	0	14	0	0	5	0	0	0	0	5	0	0	11	1	3	0	1	16	35
8:15 - 8:30	0	1	16	4	0	0	0	21	0	0	4	0	0	0	0	4	1	1	12	6	2	0	0	22	47
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>123</b>
8:30 - 8:45	0	0	18	1	0	0	0	19	0	0	2	0	0	0	0	2	0	0	15	2	1	0	0	18	39
8:45 - 9:00	0	0	7	0	0	0	0	7	0	0	3	0	0	0	0	3	0	0	7	1	0	0	0	8	18
9:00 - 9:15	0	0	11	2	1	1	0	15	0	0	4	0	0	0	0	4	0	0	4	3	0	0	0	7	26
9:15 - 9:30	0	0	7	1	0	0	0	8	0	0	3	1	0	0	0	4	0	0	3	3	0	0	0	6	18
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>101</b>
9:30 - 9:45	0	0	8	1	0	0	0	9	0	0	4	1	0	0	0	5	0	0	11	2	2	0	0	15	29
9:45 - 10:00	0	0	15	1	0	0	0	16	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4	26
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>55</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>1</b>	<b>114</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>108</b>	<b>279</b>
15:30 - 15:45	0	0	12	0	0	0	0	12	0	0	7	0	0	0	0	7	0	0	8	4	1	0	0	13	32
15:45 - 16:00	0	0	9	3	0	0	0	12	0	0	3	1	0	0	0	4	0	0	7	1	0	0	0	8	24
16:00 - 16:15	0	0	9	1	0	0	0	10	0	0	10	2	0	0	0	12	0	0	9	2	1	0	0	12	34
16:15 - 16:30	0	0	14	0	0	1	1	16	0	0	2	0	0	0	0	2	0	0	8	1	1	0	0	10	28
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>118</b>
16:30 - 16:45	0	0	11	1	0	0	0	12	0	0	11	0	0	1	0	12	0	0	10	1	1	0	0	12	36
16:45 - 17:00	0	0	19	0	1	1	1	22	0	0	7	0	0	0	0	7	0	0	17	2	1	0	0	20	49
17:00 - 17:15	0	0	19	1	0	1	0	21	0	0	4	0	0	0	0	4	0	0	24	0	0	0	0	24	49
17:15 - 17:30	0	0	16	1	0	1	0	18	0	0	7	0	0	0	0	7	0	0	12	0	0	0	0	12	37
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>171</b>
17:30 - 17:45	0	0	10	1	0	0	0	11	0	0	3	0	0	0	0	3	0	0	14	2	1	0	0	17	31
17:45 - 18:00	0	0	14	0	0	0	0	14	0	0	4	0	0	0	0	4	0	0	6	1	0	0	0	7	25
18:00 - 18:15	0	0	11	1	0	1	0	13	0	0	3	0	0	0	0	3	0	0	9	4	0	0	0	13	29
18:15 - 18:30	0	0	9	1	0	0	0	10	0	0	4	0	0	0	0	4	0	0	5	1	1	0	0	7	21
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>106</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>153</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>395</b>

# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: AYLSHAM ROAD / STATION ROAD

ARM: AYSHAM ROAD EAST

TIME / CLASS	LEFT TO STATION ROAD								STRAIGHT TO AYLSHAM ROAD WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	1	0	0	0	0	1	0	2	17	6	0	0	0	25	26
7:45 - 8:00	0	0	6	1	0	0	0	7	0	0	17	2	2	0	0	21	28
8:00 - 8:15	0	0	5	3	0	1	0	9	2	1	22	6	1	1	2	35	44
8:15 - 8:30	0	0	12	0	0	0	0	12	0	0	23	5	0	0	0	28	40
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>3</b>	<b>79</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>109</b>	<b>138</b>
8:30 - 8:45	0	0	15	0	0	0	0	15	0	0	20	8	0	0	1	29	44
8:45 - 9:00	0	0	3	1	2	0	0	6	0	0	24	5	0	0	1	30	36
9:00 - 9:15	0	0	1	0	0	0	1	2	0	0	22	4	1	0	1	28	30
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	19	6	0	0	0	25	25
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>112</b>	<b>135</b>
9:30 - 9:45	1	0	0	1	0	0	1	3	0	0	11	2	0	0	1	14	17
9:45 - 10:00	0	0	3	0	0	0	0	3	0	0	17	4	1	0	0	22	25
<b>HOURLY TOTAL</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>42</b>

<b>PERIOD TOTAL</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>58</b>	<b>2</b>	<b>3</b>	<b>192</b>	<b>48</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>257</b>	<b>315</b>
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15:30 - 15:45	0	0	10	0	0	0	0	10	0	0	25	3	0	0	0	28	38
15:45 - 16:00	0	0	7	1	0	0	0	8	0	1	29	3	1	0	0	34	42
16:00 - 16:15	0	0	7	0	0	0	0	7	1	0	29	6	0	1	2	39	46
16:15 - 16:30	0	0	3	1	0	0	1	5	0	0	23	1	0	0	1	25	30
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>106</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>126</b>	<b>156</b>
16:30 - 16:45	0	0	3	0	0	0	0	3	0	1	17	2	0	0	0	20	23
16:45 - 17:00	0	0	2	3	0	0	0	5	0	0	23	4	0	0	0	27	32
17:00 - 17:15	0	1	4	0	0	0	1	6	0	0	20	4	0	0	0	24	30
17:15 - 17:30	0	0	7	3	0	0	0	10	0	2	19	2	0	0	0	23	33
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>118</b>
17:30 - 17:45	0	0	9	1	0	0	0	10	0	0	24	3	0	0	0	27	37
17:45 - 18:00	0	0	7	0	0	0	0	7	0	0	27	2	0	1	0	30	37
18:00 - 18:15	0	0	5	0	0	0	0	5	0	1	17	0	0	0	1	19	24
18:15 - 18:30	0	0	2	1	0	0	0	3	0	0	18	1	0	0	0	19	22
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>120</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>1</b>	<b>5</b>	<b>271</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>315</b>	<b>394</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: AYLSHAM ROAD / STATION ROAD

ARM: STATION ROAD

TIME / CLASS	LEFT TO AYLSHAM ROAD WEST								RIGHT TO AYLSHAM ROAD EAST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	19	2	0	0	0	21	0	0	7	0	0	0	0	7	28
7:45 - 8:00	1	0	26	3	0	1	1	32	0	0	5	2	0	0	0	7	39
8:00 - 8:15	0	0	24	7	1	0	0	32	0	0	6	0	0	0	0	6	38
8:15 - 8:30	2	0	26	3	0	1	0	32	0	0	7	1	1	0	1	10	42
<b>HOURLY TOTAL</b>	<b>3</b>	<b>0</b>	<b>95</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>147</b>
8:30 - 8:45	0	1	40	4	1	0	0	46	0	0	32	1	1	0	1	35	81
8:45 - 9:00	0	0	35	3	0	0	0	38	0	0	19	0	0	0	0	19	57
9:00 - 9:15	0	0	22	2	0	0	0	24	0	0	8	0	1	0	0	9	33
9:15 - 9:30	0	0	15	3	0	0	0	18	0	0	10	1	0	0	0	11	29
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>112</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>200</b>
9:30 - 9:45	0	0	16	1	1	0	0	18	0	0	5	0	1	1	0	7	25
9:45 - 10:00	0	0	9	1	0	0	0	10	0	0	4	0	0	0	0	4	14
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>39</b>

<b>PERIOD TOTAL</b>	<b>3</b>	<b>1</b>	<b>232</b>	<b>29</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>271</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>115</b>	<b>386</b>
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15:30 - 15:45	0	1	17	1	0	0	0	19	0	0	11	1	0	0	0	12	31
15:45 - 16:00	0	0	16	3	1	0	0	20	0	0	4	0	0	0	1	5	25
16:00 - 16:15	0	0	12	2	0	0	0	14	0	0	8	1	0	0	0	9	23
16:15 - 16:30	0	1	19	2	1	0	0	23	0	0	9	1	1	0	0	11	34
<b>HOURLY TOTAL</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>113</b>
16:30 - 16:45	0	0	18	4	1	0	0	23	0	0	10	0	0	0	0	10	33
16:45 - 17:00	0	0	17	1	0	0	1	19	0	0	12	3	0	0	0	15	34
17:00 - 17:15	0	0	31	2	0	0	2	35	0	0	12	1	0	0	0	13	48
17:15 - 17:30	0	0	18	2	0	0	0	20	0	0	7	3	0	0	1	11	31
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>146</b>
17:30 - 17:45	0	0	24	0	0	0	0	24	0	0	10	2	0	0	1	13	37
17:45 - 18:00	0	1	27	1	0	0	0	29	0	0	12	0	0	0	0	12	41
18:00 - 18:15	0	0	16	0	0	1	0	17	0	0	6	1	0	0	1	8	25
18:15 - 18:30	0	0	21	0	0	0	0	21	0	0	7	1	0	0	0	8	29
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>132</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>3</b>	<b>236</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>264</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>127</b>	<b>391</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: AYLSHAM ROAD / STATION ROAD

ARM: AYLSHAM ROAD WEST

TIME / CLASS	STRAIGHT TO AYSHAM ROAD EAST								RIGHT TO STATION ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	12	1	0	0	0	13	0	0	17	2	1	0	0	20	33
7:45 - 8:00	0	0	14	1	0	0	0	15	0	1	18	3	0	0	0	22	37
8:00 - 8:15	0	0	14	3	0	0	0	17	0	0	15	3	0	0	0	18	35
8:15 - 8:30	0	1	21	2	0	0	0	24	0	0	21	5	0	0	0	26	50
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>155</b>
8:30 - 8:45	0	0	20	3	0	0	0	23	0	1	25	1	0	0	0	27	50
8:45 - 9:00	0	0	30	3	0	0	2	35	0	1	19	0	0	0	0	20	55
9:00 - 9:15	0	0	12	4	0	0	0	16	1	0	12	1	0	0	0	14	30
9:15 - 9:30	0	1	15	2	1	1	0	20	0	0	15	1	1	0	0	17	37
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>94</b>	<b>1</b>	<b>2</b>	<b>71</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>172</b>
9:30 - 9:45	0	0	16	3	1	0	1	21	0	0	17	2	1	0	0	20	41
9:45 - 10:00	2	0	12	0	0	1	0	15	0	0	19	1	1	0	0	21	36
<b>HOURLY TOTAL</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>77</b>

<b>PERIOD TOTAL</b>	<b>2</b>	<b>2</b>	<b>166</b>	<b>22</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>199</b>	<b>1</b>	<b>3</b>	<b>178</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>404</b>
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15:30 - 15:45	0	0	24	5	0	0	0	29	0	0	12	1	0	0	0	13	42
15:45 - 16:00	0	0	23	0	0	0	1	24	0	0	12	1	0	0	1	14	38
16:00 - 16:15	0	0	23	5	0	0	0	28	0	0	17	1	0	0	1	19	47
16:15 - 16:30	0	1	21	6	0	1	0	29	0	0	20	1	0	0	0	21	50
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>177</b>
16:30 - 16:45	0	1	15	3	0	0	0	19	0	0	12	0	1	0	0	13	32
16:45 - 17:00	0	0	17	2	0	0	1	20	0	0	28	4	1	1	0	34	54
17:00 - 17:15	0	0	30	2	0	1	0	33	2	0	16	0	0	0	0	18	51
17:15 - 17:30	0	0	29	3	0	0	0	32	0	1	22	2	0	1	0	26	58
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>104</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>195</b>
17:30 - 17:45	0	0	30	3	0	0	0	33	0	0	20	4	0	0	0	24	57
17:45 - 18:00	0	0	23	5	0	0	0	28	0	0	23	2	0	0	0	25	53
18:00 - 18:15	0	0	16	2	0	0	1	19	0	0	16	2	0	1	0	19	38
18:15 - 18:30	0	0	9	1	2	0	0	12	0	0	11	2	0	0	0	13	25
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>173</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>2</b>	<b>260</b>	<b>37</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>306</b>	<b>2</b>	<b>1</b>	<b>209</b>	<b>20</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>239</b>	<b>545</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: AYLSHAM ROAD / CHERRY TREE LANE

ARM: AYLSHAM ROAD WEST

TIME / CLASS	LEFT TO CHERRY TREE LANE								STRAIGHT TO AYLSHAM ROAD EAST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	2	0	0	0	0	2	1	0	20	1	0	0	0	22	24
7:45 - 8:00	0	0	3	2	0	0	0	5	0	0	17	2	0	0	0	19	24
8:00 - 8:15	0	0	3	0	0	0	0	3	1	0	21	1	0	1	1	25	28
8:15 - 8:30	0	0	2	1	1	0	0	4	0	1	25	1	0	0	0	27	31
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>83</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>107</b>
8:30 - 8:45	0	0	6	1	0	0	0	7	0	0	44	3	1	0	0	48	55
8:45 - 9:00	0	0	1	1	0	0	0	2	0	0	41	3	0	0	1	45	47
9:00 - 9:15	0	0	2	0	0	0	0	2	0	0	19	4	0	0	2	25	27
9:15 - 9:30	0	0	0	0	0	0	0	0	0	1	24	4	1	1	0	31	31
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>128</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>149</b>	<b>160</b>
9:30 - 9:45	0	0	0	0	1	0	0	1	0	0	22	1	1	1	1	26	27
9:45 - 10:00	0	0	0	0	0	0	0	0	2	0	16	0	1	0	1	20	20
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>47</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>4</b>	<b>2</b>	<b>249</b>	<b>20</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>288</b>	<b>314</b>
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15:30 - 15:45	0	0	5	1	0	0	0	6	0	0	26	5	0	0	0	31	37
15:45 - 16:00	0	0	5	0	0	0	0	5	0	0	25	2	0	0	2	29	34
16:00 - 16:15	0	0	3	0	0	0	0	3	0	0	30	5	1	0	0	36	39
16:15 - 16:30	0	0	4	0	0	0	0	4	0	1	26	6	0	1	0	34	38
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>107</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>130</b>	<b>148</b>
16:30 - 16:45	0	0	4	0	0	0	0	4	0	1	18	3	0	0	0	22	26
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	27	4	0	0	1	32	33
17:00 - 17:15	0	0	4	0	0	0	0	4	0	0	42	2	0	1	0	45	49
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	35	7	0	0	1	43	44
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>122</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>142</b>	<b>152</b>
17:30 - 17:45	0	0	2	1	0	0	0	3	1	0	36	4	0	0	1	42	45
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	34	4	0	0	1	39	41
18:00 - 18:15	0	0	1	0	0	0	0	1	0	0	24	3	1	0	1	29	30
18:15 - 18:30	0	0	0	1	1	0	0	2	0	0	18	2	0	0	0	20	22
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>112</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>130</b>	<b>138</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>2</b>	<b>341</b>	<b>47</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>402</b>	<b>438</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: AYLSHAM ROAD / CHERRY TREE LANE

ARM: CHERRY TREE LANE

TIME / CLASS	LEFT TO AYLSHAM ROAD EAST								RIGHT TO AYLSHAM ROAD WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	6
7:45 - 8:00	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	6
8:00 - 8:15	0	0	4	0	0	0	0	4	0	0	2	1	0	0	0	3	7
8:15 - 8:30	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	6	12
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>31</b>
8:30 - 8:45	1	0	8	1	0	0	0	10	0	0	4	0	0	0	0	4	14
8:45 - 9:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2
9:00 - 9:15	0	0	2	0	0	0	0	2	0	0	4	0	1	0	0	5	7
9:15 - 9:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	4
<b>HOURLY TOTAL</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>27</b>
9:30 - 9:45	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	7
9:45 - 10:00	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	5
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>12</b>

<b>PERIOD TOTAL</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>70</b>
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15:30 - 15:45	0	0	8	0	0	0	0	8	0	0	6	0	0	0	0	6	14
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	3
16:00 - 16:15	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	7
16:15 - 16:30	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	7
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>31</b>
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3	4
16:45 - 17:00	2	0	4	1	0	0	0	7	0	0	0	0	0	0	0	0	7
17:00 - 17:15	2	0	3	0	1	0	0	6	0	0	2	0	0	0	0	2	8
17:15 - 17:30	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	5
<b>HOURLY TOTAL</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>24</b>
17:30 - 17:45	1	0	7	0	0	0	0	8	0	0	4	0	0	0	0	4	12
17:45 - 18:00	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	7
18:00 - 18:15	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	6
18:15 - 18:30	1	0	2	0	0	0	0	3	0	0	1	0	0	0	0	1	4
<b>HOURLY TOTAL</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>29</b>

<b>PERIOD TOTAL</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>84</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: AYLSHAM ROAD / CHERRY TREE LANE

ARM: AYLSHAM ROAD EAST

TIME / CLASS	STRAIGHT TO AYLSHAM ROAD WEST								RIGHT TO CHERRY TREE LANE								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	2	14	6	0	0	0	22	0	0	7	1	0	0	0	8	30
7:45 - 8:00	0	1	25	2	2	0	1	31	2	0	5	0	0	0	0	7	38
8:00 - 8:15	3	0	24	7	2	2	1	39	2	1	5	0	0	0	0	8	47
8:15 - 8:30	0	0	28	6	0	0	0	34	0	0	5	1	0	0	0	6	40
<b>HOURLY TOTAL</b>	<b>3</b>	<b>3</b>	<b>91</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>126</b>	<b>4</b>	<b>1</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>155</b>
8:30 - 8:45	0	0	22	11	0	0	1	34	0	0	3	1	0	0	0	4	38
8:45 - 9:00	0	0	28	5	0	0	2	35	0	0	11	0	0	0	0	11	46
9:00 - 9:15	0	0	19	3	1	0	1	24	1	0	5	0	0	0	0	6	30
9:15 - 9:30	0	0	25	4	0	0	0	29	0	0	11	2	0	0	0	13	42
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>122</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>156</b>
9:30 - 9:45	0	0	9	5	1	0	2	17	0	0	4	0	0	0	0	4	21
9:45 - 10:00	0	0	16	4	0	0	0	20	0	0	3	0	0	0	0	3	23
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>44</b>

<b>PERIOD TOTAL</b>	<b>3</b>	<b>3</b>	<b>210</b>	<b>53</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>285</b>	<b>5</b>	<b>1</b>	<b>59</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>355</b>
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15:30 - 15:45	0	0	28	3	0	0	0	31	0	0	6	3	0	0	0	9	40
15:45 - 16:00	0	1	31	4	0	0	0	36	0	0	9	1	1	0	0	11	47
16:00 - 16:15	1	0	25	5	1	1	2	35	0	0	11	1	0	0	0	12	47
16:15 - 16:30	0	0	24	2	0	0	2	28	1	0	11	0	0	0	0	12	40
<b>HOURLY TOTAL</b>	<b>1</b>	<b>1</b>	<b>108</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>130</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>174</b>
16:30 - 16:45	0	1	22	1	0	0	0	24	0	0	7	2	0	0	0	9	33
16:45 - 17:00	0	0	23	6	0	0	0	29	1	0	9	0	0	0	0	10	39
17:00 - 17:15	0	1	23	5	0	0	1	30	0	0	12	0	1	0	0	13	43
17:15 - 17:30	0	2	26	5	0	0	0	33	0	0	12	1	0	0	0	13	46
<b>HOURLY TOTAL</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>116</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>161</b>
17:30 - 17:45	1	0	34	4	0	0	0	39	0	0	12	0	0	0	0	12	51
17:45 - 18:00	0	0	27	2	0	1	0	30	0	0	9	2	0	0	0	11	41
18:00 - 18:15	0	1	19	0	0	0	1	21	0	1	12	1	0	0	0	14	35
18:15 - 18:30	0	0	19	2	0	0	0	21	0	0	6	1	0	0	0	7	28
<b>HOURLY TOTAL</b>	<b>1</b>	<b>1</b>	<b>99</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>111</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>155</b>

<b>PERIOD TOTAL</b>	<b>2</b>	<b>6</b>	<b>301</b>	<b>39</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>357</b>	<b>2</b>	<b>1</b>	<b>116</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>490</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: NORWICH ROAD / STATION ROAD

ARM: NORWICH ROAD SOUTH

TIME / CLASS	LEFT TO STATION ROAD								STRAIGHT TO NORWICH ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	7	0	0	0	0	7	0	0	74	17	1	0	0	92	99
7:45 - 8:00	0	0	6	0	0	0	1	7	3	1	94	24	5	0	1	128	135
8:00 - 8:15	0	1	12	1	0	0	0	14	0	2	94	17	5	3	0	121	135
8:15 - 8:30	1	0	8	1	0	0	0	10	0	0	75	6	5	0	0	86	96
<b>HOURLY TOTAL</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>3</b>	<b>3</b>	<b>337</b>	<b>64</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>427</b>	<b>465</b>
8:30 - 8:45	0	0	12	1	0	0	0	13	1	0	87	11	3	0	0	102	115
8:45 - 9:00	0	0	12	1	0	0	1	14	0	0	113	8	6	1	0	128	142
9:00 - 9:15	0	0	11	1	0	0	0	12	0	2	61	14	1	2	0	80	92
9:15 - 9:30	0	0	9	1	0	0	0	10	0	0	66	11	3	3	1	84	94
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>1</b>	<b>2</b>	<b>327</b>	<b>44</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>394</b>	<b>443</b>
9:30 - 9:45	1	0	4	0	0	0	0	5	0	0	54	13	4	1	1	73	78
9:45 - 10:00	0	0	6	1	0	0	1	8	0	0	54	10	4	2	1	71	79
<b>HOURLY TOTAL</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>144</b>	<b>157</b>

<b>PERIOD TOTAL</b>	<b>2</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>5</b>	<b>772</b>	<b>131</b>	<b>37</b>	<b>12</b>	<b>4</b>	<b>965</b>	<b>1065</b>
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15:30 - 15:45	0	0	6	0	0	0	0	6	0	0	73	11	5	2	0	91	97
15:45 - 16:00	0	0	3	1	0	0	0	4	0	0	99	14	4	0	1	118	122
16:00 - 16:15	0	0	1	1	0	0	0	2	0	0	89	17	4	0	1	111	113
16:15 - 16:30	0	0	2	2	0	0	0	4	0	0	101	12	1	0	0	114	118
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>362</b>	<b>54</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>434</b>	<b>450</b>
16:30 - 16:45	0	0	11	1	0	0	0	12	0	0	128	15	1	0	0	144	156
16:45 - 17:00	1	0	12	0	0	0	0	13	0	2	98	12	1	1	0	114	127
17:00 - 17:15	0	0	10	1	0	0	0	11	0	0	112	11	6	0	0	129	140
17:15 - 17:30	0	0	10	0	0	0	1	11	0	0	108	11	1	0	0	120	131
<b>HOURLY TOTAL</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>0</b>	<b>2</b>	<b>446</b>	<b>49</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>507</b>	<b>554</b>
17:30 - 17:45	0	0	10	1	0	0	0	11	0	0	125	8	0	0	1	134	145
17:45 - 18:00	0	0	16	3	0	0	0	19	0	0	110	16	1	0	0	127	146
18:00 - 18:15	0	0	10	0	0	0	0	10	0	1	99	7	2	0	0	109	119
18:15 - 18:30	0	0	14	1	0	0	0	15	0	0	115	16	0	0	0	131	146
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>1</b>	<b>449</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>501</b>	<b>556</b>

<b>PERIOD TOTAL</b>	<b>1</b>	<b>0</b>	<b>105</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>118</b>	<b>0</b>	<b>3</b>	<b>1257</b>	<b>150</b>	<b>26</b>	<b>3</b>	<b>3</b>	<b>1442</b>	<b>1560</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: NORWICH ROAD / STATION ROAD

ARM: STATION ROAD

TIME / CLASS	LEFT TO NORWICH ROAD NORTH								RIGHT TO NORWICH ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	3	0	0	0	0	3	0	0	8	1	1	0	0	10	13
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
8:00 - 8:15	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5	6
8:15 - 8:30	0	0	2	3	0	0	0	5	0	0	11	1	0	0	0	12	17
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>45</b>
8:30 - 8:45	0	0	3	0	0	0	0	3	0	0	12	2	0	0	0	14	17
8:45 - 9:00	0	0	5	0	0	0	0	5	0	0	14	2	0	0	0	16	21
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
9:15 - 9:30	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9	10
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>53</b>
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	7
9:45 - 10:00	0	0	3	0	0	0	0	3	0	0	10	0	0	0	0	10	13
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>20</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>118</b>
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15:30 - 15:45	0	0	4	0	0	0	0	4	0	0	10	1	0	0	0	11	15
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	16	1	0	0	0	17	18
16:00 - 16:15	0	1	0	0	0	0	0	1	1	0	11	1	0	0	0	13	14
16:15 - 16:30	0	0	5	1	0	0	0	6	0	0	10	0	0	0	2	12	18
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>65</b>
16:30 - 16:45	0	0	3	0	0	0	0	3	0	0	6	0	0	0	0	6	9
16:45 - 17:00	0	0	4	2	0	0	0	6	0	0	14	1	0	0	0	15	21
17:00 - 17:15	0	0	3	0	0	0	0	3	1	0	12	1	0	0	0	14	17
17:15 - 17:30	0	0	3	0	0	0	0	3	0	0	21	0	0	0	0	21	24
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>71</b>
17:30 - 17:45	0	0	4	1	0	0	0	5	0	0	8	0	0	0	0	8	13
17:45 - 18:00	0	0	3	0	0	0	0	3	0	0	15	1	0	0	0	16	19
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
18:15 - 18:30	0	0	4	0	0	0	0	4	0	1	6	0	0	0	0	7	11
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>48</b>

<b>PERIOD TOTAL</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>1</b>	<b>134</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>145</b>	<b>184</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: NORWICH ROAD / STATION ROAD

ARM: NORWICH ROAD NORTH

TIME / CLASS	STRAIGHT TO NORWICH ROAD SOUTH								RIGHT TO STATION ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	1	135	17	1	1	0	155	0	0	0	0	0	0	0	0	155
7:45 - 8:00	0	0	114	15	5	2	0	136	0	0	2	0	0	0	1	3	139
8:00 - 8:15	1	0	111	19	3	2	0	136	0	0	0	0	0	0	0	0	136
8:15 - 8:30	0	0	114	7	5	1	2	129	0	0	1	0	0	0	0	1	130
<b>HOURLY TOTAL</b>	<b>1</b>	<b>1</b>	<b>474</b>	<b>58</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>556</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>560</b>
8:30 - 8:45	0	2	127	11	5	1	1	147	0	0	2	1	0	0	0	3	150
8:45 - 9:00	0	2	108	14	2	0	0	126	0	0	0	0	0	0	0	0	126
9:00 - 9:15	0	0	90	11	1	1	0	103	0	0	1	0	0	0	0	1	104
9:15 - 9:30	0	0	65	9	5	1	0	80	0	0	0	0	0	0	1	1	81
<b>HOURLY TOTAL</b>	<b>0</b>	<b>4</b>	<b>390</b>	<b>45</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>456</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>461</b>
9:30 - 9:45	0	0	79	14	2	2	0	97	0	0	0	0	0	0	0	0	97
9:45 - 10:00	0	0	91	5	3	1	0	100	0	0	2	0	0	0	1	3	103
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>170</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>197</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>200</b>

<b>PERIOD TOTAL</b>	<b>1</b>	<b>5</b>	<b>1034</b>	<b>122</b>	<b>32</b>	<b>12</b>	<b>3</b>	<b>1209</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>1221</b>
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15:30 - 15:45	0	0	86	19	7	0	0	112	0	0	2	0	0	0	0	2	114
15:45 - 16:00	0	0	81	14	3	0	0	98	0	0	1	0	0	0	0	1	99
16:00 - 16:15	0	0	116	17	2	0	0	135	0	0	0	0	0	0	0	0	135
16:15 - 16:30	0	2	100	16	1	0	0	119	0	0	0	0	0	0	2	2	121
<b>HOURLY TOTAL</b>	<b>0</b>	<b>2</b>	<b>383</b>	<b>66</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>464</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>469</b>
16:30 - 16:45	0	1	85	11	4	0	0	101	0	0	5	0	0	0	0	5	106
16:45 - 17:00	1	0	87	12	1	0	0	101	0	0	2	0	0	0	0	2	103
17:00 - 17:15	1	0	109	6	1	0	0	117	0	0	2	0	0	0	0	2	119
17:15 - 17:30	0	0	100	11	1	0	0	112	0	0	4	0	0	0	0	4	116
<b>HOURLY TOTAL</b>	<b>2</b>	<b>1</b>	<b>381</b>	<b>40</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>431</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>444</b>
17:30 - 17:45	0	0	89	3	0	1	0	93	0	0	7	2	0	0	0	9	102
17:45 - 18:00	1	1	89	3	2	0	1	97	0	0	2	1	0	0	0	3	100
18:00 - 18:15	0	0	76	7	1	0	0	84	0	0	0	0	0	0	0	0	84
18:15 - 18:30	0	0	59	5	0	0	0	64	0	0	4	0	0	0	0	4	68
<b>HOURLY TOTAL</b>	<b>1</b>	<b>1</b>	<b>313</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>338</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>354</b>

<b>PERIOD TOTAL</b>	<b>3</b>	<b>4</b>	<b>1077</b>	<b>124</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>1233</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>1267</b>
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: A149 / NORWICH ROAD

ARM: NORWICH ROAD SOUTH

TIME / CLASS	LEFT TO A149 WEST								STRAIGHT TO NORWICH ROAD NORTH								RIGHT TO A149 EAST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	1	31	6	1	1	0	40	0	1	33	12	0	0	0	46	0	0	12	1	0	1	0	14	100
7:45 - 8:00	0	0	42	9	1	0	0	52	1	0	40	16	3	0	0	60	0	0	17	0	1	0	0	18	130
8:00 - 8:15	0	0	31	5	4	1	1	42	1	1	58	12	1	0	0	73	0	0	6	1	0	0	0	7	122
8:15 - 8:30	0	0	27	2	3	0	0	32	1	0	41	5	3	0	0	50	0	0	9	1	0	0	0	10	92
HOURLY TOTAL	0	1	131	22	9	2	1	166	3	2	172	45	7	0	0	229	0	0	44	3	1	1	0	49	444
8:30 - 8:45	0	1	30	6	0	0	0	37	1	1	54	5	3	1	0	65	0	0	7	0	0	0	0	7	109
8:45 - 9:00	0	0	29	2	4	0	0	35	0	2	71	5	2	0	1	81	0	0	21	2	0	1	0	24	140
9:00 - 9:15	0	0	15	5	0	3	0	23	0	0	45	9	1	1	0	56	0	0	5	2	0	0	0	7	86
9:15 - 9:30	0	0	17	5	1	0	0	23	0	0	50	5	2	0	0	57	0	0	1	0	0	0	0	1	81
HOURLY TOTAL	0	1	91	18	5	3	0	118	1	3	220	24	8	2	1	259	0	0	34	4	0	1	0	39	416
9:30 - 9:45	0	0	21	8	2	2	1	34	1	0	30	5	2	0	0	38	0	0	3	1	0	0	0	4	76
9:45 - 10:00	0	0	16	3	2	1	0	22	0	0	29	5	1	0	1	36	0	0	11	2	1	0	0	14	72
HOURLY TOTAL	0	0	37	11	4	3	1	56	1	0	59	10	3	0	1	74	0	0	14	3	1	0	0	18	148
PERIOD TOTAL	0	2	259	51	18	8	2	340	5	5	451	79	18	2	2	562	0	0	92	10	2	2	0	106	1008

15:30 - 15:45	0	0	24	5	3	2	0	34	0	0	51	5	3	0	0	59	0	0	5	1	0	0	0	6	99
15:45 - 16:00	0	0	41	5	0	0	0	46	1	0	52	5	2	0	1	61	0	0	6	3	3	0	0	12	119
16:00 - 16:15	0	0	32	8	2	0	0	42	0	0	51	8	0	0	1	60	0	0	6	0	1	0	0	7	109
16:15 - 16:30	0	0	48	7	0	0	0	55	1	0	54	6	0	0	0	61	0	0	5	1	0	0	0	6	122
HOURLY TOTAL	0	0	145	25	5	2	0	177	2	0	208	24	5	0	2	241	0	0	22	5	4	0	0	31	449
16:30 - 16:45	0	0	42	6	0	0	0	48	0	1	84	8	0	0	0	93	0	0	10	0	0	0	0	10	151
16:45 - 17:00	0	0	45	5	2	0	0	52	1	1	52	8	0	1	0	63	0	0	8	2	0	0	0	10	125
17:00 - 17:15	0	0	42	5	2	0	0	49	0	0	63	3	3	0	0	69	0	0	10	2	0	0	0	12	130
17:15 - 17:30	0	0	45	6	0	0	0	51	0	0	61	6	1	0	2	70	0	0	5	0	0	0	0	5	126
HOURLY TOTAL	0	0	174	22	4	0	0	200	1	2	260	25	4	1	2	295	0	0	33	4	0	0	0	37	532
17:30 - 17:45	0	0	64	2	1	0	0	67	0	0	63	8	0	0	0	71	0	0	9	1	0	0	0	10	148
17:45 - 18:00	0	0	36	4	1	0	1	42	0	1	63	13	1	0	0	78	0	0	13	0	0	0	0	13	133
18:00 - 18:15	0	0	43	3	0	0	0	46	0	0	54	4	0	0	0	58	0	0	5	0	0	0	0	5	109
18:15 - 18:30	0	0	48	1	0	0	0	49	0	0	60	15	0	0	0	75	0	0	11	1	0	0	0	12	136
HOURLY TOTAL	0	0	191	10	2	0	1	204	0	1	240	40	1	0	0	282	0	0	38	2	0	0	0	40	526

PERIOD TOTAL	0	0	510	57	11	2	1	581	3	3	708	89	10	1	4	818	0	0	93	11	4	0	0	108	1507
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# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: A149 / NORWICH ROAD

ARM: A149 WEST

TIME / CLASS	LEFT TO NORWICH ROAD NORTH								STRAIGHT TO A149 EAST								RIGHT TO NORWICH ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	8	1	0	0	1	10	0	0	23	6	0	4	0	33	0	0	72	8	1	0	0	81	124
7:45 - 8:00	0	0	10	0	1	2	0	13	0	1	30	4	0	4	0	39	0	0	58	9	3	1	0	71	123
8:00 - 8:15	0	1	16	3	1	2	1	24	0	0	33	5	2	4	0	44	0	0	53	5	1	0	0	59	127
8:15 - 8:30	0	0	15	3	1	0	0	19	0	0	26	2	3	2	0	33	0	0	43	4	2	0	1	50	102
<b>HOURLY TOTAL</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>66</b>	<b>0</b>	<b>1</b>	<b>112</b>	<b>17</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>149</b>	<b>0</b>	<b>0</b>	<b>226</b>	<b>26</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>261</b>	<b>476</b>
8:30 - 8:45	0	0	4	3	0	0	0	7	0	0	25	4	3	5	1	38	0	0	67	5	2	0	1	75	120
8:45 - 9:00	0	0	28	1	0	1	0	30	0	0	18	7	1	3	0	29	0	0	32	4	2	0	0	38	97
9:00 - 9:15	0	0	28	2	1	0	0	31	0	0	26	2	1	3	0	32	0	0	30	6	1	1	0	38	101
9:15 - 9:30	0	0	17	1	1	1	0	20	0	0	21	6	1	3	0	31	0	0	25	2	1	0	0	28	79
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>19</b>	<b>6</b>	<b>14</b>	<b>1</b>	<b>130</b>	<b>0</b>	<b>0</b>	<b>154</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>179</b>	<b>397</b>
9:30 - 9:45	0	0	12	2	0	0	0	14	0	0	24	5	2	2	0	33	0	0	23	5	1	0	0	29	76
9:45 - 10:00	0	0	16	2	0	0	0	18	0	0	13	4	1	4	0	22	0	0	38	2	1	2	0	43	83
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>159</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>1</b>	<b>154</b>	<b>18</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>186</b>	<b>0</b>	<b>1</b>	<b>239</b>	<b>45</b>	<b>14</b>	<b>34</b>	<b>1</b>	<b>334</b>	<b>0</b>	<b>0</b>	<b>441</b>	<b>50</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>512</b>	<b>1032</b>
15:30 - 15:45	0	0	9	4	0	0	0	13	0	0	29	10	4	0	0	43	0	0	15	13	5	0	0	33	89
15:45 - 16:00	0	0	19	0	3	1	0	23	0	0	19	10	1	0	0	30	0	0	26	7	1	0	0	34	87
16:00 - 16:15	0	0	7	2	0	0	0	9	0	0	37	13	0	1	0	51	0	0	41	5	1	0	0	47	107
16:15 - 16:30	0	0	12	0	0	0	0	12	0	0	35	13	1	0	0	49	0	1	27	5	0	0	0	33	94
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>46</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>173</b>	<b>0</b>	<b>1</b>	<b>109</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>377</b>
16:30 - 16:45	0	0	25	0	0	0	0	25	0	0	35	2	1	1	0	39	0	0	29	9	2	0	0	40	104
16:45 - 17:00	0	0	12	4	0	0	0	16	0	0	38	4	0	2	0	44	0	0	25	3	0	0	0	28	88
17:00 - 17:15	0	0	21	2	0	1	0	24	0	1	48	5	0	3	0	57	0	0	47	4	0	0	0	51	132
17:15 - 17:30	0	0	18	1	0	0	0	19	0	0	46	1	1	0	0	48	0	0	28	3	1	0	0	32	99
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>1</b>	<b>167</b>	<b>12</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>188</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>423</b>
17:30 - 17:45	0	0	15	0	0	0	0	15	0	0	28	7	1	2	0	38	0	0	30	1	0	0	0	31	84
17:45 - 18:00	0	0	18	1	2	0	0	21	0	0	28	1	0	0	0	29	0	0	26	1	1	0	0	28	78
18:00 - 18:15	0	0	13	1	0	0	0	14	0	0	22	3	1	0	0	26	0	0	22	5	0	0	0	27	67
18:15 - 18:30	0	0	9	3	0	0	0	12	0	0	20	4	0	1	0	25	0	0	21	2	0	0	0	23	60
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>289</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>203</b>	<b>0</b>	<b>1</b>	<b>385</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>479</b>	<b>0</b>	<b>1</b>	<b>337</b>	<b>58</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>407</b>	<b>1089</b>

# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: A149 / NORWICH ROAD

ARM: NORWICH ROAD NORTH

TIME / CLASS	LEFT TO A149 EAST								STRAIGHT TO NORWICH ROAD SOUTH								RIGHT TO A149 WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	16	3	0	0	0	19	0	0	63	8	0	0	0	71	0	0	30	4	2	0	0	36	126
7:45 - 8:00	0	0	10	1	1	0	0	12	2	1	48	6	3	1	1	62	0	1	35	4	1	0	0	41	115
8:00 - 8:15	0	1	9	2	0	0	0	12	0	2	51	12	2	2	0	69	0	0	36	5	2	0	2	45	126
8:15 - 8:30	0	0	13	2	3	0	0	18	0	0	72	8	2	1	1	84	0	0	28	5	3	1	3	40	142
HOURLY TOTAL	0	1	48	8	4	0	0	61	2	3	234	34	7	4	2	286	0	1	129	18	8	1	5	162	509
8:30 - 8:45	0	0	14	5	1	0	0	20	0	0	57	7	2	0	0	66	0	0	17	2	2	1	0	22	108
8:45 - 9:00	2	0	15	3	2	0	1	23	0	0	62	9	0	0	0	71	0	0	32	3	0	0	3	38	132
9:00 - 9:15	0	0	10	7	0	0	0	17	0	2	51	6	0	1	0	60	0	0	19	8	3	1	0	31	108
9:15 - 9:30	0	0	14	4	3	0	0	21	0	0	39	4	4	1	0	48	0	0	21	6	0	2	0	29	98
HOURLY TOTAL	2	0	53	19	6	0	1	81	0	2	209	26	6	2	0	245	0	0	89	19	5	4	3	120	446
9:30 - 9:45	0	0	6	3	0	0	0	9	0	0	43	8	1	0	1	53	0	0	28	6	0	2	0	36	98
9:45 - 10:00	0	0	20	2	0	1	0	23	0	1	48	0	2	0	0	51	0	0	27	5	0	0	3	35	109
HOURLY TOTAL	0	0	26	5	0	1	0	32	0	1	91	8	3	0	1	104	0	0	55	11	0	2	3	71	207
PERIOD TOTAL	2	1	127	32	10	1	1	174	2	6	534	68	16	6	3	635	0	1	273	48	13	7	11	353	1162

15:30 - 15:45	0	0	12	5	1	0	0	18	0	0	52	6	0	0	0	58	0	0	36	6	0	1	0	43	119
15:45 - 16:00	0	0	17	1	2	1	0	21	0	0	45	8	1	0	0	54	0	0	31	3	1	0	0	35	110
16:00 - 16:15	0	0	18	1	0	0	1	20	0	0	67	10	2	0	0	79	0	0	28	5	0	0	3	36	135
16:15 - 16:30	0	0	19	5	0	0	0	24	0	0	59	11	0	0	2	72	0	0	31	4	2	1	0	38	134
HOURLY TOTAL	0	0	66	12	3	1	1	83	0	0	223	35	3	0	2	263	0	0	126	18	3	2	3	152	498
16:30 - 16:45	0	0	15	7	0	0	0	22	0	0	46	4	2	0	0	52	0	1	20	1	0	0	0	22	96
16:45 - 17:00	0	0	17	2	0	0	0	19	0	1	44	9	1	0	0	55	0	0	22	4	0	0	1	27	101
17:00 - 17:15	0	0	17	2	0	0	0	19	0	0	57	4	0	0	0	61	0	1	30	2	0	1	1	35	115
17:15 - 17:30	0	0	19	1	1	0	0	21	0	1	52	5	0	0	0	58	0	0	24	2	2	2	0	30	109
HOURLY TOTAL	0	0	68	12	1	0	0	81	0	2	199	22	3	0	0	226	0	2	96	9	2	3	2	114	421
17:30 - 17:45	0	0	16	2	0	0	0	18	0	0	46	2	0	0	0	48	0	0	29	3	0	0	3	35	101
17:45 - 18:00	0	0	18	2	0	0	0	20	0	0	56	3	0	0	0	59	0	0	23	0	0	0	1	24	103
18:00 - 18:15	0	0	19	1	0	0	0	20	0	0	42	2	2	0	0	46	0	0	25	1	0	0	0	26	92
18:15 - 18:30	0	0	19	1	0	0	0	20	0	1	38	2	0	0	0	41	0	0	28	3	0	0	1	32	93
HOURLY TOTAL	0	0	72	6	0	0	0	78	0	1	182	9	2	0	0	194	0	0	105	7	0	0	5	117	389
PERIOD TOTAL	0	0	206	30	4	1	1	242	0	3	604	66	8	0	2	683	0	2	327	34	5	5	10	383	1308

# Manual Classified Turning Counts, North Walsham

DATE: WEDNESDAY 26th NOVEMBER 2014

LOCATION: A149 / NORWICH ROAD

ARM: A149 EAST

TIME / CLASS	LEFT TO NORWICH ROAD SOUTH								STRAIGHT TO A149 WEST								RIGHT TO NORWICH ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR LGV	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	5	0	0	0	0	5	0	0	25	7	1	4	0	37	0	0	11	1	1	0	0	13	55
7:45 - 8:00	0	0	8	1	0	0	0	9	0	0	44	16	0	3	0	63	0	0	7	4	0	1	0	12	84
8:00 - 8:15	0	0	10	1	0	1	0	12	0	0	23	5	0	2	0	30	0	0	17	6	0	1	0	24	66
8:15 - 8:30	0	0	7	0	0	0	0	7	0	0	43	7	1	4	0	55	0	0	13	3	0	0	0	16	78
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>35</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>283</b>
8:30 - 8:45	0	0	14	1	1	0	0	16	0	0	40	11	0	5	0	56	0	0	29	5	1	0	0	35	107
8:45 - 9:00	0	0	7	2	1	0	0	10	0	0	27	2	1	3	0	33	0	0	27	2	0	1	2	32	75
9:00 - 9:15	0	0	8	0	0	0	0	8	0	0	29	5	4	2	0	40	0	2	17	2	0	2	0	23	71
9:15 - 9:30	0	0	5	1	0	0	0	6	0	0	21	6	3	0	1	31	0	0	8	2	0	1	0	11	48
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>24</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>160</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>101</b>	<b>301</b>
9:30 - 9:45	0	0	14	0	0	1	0	15	0	0	34	3	3	4	0	44	0	0	12	0	0	0	0	12	71
9:45 - 10:00	0	0	10	1	0	0	0	11	0	0	29	6	2	3	0	40	0	0	18	3	0	1	0	22	73
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>144</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>315</b>	<b>68</b>	<b>15</b>	<b>30</b>	<b>1</b>	<b>429</b>	<b>0</b>	<b>2</b>	<b>159</b>	<b>28</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>200</b>	<b>728</b>
15:30 - 15:45	0	0	19	1	3	0	0	23	0	0	30	12	1	4	0	47	0	1	16	3	0	0	0	20	90
15:45 - 16:00	0	0	7	0	1	0	0	8	0	0	28	4	0	3	1	36	0	0	20	3	2	1	0	26	70
16:00 - 16:15	0	0	10	2	0	1	0	13	0	0	31	6	2	2	1	42	0	0	15	2	0	0	1	18	73
16:15 - 16:30	0	0	13	1	0	0	0	14	0	0	36	9	0	7	0	52	0	0	15	3	0	0	0	18	84
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>31</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>177</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>317</b>
16:30 - 16:45	0	0	6	0	0	0	0	6	0	0	27	7	0	4	0	38	0	0	22	1	0	1	0	24	68
16:45 - 17:00	0	0	19	0	0	0	0	19	0	0	36	7	0	2	2	47	0	1	32	3	0	0	0	36	102
17:00 - 17:15	0	0	15	0	0	0	0	15	0	0	33	4	1	0	1	39	0	0	23	0	0	0	0	23	77
17:15 - 17:30	0	0	24	0	0	0	0	24	0	1	32	3	2	3	0	41	0	0	28	1	0	0	0	29	94
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>1</b>	<b>128</b>	<b>21</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>165</b>	<b>0</b>	<b>1</b>	<b>105</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>112</b>	<b>341</b>
17:30 - 17:45	0	0	16	0	0	0	0	16	0	0	34	5	3	0	0	42	0	1	36	2	0	0	0	39	97
17:45 - 18:00	0	0	7	0	0	0	0	7	0	0	21	4	0	0	0	25	0	0	20	2	0	0	0	22	54
18:00 - 18:15	0	0	7	0	0	0	0	7	0	0	16	3	0	0	1	20	0	0	28	2	0	0	0	30	57
18:15 - 18:30	0	0	8	1	0	0	0	9	0	0	30	1	0	0	0	31	0	1	26	2	1	1	0	31	71
<b>HOURLY TOTAL</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>118</b>	<b>0</b>	<b>2</b>	<b>110</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>122</b>	<b>279</b>
<b>PERIOD TOTAL</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>161</b>	<b>0</b>	<b>1</b>	<b>354</b>	<b>65</b>	<b>9</b>	<b>25</b>	<b>6</b>	<b>460</b>	<b>0</b>	<b>4</b>	<b>281</b>	<b>24</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>316</b>	<b>937</b>

# North Walsham ATC, A149 Cromer Road

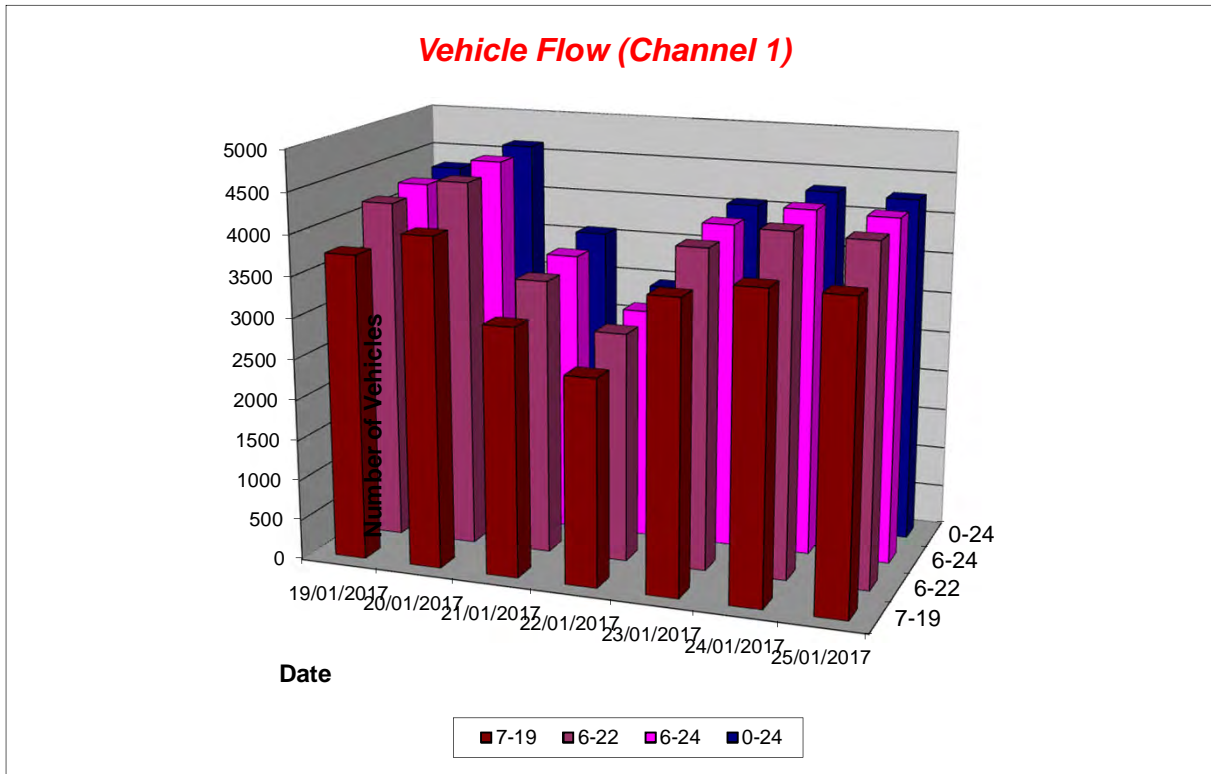
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northwestbound

Vehicle Flow

Week 1

Hr Ending	19/01/2017 Thursday	20/01/2017 Friday	21/01/2017 Saturday	22/01/2017 Sunday	23/01/2017 Monday	24/01/2017 Tuesday	25/01/2017 Wednesday	5 Day Ave	7 Day Ave
1	8	5	19	36	5	6	6	6	12
2	2	3	16	17	7	1	3	3	7
3	3	1	9	10	1	1	2	2	4
4	8	4	7	3	5	7	3	5	5
5	3	6	9	1	4	8	3	5	5
6	23	24	34	16	37	18	23	25	25
7	106	109	54	39	101	105	101	104	88
8	311	290	123	71	285	304	327	303	244
9	389	386	182	109	408	451	380	403	329
10	306	306	236	209	306	267	304	298	276
11	327	336	356	224	309	320	310	320	312
12	300	316	323	361	275	354	316	312	321
13	314	310	315	374	316	264	286	298	311
14	312	335	297	261	272	266	311	299	293
15	315	360	295	270	269	316	292	310	302
16	275	331	294	210	269	310	321	301	287
17	344	436	263	161	305	352	274	342	305
18	310	362	207	170	344	347	402	353	306
19	247	274	161	122	204	194	212	226	202
20	150	173	120	113	126	173	130	150	141
21	95	87	94	78	67	94	91	87	87
22	86	88	59	50	66	66	90	79	72
23	47	51	50	29	66	50	51	53	49
24	20	43	53	15	20	18	24	25	28
7-19	3750	4042	3052	2542	3562	3745	3735	3767	3490
6-22	4187	4499	3379	2822	3922	4183	4147	4188	3877
6-24	4254	4593	3482	2866	4008	4251	4222	4266	3954
0-24	4301	4636	3576	2949	4067	4292	4262	4312	4012



# North Walsham ATC, A149 Cromer Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 1 - Northwestbound

## Average Speed

Week 1

Hr Ending	19/01/2017 Thursday	20/01/2017 Friday	21/01/2017 Saturday	22/01/2017 Sunday	23/01/2017 Monday	24/01/2017 Tuesday	25/01/2017 Wednesday
1	40.1	40.1	42.3	42.4	43.9	43.8	40.7
2	32.8	44.7	46.7	44.1	47.0	59.8	45.1
3	40.7	59.3	45.8	43.6	63.4	36.7	32.7
4	42.4	48.2	43.3	58.5	41.0	44.2	47.6
5	44.7	43.3	43.7	32.2	40.0	40.5	40.9
6	41.4	42.0	40.2	42.8	42.6	43.5	44.4
7	38.8	41.7	44.8	44.2	42.0	39.8	41.4
8	40.3	40.5	41.5	41.7	41.0	40.7	41.4
9	39.5	40.0	40.3	41.8	39.7	39.7	39.8
10	39.5	39.0	40.2	40.0	37.9	38.8	39.5
11	39.8	39.2	39.1	40.6	39.6	38.7	39.1
12	38.2	39.8	39.5	40.7	39.4	38.3	38.6
13	40.1	39.6	40.0	40.0	40.0	39.6	39.7
14	40.1	39.5	40.3	41.4	40.4	39.1	39.5
15	38.8	39.1	40.2	40.3	41.1	39.4	39.9
16	40.3	39.3	40.4	41.1	41.5	39.2	41.6
17	39.3	39.6	39.8	41.6	41.4	40.4	40.6
18	40.4	40.7	41.1	42.2	40.3	39.2	40.2
19	40.5	41.2	41.4	41.8	41.0	41.2	41.3
20	41.9	41.5	41.2	43.4	41.3	41.5	40.2
21	41.1	40.4	41.4	41.3	40.6	41.2	41.1
22	39.8	40.3	42.7	42.1	41.9	40.6	42.0
23	39.6	40.6	43.2	40.2	41.7	42.3	42.2
24	40.8	40.1	41.9	44.2	43.4	45.4	43.1

10-12	39.0	39.5	39.3	40.7	39.5	38.5	38.8
14-16	39.5	39.2	40.3	40.6	41.3	39.3	40.8
0-24	39.8	39.9	40.5	41.1	40.4	39.7	40.2

Average	40.2
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## Channel 1 - Northwestbound

## 85th Percentile

Hr Ending	19/01/2017 Thursday	20/01/2017 Friday	21/01/2017 Saturday	22/01/2017 Sunday	23/01/2017 Monday	24/01/2017 Tuesday	25/01/2017 Wednesday
1	45.1	42.3	45.7	48.5	48.2	47.2	49.1
2	33.4	53.5	51.7	49.7	57.1	-	51.0
3	52.8	-	50.9	50.9	-	-	38.1
4	45.1	57.9	52.0	63.1	48.3	47.2	51.0
5	47.6	49.1	53.0	-	43.9	46.6	42.1
6	45.2	50.4	46.6	47.3	47.5	48.2	52.0
7	47.6	48.8	51.6	52.3	50.2	48.4	51.2
8	45.9	46.8	47.1	46.9	46.5	46.4	47.1
9	44.3	44.6	45.7	48.8	44.8	45.5	45.4
10	44.6	43.2	45.9	44.8	43.3	43.8	44.7
11	44.5	44.7	44.4	45.4	44.3	43.6	44.1
12	43.5	44.7	44.2	45.9	44.6	43.3	43.2
13	44.9	43.9	44.3	46.1	45.3	44.7	43.9
14	44.9	44.3	46.0	46.5	46.6	43.8	44.1
15	43.9	43.7	44.7	46.0	46.1	43.6	44.8
16	45.2	44.1	45.1	47.5	46.3	43.8	47.5
17	43.9	44.3	44.3	46.9	47.0	45.3	45.5
18	44.9	45.2	46.3	48.6	46.3	43.8	45.6
19	45.5	46.9	47.3	47.7	46.8	47.7	45.7
20	49.0	47.0	47.7	49.6	46.6	46.1	45.8
21	46.6	43.7	45.6	47.9	46.4	47.8	45.7
22	46.1	46.4	50.2	47.9	48.6	45.0	49.9
23	46.0	44.3	49.2	47.6	48.3	48.3	46.5
24	45.1	47.7	48.8	53.0	51.5	50.1	52.1

10-12	44.5	44.7	44.4	45.4	44.3	43.6	44.1
14-16	44.3	43.9	44.9	46.5	46.2	43.7	45.9
0-24	44.9	44.9	45.9	47.1	46.1	44.9	45.6

85th %ile	45.6
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# North Walsham ATC, A149 Cromer Road

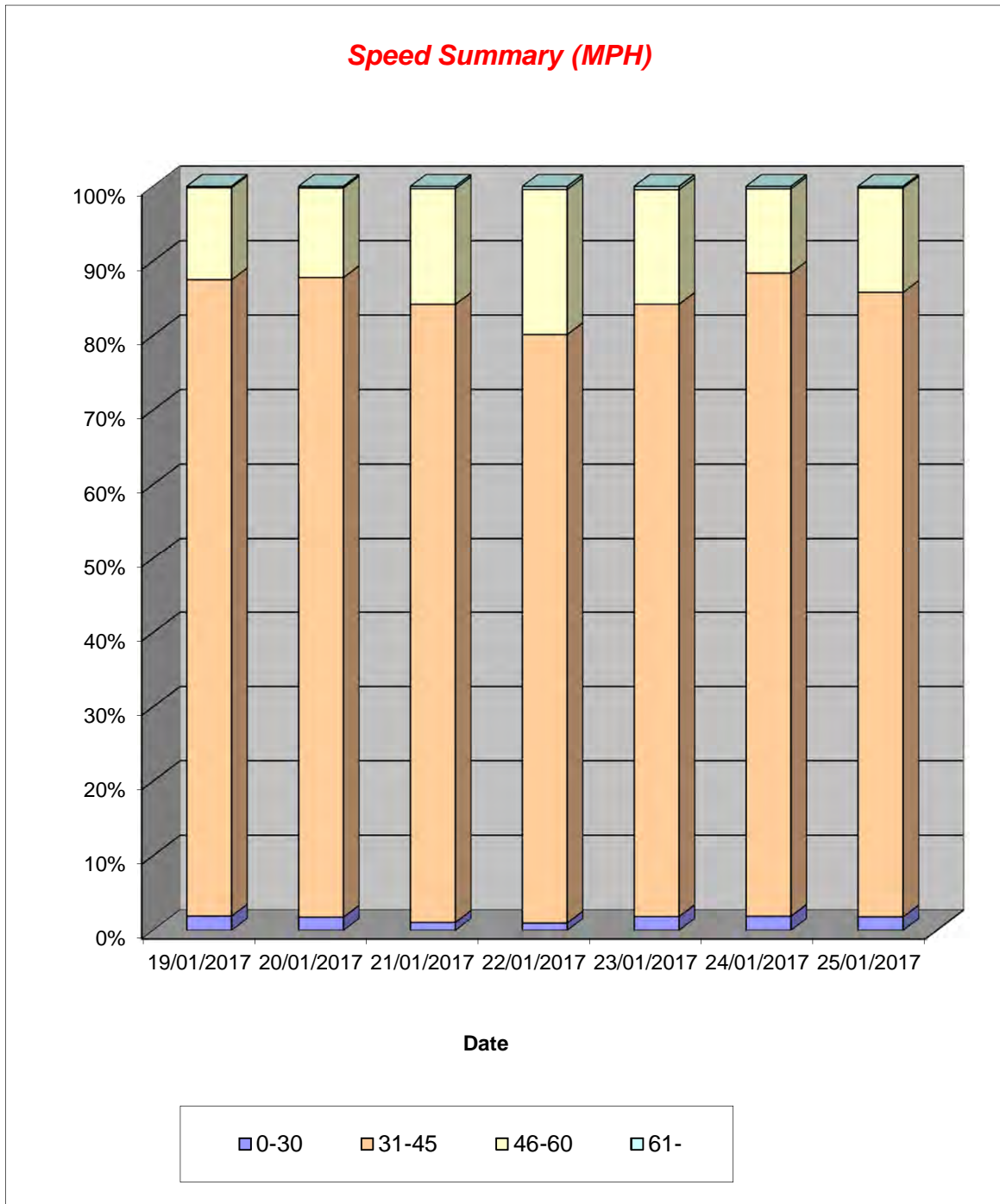
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northwestbound

Speed Summary

Week 1

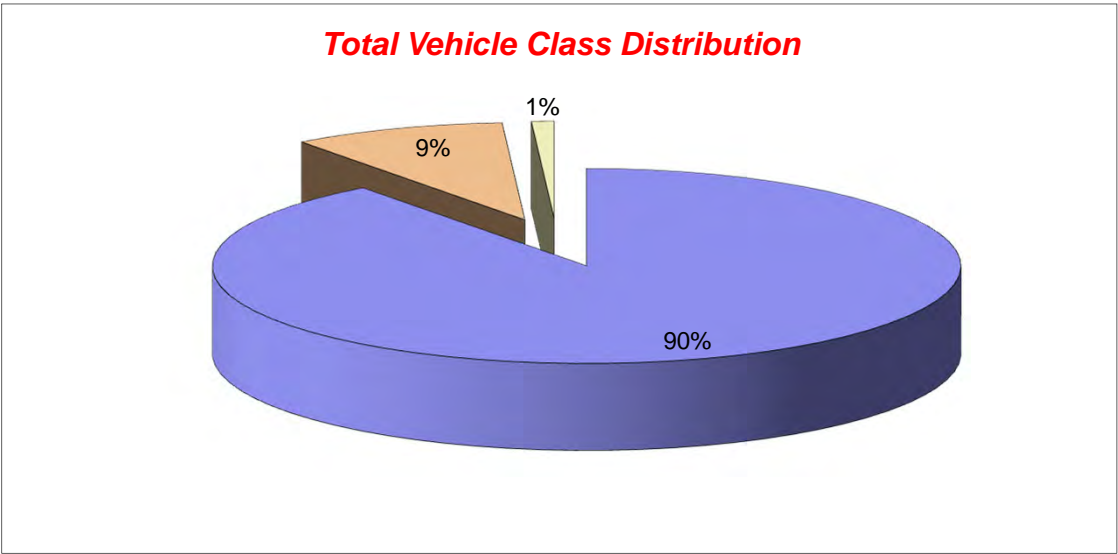
Speed (MPH)	19/01/2017 Thursday	20/01/2017 Friday	21/01/2017 Saturday	22/01/2017 Sunday	23/01/2017 Monday	24/01/2017 Tuesday	25/01/2017 Wednesday
0-30	82	82	38	29	75	81	77
31-45	3680	3987	2972	2334	3349	3712	3579
46-60	532	557	555	574	625	485	597
61-	7	10	11	12	18	14	9
<b>TOTAL</b>	<b>4301</b>	<b>4636</b>	<b>3576</b>	<b>2949</b>	<b>4067</b>	<b>4292</b>	<b>4262</b>



# North Walsham ATC, A149 Cromer Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northwestbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
19/01/2017					
7-19	3256	446	48	3750	
6-22	3662	476	49	4187	
6-24	3727	478	49	4254	
0-24	3767	484	50	4301	
20/01/2017					
7-19	3585	404	53	4042	
6-22	4008	438	53	4499	
6-24	4098	442	53	4593	
0-24	4134	448	54	4636	
21/01/2017					
7-19	2877	166	9	3052	
6-22	3186	184	9	3379	
6-24	3286	187	9	3482	
0-24	3370	194	12	3576	
22/01/2017					
7-19	2425	111	6	2542	
6-22	2694	122	6	2822	
6-24	2733	126	7	2866	
0-24	2811	131	7	2949	
23/01/2017					
7-19	3150	357	55	3562	
6-22	3471	393	58	3922	
6-24	3554	396	58	4008	
0-24	3594	409	64	4067	
24/01/2017					
7-19	3280	421	44	3745	
6-22	3670	464	49	4183	
6-24	3736	466	49	4251	
0-24	3767	474	51	4292	
25/01/2017					
7-19	3285	416	34	3735	
6-22	3670	441	36	4147	
6-24	3742	444	36	4222	
0-24	3775	451	36	4262	
Average					
7-19	3123	332	36	3490	
6-22	3480	360	37	3877	
6-24	3554	363	37	3954	
0-24	3603	370	39	4012	





# North Walsham ATC, A149 Cromer Road

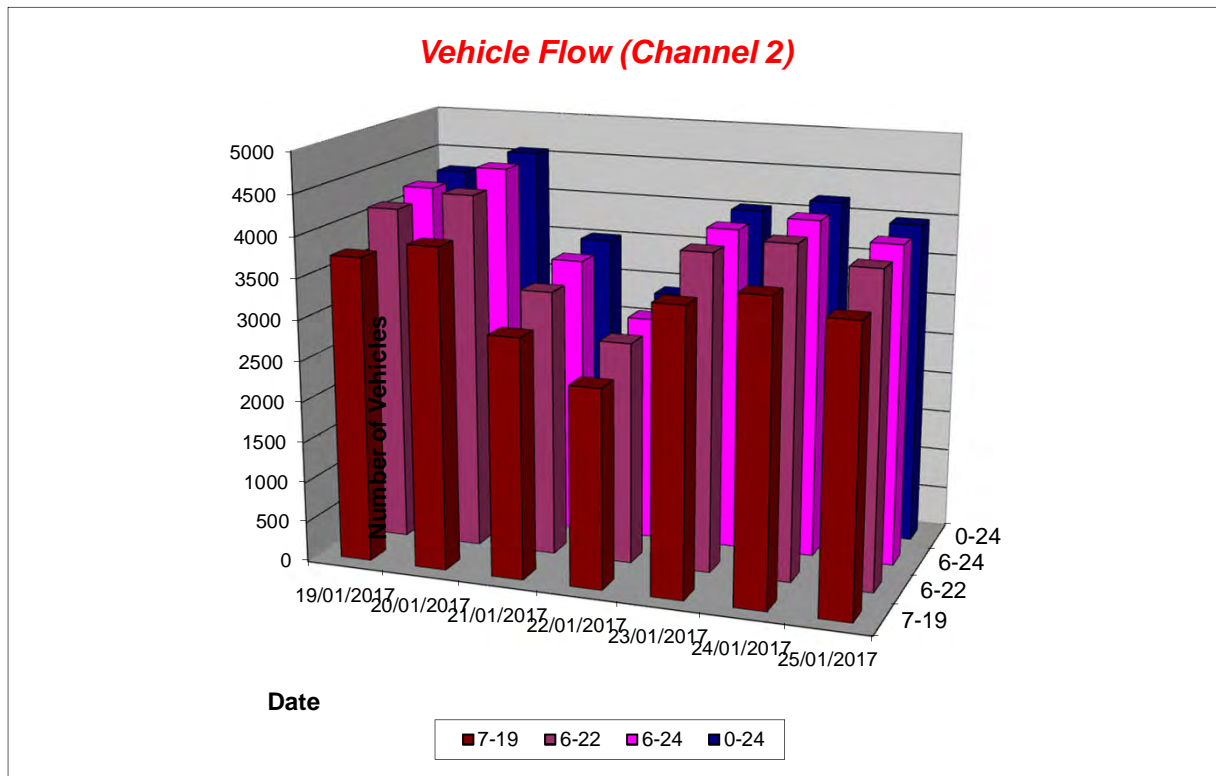
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southeastbound

Vehicle Flow

Week 1

Hr Ending	19/01/2017 Thursday	20/01/2017 Friday	21/01/2017 Saturday	22/01/2017 Sunday	23/01/2017 Monday	24/01/2017 Tuesday	25/01/2017 Wednesday	5 Day Ave	7 Day Ave
1	13	11	27	47	5	8	8	9	17
2	3	3	14	22	4	2	3	3	7
3	2	3	5	12	4	4	6	4	5
4	3	2	3	3	7	3	3	4	3
5	8	7	7	4	9	6	5	7	7
6	17	21	13	4	18	16	20	18	16
7	79	85	36	15	83	87	76	82	66
8	220	250	78	32	264	223	209	233	182
9	368	366	145	66	308	405	369	363	290
10	289	326	196	164	267	312	286	296	263
11	319	274	288	260	252	249	265	272	272
12	257	284	282	278	274	275	268	272	274
13	289	302	306	248	293	251	313	290	286
14	303	319	316	210	258	299	249	286	279
15	361	389	352	287	279	329	259	323	322
16	359	360	323	253	318	386	277	340	325
17	371	484	288	267	361	371	360	389	357
18	382	376	210	208	375	387	431	390	338
19	226	212	169	175	247	195	202	216	204
20	142	165	103	112	130	114	132	137	128
21	101	85	97	99	75	90	85	87	90
22	75	93	82	58	108	91	72	88	83
23	59	100	99	41	60	56	49	65	66
24	34	58	76	18	22	30	31	35	38
7-19	3744	3942	2953	2448	3496	3682	3488	3670	3393
6-22	4141	4370	3271	2732	3892	4064	3853	4064	3760
6-24	4234	4528	3446	2791	3974	4150	3933	4164	3865
0-24	4280	4575	3515	2883	4021	4189	3978	4209	3920



# North Walsham ATC, A149 Cromer Road

Produced by PCC Traffic Information Consultancy Ltd.

