

## 8A TRANSPORTATION & ACCESS

This chapter consider the effects of the amended proposed development with respect to transport and access and highlights any changes to the assessment and conclusions presented in Chapter 8: Transport & Access of the 2020 ES chapter as a result of the amended proposed development.

Sections of the 2020 ES chapter remain materially valid and, therefore, to avoid repetition, this chapter should be read in conjunction with Chapter 8 of the 2020 ES.

An updated Transport Assessment (TA) has been submitted in support of the planning application for the amended proposed development. This chapter has been updated to take into account the revised timescales, scheme design and trip generation, but has been prepared on the basis of the detailed assessment within the TA at Appendix 8A.1, ES Volume IVA, and refers to the TA and its supporting appendices where further information is required.

### 8A.1 INTRODUCTION

#### 8A.1.1 Company

There has been no change to the consultant (Transport Planning Practice Limited) appointed to undertake this assessment.

#### 8A.1.2 Author

Meg Swift is an Associate at TPP. She He has over 14 years transport planning experience in providing transport advice for a range of proposed developments to support planning applications.

This report has been reviewed by Russell Vaughan. Russell is a Director at TPP and has over 22 years' experience in Transport Planning and Highway Engineering.

The CV of new author Meg is provided within Appendix 2A.3, ES Volume IVA.

#### 8A.1.3 Chapter Purpose

There have been no changes of relevance to the chapter purpose since the November 2020 ES.

#### 8A.1.4 Figures

- Figure 8.3.1: Locations of the assessed road links and junctions.

#### 8A.1.5 Appendices

The following appendices have been updated and replaced and are provided in Volume IVA:

- Appendix 8A.1: Addendum Transport Assessment;
- Appendix 8A.2: Maximum parameter trip generation; and
- Appendix 8A.3: Traffic Link Flows.

The Transport Assessment (TA) submitted in support of the Planning Application for the 2020 proposed development has been refined to reflect the changes of the amended proposed development.

### 8A.2 METHODOLOGY

#### 8A.2.1 Guidance

In respect of the guidance used within this assessment, there have been no changes of relevance since the November 2020 ES was completed.

#### 8A.2.2 Legislation and Policy

The following section identifies any changes to the relevant national, regional and local policy context, as well as relevant legislation, guidance and standards related to transport as reported in the 2020 ES.

##### National Policy

###### National Planning Policy Framework

The National Planning Policy Framework (NPPF) (3) was published in July 2018 and updated in February 2019 [and again in 2021](#). It replaces the first National Planning Policy Framework published in March 2012.

Chapter 9: Promoting sustainable transport states that all developments which generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment and are required to provide a Travel Plan which is the case for this development (paragraph 113).

Developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies, and access by emergency vehicles;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of people with disabilities by all modes of transport.

In respect of parking standards, the NPPF states that local planning authorities should take into account the following:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

##### Local Policy

In respect of local policy, there has been no changes of relevance to the transport and access assessment since the November 2020 ES was completed. Therefore, the policy identified in the November 2020 ES Chapter remains valid.

#### 8A.2.3 Consultees

Extensive consultation with the relevant stakeholders took place as part of the pre-application process for the 2020 proposed development. Given that this ES Addendum has been prepared to accompany a S73 Application for minor material amendments to the 2020 proposed development, the previous advice is considered to remain relevant. However, additional advice has been sought from Coventry City Council (CCC) Highways Department in respect of the transport survey requirements and the suitability of the previously collected data for this scheme.

Those stakeholders consulted as part of the EIA process are listed below, with new consultation shown in [blue](#):

- Coventry City Council (CCC) Highways Development. Throughout the preparation of the TA, TPP have consulted with CCC Highways. This includes meetings held on:
  - 12<sup>th</sup> September 2019 – minutes prepared and issued by Gardiner & Theobald;
  - 6<sup>th</sup> February 2020 - Minutes prepared and issued by TPP;
  - 20<sup>th</sup> February 2020;
  - 27<sup>th</sup> May 2020 Minutes prepared and issued by TPP;
  - 3<sup>rd</sup> June 2020 Minutes prepared and issued by TPP; and
  - 18<sup>th</sup> September 2020 email follow up prepared and issued by TPP.
  - 6<sup>th</sup> July 2022 Telephone conversation with CCC Transport and Highways confirming that the surveys undertaken in November 2019 would continue to be valid and no additional traffic surveys would be required. This was confirmed in an email from CCC dated 1<sup>st</sup> September 2022.
- Highways England. This included TPP letter to Highways England dated 2<sup>nd</sup> October 2020. TPP reference D021 – REV/31176.
- Royal London. This included a meeting and presentation by TPP on 24<sup>th</sup> September 2020 and preparation of TPP note D020. [Further meetings and correspondence include:](#)
  - D023 rev A responding to RPS and Mayer Brown technical note dated December 2020.
  - D027 rev C responding to queries raised 14<sup>th</sup> October 2021 following meeting with Royal London.

## TRANSPORTATION & ACCESS

- [D028 rev A responding to Mayer Brown Technical note 4 dated February 2022.](#)

### 8A.2.4 Scoping

The scope of the assessment, as agreed with CCC, is considered to remain valid in the context of the amended proposed development.

### 8A.2.5 Consideration of Climate Change, Human Health, and Risk of Major Accidents and/or Disasters

The approach to the consideration of climate change, human health, and the risk of major accidents and disasters in relation to this updated transport and access assessment remains as presented in the 2020 ES.

### 8A.2.6 Alternatives

The alternatives considered are discussed in Chapter 4: Alternatives and Design Evolution, ES Volume II and Chapter 4A: Alternatives and Design Evolution, ES Volume IIA. No new alternatives have been considered and therefore this section of the 2020 ES remains valid and unchanged.

### 8A.2.7 Technical Assessment Methodology

The technical assessment methodology reported in the 2020 ES Chapter remains valid for this updated transport and access assessment.

### 8A.2.8 Assessment Scenarios

The following traffic [revised](#) assessment scenarios have been [assessed](#): ~~agreed with CCC Highways Development.~~

- ~~2022~~<sup>2019</sup> Baseline – [which is based on the 2019 traffic survey data as agreed with CCC and then updated to be representative of 2022 baseline flows through the application of TEMPRO growth factors.](#)
- ~~2034~~<sup>2027</sup> Future baseline – [selected as the first fully operational opening year \(predicted traffic flows for 2034](#)<sup>2027</sup> including committed developments and assuming the proposed development has not come forward, with ongoing operation of the site as per the current use);
- Opening year (~~2034~~<sup>2027</sup>) proposed development scenario (predicted traffic flows for the ~~2034~~<sup>2027</sup> with the proposed development completed, including committed developments); and
- Future year (~~2044~~<sup>2037</sup>) proposed development scenario (predicted traffic flows for the ~~2044~~<sup>2037</sup> horizon year with the proposed development completed, including committed developments).

#### Impacts on Buses, Taxis and Rail

An assessment has not been undertaken for the ~~2044~~<sup>2037</sup> horizon year in relation to buses taxis or rail. This is because there is not reliable data to predict background usage

### Construction Phase

For the assessment of transport-related impacts during demolition and construction, construction traffic generation estimates have been provided to TPP. Further information on the demolition and construction is set out in [ES Chapter 5A of this ES Addendum.](#)

A Demolition Management Plan (DMP) and Construction Management Plan (CMP) will be prepared as part of the reserved matters application. The DMP and CMP will be secured by the use of appropriately worded planning conditions, with separate DMPs and CMPs being required for each of the individual construction areas / blocks/phases. The DMPs and CMPs will include vehicle routeing and the expected vehicle trip numbers and the expected number of staff per development phase.

However, it is anticipated that all construction vehicles will as far as reasonably possible use the national strategic road network and Coventry’s primary roads to access the site. All vehicles will arrive and depart via the A4053 Ring Road, but the junctions used will depend on each development site. Therefore, it is expected the following A4053 Ring Road junctions will be used when accessing each development block:

- Block A Junction 7;
- Block B Junction 5
- Block C Junction 5;
- Block D Junction 7; and
- Block E (the Pavilion) Junction 7.

It is proposed for construction vehicles to avoid Junction 6 as this junction has high pedestrian flows due to its proximity to the Rail station.

The demolition period start and end dates are expected to be Q3 2023~~2~~ and Q4~~2~~ 2024~~3~~ respectively. The construction period start date is expected to be Q1 2024~~3~~. [The full scheme completion is anticipated for Q3 2033 with the first fully operation opening year of 2034.](#)

~~The first residential units will be complete and operational by Q3 2025 whereas the remaining blocks (namely block B and D) will be complete in Q1 2026.~~

~~The initial estimation for construction vehicle trip generation is 2,800 lorry movements over a 52 week period. Based on a 5.5 day working week, this equates to 10 lorry movements a day on a weekday and five on a Saturday. On average, this equates to one vehicle an hour. This would equate to 10-11 lorry movements per day if instead a five day working week was used.~~ [The maximum number of daily Heavy Goods Vehicle \(HGV\) movements during the construction phase is estimated to be up to 35 movements total \(based on a five day week\), the majority of which are expected to take place between 08:00 and 14:00. Despite the increase, this level of lorry movements is not considered to be significant and is unlikely to have any noticeable impact on the local highway network. Additionally, the vehicle trips that the existing site is currently generating will stop as a result of the demolition works which is expected to result in a reduction in traffic during](#)

this phase. As such, an assessment of the construction phase transport effect of the proposed development has not been considered necessary.

### Operational Phase

This is a hybrid planning application with the full details on the built form not to be secured until the Reserved Matters stage.

The trip generation resulting from the scheme maximum parameters has been calculated and is provided for reference within Appendix 8A.2, ES Volume IVA. ~~Based on the results, and similar assessment work undertaken on the illustrative masterplan, it is clear that any assessment of the maximum parameters for this topic would result in unrealistic transport effects being reported.~~

[The trip generation during the operational phase has been calculated based on a worst case interpretation of the revised area schedule, as presented in ES Chapter 3A: Application Site and Amended Proposed Development Description, based on professional judgement.](#)

In order to provide a robust assessment of the proposed development, the residential aspects have been assessed on the maximum parameter of [1,500](#) ~~1,300~~ units [and an additional 2,000m<sup>2</sup> of office has been included within Block D to provide a reasonable worst-case scenario.](#) [The principle of this This methodology was previously agreed with has been agreed during a meeting with CCC Highways on 18<sup>th</sup> September 2020 and in an email of 23<sup>rd</sup> October from CCC Highways Development.](#)

Table 8A.2.1

Operational Scheme Parameters that have informed the Assessment

USE	PARAMETERS ASSESSED
Residential Class C3	<a href="#">1,500</a> <del>1,300</del> units
Retail Class E	<a href="#">9,876</a> <del>19,842</del> m <sup>2</sup>
Food & Beverage Class E	<a href="#">1,499</a> <del>3,240</del> m <sup>2</sup>
Office Class B1	<a href="#">2,000</a> <del>2,699</del> m <sup>2</sup>
Hotel Class C1	<a href="#">0</a> <del>5,994</del> m <sup>2</sup>
Leisure and Cinema Sui Generis	<a href="#">2,667</a> <del>2,159</del> m <sup>2</sup>
Community Class D1 (health centre)	<a href="#">1,600</a> <del>2,391</del> m <sup>2</sup>

The trip generation results based on these parameters is provided in Appendix 8.3, ES Volume IV.

### 8A.2.9 Assessment of Baseline Conditions & Receptor Sensitivity

Data obtained from a combination of Manual Classified Count (MCC) junction surveys and Automatic Traffic Count (ATC) surveys ~~has were been~~ used to establish a 2019 baseline, [which has been updated to derive a 2022 baseline by applying TEMPRO growth to the 2019 surveys.](#) Full details of the surveys undertaken to form the basis of the assessment are set out within Chapter 3 of the TA, Appendix 8A.1, ES Volume IVA.

# TRANSPORTATION & ACCESS

The junctions agreed with CCC Highways to be assessed [remain valid, and](#) are:

- Salt Lane / Little Park Street Junction.
- New Union Street / Little Park Street Roundabout.
- New Union Street / Greyfriars Lane Junction.
- Greyfriars Road / Warwick Road Roundabout.
- Greyfriars Road / City Arcade car park access Junction.
- Queen Victoria Road / Croft Road / Rover Road Junction.
- Queen Victoria Road / Lower Precinct car park and service road access Junction.
- Upper Well Street / Corporation Street Junction.
- Corporation Street / West Orchard car park and service yard access Junction.
- Corporation Street / The Burges / Hales Street / Bishop Street Junction.

A traffic distribution model has been built to apply the proposed development predicted vehicular trip generation, including service vehicles, to the existing vehicle flows through the junctions which had been agreed to be assessed. The model includes links to the A4053 Ring Road Junctions 5, 6, 7, 9 and 10. The assessed road network does not connect Junction 8. [The amended proposed development predicted vehicular trip generation has been applied to the traffic distribution model built as part of the 2020 planning application.](#)

The traffic model indicates that the predicted traffic flows on links to junctions on the A4053 Ring Road will not increase by more than 30% [as a result of the revised traffic flows](#). A review of DfT Count Point data for the A4053 Ring Road shows the predicted development traffic ~~will be~~ [remains](#) well below 10% of its flows for the weekday peak hours. Therefore, there is no requirement to assess the A4053 Ring Road junctions and links.

