



- Links**
1. Broad Street
  2. B4267 Leckwith Road, northeast of Sloper Road/Broad Street
  3. Sloper Road
  4. B4267 Leckwith Road, between Sloper Road/Broad Street and Lawrenny Avenue
  5. Lawrenny Avenue
  6. B4267 Leckwith Road, between Lawrenny Avenue and Ffordd Fred Keenor
  7. Ffordd Fred Keenor, between B4267 Leckwith Road and P&R/CCFC
  8. B4267 Leckwith Road, between Ffordd Fred Keenor and Brian Clarke Way/CISC
  9. Brian Clarke Way
  10. CISC
  11. B4267 Leckwith Road, between Brian Clarke Way/CISC and Leckwith Interchange
  12. Hadfield Road
  13. A4232 Southbound On-Slip
  14. A4232 Northbound Off-Slip
  15. B4267 Leckwith Road, between Leckwith Interchange and Proposed Site Access
  16. A4232 Northbound On-Slip
  17. A4232 Southbound Off-Slip
  18. B4267 Leckwith Road, between Proposed Site Access and Pen-y-Turnpike Road
  19. Pen-y-Turnpike Road
  20. B4267 Leckwith Road, southeast of Pen-y-Turnpike Road
  21. B4267 Penlan Road, north of UHL
  22. UHL
  23. B4267 Penlan Road, north of Merrie Harrier
  24. Corbett Road
  25. A4055 Cardiff Road, south of Merrie Harrier
  26. B4267 Redlands Road, south of Merrie Harrier
  27. Andrew Road
  28. A4055 Barry Road, between Merrie Harrier and Barons Court
  29. A4160 Penarth Road, northwest of Barons Court
  30. A4160 Cogan Hill, southeast of Barons Court
  31. A4055, northeast of Barons Court