## Channel 2 - Southeastbound

### Average Speed

Week 1

Hr Ending	19/01/2017 Thursday	20/01/2017 Friday	21/01/2017 Saturday	22/01/2017 Sunday	23/01/2017 Monday	24/01/2017 Tuesday	25/01/2017 Wednesday
1	43.0	40.1	41.6	37.0	47.8	36.9	37.3
2	38.3	41.5	38.6	41.6	36.3	43.6	42.9
3	41.2	45.2	43.1	41.2	43.9	42.1	31.2
4	38.1	41.1	38.4	48.0	45.2	42.2	45.8
5	45.6	45.9	41.9	44.6	38.7	42.9	45.1
6	39.8	40.9	42.4	40.3	40.4	41.8	40.6
7	40.3	40.1	42.7	43.5	40.1	39.2	40.5
8	38.2	37.6	39.1	39.3	37.9	37.9	38.9
9	36.7	37.2	38.1	39.8	37.1	36.5	37.1
10	36.4	36.0	37.9	38.3	35.0	36.4	36.3
11	36.1	36.0	35.7	37.0	35.7	35.8	35.0
12	35.3	35.2	36.3	37.3	36.2	36.1	35.4
13	36.6	36.8	37.2	36.5	36.7	36.4	36.5
14	35.3	35.9	37.0	37.0	36.0	35.7	36.5
15	34.7	36.4	36.5	36.2	36.2	36.3	35.4
16	36.2	35.8	36.8	37.1	36.3	36.0	35.7
17	36.1	36.0	36.7	37.3	36.1	36.4	36.6
18	36.2	36.8	37.1	37.7	36.5	35.7	35.9
19	37.5	37.4	38.5	39.1	38.7	37.1	36.8
20	37.9	37.8	37.8	38.1	39.7	39.3	38.4
21	37.6	37.8	38.8	36.3	37.5	38.8	37.4
22	38.3	37.0	37.2	37.5	36.0	37.1	37.3
23	36.7	37.8	36.2	35.5	38.4	36.6	37.5
24	37.5	38.2	38.5	39.2	41.2	40.7	39.8

10-12	35.7	35.6	36.0	37.2	36.0	35.9	35.2
14-16	35.4	36.1	36.6	36.6	36.2	36.1	35.6
0-24	36.5	36.6	37.2	37.4	36.8	36.6	36.6

Average	36.8
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## Channel 2 - Southeastbound

### 85th Percentile

Hr Ending	19/01/2017 Thursday	20/01/2017 Friday	21/01/2017 Saturday	22/01/2017 Sunday	23/01/2017 Monday	24/01/2017 Tuesday	25/01/2017 Wednesday
1	48.4	47.3	48.6	42.3	60.1	44.1	40.4
2	40.8	43.9	44.8	45.7	43.8	43.7	45.3
3	59.8	52.8	46.0	48.0	48.1	44.6	39.0
4	41.6	45.1	43.9	54.1	53.8	45.1	51.0
5	55.8	55.0	46.7	48.3	41.8	49.1	48.3
6	44.3	46.9	51.4	41.7	49.1	48.7	45.5
7	46.0	46.5	48.3	48.5	45.0	44.6	45.8
8	43.5	42.6	45.6	45.8	43.0	42.5	44.6
9	40.7	41.4	43.4	45.7	40.7	40.7	40.8
10	40.3	41.5	42.4	44.8	39.5	40.0	39.8
11	40.3	39.7	40.1	40.5	39.7	39.9	39.6
12	39.7	39.8	40.4	40.9	40.2	39.9	39.7
13	40.7	40.8	41.8	40.8	40.5	40.5	40.5
14	39.7	40.3	40.8	40.8	40.3	40.0	40.6
15	39.7	40.3	40.3	40.1	40.5	40.2	39.9
16	40.7	40.5	40.4	40.7	40.3	40.2	40.3
17	40.3	40.3	40.5	40.7	40.4	40.5	41.5
18	40.6	41.5	41.4	42.4	40.6	40.9	40.0
19	41.7	40.9	43.9	44.7	44.3	42.3	40.7
20	43.5	43.1	43.1	42.2	45.5	44.4	43.9
21	44.3	42.6	43.9	40.7	43.4	44.1	44.1
22	43.6	42.5	40.8	40.6	39.6	41.8	42.0
23	41.2	42.7	40.4	40.6	46.1	39.7	44.2
24	44.4	43.5	44.1	46.9	49.3	46.1	48.4

10-12	40.3	39.7	40.1	40.5	39.7	39.9	39.6
14-16	40.2	40.4	40.4	40.5	40.4	40.2	40.2
0-24	40.7	40.8	41.8	42.2	40.9	40.8	40.9

85th %ile	40.9
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# North Walsham ATC, A149 Cromer Road

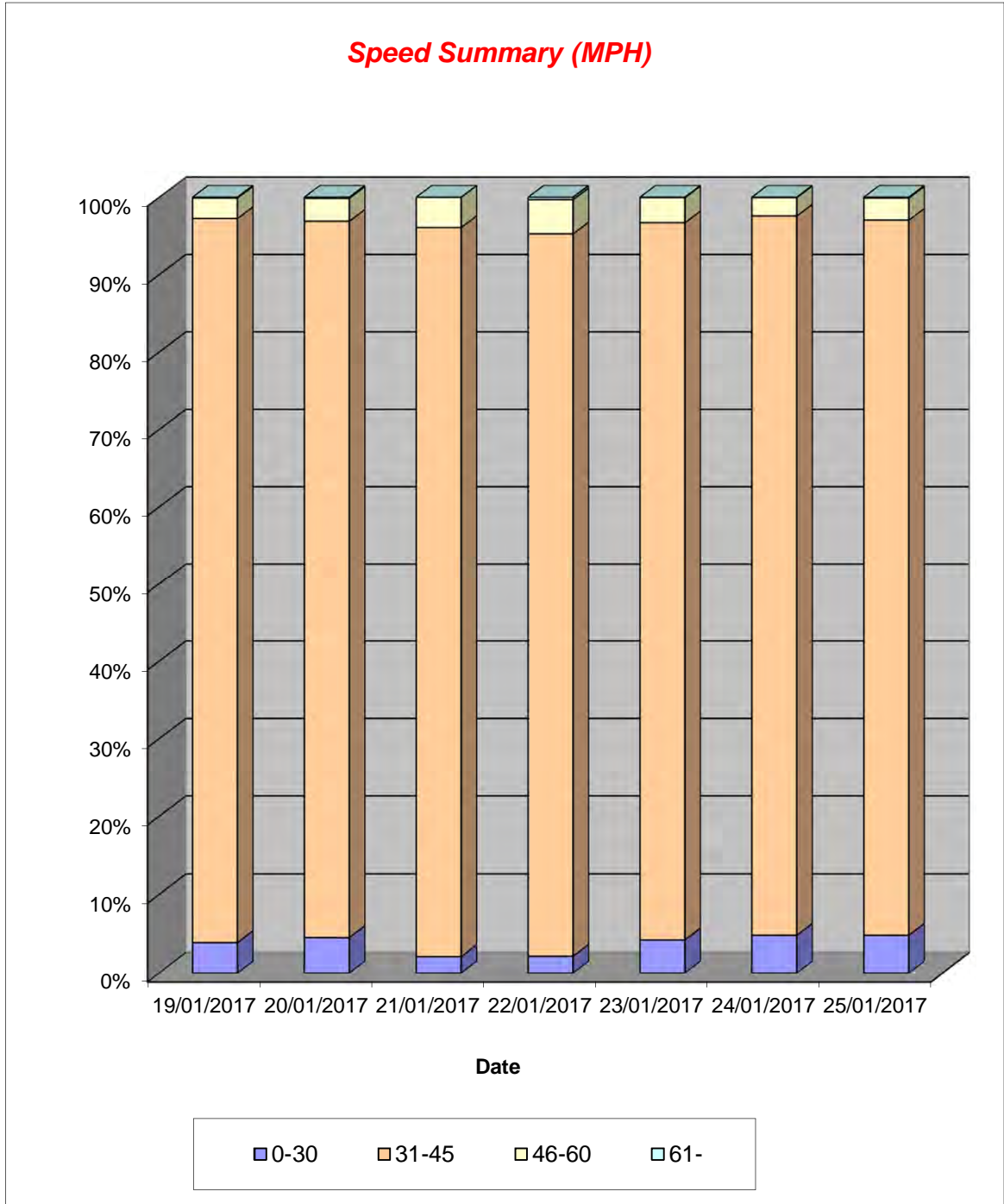
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southeastbound

Speed Summary

Week 1

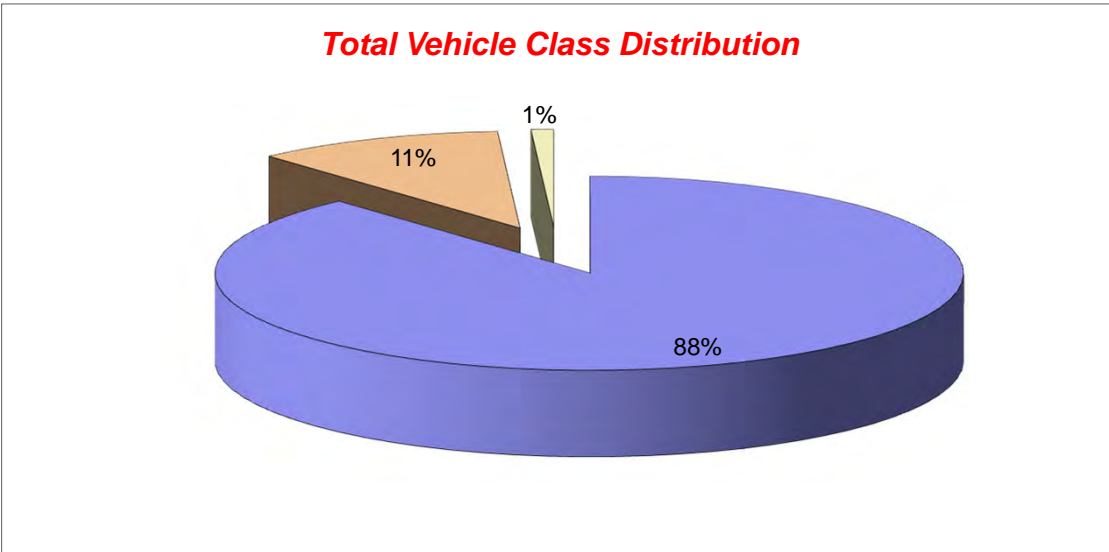
Speed (MPH)	19/01/2017 Thursday	20/01/2017 Friday	21/01/2017 Saturday	22/01/2017 Sunday	23/01/2017 Monday	24/01/2017 Tuesday	25/01/2017 Wednesday
0-30	166	207	74	62	170	202	192
31-45	3997	4227	3304	2685	3719	3886	3669
46-60	113	135	137	127	130	99	113
61-	4	6	0	9	2	2	4
<b>TOTAL</b>	<b>4280</b>	<b>4575</b>	<b>3515</b>	<b>2883</b>	<b>4021</b>	<b>4189</b>	<b>3978</b>



# North Walsham ATC, A149 Cromer Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southeastbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
19/01/2017					
7-19	3199	498	47	3744	
6-22	3565	528	48	4141	
6-24	3656	530	48	4234	
0-24	3682	548	50	4280	
20/01/2017					
7-19	3428	467	47	3942	
6-22	3828	494	48	4370	
6-24	3981	499	48	4528	
0-24	4016	511	48	4575	
21/01/2017					
7-19	2743	197	13	2953	
6-22	3041	214	16	3271	
6-24	3212	218	16	3446	
0-24	3270	228	17	3515	
22/01/2017					
7-19	2308	136	4	2448	
6-22	2578	150	4	2732	
6-24	2634	152	5	2791	
0-24	2716	162	5	2883	
23/01/2017					
7-19	2996	459	41	3496	
6-22	3355	493	44	3892	
6-24	3433	497	44	3974	
0-24	3466	510	45	4021	
24/01/2017					
7-19	3157	477	48	3682	
6-22	3510	503	51	4064	
6-24	3591	508	51	4150	
0-24	3621	514	54	4189	
25/01/2017					
7-19	3014	433	41	3488	
6-22	3348	460	45	3853	
6-24	3425	463	45	3933	
0-24	3462	470	46	3978	
Average					
7-19	2978	381	34	3393	
6-22	3318	406	37	3760	
6-24	3419	410	37	3865	
0-24	3462	420	38	3920	





# Cromer Road, North Walsham ATC

Site No. 479401

Site Ref. 479401

North Walsham

Vehicle Count Report

Week Begin: 16 March 2019

Channel: Northbound

	Sat Mar 16	Sun Mar 17	Mon Mar 18	Tue Mar 19	Wed Mar 20	Thu Mar 21	Fri Mar 22	5-Day Ave.	7-Day Ave.
00:00	12	25	4	4	5	5	5	5	9
01:00	5	12	3	3	2	3	1	2	4
02:00	3	5	2	5	4	3	4	4	4
03:00	2	9	6	1	1	6	3	3	4
04:00	14	8	22	15	17	15	12	16	15
05:00	22	12	38	23	32	39	37	34	29
06:00	54	28	138	128	130	130	122	130	104
07:00	127	66	346	359	358	342	343	350	277
08:00	232	123	464	493	443	474	460	467	384
09:00	309	207	410	350	330	385	387	372	340
10:00	429	333	339	347	350	351	379	353	361
11:00	374	388	371	349	365	366	378	366	370
12:00	360	376	315	307	332	343	377	335	344
13:00	362	323	288	268	296	311	354	303	315
14:00	270	247	331	321	363	345	417	355	328
15:00	252	232	343	339	316	383	373	351	320
16:00	244	178	306	376	368	288	353	338	302
17:00	205	136	382	385	367	353	319	361	307
18:00	144	103	186	228	208	235	217	215	189
19:00	96	64	130	134	126	156	138	137	121
20:00	64	55	61	72	73	70	88	73	69
21:00	43	25	61	49	52	60	67	58	51
22:00	52	22	28	30	36	43	40	35	36
23:00	33	11	10	13	12	12	19	13	16
<b>Total</b>									
12H(7-19)	3308	2712	4081	4122	4096	4176	4357	4166	3836
16H(6-22)	3565	2884	4471	4505	4477	4592	4772	4563	4181
18H(6-24)	3650	2917	4509	4548	4525	4647	4831	4612	4232
24H(0-24)	3708	2988	4584	4599	4586	4718	4893	4676	4297
<b>AM Peak</b>	10:00 429	11:00 388	08:00 464	08:00 493	08:00 443	08:00 474	08:00 460	08:00 467	08:00 384
<b>PM Peak</b>	13:00 362	12:00 376	17:00 382	17:00 385	16:00 368	15:00 383	14:00 417	17:00 361	12:00 344

Site No. 479401  
 North Walsham  
 Vehicle Count Report

Site Ref. 479401  
 Week Begin: 16 March 2019

Channel: Southbound

	Sat Mar 16	Sun Mar 17	Mon Mar 18	Tue Mar 19	Wed Mar 20	Thu Mar 21	Fri Mar 22	5-Day Ave.	7-Day Ave.
00:00	20	33	8	7	15	5	10	9	14
01:00	4	10	3	3	3	6	7	4	5
02:00	3	4	2	1	4	3	6	3	3
03:00	4	5	2	5	10	3	1	4	4
04:00	4	3	6	7	6	5	4	6	5
05:00	9	5	31	32	41	31	29	33	25
06:00	28	22	93	93	94	103	98	96	76
07:00	80	44	219	280	258	256	219	246	194
08:00	170	65	356	351	370	392	358	365	295
09:00	214	142	335	380	327	381	370	359	307
10:00	235	282	303	322	317	379	349	334	312
11:00	302	348	325	345	347	379	387	357	348
12:00	308	323	356	360	383	394	360	371	355
13:00	425	347	390	359	348	398	382	375	378
14:00	288	320	362	383	405	398	424	394	369
15:00	319	343	390	472	451	470	488	454	419
16:00	381	301	511	525	591	507	534	534	479
17:00	287	160	419	485	490	474	408	455	389
18:00	158	139	211	243	232	253	233	234	210
19:00	163	87	131	188	179	134	181	163	152
20:00	59	67	84	115	107	114	100	104	92
21:00	67	56	81	82	74	110	72	84	77
22:00	93	38	54	38	56	53	61	52	56
23:00	33	14	19	22	29	18	38	25	25
<b>Total</b>									
12H(7-19)	3167	2814	4177	4505	4519	4681	4512	4479	4054
16H(6-22)	3484	3046	4566	4983	4973	5142	4963	4925	4451
18H(6-24)	3610	3098	4639	5043	5058	5213	5062	5003	4532
24H(0-24)	3654	3158	4691	5098	5137	5266	5119	5062	4589
<b>AM Peak</b>	11:00 302	11:00 348	08:00 356	09:00 380	08:00 370	08:00 392	11:00 387	08:00 365	11:00 348
<b>PM Peak</b>	13:00 425	13:00 347	16:00 511	16:00 525	16:00 591	16:00 507	16:00 534	16:00 534	16:00 479

Site No. 479401

Site Ref. 479401

North Walsham

Vehicle Count Report

Week Begin: 16 March 2019

Channel: Total Flow

	Sat Mar 16	Sun Mar 17	Mon Mar 18	Tue Mar 19	Wed Mar 20	Thu Mar 21	Fri Mar 22	5-Day Ave.	7-Day Ave.
00:00	32	58	12	11	20	10	15	14	23
01:00	9	22	6	6	5	9	8	7	9
02:00	6	9	4	6	8	6	10	7	7
03:00	6	14	8	6	11	9	4	8	8
04:00	18	11	28	22	23	20	16	22	20
05:00	31	17	69	55	73	70	66	67	54
06:00	82	50	231	221	224	233	220	226	180
07:00	207	110	565	639	616	598	562	596	471
08:00	402	188	820	844	813	866	818	832	679
09:00	523	349	745	730	657	766	757	731	647
10:00	664	615	642	669	667	730	728	687	674
11:00	676	736	696	694	712	745	765	722	718
12:00	668	699	671	667	715	737	737	705	699
13:00	787	670	678	627	644	709	736	679	693
14:00	558	567	693	704	768	743	841	750	696
15:00	571	575	733	811	767	853	861	805	739
16:00	625	479	817	901	959	795	887	872	780
17:00	492	296	801	870	857	827	727	816	696
18:00	302	242	397	471	440	488	450	449	399
19:00	259	151	261	322	305	290	319	299	272
20:00	123	122	145	187	180	184	188	177	161
21:00	110	81	142	131	126	170	139	142	128
22:00	145	60	82	68	92	96	101	88	92
23:00	66	25	29	35	41	30	57	38	40
<b>Total</b>									
12H(7-19)	6475	5526	8258	8627	8615	8857	8869	8645	7890
16H(6-22)	7049	5930	9037	9488	9450	9734	9735	9489	8632
18H(6-24)	7260	6015	9148	9591	9583	9860	9893	9615	8764
24H(0-24)	7362	6146	9275	9697	9723	9984	10012	9738	8886
<b>AM Peak</b>	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00
	676	736	820	844	813	866	818	832	718
<b>PM Peak</b>	13:00	12:00	16:00	16:00	16:00	15:00	16:00	16:00	16:00
	787	699	817	901	959	853	887	872	780

# Cromer Road, North Walsham ATC

Site No. 479401

Site Ref. 479401

North Walsham

Classification Report

Week Begin: 16 March 2019

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Sat 16 Mar	3708	5	3467	158	76	2
Sun 17 Mar	2988	12	2802	118	55	1
Mon 18 Mar	4584	21	4112	296	152	3
Tue 19 Mar	4599	18	4070	323	185	3
Wed 20 Mar	4586	26	4068	276	212	4
Thu 21 Mar	4718	21	4243	302	151	1
Fri 22 Mar	4893	15	4380	307	188	3
5 Day Ave.	4676	20	4175	301	178	3
7 Day Ave.	4297	17	3877	254	146	2

PCC Traffic Information Consultancy Ltd.

Site No. 479401

Site Ref. 479401

North Walsham

Classification Report

Week Begin: 16 March 2019

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Sat 16 Mar	3654	4	3305	255	85	5
Sun 17 Mar	3158	14	2866	195	75	8
Mon 18 Mar	4691	13	4274	271	129	4
Tue 19 Mar	5098	21	4628	282	163	4
Wed 20 Mar	5137	13	4654	302	159	9
Thu 21 Mar	5266	21	4699	353	180	13
Fri 22 Mar	5119	16	4580	345	171	7
5 Day Ave.	5062	17	4567	311	160	7
7 Day Ave.	4589	15	4144	286	137	7

PCC Traffic Information Consultancy Ltd.



Site No. 479401

Site Ref. 479401

North Walsham

Classification Report

Week Begin: 16 March 2019

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Sat 16 Mar	7362	9	6772	413	161	7
Sun 17 Mar	6146	26	5668	313	130	9
Mon 18 Mar	9275	34	8386	567	281	7
Tue 19 Mar	9697	39	8698	605	348	7
Wed 20 Mar	9723	39	8722	578	371	13
Thu 21 Mar	9984	42	8942	655	331	14
Fri 22 Mar	10012	31	8960	652	359	10
5 Day Ave.	9738	37	8742	611	338	10
7 Day Ave.	8886	31	8021	540	283	10

PCC Traffic Information Consultancy Ltd.



# Cromer Road, North Walsham ATC

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

Week Begin: 16 March 2019

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Sat 16 Mar	3708	36	31	6	0	8	24	116	464	967	1455	505	125	31	8	2	3
Sun 17 Mar	2988	37	30	6	0	11	27	109	461	664	1127	421	111	37	14	5	1
Mon 18 Mar	4584	35	29	5	0	9	50	233	687	1371	1637	463	102	23	9	0	0
Tue 19 Mar	4599	35	29	6	0	28	62	284	786	1291	1556	459	109	15	9	0	0
Wed 20 Mar	4586	35	29	6	0	17	57	242	690	1335	1590	508	112	22	11	2	0
Thu 21 Mar	4718	35	29	6	0	23	51	285	718	1305	1694	516	91	20	11	2	2
Fri 22 Mar	4893	35	29	6	0	25	66	301	744	1480	1671	477	89	30	7	1	2
5 Day Ave.	4676	35	29	6	0	20	57	269	725	1356	1630	485	101	22	9	1	1
7 Day Ave.	4297	35	30	6	0	17	48	224	650	1202	1533	478	106	25	10	2	1

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

Week Begin: 16 March 2019

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Sat 16 Mar	3654	34	29	5	0	0	12	86	562	1539	1127	251	62	11	4	0	0
Sun 17 Mar	3158	34	29	5	0	5	9	93	457	1304	943	263	60	16	2	6	0
Mon 18 Mar	4691	33	28	5	0	4	20	158	862	2153	1180	253	42	12	4	3	0
Tue 19 Mar	5098	33	28	5	0	4	17	220	1019	2336	1198	243	50	7	2	2	0
Wed 20 Mar	5137	33	28	5	0	4	15	175	1026	2387	1195	264	52	11	6	2	0
Thu 21 Mar	5266	33	28	5	0	5	38	235	1078	2488	1148	218	39	6	7	2	2
Fri 22 Mar	5119	33	28	5	0	5	27	218	1185	2284	1102	233	43	16	3	0	3
5 Day Ave.	5062	33	28	5	0	4	23	201	1034	2330	1165	242	45	10	4	2	1
7 Day Ave.	4589	33	28	5	0	4	20	169	884	2070	1128	246	50	11	4	2	1

PCC Traffic Information Consultancy Ltd.

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

Week Begin: 16 March 2019

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Sat 16 Mar	7362	35	30	5	0	8	36	202	1026	2506	2582	756	187	42	12	2	3
Sun 17 Mar	6146	35	30	5	0	16	36	202	918	1968	2070	684	171	53	16	11	1
Mon 18 Mar	9275	34	29	5	0	13	70	391	1549	3524	2817	716	144	35	13	3	0
Tue 19 Mar	9697	34	28	6	0	32	79	504	1805	3627	2754	702	159	22	11	2	0
Wed 20 Mar	9723	34	29	6	0	21	72	417	1716	3722	2785	772	164	33	17	4	0
Thu 21 Mar	9984	34	28	6	0	28	89	520	1796	3793	2842	734	130	26	18	4	4
Fri 22 Mar	10012	34	28	6	0	30	93	519	1929	3764	2773	710	132	46	10	1	5
5 Day Ave.	9738	34	28	6	0	25	81	470	1759	3686	2794	727	146	32	14	3	2
7 Day Ave.	8886	34	29	5	0	21	68	394	1534	3272	2660	725	155	37	14	4	2

PCC Traffic Information Consultancy Ltd.



# Cromer Road, North Walsham ATC

Site No. 479401

Site Ref. 479401

North Walsham

Classification Report

16 Mar 2019

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	12	0	12	0	0	0
01:00	5	0	3	2	0	0
02:00	3	0	3	0	0	0
03:00	2	0	2	0	0	0
04:00	14	0	12	1	1	0
05:00	22	0	22	0	0	0
06:00	54	1	50	1	2	0
07:00	127	1	120	4	2	0
08:00	232	1	211	13	6	1
09:00	309	0	283	18	8	0
10:00	429	0	400	18	11	0
11:00	374	0	346	19	8	1
12:00	360	0	334	12	14	0
13:00	362	0	331	23	8	0
14:00	270	0	258	6	6	0
15:00	252	1	237	10	4	0
16:00	244	0	235	7	2	0
17:00	205	0	197	6	2	0
18:00	144	0	138	6	0	0
19:00	96	0	91	3	2	0
20:00	64	0	61	3	0	0
21:00	43	0	42	1	0	0
22:00	52	1	48	3	0	0
23:00	33	0	31	2	0	0
<b>Total</b>						
12H(7-19)	3308	3	3090	142	71	2
16H(6-22)	3565	4	3334	150	75	2
18H(6-24)	3650	5	3413	155	75	2
24H(0-24)	3708	5	3467	158	76	2
<b>AM Peak</b>	10:00 429	08:00 1	10:00 400	11:00 19	10:00 11	11:00 1
<b>PM Peak</b>	13:00 362	22:00 1	12:00 334	13:00 23	12:00 14	23:00 0

Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 16 Mar 2019

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	20	0	18	1	1	0
01:00	4	0	4	0	0	0
02:00	3	0	3	0	0	0
03:00	4	0	4	0	0	0
04:00	4	0	4	0	0	0
05:00	9	0	8	1	0	0
06:00	28	0	25	2	1	0
07:00	80	0	73	5	2	0
08:00	170	0	154	11	5	0
09:00	214	1	193	15	5	0
10:00	235	1	212	17	5	0
11:00	302	0	273	21	7	1
12:00	308	0	279	21	7	1
13:00	425	0	385	28	11	1
14:00	288	0	260	20	7	1
15:00	319	0	288	22	8	1
16:00	381	1	344	26	10	0
17:00	287	1	259	20	7	0
18:00	158	0	143	10	5	0
19:00	163	0	148	12	3	0
20:00	59	0	53	6	0	0
21:00	67	0	61	6	0	0
22:00	93	0	84	8	1	0
23:00	33	0	30	3	0	0
<b>Total</b>						
<b>12H(7-19)</b>	3167	4	2863	216	79	5
<b>16H(6-22)</b>	3484	4	3150	242	83	5
<b>18H(6-24)</b>	3610	4	3264	253	84	5
<b>24H(0-24)</b>	3654	4	3305	255	85	5
<b>AM Peak</b>	11:00 302	10:00 1	11:00 273	11:00 21	11:00 7	11:00 1
<b>PM Peak</b>	13:00 425	17:00 1	13:00 385	13:00 28	13:00 11	15:00 1

Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 16 Mar 2019

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	32	0	30	1	1	0
01:00	9	0	7	2	0	0
02:00	6	0	6	0	0	0
03:00	6	0	6	0	0	0
04:00	18	0	16	1	1	0
05:00	31	0	30	1	0	0
06:00	82	1	75	3	3	0
07:00	207	1	193	9	4	0
08:00	402	1	365	24	11	1
09:00	523	1	476	33	13	0
10:00	664	1	612	35	16	0
11:00	676	0	619	40	15	2
12:00	668	0	613	33	21	1
13:00	787	0	716	51	19	1
14:00	558	0	518	26	13	1
15:00	571	1	525	32	12	1
16:00	625	1	579	33	12	0
17:00	492	1	456	26	9	0
18:00	302	0	281	16	5	0
19:00	259	0	239	15	5	0
20:00	123	0	114	9	0	0
21:00	110	0	103	7	0	0
22:00	145	1	132	11	1	0
23:00	66	0	61	5	0	0
<b>Total</b>						
12H(7-19)	6475	7	5953	358	150	7
16H(6-22)	7049	8	6484	392	158	7
18H(6-24)	7260	9	6677	408	159	7
24H(0-24)	7362	9	6772	413	161	7
<b>AM Peak</b>	11:00 676	10:00 1	11:00 619	11:00 40	10:00 16	11:00 2
<b>PM Peak</b>	13:00 787	22:00 1	13:00 716	13:00 51	12:00 21	15:00 1



# Cromer Road, North Walsham ATC

Site No. 479401

Site Ref. 479401

North Walsham

Classification Report

17 Mar 2019

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	25	0	24	1	0	0
01:00	12	0	11	1	0	0
02:00	5	0	5	0	0	0
03:00	9	0	9	0	0	0
04:00	8	0	8	0	0	0
05:00	12	0	12	0	0	0
06:00	28	0	25	2	1	0
07:00	66	1	60	5	0	0
08:00	123	1	111	6	4	1
09:00	207	2	198	5	2	0
10:00	333	4	301	17	11	0
11:00	388	1	360	18	9	0
12:00	376	1	349	14	12	0
13:00	323	0	307	10	6	0
14:00	247	0	234	9	4	0
15:00	232	1	218	10	3	0
16:00	178	1	172	2	3	0
17:00	136	0	130	6	0	0
18:00	103	0	100	3	0	0
19:00	64	0	61	3	0	0
20:00	55	0	50	5	0	0
21:00	25	0	25	0	0	0
22:00	22	0	22	0	0	0
23:00	11	0	10	1	0	0
<b>Total</b>						
12H(7-19)	2712	12	2540	105	54	1
16H(6-22)	2884	12	2701	115	55	1
18H(6-24)	2917	12	2733	116	55	1
24H(0-24)	2988	12	2802	118	55	1
<b>AM Peak</b>	11:00	10:00	11:00	11:00	10:00	08:00
	388	4	360	18	11	1
<b>PM Peak</b>	12:00	16:00	12:00	12:00	12:00	23:00
	376	1	349	14	12	0



Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 17 Mar 2019

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	33	0	30	2	1	0
01:00	10	0	9	1	0	0
02:00	4	0	4	0	0	0
03:00	5	0	5	0	0	0
04:00	3	0	3	0	0	0
05:00	5	0	5	0	0	0
06:00	22	0	20	1	1	0
07:00	44	0	40	3	1	0
08:00	65	0	59	4	2	0
09:00	142	0	130	8	3	1
10:00	282	2	255	17	7	1
11:00	348	3	314	21	9	1
12:00	323	0	294	20	8	1
13:00	347	3	313	21	9	1
14:00	320	1	290	20	8	1
15:00	343	2	311	21	8	1
16:00	301	3	272	17	8	1
17:00	160	0	146	9	5	0
18:00	139	0	127	8	4	0
19:00	87	0	79	7	1	0
20:00	67	0	61	6	0	0
21:00	56	0	51	5	0	0
22:00	38	0	35	3	0	0
23:00	14	0	13	1	0	0
<b>Total</b>						
12H(7-19)	2814	14	2551	169	72	8
16H(6-22)	3046	14	2762	188	74	8
18H(6-24)	3098	14	2810	192	74	8
24H(0-24)	3158	14	2866	195	75	8
<b>AM Peak</b>	11:00 348	11:00 3	11:00 314	11:00 21	11:00 9	11:00 1
<b>PM Peak</b>	13:00 347	16:00 3	13:00 313	15:00 21	13:00 9	16:00 1

Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 17 Mar 2019

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	58	0	54	3	1	0
01:00	22	0	20	2	0	0
02:00	9	0	9	0	0	0
03:00	14	0	14	0	0	0
04:00	11	0	11	0	0	0
05:00	17	0	17	0	0	0
06:00	50	0	45	3	2	0
07:00	110	1	100	8	1	0
08:00	188	1	170	10	6	1
09:00	349	2	328	13	5	1
10:00	615	6	556	34	18	1
11:00	736	4	674	39	18	1
12:00	699	1	643	34	20	1
13:00	670	3	620	31	15	1
14:00	567	1	524	29	12	1
15:00	575	3	529	31	11	1
16:00	479	4	444	19	11	1
17:00	296	0	276	15	5	0
18:00	242	0	227	11	4	0
19:00	151	0	140	10	1	0
20:00	122	0	111	11	0	0
21:00	81	0	76	5	0	0
22:00	60	0	57	3	0	0
23:00	25	0	23	2	0	0
<b>Total</b>						
12H(7-19)	5526	26	5091	274	126	9
16H(6-22)	5930	26	5463	303	129	9
18H(6-24)	6015	26	5543	308	129	9
24H(0-24)	6146	26	5668	313	130	9
<b>AM Peak</b>	11:00	10:00	11:00	11:00	11:00	11:00
	736	6	674	39	18	1
<b>PM Peak</b>	12:00	16:00	12:00	12:00	12:00	16:00
	699	4	643	34	20	1



# Cromer Road, North Walsham ATC

Site No. 479401

Site Ref. 479401

North Walsham

Classification Report

19 Mar 2019

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	4	0	4	0	0	0
01:00	3	0	2	1	0	0
02:00	5	0	5	0	0	0
03:00	1	0	1	0	0	0
04:00	15	0	15	0	0	0
05:00	23	1	22	0	0	0
06:00	128	2	116	6	4	0
07:00	359	2	321	24	12	0
08:00	493	0	422	42	28	1
09:00	350	0	311	20	19	0
10:00	347	0	309	23	15	0
11:00	349	1	292	29	26	1
12:00	307	0	284	14	9	0
13:00	268	3	234	22	9	0
14:00	321	2	277	25	17	0
15:00	339	2	300	21	16	0
16:00	376	1	328	28	18	1
17:00	385	3	346	29	7	0
18:00	228	1	211	13	3	0
19:00	134	0	118	15	1	0
20:00	72	0	69	3	0	0
21:00	49	0	45	4	0	0
22:00	30	0	27	3	0	0
23:00	13	0	11	1	1	0
<b>Total</b>						
12H(7-19)	4122	15	3635	290	179	3
16H(6-22)	4505	17	3983	318	184	3
18H(6-24)	4548	17	4021	322	185	3
24H(0-24)	4599	18	4070	323	185	3
<b>AM Peak</b>	08:00	07:00	08:00	08:00	08:00	11:00
	493	2	422	42	28	1
<b>PM Peak</b>	17:00	17:00	17:00	17:00	16:00	16:00
	385	3	346	29	18	1

Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 19 Mar 2019

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	7	0	0	0
01:00	3	0	3	0	0	0
02:00	1	0	1	0	0	0
03:00	5	0	5	0	0	0
04:00	7	0	7	0	0	0
05:00	32	0	29	2	1	0
06:00	93	0	85	5	3	0
07:00	280	3	253	15	9	0
08:00	351	2	318	19	12	0
09:00	380	2	343	21	13	1
10:00	322	3	291	17	11	0
11:00	345	1	312	19	12	1
12:00	360	1	327	20	12	0
13:00	359	1	327	19	12	0
14:00	383	1	347	21	13	1
15:00	472	1	429	26	16	0
16:00	525	2	476	28	18	1
17:00	485	2	441	26	16	0
18:00	243	1	221	13	8	0
19:00	188	1	171	12	4	0
20:00	115	0	105	8	2	0
21:00	82	0	75	6	1	0
22:00	38	0	35	3	0	0
23:00	22	0	20	2	0	0
<b>Total</b>						
12H(7-19)	4505	20	4085	244	152	4
16H(6-22)	4983	21	4521	275	162	4
18H(6-24)	5043	21	4576	280	162	4
24H(0-24)	5098	21	4628	282	163	4
<b>AM Peak</b>	09:00 380	10:00 3	09:00 343	09:00 21	09:00 13	11:00 1
<b>PM Peak</b>	16:00 525	17:00 2	16:00 476	16:00 28	16:00 18	16:00 1

Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 19 Mar 2019

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	11	0	11	0	0	0
01:00	6	0	5	1	0	0
02:00	6	0	6	0	0	0
03:00	6	0	6	0	0	0
04:00	22	0	22	0	0	0
05:00	55	1	51	2	1	0
06:00	221	2	201	11	7	0
07:00	639	5	574	39	21	0
08:00	844	2	740	61	40	1
09:00	730	2	654	41	32	1
10:00	669	3	600	40	26	0
11:00	694	2	604	48	38	2
12:00	667	1	611	34	21	0
13:00	627	4	561	41	21	0
14:00	704	3	624	46	30	1
15:00	811	3	729	47	32	0
16:00	901	3	804	56	36	2
17:00	870	5	787	55	23	0
18:00	471	2	432	26	11	0
19:00	322	1	289	27	5	0
20:00	187	0	174	11	2	0
21:00	131	0	120	10	1	0
22:00	68	0	62	6	0	0
23:00	35	0	31	3	1	0
<b>Total</b>						
12H(7-19)	8627	35	7720	534	331	7
16H(6-22)	9488	38	8504	593	346	7
18H(6-24)	9591	38	8597	602	347	7
24H(0-24)	9697	39	8698	605	348	7
<b>AM Peak</b>	08:00 844	07:00 5	08:00 740	08:00 61	08:00 40	11:00 2
<b>PM Peak</b>	16:00 901	17:00 5	16:00 804	16:00 56	16:00 36	16:00 2



# Cromer Road, North Walsham ATC

Site No. 479401

Site Ref. 479401

North Walsham

Classification Report

20 Mar 2019

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	5	0	0	0
01:00	2	0	2	0	0	0
02:00	4	0	3	0	1	0
03:00	1	0	1	0	0	0
04:00	17	1	15	0	1	0
05:00	32	0	29	1	2	0
06:00	130	3	112	11	3	1
07:00	358	0	314	26	18	0
08:00	443	0	382	36	25	0
09:00	330	1	289	19	21	0
10:00	350	3	310	15	22	0
11:00	365	3	325	18	19	0
12:00	332	3	293	23	13	0
13:00	296	3	263	20	9	1
14:00	363	2	317	27	16	1
15:00	316	2	280	19	15	0
16:00	368	3	329	19	17	0
17:00	367	1	321	25	19	1
18:00	208	0	195	6	7	0
19:00	126	1	117	5	3	0
20:00	73	0	67	5	1	0
21:00	52	0	52	0	0	0
22:00	36	0	35	1	0	0
23:00	12	0	12	0	0	0
<b>Total</b>						
12H(7-19)	4096	21	3618	253	201	3
16H(6-22)	4477	25	3966	274	208	4
18H(6-24)	4525	25	4013	275	208	4
24H(0-24)	4586	26	4068	276	212	4
<b>AM Peak</b>	08:00	11:00	08:00	08:00	08:00	06:00
	443	3	382	36	25	1
<b>PM Peak</b>	16:00	16:00	16:00	14:00	17:00	17:00
	368	3	329	27	19	1

Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 20 Mar 2019

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	15	0	14	1	0	0
01:00	3	0	3	0	0	0
02:00	4	0	4	0	0	0
03:00	10	0	9	1	0	0
04:00	6	0	6	0	0	0
05:00	41	0	38	2	1	0
06:00	94	0	86	5	3	0
07:00	258	1	233	15	8	1
08:00	370	0	335	21	13	1
09:00	327	1	296	18	11	1
10:00	317	1	288	17	11	0
11:00	347	1	313	20	12	1
12:00	383	0	347	22	13	1
13:00	348	0	316	20	12	0
14:00	405	1	366	23	14	1
15:00	451	1	408	26	15	1
16:00	591	2	534	34	20	1
17:00	490	3	442	28	16	1
18:00	232	1	211	15	5	0
19:00	179	1	162	12	4	0
20:00	107	0	98	8	1	0
21:00	74	0	68	6	0	0
22:00	56	0	51	5	0	0
23:00	29	0	26	3	0	0
<b>Total</b>						
12H(7-19)	4519	12	4089	259	150	9
16H(6-22)	4973	13	4503	290	158	9
18H(6-24)	5058	13	4580	298	158	9
24H(0-24)	5137	13	4654	302	159	9
<b>AM Peak</b>	08:00	11:00	08:00	08:00	08:00	11:00
	370	1	335	21	13	1
<b>PM Peak</b>	16:00	17:00	16:00	16:00	16:00	17:00
	591	3	534	34	20	1

Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 20 Mar 2019

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	20	0	19	1	0	0
01:00	5	0	5	0	0	0
02:00	8	0	7	0	1	0
03:00	11	0	10	1	0	0
04:00	23	1	21	0	1	0
05:00	73	0	67	3	3	0
06:00	224	3	198	16	6	1
07:00	616	1	547	41	26	1
08:00	813	0	717	57	38	1
09:00	657	2	585	37	32	1
10:00	667	4	598	32	33	0
11:00	712	4	638	38	31	1
12:00	715	3	640	45	26	1
13:00	644	3	579	40	21	1
14:00	768	3	683	50	30	2
15:00	767	3	688	45	30	1
16:00	959	5	863	53	37	1
17:00	857	4	763	53	35	2
18:00	440	1	406	21	12	0
19:00	305	2	279	17	7	0
20:00	180	0	165	13	2	0
21:00	126	0	120	6	0	0
22:00	92	0	86	6	0	0
23:00	41	0	38	3	0	0
<b>Total</b>						
12H(7-19)	8615	33	7707	512	351	12
16H(6-22)	9450	38	8469	564	366	13
18H(6-24)	9583	38	8593	573	366	13
24H(0-24)	9723	39	8722	578	371	13
<b>AM Peak</b>	08:00	11:00	08:00	08:00	08:00	11:00
	813	4	717	57	38	1
<b>PM Peak</b>	16:00	16:00	16:00	17:00	16:00	17:00
	959	5	863	53	37	2





# Cromer Road, North Walsham ATC

Site No. 479401

Site Ref. 479401

North Walsham

Classification Report

21 Mar 2019

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	5	0	0	0
01:00	3	0	2	0	1	0
02:00	3	0	3	0	0	0
03:00	6	0	5	0	1	0
04:00	15	0	14	1	0	0
05:00	39	3	34	2	0	0
06:00	130	1	116	7	6	0
07:00	342	1	302	28	11	0
08:00	474	2	422	23	27	0
09:00	385	0	350	25	9	1
10:00	351	1	319	27	4	0
11:00	366	2	331	21	12	0
12:00	343	1	313	19	10	0
13:00	311	3	273	24	11	0
14:00	345	2	309	24	10	0
15:00	383	1	333	26	23	0
16:00	288	1	265	18	4	0
17:00	353	1	314	27	11	0
18:00	235	1	207	17	10	0
19:00	156	1	149	5	1	0
20:00	70	0	66	4	0	0
21:00	60	0	58	2	0	0
22:00	43	0	41	2	0	0
23:00	12	0	12	0	0	0
<b>Total</b>						
12H(7-19)	4176	16	3738	279	142	1
16H(6-22)	4592	18	4127	297	149	1
18H(6-24)	4647	18	4180	299	149	1
24H(0-24)	4718	21	4243	302	151	1
<b>AM Peak</b>	08:00 474	05:00 3	08:00 422	07:00 28	08:00 27	09:00 1
<b>PM Peak</b>	15:00 383	13:00 3	15:00 333	17:00 27	15:00 23	23:00 0

Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 21 Mar 2019

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	5	0	0	0
01:00	6	0	6	0	0	0
02:00	3	0	3	0	0	0
03:00	3	0	3	0	0	0
04:00	5	0	5	0	0	0
05:00	31	0	28	2	1	0
06:00	103	0	92	7	4	0
07:00	256	3	228	16	9	0
08:00	392	0	345	25	20	2
09:00	381	3	334	24	20	0
10:00	379	0	342	26	9	2
11:00	379	2	341	24	12	0
12:00	394	1	348	27	16	2
13:00	398	0	354	28	16	0
14:00	398	2	358	30	6	2
15:00	470	3	422	30	14	1
16:00	507	2	452	32	19	2
17:00	474	3	421	30	18	2
18:00	253	2	226	16	9	0
19:00	134	0	120	11	3	0
20:00	114	0	103	9	2	0
21:00	110	0	99	9	2	0
22:00	53	0	48	5	0	0
23:00	18	0	16	2	0	0
<b>Total</b>						
12H(7-19)	4681	21	4171	308	168	13
16H(6-22)	5142	21	4585	344	179	13
18H(6-24)	5213	21	4649	351	179	13
24H(0-24)	5266	21	4699	353	180	13
<b>AM Peak</b>	08:00 392	09:00 3	08:00 345	10:00 26	09:00 20	10:00 2
<b>PM Peak</b>	16:00 507	17:00 3	16:00 452	16:00 32	16:00 19	17:00 2

Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 21 Mar 2019

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	10	0	10	0	0	0
01:00	9	0	8	0	1	0
02:00	6	0	6	0	0	0
03:00	9	0	8	0	1	0
04:00	20	0	19	1	0	0
05:00	70	3	62	4	1	0
06:00	233	1	208	14	10	0
07:00	598	4	530	44	20	0
08:00	866	2	767	48	47	2
09:00	766	3	684	49	29	1
10:00	730	1	661	53	13	2
11:00	745	4	672	45	24	0
12:00	737	2	661	46	26	2
13:00	709	3	627	52	27	0
14:00	743	4	667	54	16	2
15:00	853	4	755	56	37	1
16:00	795	3	717	50	23	2
17:00	827	4	735	57	29	2
18:00	488	3	433	33	19	0
19:00	290	1	269	16	4	0
20:00	184	0	169	13	2	0
21:00	170	0	157	11	2	0
22:00	96	0	89	7	0	0
23:00	30	0	28	2	0	0
<b>Total</b>						
12H(7-19)	8857	37	7909	587	310	14
16H(6-22)	9734	39	8712	641	328	14
18H(6-24)	9860	39	8829	650	328	14
24H(0-24)	9984	42	8942	655	331	14
<b>AM Peak</b>	08:00	11:00	08:00	10:00	08:00	10:00
	866	4	767	53	47	2
<b>PM Peak</b>	15:00	17:00	15:00	17:00	15:00	17:00
	853	4	755	57	37	2



# Cromer Road, North Walsham ATC

Site No. 479401

Site Ref. 479401

North Walsham

Classification Report

22 Mar 2019

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	4	1	0	0
01:00	1	0	1	0	0	0
02:00	4	0	4	0	0	0
03:00	3	0	2	0	1	0
04:00	12	0	10	1	1	0
05:00	37	0	36	1	0	0
06:00	122	2	112	8	0	0
07:00	343	2	300	24	15	2
08:00	460	0	401	29	30	0
09:00	387	0	344	27	16	0
10:00	379	1	330	24	23	1
11:00	378	0	337	26	15	0
12:00	377	0	334	24	19	0
13:00	354	2	317	23	12	0
14:00	417	0	375	18	24	0
15:00	373	2	335	24	12	0
16:00	353	3	317	23	10	0
17:00	319	2	294	17	6	0
18:00	217	0	196	19	2	0
19:00	138	0	130	7	1	0
20:00	88	0	81	7	0	0
21:00	67	0	64	2	1	0
22:00	40	1	37	2	0	0
23:00	19	0	19	0	0	0
<b>Total</b>						
12H(7-19)	4357	12	3880	278	184	3
16H(6-22)	4772	14	4267	302	186	3
18H(6-24)	4831	15	4323	304	186	3
24H(0-24)	4893	15	4380	307	188	3
<b>AM Peak</b>	08:00	07:00	08:00	08:00	08:00	07:00
	460	2	401	29	30	2
<b>PM Peak</b>	14:00	16:00	14:00	15:00	14:00	23:00
	417	3	375	24	24	0

Site No. 479401  
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Site Ref. 479401  
 22 Mar 2019

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	10	0	9	1	0	0
01:00	7	0	7	0	0	0
02:00	6	0	6	0	0	0
03:00	1	0	1	0	0	0
04:00	4	0	4	0	0	0
05:00	29	0	26	2	1	0
06:00	98	0	88	6	4	0
07:00	219	2	195	13	9	0
08:00	358	0	316	22	20	0
09:00	370	1	331	25	11	2
10:00	349	2	309	21	17	0
11:00	387	2	341	27	16	1
12:00	360	1	325	22	12	0
13:00	382	1	342	28	10	1
14:00	424	1	379	30	13	1
15:00	488	1	439	34	13	1
16:00	534	2	478	32	22	0
17:00	408	1	368	32	6	1
18:00	233	1	209	15	8	0
19:00	181	1	162	12	6	0
20:00	100	0	90	8	2	0
21:00	72	0	65	6	1	0
22:00	61	0	55	6	0	0
23:00	38	0	35	3	0	0
<b>Total</b>						
12H(7-19)	4512	15	4032	301	157	7
16H(6-22)	4963	16	4437	333	170	7
18H(6-24)	5062	16	4527	342	170	7
24H(0-24)	5119	16	4580	345	171	7
<b>AM Peak</b>	11:00 387	11:00 2	11:00 341	11:00 27	08:00 20	09:00 2
<b>PM Peak</b>	16:00 534	16:00 2	16:00 478	15:00 34	16:00 22	17:00 1

Site No. 479401  
 North Walsham  
 Classification Report

Site Ref. 479401  
 22 Mar 2019

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	15	0	13	2	0	0
01:00	8	0	8	0	0	0
02:00	10	0	10	0	0	0
03:00	4	0	3	0	1	0
04:00	16	0	14	1	1	0
05:00	66	0	62	3	1	0
06:00	220	2	200	14	4	0
07:00	562	4	495	37	24	2
08:00	818	0	717	51	50	0
09:00	757	1	675	52	27	2
10:00	728	3	639	45	40	1
11:00	765	2	678	53	31	1
12:00	737	1	659	46	31	0
13:00	736	3	659	51	22	1
14:00	841	1	754	48	37	1
15:00	861	3	774	58	25	1
16:00	887	5	795	55	32	0
17:00	727	3	662	49	12	1
18:00	450	1	405	34	10	0
19:00	319	1	292	19	7	0
20:00	188	0	171	15	2	0
21:00	139	0	129	8	2	0
22:00	101	1	92	8	0	0
23:00	57	0	54	3	0	0
<b>Total</b>						
12H(7-19)	8869	27	7912	579	341	10
16H(6-22)	9735	30	8704	635	356	10
18H(6-24)	9893	31	8850	646	356	10
24H(0-24)	10012	31	8960	652	359	10
<b>AM Peak</b>	08:00	07:00	08:00	11:00	08:00	09:00
	818	4	717	53	50	2
<b>PM Peak</b>	16:00	16:00	16:00	15:00	14:00	17:00
	887	5	795	58	37	1

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	12	36	30	5	0	0	0	0	3	3	3	2	1	0	0	0	0
01:00	5		35		0	0	0	0	0	2	1	1	0	0	1	0	0
02:00	3		39		0	0	0	0	0	0	0	2	1	0	0	0	0
03:00	2		33		0	0	0	0	0	0	2	0	0	0	0	0	0
04:00	14	43	38	5	0	0	0	0	0	1	4	4	3	2	0	0	0
05:00	22	40	32	8	0	0	1	1	2	4	6	4	3	1	0	0	0
06:00	54	40	35	5	0	0	0	2	2	4	21	18	5	1	0	0	1
07:00	127	40	34	7	0	0	1	0	11	18	50	26	18	2	0	1	0
08:00	232	38	31	7	0	1	2	15	26	46	81	48	12	0	1	0	0
09:00	309	35	30	5	0	0	2	16	40	87	118	38	5	2	1	0	0
10:00	429	34	29	5	0	1	0	13	68	144	166	27	9	1	0	0	0
11:00	374	35	30	5	0	2	7	17	32	115	160	37	3	1	0	0	0
12:00	360	35	30	5	0	1	0	12	49	110	151	35	2	0	0	0	0
13:00	362	35	30	5	0	2	2	9	43	116	148	35	7	0	0	0	0
14:00	270	36	30	5	0	1	5	4	26	84	104	36	3	6	1	0	0
15:00	252	35	30	5	0	0	4	6	41	45	117	30	6	3	0	0	0
16:00	244	37	32	5	0	0	0	3	31	38	118	45	7	1	1	0	0
17:00	205	37	31	6	0	0	0	9	24	59	67	36	7	2	1	0	0
18:00	144	36	30	6	0	0	0	0	30	36	52	18	6	2	0	0	0
19:00	96	40	33	7	0	0	0	2	11	24	22	24	10	2	0	1	0
20:00	64	39	32	7	0	0	0	2	10	11	20	15	5	0	0	0	1
21:00	43	40	34	6	0	0	0	2	4	6	14	10	4	2	0	0	1
22:00	52	40	33	7	0	0	0	2	8	7	16	10	4	3	2	0	0
23:00	33	38	32	6	0	0	0	1	3	7	14	4	4	0	0	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	3308	35	30	5	0	8	23	104	421	898	1332	411	85	20	5	1	0
<b>16H(6-22)</b>	3565	36	30	6	0	8	23	112	448	943	1409	478	109	25	5	2	3
<b>18H(6-24)</b>	3650	36	30	6	0	8	23	115	459	957	1439	492	117	28	7	2	3
<b>24H(0-24)</b>	3708	36	31	6	0	8	24	116	464	967	1455	505	125	31	8	2	3
<b>AM Peak</b>	10:00	04:00	02:00	05:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	08:00	07:00	09:00	09:00	07:00	06:00
	429	43	39	8	0	2	7	17	68	144	166	48	18	2	1	1	1
<b>PM Peak</b>	13:00	22:00	21:00	22:00	23:00	13:00	14:00	12:00	12:00	13:00	12:00	16:00	19:00	14:00	22:00	19:00	21:00
	362	40	34	7	0	2	5	12	49	116	151	45	10	6	2	1	1

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

16 Mar 2019

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	20	44	36	8	0	0	0	1	2	2	4	4	4	3	0	0	0
01:00	4		33		0	0	0	0	1	1	1	0	0	1	0	0	0
02:00	3		29		0	0	0	0	1	0	2	0	0	0	0	0	0
03:00	4		28		0	0	0	1	1	0	1	1	0	0	0	0	0
04:00	4		33		0	0	0	0	1	1	0	1	1	0	0	0	0
05:00	9		37		0	0	0	0	1	0	2	3	2	1	0	0	0
06:00	28	39	32	6	0	0	0	0	3	9	8	4	3	0	1	0	0
07:00	80	39	31	8	0	0	1	5	7	22	25	9	10	0	1	0	0
08:00	170	34	29	5	0	0	0	8	15	66	66	13	2	0	0	0	0
09:00	214	34	29	5	0	0	1	8	40	73	79	8	4	1	0	0	0
10:00	235	33	28	5	0	0	3	4	60	101	58	8	0	0	1	0	0
11:00	302	33	28	5	0	0	0	8	84	113	84	11	2	0	0	0	0
12:00	308	34	29	5	0	0	2	8	52	100	122	23	1	0	0	0	0
13:00	425	33	29	5	0	0	1	5	52	234	113	18	2	0	0	0	0
14:00	288	33	28	5	0	0	0	7	51	126	91	12	1	0	0	0	0
15:00	319	34	29	5	0	0	0	9	49	148	87	20	5	1	0	0	0
16:00	381	34	29	5	0	0	2	5	41	195	109	25	3	1	0	0	0
17:00	287	33	28	5	0	0	1	5	47	136	82	15	1	0	0	0	0
18:00	158	35	30	5	0	0	0	4	23	52	54	21	3	0	1	0	0
19:00	163	35	30	5	0	0	0	3	8	88	40	20	2	2	0	0	0
20:00	59	36	30	6	0	0	1	2	7	18	19	8	4	0	0	0	0
21:00	67	36	31	4	0	0	0	3	3	18	31	6	6	0	0	0	0
22:00	93	36	31	5	0	0	0	0	8	30	38	13	4	0	0	0	0
23:00	33	38	32	6	0	0	0	0	5	6	11	8	2	1	0	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	3167	34	29	5	0	0	11	76	521	1366	970	183	34	3	3	0	0
<b>16H(6-22)</b>	3484	34	29	5	0	0	12	84	542	1499	1068	221	49	5	4	0	0
<b>18H(6-24)</b>	3610	34	29	5	0	0	12	84	555	1535	1117	242	55	6	4	0	0
<b>24H(0-24)</b>	3654	34	29	5	0	0	12	86	562	1539	1127	251	62	11	4	0	0
<b>AM Peak</b>	11:00 302	00:00 44	05:00 37	00:00 8	11:00 0	11:00 0	10:00 3	11:00 8	11:00 84	11:00 113	11:00 84	08:00 13	07:00 10	00:00 3	10:00 1	11:00 0	11:00 0
<b>PM Peak</b>	13:00 425	23:00 38	23:00 32	20:00 6	23:00 0	23:00 0	16:00 2	15:00 9	13:00 52	13:00 234	12:00 122	16:00 25	21:00 6	19:00 2	18:00 1	23:00 0	23:00 0



Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

16 Mar 2019

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	32	42	34	9	0	0	0	1	5	5	7	6	5	3	0	0	0
01:00	9		34		0	0	0	0	1	3	2	1	0	1	1	0	0
02:00	6		34		0	0	0	0	1	0	2	2	1	0	0	0	0
03:00	6		29		0	0	0	1	1	0	3	1	0	0	0	0	0
04:00	18	43	37	6	0	0	0	0	1	2	4	5	4	2	0	0	0
05:00	31	41	33	8	0	0	1	1	3	4	8	7	5	2	0	0	0
06:00	82	40	34	6	0	0	0	2	5	13	29	22	8	1	1	0	1
07:00	207	40	33	7	0	0	2	5	18	40	75	35	28	2	1	1	0
08:00	402	36	30	6	0	1	2	23	41	112	147	61	14	0	1	0	0
09:00	523	35	29	5	0	0	3	24	80	160	197	46	9	3	1	0	0
10:00	664	34	29	5	0	1	3	17	128	245	224	35	9	1	1	0	0
11:00	676	34	29	5	0	2	7	25	116	228	244	48	5	1	0	0	0
12:00	668	34	29	5	0	1	2	20	101	210	273	58	3	0	0	0	0
13:00	787	34	29	5	0	2	3	14	95	350	261	53	9	0	0	0	0
14:00	558	34	29	5	0	1	5	11	77	210	195	48	4	6	1	0	0
15:00	571	35	29	5	0	0	4	15	90	193	204	50	11	4	0	0	0
16:00	625	35	30	5	0	0	2	8	72	233	227	70	10	2	1	0	0
17:00	492	35	29	5	0	0	1	14	71	195	149	51	8	2	1	0	0
18:00	302	36	30	6	0	0	0	4	53	88	106	39	9	2	1	0	0
19:00	259	38	31	7	0	0	0	5	19	112	62	44	12	4	0	1	0
20:00	123	38	31	7	0	0	1	4	17	29	39	23	9	0	0	0	1
21:00	110	39	32	6	0	0	0	5	7	24	45	16	10	2	0	0	1
22:00	145	38	32	6	0	0	0	2	16	37	54	23	8	3	2	0	0
23:00	66	38	32	6	0	0	0	1	8	13	25	12	6	1	0	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	6475	35	29	5	0	8	34	180	942	2264	2302	594	119	23	8	1	0
<b>16H(6-22)</b>	7049	35	30	5	0	8	35	196	990	2442	2477	699	158	30	9	2	3
<b>18H(6-24)</b>	7260	35	30	5	0	8	35	199	1014	2492	2556	734	172	34	11	2	3
<b>24H(0-24)</b>	7362	35	30	5	0	8	36	202	1026	2506	2582	756	187	42	12	2	3
<b>AM Peak</b>	11:00 676	04:00 43	04:00 37	00:00 9	11:00 0	11:00 2	11:00 7	11:00 25	10:00 128	10:00 245	11:00 244	08:00 61	07:00 28	09:00 3	10:00 1	07:00 1	06:00 1
<b>PM Peak</b>	13:00 787	21:00 39	21:00 32	20:00 7	23:00 0	13:00 2	14:00 5	12:00 20	12:00 101	13:00 350	12:00 273	16:00 70	19:00 12	14:00 6	22:00 2	19:00 1	21:00 1

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	25	41	36	5	0	0	0	0	1	4	6	9	2	2	1	0	0
01:00	12	41	34	7	0	0	0	1	2	3	1	2	1	1	0	0	1
02:00	5		45		0	0	0	0	0	0	0	1	2	1	1	0	0
03:00	9		46		0	0	0	0	0	0	2	0	0	3	4	0	0
04:00	8		36		0	0	0	0	0	2	1	4	0	0	1	0	0
05:00	12	43	36	7	0	0	0	0	2	2	2	1	4	0	0	1	0
06:00	28	38	32	7	0	1	0	1	5	3	7	9	1	0	0	1	0
07:00	66	43	34	9	0	0	2	1	8	5	19	15	9	7	0	0	0
08:00	123	38	31	7	0	1	3	5	14	21	51	16	11	1	0	0	0
09:00	207	38	31	7	0	1	1	8	38	34	72	42	10	0	1	0	0
10:00	333	35	30	5	0	1	1	17	53	77	136	39	8	1	0	0	0
11:00	388	34	28	6	0	2	4	13	75	142	121	30	0	0	0	1	0
12:00	376	35	30	5	0	0	2	10	56	96	151	52	7	2	0	0	0
13:00	323	35	30	5	0	1	3	13	45	74	148	28	10	1	0	0	0
14:00	247	35	31	4	0	1	0	5	34	59	114	23	6	5	0	0	0
15:00	232	36	29	7	0	2	6	12	40	50	81	37	4	0	0	0	0
16:00	178	37	30	6	0	1	3	4	33	31	70	29	4	3	0	0	0
17:00	136	39	33	7	0	0	1	5	18	10	59	26	12	5	0	0	0
18:00	103	38	31	7	0	0	0	7	17	23	25	24	5	0	1	1	0
19:00	64	39	32	7	0	0	0	3	9	9	23	13	5	1	1	0	0
20:00	55	41	33	7	0	0	1	2	5	9	17	11	7	1	2	0	0
21:00	25	41	34	7	0	0	0	0	3	6	8	3	2	1	1	1	0
22:00	22	38	32	6	0	0	0	2	2	2	10	3	1	2	0	0	0
23:00	11	38	34	4	0	0	0	0	1	2	3	4	0	0	1	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	2712	36	30	6	0	10	26	100	431	622	1047	361	86	25	2	2	0
<b>16H(6-22)</b>	2884	36	30	6	0	11	27	106	453	649	1102	397	101	28	6	4	0
<b>18H(6-24)</b>	2917	36	30	6	0	11	27	108	456	653	1115	404	102	30	7	4	0
<b>24H(0-24)</b>	2988	37	30	6	0	11	27	109	461	664	1127	421	111	37	14	5	1
<b>AM Peak</b>	11:00 388	07:00 43	03:00 46	07:00 9	11:00 0	11:00 2	11:00 4	10:00 17	11:00 75	11:00 142	10:00 136	09:00 42	08:00 11	07:00 7	03:00 4	11:00 1	01:00 1
<b>PM Peak</b>	12:00 376	21:00 41	23:00 34	20:00 7	23:00 0	15:00 2	15:00 6	13:00 13	12:00 56	12:00 96	12:00 151	12:00 52	17:00 12	17:00 5	20:00 2	21:00 1	23:00 0

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

17 Mar 2019

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	33	35	31	4	0	0	0	0	3	10	15	4	0	1	0	0	0
01:00	10	39	34	5	0	0	0	0	1	2	2	3	2	0	0	0	0
02:00	4		35		0	0	0	0	1	1	0	0	1	1	0	0	0
03:00	5		40		0	0	0	0	0	1	1	1	1	0	0	1	0
04:00	3		38		0	0	0	0	0	0	2	0	0	1	0	0	0
05:00	5		34		0	0	0	0	0	1	2	2	0	0	0	0	0
06:00	22	36	31	5	0	1	0	0	4	3	9	3	1	0	0	1	0
07:00	44	39	32	7	0	0	0	3	6	6	14	10	4	0	0	1	0
08:00	65	38	31	7	0	1	0	6	4	14	21	13	5	1	0	0	0
09:00	142	35	29	6	0	1	0	4	24	58	34	17	2	1	1	0	0
10:00	282	34	29	5	0	1	1	9	43	106	92	26	3	1	0	0	0
11:00	348	34	29	5	0	0	0	10	66	141	103	23	5	0	0	0	0
12:00	323	33	28	5	0	0	0	17	45	147	98	15	1	0	0	0	0
13:00	347	33	28	5	0	0	2	5	62	172	84	18	4	0	0	0	0
14:00	320	34	29	5	0	0	1	8	39	149	103	17	2	1	0	0	0
15:00	343	34	28	5	0	1	0	11	65	155	81	25	5	0	0	0	0
16:00	301	34	29	5	0	0	0	5	30	150	90	20	5	1	0	0	0
17:00	160	35	31	5	0	0	2	3	15	49	65	20	5	1	0	0	0
18:00	139	34	29	5	0	0	1	3	18	58	45	10	1	3	0	0	0
19:00	87	35	30	5	0	0	0	2	13	29	29	11	2	1	0	0	0
20:00	67	36	31	5	0	0	0	2	10	17	26	7	4	1	0	0	0
21:00	56	39	32	7	0	0	1	2	4	20	12	11	2	2	0	2	0
22:00	38	40	31	8	0	0	1	3	3	12	7	6	4	0	1	1	0
23:00	14	34	32	3	0	0	0	0	1	3	8	1	1	0	0	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	2814	34	29	5	0	4	7	84	417	1205	830	214	42	9	1	1	0
<b>16H(6-22)</b>	3046	34	29	5	0	5	8	90	448	1274	906	246	51	13	1	4	0
<b>18H(6-24)</b>	3098	34	29	5	0	5	9	93	452	1289	921	253	56	13	2	5	0
<b>24H(0-24)</b>	3158	34	29	5	0	5	9	93	457	1304	943	263	60	16	2	6	0
<b>AM Peak</b>	11:00 348	01:00 39	03:00 39	08:00 7	11:00 0	10:00 1	10:00 1	11:00 10	11:00 66	11:00 141	11:00 103	10:00 26	11:00 5	10:00 1	09:00 1	07:00 1	11:00 0
<b>PM Peak</b>	13:00 347	22:00 40	21:00 32	22:00 8	23:00 0	15:00 1	17:00 2	12:00 17	15:00 65	13:00 172	14:00 103	15:00 25	17:00 5	18:00 3	22:00 1	21:00 2	23:00 0

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

17 Mar 2019

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	58	39	33	5	0	0	0	0	4	14	21	13	2	3	1	0	0
01:00	22	41	34	7	0	0	0	1	3	5	3	5	3	1	0	0	1
02:00	9		40		0	0	0	0	1	1	0	1	3	2	1	0	0
03:00	14	52	44	8	0	0	0	0	0	1	3	1	1	3	4	1	0
04:00	11	39	37	3	0	0	0	0	0	2	3	4	0	1	1	0	0
05:00	17	42	35	7	0	0	0	0	2	3	4	3	4	0	0	1	0
06:00	50	38	31	7	0	2	0	1	9	6	16	12	2	0	0	2	0
07:00	110	41	33	8	0	0	2	4	14	11	33	25	13	7	0	1	0
08:00	188	38	31	7	0	2	3	11	18	35	72	29	16	2	0	0	0
09:00	349	37	30	7	0	2	1	12	62	92	106	59	12	1	2	0	0
10:00	615	35	29	5	0	2	2	26	96	183	228	65	11	2	0	0	0
11:00	736	34	28	5	0	2	4	23	141	283	224	53	5	0	0	1	0
12:00	699	35	29	5	0	0	2	27	101	243	249	67	8	2	0	0	0
13:00	670	34	29	5	0	1	5	18	107	246	232	46	14	1	0	0	0
14:00	567	34	30	5	0	1	1	13	73	208	217	40	8	6	0	0	0
15:00	575	35	29	6	0	3	6	23	105	205	162	62	9	0	0	0	0
16:00	479	35	30	5	0	1	3	9	63	181	160	49	9	4	0	0	0
17:00	296	38	31	6	0	0	3	8	33	59	124	46	17	6	0	0	0
18:00	242	36	30	6	0	0	1	10	35	81	70	34	6	3	1	1	0
19:00	151	37	31	6	0	0	0	5	22	38	52	24	7	2	1	0	0
20:00	122	39	32	7	0	0	1	4	15	26	43	18	11	2	2	0	0
21:00	81	39	32	7	0	0	1	2	7	26	20	14	4	3	1	3	0
22:00	60	40	32	8	0	0	1	5	5	14	17	9	5	2	1	1	0
23:00	25	37	33	4	0	0	0	0	2	5	11	5	1	0	1	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	5526	35	29	5	0	14	33	184	848	1827	1877	575	128	34	3	3	0
<b>16H(6-22)</b>	5930	35	30	5	0	16	35	196	901	1923	2008	643	152	41	7	8	0
<b>18H(6-24)</b>	6015	35	30	5	0	16	36	201	908	1942	2036	657	158	43	9	9	0
<b>24H(0-24)</b>	6146	35	30	5	0	16	36	202	918	1968	2070	684	171	53	16	11	1
<b>AM Peak</b>	11:00	03:00	03:00	03:00	11:00	11:00	11:00	10:00	11:00	11:00	10:00	10:00	08:00	07:00	03:00	06:00	01:00
	736	52	44	9	0	2	4	26	141	283	228	65	16	7	4	2	1
<b>PM Peak</b>	12:00	22:00	23:00	22:00	23:00	15:00	15:00	12:00	13:00	13:00	12:00	12:00	17:00	17:00	20:00	21:00	23:00
	699	40	33	8	0	3	6	27	107	246	249	67	17	6	2	3	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	4		37		0	0	0	0	0	1	1	1	0	1	0	0	0
01:00	3		29		0	0	0	0	0	2	1	0	0	0	0	0	0
02:00	2		40		0	0	0	0	0	0	1	0	0	1	0	0	0
03:00	6		33		0	0	0	0	1	1	3	0	0	0	1	0	0
04:00	22	46	36	10	0	0	2	0	1	2	4	5	3	4	1	0	0
05:00	38	39	31	7	0	0	0	3	4	9	11	6	4	1	0	0	0
06:00	138	39	32	8	0	0	2	6	20	24	48	20	12	4	2	0	0
07:00	346	36	30	7	0	0	1	22	63	84	112	52	10	1	1	0	0
08:00	464	34	28	6	0	1	9	31	87	147	159	28	2	0	0	0	0
09:00	410	34	29	5	0	1	8	19	55	145	153	25	3	0	1	0	0
10:00	339	35	29	6	0	1	7	21	36	120	112	34	7	1	0	0	0
11:00	371	34	28	6	0	2	3	25	51	137	120	30	3	0	0	0	0
12:00	315	35	30	4	0	0	1	9	22	108	139	28	6	2	0	0	0
13:00	288	35	29	5	0	0	5	15	36	85	116	27	4	0	0	0	0
14:00	331	35	30	5	0	1	1	10	48	103	128	31	8	1	0	0	0
15:00	343	35	29	5	0	1	5	12	49	111	120	38	7	0	0	0	0
16:00	306	34	28	6	0	2	1	19	61	93	99	25	6	0	0	0	0
17:00	382	35	29	6	0	0	3	27	68	93	150	36	4	1	0	0	0
18:00	186	37	30	7	0	0	0	5	38	42	62	31	8	0	0	0	0
19:00	130	36	30	6	0	0	1	5	23	35	44	13	7	2	0	0	0
20:00	61	39	32	7	0	0	1	2	10	7	20	15	3	3	0	0	0
21:00	61	37	32	6	0	0	0	2	7	16	21	11	0	1	3	0	0
22:00	28	38	32	6	0	0	0	0	5	5	9	6	3	0	0	0	0
23:00	10	38	33	5	0	0	0	0	2	1	4	1	2	0	0	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	4081	34	29	5	0	9	44	215	614	1268	1470	385	68	6	2	0	0
<b>16H(6-22)</b>	4471	35	29	5	0	9	48	230	674	1350	1603	444	90	16	7	0	0
<b>18H(6-24)</b>	4509	35	29	5	0	9	48	230	681	1356	1616	451	95	16	7	0	0
<b>24H(0-24)</b>	4584	35	29	5	0	9	50	233	687	1371	1637	463	102	23	9	0	0
<b>AM Peak</b>	08:00	04:00	02:00	04:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00	06:00	06:00	11:00	11:00
	464	46	40	10	0	2	9	31	87	147	159	52	12	4	2	0	0
<b>PM Peak</b>	17:00	20:00	23:00	20:00	23:00	16:00	15:00	17:00	17:00	15:00	17:00	15:00	18:00	20:00	21:00	23:00	23:00
	382	39	33	7	0	2	5	27	68	111	150	38	8	3	3	0	0

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

18 Mar 2019

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	8		38		0	0	0	0	1	2	0	2	1	1	0	1	0
01:00	3		44		0	0	0	0	0	0	1	0	0	1	1	0	0
02:00	2		25		0	0	0	1	0	0	1	0	0	0	0	0	0
03:00	2		25		0	0	0	0	1	1	0	0	0	0	0	0	0
04:00	6		30		0	0	0	1	1	0	2	2	0	0	0	0	0
05:00	31	41	34	7	0	0	0	0	3	6	9	6	6	1	0	0	0
06:00	93	37	31	7	0	0	1	3	16	16	34	17	5	1	0	0	0
07:00	219	35	29	5	0	0	2	8	37	78	66	23	4	0	0	1	0
08:00	356	33	27	5	0	0	0	7	100	151	84	13	1	0	0	0	0
09:00	335	33	28	5	0	0	1	10	53	178	73	16	4	0	0	0	0
10:00	303	33	28	5	0	0	3	4	54	141	83	17	0	1	0	0	0
11:00	325	33	28	5	0	1	0	13	70	142	84	14	1	0	0	0	0
12:00	356	33	29	5	0	1	0	8	43	184	97	23	0	0	0	0	0
13:00	390	33	28	5	0	0	2	18	73	173	105	16	3	0	0	0	0
14:00	362	33	28	5	0	0	3	8	60	174	98	17	0	1	1	0	0
15:00	390	33	28	5	0	0	2	19	66	195	98	10	0	0	0	0	0
16:00	511	32	27	5	0	0	2	18	102	263	108	18	0	0	0	0	0
17:00	419	32	27	5	0	1	2	17	89	219	77	12	1	1	0	0	0
18:00	211	34	29	5	0	1	1	9	25	95	66	12	2	0	0	0	0
19:00	131	34	29	5	0	0	0	7	18	53	41	12	0	0	0	0	0
20:00	84	36	30	6	0	0	1	2	15	33	17	10	4	1	0	1	0
21:00	81	34	28	6	0	0	0	3	25	25	18	5	2	2	1	0	0
22:00	54	37	31	6	0	0	0	1	7	21	14	6	3	1	1	0	0
23:00	19	42	33	9	0	0	0	1	3	3	4	2	5	1	0	0	0
<b>Total</b>																	
12H(7-19)	4177	33	28	5	0	4	18	139	772	1993	1039	191	16	3	1	1	0
16H(6-22)	4566	33	28	5	0	4	20	154	846	2120	1149	235	27	7	2	2	0
18H(6-24)	4639	33	28	5	0	4	20	156	856	2144	1167	243	35	9	3	2	0
24H(0-24)	4691	33	28	5	0	4	20	158	862	2153	1180	253	42	12	4	3	0
<b>AM Peak</b>	08:00	05:00	01:00	05:00	11:00	11:00	10:00	11:00	08:00	09:00	11:00	07:00	05:00	10:00	01:00	07:00	11:00
	356	41	41	7	0	1	3	13	100	178	84	23	6	1	1	1	0
<b>PM Peak</b>	16:00	23:00	23:00	23:00	23:00	18:00	14:00	15:00	16:00	16:00	16:00	12:00	23:00	21:00	22:00	20:00	23:00
	511	42	33	9	0	1	3	19	102	263	108	23	5	2	1	1	0