The receptors that have been identified for the 2020 proposed development, along with their main features and sensitivity, [remain valid](#).

have been determined based on professional judgement taking into account their relative importance for all road users, and are summarised in **Error! Reference source not found.** of this Chapter. The majority of the identified receptors are links, but a number of junctions have been identified in relation to the potential for driver delay. A full review of the accessibility of the site for all modes including pedestrians and cyclists is set out within Chapter 2 of the TA contained within Appendix 8A.1, ES Volume IV**A**.

**Error! Reference source not found.** sets out the scale of sensitivity that has been applied to receptors identified and considered within this assessment, [which is consistent with the 2020 ES](#).

**Table 8A.2.2**

Scale of sensitivity used in the assessment

SENSITIVITY	DESCRIPTION
Very High	High frontage activity and pedestrian activity: access to many residential properties and local facilities
High	Medium frontage and pedestrian activity: access to properties and facilities
Medium	Some frontage and medium pedestrian activity
Low	Little frontage and low pedestrian activity
Negligible	No frontage and no pedestrian activity

## 8A.2.10 Assessment of Magnitude

There has been no change to the magnitude criteria identified in the November 2020 ES for:

- Severance;
- Driver delay;
- Pedestrian delay and amenity;
- Fear and intimidation;
- Accidents and road safety;

- Dust and dirt; and
- Hazardous loads.

## 8A.2.11 Assessment of Significance

There have been no changes of relevance to the assessment of significance since the November 2020 ES.

## 8A.2.12 Relevant Associated Development

Associated development of relevance to this transport and access assessment remains as presented in the 2020 ES chapter.

## 8A.2.13 Assumptions/Limitations

There have been no changes to the assumptions or limitation since the November 2020 ES.

# 8A.3 BASELINE CONDITIONS

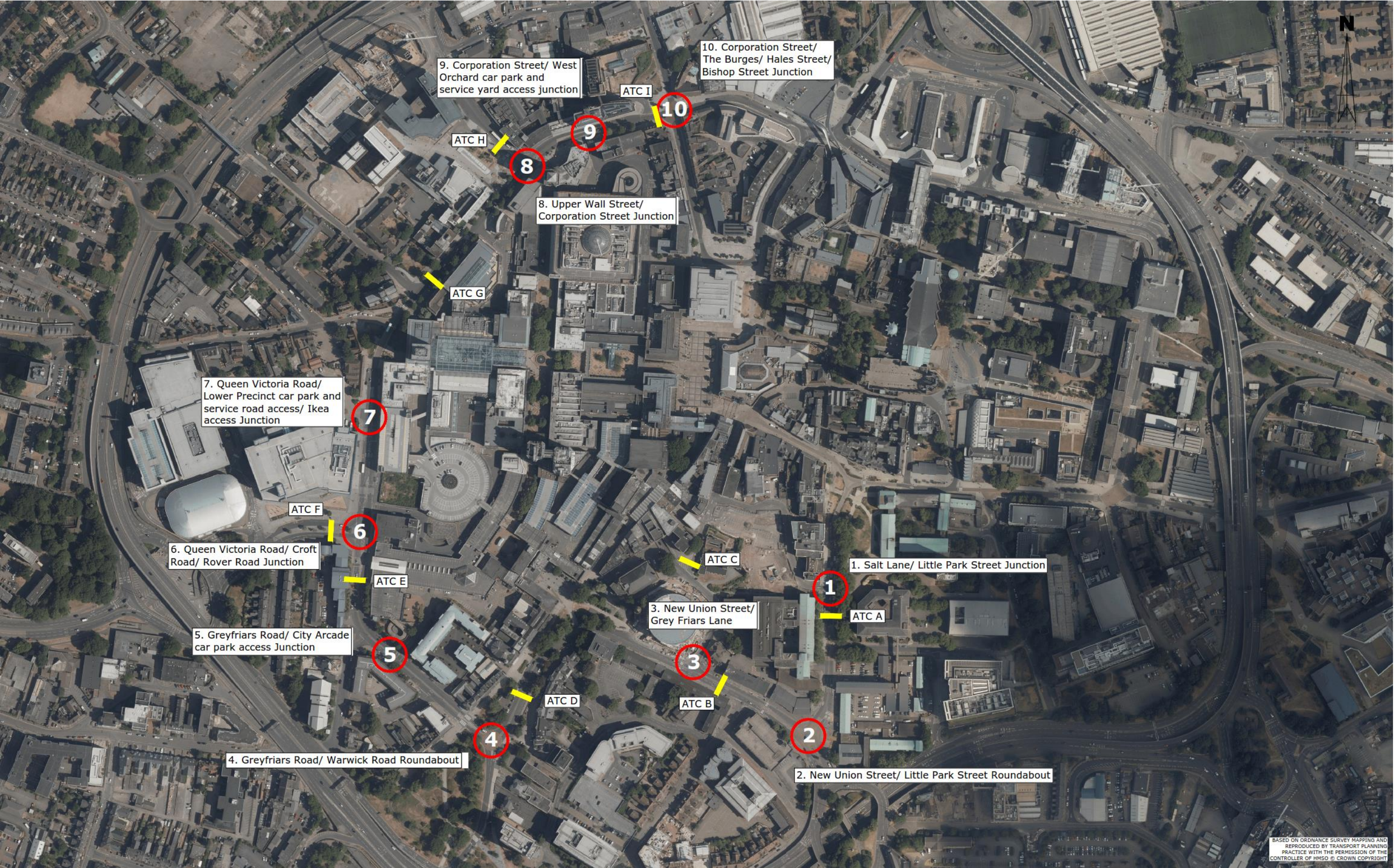
## 8A.3.1 Existing Baseline

There have been no changes of relevance to the existing baseline conditions for the key receptors since the November 2020 ES was completed.

Details of the local transport network within the vicinity of the site can be found within the Transport Assessment provided in Appendix 8A.1, ES Volume IV**A**. These details include information about walking, cycling and public transport infrastructure and services. This has aided the classification of the Key Receptors shown on Figure 8.3.1. As noted in the 2020 ES Chapter, following discussions with CCC Highways, Junction 1 (shown on Figure 8.3.1) has been scoped out the assessment as the junction provides access to the one-way flow Salt Lane from the one-way flow Little Park Street. Therefore, there are no turning conflicts.

TRANSPORTATION & ACCESS

Figure 8A.3.1  
Location of assessed links and junctions



TRANSPORTATION & ACCESS

8A.3.2Future Baseline

Given that the Proposed Development will not be operational until 2033, a future baseline year of 2034 has been generated to coincide with the first full year of operation. The future baseline traffic flows have been calculated with reference to the TEMPRO growth rates and have formed the basis for the assessment of the amended proposed development effects.

8A.4 POTENTIAL SIGNIFICANT IMPACTS

The potential impacts of the amended proposed development remain as reported in the 2020 ES.

8A.5 DESIGN INTERVENTIONS

No new design interventions have been introduced as a result of the amended proposed development.

8A.6 ASSESSMENT PRE-MITIGATION (INCLUDING DESIGN INTERVENTIONS)

8A.6.1 Opening Year (203427) Proposed Development Scenario

It is noted that the delay in the opening year has led to an increase in the background traffic flows; however, the revised land-use mix and quantum of the amended proposed development has resulted in fewer vehicle trips being generated, particularly during the AM peak, when compared to the 2020 proposed development reported in the November 2020 ES. As a result, the effects of the amended proposed development have largely improved when compared with the results of the 2020 ES, as can be seen in the following assessment tables.

Severance

Table 8A.6.1  
203427 AM Opening Year (203427) proposed development scenario – Total Vehicle Impact on Severance

RECEPTOR(S) AFFECTED	203427 AM PEAK FUTURE BASELINE	AM DEVELOPMENT FLOWS	203427 AM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	AM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link –ATC location A	575 548	-44 173	531 721	-7.7% 31.6%	Negligible Medium	Negligible Beneficial Minor Adverse	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	1127 1075	14 16	1141 1091	1.2% 1.5%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	27 26	0 0	27 26	0 0.0%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	833 794	14 74	847 868	1.7% 9.3%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	579 552	39 133	618 685	6.7% 24.1%	Negligible Small	Negligible Adverse Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	790 753	42 154	832 907	5.3% 20.5%	Negligible Small	Negligible Adverse Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	546 521	4 12	550 533	0.7% 2.3%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	631 602	2 9	633 611	0.3% 1.5%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	530 506	2 4	532 510	0.4% 0.8%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

Table 8A.6.2  
2034~~27~~ AM Opening Year (2034~~27~~) proposed development scenario – HGVs – Impact on Severance

RECEPTOR(S) AFFECTED	2034 <del>27</del> AM PEAK FUTURE BASELINE	AM DEVELOPMENT FLOWS	2034 <del>27</del> AM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	AM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	55	0	55	0.00%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IV <b>A</b>
New Union Street – Link – ATC location B	83 <del>79</del>	8	91 <del>87</del>	9.6% <del>10.1%</del>	Negligible <del>Small</del>	Negligible Adverse <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IV <b>A</b>
Greyfriars Lane – Link – ATC location C	3	0	3	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IV <b>A</b>
Warwick Road – Link – ATC location D	102 <del>98</del>	7 <del>8</del>	109 <del>106</del>	6.9% <del>8.2%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IV <b>A</b>
Queen Victoria Road – Link – ATC location E	82 <del>78</del>	10 <del>15</del>	92 <del>93</del>	12.2% <del>19.2%</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IV <b>A</b>
Croft Road – Link – ATC location F	64 <del>61</del>	8 <del>14</del>	72 <del>75</del>	12.5% <del>23.0%</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IV <b>A</b>
Corporation Street – Link – ATC location G	57 <del>54</del>	1	58 <del>55</del>	1.8% <del>1.9%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IV <b>A</b>
Upper Well Street – Link – ATC location H	33 <del>31</del>	1	34 <del>32</del>	3.0% <del>3.2%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IV <b>A</b>
Corporation Street – Link – ATC location I	24 <del>23</del>	1	25 <del>24</del>	4.2% <del>4.3%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IV <b>A</b>

TRANSPORTATION & ACCESS

Table 8A.6.3  
2034~~27~~ PM Opening Year (2034~~27~~ ) proposed development scenario – Total Vehicle Impact on Severance

RECEPTOR(S) AFFECTED	2034 <del>27</del> PM PEAK FUTURE BASELINE	PM DEVELOPMENT FLOWS	2034 <del>27</del> PM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	PM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	506 <del>484</del>	35 <del>98</del>	541 <del>582</del>	6.9% <del>20.2%</del>	Negligible <del>Small</del>	Negligible <del>Adverse</del> <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	1161 <del>1111</del>	85 <del>75</del>	1246 <del>1186</del>	7.3% <del>6.8%</del>	Negligible	Negligible <del>Adverse</del> <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	23 <del>22</del>	0	23 <del>22</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	871 <del>833</del>	85 <del>103</del>	956 <del>936</del>	9.8%	Negligible <del>Small</del>	Negligible <del>Adverse</del> <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	822 <del>787</del>	99 <del>149</del>	921 <del>936</del>	12.0% <del>18.9%</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	733 <del>701</del>	111 <del>175</del>	844 <del>876</del>	15.1% <del>25.0%</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link –ATC location G	761 <del>729</del>	8 <del>13</del>	769 <del>742</del>	1.1% <del>1.8%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	1010 <del>966</del>	7 <del>10</del>	1017 <del>976</del>	0.7% <del>1.0%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	592 <del>566</del>	1 <del>3</del>	593 <del>569</del>	0.2% <del>0.5%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.4  
2034~~27~~ PM Opening Year (2034~~27~~ ) proposed development scenario – HGVs – Impact on Severance

RECEPTOR(S) AFFECTED	2034 <del>27</del> PM PEAK FUTURE BASELINE	PM DEVELOPMENT FLOWS	2034 <del>27</del> PM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	PM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	41 <del>39</del>	0	41 <del>39</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	88 <del>84</del>	3 <del>2</del>	91 <del>86</del>	3.4% <del>2.4%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	0	0	0	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	67 <del>64</del>	2	69 <del>66</del>	3.0% <del>3.1%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – ATC location E	64 <del>62</del>	3 <del>2</del>	67 <del>64</del>	4.7% <del>3.2%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link –ATC location F	73 <del>70</del>	2	75 <del>72</del>	2.7% <del>2.9%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2034 <del>27</del> PM PEAK FUTURE BASELINE	PM DEVELOPMENT FLOWS	2034 <del>27</del> PM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	PM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Corporation Street — Link — ATC location G	38 <del>37</del>	0	38 <del>37</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	42 <del>40</del>	0	42 <del>40</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	32 <del>30</del>	0	32 <del>30</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.5  
2034~~27~~ Saturday Opening Year (2034~~27~~) proposed development scenario – Total Vehicle – Impact on Severance

RECEPTOR(S) AFFECTED	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE	SATURDAY DEVELOPMENT FLOWS	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	SATURDAY PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	618 <del>589</del>	-4 <del>248</del>	614 <del>837</del>	-0.6% <del>42.1%</del>	Negligible <del>Medium</del>	Negligible <del>Beneficial Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	1473 <del>1404</del>	5 <del>33</del>	1478 <del>1437</del>	0.3% <del>2.4%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	37 <del>35</del>	0	37 <del>35</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	915 <del>872</del>	5 <del>93</del>	920 <del>965</del>	0.5% <del>10.7%</del>	Negligible <del>Small</del>	Negligible Adverse <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	802 <del>764</del>	3 <del>88</del>	805 <del>852</del>	0.4% <del>11.5%</del>	Negligible <del>Small</del>	Negligible Adverse <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	1193 <del>1137</del>	-1 <del>99</del>	1192 <del>1236</del>	-0.1% <del>8.7%</del>	Negligible	Negligible <del>Beneficial Negligible Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	758 <del>723</del>	0 <del>8</del>	758 <del>731</del>	0.0% <del>1.1%</del>	Negligible	Negligible <del>Negligible Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	985 <del>939</del>	0 <del>6</del>	985 <del>945</del>	0.0% <del>0.6%</del>	Negligible	Negligible <del>Negligible Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	535 <del>510</del>	0 <del>2</del>	535 <del>512</del>	0.0% <del>0.4%</del>	Negligible	Negligible <del>Negligible Adverse</del>	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.6  
2034~~27~~ Saturday Opening Year (2034~~27~~) proposed development scenario – HGVs – Impact on Severance

