

Appendix 5

The Transport Matrix represents a robust mechanism proposed to ensure that the development will at no stage impose demands or impacts on the transport network greater than those assessed at the end state in 2026 in the BXC Transport Assessment, except in the following instances:

- Modal Split reflecting the predicted progressive mode shift of the Development as set out in the Framework Travel Plan. Progressions to targets are presented for the weekday and Saturday peak periods/hours. Trips for other times of the weekday and all day on Saturdays and Sundays are unlikely to meet these targets, although reasonable endeavours will be made to try to ensure that where the progressions to target are not achieved the non-car mode split is maximised insofar as reasonably possible;
- A407/Claremont Road (see Appendix 2/12 of TSRS II i.e. TN51) where impacts will occur between completion of PDP and the opening of the A5 Link over the Midland Mainline railway;
- M1/A5/A406 Junction (see Appendix 2/2 of TASR II i.e. TN35C and Appendix 2/15 of TASR II i.e. TN2/14) where impacts will occur between PDP and opening of the improvement of this junction and also until such time as the new A41 junction is introduced; and
- A41/A406 Mid-level Junction (see Appendix 2/2 of TASR II i.e. TN35C and Appendix 2/15 of TASR II i.e. TN2/14) where impacts will occur between PDP and opening of the M1/A5/A406 Junction Improvement.