



DCO Submission

Environmental Statement

Chapter 3: Transport
Appendix 3.8: Assessment of Potential Environmental Effects
and Residual Effects during 2034 Operational Phase

Document 6.3H

On behalf of
Oxfordshire Railfreight Limited

Prepared by ADC Infrastructure Ltd
March 2026

		<ul style="list-style-type: none"> • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 2</p> <p>M40 J10 SB diverge</p> <p>Sensitivity:</p> <p>Negligible</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: no change • Driver Delay: major magnitude (beneficial) • NMU Delay: no change • NMU Amenity: no change • Fear and Intimidation: no change • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 2 has no adjacent WCH receptors; furthermore, WCH access will be prohibited in both the RC3A and DS3A scenarios. Consequently, there would be no discernible change in; severance, NMU delay, NMU amenity, fear and intimidation, or pedestrian safety, between scenarios. Accordingly, there would be <i>no change</i> in these criteria.</p> <p>In terms of driver delay, the transport modelling shows that the southbound diverge at J10 experiences an increase in traffic flow in the DS3A scenario (35% increase in total 24 hour vehicle flow). This is because the embedded highway mitigation at J10 (along with the Ardley Bypass and the MSRR), provide a significantly improved route to Bicester, while additional lanes on the link alleviate a pre-existing bottleneck. These improvements contribute to an overall reduction in journey times, which constitutes a beneficial impact of <i>major magnitude</i> in terms of driver delay.</p> <p>In terms of road user safety, the Personal Injury Collision (PIC) analysis undertaken as part of the TA concluded that there were no trends in collision data suggestive of a highway safety issue at Junction 10. Nevertheless, the embedded highway mitigation on this link would provide an improvement in Road User safety as it addresses the existing capacity constraint at the M40 J10 and provides a significantly improved route to Bicester. However, given no pre-existing highway safety issue was identified, while these improvements are beneficial, they are assessed as having a <i>minor magnitude</i> of impact on road user safety.</p>
	<p>Embedded Mitigation</p>	<p>This link is part of the embedded highway works at the M40 J10. The M40 SB diverge would be increased to three lanes for A43 SB entry, with a designated left turn lane for A43 NB entry.</p>
	<p>Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect)

		<ul style="list-style-type: none"> • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 3</p> <p>M40 J10 NB diverge (Ardley Roundabout)</p> <p>Sensitivity:</p> <p>Negligible</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: no change • Driver Delay: major magnitude (beneficial) • NMU Delay: no change • NMU Amenity: no change • Fear and Intimidation: no change • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 3 has no adjacent WCH receptors; furthermore, WCH access will be prohibited in both the RC3A and DS3A scenarios. Consequently, there would be no discernible change in; severance, NMU delay, NMU amenity, fear and intimidation, or pedestrian safety, between scenarios. Accordingly, there would be <i>no change</i> in these criteria.</p> <p>In terms of driver delay, the new NB link between the M40 and A43 reduces the journey time for drivers routing from the M40 to A43, particularly in the morning peak hour where current congestion at the Ardley Roundabout leads to delay. The new NB link facilitates a 78% reduction in 24-hour traffic flows on Link 3, with the majority of these vehicles using the new link. BTM modelling shows the link operating at a maximum of 121% of capacity in the RC3A scenario, decreasing to 12% of capacity in the DS3A scenario (PM peak hours). This large reduction in operating capacity would substantially reduce congestion and journey times: a <i>major magnitude</i> beneficial impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA concluded that there were no trends in collision data suggestive of a highway safety issue at Junction 10 (one slight collision was recorded in a 5-year period on this link). Nevertheless, the embedded highway mitigation at J10 would provide an improvement in road user safety on this link, as it would lead to a significant reduction in traffic flows (1610 fewer vehicles in the PM peak hour) and thus reduce queuing onto the M40 mainline. However, given no pre-existing highway safety issue was identified; while these improvements are beneficial, they are assessed as</p>

		having a <i>minor magnitude</i> of impact on road user safety only.
	Embedded Mitigation	This link is part of the embedded highway works at the M40 J10. Specifically, the existing NB diverge slip road (Link 3) would be stopped up and realigned; although its fundamental design would remain unchanged and it would retain two lanes.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
Link 4 M40 J10 NB merge Sensitivity: Negligible	Potential Effects	<ul style="list-style-type: none"> • Severance: no change • Driver Delay: minor magnitude (beneficial) • NMU Delay: no change • NMU Amenity: no change • Fear and Intimidation: no change • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 4 has no adjacent WCH receptors; furthermore, WCH access will be prohibited in both the RC3A and DS3A scenarios. Consequently, there would be no discernible change in; severance, NMU delay, NMU amenity, fear and intimidation, or pedestrian safety, between scenarios. Accordingly, there would be <i>no change</i> in these criteria.</p> <p>Transport modelling shows the new NB merge would experience similar traffic flows to currently observed, with a slight reduction in background traffic in the morning peak hour. This reduction, coupled with the embedded highway works at J10 which are facilitated by the changes to Link 4, would lead to a reduction in overall journey times. Consequently, it is considered that the beneficial effect on driver delay would be of <i>minor magnitude</i>.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at Junction 10 (two slight collisions were recorded in a 5-year period on this link).</p>

		As part of the embedded highway mitigation at J10, Link 4 would be fundamentally altered. The embedded highway mitigation addresses the capacity constraint at the existing M40 junction and provides a significantly improved route to Bicester, in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.
	Embedded Mitigation	This link is part of the embedded highway works at the M40 J10 and would be subject to a fundamental redesign and moved further north. This is to facilitate other embedded highway mitigation works at J10.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 5</p> <p>New Link - M40 J10A NB diverge loop and M40 overbridge</p> <p>Sensitivity:</p> <p>Negligible</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: major magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: major magnitude (beneficial) <p>Link 5 has no adjacent WCH receptors; furthermore, WCH access will be prohibited in the DS3A scenario. As Link 5 is a new link, there may be a very minor change in conditions or circumstances in terms of severance, NMU delay, NMU amenity, and pedestrian safety, resulting from its construction, as NMUs would be prohibited from accessing the location of link. This impact is potentially adverse but would nevertheless be slight; and thus, has been assessed as a <i>negligible magnitude</i>.</p> <p>To confirm there would be limited impact in terms of fear and intimidation; a Degree of Hazard score has been determined using the IEMA Guidelines' weighting system for the link in the DS3A scenario. This is compared to the existing M40 NB diverge slip (Link 3) in</p>