RECEPTOR(S) AFFECTED	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE	SATURDAY DEVELOPMENT FLOWS	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	SATURDAY PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	33 <del>32</del>	0	33 <del>32</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2014 <del>27</del> SATURDAY PEAK FUTURE BASELINE	SATURDAY DEVELOPMENT FLOWS	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	SATURDAY PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
New Union Street — Link — ATC location B	69 <del>65</del>	2 <del>1</del>	71 <del>66</del>	2.9% <del>1.5%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	0	0	0	0.0	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	64 <del>61</del>	2 <del>1</del>	66 <del>62</del>	3.1% <del>1.6%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	66 <del>63</del>	1 <del>2</del>	67 <del>65</del>	1.5% <del>3.2%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	76 <del>73</del>	1 <del>2</del>	77 <del>75</del>	1.3% <del>2.7%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	37 <del>35</del>	0	37 <del>35</del>	0.0% <del>0.0%</del>	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	41 <del>39</del>	0	41 <del>39</del>	0.0% <del>0.0%</del>	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	23 <del>22</del>	0	23 <del>22</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA

Driver Delay

Table 8A.6.7  
2034~~27~~ Opening Year (2034~~27~~) proposed operational development scenario – Impact on Junctions

JUNCTION	ARM	AM PEAK DELAY (S)	CHANGE IN DELAY (AM)	PM PEAK DELAY (S)	CHANGE IN DELAY (PM)	SATURDAY PEAK DELAY (S)	CHANGE IN DELAY (SAT)	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
New Union Street / Little Park Street - Roundabout — location 2	Little Park Street	5.42 <del>5.72</del>	+0.08 <del>62</del>	7.07 <del>6.73</del>	+0.11 <del>33</del>	6.01 <del>5.97</del>	+0.01 <del>0.32</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	New Union Street (s)	3.29 <del>3.24</del>	-+0.07 <del>5</del>	2.34 <del>2.30</del>	+0.10	2.56	0 <del>+0.07</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	New Union Street (e)	6.43 <del>6.92</del>	+1.05 <del>88</del>	8.78 <del>7.67</del>	+1.57 <del>14</del>	10.92 <del>13.20</del>	+3.4 <del>6.48</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
New Union Street / Greyfriars Lane — Junction — location 3	Greyfriars Lane left turn out	8.64 <del>8.79</del>	-0.17 <del>+0.27</del>	16.73 <del>13.80</del>	+1.95 <del>0.18</del>	52.44 <del>83.00</del>	-12.88 <del>+39.11</del>	Small	Negligible	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Greyfriars Lane right turn out	11.11 <del>11.85</del>	-1.89 <del>0.59</del>	17.73 <del>16.00</del>	+1.93 <del>29</del>	71.68 <del>195.30</del>	-90.07 <del>+138.08</del>	Small (AM and PM Peak, Very Large Saturday)	Negligible (AM Peak, PM Peak), Moderate Beneficial (Saturday)	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	New Union St right turn in	8.59	-4.1 <del>2.39</del>	9.21 <del>8.98</del>	+0.22 <del>6</del>	10.48 <del>30</del>	-7.54 <del>6.00</del>	Small	Negligible	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / Warwick Road — Roundabout — location 4	Warwick Rd (n)	8.30 <del>8.83</del>	+0.02 <del>81</del>	9.64 <del>9.41</del>	+0.49 <del>64</del>	9.33 <del>10.33</del>	-0.07 <del>+1.36</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA

TRANSPORTATION & ACCESS

JUNCTION	ARM	AM PEAK DELAY (S)	CHANGE IN DELAY (AM)	PM PEAK DELAY (S)	CHANGE IN DELAY (PM)	SATURDAY PEAK DELAY (S)	CHANGE IN DELAY (SAT)	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
	Warwick Rd (s)	19.52 22.90	-3.17 +4.78	36.27 27.83	+18.3 2.71	17.98 9.92	-0.27 +4.75	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Greyfriars Rd	16.06 16.95	+0.39 2.71	33.62 32.08	+8.9 11.33	20.88 22.32	+0.47 4.72	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / City Arcade car park access — Junction — location 5	City Arcade exit	8.38 10.48	+1.27 3.42	8.10 10.70	+0.53 3.25	6.69 9.36	-0.07 +2.77	Small	Negligible	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	City Arcade right turn in	6.79 7.57	+0.16 0.67	7.946	+1.0814	7.0951	-0.06 +0.44	Small	Negligible	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
Queen Victoria Road / Croft Road / Rover Road — Junction — location 6	Queen Victoria Rd (n) ahead	38.5 47.5	+7.24 +37.26	51.0	+40.07	29.8	-7.42	Small Large (AM and Saturday Peak, Large (PM Peak), Small (Saturday))	Minor Moderate Adverse (AM Peak), (PM Peak), Negligible (AM and Sat Peak) (Saturday)	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Queen Victoria Rd (n) right	41.9 55.4	+31.27 +45.16	51.1	+40.17	48.1	+10.88	Large (AM Peak, PM Peak), Small (Saturday)	Minor Moderate Adverse (AM Peak, PM Peak), Negligible Minor Adverse (Saturday)	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Rover Rd egress out	0.0	-8.12	0.0	-8.90	0.0	-1689	Very Large (Saturday) (AM Peak), Small (AM and PM Peak)	Moderate Beneficial (Saturday), Adverse (Saturday), Negligible (AM and PM Peak) AM Peak	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Queen Victoria Rd (s) ahead and left	36 47.8	+25.37 +37.56	39.8 57.5	+33.01 +33.35	53.1	+44.98	Medium (AM Peak) Large (PM Peak and Saturday) (AM Peak, PM Peak), Medium (Saturday)	Moderate Adverse (AM Peak, PM Peak), Minor Adverse (Saturday)	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Croft Road left right	34.2 39.5	+15.05 +22.6	38.7 48.4	+22.41 +33.35	30.6 35.6	-106.4 -106.33	Very Large (Saturday) Small (AM Peak) Medium (PM Peak) Medium (AM Peak), Large (PM Peak), Very Large (Saturday)	Moderate Beneficial (Saturday), Negligible (AM and PM Peak) Minor Adverse (AM Peak), Moderate Adverse (PM Peak), Major Beneficial (Saturday)	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Croft Rd out	9.78 2	+0.0215	0.00	+0.00	0.00	+0.00	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA

TRANSPORTATION & ACCESS

JUNCTION	ARM	AM PEAK DELAY (S)	CHANGE IN DELAY (AM)	PM PEAK DELAY (S)	CHANGE IN DELAY (PM)	SATURDAY PEAK DELAY (S)	CHANGE IN DELAY (SAT)	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Queen Victoria Road / Lower Precinct car park and service road access — Junction — location 7	Car park/Service yard right turn in	8.16	-0.03+0.20	6.5967	+0.234	10.6346	-0.11+0.25	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Service yard exit	7.4419	+0.19-0.08	8.017.72	+0.18-0.02	0.008.55	+0.08.55	Small	Negligible (AM Peak, PM Peak), Minor Adverse (Saturday)	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Croft Rd right turn in	6.3229	+0.014	9.662	+0.0713	0.00	+0.00	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
Upper Well Street / Corporation Street — Junction — location 8	Upper Well St left turn out	29.2126.17	-0.17+0.98	50.3039.56	+4.253.64	202.52135.52	-3.42+9.27	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Upper Well St right turn out	11.8960	+0.025	19.247.67	+0.0010	27.0522.76	+0.0018	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Corporation St right turn in	3.32	+0.001	3.781	+0.002	3.4539	+0.001	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
Corporation Street / West Orchard car park and service yard access — Junction — location 9	Car park left turn out	9.028.87	+0.00	10.169.87	+0.01+0.01	18.7617.18	+0.00	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
Corporation Street / The Burges / Hales Street / Bishop Street — Junction — location 10	The Burges out	29.2726.59	+0.013	70.3754.11	+0.0010	112.2077.28	+0.009	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Bishop St out	16.93	+0.002	50.8623.59	+0.0126	141.1529.22	+0.002	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA

Pedestrian/Cycle Delay and Amenity

Table 8A.6.8  
203427 AM Opening Year (203427) proposed development operational scenario – Impact on Pedestrian Delay and Amenity

RECEPTOR(S) AFFECTED	203427 AM PEAK FUTURE BASELINE	AM DEVELOPMENT FLOWS	203427 AM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	575548	-44173	531721	Small	Negligible Beneficial Minor Adverse	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	11271075	1416	11411091	Small	Negligible Adverse Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	2726	0	2726	Small	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	833794	1474	847868	Small	Negligible Adverse Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	579552	39133	618685	Small	Negligible Adverse Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	790753	42154	832907	Small	Negligible Adverse Minor Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2034 <del>27</del> AM PEAK FUTURE BASELINE	AM DEVELOPMENT FLOWS	2034 <del>27</del> AM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Corporation Street — Link — ATC location G	546 <del>521</del>	4 <del>12</del>	550 <del>533</del>	Small	Negligible Adverse <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	631 <del>602</del>	2 <del>9</del>	633 <del>611</del>	Small	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	530 <del>506</del>	2 <del>4</del>	532 <del>510</del>	Small	Negligible Adverse <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.9  
2034~~27~~ PM Opening Year (2034~~27~~) proposed development operational scenario – Impact on Pedestrian Delay and Amenity

RECEPTOR(S) AFFECTED	2034 <del>27</del> PM PEAK FUTURE BASELINE	PM DEVELOPMENT FLOWS	2034 <del>27</del> PM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	506 <del>484</del>	35 <del>98</del>	541 <del>582</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	1161 <del>1111</del>	85 <del>75</del>	1246 <del>1186</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	23 <del>22</del>	0	23 <del>22</del>	Small	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	871 <del>833</del>	85 <del>103</del>	956 <del>936</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	822 <del>787</del>	99 <del>149</del>	921 <del>936</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	733 <del>701</del>	111 <del>175</del>	844 <del>876</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	761 <del>729</del>	8 <del>13</del>	769 <del>742</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	1010 <del>966</del>	7 <del>10</del>	1017 <del>976</del>	Small	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	592 <del>566</del>	1 <del>3</del>	593 <del>569</del>	Small	Negligible <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.10  
2034~~27~~ Saturday Opening Year (2034~~27~~) proposed development operational scenario – Impact on Pedestrian Delay and Amenity

RECEPTOR(S) AFFECTED	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE	SATURDAY DEVELOPMENT FLOWS	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	618 <del>589</del>	-4 <del>248</del>	614 <del>837</del>	Small	Negligible Beneficial <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	1473 <del>1404</del>	5 <del>33</del>	1478 <del>1437</del>	Small <del>Medium</del>	Negligible Adverse <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE	SATURDAY DEVELOPMENT FLOWS	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Greyfriars Lane — Link — ATC location C	37 <del>35</del>	0	37 <del>35</del>	Small	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	915 <del>872</del>	5 <del>93</del>	920 <del>965</del>	Small	Negligible Adverse <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	802 <del>764</del>	3 <del>88</del>	805 <del>852</del>	Small	Negligible Adverse <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	1193 <del>1137</del>	-1 <del>99</del>	1192 <del>1236</del>	Small	Negligible Beneficial <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	758 <del>723</del>	0 <del>8</del>	758 <del>731</del>	Small	Negligible <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	985 <del>939</del>	0 <del>6</del>	985 <del>945</del>	Small	Negligible <del>Negligible Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	535 <del>510</del>	0 <del>2</del>	535 <del>512</del>	Small	Negligible <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA

Fear and Intimidation

Table 8A.6.11

2034~~27~~ AM Opening year (2034~~27~~) proposed development operational scenario – Vehicles – Fear and Intimidation

RECEPTOR(S) AFFECTED	2034 <del>27</del> AM PEAK FUTURE BASELINE	2034 FUTURE BASELINE MAGNITUDE	AM DEVELOPMENT FLOWS	AM DEVELOPMENT FLOWS MAGNITUDE	2034 <del>27</del> AM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	2034 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE-MITIGATION	DESCRIPTION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	575 <del>548</del>	Small	-44 <del>173</del>	Small	531 <del>721</del>	Small <del>Medium</del>	No change in Magnitude <del>Change from Negligible to Minor Adverse</del>	Negligible Beneficial <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	1127 <del>1075</del>	Medium	14 <del>16</del>	Small	1141 <del>1091</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	27 <del>26</del>	Small	0	Small	27 <del>26</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	833 <del>794</del>	Medium	14 <del>74</del>	Small	847 <del>868</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	579 <del>552</del>	Small	39 <del>133</del>	Small	618 <del>685</del>	Medium	Change from Negligible to Minor Adverse	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	790 <del>753</del>	Medium	42 <del>154</del>	Small	832 <del>907</del>	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	546 <del>521</del>	Small	4 <del>12</del>	Small	550 <del>533</del>	Small	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	631 <del>602</del>	Medium	2 <del>9</del>	Small	633 <del>611</del>	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	530 <del>506</del>	Small	2 <del>4</del>	Small	532 <del>510</del>	Small	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

