

Environmental Impact Assessment Report

Appendix 14.7

Volume 3 Part 8



Percentage Impact
Unit: PCU

AM1												
			PCUs			PCUs			PCUs			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	1394	2172	3566	1094	1721	2815	-300	-451	-751	-21.1%
	5	South	1232	2437	3669	918	1959	2877	-314	-478	-792	-21.6%
	4	North	1232	2437	3669	918	1959	2877	-314	-478	-792	-21.6%
	4	South	1232	1670	2902	918	1192	2110	-314	-478	-792	-27.3%
	3	North	1232	1670	2902	918	1192	2110	-314	-478	-792	-27.3%
	3	South	1178	1595	2773	856	1098	1954	-322	-497	-819	-29.5%
	2	North	1178	1595	2773	856	1098	1954	-322	-497	-819	-29.5%
	2	South	1178	1595	2773	856	1098	1954	-322	-497	-819	-29.5%
Tom Clarke	1	North	1178	1595	2773	856	1098	1954	-322	-497	-819	-29.5%
	1	South	900	1228	2128	557	699	1256	-343	-529	-872	-41.0%
Tom Clarke	29	West	908	1236	2144	565	707	1272	-343	-529	-872	-40.7%
	29	North	269	206	475	14	15	29	-255	-191	-446	-93.9%
South Bank Road	29	East	518	692	1210	353	386	739	-165	-306	-471	-38.9%
Sean Moore Road	29	South	773	861	1634	751	858	1609	-22	-3	-25	-1.5%

AM2												
			PCUs			PCUs			PCUs			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	1475	2506	3981	1118	2115	3233	-357	-391	-748	-18.8%
	5	South	1563	2491	4054	1190	2095	3285	-373	-396	-769	-19.0%
	4	North	1563	2491	4054	1190	2095	3285	-373	-396	-769	-19.0%
	4	South	1563	2120	3683	1190	1724	2914	-373	-396	-769	-20.9%
	3	North	1563	2120	3683	1190	1724	2914	-373	-396	-769	-20.9%
	3	South	1566	1947	3513	1179	1527	2706	-387	-420	-807	-23.0%
	2	North	1566	1947	3513	1179	1527	2706	-387	-420	-807	-23.0%
	2	South	1566	1947	3513	1179	1527	2706	-387	-420	-807	-23.0%
	1	North	1566	1947	3513	1179	1527	2706	-387	-420	-807	-23.0%
Tom Clarke	1	South	1362	1557	2919	926	1128	2054	-436	-429	-865	-29.6%
	29	West	1370	1565	2935	934	1136	2070	-436	-429	-865	-29.5%
Pigeon House Road	29	North	201	289	490	25	21	46	-176	-268	-444	-90.6%
South Bank Road	29	East	523	393	916	465	235	700	-58	-158	-216	-23.6%
Sean Moore Road	29	South	951	1365	2316	928	1357	2285	-23	-8	-31	-1.3%

MD												
			PCUs			PCUs			PCUs			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	1855	2400	4255	1365	1961	3326	-490	-439	-929	-21.8%
	5	South	1940	2587	4527	1449	2145	3594	-491	-442	-933	-20.6%
	4	North	1940	2587	4527	1449	2145	3594	-491	-442	-933	-20.6%
	4	South	1940	1848	3788	1449	1406	2855	-491	-442	-933	-24.6%
	3	North	1940	1848	3788	1449	1406	2855	-491	-442	-933	-24.6%
	3	South	1749	1747	3496	1253	1243	2496	-496	-504	-1000	-28.6%
	2	North	1749	1747	3496	1253	1243	2496	-496	-504	-1000	-28.6%
	2	South	1749	1747	3496	1253	1243	2496	-496	-504	-1000	-28.6%
	1	North	1749	1747	3496	1253	1243	2496	-496	-504	-1000	-28.6%
Tom Clarke	1	South	1359	1394	2753	773	869	1642	-586	-525	-1111	-40.4%
	29	West	1367	1402	2769	781	877	1658	-586	-525	-1111	-40.1%
Pigeon House Road	29	North	302	290	592	26	23	49	-276	-267	-543	-91.7%
South Bank Road	29	East	670	561	1231	286	244	530	-384	-317	-701	-56.9%
Sean Moore Road	29	South	909	1035	1944	870	1000	1870	-39	-35	-74	-3.8%