		<p>RC3A. The new loop and overbridge would be subject to a 40mph speed limit. In DS3A the average vehicle/hour over 18 hours is 945 vehicles and the 18-hour HGVs is 1803 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which equates to a 'Moderate' level of fear and intimidation. Comparing the RC3A scenario; the average speed of vehicles on the existing M40 NB diverge slip is over 40mph. In RC3A, the average vehicle/hour over 18 hours is 1082 vehicles and the 18-hour HGVs is 2194 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 60 (10+20+30), which equates to a 'Great' level of fear and intimidation. Therefore, there is one step change in level. In terms of traffic flows there is a less than 400 vehicle decrease in average 18-hour vehicle flow (137 vehicles) and a decrease, and a less than 500 HGV decrease in total 18-hour HGV flow (391 HGVs). Therefore, the magnitude of impact can be considered low, and thus a <i>negligible magnitude</i>. The impact is beneficial due to the decrease in level between scenarios.</p> <p>In terms of driver delay, the new NB link between the M40 and A43 reduces the journey time for drivers, particularly in the morning peak hour where congestion at the Ardley Roundabout leads to delay. This reduction in journey times is considered to have a <i>major magnitude</i> beneficial impact in terms of driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. However, it would provide an improvement in Road User safety as it addresses the capacity constraint at the existing M40 NB diverge during the morning peak hour, which is forecast to see queuing traffic blocking back to the M40 mainline in the RC3A scenario. The new link will cater for M40 NB to A43 NB traffic and eliminates the queuing issue at the existing slip. These benefits are considered to have a <i>major magnitude</i> beneficial impact on road user safety.</p>
	Embedded Mitigation	This link is part of the embedded highway works and addresses the existing congestion at the Ardley Roundabout and removes traffic from the Ardley and Cherwell junctions at M40 J10 thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No Effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No Effect) • NMU Amenity: Neutral (No Effect) • Fear and Intimidation: Neutral (No Effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not Applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No Effect)

		<ul style="list-style-type: none"> • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No Effect) • NMU Amenity: Neutral (No Effect) • Fear and Intimidation: Neutral (No Effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 6</p> <p>Ardley Roundabout circulatory</p> <p>Sensitivity:</p> <p>Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: moderate magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 6 represents the Ardley roundabout circulatory on the northern side of the roundabout, comprising the A43 EB in RC3A scenario, and comprising the roundabout circulatory between the M40 J10 NB merge (Link 4) and the A43 EB on the M40 J10 bridge (Link 8) in DS3A scenario. Whilst there are no WCH receptors adjacent to Link 6, there is an east/west desire line for pedestrian and cyclists across the M40 at Junction 10, and there may be a need for NMUs to cross this link. Currently there is no WCH infrastructure provision on this link. As part of the embedded highway works at Junction 10, signalised crossings would be provided for pedestrians and cyclists across the Ardley roundabout. Therefore, it is deemed the provision of NMU facilities at the roundabout and reduction in traffic flows, would comprise a <i>moderate magnitude</i> beneficial impact on severance.</p> <p>Similarly, the provision of NMU facilities at the roundabout, indicates there would be regular opportunities for NMUs to cross the Ardley roundabout, and therefore there would be a <i>moderate magnitude</i> beneficial impact on NMU delay.</p> <p>Total vehicle traffic flows and HGV traffic flows do not halve and therefore the changes in total traffic flows could be considered negligible in accordance with IEMA Guidelines. However, the total traffic flows are reduced 49% over 24 hours, just below the threshold to be considered non-negligible. Furthermore, in the DS3A scenario, NMU specific infrastructure would be provided at the Ardley Roundabout. Overall, it is deemed that there would be a beneficial, <i>minor magnitude</i> impact on NMU Amenity between the scenarios, given the substantial reduction in total vehicles flow and NMU specific infrastructure.</p> <p>Link 6, as existing, is subject to the national speed limit of 60mph or 70mph (depending on roundabout entry point). Nevertheless, given Link 6 comprises a roundabout circulatory, it is considered unlikely for average vehicle speeds to exceed 40mph and instead</p>