Table 8A.6.12

2034~~27~~ AM Opening year (2034~~27~~) proposed development operational scenario – HGVs – Fear and Intimidation

RECEPTOR(S) AFFECTED	2034 <del>27</del> AM PEAK OPENING YEAR	2034 FUTURE BASELINE MAGNITUDE	AM DEVELOPMENT HGVs	AM DEVELOPMENT MAGNITUDE	2034 <del>27</del> AM PEAK OPENING YEAR + DEVELOPMENT HGVs	2034 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE- MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	55 52	Small	0	Small	55 52	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	83 79	Medium	8	Small	91 87	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	3	Small	0	Small	3	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	102 98	Medium	7 8	Small	109 106	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	82 78	Medium	10 15	Small	92 93	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	64 61	Medium	8 14	Small	72 75	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	57 54	Small	1	Small	58 55	Small	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	33 31	Small	1	Small	34 32	Small	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	24 23	Small	1	Small	25 24	Small	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.13

2034~~27~~ PM Opening year (2034~~27~~) proposed operational development scenario – Vehicles – Fear and Intimidation

RECEPTOR(S) AFFECTED	2034 <del>27</del> PM PEAK OPENING YEAR	2034 FUTURE BASELINE MAGNITUDE	PM DEVELOPMENT FLOWS	PM DEVELOPMENT MAGNITUDE	2034 <del>27</del> PM PEAK OPENING YEAR + DEVELOPMENT FLOWS	2034 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE-MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	506 484	Small	35 98	Small	541 582	Small	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	1161 1111	Medium	85 75	Small Medium	1241 1186	Large Medium	Change from Medium to Large No change in magnitude	Minor Adverse Negligible	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	23 22	Small	0	Small	23 22	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	871 833	Medium	85 103	Small Medium	951 936	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	822 787	Medium	99 149	Small Medium	913 936	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	733 701	Medium	111 175	Small Medium	837 876	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	761 729	Medium	8 13	Small Medium	768 742	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	1010 966	Medium	7 10	Small Medium	1016 976	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	592 566	Small	1 3	Small	593 569	Small	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

Table 8A.6.14  
2034~~27~~ PM Opening year (2034~~27~~) proposed operational development scenario – HGVs – Fear and Intimidation

RECEPTOR(S) AFFECTED	2034 <del>27</del> PM PEAK OPENING YEAR	2034 FUTURE BASELINE MAGNITUDE	PM DEVELOPMENT FLOWS	PM DEVELOPMENT MAGNITUDE	2034 <del>27</del> PM PEAK OPENING YEAR + DEVELOPMENT FLOWS	2034 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE- MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	41 <del>39</del>	Small	0	Small	41 <del>39</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	88 <del>84</del>	Medium	3 <del>2</del>	Small	91 <del>86</del>	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	0	Small	0	Small	0	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	67 <del>64</del>	Medium	2	Small	69 <del>66</del>	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	64 <del>62</del>	Medium	3 <del>2</del>	Small	67 <del>64</del>	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	73 <del>70</del>	Medium	2	Small	75 <del>72</del>	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	38 <del>37</del>	Small	0	Small	38 <del>37</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	42 <del>40</del>	Small	0	Small	42 <del>40</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	32 <del>30</del>	Small	0	Small	32 <del>30</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.15  
2034~~27~~ Saturday Opening year (2034~~27~~) proposed operational development scenario – Vehicles – Fear and Intimidation

RECEPTOR(S) AFFECTED	2034 <del>27</del> SATURDAY PEAK OPENING YEAR	2034 FUTURE BASELINE MAGNITUDE	SATURDAY DEVELOPMENT FLOWS	SATURDAY DEVELOPMENT MAGNITUDE	2034 <del>27</del> SATURDAY PEAK OPENING YEAR + DEVELOPMENT FLOWS	2034 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE- MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	618 <del>589</del>	<del>Medium</del> <del>Small</del>	-4 <del>248</del>	Small	614 <del>837</del>	Medium	No change in magnitude <del>Change from Negligible to Minor Adverse</del>	Negligible <del>Beneficial</del> <del>Minor</del> <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	1473 <del>1404</del>	Large	5 <del>33</del>	Small	1478 <del>1437</del>	Large	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	37 <del>35</del>	Small	0	Small	37 <del>35</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	915 <del>872</del>	Medium	5 <del>93</del>	Small	920 <del>965</del>	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	802 <del>764</del>	Medium	3 <del>88</del>	Small	805 <del>852</del>	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	1193 <del>1137</del>	Medium	-1 <del>99</del>	Small	1192 <del>1236</del>	Medium	No change in magnitude <del>Change from Negligible to Minor Adverse</del>	Negligible <del>Beneficial</del> <del>Minor</del> <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2034 <del>27</del> SATURDAY PEAK OPENING YEAR	2034 FUTURE BASELINE MAGNITUDE	SATURDAY DEVELOPMENT FLOWS	SATURDAY DEVELOPMENT MAGNITUDE	2034 <del>27</del> SATURDAY PEAK OPENING YEAR + DEVELOPMENT FLOWS	2034 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE-MITIGATION	DESCRIPTION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Corporation Street — Link — ATC location G	758 <del>723</del>	Medium	0 <del>8</del>	Small	758 <del>731</del>	Medium	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	985 <del>939</del>	Medium	0 <del>6</del>	Small	985 <del>945</del>	Medium	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	535 <del>510</del>	Small	0 <del>2</del>	Small	535 <del>512</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.16

2034~~27~~ Saturday Opening year (2034~~27~~) proposed operational development scenario – HGVs – Fear and Intimidation

RECEPTOR(S) AFFECTED	2034 <del>27</del> SATURDAY PEAK OPENING YEAR	2034 FUTURE BASELINE MAGNITUDE	SATURDAY DEVELOPMENT FLOWS	SATURDAY DEVELOPMENT MAGNITUDE	2034 <del>27</del> SATURDAY PEAK OPENING YEAR + DEVELOPMENT FLOWS	2034 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE-MITIGATION	DESCRIPTION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	33 <del>32</del>	Small	0	Small	33 <del>32</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	69 <del>65</del>	Medium	2 <del>1</del>	Small	71 <del>66</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	0	Small	0	Small	0	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	64 <del>61</del>	Medium	2 <del>1</del>	Small	66 <del>62</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	66 <del>63</del>	Medium	1 <del>2</del>	Small	67 <del>65</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	76 <del>73</del>	Medium	1 <del>2</del>	Small	77 <del>75</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	37 <del>35</del>	Small	0	Small	37 <del>35</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	41 <del>39</del>	Small	0	Small	41 <del>39</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	23 <del>22</del>	Small	0	Small	23 <del>22</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA

Accidents and Road Safety

Table 8A.6.17

2034~~27~~ AM Opening year (2034~~27~~) proposed development operational scenario – Accidents and Road Safety

RECEPTOR(S) AFFECTED	2034 <del>27</del> AM PEAK FUTURE BASELINE – PCUS THROUGH THE JUNCTION	AM DEVELOPMENT FLOWS	2034 <del>27</del> AM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	AM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
New Union Street / Little Park Street - Roundabout — location 2	2080 <del>1983.6</del>	-9 <del>131.7</del>	2071 <del>2115.3</del>	-0.4% <del>6.6%</del>	Negligible	Negligible Beneficial Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
New Union Street / Greyfriars Lane — Junction — location 3	1175 <del>1120.8</del>	29 <del>62.6</del>	1204 <del>1058.2</del>	2.4% <del>5.6%</del>	Negligible	Negligible Adverse Minor Beneficial	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2034 <del>27</del> AM PEAK FUTURE BASELINE – PCUS THROUGH THE JUNCTION	AM DEVELOPMENT FLOWS	2034 <del>27</del> AM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	AM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Greyfriars Road / Warwick Road – Roundabout – location 4	1218 <del>1161.5</del>	15 <del>104.7</del>	1233 <del>1266.2</del>	1.2% <del>9.0%</del>	Negligible	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / City Arcade car park access – Junction – location 5	736 <del>702.6</del>	61 <del>200.7</del>	797 <del>903.3</del>	7.7% <del>28.6%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Queen Victoria Road / Croft Road / Rover Road – Junction – location 6	1242 <del>1184.9</del>	45 <del>48.7</del>	1287 <del>1233.6</del>	3.5% <del>4.1%</del>	Negligible	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA

Table 8A.6.18  
2034~~27~~ PM Opening year (2034~~27~~) proposed development operational scenario – Accidents and Road Safety

RECEPTOR(S) AFFECTED	2034 <del>27</del> PM PEAK FUTURE BASELINE – PCUS THROUGH THE JUNCTION	PM DEVELOPMENT FLOWS	2034 <del>27</del> PM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	PM PEAK IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
New Union Street / Little Park Street - Roundabout – location 2	1916 <del>1833.4</del>	102 <del>137.2</del>	2018 <del>1970.6</del>	5.1% <del>7.5%</del>	Negligible	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
New Union Street / Greyfriars Lane – Junction – location 3	1352 <del>1293.6</del>	138 <del>95.2</del>	1490 <del>1388.8</del>	9.3% <del>7.4%</del>	Negligible	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / Warwick Road – Roundabout – location 4	1305 <del>1249.1</del>	127 <del>149.4</del>	1432 <del>1398.5</del>	8.9% <del>12.0%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / City Arcade car park access – Junction – location 5	950 <del>908.4</del>	155 <del>227</del>	1105 <del>1135.4</del>	14.0% <del>25.0%</del>	Small	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Queen Victoria Road / Croft Road / Rover Road – Junction – location 6	1384 <del>1323.9</del>	118 <del>119.4</del>	1502 <del>1443.3</del>	7.9% <del>9.0%</del>	Negligible	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA

Table 8A.6.19  
2034~~27~~ Saturday Opening year (2034~~27~~) proposed development operational scenario – Accidents and Road Safety

RECEPTOR(S) AFFECTED	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE – PCUS THROUGH THE JUNCTION	SATURDAY DEVELOPMENT FLOWS	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	SATURDAY PEAK IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
New Union Street / Little Park Street - Roundabout – location 2	1967 <del>1875.4</del>	3 <del>188</del>	1970 <del>2063.4</del>	0.2% <del>10.0%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
New Union Street / Greyfriars Lane – Junction – location 3	1715 <del>1634.7</del>	8 <del>53</del>	1723 <del>1581.7</del>	0.5% <del>3.2%</del>	Negligible	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / Warwick Road – Roundabout – location 4	1269 <del>1209.7</del>	5 <del>112.9</del>	1274 <del>1322.6</del>	0.4% <del>8.5%</del>	Negligible	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE – PCUS THROUGH THE JUNCTION	SATURDAY DEVELOPMENT FLOWS	2034 <del>27</del> SATURDAY PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	SATURDAY PEAK IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Greyfriars Road / City Arcade car park access – Junction – location 5	909 <del>866.3</del>	7 <del>129.3</del>	916 <del>995.6</del>	0.8% <del>14.9%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Queen Victoria Road / Croft Road / Rover Road – Junction – location 6	1906 <del>1816.7</del>	-1 <del>105</del>	1905 <del>1921.7</del>	-0.1% <del>5.8%</del>	Negligible	Negligible Beneficial <del>Negligible Adverse</del>	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA

Impact on Buses

Table 8A.6.20

Bus impact assessment: Proposed Development – Opening Year (2034~~27~~)

TIME	RECEPTORS AFFECTED	DIRECTION	EXISTING LOADS	DEVELOPMENT LOADS	PROPOSED LOADS	% UPLIFT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE	FURTHER INFORMATION
PM Peak Weekday	Buses	Inbound	2886	220 <del>216</del>	3106 <del>3102</del>	7.62 <del>7.5%</del>	Small	Negligible Adverse	Chapter 9 in the TA in Appendix 8A.1, ES Volume IVA
	Buses	Outbound	1162	61 <del>85</del>	1223 <del>1247</del>	5.25% <del>7.3%</del>	Small	Negligible Adverse	Chapter 9 in the TA in Appendix 8A.1, ES Volume IVA
Saturday Weekday	Buses	Inbound	1739	3 <del>132</del>	1742 <del>1871</del>	0.2% <del>7.6%</del>	Negligible <del>Small</del>	Negligible Adverse	Chapter 9 in the TA in Appendix 8A.1, ES Volume IVA
	Buses	Outbound	1027	22 <del>155</del>	1049 <del>1182</del>	2.1% <del>15.1%</del>	Negligible <del>Small</del>	Negligible <del>Minor</del> Adverse	Chapter 9 in the TA in Appendix 8A.1, ES Volume IVA

Impact on Taxis

Table 8A.6.21

Taxis impact assessment: Proposed Development – Opening Year (2034~~27~~)

TIME	RECEPTORS AFFECTED	EXISTING DEMAND	DEVELOPMENT UPLIFT	PROPOSED DEMAND	% UPLIFT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Weekday hourly (from 07:00- 19:00)	Taxis	42	2	44	4.8%	Negligible	Negligible Adverse	Yes	Chapter 5 in the TA in Appendix 8A.1, ES Volume IVA
Saturday hourly (from 07:00- 19:00)	Taxis	45	2	47	4.4%	Negligible	Negligible Adverse	Yes	Chapter 5 in the TA in Appendix 8A.1, ES Volume IVA

TRANSPORTATION & ACCESS

Impact on Rail

Table 8A.6.22

Rail impact assessment: Proposed Development – Opening Year (2034~~27~~)

TIME	RECEPTORS AFFECTED	EXISTING SERVICES	EXISTING NUMBER OF CARRIAGES (AVERAGE)	DEVELOPMENT LOADS	ADDITIONAL PASSENGERS PER CARRIAGE	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
PM Peak Weekday	Trains	22	132	90 <del>96</del>	0.68 <del>0.72</del>	Negligible	Negligible Adverse	No	Chapter 9 in the TA in Appendix 8A.1, ES Volume IVA
Saturday <del>Peak</del> <del>Weekday</del>	Trains	18	108	11 <del>89</del>	0.10 <del>0.82</del>	Negligible	Negligible Adverse	No	Chapter 9 in the TA in Appendix 8A.1, ES Volume IVA

8A.6.2Future Year (2044~~37~~) Proposed Development Scenario

It is noted that the delay in the horizon year due to the delay in the opening year has led to the increase in the background traffic flows; however, the revised land-use mix and quantum of the amended proposed development has resulted in fewer vehicle trips being generated, particularly during the AM peak when compared to the 2020 proposed development reported in the November 2020 ES. As a result, the effects of the amended proposed development have largely improved when compared with the 2020 ES.

