

## Pros and Cons of Vehicle Movement Options

### Option A (As existing vehicle movement)

**This option is the most compatible with the indicative plan proposal and at this point represents the preferred option**

#### Pros

- Reduced vehicle movement by residential property
- Scope to use Waterloo Road (dead end) as a 'reservoir' (but will potentially impact on residents' access)
- Potential to change priority of junction to reduce queuing; traffic from west to give way
- As existing car park entry/exit

#### Cons

- Crossover with residential traffic to enter car park
- Limited exit reservoir, subject to internal layout (although there is scope to mitigate with technology)
- Exit in existing position – risk of noise and light nuisance to neighbouring property

### Option B (As existing vehicle movement, but with widened access road)

#### Pros

- Widened existing car park access road creates central lane for MSCP traffic only; separate access lane to prevent congestion affecting residents.
- Widened road creates extra buffer zone between housing and MSCP
- Reduced vehicle movement by residential property
- Potential to change priority of junction to reduce queueing; traffic from West to give way

#### Cons

- Questionable whether widening access road is required, as proposed layout provides additional queueing capacity within the site
- Cost of widening existing road
- Time scales associated with application process of widening existing road (GCC Highways involvement)
- Crossover with residential traffic to enter car park
- Limited exit reservoir, subject to internal layout (although there is scope to mitigate with technology)
- Exit in existing position – risk of noise and light nuisance to neighbouring property

### **Option C - Reversed entrance and exit flow**

#### **Pros**

- Minimal impact on residents' access; coinciding outbound flows
- Large reservoir within site for arriving traffic
- Potential to change priority of junction to reduce queueing; traffic from West to give way

#### **Cons**

- Risk of additional noise near residential property from vehicles and equipment
- Potential air quality issues/concerns with nearby properties
- Crossover between incoming and outgoing vehicle flow – risk of congestion back to key junction
- Would require additional traffic flow modelling to inform if a viable option, as may result in traffic backing-up to key junction

### **Option D – Combined entry/exit on The Waterloo Road**

#### **Pros**

- No impact on residents' access road
- No additional vehicle movement near housing
- Minimal vehicle movement near residential properties
- Avoids crossover flow

#### **Cons**

- Providing reservoir within footprint of building will significantly reduce capacity and efficiency
- Risk of conflict with existing vehicle access points on opposite side of Waterloo Road
- Would require additional traffic flow modelling to inform if a viable option, as may result in traffic backing-up to the key junction