		<p>would be between 30-40mph. In RC3A the average vehicle/hour over 18 hours is 1184 vehicles and the 18-hour HGVs is 2503 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 50 (10+20+20), which equates to a 'Great' level of fear and intimidation. In the DS3A, changes to Ardley roundabout, including the reduction of the speed limit to 40mph are likely to slightly reduce the average speed of vehicles on Link 6, although still between 30mph and 40mph. In DS3A, the average vehicle/hour over 18 hours is 582 vehicles and the 18-hour HGVs is 1947 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+10+20), which equates to a 'Moderate' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is more than a 400 vehicle decrease in average 18-hour vehicle flow (602 vehicles), and more than a 500 HGV decrease in total 18-hour HGV flow (556 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium. Given the context that Link 6 comprises part of the M40 J10, and the junction is subject to a substantial re-design as part of DS3A (in which NMU facilities would be provided), it is considered that overall, there would be a <i>minor magnitude</i> beneficial impact on fear and intimidation.</p> <p>The changes to J10 and the Ardley Roundabout result in a reduction in peak hour flows and thus driver delay on Link 6. For the busier PM peak hours, the BTM modelling shows the link operating at a maximum of 75% of capacity in the RC3A scenario decreasing to 28% of capacity in the DS3A scenario. This would lead to a reduction in overall journey times. Consequently, it is considered there would be a beneficial impact upon driver delay of <i>minor magnitude</i>.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggest the presence of a highway safety issue at Junction 10. The embedded highway mitigation, of which Link 6 is a part, addresses the capacity constraint at the existing M40 junction and provides a significantly improved route to Bicester, in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these improvements are only considered to have a <i>minor magnitude</i> beneficial impact on road user safety.</p>
	Embedded Mitigation	This link is part of the embedded highway works and addresses the existing congestion at the Ardley Roundabout thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 7</p> <p>Ardley Roundabout circulatory</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: moderate magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 7 represents the Ardley roundabout circulatory for the short section between the A43 eastbound exit arm and A43 westbound entry arm, over the M40 bridge. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 7 would be subject to a 74% reduction in 24-hour total vehicle traffic: indicating a possible moderate impact upon severance. Whilst there are no WCH receptors adjacent to Link 7, there is an east/west desire line for pedestrian and cyclists across the M40 at Junction 10, and there may be a need for NMUs to cross the Ardley roundabout where in the RC3A scenario there is no WCH infrastructure provision. As part of the embedded highway works at Junction 10, signalised crossings would be provided for pedestrians and cyclists across the Ardley roundabout. Therefore, in accordance with the suggested IEMA Guidance thresholds; this decrease in traffic flows, (considering the provision of NMU facilities at the roundabout), constitutes a <i>moderate magnitude</i> beneficial impact on severance.</p> <p>Similarly, the provision of NMU facilities at the roundabout, indicates there would be regular opportunities for NMUs to cross the Ardley roundabout,</p>

		<p>and therefore there would be a <i>moderate magnitude</i> beneficial impact on NMU delay.</p> <p>Total vehicle traffic flows halve and therefore the changes in total traffic flows are non-negligible in accordance with IEMA Guidelines. The traffic flows are reduced 74% over 24 hours, and there would be 614 vehicles on Link 7 in the DS3A scenario. It is therefore considered that there would be a beneficial impact, but of <i>minor magnitude</i> on NMU amenity as a result in the reduction in traffic flows.</p> <p>Link 7, as existing, is subject to the national speed limit of 60mph or 70mph (depending on roundabout entry point). In the DS3A scenario the speed limit would be reduced to 40mph. As Link 7 comprises a roundabout circulatory, it is considered unlikely for average vehicle speeds to exceed 40mph and they would be between 20-30mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 121 vehicles and the 18-hour HGVs is 28 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In DS3A, the average vehicle/hour over 18 hours is 29 vehicles and the 18-hour HGVs is 32 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> of impact on fear and intimidation. This impact is assessed as beneficial due to the decrease in traffic flows.</p> <p>The changes to J10 and the Ardley Roundabout result in a reduction in peak hour flows and driver delay on Link 7, although the BTM modelling shows Link 7 operating well within capacity in both the RC3A and DS3A scenarios. Nevertheless, the embedded highway works at J10, of which this link is a part, would lead to a reduction in overall journey times. Consequently, it is considered that the effect in terms of driver delay would be beneficial, and of <i>minor magnitude</i>.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at J10. The embedded highway mitigation addresses the capacity constraint at the existing J10 and provides a significantly improved route to Bicester, in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.</p>
	<p>Embedded Mitigation</p>	<p>This link is part of the embedded highway works at J10 and addresses the existing congestion at the Ardley</p>

		Roundabout thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Slight permanent beneficial (Not Significant) NMU Delay: Slight permanent beneficial (Not Significant) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Slight permanent beneficial (Not Significant) NMU Delay: Slight permanent beneficial (Not Significant) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 8</p> <p>A43 EB on M40 J10 bridge</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (beneficial) Driver Delay: minor magnitude (beneficial) NMU Delay: negligible magnitude (beneficial) NMU Amenity: negligible magnitude (beneficial) Fear and Intimidation: minor magnitude (beneficial) Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 8 represents the A43 eastbound over the M40 bridge and in terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to a 46% reduction in 24-hour total vehicle traffic, indicating a potential slight impact on severance. However, there are no WCH receptors adjacent to Link 8, and there is no need for NMUs to cross this link. Currently, and in the RC3A scenario there is limited WCH infrastructure provision on this link; and, although a footway is provided on the northern edge of the carriageway, this does not tie in with any other infrastructure. As part of the embedded highway works at Junction 10 signalised crossings would be provided for pedestrian and cyclists at the Ardley roundabout: facilitating crossings over the A43 elsewhere, instead of on Link 8 itself. Therefore, considering the lack of WCH receptors adjacent the link, the provision of NMU facilities elsewhere at Junction 10, and the resulting lack of requirement NMUs would have to cross the link; it is considered that there would be a beneficial, but <i>negligible impact</i> on severance as a result of the change in traffic flows between the RC3A and DS3A scenarios.</p>

		<p>Similarly, the provision of NMU facilities elsewhere at Junction 10, the lack of WCH receptors adjacent the link, and the lack of requirement NMUs would have to cross the link, it is considered that there would be a <i>negligible magnitude</i> of impact on NMU delay as a result of the change in traffic flows between RC3A and DS3A. This impact has been assessed as beneficial due to the reduction in traffic flows and the provision of infrastructure elsewhere at the roundabout.</p> <p>Total vehicle traffic flows or HGV traffic flows do not halve and therefore the changes in total traffic flows are negligible in accordance with IEMA Guidelines. The traffic flows are reduced 46% over 24 hours, although this still equates to 10984 vehicles on Link 8 in the DS3A scenario. It is therefore considered that there would be <i>negligible magnitude</i> of impact on NMU amenity. This impact has been assessed as beneficial due to the reduction in traffic flows and the provision of infrastructure elsewhere at the roundabout.</p> <p>Link 8, as existing, is subject to the national speed limit of 50mph and it is considered likely that average vehicle speeds could exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 1063 vehicles and the 18-hour HGVs is 2474 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 60 (10+20+30), which equates to a 'Great' level of fear and intimidation. In the DS3A, the speed limit would be reduced to 40mph, thus average vehicle speeds are likely to be 40mph. In DS3A, the average vehicle/hour over 18 hours is 553 vehicles and the 18-hour HGVs is 1914 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+10+20), which equates to a 'Moderate' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is more than a 400 vehicle decrease in average 18-hour vehicle flow (510 vehicles), and more than a 500 HGV decrease in total 18-hour HGV flow (560 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium. Given the context that Link 8 comprises part of the M40 J10, and the junction is subject to a substantial re-design in DS3A – including provision for NMUs - it is considered that overall, there would be a <i>minor magnitude</i> beneficial impact on fear and intimidation.</p> <p>The changes to J10 and the Ardley Roundabout result in an decrease in peak hour flows on Link 8, and BTM modelling shows the link operating within capacity in both peak hours in the RC3A and DS3A scenarios. The embedded highway works at J10 would lead to a reduction in overall journey times and it is considered that this would have a beneficial impact on driver delay of <i>minor magnitude</i>.</p>
--	--	---