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

18 Mar 2019

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	12	46	37	9	0	0	0	0	1	3	1	3	1	2	0	1	0
01:00	6		37		0	0	0	0	0	2	2	0	0	1	1	0	0
02:00	4		33		0	0	0	1	0	0	2	0	0	1	0	0	0
03:00	8		31		0	0	0	0	2	2	3	0	0	0	1	0	0
04:00	28	45	35	10	0	0	2	1	2	2	6	7	3	4	1	0	0
05:00	69	40	32	8	0	0	0	3	7	15	20	12	10	2	0	0	0
06:00	231	39	31	7	0	0	3	9	36	40	82	37	17	5	2	0	0
07:00	565	36	29	6	0	0	3	30	100	162	178	75	14	1	1	1	0
08:00	820	33	28	6	0	1	9	38	187	298	243	41	3	0	0	0	0
09:00	745	34	28	5	0	1	9	29	108	323	226	41	7	0	1	0	0
10:00	642	34	29	5	0	1	10	25	90	261	195	51	7	2	0	0	0
11:00	696	34	28	5	0	3	3	38	121	279	204	44	4	0	0	0	0
12:00	671	34	29	5	0	1	1	17	65	292	236	51	6	2	0	0	0
13:00	678	34	28	5	0	0	7	33	109	258	221	43	7	0	0	0	0
14:00	693	34	29	5	0	1	4	18	108	277	226	48	8	2	1	0	0
15:00	733	34	28	5	0	1	7	31	115	306	218	48	7	0	0	0	0
16:00	817	33	28	5	0	2	3	37	163	356	207	43	6	0	0	0	0
17:00	801	34	28	6	0	1	5	44	157	312	227	48	5	2	0	0	0
18:00	397	35	29	5	0	1	1	14	63	137	128	43	10	0	0	0	0
19:00	261	35	29	5	0	0	1	12	41	88	85	25	7	2	0	0	0
20:00	145	38	31	7	0	0	2	4	25	40	37	25	7	4	0	1	0
21:00	142	36	30	6	0	0	0	5	32	41	39	16	2	3	4	0	0
22:00	82	38	31	7	0	0	0	1	12	26	23	12	6	1	1	0	0
23:00	29	42	33	9	0	0	0	1	5	4	8	3	7	1	0	0	0
<b>Total</b>																	
12H(7-19)	8258	34	28	5	0	13	62	354	1386	3261	2509	576	84	9	3	1	0
16H(6-22)	9037	34	29	5	0	13	68	384	1520	3470	2752	679	117	23	9	2	0
18H(6-24)	9148	34	29	5	0	13	68	386	1537	3500	2783	694	130	25	10	2	0
24H(0-24)	9275	34	29	5	0	13	70	391	1549	3524	2817	716	144	35	13	3	0
<b>AM Peak</b>	08:00	00:00	00:00	04:00	11:00	11:00	10:00	11:00	08:00	09:00	08:00	07:00	06:00	06:00	06:00	07:00	11:00
	820	45	37	10	0	3	10	38	187	323	243	75	17	5	2	1	0
<b>PM Peak</b>	16:00	23:00	23:00	23:00	23:00	16:00	15:00	17:00	16:00	16:00	12:00	12:00	18:00	20:00	21:00	20:00	23:00
	817	42	33	9	0	2	7	44	163	356	236	51	10	4	4	1	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	4		34		0	0	0	0	1	0	1	1	1	0	0	0	0
01:00	3		34		0	0	0	1	0	0	0	0	2	0	0	0	0
02:00	5		33		0	0	0	0	0	1	3	1	0	0	0	0	0
03:00	1		52		0	0	0	0	0	0	0	0	0	0	1	0	0
04:00	15	42	35	7	0	0	0	0	4	0	2	5	2	2	0	0	0
05:00	23	43	36	7	0	0	0	0	3	2	7	3	6	1	1	0	0
06:00	128	38	31	7	0	0	2	4	18	26	41	28	9	0	0	0	0
07:00	359	37	30	7	0	4	2	23	42	86	130	57	13	2	0	0	0
08:00	493	34	29	5	0	2	5	27	67	183	171	34	3	0	1	0	0
09:00	350	34	28	5	0	0	5	15	66	114	126	21	3	0	0	0	0
10:00	347	34	29	5	0	1	0	13	60	107	131	33	1	1	0	0	0
11:00	349	34	28	6	0	4	3	21	68	108	113	25	5	2	0	0	0
12:00	307	35	29	5	0	2	4	13	46	86	117	33	6	0	0	0	0
13:00	268	35	29	6	0	0	2	13	54	77	87	31	3	1	0	0	0
14:00	321	35	28	6	0	6	15	28	30	94	111	32	5	0	0	0	0
15:00	339	34	29	6	0	3	0	19	67	106	109	28	6	1	0	0	0
16:00	376	34	28	6	0	2	4	27	97	93	118	28	7	0	0	0	0
17:00	385	34	27	7	0	4	19	40	82	78	119	39	3	0	1	0	0
18:00	228	35	29	5	0	0	1	19	30	65	87	17	8	1	0	0	0
19:00	134	36	29	6	0	0	0	10	24	43	35	11	10	0	1	0	0
20:00	72	38	31	8	0	0	0	5	17	8	22	13	5	0	2	0	0
21:00	49	42	33	9	0	0	0	3	5	11	15	4	7	2	2	0	0
22:00	30	39	33	7	0	0	0	3	5	1	6	11	3	1	0	0	0
23:00	13	39	35	4	0	0	0	0	0	2	5	4	1	1	0	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	4122	34	29	6	0	28	60	258	709	1197	1419	378	63	8	2	0	0
<b>16H(6-22)</b>	4505	35	29	6	0	28	62	280	773	1285	1532	434	94	10	7	0	0
<b>18H(6-24)</b>	4548	35	29	6	0	28	62	283	778	1288	1543	449	98	12	7	0	0
<b>24H(0-24)</b>	4599	35	29	6	0	28	62	284	786	1291	1556	459	109	15	9	0	0
<b>AM Peak</b>	08:00	05:00	03:00	05:00	11:00	11:00	09:00	08:00	11:00	08:00	08:00	07:00	07:00	11:00	08:00	11:00	11:00
	493	43	52	7	0	4	5	27	68	183	171	57	13	2	1	0	0
<b>PM Peak</b>	17:00	21:00	23:00	21:00	23:00	14:00	17:00	17:00	16:00	15:00	17:00	17:00	19:00	21:00	21:00	23:00	23:00
	385	42	35	9	0	6	19	40	97	106	119	39	10	2	2	0	0



Site No. 479401 64.98716 Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

19 Mar 2019

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	7		34		0	0	0	0	0	2	2	2	1	0	0	0	0
01:00	3		36		0	0	0	0	0	0	1	2	0	0	0	0	0
02:00	1		38		0	0	0	0	0	0	0	1	0	0	0	0	0
03:00	5		38		0	0	0	0	1	0	0	1	3	0	0	0	0
04:00	7		33		0	0	0	2	0	2	0	1	0	1	0	1	0
05:00	32	39	34	5	0	0	0	0	2	8	11	7	2	0	1	1	0
06:00	93	37	31	6	0	0	1	3	14	17	37	16	5	0	0	0	0
07:00	280	34	28	5	0	0	1	7	61	105	83	19	4	0	0	0	0
08:00	351	32	27	5	0	1	1	19	79	170	64	14	3	0	0	0	0
09:00	380	32	27	5	0	0	3	21	74	189	87	6	0	0	0	0	0
10:00	322	33	27	5	0	2	1	14	89	132	71	12	1	0	0	0	0
11:00	345	33	28	5	0	0	1	5	84	153	83	16	2	1	0	0	0
12:00	360	33	28	5	0	0	2	16	54	148	125	13	2	0	0	0	0
13:00	359	33	28	5	0	0	0	11	43	197	89	18	1	0	0	0	0
14:00	383	32	27	5	0	0	0	19	84	195	71	12	2	0	0	0	0
15:00	472	31	27	4	0	0	1	25	95	256	84	10	1	0	0	0	0
16:00	525	32	27	5	0	0	2	17	113	263	114	14	1	0	1	0	0
17:00	485	32	27	5	0	0	1	21	121	241	84	14	3	0	0	0	0
18:00	243	34	28	6	0	0	2	16	34	103	63	22	2	1	0	0	0
19:00	188	34	29	5	0	1	0	7	30	77	51	14	5	3	0	0	0
20:00	115	35	29	5	0	0	0	7	18	37	39	11	3	0	0	0	0
21:00	82	35	28	7	0	0	1	6	19	24	18	11	3	0	0	0	0
22:00	38	38	31	7	0	0	0	2	3	12	12	4	4	1	0	0	0
23:00	22	36	31	5	0	0	0	2	1	5	9	3	2	0	0	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	4505	33	28	5	0	3	15	191	931	2152	1018	170	22	2	1	0	0
<b>16H(6-22)</b>	4983	33	28	5	0	4	17	214	1012	2307	1163	222	38	5	1	0	0
<b>18H(6-24)</b>	5043	33	28	5	0	4	17	218	1016	2324	1184	229	44	6	1	0	0
<b>24H(0-24)</b>	5098	33	28	5	0	4	17	220	1019	2336	1198	243	50	7	2	2	0
<b>AM Peak</b>	09:00 380	05:00 39	02:00 38	06:00 6	11:00 0	10:00 2	09:00 3	09:00 21	10:00 89	09:00 189	09:00 87	07:00 19	06:00 5	11:00 1	05:00 1	05:00 1	11:00 0
<b>PM Peak</b>	16:00 525	22:00 38	22:00 31	21:00 7	23:00 0	19:00 1	18:00 2	15:00 25	17:00 121	16:00 263	12:00 125	18:00 22	19:00 5	19:00 3	16:00 1	23:00 0	23:00 0

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

19 Mar 2019

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	11	39	34	5	0	0	0	0	1	2	3	3	2	0	0	0	0
01:00	6		35		0	0	0	1	0	0	1	2	2	0	0	0	0
02:00	6		34		0	0	0	0	0	1	3	2	0	0	0	0	0
03:00	6		40		0	0	0	0	1	0	0	1	3	0	1	0	0
04:00	22	44	34	10	0	0	0	2	4	2	2	6	2	3	0	1	0
05:00	55	42	35	7	0	0	0	0	5	10	18	10	8	1	2	1	0
06:00	221	38	31	7	0	0	3	7	32	43	78	44	14	0	0	0	0
07:00	639	35	29	6	0	4	3	30	103	191	213	76	17	2	0	0	0
08:00	844	34	28	5	0	3	6	46	146	353	235	48	6	0	1	0	0
09:00	730	33	28	5	0	0	8	36	140	303	213	27	3	0	0	0	0
10:00	669	34	28	6	0	3	1	27	149	239	202	45	2	1	0	0	0
11:00	694	34	28	6	0	4	4	26	152	261	196	41	7	3	0	0	0
12:00	667	34	29	5	0	2	6	29	100	234	242	46	8	0	0	0	0
13:00	627	34	29	5	0	0	2	24	97	274	176	49	4	1	0	0	0
14:00	704	34	28	6	0	6	15	47	114	289	182	44	7	0	0	0	0
15:00	811	33	28	5	0	3	1	44	162	362	193	38	7	1	0	0	0
16:00	901	33	28	6	0	2	6	44	210	356	232	42	8	0	1	0	0
17:00	870	33	27	6	0	4	20	61	203	319	203	53	6	0	1	0	0
18:00	471	34	29	6	0	0	3	35	64	168	150	39	10	2	0	0	0
19:00	322	35	29	6	0	1	0	17	54	120	86	25	15	3	1	0	0
20:00	187	36	30	6	0	0	0	12	35	45	61	24	8	0	2	0	0
21:00	131	38	30	8	0	0	1	9	24	35	33	15	10	2	2	0	0
22:00	68	39	32	7	0	0	0	5	8	13	18	15	7	2	0	0	0
23:00	35	38	33	6	0	0	0	2	1	7	14	7	3	1	0	0	0
<b>Total</b>																	
12H(7-19)	8627	34	28	6	0	31	75	449	1640	3349	2437	548	85	10	3	0	0
16H(6-22)	9488	34	28	6	0	32	79	494	1785	3592	2695	656	132	15	8	0	0
18H(6-24)	9591	34	28	6	0	32	79	501	1794	3612	2727	678	142	18	8	0	0
24H(0-24)	9697	34	28	6	0	32	79	504	1805	3627	2754	702	159	22	11	2	0
<b>AM Peak</b>	08:00	04:00	03:00	04:00	11:00	11:00	09:00	08:00	11:00	08:00	08:00	07:00	07:00	11:00	05:00	05:00	11:00
	844	44	40	10	0	4	8	46	152	353	235	76	17	3	2	1	0
<b>PM Peak</b>	16:00	22:00	23:00	21:00	23:00	14:00	17:00	17:00	16:00	15:00	12:00	17:00	19:00	19:00	21:00	23:00	23:00
	901	39	33	8	0	6	20	61	210	362	242	53	15	3	2	0	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	5		40		0	0	0	0	0	0	0	3	1	1	0	0	0
01:00	2		37		0	0	0	0	0	0	1	0	1	0	0	0	0
02:00	4		36		0	0	0	0	0	0	1	3	0	0	0	0	0
03:00	1		48		0	0	0	0	0	0	0	0	0	1	0	0	0
04:00	17	51	36	15	0	0	1	1	2	2	2	2	3	0	3	1	0
05:00	32	39	33	6	0	0	0	1	5	5	10	7	2	1	0	1	0
06:00	130	39	33	7	0	0	2	2	12	27	43	27	13	2	2	0	0
07:00	358	36	30	6	0	1	10	4	48	104	132	41	13	2	3	0	0
08:00	443	34	28	6	0	1	9	35	65	143	152	33	4	1	0	0	0
09:00	330	35	30	5	0	0	0	14	55	91	126	40	3	0	1	0	0
10:00	350	35	29	6	0	2	7	34	43	92	132	35	5	0	0	0	0
11:00	365	34	29	5	0	1	1	15	45	126	138	34	4	0	1	0	0
12:00	332	34	28	6	0	2	6	25	51	102	115	26	5	0	0	0	0
13:00	296	36	30	6	0	3	5	10	35	90	100	42	9	2	0	0	0
14:00	363	34	29	5	0	2	4	17	47	134	120	33	5	1	0	0	0
15:00	316	35	29	5	0	1	0	13	50	107	108	27	9	1	0	0	0
16:00	368	34	28	6	0	4	10	36	56	110	125	21	4	2	0	0	0
17:00	367	35	29	6	0	0	2	14	95	81	126	42	7	0	0	0	0
18:00	208	35	29	6	0	0	0	10	43	47	74	32	2	0	0	0	0
19:00	126	36	30	6	0	0	0	5	20	35	42	19	5	0	0	0	0
20:00	73	38	30	7	0	0	0	4	10	27	15	10	7	0	0	0	0
21:00	52	41	35	6	0	0	0	2	2	5	17	16	5	5	0	0	0
22:00	36	40	34	5	0	0	0	0	4	6	8	13	2	2	1	0	0
23:00	12	42	35	7	0	0	0	0	2	1	3	2	3	1	0	0	0
<b>Total</b>																	
12H(7-19)	4096	35	29	6	0	17	54	227	633	1227	1448	406	70	9	5	0	0
16H(6-22)	4477	35	29	6	0	17	56	240	677	1321	1565	478	100	16	7	0	0
18H(6-24)	4525	35	29	6	0	17	56	240	683	1328	1576	493	105	19	8	0	0
24H(0-24)	4586	35	29	6	0	17	57	242	690	1335	1590	508	112	22	11	2	0
<b>AM Peak</b>	08:00	04:00	03:00	04:00	11:00	10:00	07:00	08:00	08:00	08:00	08:00	07:00	07:00	07:00	07:00	05:00	11:00
	443	51	48	15	0	2	10	35	65	143	152	41	13	2	3	1	0
<b>PM Peak</b>	16:00	23:00	23:00	20:00	23:00	16:00	16:00	16:00	17:00	14:00	17:00	17:00	15:00	21:00	22:00	23:00	23:00
	368	42	35	7	0	4	10	36	95	134	126	42	9	5	1	0	0

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

20 Mar 2019

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	15	39	36	3	0	0	0	0	0	2	7	4	0	1	1	0	0
01:00	3		27		0	0	0	0	1	1	1	0	0	0	0	0	0
02:00	4		37		0	0	0	0	0	1	1	1	0	1	0	0	0
03:00	10	42	37	5	0	0	0	0	0	1	4	1	4	0	0	0	0
04:00	6		38		0	0	0	1	0	1	0	1	2	0	0	1	0
05:00	41	43	33	10	0	1	0	1	3	12	9	4	7	3	1	0	0
06:00	94	38	31	7	0	0	0	5	13	20	32	16	5	2	1	0	0
07:00	258	34	28	5	0	0	1	6	49	115	67	16	4	0	0	0	0
08:00	370	33	27	5	0	1	1	15	91	164	76	21	1	0	0	0	0
09:00	327	33	28	5	0	0	1	17	60	140	89	17	3	0	0	0	0
10:00	317	33	28	5	0	0	3	8	51	159	70	24	2	0	0	0	0
11:00	347	33	28	5	0	0	0	10	47	200	70	17	3	0	0	0	0
12:00	383	32	28	5	0	0	2	13	85	186	82	10	4	0	0	1	0
13:00	348	33	28	5	0	1	2	13	73	153	87	18	1	0	0	0	0
14:00	405	32	27	5	0	0	1	18	78	209	88	10	1	0	0	0	0
15:00	451	32	27	5	0	0	0	20	94	219	103	14	1	0	0	0	0
16:00	591	32	27	5	0	0	1	17	142	293	116	22	0	0	0	0	0
17:00	490	32	27	5	0	1	2	18	116	231	105	16	0	0	1	0	0
18:00	232	33	28	5	0	0	0	6	49	105	56	13	3	0	0	0	0
19:00	179	34	29	5	0	0	1	0	29	77	53	16	3	0	0	0	0
20:00	107	33	28	5	0	0	0	4	20	48	27	5	2	1	0	0	0
21:00	74	36	30	6	0	0	0	2	12	30	16	9	2	2	1	0	0
22:00	56	35	30	5	0	0	0	1	10	13	23	6	2	1	0	0	0
23:00	29	36	32	4	0	0	0	0	3	7	13	3	2	0	1	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	4519	33	28	5	0	3	14	161	935	2174	1009	198	23	0	1	1	0
<b>16H(6-22)</b>	4973	33	28	5	0	3	15	172	1009	2349	1137	244	35	5	3	1	0
<b>18H(6-24)</b>	5058	33	28	5	0	3	15	173	1022	2369	1173	253	39	6	4	1	0
<b>24H(0-24)</b>	5137	33	28	5	0	4	15	175	1026	2387	1195	264	52	11	6	2	0
<b>AM Peak</b>	08:00 370	05:00 43	04:00 38	05:00 10	11:00 0	08:00 1	10:00 3	09:00 17	08:00 91	11:00 200	09:00 89	10:00 24	05:00 7	05:00 3	06:00 1	04:00 1	11:00 0
<b>PM Peak</b>	16:00 591	23:00 37	23:00 32	21:00 6	23:00 0	17:00 1	17:00 2	15:00 20	16:00 142	16:00 293	16:00 116	16:00 22	12:00 4	21:00 2	23:00 1	12:00 1	23:00 0

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

20 Mar 2019

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	20	40	37	3	0	0	0	0	0	2	7	7	1	2	1	0	0
01:00	5		31		0	0	0	0	1	1	2	0	1	0	0	0	0
02:00	8		36		0	0	0	0	0	1	2	4	0	1	0	0	0
03:00	11	43	38	5	0	0	0	0	0	1	4	1	4	1	0	0	0
04:00	23	51	36	15	0	0	1	2	2	3	2	3	5	0	3	2	0
05:00	73	42	33	9	0	1	0	2	8	17	19	11	9	4	1	1	0
06:00	224	39	32	7	0	0	2	7	25	47	75	43	18	4	3	0	0
07:00	616	35	29	5	0	1	11	10	97	219	199	57	17	2	3	0	0
08:00	813	34	28	6	0	2	10	50	156	307	228	54	5	1	0	0	0
09:00	657	34	29	5	0	0	1	31	115	231	215	57	6	0	1	0	0
10:00	667	34	28	6	0	2	10	42	94	251	202	59	7	0	0	0	0
11:00	712	34	29	5	0	1	1	25	92	326	208	51	7	0	1	0	0
12:00	715	34	28	6	0	2	8	38	136	288	197	36	9	0	0	1	0
13:00	644	34	29	6	0	4	7	23	108	243	187	60	10	2	0	0	0
14:00	768	34	28	5	0	2	5	35	125	343	208	43	6	1	0	0	0
15:00	767	34	28	5	0	1	0	33	144	326	211	41	10	1	0	0	0
16:00	959	33	27	6	0	4	11	53	198	403	241	43	4	2	0	0	0
17:00	857	34	28	6	0	1	4	32	211	312	231	58	7	0	1	0	0
18:00	440	34	29	6	0	0	0	16	92	152	130	45	5	0	0	0	0
19:00	305	35	30	5	0	0	1	5	49	112	95	35	8	0	0	0	0
20:00	180	35	29	6	0	0	0	8	30	75	42	15	9	1	0	0	0
21:00	126	39	32	7	0	0	0	4	14	35	33	25	7	7	1	0	0
22:00	92	38	32	6	0	0	0	1	14	19	31	19	4	3	1	0	0
23:00	41	40	33	7	0	0	0	0	5	8	16	5	5	1	1	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	8615	34	28	6	0	20	68	388	1568	3401	2457	604	93	9	6	1	0
<b>16H(6-22)</b>	9450	34	28	6	0	20	71	412	1686	3670	2702	722	135	21	10	1	0
<b>18H(6-24)</b>	9583	34	29	6	0	20	71	413	1705	3697	2749	746	144	25	12	1	0
<b>24H(0-24)</b>	9723	34	29	6	0	21	72	417	1716	3722	2785	772	164	33	17	4	0
<b>AM Peak</b>	08:00	04:00	03:00	04:00	11:00	10:00	07:00	08:00	08:00	11:00	08:00	10:00	06:00	06:00	07:00	04:00	11:00
	813	51	38	14	0	2	11	50	156	326	228	59	18	4	3	2	0
<b>PM Peak</b>	16:00	23:00	23:00	23:00	23:00	16:00	16:00	16:00	17:00	16:00	16:00	13:00	15:00	21:00	23:00	12:00	23:00
	959	40	33	7	0	4	11	53	211	403	241	60	10	7	1	1	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	5		28		0	0	1	0	1	1	1	0	0	1	0	0	0
01:00	3		32		0	0	0	0	1	0	0	2	0	0	0	0	0
02:00	3		38		0	0	0	0	0	0	2	0	0	1	0	0	0
03:00	6		39		0	0	0	0	0	1	2	1	0	0	2	0	0
04:00	15	38	33	5	0	0	0	1	1	5	3	3	0	1	1	0	0
05:00	39	40	34	7	0	1	0	0	5	4	14	8	4	0	3	0	0
06:00	130	39	32	7	0	0	2	2	19	23	38	30	11	4	1	0	0
07:00	342	35	29	6	0	4	2	20	62	65	139	45	4	0	1	0	0
08:00	474	34	29	5	0	1	3	21	72	164	165	45	1	2	0	0	0
09:00	385	34	29	5	0	0	1	26	53	132	148	20	5	0	0	0	0
10:00	351	35	29	6	0	0	2	28	58	103	120	35	5	0	0	0	0
11:00	366	34	28	5	0	1	4	20	61	120	134	23	2	1	0	0	0
12:00	343	35	29	6	0	1	8	12	57	85	138	39	3	0	0	0	0
13:00	311	35	28	7	0	7	7	26	46	82	97	38	7	1	0	0	0
14:00	345	34	29	5	0	1	5	24	48	93	143	25	3	3	0	0	0
15:00	383	34	28	5	0	4	8	19	47	132	148	23	1	1	0	0	0
16:00	288	36	29	6	0	2	2	22	37	84	91	42	8	0	0	0	0
17:00	353	35	30	6	0	1	3	18	62	81	132	48	8	0	0	0	0
18:00	235	36	29	7	0	0	1	26	42	50	73	34	8	1	0	0	0
19:00	156	35	29	6	0	0	0	12	25	48	47	18	4	1	1	0	0
20:00	70	39	31	8	0	0	0	7	12	13	18	10	7	1	1	1	0
21:00	60	39	32	7	0	0	2	1	4	14	22	10	5	2	0	0	0
22:00	43	39	34	5	0	0	0	0	5	4	17	11	4	0	0	1	1
23:00	12	41	40	2	0	0	0	0	0	1	2	6	1	0	1	0	1
<b>Total</b>																	
<b>12H(7-19)</b>	4176	35	29	6	0	22	46	262	645	1191	1528	417	55	9	1	0	0
<b>16H(6-22)</b>	4592	35	29	6	0	22	50	284	705	1289	1653	485	82	17	4	1	0
<b>18H(6-24)</b>	4647	35	29	6	0	22	50	284	710	1294	1672	502	87	17	5	2	2
<b>24H(0-24)</b>	4718	35	29	6	0	23	51	285	718	1305	1694	516	91	20	11	2	2
<b>AM Peak</b>	08:00 474	05:00 40	03:00 39	06:00 7	11:00 0	07:00 4	11:00 4	10:00 28	08:00 72	08:00 164	08:00 165	08:00 45	06:00 11	06:00 4	05:00 3	11:00 0	11:00 0
<b>PM Peak</b>	15:00 383	23:00 41	23:00 40	20:00 8	23:00 0	13:00 7	15:00 8	18:00 26	17:00 62	15:00 132	15:00 148	17:00 48	18:00 8	14:00 3	23:00 1	22:00 1	23:00 1

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

21 Mar 2019

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	5		44		0	0	0	0	0	0	1	1	1	0	1	1	0
01:00	6		29		0	0	0	0	2	1	2	1	0	0	0	0	0
02:00	3		45		0	0	0	0	0	1	0	0	0	1	0	1	0
03:00	3		51		0	0	0	0	0	0	0	0	1	1	0	0	1
04:00	5		34		0	0	0	0	0	1	1	3	0	0	0	0	0
05:00	31	41	36	5	0	0	0	0	3	3	12	7	2	1	2	0	1
06:00	103	37	29	7	0	1	3	7	16	23	31	18	2	0	2	0	0
07:00	256	34	28	5	0	1	2	3	47	112	75	13	3	0	0	0	0
08:00	392	31	27	4	0	0	5	19	79	212	66	9	1	1	0	0	0
09:00	381	31	27	4	0	1	7	19	93	192	51	16	2	0	0	0	0
10:00	379	32	27	5	0	2	1	13	84	197	69	12	1	0	0	0	0
11:00	379	33	28	5	0	0	1	13	81	187	80	16	1	0	0	0	0
12:00	394	33	27	5	0	0	2	17	81	187	95	11	1	0	0	0	0
13:00	398	32	27	5	0	0	7	27	91	182	81	9	1	0	0	0	0
14:00	398	33	28	5	0	0	1	15	67	190	110	14	1	0	0	0	0
15:00	470	31	26	5	0	0	1	43	122	210	84	9	1	0	0	0	0
16:00	507	31	27	4	0	0	1	18	121	271	85	9	2	0	0	0	0
17:00	474	32	27	5	0	0	2	19	93	243	99	16	2	0	0	0	0
18:00	253	34	28	5	0	0	2	6	44	119	63	15	3	1	0	0	0
19:00	134	34	29	5	0	0	0	7	17	64	32	9	4	0	1	0	0
20:00	114	34	30	5	0	0	2	2	12	43	42	12	1	0	0	0	0
21:00	110	37	31	6	0	0	1	5	14	30	38	13	7	1	1	0	0
22:00	53	34	29	5	0	0	0	1	10	16	21	4	1	0	0	0	0
23:00	18	34	31	3	0	0	0	1	1	4	10	1	1	0	0	0	0
<b>Total</b>																	
12H(7-19)	4681	32	27	5	0	4	32	212	1003	2302	958	149	19	2	0	0	0
16H(6-22)	5142	33	27	5	0	5	38	233	1062	2462	1101	201	33	3	4	0	0
18H(6-24)	5213	33	28	5	0	5	38	235	1073	2482	1132	206	35	3	4	0	0
24H(0-24)	5266	33	28	5	0	5	38	235	1078	2488	1148	218	39	6	7	2	2
<b>AM Peak</b>	08:00	05:00	03:00	06:00	11:00	10:00	09:00	09:00	09:00	08:00	11:00	06:00	07:00	08:00	06:00	02:00	05:00
	392	42	51	7	0	2	7	19	93	212	80	18	3	1	2	1	1
<b>PM Peak</b>	16:00	21:00	23:00	21:00	23:00	23:00	13:00	15:00	15:00	16:00	14:00	17:00	21:00	21:00	21:00	23:00	23:00
	507	37	31	6	0	0	7	43	122	271	110	16	7	1	1	0	0

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

21 Mar 2019

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	10	48	37	11	0	0	1	0	1	1	2	1	1	1	1	1	0
01:00	9		30		0	0	0	0	3	1	2	3	0	0	0	0	0
02:00	6		41		0	0	0	0	0	1	2	0	0	2	0	1	0
03:00	9		43		0	0	0	0	0	1	2	1	1	1	2	0	1
04:00	20	38	33	5	0	0	0	1	1	6	4	6	0	1	1	0	0
05:00	70	41	34	7	0	1	0	0	8	7	26	15	6	1	5	0	1
06:00	233	38	31	7	0	1	5	9	35	46	69	48	13	4	3	0	0
07:00	598	35	29	6	0	5	4	23	109	177	214	58	7	0	1	0	0
08:00	866	34	28	5	0	1	8	40	151	376	231	54	2	3	0	0	0
09:00	766	33	28	6	0	1	8	45	146	324	199	36	7	0	0	0	0
10:00	730	34	28	6	0	2	3	41	142	300	189	47	6	0	0	0	0
11:00	745	33	28	5	0	1	5	33	142	307	214	39	3	1	0	0	0
12:00	737	34	28	6	0	1	10	29	138	272	233	50	4	0	0	0	0
13:00	709	34	27	6	0	7	14	53	137	264	178	47	8	1	0	0	0
14:00	743	34	28	5	0	1	6	39	115	283	253	39	4	3	0	0	0
15:00	853	33	27	6	0	4	9	62	169	342	232	32	2	1	0	0	0
16:00	795	33	28	6	0	2	3	40	158	355	176	51	10	0	0	0	0
17:00	827	34	28	6	0	1	5	37	155	324	231	64	10	0	0	0	0
18:00	488	35	29	6	0	0	3	32	86	169	136	49	11	2	0	0	0
19:00	290	35	29	6	0	0	0	19	42	112	79	27	8	1	2	0	0
20:00	184	36	30	6	0	0	2	9	24	56	60	22	8	1	1	1	0
21:00	170	38	31	7	0	0	3	6	18	44	60	23	12	3	1	0	0
22:00	96	37	32	6	0	0	0	1	15	20	38	15	5	0	0	1	1
23:00	30	39	34	5	0	0	0	1	1	5	12	7	2	0	1	0	1
<b>Total</b>																	
<b>12H(7-19)</b>	8857	34	28	6	0	26	78	474	1648	3493	2486	566	74	11	1	0	0
<b>16H(6-22)</b>	9734	34	28	6	0	27	88	517	1767	3751	2754	686	115	20	8	1	0
<b>18H(6-24)</b>	9860	34	28	6	0	27	88	519	1783	3776	2804	708	122	20	9	2	2
<b>24H(0-24)</b>	9984	34	28	6	0	28	89	520	1796	3793	2842	734	130	26	18	4	4
<b>AM Peak</b>	08:00	00:00	03:00	00:00	11:00	07:00	09:00	09:00	08:00	08:00	08:00	07:00	06:00	06:00	05:00	02:00	05:00
	866	47	43	12	0	5	8	45	151	376	231	58	13	4	5	1	1
<b>PM Peak</b>	15:00	23:00	23:00	21:00	23:00	13:00	13:00	15:00	15:00	16:00	14:00	17:00	21:00	21:00	19:00	22:00	23:00
	853	39	34	7	0	7	14	62	169	355	253	64	12	3	2	1	1



	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	5		37		0	0	0	1	0	0	1	0	1	2	0	0	0
01:00	1		38		0	0	0	0	0	0	0	1	0	0	0	0	0
02:00	4		34		0	0	0	0	0	0	3	1	0	0	0	0	0
03:00	3		48		0	0	0	0	0	0	0	1	0	0	2	0	0
04:00	12	46	34	12	0	0	0	1	1	3	3	1	0	2	1	0	0
05:00	37	42	32	9	0	0	2	4	3	3	11	6	5	1	2	0	0
06:00	122	40	32	8	0	0	2	4	12	28	33	23	15	4	1	0	0
07:00	343	35	30	6	0	3	7	15	44	90	130	43	9	2	0	0	0
08:00	460	34	28	6	0	0	9	48	66	137	157	39	4	0	0	0	0
09:00	387	34	28	6	0	1	2	33	66	110	139	33	3	0	0	0	0
10:00	379	34	28	6	0	3	2	24	80	115	125	28	1	1	0	0	0
11:00	378	33	27	6	0	5	10	20	80	145	97	19	2	0	0	0	0
12:00	377	35	29	6	0	4	5	18	46	129	125	45	4	1	0	0	0
13:00	354	34	30	5	0	0	3	15	36	126	138	28	4	4	0	0	0
14:00	417	34	28	5	0	5	6	20	59	141	157	25	4	0	0	0	0
15:00	373	34	28	6	0	4	8	19	59	135	115	26	6	1	0	0	0
16:00	353	35	29	6	0	0	1	25	68	85	135	35	2	2	0	0	0
17:00	319	35	29	6	0	0	4	19	49	89	119	35	4	0	0	0	0
18:00	217	36	29	6	0	0	3	15	24	70	68	33	4	0	0	0	0
19:00	138	35	29	6	0	0	0	11	22	38	45	16	4	2	0	0	0
20:00	88	39	32	7	0	0	0	4	12	15	31	17	6	2	0	1	0
21:00	67	39	32	7	0	0	1	2	11	15	18	11	6	1	0	0	2
22:00	40	40	33	7	0	0	1	2	4	5	14	7	3	4	0	0	0
23:00	19	40	34	6	0	0	0	1	2	1	7	4	2	1	1	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	4357	34	29	6	0	25	60	271	677	1372	1505	389	47	11	0	0	0
<b>16H(6-22)</b>	4772	35	29	6	0	25	63	292	734	1468	1632	456	78	20	1	1	2
<b>18H(6-24)</b>	4831	35	29	6	0	25	64	295	740	1474	1653	467	83	25	2	1	2
<b>24H(0-24)</b>	4893	35	29	6	0	25	66	301	744	1480	1671	477	89	30	7	1	2
<b>AM Peak</b>	08:00	04:00	03:00	04:00	11:00	11:00	11:00	08:00	11:00	11:00	08:00	07:00	06:00	06:00	05:00	11:00	11:00
	460	46	48	12	0	5	10	48	80	145	157	43	15	4	2	0	0
<b>PM Peak</b>	14:00	23:00	23:00	21:00	23:00	14:00	15:00	16:00	16:00	14:00	14:00	12:00	21:00	22:00	23:00	20:00	21:00
	417	40	34	7	0	5	8	25	68	141	157	45	6	4	1	1	2

Site No. 479401 64.98716 Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

22 Mar 2019

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	10	34	32	3	0	0	0	0	2	2	4	1	0	1	0	0	0
01:00	7		35		0	0	0	0	1	1	1	2	1	1	0	0	0
02:00	6		42		0	0	0	0	0	0	1	3	0	1	0	0	1
03:00	1		48		0	0	0	0	0	0	0	0	0	1	0	0	0
04:00	4		35		0	0	0	0	0	1	1	1	1	0	0	0	0
05:00	29	40	35	5	0	0	0	1	3	2	7	11	2	3	0	0	0
06:00	98	38	31	7	0	1	0	1	17	17	34	20	8	0	0	0	0
07:00	219	33	27	6	0	0	3	11	67	72	51	13	2	0	0	0	0
08:00	358	31	27	5	0	0	4	25	93	167	54	12	3	0	0	0	0
09:00	370	30	26	4	0	0	2	17	114	181	49	7	0	0	0	0	0
10:00	349	32	27	5	0	1	0	26	62	181	71	8	0	0	0	0	0
11:00	387	32	27	5	0	0	4	17	107	181	64	13	1	0	0	0	0
12:00	360	32	27	5	0	0	2	16	92	161	78	11	0	0	0	0	0
13:00	382	33	28	5	0	1	1	9	82	177	93	18	0	0	0	0	1
14:00	424	32	27	5	0	0	1	17	121	183	93	8	1	0	0	0	0
15:00	488	32	27	5	0	0	3	28	108	246	90	12	1	0	0	0	0
16:00	534	32	27	5	0	1	1	14	139	246	114	17	1	1	0	0	0
17:00	408	33	28	5	0	1	4	11	76	184	113	17	2	0	0	0	0
18:00	233	33	28	5	0	0	1	5	44	110	63	10	0	0	0	0	0
19:00	181	35	30	5	0	0	0	6	30	73	45	17	5	4	0	0	1
20:00	100	35	31	4	0	0	0	3	5	39	37	11	2	2	1	0	0
21:00	72	37	30	7	0	0	0	5	12	22	18	10	4	0	1	0	0
22:00	61	37	30	8	0	0	1	4	7	27	8	9	3	1	1	0	0
23:00	38	40	32	9	0	0	0	2	3	11	13	2	6	1	0	0	0
<b>Total</b>																	
12H(7-19)	4512	32	27	5	0	4	26	196	1105	2089	933	146	11	1	0	0	1
16H(6-22)	4963	33	27	5	0	5	26	211	1169	2240	1067	204	30	7	2	0	2
18H(6-24)	5062	33	27	5	0	5	27	217	1179	2278	1088	215	39	9	3	0	2
24H(0-24)	5119	33	28	5	0	5	27	218	1185	2284	1102	233	43	16	3	0	3
<b>AM Peak</b>	11:00	05:00	03:00	06:00	11:00	10:00	11:00	10:00	09:00	11:00	10:00	06:00	06:00	05:00	11:00	11:00	02:00
	387	40	48	7	0	1	4	26	114	181	71	20	8	3	0	0	1
<b>PM Peak</b>	16:00	23:00	23:00	23:00	23:00	17:00	17:00	15:00	16:00	16:00	16:00	13:00	23:00	19:00	22:00	23:00	19:00
	534	40	32	8	0	1	4	28	139	246	114	18	6	4	1	0	1