PM												
			PCUs			PCUs			PCUs			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	1871	1859	3730	1662	1780	3442	-209	-79	-288	-7.7%
	5	South	2037	2053	4090	1823	1967	3790	-214	-86	-300	-7.3%
	4	North	2037	2053	4090	1823	1967	3790	-214	-86	-300	-7.3%
	4	South	2037	1455	3492	1823	1370	3193	-214	-85	-299	-8.6%
	3	North	2037	1455	3492	1823	1370	3193	-214	-85	-299	-8.6%
	3	South	1774	1365	3139	1548	1258	2806	-226	-107	-333	-10.6%
	2	North	1774	1365	3139	1548	1258	2806	-226	-107	-333	-10.6%
	2	South	1774	1365	3139	1548	1258	2806	-226	-107	-333	-10.6%
Tom Clarke	1	North	1774	1365	3139	1548	1258	2806	-226	-107	-333	-10.6%
	1	South	1367	1093	2460	1119	980	2099	-248	-113	-361	-14.7%
Pigeon House Road	29	West	1375	1101	2476	1127	988	2115	-248	-113	-361	-14.6%
	29	North	90	135	225	37	36	73	-53	-99	-152	-67.6%
South Bank Road	29	East	430	263	693	345	310	655	-85	47	-38	-5.5%
Sean Moore Road	29	South	1160	1105	2265	1160	1060	2220	0	-45	-45	-2.0%

Percentage Impact - Heavy Vehicles (HV)
Unit: Vehicles

AM1												
			HV's			HV's			HV's			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	204	626	830	93	469	562	-111	-157	-268	-32.3%
	5	South	198	599	797	89	444	533	-109	-155	-264	-33.1%
	4	North	198	599	797	89	444	533	-109	-155	-264	-33.1%
	4	South	198	290	488	89	134	223	-109	-156	-265	-54.3%
	3	North	198	290	488	89	134	223	-109	-156	-265	-54.3%
	3	South	193	277	470	83	120	203	-110	-157	-267	-56.8%
	2	North	193	277	470	83	120	203	-110	-157	-267	-56.8%
	2	South	193	277	470	83	120	203	-110	-157	-267	-56.8%
Tom Clarke	1	North	193	277	470	83	120	203	-110	-157	-267	-56.8%
	1	South	117	165	282	1	3	4	-116	-162	-278	-98.6%
Tom Clarke	29	West	122	170	292	6	8	14	-116	-162	-278	-95.2%
	Pigeon House Road	29	North	83	63	146	0	0	0	-83	-63	-146
South Bank Road	29	East	106	79	185	54	17	71	-52	-62	-114	-61.6%
Sean Moore Road	29	South	10	65	75	16	56	72	6	-9	-3	-4.0%

AM2												
			HV's			HV's			HV's			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	255	532	787	130	374	504	-125	-158	-283	-36.0%
	5	South	257	504	761	123	345	468	-134	-159	-293	-38.5%
	4	North	257	504	761	123	345	468	-134	-159	-293	-38.5%
	4	South	257	346	603	123	186	309	-134	-160	-294	-48.8%
	3	North	257	346	603	123	186	309	-134	-160	-294	-48.8%
	3	South	256	328	584	118	156	274	-138	-172	-310	-53.1%
	2	North	256	328	584	118	156	274	-138	-172	-310	-53.1%
	2	South	256	328	584	118	156	274	-138	-172	-310	-53.1%
Tom Clarke	1	North	256	328	584	118	156	274	-138	-172	-310	-53.1%
	1	South	163	176	339	5	3	8	-158	-173	-331	-97.6%
Tom Clarke	29	West	168	181	349	10	8	18	-158	-173	-331	-94.8%
	Pigeon House Road	29	North	65	100	165	2	1	3	-63	-99	-162
South Bank Road	29	East	83	80	163	91	33	124	8	-47	-39	-23.9%
Sean Moore Road	29	South	39	91	130	34	91	125	-5	0	-5	-3.8%