		In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at J10. The embedded highway mitigation addresses the capacity constraint at the existing J10 and provides a significantly improved route to Bicester, in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.
	Embedded Mitigation	Whilst no changes to the bridge over the M40 specifically; the M40 J10 is part of the embedded highway works which address the existing congestion at the junction thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not significant)
Link 9 Cherwell Roundabout circulatory Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: major magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 9 represents the A43 on the Cherwell Roundabout, between the M40 bridge and the northern arm of the roundabout. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 9 would be subject to a 71% reduction in 24-hour total vehicle traffic. IEMA Guidelines suggest this equates to a moderate impact upon severance. However, there are no WCH receptors adjacent to Link 9, and there is no need for NMUs to cross this link. Currently there is no formal WCH infrastructure provision on this link, and none is proposed in either scenario. As part of the embedded</p>

		<p>highway works at Junction 10, signalised crossings would be provided for pedestrian and cyclists to cross the M40. This provision would be located on the southern side of the Cherwell roundabout on not across Link 9. Therefore, it is considered that there would be a beneficial, but <i>negligible impact</i> on severance as a result of the change in traffic flows between RC3A and DS3A scenarios.</p> <p>Similarly, the lack of WCH receptors adjacent the link and the lack of requirement NMUs would have to cross the link, suggests the reduction in traffic flows and the provision of NMU facilities elsewhere at the roundabout would comprise a beneficial, but <i>negligible magnitude</i> of impact in terms of NMU delay.</p> <p>Total vehicle traffic flows and HGV traffic flows halve, and therefore the changes in total traffic flows are not negligible in accordance with IEMA Guidelines. Total traffic flows are reduced 71% over 24 hours, and HGV flows would reduce by 81% over the same time period. As part of the embedded highway works at Junction 10, signalised crossings would be provided for pedestrian and cyclists elsewhere at the roundabout; however, NMUs are not expected on the link and there would be no need for NMUs to cross the link in either scenario. Therefore, the changes in traffic flows would only have <i>negligible magnitude</i> beneficial impact on NMU amenity, in the DS3A scenario.</p> <p>Link 9, as existing, is subject to the national speed limit of 50mph and it is considered likely that average vehicle speeds could exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 1109 vehicles and the 18-hour HGVs is 2612 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 60 (10+20+30), which equates to a 'Great' level of fear and intimidation. In the DS3A, the speed limit would be reduced to 40mph, and it is expected that average vehicle speeds would be 40mph. In DS3A, the average vehicle/hour over 18 hours is 319 vehicles and the 18-hour HGVs is 476 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation.</p> <p>Therefore, there are two step changes in level. Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered high. Given the context that Link 9 comprises part of the M40 J10, and the junction is subject to a substantial re-design in DS3A - including provision for NMUs - it is considered that overall, there would be a <i>minor magnitude</i> beneficial impact on fear and intimidation.</p> <p>In terms of driver delay, the new NB link between the M40 and A43 reduces the journey times for drivers on Link 9. The BTM modelling shows the link operating at a</p>
--	--	---

		<p>maximum of 72% of capacity in the RC3A scenario decreasing to 37% of capacity in the DS3A scenario (PM peak hours). This equates to a reduction in congestion and journey times and is considered to be a <i>major magnitude</i> beneficial impact on driver delay.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at J10. The embedded highway mitigation addresses the capacity constraint at the existing J10 and provides a significantly improved route to Bicester, in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these improvements are only considered to have a beneficial <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation	This link is part of the embedded highway works at J10 and addresses the existing congestion at the Ardley Roundabout thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not significant)
<p>Link 10</p> <p>A43 NB between Cherwell and Padbury junctions</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Between the RC3A and DS3A scenarios, Link 10 would be subject to a 66% reduction in 24-hour total vehicle traffic: indicating a possible moderate impact on severance. However, there are no WCH receptors adjacent to Link 10, and there is no need, or method provided, for NMUs to cross this link. Currently there is a footway along the western edge of the A43, which is</p>