Site No. 479401

Site Ref. 479401

North Walsham

Speed Report (Speed Limit 30 Mph)

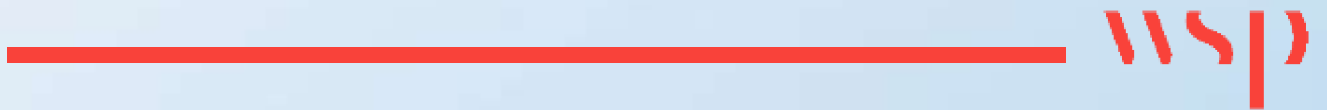
22 Mar 2019

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	15	44	33	10	0	0	0	1	2	2	5	1	1	3	0	0	0
01:00	8		36		0	0	0	0	1	1	1	3	1	1	0	0	0
02:00	10	39	39	0	0	0	0	0	0	0	4	4	0	1	0	0	1
03:00	4		48		0	0	0	0	0	0	0	1	0	1	2	0	0
04:00	16	43	34	9	0	0	0	1	1	4	4	2	1	2	1	0	0
05:00	66	42	33	8	0	0	2	5	6	5	18	17	7	4	2	0	0
06:00	220	39	32	7	0	1	2	5	29	45	67	43	23	4	1	0	0
07:00	562	35	29	6	0	3	10	26	111	162	181	56	11	2	0	0	0
08:00	818	34	27	6	0	0	13	73	159	304	211	51	7	0	0	0	0
09:00	757	33	27	6	0	1	4	50	180	291	188	40	3	0	0	0	0
10:00	728	33	28	6	0	4	2	50	142	296	196	36	1	1	0	0	0
11:00	765	33	27	6	0	5	14	37	187	326	161	32	3	0	0	0	0
12:00	737	34	28	6	0	4	7	34	138	290	203	56	4	1	0	0	0
13:00	736	34	29	5	0	1	4	24	118	303	231	46	4	4	0	0	1
14:00	841	33	28	6	0	5	7	37	180	324	250	33	5	0	0	0	0
15:00	861	33	27	6	0	4	11	47	167	381	205	38	7	1	0	0	0
16:00	887	34	28	6	0	1	2	39	207	331	249	52	3	3	0	0	0
17:00	727	34	28	5	0	1	8	30	125	273	232	52	6	0	0	0	0
18:00	450	34	29	5	0	0	4	20	68	180	131	43	4	0	0	0	0
19:00	319	35	30	6	0	0	0	17	52	111	90	33	9	6	0	0	1
20:00	188	37	31	6	0	0	0	7	17	54	68	28	8	4	1	1	0
21:00	139	38	31	7	0	0	1	7	23	37	36	21	10	1	1	0	2
22:00	101	39	31	8	0	0	2	6	11	32	22	16	6	5	1	0	0
23:00	57	41	33	8	0	0	0	3	5	12	20	6	8	2	1	0	0
<b>Total</b>																	
<b>12H(7-19)</b>	8869	34	28	6	0	29	86	467	1782	3461	2438	535	58	12	0	0	1
<b>16H(6-22)</b>	9735	34	28	6	0	30	89	503	1903	3708	2699	660	108	27	3	1	4
<b>18H(6-24)</b>	9893	34	28	6	0	30	91	512	1919	3752	2741	682	122	34	5	1	4
<b>24H(0-24)</b>	10012	34	28	6	0	30	93	519	1929	3764	2773	710	132	46	10	1	5
<b>AM Peak</b>	08:00	00:00	03:00	00:00	11:00	11:00	11:00	08:00	11:00	11:00	08:00	07:00	06:00	06:00	05:00	11:00	02:00
	818	44	48	10	0	5	14	73	187	326	211	56	23	4	2	0	1
<b>PM Peak</b>	16:00	23:00	23:00	23:00	23:00	14:00	15:00	15:00	16:00	15:00	14:00	12:00	21:00	19:00	23:00	20:00	21:00
	887	41	32	8	0	5	11	47	207	381	250	56	10	6	1	1	2

# Appendix F

HIGHWAY OPTIONS

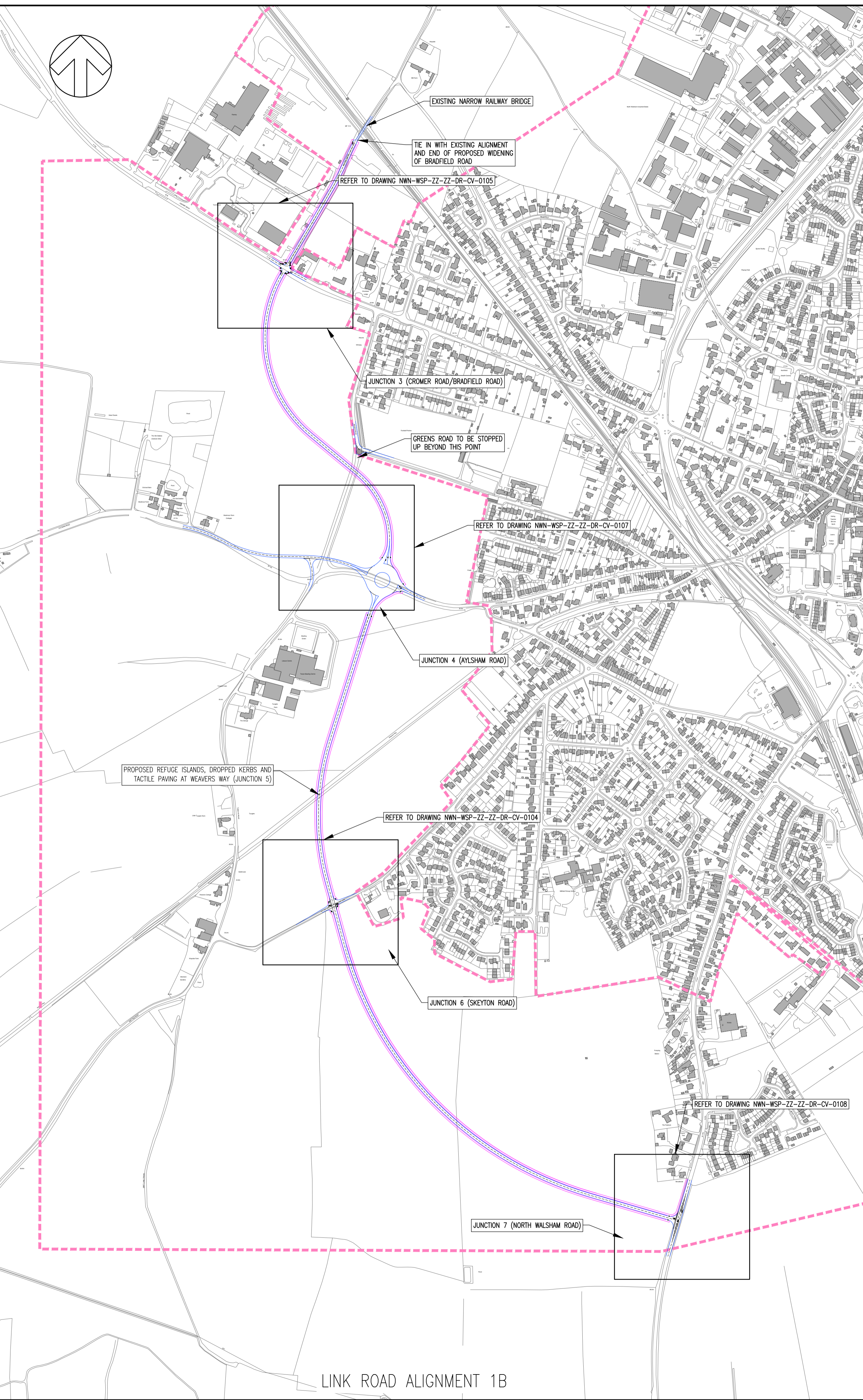
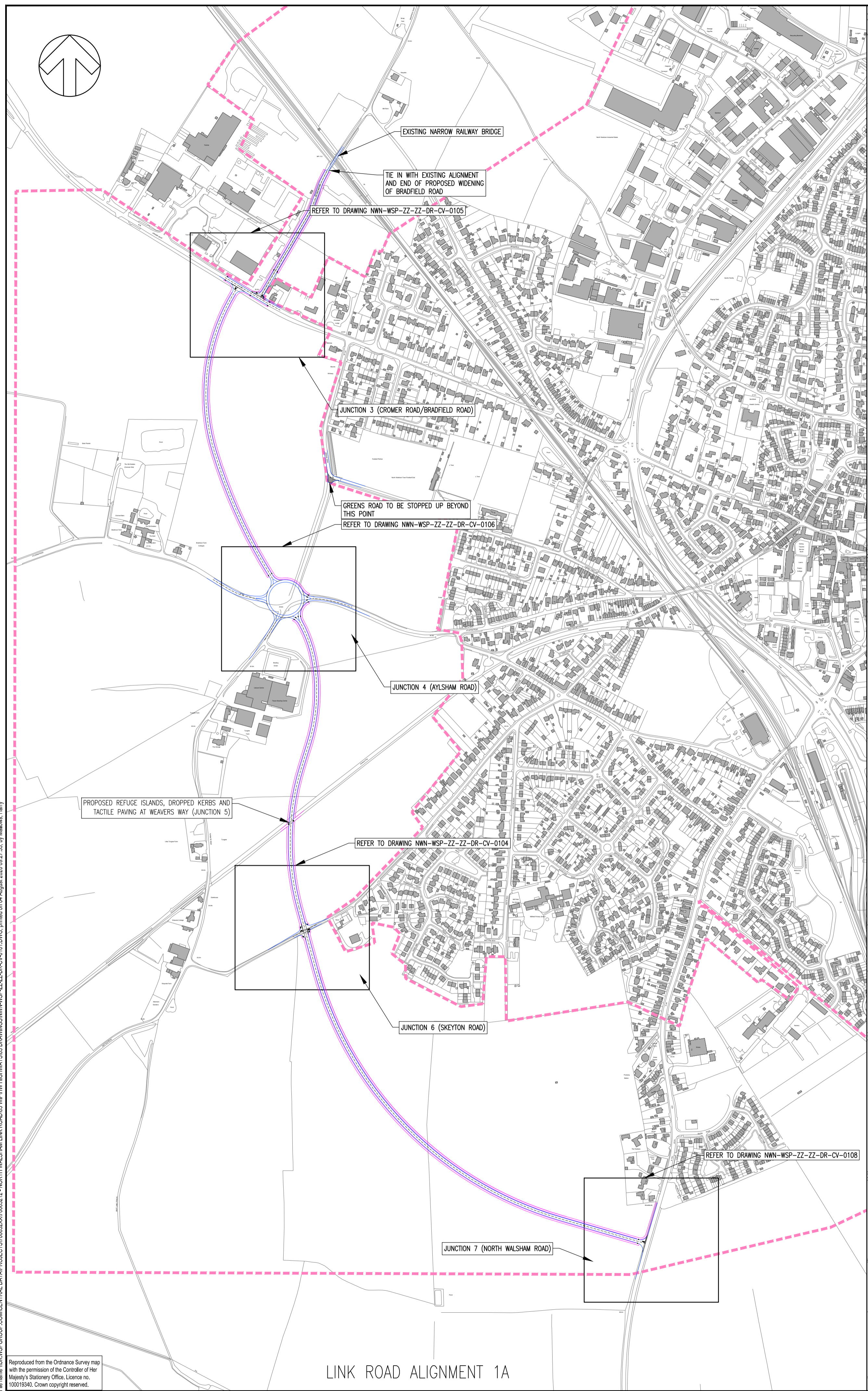




# Appendix F.1

OPTION 1





**DO NOT SCALE**

**KEY**

- PROPOSED EDGE OF CARRIAGEWAY
- PROPOSED ROAD MARKINGS
- TACTILE PAVING
- PROPOSED SHARED USE PATH
- - - AREA OF INTEREST

**NOTES**

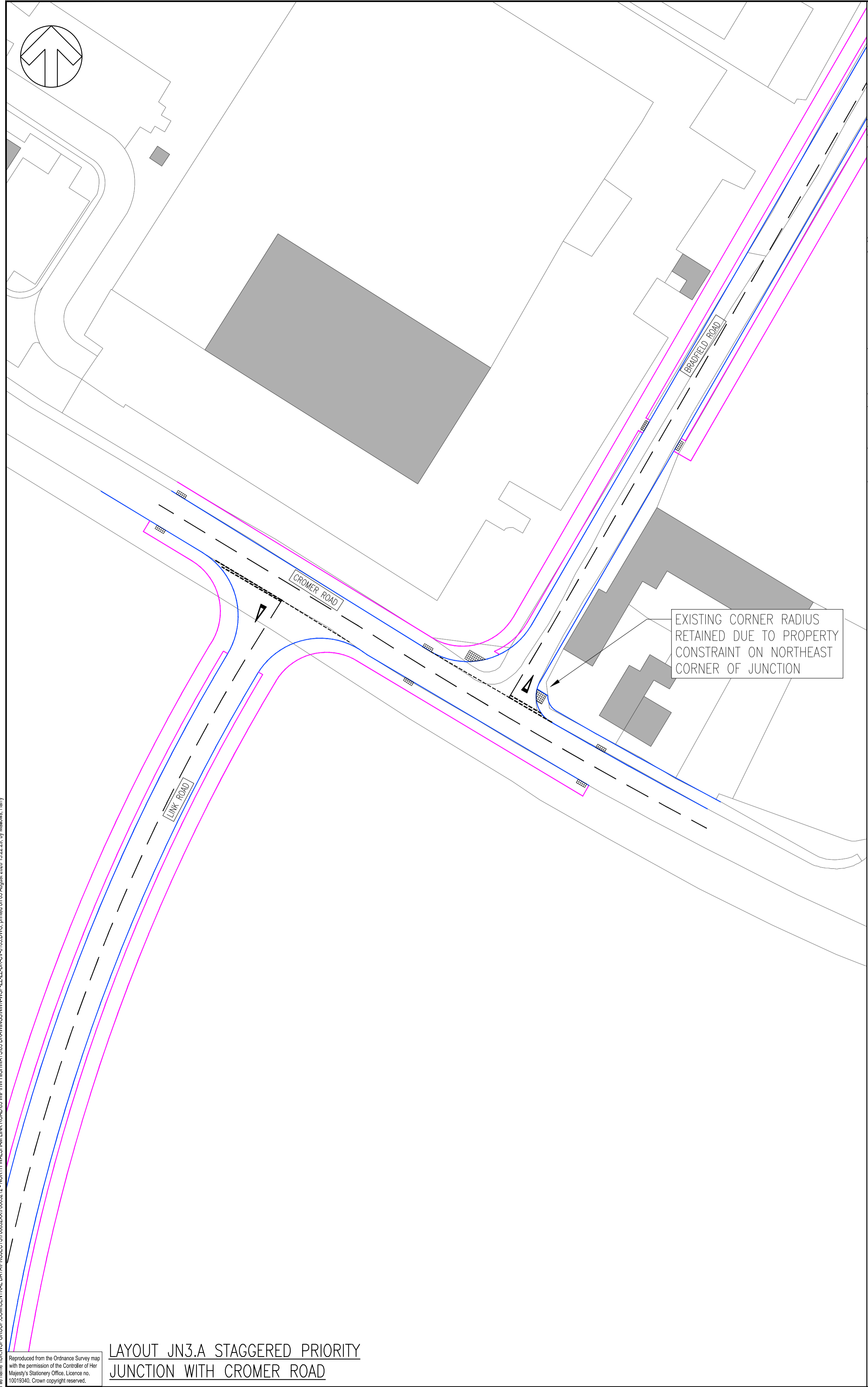
1. THIS GENERAL ARRANGEMENT IS NOT TO BE USED FOR CONSTRUCTION. IT IS A COMPOSITE DRAWING SHOWING THE SPATIAL RELATIONSHIP BETWEEN THE PROPOSED AND EXISTING FEATURES.
2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE NORTH WALSHAM LINK ROAD FEASIBILITY STUDY (AUGUST 2020), PRODUCED BY WSP.
3. DIMENSIONS SHALL NOT BE SCALED FROM THIS DRAWING. ALL DIMENSIONS SHOWN ARE IN METRES.

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

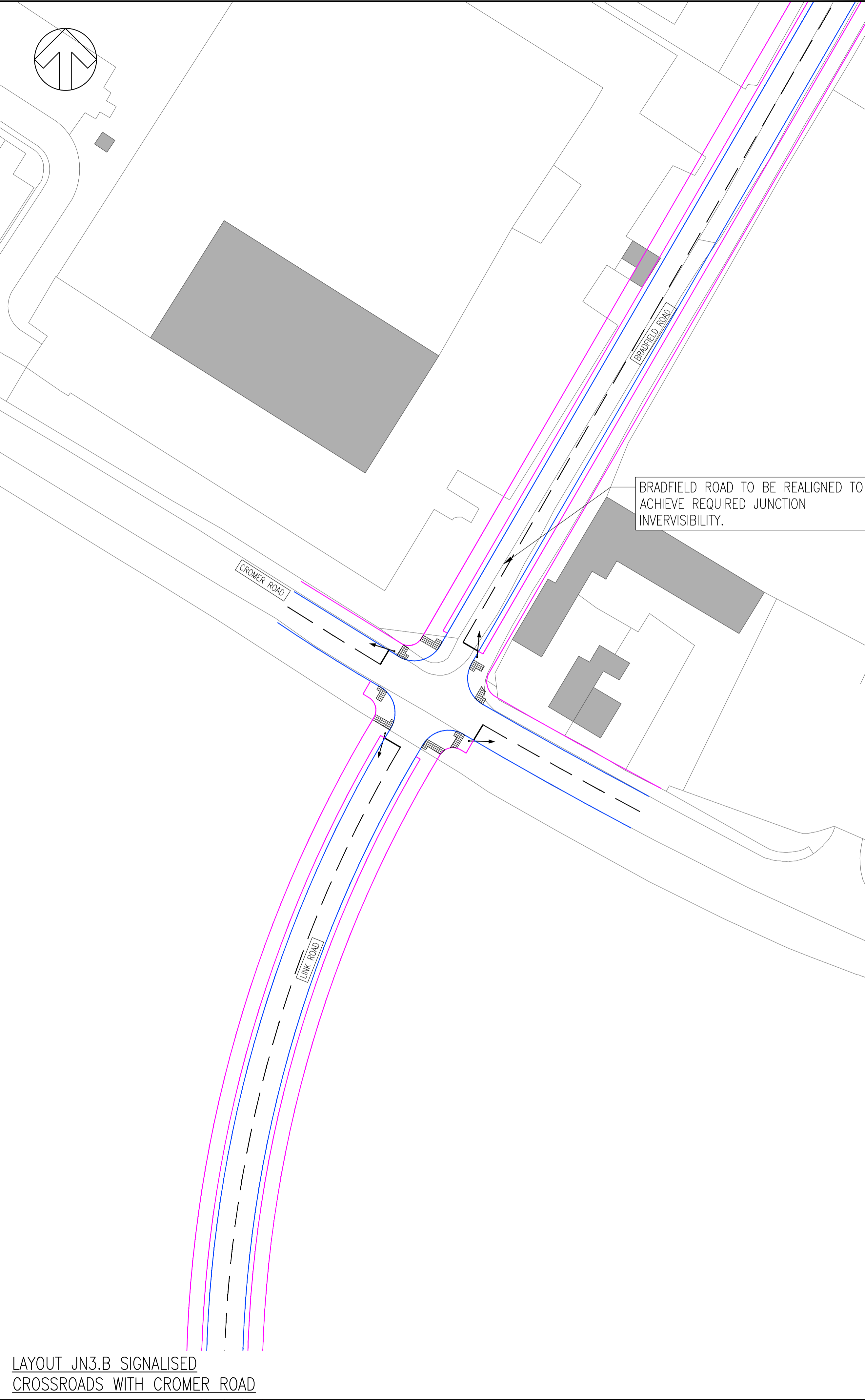
P01	03/08/2020	HM	FIRST ISSUE	AG	LM
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: <b>S0 - WORK IN PROGRESS</b>					
<p>62-64 Hills Road, Cambridge, CB2 1LA, UK T+44 (0) 1223 558 050, F+44 (0) 1223 558 051 wsp.com</p>					
CLIENT: NORFOLK COUNTY COUNCIL					
ARCHITECT:					
SITE/PROJECT: NORTH WALSHAM LINK ROAD FEASIBILITY STUDY					
TITLE: OPTION 1 - PROPOSED LINK ROAD CORE SECTION ALIGNMENTS 1A & 1B					
SCALE @ A1:	CHECKED:	AG	APPROVED:	LM	
PROJECT NO:	DESIGNED:	CM	DRAWN:	DATE:	03/08/2020
DRAWING NO:	NWN-WSP-ZZ-ZZ-DR-CV-0101				REV:
					P01
© WSP UK Ltd					

File name: I:\UK\WSPGROUP\COMMON\DATA\PROJECTS\70063212 - NORTH WALSHAM LINK ROAD\02 - HIGHWAYS\02 - DRAWINGS\NWN-WSP-ZZ-ZZ-DR-CV-0101.DWG, printed on 04 August 2020 09:27:33, by Malinwa, Henry

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LAYOUT JN3.A STAGGERED PRIORITY JUNCTION WITH CROMER ROAD



LAYOUT JN3.B SIGNALISED CROSSROADS WITH CROMER ROAD

DO NOT SCALE

- KEY
- PROPOSED EDGE OF CARRIAGEWAY
  - - - PROPOSED ROAD MARKINGS
  - TACTILE PAVING
  - PROPOSED SHARED USE PATH

- NOTES
1. THIS GENERAL ARRANGEMENT IS NOT TO BE USED FOR CONSTRUCTION. IT IS A COMPOSITE DRAWING SHOWING THE SPATIAL RELATIONSHIP BETWEEN THE PROPOSED AND EXISTING FEATURES.
  2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE NORTH WALSHAM LINK ROAD FEASIBILITY STUDY (AUGUST 2020), PRODUCED BY WSP.

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P01	03/08/2020	HM	FIRST ISSUE	AG	LM

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ARCHITECT:

SITE/PROJECT: **NORTH WALSHAM LINK ROAD FEASIBILITY STUDY**

TITLE: **JUNCTION 3 - LAYOUTS JN3.A & JN3.B**

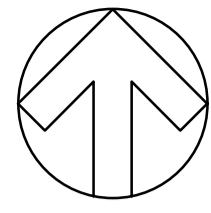
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PROJECT NO: 70063212	DESIGNED: CM	DRAWN: CM DATE: 03/08/2020

DRAWING No: **NWN-WSP-ZZ-ZZ-DR-CV-0105** REV: **P01**

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GREENS ROAD TO BE STOPPED UP AS SHOWN ON DRAWING NO. NWN-WSP-ZZ-ZZ-DR-CV-0101\_P01





TIE IN WITH EXISTING AND END OF AYLSHAM ROAD REALIGNMENT

TIE IN WITH EXISTING AND END OF TUNGATE ROAD

EXISTING ACCESS RECONFIGURED

TIE IN WITH EXISTING AND END OF AYLSHAM ROAD REALIGNMENT

DO NOT SCALE

- KEY
-  PROPOSED EDGE OF CARRIAGEWAY
  -  PROPOSED ROAD MARKINGS
  -  TACTILE PAVING
  -  PROPOSED SHARED USE PATH

- NOTES
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ARCHITECT:

SITE/PROJECT: **NORTH WALSHAM LINK ROAD FEASIBILITY STUDY**

TITLE: **JUNCTION 4 - LAYOUT JN4.A AND LINK ROAD ALIGNMENT 1A**

SCALE @ A1: 1:500	CHECKED: AG	APPROVED: LM
PROJECT NO: 70063212	DESIGNED: CM	DRAWN: CM DATE: 03/08/2020

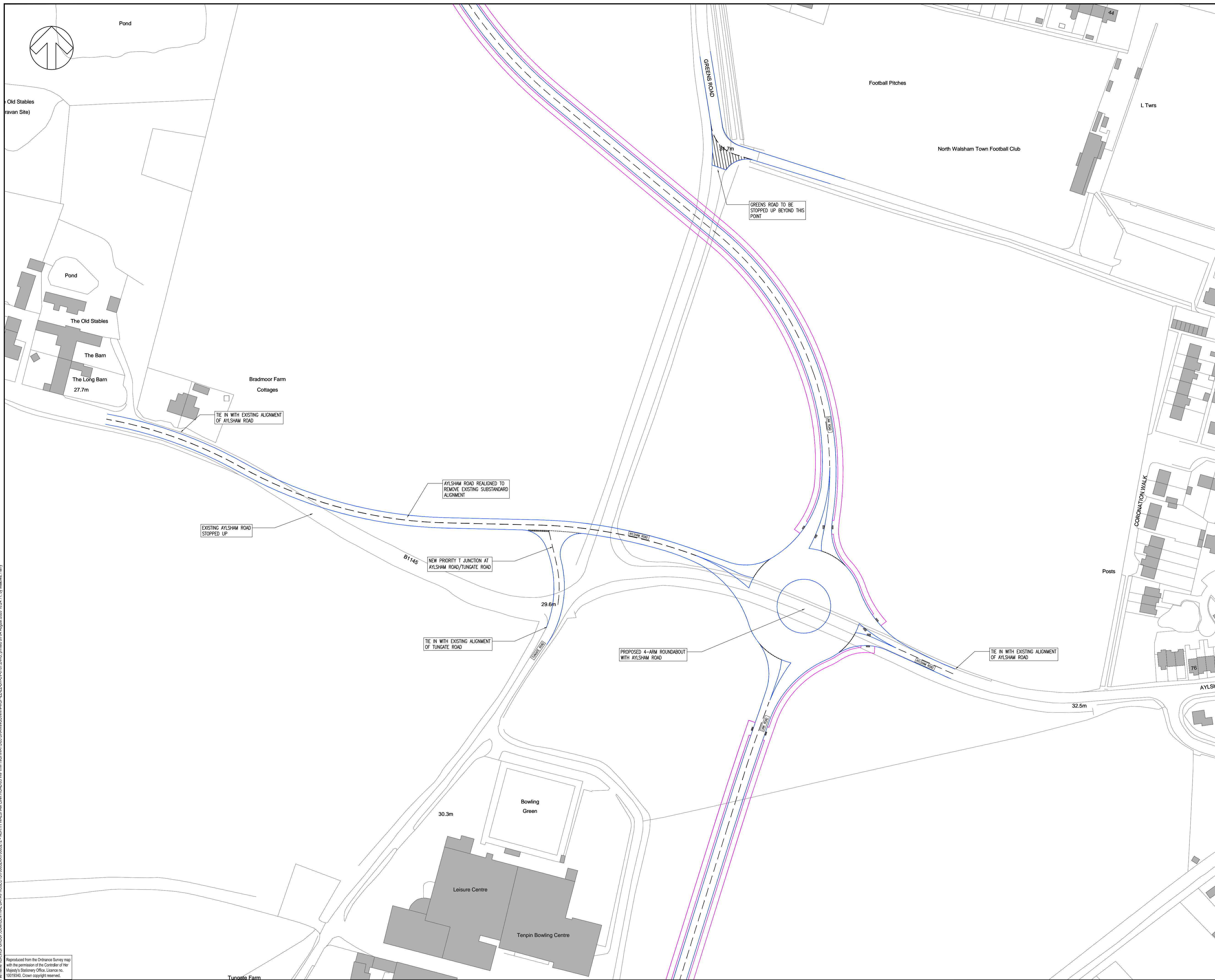
DRAWING No: **NWN-WSP-ZZ-ZZ-DR-CV-0106** REV: **P01**

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DO NOT SCALE

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  - - - PROPOSED ROAD MARKINGS
  - TACTILE PAVING
  - PROPOSED SHARED USE PATH

- NOTES**
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  2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE NORTH WALSHAM LINK ROAD FEASIBILITY STUDY (AUGUST 2020), PRODUCED BY WSP.
  3. DIMENSIONS SHALL NOT BE SCALED FROM THIS DRAWING. ALL DIMENSIONS SHOWN ARE IN METRES.

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ARCHITECT:

SITE/PROJECT: **NORTH WALSHAM LINK ROAD FEASIBILITY STUDY**

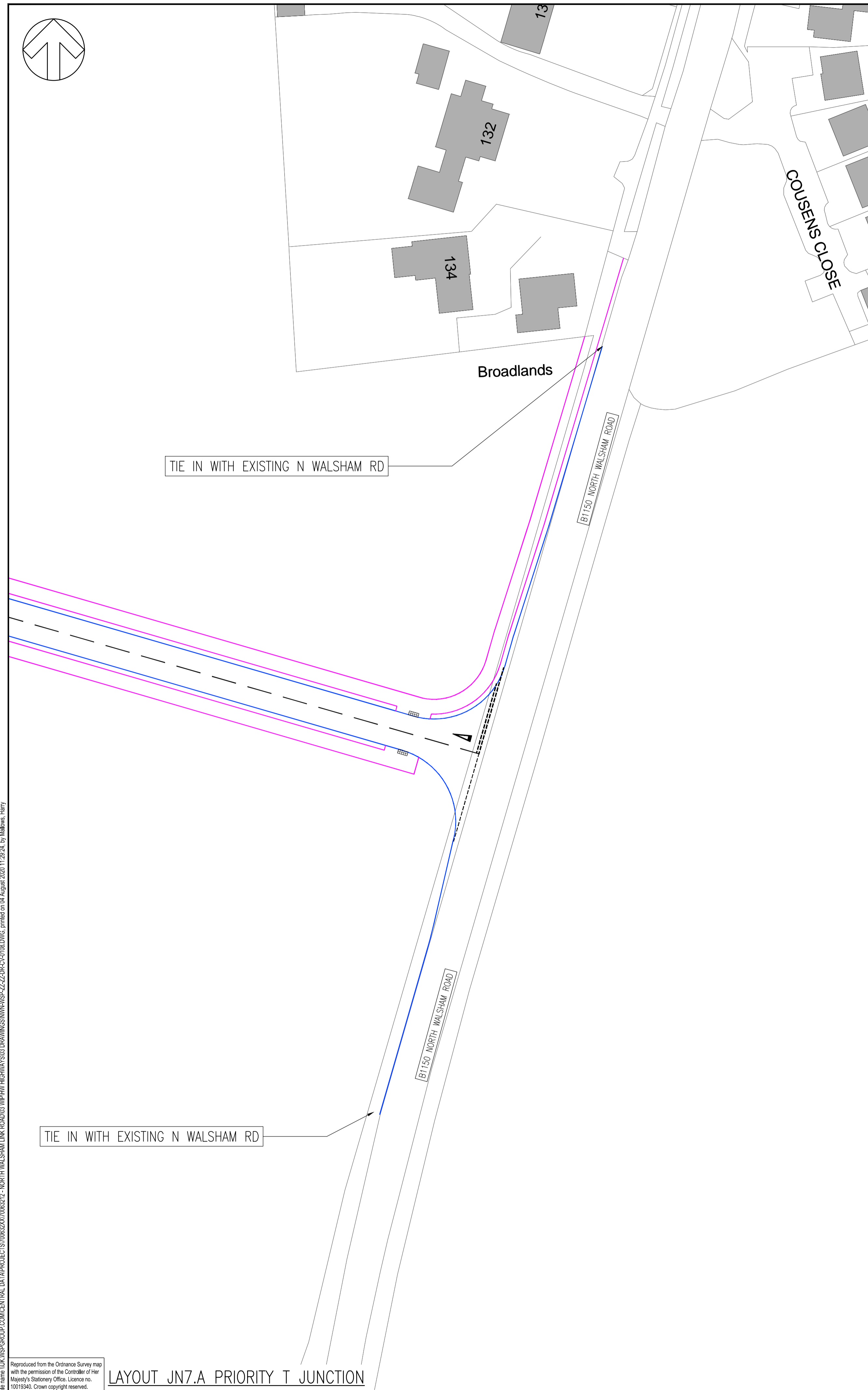
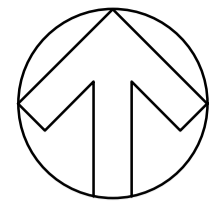
TITLE: **JUNCTION 4 - LAYOUT JN4.B WITH ALIGNMENT 1B**

SCALE @ A1: 1:500	CHECKED: AG	APPROVED: LM
PROJECT NO: 70063212	DESIGNED: CM	DATE: 03/08/2020

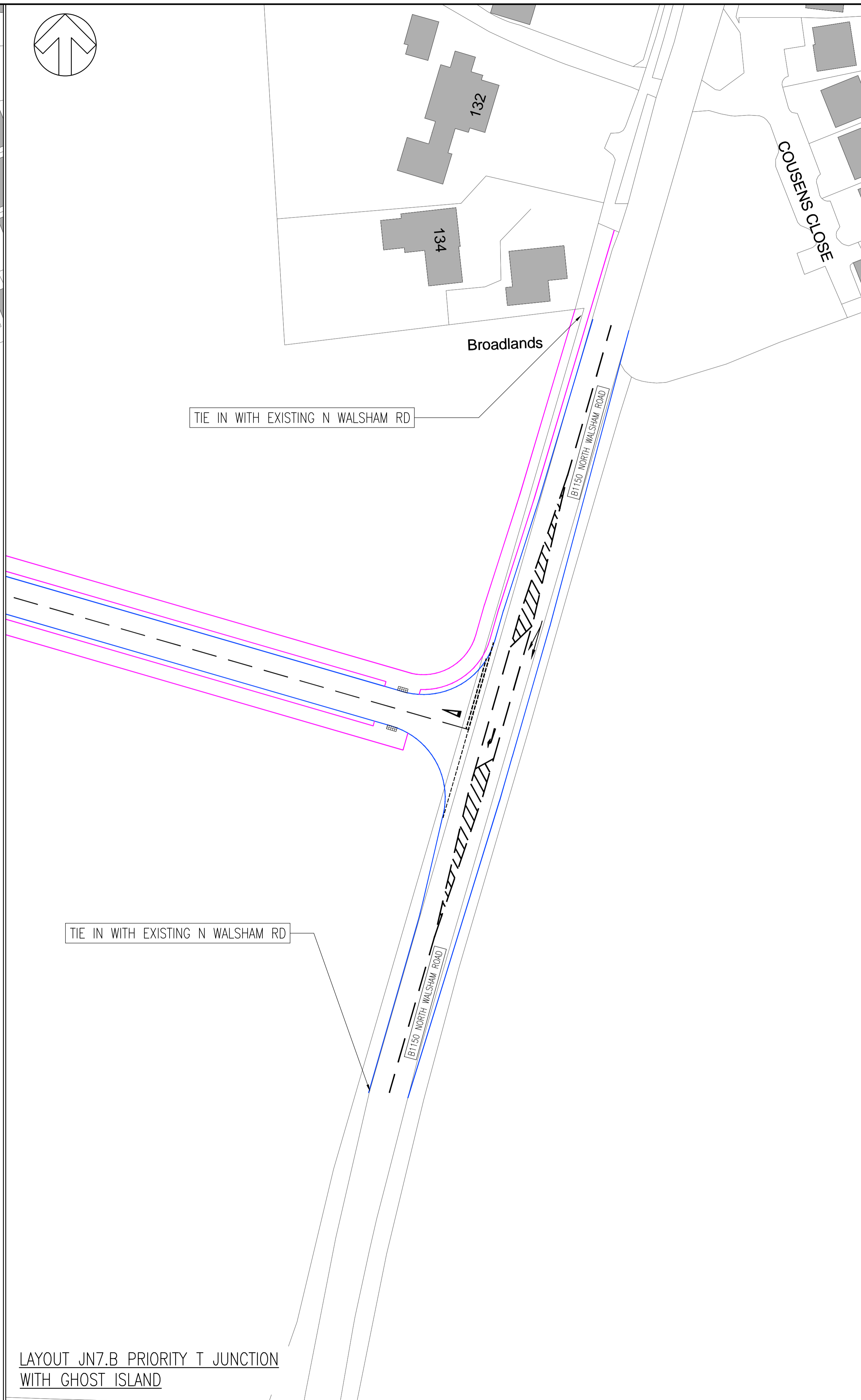
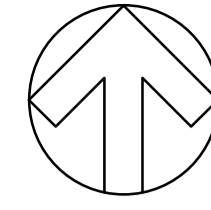
DRAWING NO: <b>NWN-WSP-ZZ-ZZ-DR-CV-0107</b>	REV: <b>P01</b>
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LAYOUT JN7.A PRIORITY T JUNCTION



LAYOUT JN7.B PRIORITY T JUNCTION WITH GHOST ISLAND

DO NOT SCALE

- KEY
- PROPOSED EDGE OF CARRIAGEWAY
  - - - PROPOSED ROAD MARKINGS
  - TACTILE PAVING
  - PROPOSED SHARED USE PATH

- NOTES
1. THIS GENERAL ARRANGEMENT IS NOT TO BE USED FOR CONSTRUCTION. IT IS A COMPOSITE DRAWING SHOWING THE SPATIAL RELATIONSHIP BETWEEN THE PROPOSED AND EXISTING FEATURES.
  2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE NORTH WALSHAM LINK ROAD FEASIBILITY STUDY (AUGUST 2020), PRODUCED BY WSP.