Severance

Table 8A.6.23

2044~~37~~ AM Future year (2044~~37~~) proposed development scenario – Total Vehicle – Impact on Severance

RECEPTOR(S) AFFECTED	2014 <del>37</del> AM PEAK FUTURE YEAR	AM DEVELOPMENT FLOWS	2044 <del>37</del> AM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	AM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	620 <del>599</del>	-44 <del>173</del>	576 <del>772</del>	-7.1% <del>28.9%</del>	Negligible <del>Small</del>	Negligible Beneficial <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	1215 <del>1176</del>	-5 <del>16</del>	1229 <del>1192</del>	1.2% <del>1.4%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	29 <del>28</del>	0	29 <del>28</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	898 <del>868</del>	-5 <del>74</del>	912 <del>942</del>	1.6% <del>8.5%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	624 <del>604</del>	-14 <del>133</del>	663 <del>737</del>	6.3% <del>22.0%</del>	Negligible <del>Small</del>	Negligible Adverse <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	852 <del>823</del>	-15 <del>154</del>	894 <del>977</del>	4.9% <del>18.7%</del>	Negligible <del>Small</del>	Negligible Adverse <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	589 <del>570</del>	2 <del>12</del>	593 <del>582</del>	0.7% <del>2.1%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	680 <del>658</del>	1 <del>9</del>	682 <del>667</del>	0.3% <del>1.4%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	571 <del>553</del>	1 <del>4</del>	573 <del>557</del>	0.4% <del>0.7%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

Table 8A.6.24

2044~~37~~ AM Future year (2044~~37~~) proposed development scenario – HGVs – Impact on Severance

RECEPTOR(S) AFFECTED	2044 <del>37</del> AM PEAK FUTURE YEAR	AM DEVELOPMENT FLOWS	2044 <del>37</del> AM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	AM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	59 57	0	59 57	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	89 86	8	87 94	-2.2% 9.3%	Negligible Small	Negligible Beneficial Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	3	0	3	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	110 107	7 8	117 115	6.4% 7.5%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	88 85	10 15	98 100	11.4% 17.6%	Negligible Small	Negligible Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	69 67	8 14	77 81	11.6% 20.9%	Negligible Small	Negligible Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	61 59	1	62 60	1.6% 1.7%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	36 34	1	37 35	2.8% 2.9%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	26 25	1	27 26	3.8% 4.0%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.25

2044~~37~~ PM Future year (2044~~37~~) proposed development scenario – Total Vehicle – Impact on Severance

RECEPTOR(S) AFFECTED	2044 <del>37</del> PM PEAK FUTURE YEAR	PM DEVELOPMENT FLOWS	2044 <del>37</del> PM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	PM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	543 528	35 98	578 626	6.4% 18.6%	Negligible Small	Negligible Adverse Minor Adverse	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	1246 1212	85 75	1331 1287	6.8% 6.2%	Negligible	Negligible Adverse Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	25 24	0	25 24	0.0% 0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	935 908	85 103	1020 1011	9.1% 11.3%	Negligible Small	Negligible Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	882 858	99 149	981 1007	11.2% 17.4%	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	787 764	111 175	898 939	14.1% 22.9%	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	817 795	8 13	825 808	1% 1.6%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	1084 1053	7 10	1091 1063	0.6% 0.9%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2044 <del>37</del> PM PEAK FUTURE YEAR	PM DEVELOPMENT FLOWS	2044 <del>37</del> PM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	PM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Corporation Street — Link — ATC location I	635 <del>617</del>	1 <del>3</del>	636 <del>620</del>	0.2% <del>0.5%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.26  
2044~~37~~ PM Future year (2044~~37~~ ) proposed development scenario – HGVs –Impact on Severance

RECEPTOR(S) AFFECTED	2044 <del>37</del> PM PEAK FUTURE YEAR	PM DEVELOPMENT FLOWS	2044 <del>37</del> PM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	PM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	44 <del>43</del>	0	44 <del>43</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	94 <del>92</del>	3 <del>2</del>	97 <del>94</del>	3.2% <del>2.2%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	0	0	0	0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	72 <del>70</del>	2	74 <del>72</del>	2.8% <del>2.9%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	69 <del>68</del>	3 <del>2</del>	72 <del>70</del>	4.3% <del>2.9%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	78 <del>76</del>	2	80 <del>78</del>	2.6% <del>2.6%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	41 <del>40</del>	0	41 <del>40</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	45 <del>44</del>	0	45 <del>44</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	34 <del>33</del>	0	34 <del>33</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.27  
2044~~37~~ Saturday Future year (2044~~37~~ ) proposed development scenario – Total Vehicle – Impact on Severance

RECEPTOR(S) AFFECTED	2044 <del>37</del> SATURDAY PEAK FUTURE YEAR	SATURDAY DEVELOPMENT FLOWS	2044 <del>37</del> SATURDAY PEAK FUTURE YEAR + DEVELOPMENT FLOWS	SATURDAY PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	664 <del>645</del>	-4 <del>248</del>	660 <del>893</del>	-0.6% <del>38.4%</del>	Negligible <del>Medium</del>	Negligible Beneficial <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	1583 <del>1538</del>	5 <del>33</del>	1588 <del>1571</del>	0.3% <del>2.1%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	39 <del>38</del>	0	39 <del>38</del>	0.0% <del>0.0%</del>	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	983 <del>955</del>	5 <del>93</del>	988 <del>1048</del>	0.5% <del>9.7%</del>	Negligible	Negligible <del>Minor</del> -Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2014 <del>37</del> SATURDAY PEAK FUTURE YEAR	SATURDAY DEVELOPMENT FLOWS	2014 <del>37</del> SATURDAY PEAK FUTURE YEAR + DEVELOPMENT FLOWS	SATURDAY PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Queen Victoria Road — Link — ATC location E	861 <del>837</del>	3 <del>88</del>	864 <del>925</del>	0.3% <del>10.5%</del>	Negligible <del>Small</del>	Negligible <del>Minor</del> Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	1282 <del>1246</del>	-1 <del>99</del>	1281 <del>1345</del>	-0.1% <del>7.9%</del>	Negligible	Negligible <del>Beneficial</del> <del>Minor</del> Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	815 <del>792</del>	0 <del>8</del>	815 <del>800</del>	0.0% <del>1.0%</del>	Negligible	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	1059 <del>1029</del>	0 <del>6</del>	1059 <del>1035</del>	0.0% <del>0.6%</del>	Negligible	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	575 <del>559</del>	0 <del>2</del>	575 <del>561</del>	0.0% <del>0.4%</del>	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.28  
2014~~37~~ Saturday Future year (2044~~37~~) proposed development scenario – HGVs – Impact on Severance

RECEPTOR(S) AFFECTED	2014 <del>37</del> SATURDAY PEAK FUTURE YEAR	SATURDAY DEVELOPMENT FLOWS	2014 <del>37</del> SATURDAY PEAK FUTURE YEAR + DEVELOPMENT FLOWS	SATURDAY PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	36 <del>35</del>	0	36 <del>35</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	74 <del>71</del>	2 <del>1</del>	76 <del>72</del>	2.7%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	0	0	0	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	69 <del>67</del>	2 <del>1</del>	71 <del>68</del>	2.9%	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	71 <del>69</del>	1 <del>2</del>	72 <del>71</del>	1.4% <del>2.9%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	82 <del>80</del>	1 <del>2</del>	83 <del>82</del>	1.2% <del>2.5%</del>	Negligible	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	39 <del>38</del>	0	39 <del>38</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	44 <del>43</del>	0	44 <del>43</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	25 <del>24</del>	0	25 <del>24</del>	0.0%	Negligible	Negligible	No	Appendix 8A.3, ES Volume IVA

Driver Delay

Table 8A.6.29  
2014~~37~~ Future year (2044~~37~~) proposed development scenario – Impact on Junctions

JUNCTION	ARM	AM PEAK DELAY (S)	CHANGE IN DELAY (AM)	PM PEAK DELAY (S)	CHANGE IN DELAY (PM)	SATURDAY PEAK DELAY (S)	CHANGE IN DELAY (SAT)	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
New Union Street / Little Park Street - Roundabout — location 2	Little Park Street	5.9 <del>32</del>	+0.06 <del>32</del>	8.12 <del>7.89</del>	+0.14 <del>36</del>	6.68 <del>78</del>	+0.00 <del>41</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA

TRANSPORTATION & ACCESS

JUNCTION	ARM	AM PEAK DELAY (S)	CHANGE IN DELAY (AM)	PM PEAK DELAY (S)	CHANGE IN DELAY (PM)	SATURDAY PEAK DELAY (S)	CHANGE IN DELAY (SAT)	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
	New Union Street (s)	3.61 <del>5.9</del>	-0.08 <del>+0.07</del>	2.41 <del>3.8</del>	+0.10	2.68 <del>7.1</del>	+0.00 <del>8</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	New Union Street (e)	7.45 <del>8.27</del>	+1.4 <del>2.56</del>	11.18 <del>10.93</del>	+2.43 <del>87</del>	15.00 <del>21.76</del>	+5.69 <del>13.29</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
New Union Street / Greyfriars Lane – Junction – location 3	Greyfriars Lane left turn out	9.11 <del>35</del>	-0.16 <del>+0.29</del>	20.12 <del>16.63</del>	+2.79 <del>-0.45</del>	108.74 <del>197.31</del>	-31.92 <del>+91.51</del>	Small (AM Peak, PM Peak), Large (Saturday)	Negligible (AM Peak, PM Peak), Minor Beneficial (Saturday)	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Greyfriars Lane right turn out	11.37 <del>12.90</del>	-2.64 <del>0.63</del>	21.20 <del>19.04</del>	+2.87 <del>1.84</del>	319.79 <del>338.94</del>	-32.09 <del>+26.64</del>	Small (AM Peak, PM Peak), Large (Saturday)	Negligible (AM Peak, PM Peak), Minor Beneficial (Saturday)	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	New Union St right turn in	9.22 <del>32</del>	-4.85 <del>09</del>	9.70 <del>53</del>	+0.24 <del>-0.27</del>	11.62 <del>1</del>	-9.96 <del>8.35</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / Warwick Road – Roundabout – location 4	Warwick Rd (n)	8.83 <del>9.47</del>	+0.01 <del>91</del>	10.41 <del>26</del>	+0.61 <del>31</del>	10.09 <del>11.45</del>	-0.1 <del>+1.56</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Warwick Rd (s)	30.28 <del>41.64</del>	-7.37 <del>+12.50</del>	67.18 <del>54.11</del>	+41.43 <del>32.20</del>	26.45 <del>34.41</del>	-0.65 <del>+11.77</del>	Small (AM Peak, Saturday), Medium (PM Peak)	Negligible (AM Peak, Saturday), Minor Adverse (PM Peak)	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Greyfriars Rd	19.39 <del>21.47</del>	+0.48 <del>4.14</del>	52.23 <del>55.17</del>	+16.29 <del>24.81</del>	27.91 <del>33.12</del>	+0.63 <del>9.13</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / City Arcade car park access – Junction – location 5	City Arcade exit	8.54 <del>10.81</del>	+1.22 <del>3.68</del>	8.41 <del>11.27</del>	+0.63 <del>3.55</del>	6.88 <del>9.75</del>	+0.02 <del>2.94</del>	Small	Negligible	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	City Arcade right turn in	6.88 <del>7.70</del>	-0.18 <del>+0.69</del>	8.05 <del>10</del>	+1.1 <del>8</del>	7.20 <del>67</del>	-0.07 <del>+0.46</del>	Small	Negligible	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
Queen Victoria Road / Croft Road / Rover Road – Junction – location 6	Queen Victoria Rd (n) ahead	38.9 <del>46.6</del>	+27.61 <del>35.63</del>	53.6 <del>80.9</del>	+41.81 <del>69.51</del>	30.3 <del>31.2</del>	-28.34 <del>-16.45</del>	Large Large (AM Peak), Very Large (PM Peak), Small (Saturday)	Moderate Adverse (AM Peak, PM Peak), Minor Beneficial (Saturday)	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Queen Victoria Rd (n) right	42.8 <del>54.6</del>	+31.31 <del>43.63</del>	53.4 <del>80.1</del>	+41.61 <del>68.71</del>	57 <del>63.3</del>	-1.64 <del>15.65</del>	Large (AM Peak), Very Large (PM Peak), Small (Saturday)	Moderate Adverse (AM Peak, PM Peak), Minor Adverse (Saturday)	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Rover Rd egress out	0.0 <del>56.6</del>	-8.36 <del>48.31</del>	0.0	-9.19	0	-1447	Very Large (Saturday AM Peak)	Moderate Beneficial Adverse (Saturday AM Peak)	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA
	Queen Victoria Rd (s) ahead and left	36.9 <del>51</del>	+30.09 <del>44.26</del>	41.6 <del>71.4</del>	+34.69 <del>64.56</del>	59.7 <del>66.6</del>	+51.11 <del>58.32</del>	Large (AM Peak, PM Peak, Saturday)	Moderate Adverse	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IVA