	<p>segregated from the carriageway. As part of the embedded highway works at Junction 10 NMU crossings over the A43 is provided elsewhere at the Cherwell roundabout. Therefore, considering the provision of NMU facilities at Junction 10, the lack of WCH receptors adjacent to the link, and the lack of requirement/methods NMUs would have to cross the link in both scenarios, there would be a beneficial, but <i>negligible magnitude</i> of impact on severance as a result of the change in traffic flows between the RC3A and DS3A scenarios.</p> <p>Similarly, the reduction in traffic flows suggests a possible moderate impact upon NMU delay. However, because of the lack of WCH receptors adjacent the link and the lack of requirement NMUs would have to cross the link, it is deemed there would be a beneficial, but <i>negligible magnitude</i> of impact in terms of NMU delay.</p> <p>Total vehicle traffic flows and HGV traffic flows halve and therefore the changes in total traffic flows are not negligible in accordance with IEMA Guidelines. The traffic flows are reduced 66% over 24 hours and in the DS3A scenario there would be 6307 vehicles on Link 10 in DS3A. NMU trips would be off carriageway; nevertheless, it is considered that this reduction in flows would equate to a <i>minor magnitude</i> beneficial impact on NMU amenity.</p> <p>Link 10, as existing, is subject to the national speed limit of 50mph and it is considered highly likely that average vehicle speeds would exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 959 vehicles and the 18-hour HGVs is 2174 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 60 (10+20+30), which equates to a 'Great' level of fear and intimidation. In the DS3A, the speed limit would be reduced to 40mph, and it is expected that average vehicle speeds would be 40mph. In DS3A, the average vehicle/hour over 18 hours is 319 vehicles and the 18-hour HGVs is 476 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation.</p> <p>Therefore, there are two step changes in level. Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered high. Given the limited access NMU users would have to Link 10, it is considered that overall, there would be a <i>minor magnitude</i> beneficial impact on fear and intimidation.</p> <p>According to the BTM modelling, Link 10 operates within capacity in both peak hours in both the RC3A and DS3A scenarios. In the busier PM peak, the modelling shows the link operating at 19% of capacity in the RC3A scenario decreasing to 7% of capacity in the DS3A scenario. This constitutes a <i>minor magnitude</i> beneficial impact on driver delay.</p>
--	--

		In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at J10 and on this link. The embedded highway mitigation addresses the capacity constraint at the existing J10 in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; while beneficial, these improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.
	Embedded Mitigation	This link is part of the embedded highway works. The A43 northbound would be widened from two to three lanes. thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not significant)
<p>Link 11</p> <p>New Link within Padbury Junction</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: major magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 11 is a new link within the Padbury Junction facilitating movements from the M40 SB diverge off slip, to the A43 SB. It replaces the existing roundabout. There are no key WCH receptors adjacent to the link and there would be no access to this link for WCH in the DS3A scenario. Pedestrian/cycle activity would not be permitted on Link 11. Although Link 11 is a new link, it falls within the footprint of the existing Padbury Roundabout and therefore there would only be a very minor change in conditions or circumstances in terms of severance, NMU delay, NMU amenity, fear and intimidation, and pedestrian Safety. This impact is</p>

		<p>potentially adverse but would nevertheless be slight; and thus, has been assessed as a <i>negligible magnitude</i>.</p> <p>In terms of driver delay, Link 11 is part of the embedded mitigation works at the Padbury Junction which helps to draw traffic away from congested routes and reduce journey times, particularly for vehicles travelling from the M40 SB to Bicester. This reduction in journey times is considered to have a <i>major magnitude</i> beneficial impact in terms of driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. Nevertheless, the PIC analysis undertaken as part of the TA found no evidence of an underlying highway safety issue at the Padbury roundabout previously. The link is part of the embedded highway mitigation strategy that addresses the capacity constraint at the existing M40 J10 and thus provides a significantly improved route to Bicester, in terms of safety for road users. However, given no pre-existing highway safety issue was identified and as the link is new, these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation	Link 11 is a new link within the Padbury Junction facilitating movements from the M40 SB diverge off slip, to the A43 SB. It replaces the existing roundabout and is part of the wider highway mitigation strategy that provides capacity on the highway network to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
Link 12 A43 WB on M40 J10 bridge Sensitivity:	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: minor magnitude (beneficial)

<p>Low</p>		<p>Link 12 represents the A43 westbound over the M40 bridge. Between the RC3A and DS3A scenarios, Link 12 would be subject to a 32% increase in 24-hour total vehicle traffic, indicating a 'slight' impact. However, there are no WCH receptors adjacent to Link 12, and there is no need for NMUs to cross this link. Currently there is limited WCH infrastructure provision on this link and as part of the embedded highway works shared footway/cycleways would be provided at each end of the link, with informal provision over the bridge itself. Elsewhere signalised crossings would be provided at the Ardley roundabout: facilitating NMU crossings over the A43. Therefore, given the mitigation provided elsewhere at the Ardley roundabout, it is considered that there would be a <i>negligible impact</i> beneficial impact in terms of severance between RC3A and DS3A scenarios, on the link.</p> <p>Similarly, the increase in traffic flows suggests a possible slight impact upon NMU delay. However, because of the lack of WCH receptors adjacent the link and the mitigation provided elsewhere at the Ardley roundabout, it is deemed there would be a beneficial, but <i>negligible magnitude</i> impact in terms of NMU delay.</p> <p>Daily total vehicle traffic flows do not double (32% increase); nevertheless, the HGV flows increase by 142% over 24 hours, and therefore the changes in total traffic flows may be non-negligible in accordance with IEMA Guidelines. There would be an additional 1221 HGVs on the link within a 24-hour period, which equates to approximately one a minute: not a significant amount. However, because of the lack of WCH receptors adjacent the link and the mitigation provided elsewhere at the Ardley roundabout, it is deemed that the adverse impact would be limited to <i>negligible magnitude</i>.</p> <p>Link 12, as existing, is subject to a 50mph speed limit and it is considered likely that average vehicle speeds could exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 571 vehicles and the 18-hour HGVs is 754 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A, the speed limit would be reduced to 40mph, and thus speeds are expected to average 40mph. In DS3A, the average vehicle/hour over 18 hours is 717 vehicles and the 18-hour HGVs is 1757 vehicles. Accordingly, the DC3A fear and intimidation degree of hazard score is 40 (10+10+20), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level, and the impact can be assessed as having a <i>negligible magnitude</i>. As there is an increase in the degree of hazard score between scenarios, this impact has been assessed as adverse.</p>
------------	--	--

		<p>The changes to J10 and the Ardley Roundabout results in an increase in in peak hour flows on Link 12, and the BTM modelling shows the link operating within capacity in both peak hours in the RC3A and DS3A scenarios. The modelling would operate close to capacity in both peak hours in the DS3A scenario. However, the embedded highway works at J10 would lead to a reduction in overall journey times and this is considered to be a beneficial effect in terms of driver delay, of <i>minor magnitude</i>.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at J10. The embedded highway mitigation addresses the capacity constraint at the existing J10 and provides improvements in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation	Whilst there are no changes to the bridge over the M40 specifically; the M40 J10 is part of the embedded highway works which address the existing congestion at the junction thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 13</p> <p>New Link – right-turn through Ardley Roundabout</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: major magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 13 is a new link within the Ardley Roundabout and operates as a cut-through for westbound A43 traffic routing onto the M40 NB or the A43 EB. There are no</p>