MD												
			HV's			HV's			HV's			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	381	563	944	207	398	605	-174	-165	-339	-35.9%
	5	South	346	575	921	173	410	583	-173	-165	-338	-36.7%
	4	North	346	575	921	173	410	583	-173	-165	-338	-36.7%
	4	South	346	301	647	173	136	309	-173	-165	-338	-52.2%
	3	North	346	301	647	173	136	309	-173	-165	-338	-52.2%
	3	South	326	295	621	151	113	264	-175	-182	-357	-57.5%
	2	North	326	295	621	151	113	264	-175	-182	-357	-57.5%
	2	South	326	295	621	151	113	264	-175	-182	-357	-57.5%
Tom Clarke	1	North	326	295	621	151	113	264	-175	-182	-357	-57.5%
	1	South	225	201	426	22	11	33	-203	-190	-393	-92.3%
Tom Clarke	29	West	230	206	436	27	16	43	-203	-190	-393	-90.1%
	Pigeon House Road	29	North	95	96	191	1	1	2	-94	-95	-189
South Bank Road	29	East	165	126	291	52	22	74	-113	-104	-217	-74.6%
Sean Moore Road	29	South	47	61	108	41	57	98	-6	-4	-10	-9.3%

PM												
			HV's			HV's			HV's			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	245	327	572	170	297	467	-75	-30	-105	-18.4%
	5	South	229	341	570	151	309	460	-78	-32	-110	-19.3%
	4	North	229	341	570	151	309	460	-78	-32	-110	-19.3%
	4	South	229	113	342	151	80	231	-78	-33	-111	-32.5%
	3	North	229	113	342	151	80	231	-78	-33	-111	-32.5%
	3	South	216	109	325	139	67	206	-77	-42	-119	-36.6%
	2	North	216	109	325	139	67	206	-77	-42	-119	-36.6%
	2	South	216	109	325	139	67	206	-77	-42	-119	-36.6%
Tom Clarke	1	North	216	109	325	139	67	206	-77	-42	-119	-36.6%
	1	South	92	47	139	5	3	8	-87	-44	-131	-94.2%
Tom Clarke	29	West	97	52	149	10	8	18	-87	-44	-131	-87.9%
	Pigeon House Road	29	North	27	40	67	1	1	2	-26	-39	-65
South Bank Road	29	East	37	31	68	19	43	62	-18	12	-6	-8.8%
Sean Moore Road	29	South	44	20	64	46	21	67	2	1	3	4.7%

24 HR												
			HV's			HV's			HV's			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	4434	7629	12063	2615	5558	8173	-1819	-2071	-3890	-32.2%
	5	South	4261	7440	11701	2441	5374	7815	-1820	-2066	-3886	-33.2%
	4	North	4261	7440	11701	2441	5374	7815	-1820	-2066	-3886	-33.2%
	4	South	4261	4142	8403	2441	2076	4517	-1820	-2066	-3886	-46.2%
	3	North	4261	4142	8403	2441	2076	4517	-1820	-2066	-3886	-46.2%
	3	South	4047	3944	7991	2209	1754	3963	-1838	-2190	-4028	-50.4%
	2	North	4047	3944	7991	2209	1754	3963	-1838	-2190	-4028	-50.4%
	2	South	4047	3944	7991	2209	1754	3963	-1838	-2190	-4028	-50.4%
Tom Clarke	1	North	4047	3944	7991	2209	1754	3963	-1838	-2190	-4028	-50.4%
	1	South	2272	2333	4605	212	67	279	-2060	-2266	-4326	-93.9%
Tom Clarke	29	West	2392	2453	4845	332	187	519	-2060	-2266	-4326	-89.3%
	Pigeon House Road	29	North	1183	954	2137	13	11	24	-1170	-943	-2113
South Bank Road	29	East	1666	1322	2988	857	561	1418	-809	-761	-1570	-52.5%
Sean Moore Road	29	South	703	877	1580	754	900	1654	51	23	74	4.7%