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SITE/PROJECT: **NORTH WALSHAM LINK ROAD FEASIBILITY STUDY**

TITLE: **JUNCTION 7 - LAYOUTS JN7.A & JN7.B**

SCALE @ A1:	CHECKED:	APPROVED:
1:500	AG	LM
PROJECT NO:	DESIGNED:	DRAWN:
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		DATE:
		03/08/2020

DRAWING NO:	REV:
<b>NWN-WSP-ZZ-ZZ-DR-CV-0108</b>	<b>P01</b>

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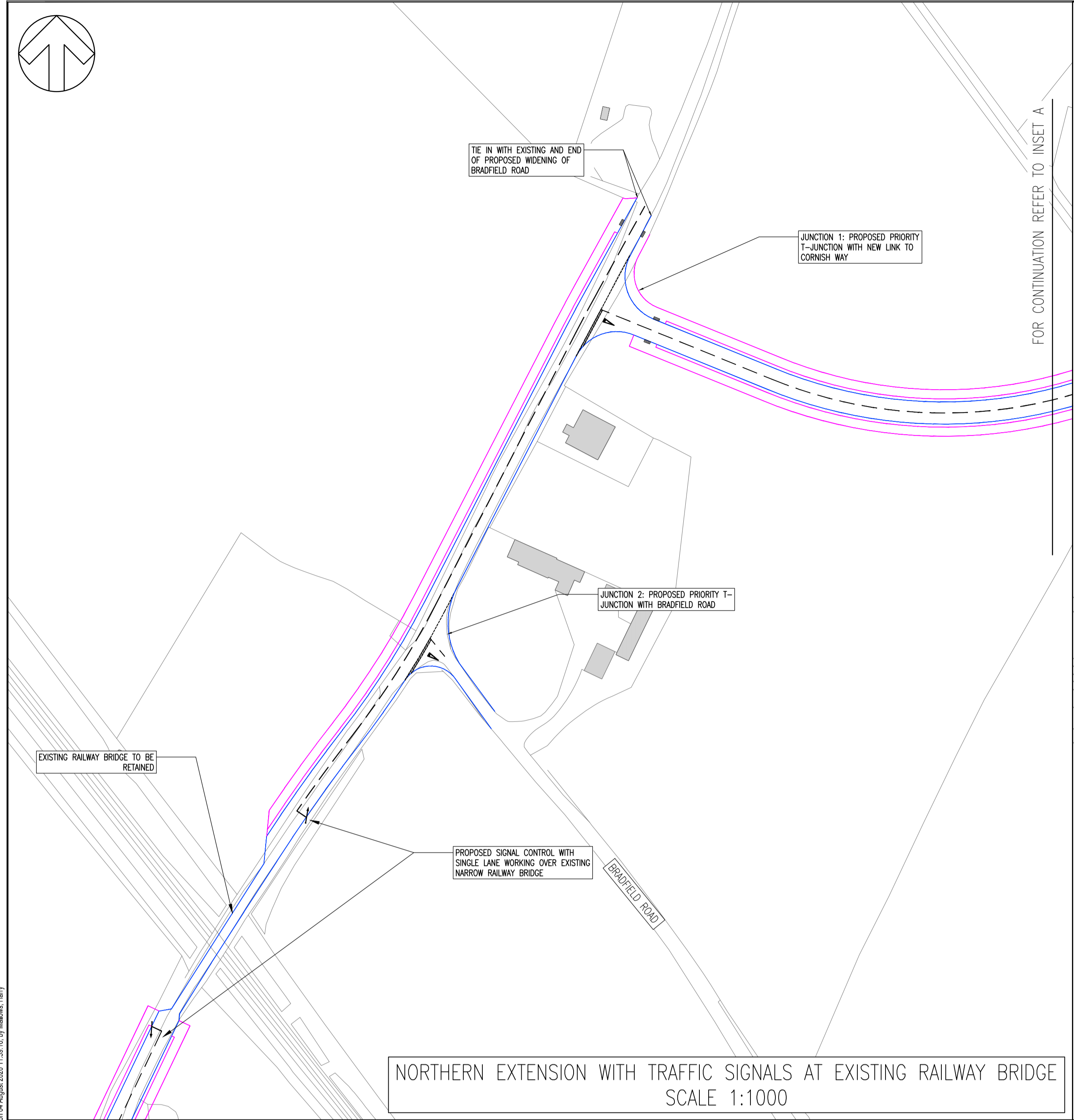
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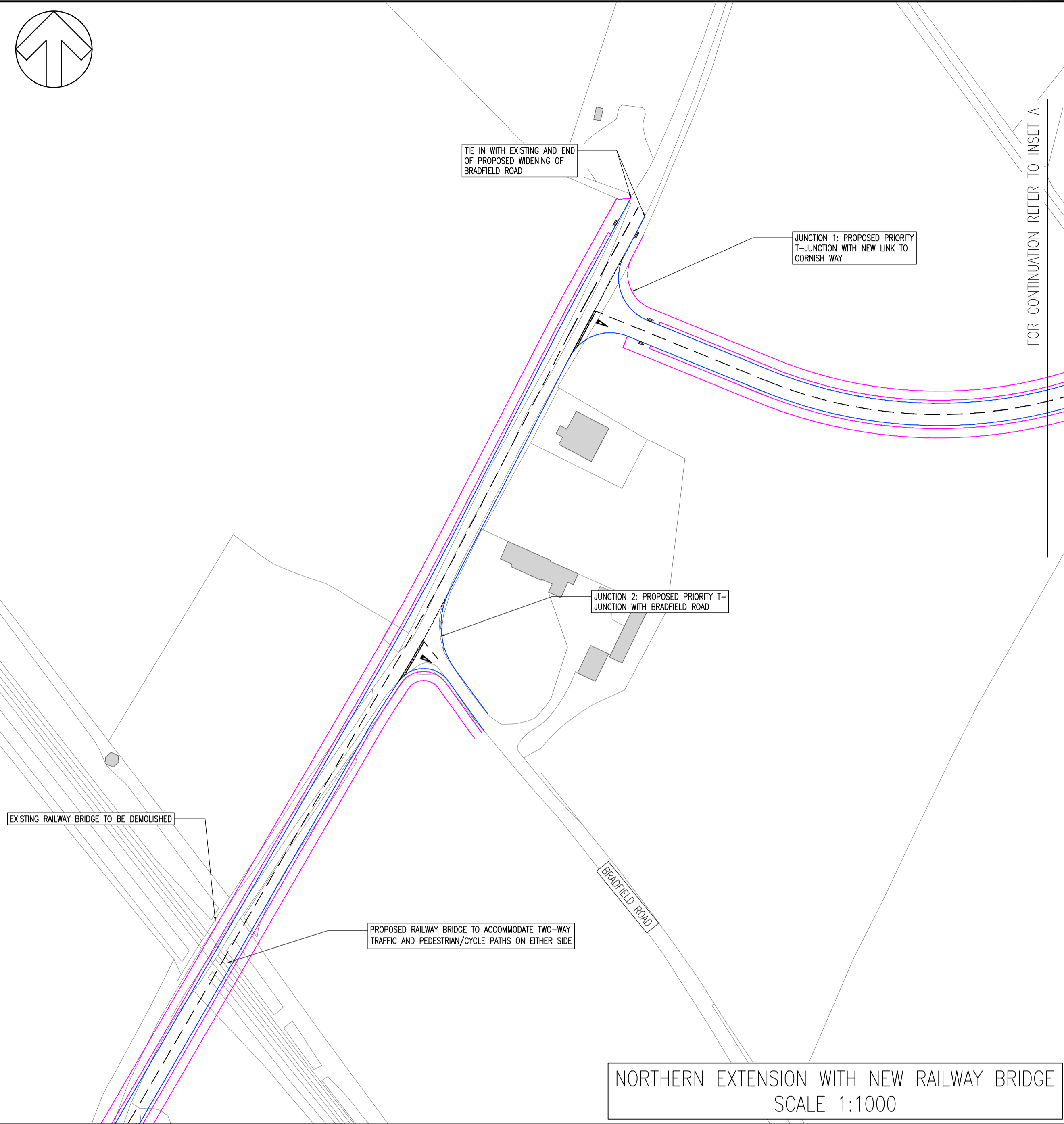
# Appendix F.2

OPTION 2

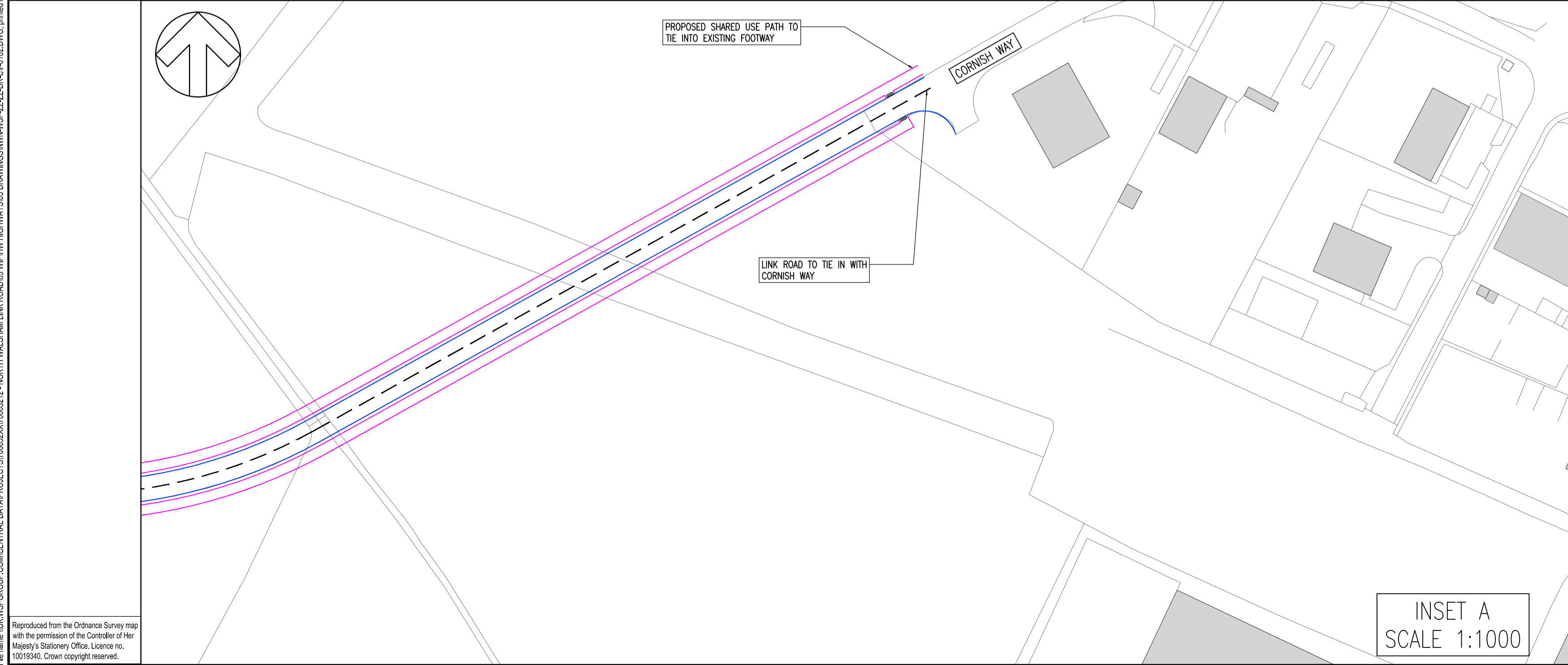




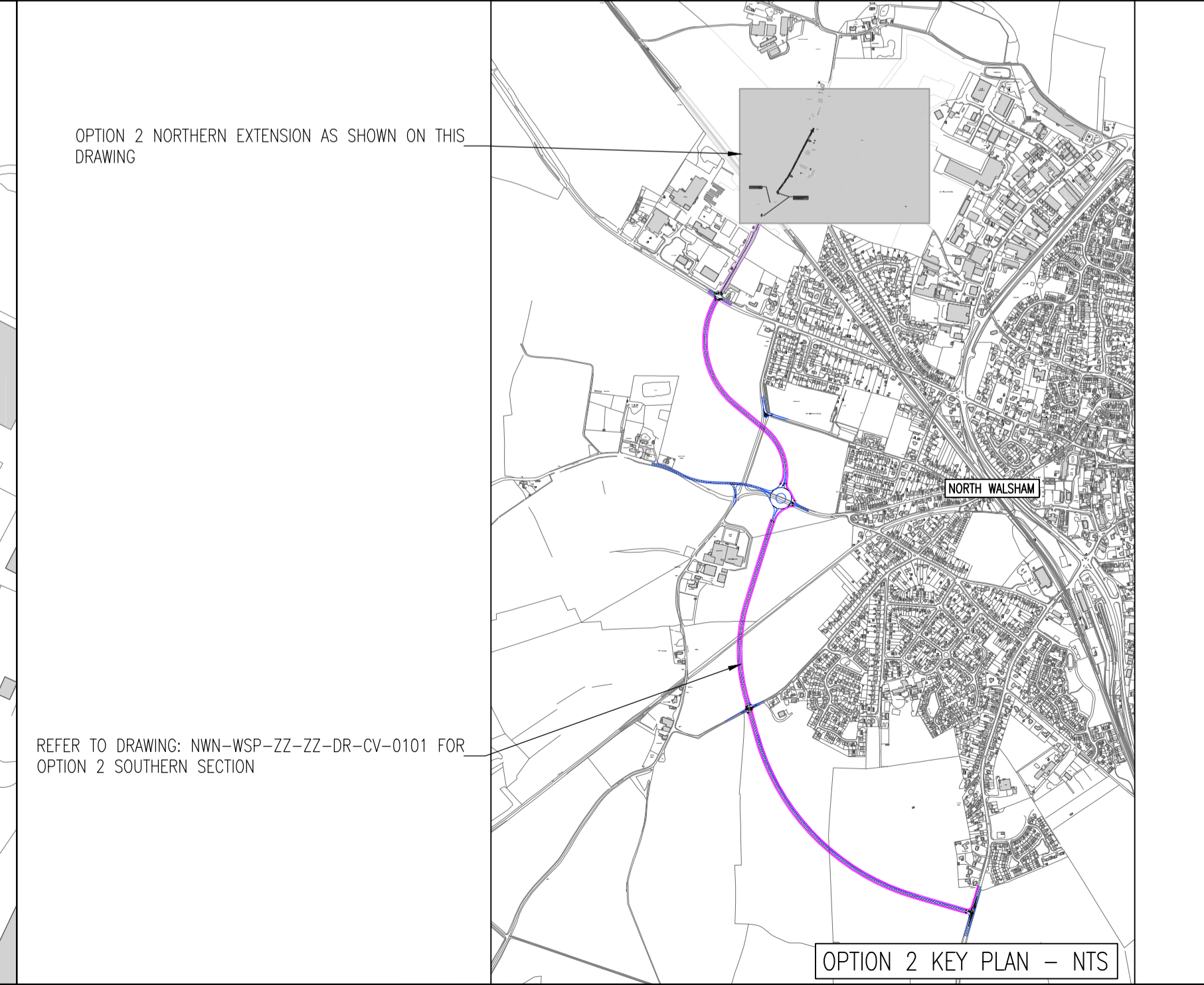
NORTHERN EXTENSION WITH TRAFFIC SIGNALS AT EXISTING RAILWAY BRIDGE  
SCALE 1:1000



NORTHERN EXTENSION WITH NEW RAILWAY BRIDGE  
SCALE 1:1000



INSET A  
SCALE 1:1000



OPTION 2 KEY PLAN - NTS

**DO NOT SCALE**

**KEY**

- PROPOSED EDGE OF CARRIAGEWAY
- - - PROPOSED ROAD MARKINGS
- ▤ TACTILE PAVING
- PROPOSED SHARED USE PATH

- NOTES**
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  - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE NORTH WALSHAM LINK ROAD FEASIBILITY STUDY (AUGUST 2020), PRODUCED BY WSP.
  - EMBANKMENTS ON EITHER SIDE OF THE NEW RAILWAY BRIDGE NOT SHOWN ON THIS DRAWING. FURTHER INVESTIGATION REQUIRED TO INDICATE LIKELY EXTENT OF EARTHWORKS AT THIS LOCATION UNDER THIS OPTION.

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

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P01	03/08/2020	HM	FIRST ISSUE	AG	LM

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ARCHITECT:

SITE/PROJECT: **NORTH WALSHAM LINK ROAD FEASIBILITY STUDY**

TITLE: **OPTION 2 - PROPOSED LINK ROAD WITH NORTHERN EXTENSION**

SCALE @ A1:	CHECKED:	APPROVED:
1:1000	AG	LM

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70063212	CM	CM	03/08/2020

DRAWING NO:	REV:
<b>NWN-WSP-ZZ-ZZ-DR-CV-0102</b>	<b>P01</b>

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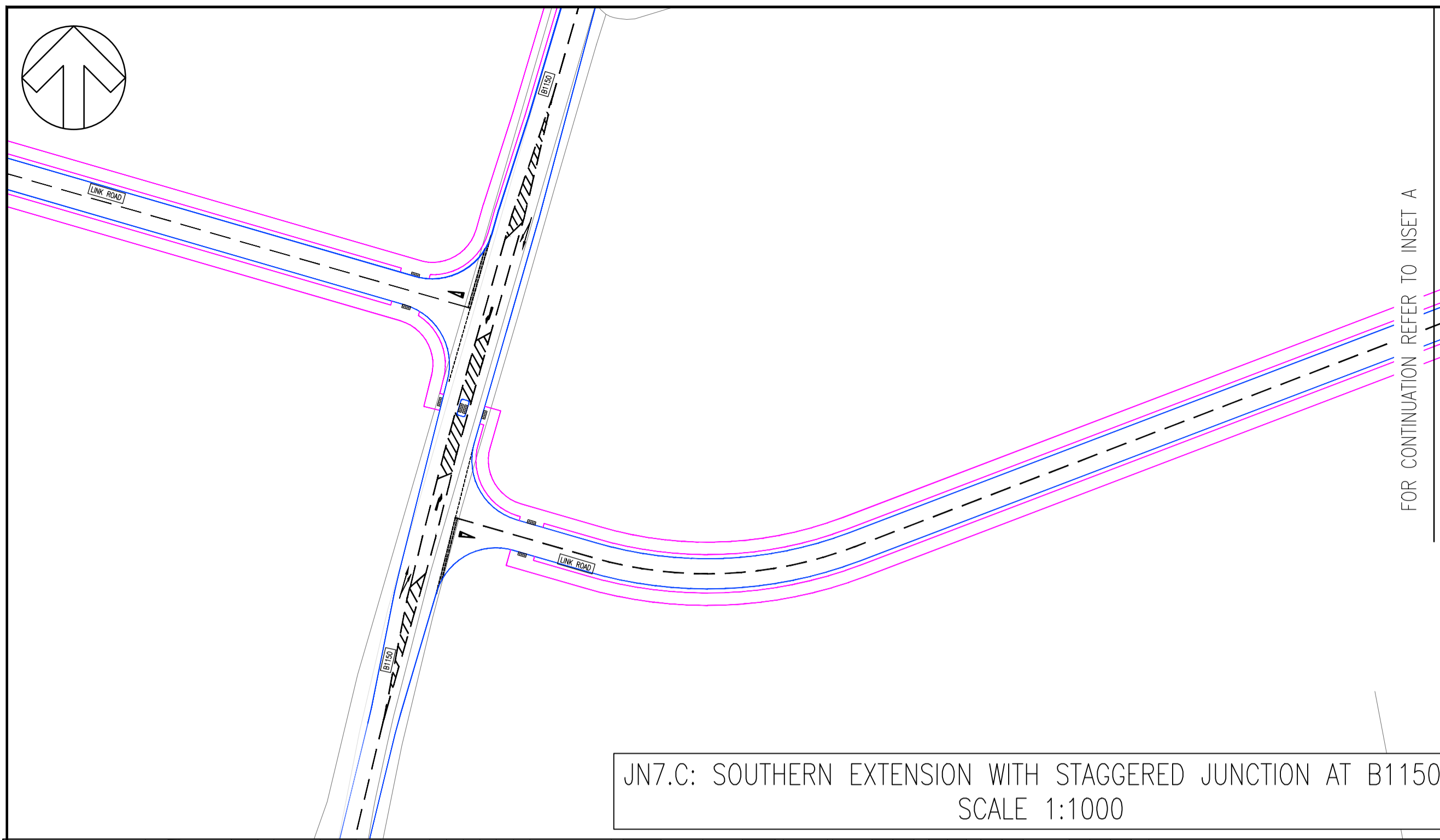
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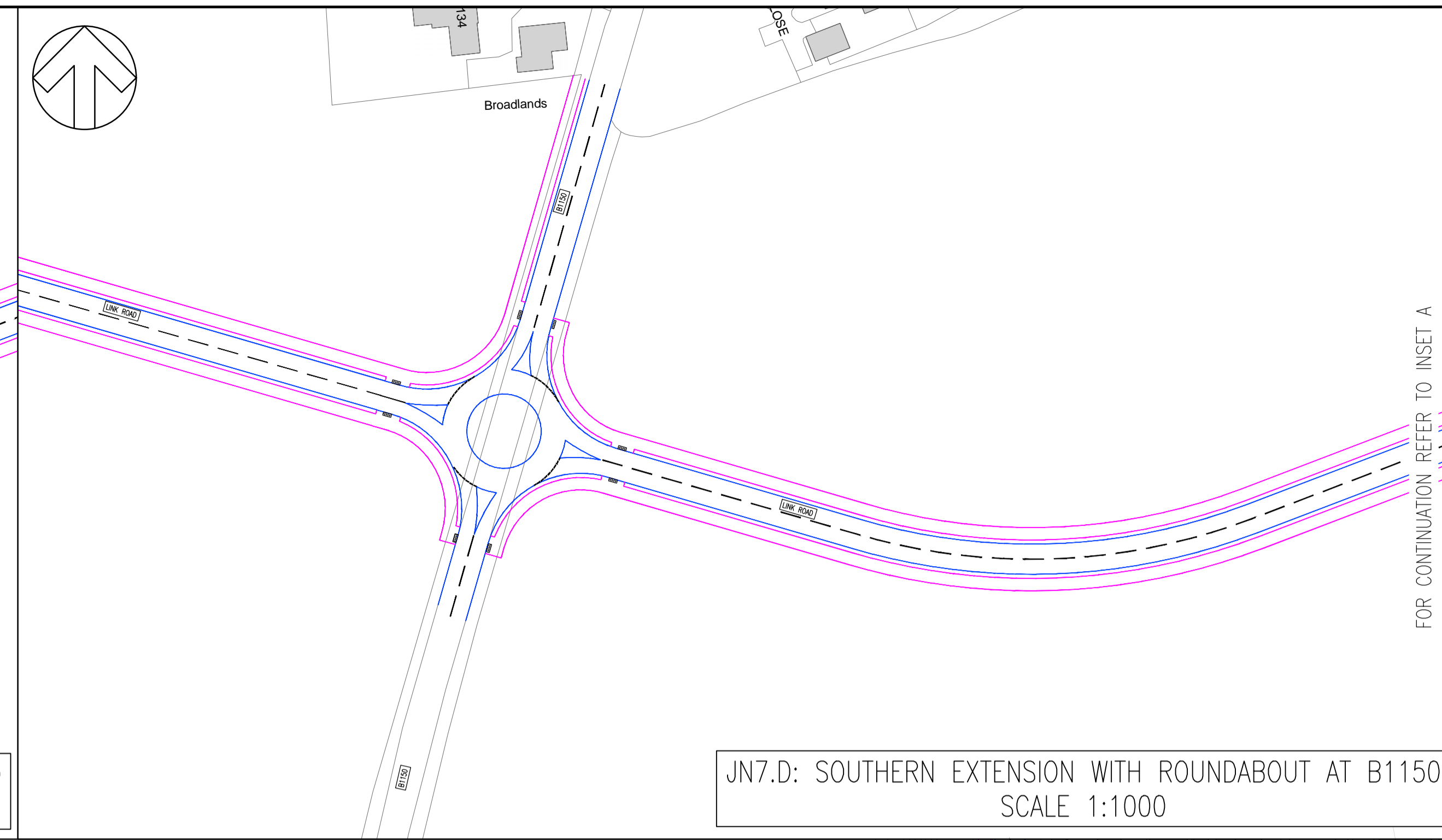
# Appendix F.3

OPTION 3

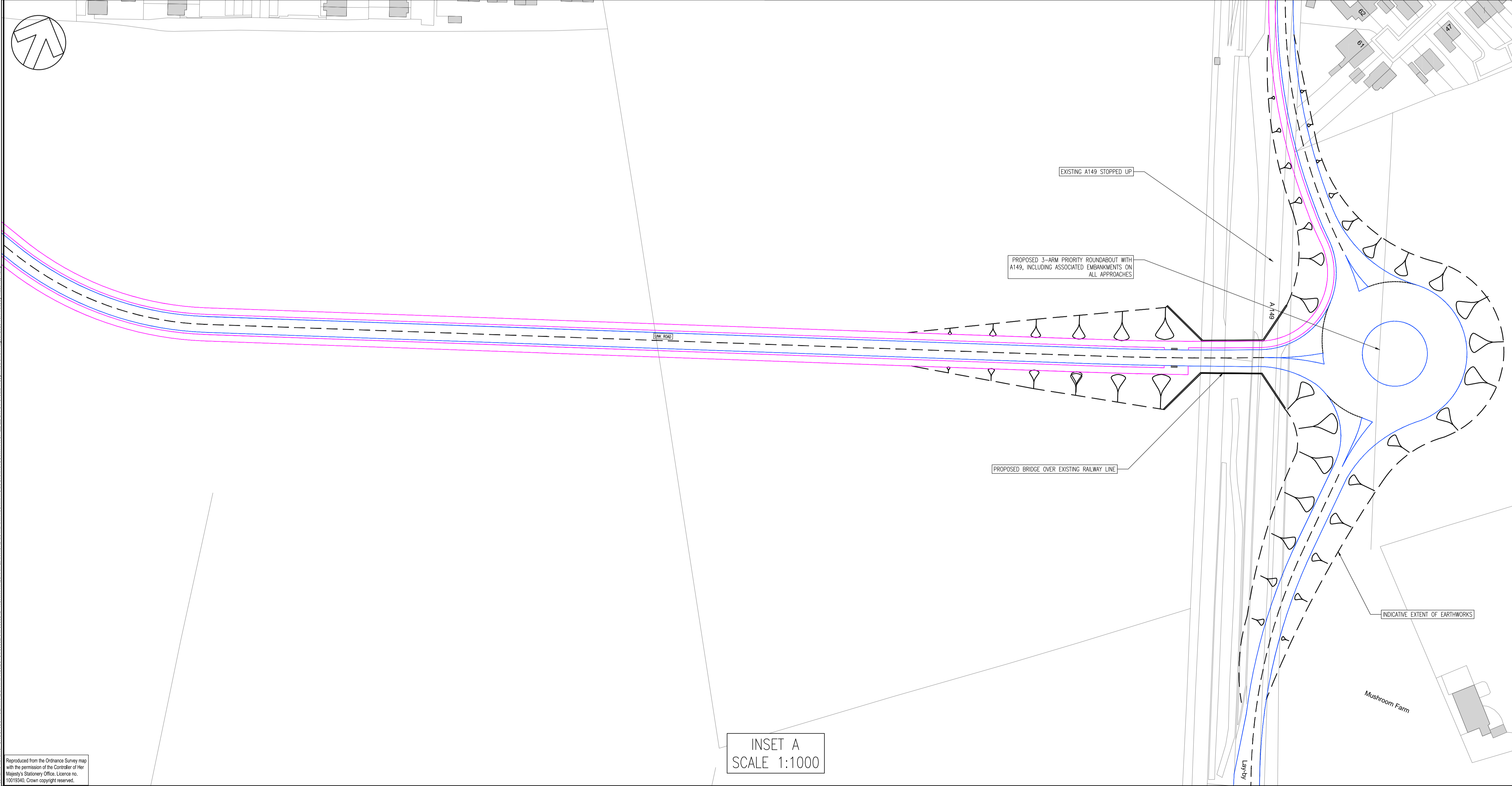




JN7.C: SOUTHERN EXTENSION WITH STAGGERED JUNCTION AT B1150  
SCALE 1:1000



JN7.D: SOUTHERN EXTENSION WITH ROUNDABOUT AT B1150  
SCALE 1:1000



INSET A  
SCALE 1:1000

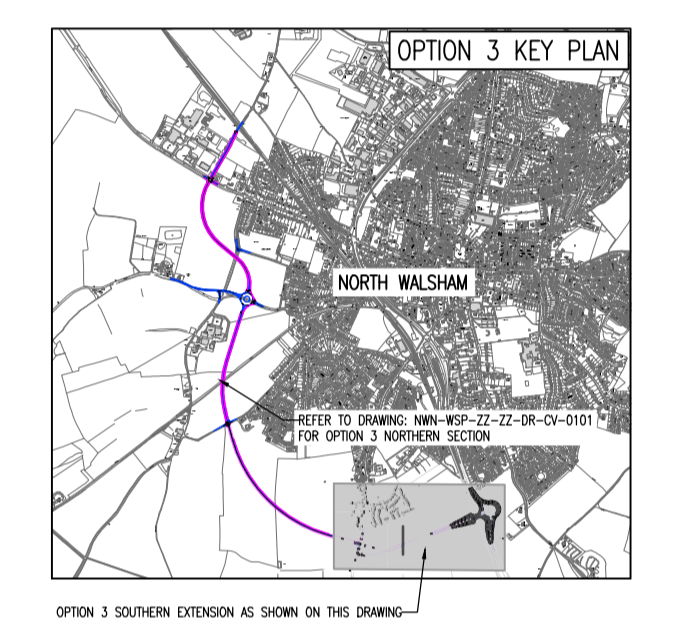
**DO NOT SCALE**

**KEY**

- PROPOSED EDGE OF CARRIAGEWAY
- - - PROPOSED ROAD MARKINGS
- ▨ TACTILE PAVING
- PROPOSED SHARED USE PATH

**NOTES**

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2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE NORTH WALSHAM LINK ROAD FEASIBILITY STUDY (AUGUST 2020), PRODUCED BY WSP.
3. DIMENSIONS SHALL NOT BE SCALED FROM THIS DRAWING. ALL DIMENSIONS SHOWN ARE IN METRES.



UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

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P01	03/08/2020	HM	FIRST ISSUE	AG	LM

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ARCHITECT:

SITE/PROJECT: **NORTH WALSHAM LINK ROAD FEASIBILITY STUDY**

TITLE: **OPTION 3 - PROPOSED LINK ROAD WITH SOUTHERN EXTENSION INCLUDING JN7.C & JN7.D**

SCALE @ A1:	CHECKED:	APPROVED:
1:1000	AG	LM

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70063212	CM	CM	03/08/2020

DRAWING NO:	REV:
NWN-WSP-ZZ-ZZ-DR-CV-0103	P01

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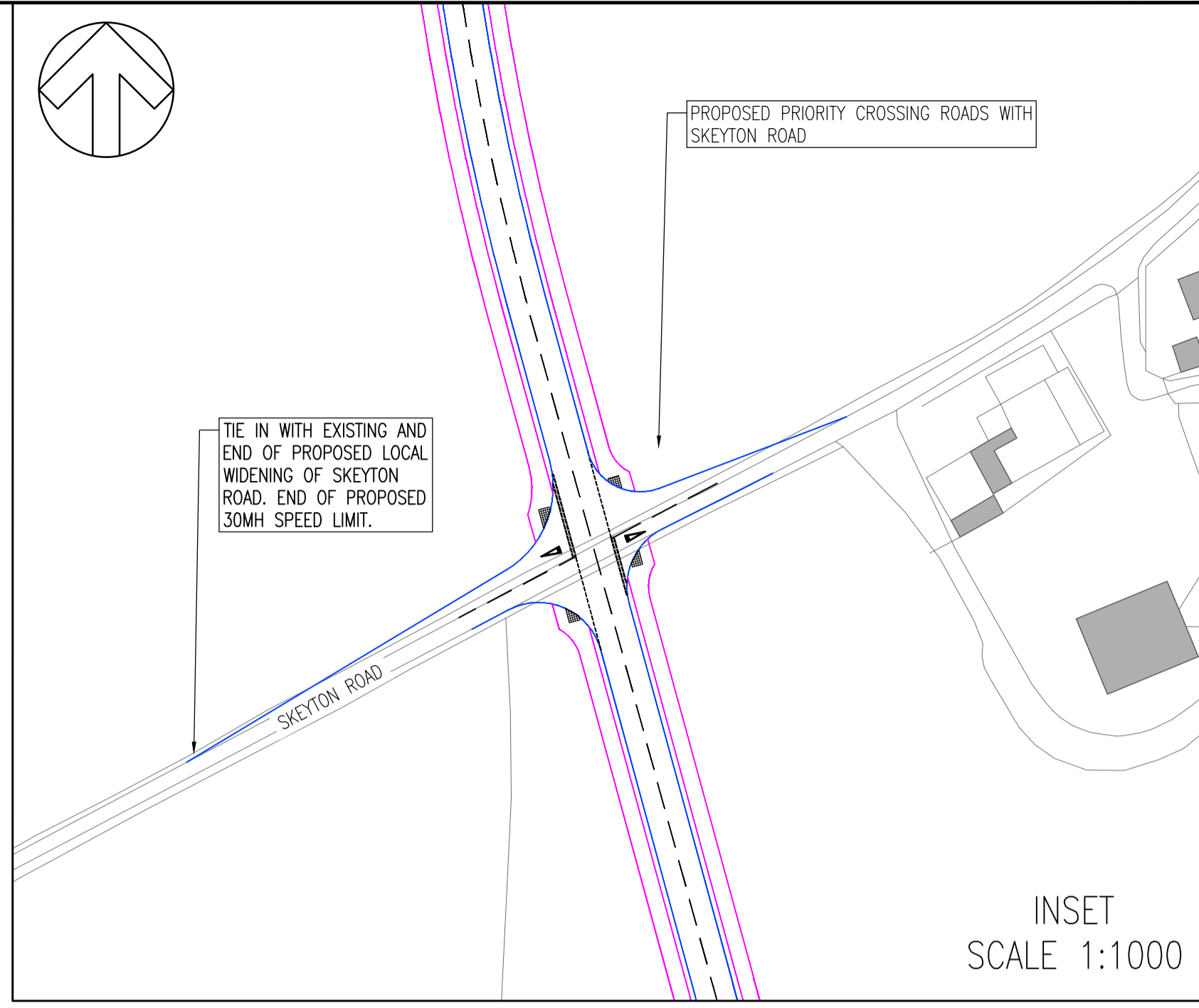
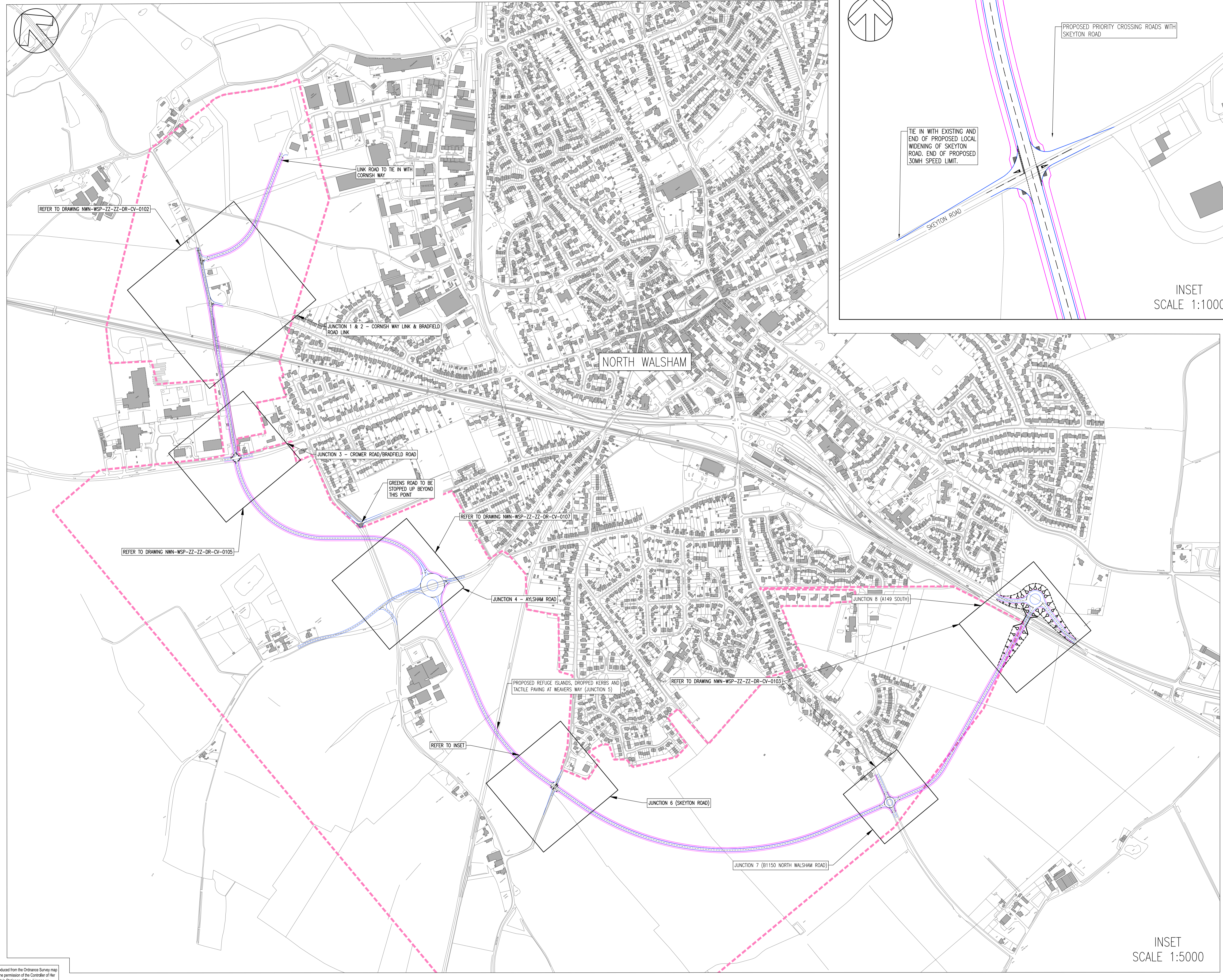
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# Appendix F.4

OPTION 4





**DO NOT SCALE**

**KEY**

- PROPOSED EDGE OF CARRIAGEWAY
- - - PROPOSED ROAD MARKINGS
- ▨ TACTILE PAVING
- PROPOSED SHARED USE PATH

- NOTES**
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  - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE NORTH WALSHAM LINK ROAD FEASIBILITY STUDY (AUGUST 2020), PRODUCED BY WSP.
  - REFER TO DRAWING NWN-WSP-ZZ-ZZ-DR-CV-0101 FOR LINK ROAD ALIGNMENT 1A BETWEEN JUNCTIONS 3 AND 7. SEE DRAWING NO. NWN-WSP-ZZ-ZZ-DR-CV-0106 FOR ALTERNATIVE JUNCTION 4 LAYOUT (JN4.A) TO THAT SHOWN ON THIS DRAWING (JN4.B).