		<p>key WCH receptors adjacent to the link and although Link 13 is a new link, it falls within the footprint of the existing Ardley roundabout and therefore there would only be a limited change in conditions or circumstances in terms of severance, NMU delay, NMU amenity, fear and intimidation, and pedestrian safety. This impact is potentially adverse but would nevertheless be slight; and thus, has been assessed as a <i>negligible magnitude</i>.</p> <p>In terms of driver delay, Link 13 is part of the embedded mitigation works at the Ardley Junction which helps to draw traffic away from congested routes and contributes to a reduction in the journey time for drivers routing from the A43 to M40, particularly in the morning peak hour where currently congestion leads to delay. This reduction in journey times is considered to be a <i>major magnitude</i> beneficial impact on driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. Nevertheless, the PIC analysis undertaken as part of the TA found no evidence of an underlying highway safety issue at the Ardley roundabout previously. The link is part of the embedded highway mitigation strategy that addresses the capacity constraint at the J10 and thus provides a significantly improved route to Bicester, in terms of safety for road users. However, given no pre-existing highway safety issue was identified and as the link is new; these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation	Link 13 is a new link within the Ardley Roundabout and operates as a cut-through for westbound A43 traffic wanting to cut onto the M40 NB or the A43 EB. It is part of the embedded highway works at the M40 J10, which address the existing congestion at the junction thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
Link 14	Potential Effects	<ul style="list-style-type: none"> • Severance: major magnitude (beneficial)

<p>New Link - Ardley Roundabout circulatory</p> <p>Sensitivity:</p> <p>Low</p>	<ul style="list-style-type: none"> • NMU Delay: moderate magnitude (beneficial) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 14 is a new link and replaces part of the existing Ardley roundabout. In the DS3A, Link 14 would form a circulatory on the redesigned roundabout, between the A43 EB and M40 J10 NB realigned diverge slip road. When compared to the existing corresponding link in the RC3A scenario, within the DS3A scenario Link 14 would be subject to a 95% increase in 24-hour total vehicle traffic. However, mitigation is provided in the form of a signalised pedestrian and cycle crossing over the link, which connects to a 3m shared facility. This infrastructure provides a previously absent NMU connection across the Ardley Roundabout and J10, greatly reducing the severance experienced by pedestrians and cyclists in the RC3A scenario. Therefore, it is considered that there would be a beneficial impact of <i>major magnitude</i> on severance in the DS3A scenario.</p> <p>Similarly, the NMU facilities proposed on and across Link 14 would provide a beneficial impact of <i>moderate magnitude</i> on NMU delay in the DS3A scenario in terms of NMU Delay.</p> <p>Whilst total vehicle traffic flows do not double (95% increase) the HGV flows do, and therefore the changes in total traffic flows may be non-negligible in accordance with IEMA Guidelines. There would be an additional 1282 HGVs on the link within a 24-hour period, which equates to approximately one a minute. However, the provision of a 3m shared use pedestrian/cycle way along the eastern edge of the link and a signalised crossing over the link, would result in a substantial improvement in the experience felt by pedestrians and cyclists on the link, outweighing the increase in traffic flows. Consequently, it is considered there would be a beneficial impact of <i>major magnitude</i> on NMU Amenity in the DS3A scenario.</p> <p>The Ardley roundabout would be subject to the national speed limit of 60mph in the RC3A scenario. In the DS3A scenario it would be subject to a 40mph speed limit. However, as a roundabout circulatory, it is unlikely that average vehicle speeds would exceed 40mph in either scenario; and speeds are likely to be between 30mph and 40mph instead. In RC3A the average vehicle/hour over 18 hours is 333 vehicles and the 18-hour HGVs is 52 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In the DS3A, there will be a reduced in the speed limit to</p>
---	--

		<p>40mph. The average vehicle/hour over 18 hours is 608 vehicles, and the 18-hour HGVs is 1107 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which equates to a 'Moderate' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle increase in average 18-hour vehicle flow (275 vehicles), and more than a 500 HGV increase in total 18-hour HGV flow (1055 HGVs). IEMA guidelines suggest that therefore the magnitude of impact might be considered low or medium; however, other factors must be considered. Link 14 comprises part of the M40 J10, which is subject to a substantial re-design in DS3A, with appropriate mitigation for road users and NMUs provided, including the provision of a 3m shared use pedestrian/cycle way along the eastern edge of the link and a signalised crossing across it, as well as the reduction of the speed limit. Therefore, there would be a <i>minor magnitude</i> beneficial impact on fear and intimidation between the scenarios.</p> <p>The changes to J10 and the Ardley Roundabout results in an increase in in peak hour flows on Link 14. BTM modelling shows the link operating within capacity in both peak hours in both scenarios. Link 14 would operate with a lower maximum operating capacity in both peak hours within the DS3A scenario than in the RC3A. The embedded highway works at J10 would lead to a reduction in overall journey times and this is a beneficial effect in terms of driver delay, of <i>minor magnitude</i>.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data suggestive of a highway safety issue at J10. The embedded highway mitigation addresses the capacity constraint at the existing J10 and provides improvements in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.</p>
	<p>Embedded Mitigation</p>	<p>Link 14 is a replacement link within the Ardley Roundabout and comprises the roundabout circulatory between the A43 EB and M40 J10 NB realigned diverge slip road. Link 14 is part of the embedded highway works at the M40 J10, which address the existing congestion at the junction thereby providing capacity to accommodate the OxSRFI development traffic. Furthermore, a 3m footway/cycleway and Toucan would be provided adjacent and across the link providing a previously absent connection across the Ardley Roundabout.</p>
	<p>Effects (Significance)</p>	<ul style="list-style-type: none"> Severance: Moderate permanent beneficial (Potentially Significant)

