Adi Associates
Environmental Consultants Ltd
Kappara Business Centre
113 Triq Birkirkara
San Gwann SGN 4197, Malta
Tel/Fax +356 21378172 / 21378177
info@adi-associates.com
www.adi-associates.com

Our ref: BOV002
PA ref: PA/02728/20

28 January 2021

Ms Anna Lucia Cantafaro
Environmental Assessment Unit
Environment and Resources Authority
Hexagon House,
Spencer Hill, Marsa,
MRS 1441

Dear Ms Cantafaro,

Subject: PA/02728/20:
Redevelopment of BoV Wignacourt Centre, Santa Venera

1. Adi Associates was commissioned by Bank of Valletta plc to provide and to estimate the existing and the proposed peak hourly traffic flows on Triq Carini for AM and PM peaks, as requested by the Environment and Resources Authority (ERA) in a letter dated the 21st January 2021.

The Proposed Development

2. The proposed development (hereinafter referred to as the Scheme) is located in Santa Venera on a corner site that fronts Triq Il-Kbira San Ġużepp and Triq Carini. It proposes the demolition and excavation of the existing building to be replaced by 8,745 m^2 of office space and 360 m^2 of archival space together with 211 underground car parking spaces. Access to the car park is off the one-way Triq Carini.

Baseline Peak Hour Flows

3. Manual counts, using Video Traffic Counting (VTC) equipment, were undertaken in October 2020. VTC equipment was installed at the junction of Triq Il-Kbira San Ġużepp with Triq San Pawl, Triq Carini and Triq Braille, and the junction between Triq Carini and Triq il-Kukkanja, see **Figure 1**.

4. Since commuting / mobility patterns were altered due to the COVID-19 pandemic, it was agreed with the PA[1] that the 2020 observations are adjusted to pre-pandemic levels using

[1] Email between Ms Annie Falloon (PA) and the Consultants, 25th November 2020.

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data from previous traffic studies[2] [3]. The corresponding October 2020 traffic flows were compared against the volumes recorded in March 2018. The derived multiplying factor (for each peak hour) was then applied to the October 2020 flows in order to establish a baseline that represents 2018 conditions. This adjusted traffic flow was considered to be the baseline situation.

5. The table below presents the adjusted baseline flows passing through Triq Carini. It is noted that the discrepancy between either end of this stretch of Triq Carini is due to garage and on-street parking / unparking movements.

Table 1: Adjusted baseline flows

	AM Peak (08:00 – 09:00)	PM Peak (16:00 – 17:00)
Triq Carini (Junction with Triq il-Kbira San Ġużepp)	30	29
Triq Carini (Junction with Triq il-Kukkanja)	39	34

Estimated Peak Hour Flows

6. The estimated peak hour traffic presented below is based on the combination of:

- 2023 network traffic;
- Diverted traffic; and
- Scheme traffic.

7. The network traffic estimates are based on the projected traffic for the first year of operation. Baseline traffic was increased at an annual rate of one per cent up to 2023 (the first year of operation).

8. Since the current parking provision on site is limited, several existing employees are required to park their vehicles in the surrounding area; these are considered to be already part of network traffic. Given that the Scheme will provide a suitable number of parking spaces, the vehicles that currently park on-street are likely to be diverted to the new car park once the Scheme is operational.

9. The Scheme traffic represents the additional traffic to be generated by the new development.

10. The table below provides the estimated flows with a breakdown of the different types of traffic. The difference in traffic flows between the two points on Triq Carini is due to the location of the Scheme car park access.

[2] Adi Associates Environmental Consultants Ltd, 2017. PA 03773/16: Redevelopment of Cassar Fuel Service Station, Santa Venera. Simplified Traffic Statement. San Ġwann, May 2017; iv + 17pp + 7 Appendices.
[3] Adi Associates Environmental Consultants Ltd, 2019. Proposed Extension to Methode Electronics, L-Imrieħel. Transport Impact Assessment. San Ġwann, April 2019; ix + 71pp + 18 Appendices.