**Percentage Impact
Unit: Vehicles**

AM1												
			Vehicles			Vehicles			Vehicles			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	1103	1280	2383	1010	1087	2097	-93	-193	-286	-12.0%
	5	South	951	1582	2533	840	1358	2198	-111	-224	-335	-13.2%
	4	North	951	1582	2533	840	1358	2198	-111	-224	-335	-13.2%
	4	South	951	1273	2224	840	1048	1888	-111	-225	-336	-15.1%
	3	North	951	1273	2224	840	1048	1888	-111	-225	-336	-15.1%
	3	South	904	1214	2118	785	973	1758	-119	-241	-360	-17.0%
	2	North	904	1214	2118	785	973	1758	-119	-241	-360	-17.0%
	2	South	904	1214	2118	785	973	1758	-119	-241	-360	-17.0%
1	North	904	1214	2118	785	973	1758	-119	-241	-360	-17.0%	
Tom Clarke	1	South	683	960	1643	556	697	1253	-127	-263	-390	-23.7%
	29	West	688	965	1653	561	702	1263	-127	-263	-390	-23.6%
Pigeon House Road	29	North	111	85	196	13	14	27	-98	-71	-169	-86.2%
South Bank Road	29	East	337	551	888	312	374	686	-25	-177	-202	-22.7%
Sean Moore Road	29	South	767	802	1569	741	818	1559	-26	16	-10	-0.6%

AM2												
			Vehicles			Vehicles			Vehicles			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	1113	1888	3001	996	1726	2722	-117	-162	-279	-9.3%
	5	South	1207	1904	3111	1079	1738	2817	-128	-166	-294	-9.5%
	4	North	1207	1904	3111	1079	1738	2817	-128	-166	-294	-9.5%
	4	South	1207	1745	2952	1079	1579	2658	-128	-166	-294	-10.0%
	3	North	1207	1745	2952	1079	1579	2658	-128	-166	-294	-10.0%
	3	South	1212	1591	2803	1078	1409	2487	-134	-182	-316	-11.3%
	2	North	1212	1591	2803	1078	1409	2487	-134	-182	-316	-11.3%
	2	South	1212	1591	2803	1078	1409	2487	-134	-182	-316	-11.3%
1	North	1212	1591	2803	1078	1409	2487	-134	-182	-316	-11.3%	
Tom Clarke	1	South	1080	1312	2392	920	1123	2043	-160	-189	-349	-14.6%
	29	West	1085	1317	2402	925	1128	2053	-160	-189	-349	-14.5%
Pigeon House Road	29	North	80	104	184	23	19	42	-57	-85	-142	-77.2%
South Bank Road	29	East	399	274	673	396	206	602	-3	-68	-71	-10.5%
Sean Moore Road	29	South	911	1293	2204	898	1289	2187	-13	-4	-17	-0.8%