		<ul style="list-style-type: none"> • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Moderate permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 15</p> <p>New Link - Ardley Roundabout circulatory - past Ardley Bypass arm</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 15 is a new link within the Ardley Roundabout and operates as a roundabout circulatory between the M40 J10 NB realigned diverge slip road and the new B430 Ardley Bypass arm. There are no key WCH receptors adjacent to the link and although Link 15 is a new link, it falls within the footprint of the existing Ardley Roundabout and therefore there would only be a limited change in conditions or circumstances in terms of severance, NMU delay, NMU amenity, fear and intimidation, and pedestrian safety. This impact is potentially adverse but would nevertheless be slight; and thus, has been assessed as a <i>negligible magnitude</i>.</p> <p>The BTM modelling shows the link operating within capacity in both peak hours in the DS3A scenarios. The embedded highway works at J10 would lead to a reduction in overall journey times and it is considered that this beneficial effect in terms of driver delay would be of <i>minor magnitude</i>.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at J10. The embedded</p>

		highway mitigation addresses the capacity constraint at the existing J10 and provides improvements in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.
	Embedded Mitigation	Link 15 is a replacement link within at the Ardley Roundabout and comprises the roundabout circulatory between the M40 J10 NB realigned diverge slip road and the B430 Ardley Bypass. Link 15 is part of the embedded highway works at the M40 J10, which address the existing congestion at the junction thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 16</p> <p>New Link - Ardley Roundabout circulatory</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 16 is a new link within the Ardley Roundabout and operates as a roundabout circulatory between the B430 Ardley Bypass and the existing B430 from Ardley. There are no key WCH receptors adjacent to the link and although Link 16 is a new link, it falls within the footprint of the existing Ardley Roundabout and therefore there would only be a limited change in conditions or circumstances in terms of severance, NMU delay, NMU amenity, fear and intimidation, and pedestrian safety. This impact is potentially adverse but would nevertheless be slight; and thus, has been assessed as a <i>negligible magnitude</i>.</p> <p>The BTM modelling shows the link operating within capacity in both peak hours in the DS3A scenarios,</p>

		<p>reaching 26% of capacity in the PM peak hour. The embedded highway works at J10 would lead to a reduction in overall journey times and it is considered that this beneficial effect in terms of driver delay would be of <i>minor magnitude</i>.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at J10. The embedded highway mitigation addresses the capacity constraint at the existing J10 and provides improvements in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation	Link 16 is a replacement link within at the B430 Ardley Bypass and the existing B430. Link 16 is part of the embedded highway works at the M40 J10, which address the existing congestion at the junction thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 17</p> <p>New Link - Ardley Roundabout circulatory past B430 arm</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 17 is a new link within the Ardley Roundabout and operates as a roundabout circulatory between the entry and exit of the existing B430. There are no key WCH receptors adjacent to the link and although Link 17 is a new link, it falls within the footprint of the existing Ardley Roundabout and therefore there would only be a limited change in conditions or circumstances in terms of</p>

		<p>severance, NMU delay, NMU amenity, fear and intimidation, and pedestrian safety. This impact is potentially adverse but would nevertheless be slight; and thus, has been assessed as a <i>negligible magnitude</i>.</p> <p>The BTM modelling shows the link operating within capacity in both peak hours in the DS3A scenarios, reaching a maximum of 27% of capacity in the PM peak hour. The embedded highway works at J10 would lead to a reduction in overall journey times and it is considered that this beneficial effect in terms of driver delay would be of <i>minor magnitude</i>.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at J10. The embedded highway mitigation addresses the capacity constraint at the existing J10 and provides improvements in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these improvements are only considered to have a <i>minor magnitude</i> beneficial impact on road user safety.</p>
	Embedded Mitigation	Link 17 is a replacement link within at the Ardley Roundabout and operates as a roundabout circulatory between the entry and exit of the existing B430. Link 17 is part of the embedded highway works at the M40 J10, which address the existing congestion at the junction thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
Link 18 New Link - MSRR/HPLR junction (internal link)	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (beneficial) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: major magnitude (beneficial) • Road User and Pedestrian Safety: no change

<p>Sensitivity:</p> <p>Low</p>	<p>Although Link 18 is a new link, it lies partly within the footprint of the existing B430 which would be stopped up in order for Link 18 to be constructed. Thus, RC3A flows from the existing B430 to the south of Camp Road can be compared to DS3A Link 18 flows. Accordingly, between the RC3A and DS3A scenarios, Link 18 would be subject to a 290% increase in 24-hour total vehicle traffic. Currently there are limited WCH receptors on the B430 and no formal WCH infrastructure provided on or where Link 18 is proposed. In the DS3A scenario, OxSRFI would be a significant generator of WCH trips and the promoted routes to and from the site would add to the number of pedestrian and cycle trips along this link. To mitigate this, a 3m shared use pedestrian/cycle way would be provided along the eastern edge of Link 18, and a second NMU connection is provided to the west, parallel to the link. No crossings over Link 18 are proposed specifically, although signalised facilities are provided at the B430/HPLR junction, albeit over adjacent links. Thus, NMUs would be able to cross the link and junction via these facilities during the DS3A scenario: a benefit deemed to have a <i>minor magnitude</i> impact in terms of severance.</p> <p>Similarly, considering the provision of NMU facilities adjacent to the link, and the provision of nearby crossings over the B430, there would be a <i>moderate magnitude</i> beneficial impact on NMU delay as a result of the change in traffic flows between RC3A and DS3A.</p> <p>In terms of NMU amenity, despite the increase in traffic flows, the provision of a 3m shared use pedestrian/cycle link for the length of would comprise a significant improvement for the experience of NMUs travelling along Link 18, as would the connection proposed to the west. Although total vehicle traffic flows and HGV flows increase, significant mitigation for NMUs is proposed, which would lead to a much-improved experience for NMUs than in the RC3A scenario on the B430. Therefore, it is considered that there would be a <i>major magnitude</i> beneficial impact on NMU amenity.</p> <p>In the RC3A scenario, the B430, would be subject to the national 60mph speed limit and it is considered highly likely that average vehicle speeds could exceed 40mph. In the DS3A scenario, average vehicle speeds would be reduced, as vehicles would slow within the MSRR/HPLR junction, and there will be a new 40mph speed limit. Average speeds would likely be between 30mph and 40mph, in the DS3A scenario.</p> <p>In the RC3A scenario, on the B430 south of Camp Road, the average vehicle/hour over 18 hours is 337 vehicles and the 18-hour HGVs is 1433 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (0+10+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A</p>
---------------------------------------	---