# Leckwith Quays, Cardiff

Environmental Statement  
 Links for Assessment



**ES Chapter - Link Sensitivities**

Link		Sensitivity	Description
No.	Location		
1	Broad Street	Medium	This is an urban link, served via a junction that can become congested during peak hours ('Medium' sensitivity receptor). There is residential frontage on both sides and adequate footway provision.
2	B4267 Leckwith Road, northeast of Sloper Road/Broad Street	Medium	This is an urban link and forms part of a key corridor into Cardiff City Centre that can become congested during peak hours ('Medium' sensitivity receptor). There is residential frontage on both sides and adequate footway provision.
3	Sloper Road	Medium	This is an urban link, served via a junction that can become congested during peak hours ('Medium' sensitivity receptor). There is residential frontage or recreation facilities on both sides and adequate footway provision.
4	B4267 Leckwith Road, between Sloper Road/Broad Street and Lawrenny Avenue	Medium	This is an urban link and forms part of a key corridor into Cardiff City Centre that can become congested during peak hours ('Medium' sensitivity receptor). There is residential frontage or /recreation facilities on both sides and adequate footway provision.
5	Lawrenny Avenue	High	This is an urban link, served via a junction that can become congested during peak hours. There is primarily residential frontage but the link also serves two schools ('High' sensitivity receptor). There is adequate footway provision.
6	B4267 Leckwith Road, between Lawrenny Avenue and Ffordd Fred Keenor	Medium	This is an urban link and forms part of a key corridor into Cardiff City Centre that can become congested during peak hours ('Medium' sensitivity receptor). There is no active frontage and adequate footway provision.
7	Ffordd Fred Keenor, between B4267 Leckwith Road and P&R/CCFC	Medium	This is an urban link, served via a junction that can become congested during peak hours ('Medium' sensitivity receptor). There is no active frontage and adequate footway provision.
8	B4267 Leckwith Road, between Ffordd Fred Keenor and Brian Clarke Way/CISC	Medium	This is an urban link and forms part of a key corridor into Cardiff City Centre that can become congested during peak hour ('Medium' sensitivity receptor). There is no active frontage and adequate footway provision.
9	Brian Clarke Way	Medium	This is served via a junction that can become congested during peak hours ('Medium' sensitivity receptor). It is a no-through road that serves retail land uses, but there is no active frontage and adequate footway provision.
10	CISC	Medium	This is served via a junction that can become congested during peak hours ('Medium' sensitivity receptor). It is a no-through road that serves recreational land uses, but there is no active frontage and adequate footway provision.
11	B4267 Leckwith Road, between Brian Clarke Way/CISC and Leckwith Interchange	Medium	This is an urban link and forms part of a key corridor into Cardiff City Centre that can become congested during peak hours ('Medium' sensitivity receptor). There is no active frontage and adequate footway provision.
12	Hadfield Road	Low	This is an urban link, served via a junction that operates within capacity during peak hours. It serves a primarily industrial area with adequate footway provision.
13	A4232 Southbound On-Slip	Negligible	This link connects to a junction that operates within capacity during peak hours. There are considered to be no sensitive receptors on this link.
14	A4232 Northbound Off-Slip	Negligible	This link connects to a junction that operates within capacity during peak hours. There are considered to be no sensitive receptors on this link.
15	B4267 Leckwith Road, between Leckwith Interchange and Proposed Site Access	Medium	This is served via a junction that operates within capacity during peak hours. It provides access to the Ely Trail, which is considered to be a recreation facility ('Medium' sensitivity receptor).
16	A4232 Northbound On-Slip	Negligible	This link connects to a junction that operates within capacity during peak hours. There are considered to be no sensitive receptors on this link.
17	A4232 Southbound Off-Slip	Negligible	This link connects to a junction that operates within capacity during peak hours. There are considered to be no sensitive receptors on this link.
18	B4267 Leckwith Road, between Proposed Site Access and Pen-y-Turnpike Road	Medium	This is a rural link in close proximity to a junction that can become congested during peak hours, and footways are narrow ('Medium' sensitivity receptor). There is no active frontage.
19	Pen-y-Turnpike Road	Medium	This is a rural link, served via a junction that can become congested during peak hours, and footways are narrow ('Medium' sensitivity receptor). There is no active frontage for the part of this link located within the study area network.
20	B4267 Leckwith Road, southeast of Pen-y-Turnpike Road	Medium	This is a rural link in close proximity to a junction that can become congested during peak hours, and footways are narrow ('Medium' sensitivity receptor). There is no active frontage.
21	B4267 Penlan Road, north of UHL	Low	This is an urban link with adequate footway provision. There is frontage residential development ('Low' sensitivity receptor).
22	UHL	Medium	This link serves a hospital ('Medium' sensitivity receptor) and has adequate footway provision.
23	B4267 Penlan Road, north of Merrie Harrier	Medium	This is an urban link and connects to a junction that can become congested during peak hours ('Medium' sensitivity receptor). There is residential frontage on one side and adequate footway provision.
24	Corbett Road	High	This link connects to a junction that can become congested during peak hours ('Medium' sensitivity receptor). It is a residential no-through road, with frontage on one side. There is no footway provision in places ('High' sensitivity receptor).
25	A4055 Cardiff Road, south of Merrie Harrier	Medium	This link connects to a junction that can become congested during peak hours ('Medium' sensitivity receptor). There is no active frontage for the part of this link located within the study area network, and there is adequate footway provision.
26	B4267 Redlands Road, south of Merrie Harrier	Medium	This link connects to a junction that can become congested during peak hours ('Medium' sensitivity receptor). There is residential frontage on both sides and adequate footway provision.
27	Andrew Road	Medium	This link connects to a junction that can become congested during peak hours ('Medium' sensitivity receptor). There is residential frontage on both sides and adequate footway provision.
28	A4055 Barry Road, between Merrie Harrier and Barons Court	Medium	This link connects to a junction/junctions that can become congested during peak hours ('Medium' sensitivity receptor). There is no active frontage and adequate footway provision.
29	A4160 Penarth Road, northwest of Barons Court	Medium	This link connects to a junction that can become congested during peak hours ('Medium' sensitivity receptor). There is no active frontage for the part of this link located within the study area network, and there is adequate footway provision.
30	A4160 Cogan Hill, southeast of Barons Court	Medium	This link connects to a junction that can become congested during peak hours ('Medium' sensitivity receptor). There is no active frontage for the part of this link located within the study area network, and there is adequate footway provision.
31	A4055, northeast of Barons Court	Medium	This link connects to a junction that can become congested during peak hours ('Medium' sensitivity receptor). There is no active frontage for the part of this link located within the study area network, and there is adequate footway provision.