TRANSPORTATION & ACCESS

JUNCTION	ARM	AM PEAK DELAY (S)	CHANGE IN DELAY (AM)	PM PEAK DELAY (S)	CHANGE IN DELAY (PM)	SATURDAY PEAK DELAY (S)	CHANGE IN DELAY (SAT)	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Queen Victoria Road / Lower Precinct car park and service road access – Junction – location 7	Croft Road left right	35.2 <del>42.7</del>	+10.0 <del>20.76</del>	39.6 <del>51.5</del>	+20.35 <del>33.73</del>	31.6 <del>38</del>	-322.4 <del>245.39</del>	Medium (AM Peak), Large (PM Peak), Very Large (Saturday)	Minor Adverse (AM and PM Peak), <del>Moderate Adverse (PM Peak,</del> Major Beneficial (Saturday)	Yes	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A
	Croft Rd out	10.27 <del>10</del>	+0.01 <del>16</del>	0.00	+0.00	0.00	+0.00	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A
	Car park/Service yard right turn in	8.56 <del>62</del>	-0.05 <del>+0.20</del>	6.69 <del>80</del>	+0.21 <del>35</del>	11.56 <del>60</del>	-0.17 <del>+0.31</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A
	Service yard exit	7.52	+0.15 <del>21</del>	8.00 <del>7.78</del>	+0.02 <del>49</del>	10.93 <del>8.72</del>	-0.04 <del>+8.72</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A
Upper Well Street / Corporation Street – Junction – location 8	Croft Rd right turn in	6.43 <del>42</del>	+0.00 <del>4</del>	9.84 <del>3</del>	+0.07 <del>13</del>	0.00	+0.00	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A
	Upper Well St left turn out	40.26 <del>36.61</del>	-0.27 <del>+1.87</del>	89.86 <del>72.14</del>	+10.09 <del>9.42</del>	386.55 <del>317.24</del>	+0.00 <del>13.03</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A
	Upper Well St right turn out	12.48 <del>24</del>	+0.03 <del>5</del>	23.17 <del>21.49</del>	+0.06 <del>7</del>	39.38 <del>3.48</del>	+0.00 <del>39</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A
	Corporation St right turn in	3.42 <del>0</del>	+0.01 <del>2</del>	3.95	+0.01 <del>2</del>	3.56 <del>3</del>	+0.00 <del>2</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A
Corporation Street / West Orchard car park and service yard access – Junction – location 9	Car park left turn out	9.27 <del>15</del>	+0.00	10.68 <del>46</del>	+0.01	22.22 <del>20.65</del>	+0.00	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A
Corporation Street / The Burges / Hales Street / Bishop Street – Junction – location 10	The Burges out	32.52	+0.02 <del>5</del>	121.93 <del>96.31</del>	+0.00 <del>-0.34</del>	194.63 <del>58.82</del>	+0.00 <del>34</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A
	Bishop St out	20.38 <del>19.31</del>	+0.01 <del>4</del>	36.71 <del>1.98</del>	+0.00 <del>54</del>	57.69 <del>46.80</del>	+0.00 <del>12</del>	Small	Negligible	No	Chapter 7 in the TA in Appendix 8A.1, ES Volume IV A

TRANSPORTATION & ACCESS

Pedestrian/Cycle Delay and Amenity

Table 8A.6.30  
2044~~37~~ AM Opening Year (2044~~37~~) proposed development scenario – Impact on Pedestrian Delay and Amenity

RECEPTOR(S) AFFECTED	2044 <del>37</del> AM PEAK FUTURE BASELINE	AM DEVELOPMENT FLOWS	2044 <del>37</del> AM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	620 <del>528</del>	-44 <del>98</del>	576 <del>626</del>	Small	Negligible Beneficial <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	1215 <del>1212</del>	14 <del>75</del>	1229 <del>1287</del>	Small	Negligible <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	29 <del>24</del>	0	29 <del>24</del>	Small	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	898 <del>908</del>	14 <del>103</del>	912 <del>1011</del>	Small	Negligible <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	624 <del>858</del>	39 <del>149</del>	663 <del>1007</del>	Small	Negligible <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	852 <del>764</del>	42 <del>175</del>	894 <del>939</del>	Small	Negligible <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	589 <del>795</del>	4 <del>13</del>	593 <del>808</del>	Small	Negligible <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	680 <del>1053</del>	2 <del>10</del>	682 <del>1063</del>	Small	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	571 <del>617</del>	2 <del>3</del>	573 <del>620</del>	Small	Negligible <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.31  
2044~~37~~ PM Opening Year (2044~~37~~) proposed development scenario – Impact on Pedestrian Delay and Amenity

RECEPTOR(S) AFFECTED	2044 <del>37</del> PM PEAK FUTURE BASELINE	PM DEVELOPMENT FLOWS	2044 <del>37</del> PM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	543 <del>528</del>	35 <del>98</del>	578 <del>626</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	1246 <del>1212</del>	85 <del>75</del>	1331 <del>1287</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	25 <del>24</del>	0	25 <del>24</del>	Small	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	935 <del>908</del>	85 <del>103</del>	1020 <del>1011</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	882 <del>858</del>	99 <del>149</del>	981 <del>1007</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	787 <del>764</del>	111 <del>175</del>	898 <del>939</del>	Small	Minor Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2044 <del>37</del> PM PEAK FUTURE BASELINE	PM DEVELOPMENT FLOWS	2014 <del>37</del> PM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Corporation Street — Link — ATC location G	817 795	8 13	825 808	Small	Negligible <del>Minor</del> -Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	1084 1053	7 10	1091 1063	Small	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	635 617	1 3	636 620	Small	Negligible <del>Minor</del> -Adverse	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.32  
2044~~37~~ Saturday Opening Year (2044~~37~~ ) proposed development scenario – Impact on Pedestrian Delay and Amenity

RECEPTOR(S) AFFECTED	2044 <del>37</del> SATURDAY PEAK FUTURE BASELINE	SATURDAY DEVELOPMENT FLOWS	2014 <del>37</del> SATURDAY PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	664 645	-4 248	660 893	Small	Negligible Beneficial <del>Minor</del> -Adverse	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	1583 1538	5 33	1588 1571	Small <del>Medium</del>	Negligible <del>Moderate</del> -Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	39 38	0	39 38	Small	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	983 955	5 93	988 1048	Small	Negligible <del>Minor</del> -Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	861 837	3 88	864 925	Small	Negligible <del>Minor</del> -Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	1282 1246	-1 99	1281 1345	Small	Negligible <del>Minor</del> -Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	815 792	0 8	815 800	Small	Negligible <del>Minor</del> -Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	1059 1029	0 6	1059 1035	Small	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	575 559	0 2	575 561	Small	Negligible <del>Minor</del> -Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

Fear and intimidation

Table 8A.6.33  
2044~~37~~ AM Future year (2044~~37~~) proposed development scenario – Vehicles – Fear and Intimidation

RECEPTOR(S) AFFECTED	2044 <del>37</del> AM PEAK FUTURE YEAR	2044 FUTURE BASELINE MAGNITUDE	AM DEVELOPMENT FLOWS	AM DEVELOPMENT MAGNITUDE	2044 <del>37</del> AM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	2044 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE- MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	620 599	Medium <del>Small</del>	-44 173	Small	576 772	Small <del>Medium</del>	Change from Negligible to Negligible Beneficial <del>Negligible -Minor Adverse</del>	Negligible Beneficial <del>Minor Adverse</del>	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	1215 1176	Large <del>Medium</del>	14 16	Small	1229 1192	Large <del>Medium</del>	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	29 28	Small	0	Small	29 28	Small	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	898 868	Medium	14 74	Small	912 942	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	624 604	Medium	39 133	Small	663 737	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	852 823	Medium	42 154	Small	894 977	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	589 570	Small	4 12	Small	593 582	Small	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	680 658	Medium	2 9	Small	682 667	Medium	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	571 553	Small	2 4	Small	573 557	Small	No change in magnitude	Negligible <del>Adverse</del>	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

Table 8A.6.34  
2044~~37~~ AM Future year (2044~~37~~) proposed development scenario – HGVs – Fear and Intimidation

RECEPTOR(S) AFFECTED	2044 <del>37</del> AM PEAK FUTURE YEAR	2044 FUTURE BASELINE MAGNITUDE	AM DEVELOPMENT FLOWS	AM DEVELOPMENT MAGNITUDE	2044 <del>37</del> AM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	2044 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE- MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	59 57	Medium	0	Small	59 57	Medium	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	89 86	Medium	8	Small	97 94	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	3	Small	0	Small	3	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	110 107	Medium	7 8	Small	117 115	Medium	No change in magnitude Change from Medium to Large	Negligible Minor Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	88 85	Medium	10 15	Small	98 100	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	69 67	Medium	8 14	Small	77 81	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	61 59	Medium	1	Small	62 60	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	36 34	Small	1	Small	37 35	Small	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	26 25	Small	1	Small	27 26	Small	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.35  
2044~~37~~ PM Future year (2044~~37~~) proposed development scenario – Vehicles – Fear and Intimidation

RECEPTOR(S) AFFECTED	22044 <del>37</del> PM PEAK FUTURE YEAR	2044 FUTURE BASELINE MAGNITUDE	PM DEVELOPMENT FLOWS	PM DEVELOPMENT MAGNITUDE	2044 <del>37</del> PM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	2044 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE- MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	543 528	Small	35 98	Small	578 626	Small Medium	No change in magnitude Change from Negligible to Minor Adverse	Negligible Minor Adverse	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	1246 1212	Large	85 75	Small	1331 1287	Large	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2044 <del>37</del> PM PEAK FUTURE YEAR	2044 FUTURE BASELINE MAGNITUDE	PM DEVELOPMENT FLOWS	PM DEVELOPMENT MAGNITUDE	2044 <del>37</del> PM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	2044 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE- MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Greyfriars Lane — Link — ATC location C	25 <del>24</del>	Small	0	Small	25 <del>24</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	935 <del>908</del>	Medium	85 <del>103</del>	Small	1020 <del>1011</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	882 <del>858</del>	Medium	99 <del>149</del>	Small	981 <del>1007</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	787 <del>764</del>	Medium	111 <del>175</del>	Small	898 <del>939</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	817 <del>795</del>	Medium	8 <del>13</del>	Small	825 <del>808</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	1084 <del>1053</del>	Medium	7 <del>10</del>	Small	1091 <del>1063</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	635 <del>617</del>	Medium	1 <del>3</del>	Small	636 <del>620</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.36  
2044~~37~~ PM Future year (2044~~37~~ ) proposed development scenario – HGVs – Fear and Intimidation

RECEPTOR(S) AFFECTED	2044 <del>37</del> PM PEAK FUTURE YEAR	2044 FUTURE BASELINE MAGNITUDE	PM DEVELOPMENT FLOWS	PM DEVELOPMENT MAGNITUDE	2044 <del>37</del> PM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	2044 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE- MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	44 <del>43</del>	Small	0	Small	44 <del>43</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	94 <del>92</del>	Medium	3 <del>2</del>	Small	97 <del>94</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	0	Small	0	Small	0	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	72 <del>70</del>	Medium	2	Small	74 <del>72</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	69 <del>68</del>	Medium	3 <del>2</del>	Small	72 <del>70</del>	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2044 <del>37</del> PM PEAK FUTURE YEAR	2044 FUTURE BASELINE MAGNITUDE	PM DEVELOPMENT FLOWS	PM DEVELOPMENT MAGNITUDE	2044 <del>37</del> PM PEAK FUTURE YEAR + DEVELOPMENT FLOWS	2044 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE- MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Croft Road — Link — ATC location F	78 <del>76</del>	Medium	2	Small	80 <del>78</del>	Medium	No change in magnitude	Negligible <span>Adverse</span>	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	41 <del>40</del>	Small	0	Small	41 <del>40</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	45 <del>44</del>	Small	0	Small	45 <del>44</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	34 <del>33</del>	Small	0	Small	34 <del>33</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA

Table 8A.6.37  
2044~~37~~ Saturday Future year (2044~~37~~) proposed development scenario – Vehicles – Fear and Intimidation