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Table 2: Estimated flows

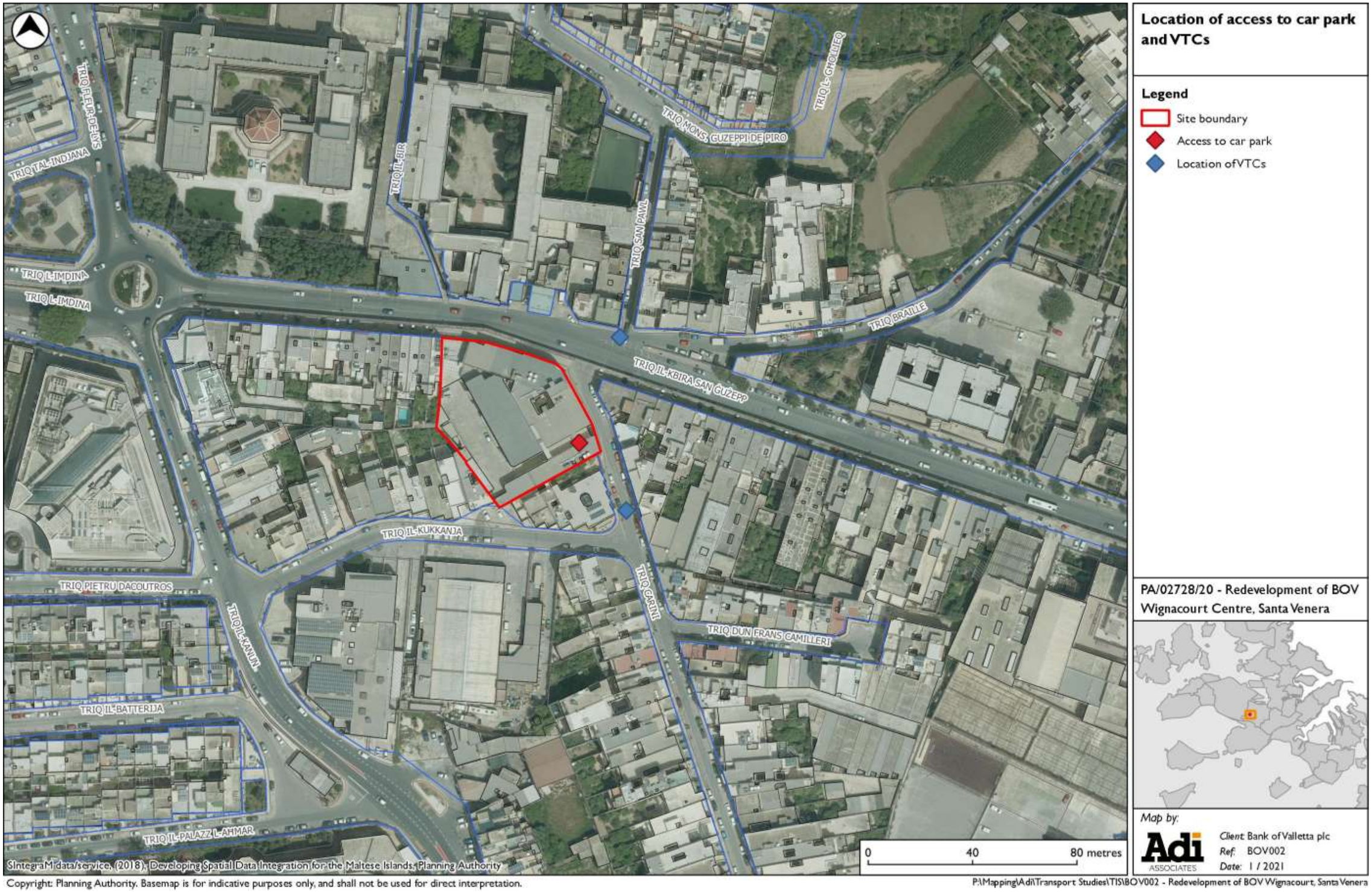
	AM Peak (08:00 – 09:00)	**PM Peak (16:00 – 17:00)**
Triq Carini (Junction with Triq il-Kbira San Ġużepp)	2028 network traffic: 32 Diverted traffic: 23 Scheme traffic: 121 **Total: 186**	2028 network traffic: 30 Diverted traffic: 0 Scheme traffic: 5 **Total: 35**
Triq Carini (Junction with Triq il-Kukkanja)	2028 network traffic: 41 Diverted traffic: 0 Scheme traffic: 9 **Total: 50**	2028 network traffic: 37 Diverted traffic: 30 Scheme traffic: 36 **Total: 103**

11. I trust that the above is to the satisfaction of the ERA. Should you require further details, please do not hesitate to contact the undersigned.

Yours sincerely,

Andrea Pace
Planning Consultant
Adi Associates Environmental Consultants Ltd

Figure 1: Location of Access to Car Park and VTCs



Location of access to car park and VTCs

Legend

- Site boundary
- Access to car park
- Location ofVTCs

PA/02728/20 - Redevelopment of BOV Wignacourt Centre, Santa Venera

Map by:

Adi ASSOCIATES

Client: Bank of Valletta plc
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