INSET  
SCALE 1:1000

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REV	DATE	BY	DESCRIPTION		CHK	APP

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CLIENT: **NORFOLK COUNTY COUNCIL**

ARCHITECT:

SITE/PROJECT: **NORTH WALSHAM  
LINK ROAD FEASIBILITY STUDY**

TITLE: **OPTION 4 - LINK ROAD (ALIGNMENT 1B) WITH  
NORTHERN & SOUTHERN EXTENSIONS**

SCALE @ A1:	CHECKED:	APPROVED:
1:5000	AG	LM
PROJECT NO:	DESIGNED:	DRAWN:
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		DATE:
		03/08/2020

DRAWING No: **NWN-WSP-ZZ-ZZ-DR-CV-0104** REV: **P01**

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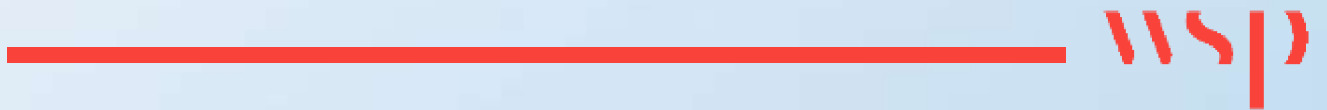
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# Appendix G

COST ESTIMATES



# Appendix G.1

WLR COST ESTIMATE



## 2. BASIS OF ESTIMATE

### COST DATA

All rates and prices are based on information from our in-house database

All rates and prices are nett of Contractors Fee/OH & P

All rates and prices have been adjusted to current values using BCIS indices

All costs are exclusive of VAT, Stamp Duty etc.

Where appropriate rates and prices cannot be applied to bespoke items, allowances have been made for indicative purposes only.

Allowances for bespoke items are based on historical project data and would be subject to change upon receipt of supplier quotes (if obtained)

A percentage wastage allowance has been included in the rates and / or quantities where appropriate

### ASSUMPTIONS

#### General

An allowance of 5% per Series total has been made for unscheduled items to cover works not itemised in the Direct Works BoQ.

An allowance of 15% of the Direct Construction Cost has been made for design team fees.

An allowance of 10% of the Direct Construction Cost has been made for project management fees.

It has been assumed that this scheme is to be delivered as a 'stand alone' project.

#### Preliminaries

A percentage allowance for preliminaries has been included at 30% to take into account for traffic management and anticipated reduced productivity as a result of the site conditions i.e. working around pedestrians, working around existing live services etc.

#### Series 200: Site Clearance

It has been assumed that fencing at Junction 3 will be removed and replaced

It is assumed that there is no removal/clearance allowance made for drainage items due to current design phase.

It is assumed that there is no removal/clearance allowance made for traffic signs due to current design phase.

It is assumed that there are no street lights to be removed at this current phase, including the corresponding electrical works.

#### Series 300: Fencing

Fencing assumed to be replacing existing with concrete foundations priced separate to the fencing rate.

#### Series 400: Road Restraint Systems

Assumed no safety barrier required for this project.

#### Series 500: Drainage and Service Ducts

It has been assumed that a drainage run would be required for the carriageway construction with associated gullies.

#### Series 600: Earthworks

It has been assumed that any excavation in fields will be deemed acceptable and existing roads will be unacceptable.

Re-use on site of 50% of site won acceptable material has been allowed for, the remainder will be disposed off site.

#### Series 700: Pavements

Proposed pavement assumed to consist of sub-base, base course, binder course and surface course layers.

Existing carriageway to have areas planed out that will be converted to new carriageway.

#### Series 1100: Kerbs, Footways and Paved Areas

Footpath construction rates based on base, binder and surface course.

Kerbing assumed to run along the edge of the carriageway and edge of roundabout.

#### Series 1200: Traffic Signs and Road Markings

No Traffic signs allowed for as no detail at this stage

Road studs assumed to be required every 8 metres along centre line.

#### Series 1300: Road Lighting Columns and brackets

No allowance has been made for lighting in this estimate, once more detail is known to be added.

---

## EXCLUSIONS

The following are excluded, but should be included within the overall Project Budget, where appropriate Christmas or Bank Holiday working  
VAT, Stamp Duty etc.  
Inflation has been excluded at this stage of the estimate.  
CPO for houses as it is anticipated this will not be required for the scheme  
Land costs.  
Planning and approval charges  
Costs associated with Statutory Fees (e.g. HMRI, Local Authority, etc.) unless confirmed  
Costs associated with taxes and levies  
Costs associated with licences and all associated costs and fees  
Costs associated with changes in legislation and any form of applicable standards  
Costs associated with regard to Drainage Ponds  
Costs associated with invasive species, Japanese knotweed, Himalayan balsam  
Costs associated with protected species such as great crested newts, badgers, bats and nesting birds  
Costs associated with asbestos  
No pedestrian guardrail has been included in the estimate, requirement not known.  
Costs associated with road restraint systems  
Costs associated for Statutory Undertakers works  
Costs associated with 400 Series works.  
Costs associated with street lighting and associated electrical works.

### 3. COST SUMMARY

WBS	Estimate Breakdown	Option 1.1		Option 1.2	
		Value	%	Value	%
<b>North Walsham Link Road</b>					
<b>1</b>	<b>DIRECT CONSTRUCTION WORKS</b>				
1.02	Site Clearance	£ 14,752.50	0.08%	£ 15,718.50	0.09%
1.03	Fencing	£ 13,031.55	0.07%	£ 15,366.75	0.09%
1.04	Road Restraint Systems	£ -	0.00%	£ -	0.00%
1.05	Drainage	£ 1,183,008.75	6.66%	£ 1,236,333.00	6.96%
1.06	Earthworks	£ 1,257,350.85	7.08%	£ 1,300,583.03	7.32%
1.07	Pavements	£ 2,399,341.35	13.51%	£ 2,524,762.80	14.21%
1.11	Kerbs, Footways & Paved Areas	£ 756,084.00	4.26%	£ 761,365.50	4.29%
1.12	Traffic Signs & Road Markings	£ 6,298.95	0.04%	£ 8,810.55	0.05%
1.13	Road Lighting Columns, Brackets & CCTV Masts	£ -	0.00%	£ -	0.00%
1.14	Electrical Work for Road Lighting & Traffic Signs	£ -	0.00%	£ -	0.00%
1.15	Motorways Communications & Technology	£ -	0.00%	£ -	0.00%
1.16	Piling & Embedded Retaining Walls	£ -	0.00%	£ -	0.00%
1.17	Structural Concrete	£ -	0.00%	£ -	0.00%
1.18	Steelwork for Structures	£ -	0.00%	£ -	0.00%
1.19	Protection of Steelwork against Corrosion	£ -	0.00%	£ -	0.00%
1.20	Waterproofing for Structures	£ -	0.00%	£ -	0.00%
1.21	Bridge Bearings	£ -	0.00%	£ -	0.00%
1.23	Bridge Expansion Joints & Sealing of Gaps	£ -	0.00%	£ -	0.00%
1.24	Brickwork, Blockwork & Stonework	£ -	0.00%	£ -	0.00%
1.25	Special Structures	£ -	0.00%	£ -	0.00%
1.27	Accommodation Works & Works for Statutory Undertakers	£ -	0.00%	£ -	0.00%
1.30	Landscape & Ecology	£ -	0.00%	£ -	0.00%
1.50	Maintenance Painting of Steelwork	£ -	0.00%	£ -	0.00%
	<b>DIRECT CONSTRUCTION WORKS:</b>	<b>£ 5,629,867.95</b>	<b>31.70%</b>	<b>£ 5,862,940.13</b>	<b>33.01%</b>
<b>2</b>	<b>INDIRECT CONSTRUCTION COSTS</b>				
2.01	Preliminaries	£ 1,688,960.39	9.51%	£ 1,758,882.04	9.90%
2.02	Contractors Fee/Overheads and Profit	£ 612,248.14	3.45%	£ 637,594.74	3.59%
	<b>INDIRECT CONSTRUCTION COSTS:</b>	<b>£ 2,301,208.52</b>	<b>12.96%</b>	<b>£ 2,396,476.78</b>	<b>13.49%</b>
	<b>TOTAL BASE CONSTRUCTION COST:</b>	<b>£ 7,931,076.47</b>	<b>44.65%</b>	<b>£ 8,259,416.90</b>	<b>46.50%</b>
<b>3</b>	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>				
3.01	Project / Design Team Fees	£ 844,480.19	4.75%	£ 879,441.02	4.95%
3.02	Project Management Team Fees	£ 877,555.67	4.94%	£ 913,885.79	5.15%
3.03	Other Project Costs	£ -	0.00%	£ -	0.00%
	<b>EMPLOYER INDIRECT COSTS:</b>	<b>£ 1,722,035.86</b>	<b>9.70%</b>	<b>£ 1,793,326.81</b>	<b>10.10%</b>
	<b>BASE COST ESTIMATE:</b>	<b>£ 9,653,112.33</b>	<b>54.35%</b>	<b>£ 10,052,743.71</b>	<b>56.60%</b>
<b>4</b>	<b>RISK</b>				
4.01	Risk	40.00% £ 3,861,244.93	21.74%	£ 4,021,097.48	22.64%
4.02	Optimism Bias	44.00% £ 4,247,369.43	23.91%	£ 4,423,207.23	24.90%
	<b>COST LIMIT EXCLUDING INFLATION:</b>	<b>£ 17,761,726.69</b>	<b>100.00%</b>	<b>£ 18,497,048.43</b>	<b>104.14%</b>
<b>5</b>	<b>INFLATION</b>				
5.01	Inflation	£ -	0.00%	£ -	0.00%
	<b>TOTAL INFLATION ALLOWANCE:</b>	<b>£ -</b>	<b>0.00%</b>	<b>£ -</b>	<b>0.00%</b>
	<b>ANTICIPATED FINAL COST:</b>	<b>£ 17,761,726.69</b>	<b>100.00%</b>	<b>£ 18,497,048.43</b>	<b>104.14%</b>

# Appendix G.2

NORTHERN EXTENSION COST  
ESTIMATE



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## 2. BASIS OF ESTIMATE

### COST DATA

All rates and prices are based on information from our in-house database

All rates and prices are nett of Contractors Fee/OH & P

All rates and prices have been adjusted to current values using BCIS indices

All costs are exclusive of VAT, Stamp Duty etc.

Where appropriate rates and prices cannot be applied to bespoke items, allowances have been made for indicative purposes only.

Allowances for bespoke items are based on historical project data and would be subject to change upon receipt of supplier quotes (if obtained)

A percentage wastage allowance has been included in the rates and / or quantities where appropriate

### ASSUMPTIONS

#### General

An allowance of 5% per Series total has been made for unscheduled items to cover works not itemised in the Direct Works BoQ.

An allowance of 15% of the Direct Construction Cost has been made for design team fees.

An allowance of 10% of the Direct Construction Cost has been made for project management fees.

It has been assumed that this scheme is to be delivered as a 'stand alone' project.

#### Preliminaries

A percentage allowance for preliminaries has been included at 30% to take into account for traffic management and anticipated reduced productivity as a result of the site conditions i.e. working around pedestrians, working around existing live services etc.

#### Series 200: Site Clearance

It is assumed that there is no removal/clearance allowance made for drainage items due to current design phase.

It is assumed that there is no removal/clearance allowance made for traffic signs due to current design phase.

It is assumed that there are no street lights to be removed at this current phase, including the corresponding electrical works.

#### Series 400: Road Restraint Systems

Assumed no safety barrier required for this project.

#### Series 500: Drainage and Service Ducts

It has been assumed that a drainage run would be required for the carriageway construction with associated gullies.

#### Series 600: Earthworks

It has been assumed that any excavation in fields will be deemed acceptable and existing roads will be unacceptable.

Re-use on site of 50% of site won acceptable material has been allowed for, the remainder will be disposed off site.

#### Series 700: Pavements

Proposed pavement assumed to consist of sub-base, base course, binder course and surface course layers.

Existing carriageway to have areas planed out that will be converted to new carriageway.

#### Series 1100: Kerbs, Footways and Paved Areas

Footpath construction rates based on base, binder and surface course.

Kerbing assumed to run along the edge of the carriageway and edge of roundabout.

#### Series 1200: Traffic Signs and Road Markings

No Traffic signs allowed for as no detail at this stage

Road studs assumed to be required every 8 metres along centre line.

#### Series 1300: Road Lighting Columns and brackets

No allowance has been made for lighting in this estimate, once more detail is known to be added

#### Series 2500: Special Commissioned Structures

An allowance has been made for the removal and reconstruction of the bridge.

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## EXCLUSIONS

The following are excluded, but should be included within the overall Project Budget, where appropriate Christmas or Bank Holiday working  
VAT, Stamp Duty etc.

Inflation has been excluded at this stage of the estimate.

CPO for houses as it is anticipated this will not be required for the scheme

Land costs.

Planning and approval charges

Costs associated with Statutory Fees (e.g. HMRI, Local Authority, etc.) unless confirmed

Costs associated with taxes and levies

Costs associated with licences and all associated costs and fees

Costs associated with changes in legislation and any form of applicable standards

Costs associated with regard to Drainage Ponds

Costs associated with invasive species, Japanese knotweed, Himalayan balsam

Costs associated with protected species such as great crested newts, badgers, bats and nesting birds

Costs associated with asbestos

No pedestrian guardrail has been included in the estimate, requirement not known.

Costs associated with road restraint systems

Costs associated for Statutory Undertakers works

Costs associated with 300 Series works as fencing requirement unclear.

Costs associated with 400 Series works.

Costs associated with street lighting and associated electrical works.



3. COST SUMMARY

WBS	Estimate Breakdown	Option 2.1		Option 2.2	
		Value	%	Value	%
<b>North Walsham Link Road - Option 2 - Northern Extension</b>					
<b>1</b>	<b>DIRECT CONSTRUCTION WORKS</b>				
1.02	Site Clearance	£ 2,364.60	0.07%	£ 7,373.10	0.21%
1.03	Fencing	£ -	0.00%	£ -	0.00%
1.04	Road Restraint Systems	£ -	0.00%	£ -	0.00%
1.05	Drainage	£ 267,378.30	7.55%	£ 257,964.00	7.28%
1.06	Earthworks	£ 199,534.13	5.63%	£ 261,116.10	7.37%
1.07	Pavements	£ 513,639.00	14.50%	£ 574,772.10	16.23%
1.11	Kerbs, Footways & Paved Areas	£ 138,355.35	3.91%	£ 184,831.50	5.22%
1.12	Traffic Signs & Road Markings	£ 1,525.65	0.04%	£ 2,369.85	0.07%
1.13	Road Lighting Columns, Brackets & CCTV Masts	£ -	0.00%	£ -	0.00%
1.14	Electrical Work for Road Lighting & Traffic Signs	£ -	0.00%	£ -	0.00%
1.15	Motorways Communications & Technology	£ -	0.00%	£ -	0.00%
1.16	Piling & Embedded Retaining Walls	£ -	0.00%	£ -	0.00%
1.17	Structural Concrete	£ -	0.00%	£ -	0.00%
1.18	Steelwork for Structures	£ -	0.00%	£ -	0.00%
1.19	Protection of Steelwork against Corrosion	£ -	0.00%	£ -	0.00%
1.20	Waterproofing for Structures	£ -	0.00%	£ -	0.00%
1.21	Bridge Bearings	£ -	0.00%	£ -	0.00%
1.23	Bridge Expansion Joints & Sealing of Gaps	£ -	0.00%	£ -	0.00%
1.24	Brickwork, Blockwork & Stonework	£ -	0.00%	£ -	0.00%
1.25	Special Structures	£ -	0.00%	£ 5,000,000.00	141.15%
1.27	Accommodation Works & Works for Statutory Undertakers	£ -	0.00%	£ -	0.00%
1.30	Landscape & Ecology	£ -	0.00%	£ -	0.00%
1.50	Maintenance Painting of Steelwork	£ -	0.00%	£ -	0.00%
	<b>DIRECT CONSTRUCTION WORKS:</b>	<b>£ 1,122,797.03</b>	<b>31.70%</b>	<b>£ 6,288,426.65</b>	<b>177.52%</b>
<b>2</b>	<b>INDIRECT CONSTRUCTION COSTS</b>				
2.01	Preliminaries	£ 336,839.11	9.51%	£ 1,886,528.00	53.26%
2.02	Contractors Fee/Overheads and Profit	£ 122,104.18	3.45%	£ 683,866.40	19.31%
	<b>INDIRECT CONSTRUCTION COSTS:</b>	<b>£ 458,943.28</b>	<b>12.96%</b>	<b>£ 2,570,394.39</b>	<b>72.56%</b>
	<b>TOTAL BASE CONSTRUCTION COST:</b>	<b>£ 1,581,740.31</b>	<b>44.65%</b>	<b>£ 8,858,821.04</b>	<b>250.09%</b>
<b>3</b>	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>				
3.01	Project / Design Team Fees	£ 168,419.55	4.75%	£ 943,264.00	26.63%
3.02	Project Management Team Fees	£ 175,015.99	4.94%	£ 980,208.50	27.67%
3.03	Other Project Costs	£ -	0.00%	£ -	0.00%
	<b>EMPLOYER INDIRECT COSTS:</b>	<b>£ 343,435.54</b>	<b>9.70%</b>	<b>£ 1,923,472.50</b>	<b>54.30%</b>
	<b>BASE COST ESTIMATE:</b>	<b>£ 1,925,175.85</b>	<b>54.35%</b>	<b>£ 10,782,293.54</b>	<b>304.38%</b>
<b>4</b>	<b>RISK</b>				
4.01	Risk	40.00% £ 770,070.34	21.74%	£ 4,312,917.42	121.75%
4.02	Optimism Bias	44.00% £ 847,077.37	23.91%	£ 4,744,209.16	133.93%
	<b>COST LIMIT EXCLUDING INFLATION:</b>	<b>£ 3,542,323.56</b>	<b>100.00%</b>	<b>£ 19,839,420.12</b>	<b>560.07%</b>
<b>5</b>	<b>INFLATION</b>				
5.01	Inflation	£ -	0.00%	£ -	0.00%
	<b>TOTAL INFLATION ALLOWANCE:</b>	<b>£ -</b>	<b>0.00%</b>	<b>£ -</b>	<b>0.00%</b>
	<b>ANTICIPATED FINAL COST:</b>	<b>£ 3,542,323.56</b>	<b>100.00%</b>	<b>£ 19,839,420.12</b>	<b>560.07%</b>

# Appendix G.3

SOUTHERN EXTENSION COST  
ESTIMATE



## 2. BASIS OF ESTIMATE

### COST DATA

All rates and prices are based on information from our in-house database

All rates and prices are nett of Contractors Fee/OH & P

All rates and prices have been adjusted to current values using BCIS indices

All costs are exclusive of VAT, Stamp Duty etc.

Where appropriate rates and prices cannot be applied to bespoke items, allowances have been made for indicative purposes only.

Allowances for bespoke items are based on historical project data and would be subject to change upon receipt of supplier quotes (if obtained)

A percentage wastage allowance has been included in the rates and / or quantities where appropriate

### ASSUMPTIONS

#### General

An allowance of 5% per Series total has been made for unscheduled items to cover works not itemised in the Direct Works BoQ.

An allowance of 15% of the Direct Construction Cost has been made for design team fees.

An allowance of 10% of the Direct Construction Cost has been made for project management fees.

It has been assumed that this scheme is to be delivered as a 'stand alone' project.

#### Preliminaries

A percentage allowance for preliminaries has been included at 30% to take into account for traffic management and anticipated reduced productivity as a result of the site conditions i.e. working around pedestrians, working around existing live services etc.

#### Series 200: Site Clearance

It is assumed that there is no removal/clearance allowance made for drainage items due to current design phase.

It is assumed that there is no removal/clearance allowance made for traffic signs due to current design phase.

It is assumed that there are no street lights to be removed at this current phase, including the corresponding electrical works.

#### Series 400: Road Restraint Systems

Assumed no safety barrier required for this project.

#### Series 500: Drainage and Service Ducts

It has been assumed that a drainage run would be required for the carriageway construction with associated gullies.

#### Series 600: Earthworks

It has been assumed that any excavation in fields will be deemed acceptable and existing roads will be unacceptable.

Re-use on site of 50% of site won acceptable material has been allowed for, the remainder will be disposed off site.

#### Series 700: Pavements

Proposed pavement assumed to consist of sub-base, base course, binder course and surface course layers.

Existing carriageway to have areas planed out that will be converted to new carriageway.

#### Series 1100: Kerbs, Footways and Paved Areas

Footpath construction rates based on base, binder and surface course.

Kerbing assumed to run along the edge of the carriageway and edge of roundabout.

#### Series 1200: Traffic Signs and Road Markings

No Traffic signs allowed for as no detail at this stage

Road studs assumed to be required every 8 metres along centre line.

#### Series 1300: Road Lighting Columns and brackets

No allowance has been made for lighting in this estimate, once more detail is known to be added

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## EXCLUSIONS

The following are excluded, but should be included within the overall Project Budget, where appropriate Christmas or Bank Holiday working  
VAT, Stamp Duty etc.

Inflation has been excluded at this stage of the estimate.

CPO for houses as it is anticipated this will not be required for the scheme

Land costs.

Planning and approval charges

Costs associated with Statutory Fees (e.g. HMRI, Local Authority, etc.) unless confirmed

Costs associated with taxes and levies

Costs associated with licences and all associated costs and fees

Costs associated with changes in legislation and any form of applicable standards

Costs associated with regard to Drainage Ponds

Costs associated with invasive species, Japanese knotweed, Himalayan balsam

Costs associated with protected species such as great crested newts, badgers, bats and nesting birds

Costs associated with asbestos

No pedestrian guardrail has been included in the estimate, requirement not known.

Costs associated with road restraint systems

Costs associated for Statutory Undertakers works

Costs associated with 300 Series works as fencing requirement unclear.

Costs associated with 400 Series works.

Costs associated with street lighting and associated electrical works.

### 3. COST SUMMARY

WBS	Estimate Breakdown	Option 3.1		Option 3.2	
		Value	%	Value	%
<b>North Walsham Link Road - Option 3 - Southern Extension</b>					
<b>1</b>	<b>DIRECT CONSTRUCTION WORKS</b>				
1.02	Site Clearance	£ 6,300.00	0.06%	£ 6,930.00	0.06%
1.03	Fencing	£ -	0.00%	£ -	0.00%
1.04	Road Restraint Systems	£ -	0.00%	£ -	0.00%
1.05	Drainage	£ 479,729.25	4.41%	£ 487,420.50	4.48%
1.06	Earthworks	£ 1,173,762.45	10.78%	£ 1,147,937.18	10.54%
1.07	Pavements	£ 1,570,971.15	14.43%	£ 1,460,376.75	13.41%
1.11	Kerbs, Footways & Paved Areas	£ 217,446.60	2.00%	£ 300,124.65	2.76%
1.12	Traffic Signs & Road Markings	£ 3,429.30	0.03%	£ 3,360.00	0.03%
1.13	Road Lighting Columns, Brackets & CCTV Masts	£ -	0.00%	£ -	0.00%
1.14	Electrical Work for Road Lighting & Traffic Signs	£ -	0.00%	£ -	0.00%
1.15	Motorways Communications & Technology	£ -	0.00%	£ -	0.00%
1.16	Piling & Embedded Retaining Walls	£ -	0.00%	£ -	0.00%
1.17	Structural Concrete	£ -	0.00%	£ -	0.00%
1.18	Steelwork for Structures	£ -	0.00%	£ -	0.00%
1.19	Protection of Steelwork against Corrosion	£ -	0.00%	£ -	0.00%
1.20	Waterproofing for Structures	£ -	0.00%	£ -	0.00%
1.21	Bridge Bearings	£ -	0.00%	£ -	0.00%
1.23	Bridge Expansion Joints & Sealing of Gaps	£ -	0.00%	£ -	0.00%
1.24	Brickwork, Blockwork & Stonework	£ -	0.00%	£ -	0.00%
1.25	Special Structures	£ -	0.00%	£ -	0.00%
1.27	Accommodation Works & Works for Statutory Undertakers	£ -	0.00%	£ -	0.00%
1.30	Landscape & Ecology	£ -	0.00%	£ -	0.00%
1.50	Maintenance Painting of Steelwork	£ -	0.00%	£ -	0.00%
	<b>DIRECT CONSTRUCTION WORKS:</b>	<b>£ 3,451,638.75</b>	<b>31.70%</b>	<b>£ 3,406,149.08</b>	<b>31.28%</b>
<b>2</b>	<b>INDIRECT CONSTRUCTION COSTS</b>				
2.01	Preliminaries	£ 1,035,491.63	9.51%	£ 1,021,844.72	9.38%
2.02	Contractors Fee/Overheads and Profit	£ 375,365.71	3.45%	£ 370,418.71	3.40%
	<b>INDIRECT CONSTRUCTION COSTS:</b>	<b>£ 1,410,857.34</b>	<b>12.96%</b>	<b>£ 1,392,263.43</b>	<b>12.79%</b>
	<b>TOTAL BASE CONSTRUCTION COST:</b>	<b>£ 4,862,496.09</b>	<b>44.65%</b>	<b>£ 4,798,412.51</b>	<b>44.06%</b>
<b>3</b>	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>				
3.01	Project / Design Team Fees	£ 517,745.81	4.75%	£ 510,922.36	4.69%
3.02	Project Management Team Fees	£ 538,024.19	4.94%	£ 530,933.49	4.88%
3.03	Other Project Costs	£ -	0.00%	£ -	0.00%
	<b>EMPLOYER INDIRECT COSTS:</b>	<b>£ 1,055,770.00</b>	<b>9.70%</b>	<b>£ 1,041,855.85</b>	<b>9.57%</b>
	<b>BASE COST ESTIMATE:</b>	<b>£ 5,918,266.09</b>	<b>54.35%</b>	<b>£ 5,840,268.36</b>	<b>53.63%</b>
<b>4</b>	<b>RISK</b>				
4.01	Risk	40.00% £ 2,367,306.44	21.74%	£ 2,336,107.34	21.45%
4.02	Optimism Bias	44.00% £ 2,604,037.08	23.91%	£ 2,569,718.08	23.60%
	<b>COST LIMIT EXCLUDING INFLATION:</b>	<b>£ 10,889,609.61</b>	<b>100.00%</b>	<b>£ 10,746,093.78</b>	<b>98.68%</b>
<b>5</b>	<b>INFLATION</b>				
5.01	Inflation	£ -	0.00%	£ -	0.00%
	<b>TOTAL INFLATION ALLOWANCE:</b>	<b>£ -</b>	<b>0.00%</b>	<b>£ -</b>	<b>0.00%</b>
	<b>ANTICIPATED FINAL COST:</b>	<b>£ 10,889,609.61</b>	<b>100.00%</b>	<b>£ 10,746,093.78</b>	<b>98.68%</b>

# Appendix G.4

MITIGATION MEASURES COST  
ESTIMATES



## 2. BASIS OF ESTIMATE

### COST DATA

All rates and prices are based on information from our in-house database

All rates and prices are nett of Contractors Fee/OH & P

All rates and prices have been adjusted to current values using BCIS indices

All costs are exclusive of VAT, Stamp Duty etc.

Where appropriate rates and prices cannot be applied to bespoke items, allowances have been made for indicative purposes only.

Allowances for bespoke items are based on historical project data and would be subject to change upon receipt of supplier quotes (if obtained)

A percentage wastage allowance has been included in the rates and / or quantities where appropriate

### ASSUMPTIONS

#### General

An allowance of 5% per Series total has been made for unscheduled items to cover works not itemised in the Direct Works BoQ.

An allowance of 15% of the Direct Construction Cost has been made for design team fees.

An allowance of 10% of the Direct Construction Cost has been made for project management fees.

It has been assumed that this scheme is to be delivered as a 'stand alone' project.

#### Preliminaries

A percentage allowance for preliminaries has been included at 30% to take into account for traffic management and anticipated reduced productivity as a result of the site conditions i.e. working around pedestrians, working around existing live services etc.

#### Series 200: Site Clearance

It is assumed that there is no removal/clearance allowance made for drainage items due to current design phase.

It is assumed that there is no removal/clearance allowance made for traffic signs due to current design phase.

It is assumed that there are no street lights to be removed at this current phase, including the corresponding electrical works.

#### Series 600: Earthworks

It has been assumed that excavated material will be deemed as unacceptable.

Assumed that all excavations will be disposed off site.

#### Series 700: Pavements

A road crossing has been assumed to be required on Station Road.

#### Series 1100: Kerbs, Footways and Paved Areas

Footpath construction rates based on base, binder and surface course.

Edging assumed to run along the edge of the footpath.

#### Series 1300: Road Lighting Columns, Brackets & CCTV Masts

Lighting assumed to be required every 50 metres along either side of the footpath with associated electrical works in the 1400 Series.

#### Series 3000: Landscaping & Ecology

Vegetation clearance along the existing footpath has been included.

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## EXCLUSIONS

The following are excluded, but should be included within the overall Project Budget, where appropriate Christmas or Bank Holiday working  
VAT, Stamp Duty etc.

Inflation has been excluded at this stage of the estimate.

CPO for houses as it is anticipated this will not be required for the scheme

Land costs.

Planning and approval charges

Costs associated with Statutory Fees (e.g. HMRI, Local Authority, etc.) unless confirmed

Costs associated with taxes and levies

Costs associated with licences and all associated costs and fees

Costs associated with changes in legislation and any form of applicable standards

Costs associated with regard to Drainage Ponds

Costs associated with invasive species, Japanese knotweed, Himalayan balsam

Costs associated with protected species such as great crested newts, badgers, bats and nesting birds

Costs associated with asbestos

No pedestrian guardrail has been included in the estimate, requirement not known.

Costs associated with road restraint systems

Costs associated for Statutory Undertakers works

Costs associated with 300 Series works.

Costs associated with 400 Series works.

Costs associated with 500 Series works.

Costs associated with 1200 Series works.



### 3. COST SUMMARY

WBS	Estimate Breakdown	Value	%
	<b>North Walsham Link Road - Mitigation 2 - Amending Weavers Way footpath</b>		
<b>1</b>	<b>DIRECT CONSTRUCTION WORKS</b>		
1.02	Site Clearance	£ 420.00	0.04%
1.03	Fencing	£ -	0.00%
1.04	Road Restraint Systems	£ -	0.00%
1.05	Drainage	£ -	0.00%
1.06	Earthworks	£ 36,579.90	3.76%
1.07	Pavements	£ 40,000.00	4.11%
1.11	Kerbs, Footways & Paved Areas	£ 84,262.50	8.65%
1.12	Traffic Signs & Road Markings	£ -	0.00%
1.13	Road Lighting Columns, Brackets & CCTV Masts	£ 58,590.00	6.02%
1.14	Electrical Work for Road Lighting & Traffic Signs	£ 71,662.50	7.36%
1.15	Motorways Communications & Technology	£ -	0.00%
1.16	Piling & Embedded Retaining Walls	£ -	0.00%
1.17	Structural Concrete	£ -	0.00%
1.18	Steelwork for Structures	£ -	0.00%
1.19	Protection of Steelwork against Corrosion	£ -	0.00%
1.20	Waterproofing for Structures	£ -	0.00%
1.21	Bridge Bearings	£ -	0.00%
1.23	Bridge Expansion Joints & Sealing of Gaps	£ -	0.00%
1.24	Brickwork, Blockwork & Stonework	£ -	0.00%
1.25	Special Structures	£ -	0.00%
1.27	Accommodation Works & Works for Statutory Undertakers	£ -	0.00%
1.30	Landscape & Ecology	£ 1,260.00	0.13%
1.50	Maintenance Painting of Steelwork	£ -	0.00%
	<b>DIRECT CONSTRUCTION WORKS:</b>	<b>£ 292,774.90</b>	<b>30.06%</b>
<b>2</b>	<b>INDIRECT CONSTRUCTION COSTS</b>		
2.01	Preliminaries	£ 87,832.47	9.02%
2.02	Contractors Fee/Overheads and Profit	£ 31,839.27	3.27%
	<b>INDIRECT CONSTRUCTION COSTS:</b>	<b>£ 119,671.74</b>	<b>12.29%</b>
	<b>TOTAL BASE CONSTRUCTION COST:</b>	<b>£ 412,446.64</b>	<b>42.35%</b>
<b>3</b>	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>		
3.01	Project / Design Team Fees	£ 43,916.24	4.51%
3.02	Project Management Team Fees	£ 45,636.29	4.69%
3.03	Other Project Costs	£ -	0.00%
	<b>EMPLOYER INDIRECT COSTS:</b>	<b>£ 89,552.52</b>	<b>9.20%</b>
	<b>BASE COST ESTIMATE:</b>	<b>£ 501,999.16</b>	<b>51.55%</b>
<b>4</b>	<b>RISK</b>		
4.01	Risk	50.00% £ 250,999.58	25.77%
4.02	Optimism Bias	44.00% £ 220,879.63	22.68%
	<b>COST LIMIT EXCLUDING INFLATION:</b>	<b>£ 973,878.38</b>	<b>100.00%</b>
<b>5</b>	<b>INFLATION</b>		
5.01	Inflation	£ -	0.00%
	<b>TOTAL INFLATION ALLOWANCE:</b>	<b>£ -</b>	<b>0.00%</b>
	<b>ANTICIPATED FINAL COST:</b>	<b>£ 973,878.38</b>	<b>100.00%</b>