MD												
			Vehicles			Vehicles			Vehicles			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	1325	1541	2866	1154	1375	2529	-171	-166	-337	-11.8%
	5	South	1457	1716	3173	1285	1547	2832	-172	-169	-341	-10.7%
	4	North	1457	1716	3173	1285	1547	2832	-172	-169	-341	-10.7%
	4	South	1457	1443	2900	1285	1273	2558	-172	-170	-342	-11.8%
	3	North	1457	1443	2900	1285	1273	2558	-172	-170	-342	-11.8%
	3	South	1281	1354	2635	1107	1151	2258	-174	-203	-377	-14.3%
	2	North	1281	1354	2635	1107	1151	2258	-174	-203	-377	-14.3%
	2	South	1281	1354	2635	1107	1151	2258	-174	-203	-377	-14.3%
1	North	1281	1354	2635	1107	1151	2258	-174	-203	-377	-14.3%	
Tom Clarke	1	South	977	1073	2050	758	861	1619	-219	-212	-431	-21.0%
	29	West	982	1078	2060	763	866	1629	-219	-212	-431	-20.9%
Pigeon House Road	29	North	126	113	239	25	22	47	-101	-91	-192	-80.3%
South Bank Road	29	East	394	356	750	247	225	472	-147	-131	-278	-37.1%
Sean Moore Road	29	South	864	979	1843	839	956	1795	-25	-23	-48	-2.6%

PM												
			Vehicles			Vehicles			Vehicles			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	1598	1391	2989	1521	1378	2899	-77	-13	-90	-3.0%
	5	South	1794	1561	3355	1712	1542	3254	-82	-19	-101	-3.0%
	4	North	1794	1561	3355	1712	1542	3254	-82	-19	-101	-3.0%
	4	South	1794	1332	3126	1712	1313	3025	-82	-19	-101	-3.2%
	3	North	1794	1332	3126	1712	1313	3025	-82	-19	-101	-3.2%
	3	South	1542	1245	2787	1449	1212	2661	-93	-33	-126	-4.5%
	2	North	1542	1245	2787	1449	1212	2661	-93	-33	-126	-4.5%
	2	South	1542	1245	2787	1449	1212	2661	-93	-33	-126	-4.5%
	1	North	1542	1245	2787	1449	1212	2661	-93	-33	-126	-4.5%
Tom Clarke	1	South	1220	1014	2234	1115	978	2093	-105	-36	-141	-6.3%
	29	West	1225	1019	2244	1120	983	2103	-105	-36	-141	-6.3%
Pigeon House Road	29	North	38	59	97	35	35	70	-3	-24	-27	-27.8%
South Bank Road	29	East	377	213	590	332	260	592	-45	47	2	0.3%
Sean Moore Road	29	South	1105	1087	2192	1110	1047	2157	5	-40	-35	-1.6%

24 HR												
			Vehicles			Vehicles			Vehicles			Percentage Impact
			Do Nothing 2040			Proposed 2040			Difference			
			Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total	
East Wall Road	5	North	20533	22661	43194	19024	20733	39757	-1509	-1928	-3437	-8.0%
	5	South	22381	24871	47252	20774	22875	43649	-1607	-1996	-3603	-7.6%
	4	North	22381	24871	47252	20774	22875	43649	-1607	-1996	-3603	-7.6%
	4	South	22381	21573	43954	20774	19577	40351	-1607	-1996	-3603	-8.2%
	3	North	22381	21573	43954	20774	19577	40351	-1607	-1996	-3603	-8.2%
	3	South	19930	20063	39993	18197	17649	35846	-1733	-2414	-4147	-10.4%
	2	North	19930	20063	39993	18197	17649	35846	-1733	-2414	-4147	-10.4%
	2	South	19930	20063	39993	18197	17649	35846	-1733	-2414	-4147	-10.4%
	1	North	19930	20063	39993	18197	17649	35846	-1733	-2414	-4147	-10.4%
Tom Clarke	1	South	15483	16095	31578	13227	13535	26762	-2256	-2560	-4816	-15.3%
	29	West	15603	16215	31818	13347	13655	27002	-2256	-2560	-4816	-15.1%
Pigeon House Road	29	North	1460	1189	2649	284	267	551	-1176	-922	-2098	-79.2%
South Bank Road	29	East	6018	4520	10538	5071	3575	8646	-947	-945	-1892	-18.0%
Sean Moore Road	29	South	13947	15772	29719	14002	15786	29788	55	14	69	0.2%