RECEPTOR(S) AFFECTED	2044 <del>37</del> SATURDAY PEAK FUTURE YEAR	2044 FUTURE BASELINE MAGNITUDE	SATURDAY DEVELOPMENT FLOWS	SATURDAY DEVELOPMENT MAGNITUDE	2044 <del>37</del> SATURDAY PEAK FUTURE YEAR + DEVELOPMENT FLOWS	2044 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE- MITIGATION	DESCRIPTION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street — Link — ATC location A	664 <del>645</del>	Medium	-4 <del>248</del>	Small	660 <del>893</del>	Medium	No change in magnitude	Negligible <span>Beneficial</span>	No	Appendix 8A.3, ES Volume IVA
New Union Street — Link — ATC location B	1583 <del>1538</del>	Large	5 <del>33</del>	Small	1588 <del>1571</del>	Large	No change in magnitude	Negligible <span>Adverse</span>	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane — Link — ATC location C	39 <del>38</del>	Small	0	Small	39 <del>38</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road — Link — ATC location D	983 <del>955</del>	Medium	5 <del>93</del>	Small	988 <del>1048</del>	Medium	No change in magnitude	Negligible <span>Adverse</span>	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road — Link — ATC location E	861 <del>837</del>	Medium	3 <del>88</del>	Small	864 <del>925</del>	Medium	No change in magnitude	Negligible <span>Adverse</span>	No	Appendix 8A.3, ES Volume IVA
Croft Road — Link — ATC location F	1282 <del>1246</del>	<span>Large</span> <del>Medium</del>	-1 <del>99</del>	Small	1281 <del>1345</del>	Large	No change in magnitude	Negligible <span>Beneficial</span>	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location G	815 <del>792</del>	Medium	0 <del>8</del>	Small	815 <del>800</del>	Medium	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Upper Well Street — Link — ATC location H	1059 <del>1029</del>	Medium	0 <del>6</del>	Small	1059 <del>1035</del>	Medium	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Corporation Street — Link — ATC location I	575 <del>559</del>	Small	0 <del>2</del>	Small	575 <del>561</del>	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA

TRANSPORTATION & ACCESS

Table 8A.6.38  
2044~~37~~ Saturday Future year (2044~~37~~) proposed development scenario – HGVs – Fear and Intimidation

RECEPTOR(S) AFFECTED	2044 <del>37</del> SATURDAY PEAK FUTURE YEAR	2044 FUTURE BASELINE MAGNITUDE	SATURDAY DEVELOPMENT FLOWS	SATURDAY DEVELOPMENT MAGNITUDE	2044 <del>37</del> SATURDAY PEAK FUTURE YEAR + DEVELOPMENT FLOWS	2044 FUTURE BASELINE + DEVELOPMENT MAGNITUDE PRE-MITIGATION	DESCRIPTION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Little Park Street – Link – ATC location A	36 43	Small	0	Small	36 43	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
New Union Street – Link – ATC location B	74 92	Medium	2	Small	76 94	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Greyfriars Lane – Link – ATC location C	0	Small	0	Small	0	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Warwick Road – Link – ATC location D	69 70	Medium	2	Small	71 72	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Queen Victoria Road – Link – ATC location E	71 68	Medium	1 2	Small	72 70	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Croft Road – Link – ATC location F	82 76	Medium	1 2	Small	83 78	Medium	No change in magnitude	Negligible Adverse	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location G	39 40	Small	0	Small	39 40	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Upper Well Street – Link – ATC location H	44	Small	0	Small	44	Small	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA
Corporation Street – Link – ATC location I	25 33	Small	0	Small	25 33	Small †	No change in magnitude	Negligible	No	Appendix 8A.3, ES Volume IVA

Accidents and Safety

Table 8A.6.39  
2044~~37~~ AM Opening year (2044~~37~~) proposed development operational scenario – Accidents and Road Safety

RECEPTOR(S) AFFECTED	2044 <del>37</del> AM PEAK FUTURE BASELINE – PCUS THROUGH THE JUNCTION	AM DEVELOPMENT FLOWS	2044 <del>37</del> AM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	AM PEAK IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
New Union Street / Little Park Street - Roundabout – location 2	2243 2169.2	-9 131.7	2234 2300.9	-0.4% 6.1%	Negligible Small	Negligible Beneficial Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
New Union Street / Greyfriars Lane – Junction – location 3	1267 1225.6	29 62.6	1296 1163.0	2.3% 5.1%	Negligible Small	Negligible Adverse Minor Beneficial	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / Warwick Road – Roundabout – location 4	1313 1270.3	15 104.7	1328 1374.9	1.1% 8.2%	Negligible Small	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2014 <del>37</del> AM PEAK FUTURE BASELINE – PCUS THROUGH THE JUNCTION	AM DEVELOPMENT FLOWS	2044 <del>37</del> AM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	AM PEAK IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Greyfriars Road / City Arcade car park access – Junction – location 5	795 <del>768.4</del>	61 <del>200.8</del>	856 <del>969.2</del>	7.7% <del>26.1%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Queen Victoria Road / Croft Road / Rover Road – Junction – location 6	1340 <del>1295.8</del>	45 <del>37.9</del>	1385 <del>1333.7</del>	3.4% <del>2.9%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA

Table 8A.6.40

2044~~37~~ PM Opening year (2044~~37~~) proposed development operational scenario – Accidents and Road Safety

RECEPTOR(S) AFFECTED	2014 <del>37</del> PM PEAK FUTURE BASELINE – PCUS THROUGH THE JUNCTION	PM DEVELOPMENT FLOWS	2044 <del>37</del> PM PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	PM PEAK IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
New Union Street / Little Park Street - Roundabout – location 2	2057 <del>1999.3</del>	102 <del>137.1</del>	2159 <del>2136.4</del>	5.0% <del>6.9%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
New Union Street / Greyfriars Lane – Junction – location 3	1451 <del>1410.7</del>	138 <del>95.3</del>	1589 <del>1506</del>	9.5% <del>6.8%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / Warwick Road – Roundabout – location 4	1401 <del>1362.1</del>	127 <del>149.4</del>	1528 <del>1511.5</del>	9.1% <del>11.0%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / City Arcade car park access – Junction – location 5	1019 <del>990.6</del>	155 <del>227</del>	1174 <del>1217.6</del>	15.29% <del>22.9%</del>	Small	Minor <del>Negligible</del> Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Queen Victoria Road / Croft Road / Rover Road – Junction – location 6	1485 <del>1443.6</del>	118 <del>113.5</del>	1603 <del>1557.1</del>	7.9% <del>7.9%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA

Table 8A.6.41

2044~~37~~ Saturday Opening year (2044~~37~~) proposed development operational scenario – Accidents and Road Safety

RECEPTOR(S) AFFECTED	2014 <del>37</del> SATURDAY PEAK FUTURE BASELINE – PCUS THROUGH THE JUNCTION	SATURDAY DEVELOPMENT FLOWS	2044 <del>37</del> SATURDAY PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	SATURDAY PEAK IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
New Union Street / Little Park Street - Roundabout – location 2	2114 <del>2054.2</del>	3 <del>188.1</del>	2117 <del>2242.3</del>	0.1% <del>9.2%</del>	Negligible <del>Small</del>	Negligible Adverse	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
New Union Street / Greyfriars Lane – Junction – location 3	1843 <del>1790.7</del>	8 <del>53</del>	1851 <del>1737.7</del>	0.4% <del>3.0%</del>	Negligible <del>Small</del>	Negligible Adverse <del>Minor Beneficial</del>	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / Warwick Road – Roundabout – location 4	1364 <del>1325.2</del>	5 <del>112.8</del>	1369 <del>1438</del>	-0.4% <del>8.5%</del>	Negligible <del>Small</del>	Negligible Beneficial <del>Negligible Adverse</del>	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA
Greyfriars Road / City Arcade car park access – Junction – location 5	977 <del>949.1</del>	7 <del>129.3</del>	984 <del>1078.4</del>	-0.7% <del>13.6%</del>	Negligible <del>Small</del>	Negligible Beneficial <del>Negligible Adverse</del>	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IVA

TRANSPORTATION & ACCESS

RECEPTOR(S) AFFECTED	2044 <del>2043</del> SATURDAY PEAK FUTURE BASELINE – PCUS THROUGH THE JUNCTION	SATURDAY DEVELOPMENT FLOWS	2044 <del>2043</del> SATURDAY PEAK FUTURE BASELINE + DEVELOPMENT FLOWS	SATURDAY PEAK IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Queen Victoria Road / Croft Road / Rover Road – Junction – location 6	2048 <del>1990.0</del>	-1 <del>105.1</del>	2047 <del>2095.1</del>	-0.04% <del>5.3%</del>	Negligible <del>Small</del>	Negligible <del>Beneficial</del> <del>Negligible</del> <del>Adverse</del>	No	Chapter 2 in the TA in Appendix 8A.1, ES Volume IV <del>A</del>

8A.7 MITIGATION & ENHANCEMENT MEASURES

As the effects have generally improved as a result of the changes introduced by the amended proposed development, there is no new or amended mitigation required. The mitigation measures identified in the 2020 ES chapter would however still be required and therefore this section of the 2020 ES chapter remains valid.

Table 8A.7.1  
Proposed Mitigation & Enhancement Measures

PHASE	POSSIBLE EFFECT BEING MITIGATED	MITIGATION MEASURE	HOW SECURED / TRIGGER	MAGNITUDE POST-MITIGATION	ADVERSE/BENEFICIAL
Construction	Uncontrolled construction vehicle movements on all receptors for severance, driver delay, pedestrian fear and amenity, fear and intimidation, accidents and road safety, dust and dirt and hazardous loads.	A DMP and CMP will be prepared as part of the reserved matters application. The DMP and CMP will be secured by the use of appropriately worded planning conditions, with separate DMPs and CMPs being required for each of the individual construction areas / blocks/phases. Within these documents, measures will be set out to mitigate the effects of construction traffic.	Planning condition	-	Beneficial
Operation	Vehicle movements generated by the development affecting all receptors for severance, driver delay, pedestrian fear and amenity, fear and intimidation, accidents and road safety on all receptors	The development is located in a sustainable location where residents, shoppers and visitors will have a range of sustainable transport options available to them. In addition, the proposed development will remove two city centre car parks. In order to mitigate the effects of the proposed development on the local transport network, Travel Plans will be prepared for each land use / development with the site at the Reserved Matters Stage.	Planning condition	Small	Beneficial
Operation	Service vehicles generated by the development for severance, driver delay, pedestrian fear and amenity, fear and intimidation, accidents and road safety on all receptors	The service yards and loading bays for the development have been sized appropriately to accommodate the predicted demand. However, to ensure servicing activities do not impact on the local transport network, Delivery & Servicing Management Plans will be required for each development block. These will be prepared at the Reserved Matters stage	Planning condition	Small	Beneficial
Operation	Poor existing pedestrian amenity	Public realm improvements enhancing permeability and amenity.	Reserved Matters	Moderate	Beneficial
Operation	Impact of development vehicles on local junctions. for driver delay and accidents and road safety on all junction receptors	Enhancements to junctions to mitigate impact where necessary.	Reserved Matters /S278	Small	Beneficial
Operation	Loss of taxi stand	As part of the realignment and proposed pedestrianisation of Rover Road, the proposal is for the existing taxi stand for three Hackney carriages to be re-provided on Warwick Road by utilising the loading lay-by outside the Reform Club.	Reserved Matters	Small	Adverse

8A.8 ASSESSMENT POST-MITIGATION

8A.8.1 Opening Year (2034) Proposed Development Scenario

Table 8A.8.1  
Opening Year (2034) Proposed Development Scenario Post-Mitigation Assessment

RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
		SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Severance at the following receptors – All Links	Prior to mitigation, severance effects range from Negligible to Minor Adverse. Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would lower the impact on severance at these receptors.	Negligible	ADV	LT	IND	P	IRR

## TRANSPORTATION & ACCESS

RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
		SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Driver Delay at the following receptors — All junctions	Prior to mitigation, driver delay effects range from <del>Moderate Beneficial</del> <del>Negligible</del> to Moderate Adverse. The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would lower the impact on driver delay. The junction mitigation being proposed for the New Union Street / Greyfriars Lane junction, City Arcade / Greyfriars Road and Queen Victoria Road / Croft Road junction will also mitigate the effects of driver delay.	Minor	ADV	LT	D	P	IRR
Pedestrian/Cycle Delay and Amenity at the following receptors — All Links and junctions	Prior to mitigation, pedestrian Fear and Amenity effects range from Negligible to Minor <del>Adverse</del> . The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would lower the impact on Pedestrian/Cycle Delay and Amenity. Improvements to the pedestrian/cycle accesses into the site including the amendments to the Queen Victoria Road / Croft Road junction would assist in reducing pedestrian and cycle delay. Public realm improvements resulting in much improved amenity.	Minor	BEN	LT	D	P	IRR
Fear and Intimidation at the following receptors — All Links	Prior to mitigation, fear and Intimidation effects range from Negligible to Minor Adverse. The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips, particularly HGV trips which would lower the impact on fear and intimidation	Negligible	ADV	LT	D	P	IRR
Accidents and Safety at the following receptors — All junctions	Prior to mitigation, Accidents and Safety effects <del>are range from</del> Negligible <del>to Minor Adverse</del> . The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would help to lower accidents involving motor vehicles.	Negligible	ADV	LT	D	P	IRR
Buses	Prior to mitigation, the effects on buses range from Negligible to Minor. Travel Plan and bus load monitoring. Increase in patronage, potentially making services more viable.	Negligible	BEN	LT	D	P	IRR
Taxis	Prior to mitigation, the effect on taxis is Negligible. Sufficient taxi stand capacity to accommodate the demand. Increase in patronage, potentially making taxi offer more viable.	Negligible	BEN	LT	D	P	IRR
Rail	Prior to mitigation, the effect on rail is Negligible. Travel Plan and monitoring. Measures such as interest free season ticket loans.	Negligible	Adv	LT	D	P	IRR

` Key: ADV/BEN = Adverse/Beneficial; ST/MT/LT = Short-term/Medium-term/Long-term; D/IND = Direct/Indirect; P/T = Permanent/Temporary; R/IRR = Reversible/Irreversible

### 8A.8.2 Future Year (2044~~37~~) Proposed Development Scenario

Table 8A.8.2

Future Year (2044~~37~~) Proposed Development Scenario Post-Mitigation Assessment - Operation

RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
		SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Severance at the following receptors — All Links	Prior to mitigation, severance effects range from Negligible to Minor Adverse. Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would lower the impact on severance at these receptors.	Negligible	ADV	LT	IND	P	IRR
Driver Delay at the following receptors — All junctions	Prior to mitigation, driver delay effects range from <span style="color:blue">Moderate Beneficial</span> <span style="color:red">Negligible</span> to Moderate Adverse. The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would lower the impact on driver delay. The junction mitigation being proposed for the New Union Street / Greyfriars Lane junction, City Arcade / Greyfriars Road and Queen Victoria Road / Croft Road junction will also mitigate the effects of driver delay.	Minor	ADV	LT	D	P	IRR
Pedestrian/Cycle Delay and Amenity at the following receptors — All Links and junctions	Prior to mitigation, pedestrian fear and amenity effects range from Negligible to Minor Adverse. The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would lower the impact on Pedestrian/Cycle Delay and Amenity. Improvements to the pedestrian/cycle accesses into the site including the amendments to the Queen Victoria Road / Croft Road junction would assist in reducing pedestrian and cycle delay.	Negligible	ADV	LT	D	P	IRR
Fear and Intimidation at the following receptors — All Links	Prior to mitigation, fear and Intimidation effects <span style="color:blue">are range from</span> Negligible. <span style="color:red">to Minor Adverse.</span> The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips, particularly HGV trips which would lower the impact on fear and intimidation	Negligible	ADV	LT	D	P	IRR
Accidents and Safety at the following receptors — All junctions	Prior to mitigation, accidents and safety effects range from Negligible to Minor Adverse. The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would help to lower accidents involving motor vehicles.	Negligible	ADV	LT	D	P	IRR
` Key: ADV/BEN = Adverse/Beneficial; ST/MT/LT = Short-term/Medium-term/Long-term; D/IND = Direct/Indirect; P/T = Permanent/Temporary; R/IRR = Reversible/Irreversible							

TRANSPORTATION & ACCESS

8A.8.3First fully operational Opening Year (2034) proposed development Scenario Comparison with 2020 Planning Permission

Table 8A.8.3  
Proposed Development Scenario Residual Effects Comparison with 2020 Planning Permission

PHASE	RECEPTOR	RESIDUAL IMPACT	AMENDED PROPOSED DEVELOPMENT		2020 PROPOSED DEVELOPMENT		CHANGE IN RESIDUAL EFFECT FROM 2020 OPP
			SCENARIO RESIDUAL EFFECT SIGNIFICANCE	ADV/BEN	RESIDUAL EFFECT SIGNIFICANCE	ADV/BEN	
Construction	All receptors	No impact	Negligible	ADV	Negligible	ADV	No change
Operational	Severance at the following receptors – All Links	Prior to mitigation, severance effects range from Negligible to Minor Adverse. Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would lower the impact on severance at these receptors.	Negligible	ADV	Negligible	ADV	No change
Operational	Driver Delay at the following receptors – All junctions	Prior to mitigation, driver delay effects range from Negligible to Moderate Adverse. The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would lower the impact on driver delay. The junction mitigation being proposed for the New Union Street / Greyfriars Lane junction, City Arcade / Greyfriars Road and Queen Victoria Road / Croft Road junction will also mitigate the effects of driver delay.	Minor	ADV	Minor	ADV	No change
Operational	Pedestrian/Cycle Delay and Amenity at the following receptors – All Links and junctions	Prior to mitigation, pedestrian Fear and Amenity effects range from Negligible to Minor Beneficial. The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would lower the impact on Pedestrian/Cycle Delay and Amenity. Improvements to the pedestrian/cycle accesses into the site including the amendments to the Queen Victoria Road / Croft Road junction would assist in reducing pedestrian and cycle delay. Public realm improvements resulting in much improved amenity.	Minor	BEN	Minor	BEN	No change
Operational	Fear and Intimidation at the following receptors – All Links	Prior to mitigation, fear and Intimidation effects range from Negligible to Minor Adverse. The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips, particularly HGV trips which would lower the impact on fear and intimidation	Negligible	ADV	Negligible	ADV	No change
Operational	Accidents and Safety at the following receptors – All junctions	Prior to mitigation, Accidents and Safety effects range from Negligible to Minor Adverse. The Travel Plans and Delivery & Servicing Management Plans would help to reduce and manage vehicle trips which would help to lower accidents involving motor vehicles.	Negligible	ADV	Negligible	ADV	No change
Operational	Buses	Prior to mitigation, the effects on buses range from Negligible to Minor. Travel Plan and bus load monitoring. Increase in patronage, potentially making services more viable.	Negligible	BEN	Negligible	BEN	No change
Operational	Taxis	Prior to mitigation, the effect on taxis is Negligible. Sufficient taxi stand capacity to accommodate the demand. Increase in patronage, potentially making taxi offer more viable.	Negligible	BEN	Negligible	BEN	No change
Operational	Rail	Prior to mitigation, the effect on rail is Negligible. Travel Plan and monitoring. Measures such as interest free season ticket loans. Public realm improvements resulting in much improved amenity.	Negligible	ADV	Negligible	ADV	No change

8A.9 TRANSPORT & ACCESS: INTER-DEVELOPMENT CUMULATIVE EFFECTS

8A.9.1 Screening of Cumulative Schemes

The updated list of committed developments, as presented in ES Chapter 2A: EIA Methodology and agreed with CCC, is presented in Table 8A.9.1. Each has been reviewed to determine whether they have the potential to result in cumulative effects with the amended proposed development.

Based on the screening exercise presented in Table 8A.9.1, none of the revised list of cumulative schemes are considered to have the potential to result in cumulative effects with the amended proposed development.

TRANSPORTATION & ACCESS

Table 8A.9.1  
Transport Inter-development Cumulative Effects Assessment: Cumulative Scheme Screening

CUMULATIVE SCHEME	SCHEME DESCRIPTION	POTENTIAL FOR CUMULATIVE EFFECTS?	CONSIDERED WITHIN ASSESSMENT?
OUT/2011/0036 plus later RM and other applications, Friargate.	Application for outline planning permission for master plan principles of a redevelopment scheme involving the demolition of existing buildings (except Coventry Railway Station and Railway Multi Storey Car Park) and erection of buildings in mixed use scheme predominantly office-led (use class B1) and including shops (use class A1), financial and professional services (use class A2), restaurants and cafes (use class A3), drinking establishments (use class A4), hot food takeaways (use class A5), hotels (use class C1), residential institutions (use class C2), residential (use class C3), non-residential institutions (use class D1), assembly and leisure (use class D2), student housing, vehicular showrooms, highway and pedestrian alterations and enhancements including new transport interchange facilities, car parking, increased open space provision and associated landscaping and closure of public rights of way.	<p>The vehicle traffic generated by this cumulative scheme has been already been included within traffic flows included within the assessments reported in the previous sections of this chapter.</p> <p>This cumulative scheme would generate walking trips which pass through the proposed CCS development. The pedestrian comfort assessment undertaken in the TA demonstrates that the proposed pedestrian routes would continue to have a ‘comfortable’ level of service when the proposed development and cumulative development pedestrian trip generation is applied to the assessed links, indicating no negative impact on these pedestrian routes.</p> <p>This cumulative scheme would generate cycling trips which have the potential to impact on the capacity of the visitor cycle parking spaces within the proposed development. However, the cycle parking will accord with the local standards and therefore there should be sufficient supply to accommodate the demand. Cycle parking utilisation will be monitored through the proposed development Travel Plans.</p> <p>This cumulative development would generate bus trips which have the potential to impact on the capacity of the local bus network. However, an assessment within the TA demonstrates that bus trips generated by the proposed development and cumulative development will not generate sufficient trips to exceed the existing bus passenger capacity.</p> <p>This cumulative scheme would generate rail trips which have the potential to impact on the capacity of rail services stopping at Coventry Station. However, an assessment within the TA demonstrates that rail trips would have negligible effect on the rail network and therefore when combined with cumulative development trips, the impact is likely to be minimal.</p>	Yes (already included within traffic flows included within the assessments)
FUL/2019/0635 54-57 Hertford Street	Demolition of existing building and erection of new building comprising of ground floor commercial unit (Use Class A1 retail or use Class A2 – financial & professional) and 18 serviced apartments (sui generis).	The development is located on the south-eastern side of the pedestrianised Hertford Street. The proposals are for a small retail unit (102sqm) and 18 serviced apartments. Given the small scale of the proposals and the fact that there is no car parking proposed, the level of impact on the transport network and the level of any cumulative effects is considered negligible.	No
FUL/2019/2433 Plot C06 Friargate Coventry (Hotel Indigo)	Erection of a new boutique style hotel of around 100 guestrooms over 5 storeys with accompanying restaurant and bar at ground floor level. Partial stopping up of highway.	The development is a hotel scheme located on the southern side of the city outside of the A4053 Ringway. Therefore, impact on the capacity of the assessed road network will be negligible. The trip generation predicts a low amount of traffic throughout the day with 9 two-way vehicle trips in the peak hour. This level of traffic impact is considered negligible and it is expected that any traffic associated with the development would be captured within the background growth of the assessed network. In addition, due to the site’s location on the southern side of the city outside of the A4053 Ringway, the occupants of the development are unlikely to walk or cycle through CCS during the peak hours. They are also unlikely to have an impact on the buses servicing CCS.	No
FUL/2020/1421 Former Gala Bingo, Fairfax Street, Coventry, CV1 5GA	Erection of co-living accommodation (student and non-student) ancillary facilities and amenity (sui generis use) and 693sqm of commercial use (Use Class E(a), (b), (c) and sui generis hot food takeaway, drinking establishment or mixed use drinking establishment and restaurant/café) on ground floor together with associated parking and servicing infrastructure and landscaping.	The site is located just within the A4053 Ringway to the north-east of the proposed development. The proposals are primarily for a car-free student accommodation scheme. The application submission concluded that the site will have no impact on the capacity of the local road network. In addition, any traffic associated with the development would be captured within the background growth of the assessed network. However, the pedestrian, cycle and bus trips have been included within the impact assessment.	No
FUL/2020/3165 Land at the corner of Queens Road, York Street and Butts	Erection of a building up to 19 storeys for Purpose Built Student Accommodation (PBSA) and stopping up of a section of public highway on York Street. (Resubmission of FUL/2020/1148)	The site is located outside of the A4053 Ringway; therefore the impact on the capacity of the assessed road network will be negligible. The scheme is car-free with the exception of disabled parking only with students not permitted to bring a car to the site. The submission concluded that the vehicle impact of the scheme would be negligible. In addition, due to the site’s location on the southern side of the city outside of the A4053 Ringway, students are unlikely to walk or cycle through CCS during the peak hours. They are also unlikely to have an impact on the buses servicing CCS.	No

TRANSPORTATION & ACCESS

CUMULATIVE SCHEME	SCHEME DESCRIPTION	POTENTIAL FOR CUMULATIVE EFFECTS?	CONSIDERED WITHIN ASSESSMENT?
OUT/2021/3576 Land off Abbots Lane and Upper Hill Street Coventry	Full planning application for 213 dwellings (Class C3) served via access rom Abbots Lane and Upper Hill Street; strategic landscaping and earthworks; temporary car parking; surface water drainage and all other ancillary an enabling works. Outline application for new residential development up to 477 units (Class C3); ancillary Class E development up to 950sqm of floorspace; strategic landscaping and earth works; surface water drainage and all other ancillary infrastructure and enabling site works with means of access to be taken from the connections from Abbots Lane and Upper Hill Street (part of the full application) for consideration; all other matters (layout, appearance, scale and landscaping) reserved for subsequent approval.	The site is located just outside of the A4053 Ringway. The planning submission concluded that the development would have a minimal impact on the local highway network with a maximum increase in two-way vehicle trips of 14 and 24 in the AM and PM peak respectively. In addition, any traffic associated with the development would be captured within the background growth of the assessed network. Due to the site’s location outside of the A4053 Ringway, the occupants of the development are unlikely to walk or cycle through CCS during the peak hours. They are also unlikely to have an impact on the buses servicing CCS.	No
OUT/2021/1807 Sandy Lane Industrial Estate	Outline planning permission for the demolition of the existing buildings (except the Daimler Powerhouse); erection of up to 480 no. dwellings (Use Class C3) and up to 1,220 sqm of commercial/service/live/work/community space (use class E) with associated works, parking, landscaping and ancillary works. All matters reserved except access.	The development is located on the northern side of the A4053 Ringway and therefore the impact on the capacity of the assessed road network will be negligible. The impact of additional traffic was deemed to be negligible beyond the site access and additionally any traffic associated with the development would be captured within the background growth of the assessed network. Due to the site’s location outside of the A4053 Ringway, the occupants of the development are unlikely to walk or cycle through CCS during the peak hours. They are also unlikely to have an impact on the buses servicing CCS	No

8A.10 WORKS CITED

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2. **IEMA.** *Guidelines for the Environmental Assessment of Road Traffic (Institute of Environmental Assessment (now IEMA) (the ‘IEMA Guidelines’)*. 1993.

3. *National Planning Policy Framework* . **Ministry of Housing, Communities & Local Government (MHCLG)**. 2012.

4. *Coventry Local Plan (2011-2031)*. **Coventry City Council (CCC)**. 2017.

5. **CCC.** *City Centre Area Action Plan*. 2017.

6. —. *Coventry Connected Supplementary Planning Document*. 2018.

7. **ACME Inc.** *How to Insert Citations*. London : ACME Inc., 2016.

8. **Institute of Environmental Management Assessment (IEMA).** *Guidelines for Environmental Noise Impact Assessment*. 2014.