		<p>scenario, the average vehicle/hour over 18 hours is 1289 vehicles and the 18-hour HGVs is 3183 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 70 (20+30+20), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is more than a 400 vehicle increase in average 18-hour vehicle flow (952 vehicles), and more than a 500 HGV increase in total 18-hour HGV flow (1750 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium. However, the scheme would provide a 3m shared use pedestrian/cycle link for the length of Link 18 which would comprise a significant improvement for the experience of NMU travelling along the link in the DS3A scenario. Therefore, it is considered that overall, there would be a <i>major magnitude</i> beneficial impact on fear and intimidation.</p> <p>Although the link is replacing a free-flowing section of the B430, there would be limited delay for drivers in the DS3A scenario. Northbound, the link would operate at 63% of capacity in the morning peak hour, and 39% of capacity in the evening peak hour. Southbound, the link would operate at 45% and 41% of capacity in the morning and evening peak hours. Therefore, the link would operate without significant congestion or delay. Link 18 is the internal link of the MSRR/HPLR junction. This junction is part of the embedded highway works associated with OxSRFI, designed to reduce congestion on the local highway network, particularly within Middleton Stoney and thus providing capacity to accommodate the OxSRFI traffic. Overall, this link would have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA recorded no collisions on the existing B430 in the location of Link 18. It is considered that there would be no change in terms of road user safety.</p>
	<p>Embedded Mitigation</p>	<p>Link 18 is the internal link of the MSRR/HPLR junction. This junction is part of the embedded highway works associated with OxSRFI, designed to reduce congestion on the local highway network, thus providing capacity to accommodate the OxSRFI traffic.</p> <p>In terms of NMU provision, a 3m shared use pedestrian/cycle way would be provided along the eastern edge of Link 18, and a second NMU connection is provided parallel to the west of the link.</p>
	<p>Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: major magnitude Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Moderate permanent beneficial (Potentially Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not Applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: major magnitude Moderate permanent beneficial (Significant) • Fear and Intimidation: Moderate permanent beneficial (Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 19</p> <p>New link - B430 arm of B430/HPLR junction</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: major magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (adverse) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: major magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Although Link 19 is a new Link, it effectively forms an extension to the B430 Link 20 (DS3A flows are the same on both links) and forms the northeastern arm of a new traffic signal junction between the B430 and the HPLR. Therefore, to provide an appropriate comparison to the RC3A scenario, the traffic flows for the existing B430 to the south of Camp Road can be used. Accordingly, between the RC3A and DS3A scenarios, Link 19 would be subject to a 202% increase in 24-hour total vehicle traffic when compared to the existing B430. A 3m shared use pedestrian/cycle would be provided along the eastern edge of the B430. At the HPLR junction, crossing points would be provided over Link 19, greatly improving the ability for pedestrians and cyclists to cross the link. In the RC3A scenario, no provision for NMUs is provided on the link, and thus this represents a notable improvement. Thus, there would be a <i>major magnitude</i> beneficial impact on severance for Link 19, despite the increase in traffic flows.</p> <p>The provision of NMU facilities adjacent and across the link at the B430/HPLR junctions, means that NMU would have to wait to cross the link. In the RS3A scenario, NMUs would be on a free-flowing link and would have no need to stop and cross. Thus, there would be a <i>moderate magnitude</i> adverse impact in terms of NMU delay in the DS3A scenario.</p>

		<p>In terms of NMU amenity, the provision of a 3m shared use pedestrian/cycle link and signalised crossing facilities, would comprise a significant improvement for the experience of NMU travelling along and across Link 19. Although total vehicle traffic flows and HGV flows double, appropriate mitigation for NMU is proposed and therefore, it is considered that there would be a <i>major magnitude</i> beneficial impact on NMU amenity.</p> <p>The B430 as existing, and within the RS3A scenario is/would be subject to the national speed limit of 60mph, and it is considered highly likely that average vehicle speeds could exceed 40mph. In RC3A, on the B430 south of Camp Road, the average vehicle/hour over 18 hours is 337 vehicles and the 18-hour HGVs is 1433 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (0+10+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A, average vehicle speeds would likely be between 30-40mph, as vehicles slow near the HPLR junction, consistent with the proposed 40mph speed limit. In DS3A, the average vehicle/hour over 18 hours is 987 vehicles and the 18-hour HGVs is 1412 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which equates to a 'Moderate' level of fear and intimidation. However, the scheme would provide a 3m shared use pedestrian/cycle link for the length of Link 19 which would be a significant improvement for the experience of NMUs travelling along Link 19. Therefore, it is considered that overall, there would be a <i>major magnitude</i> beneficial impact on fear and intimidation.</p> <p>Although the link is replacing a free-flowing section of the B430, there would be limited delay for drivers in the DS3A scenario. Approaching the junction, the link would operate at 65% and 70% of capacity in the morning and evening peak hours respectively in the DS3A scenario. Therefore, the link would operate without significant congestion or delay. Link 19 is the northeastern arm of a new traffic signal junction between the MSRR and HPLR. This junction is part of the embedded highway works associated with OxSRFI, designed to reduce congestion on the local highway network, particularly within Middleton Stoney and thus providing capacity to accommodate the OxSRFI traffic. Overall, this link would have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA recorded no incidents on the existing B430 in the location of Link 19. It is considered that there would be no change in terms of road user safety.</p>
	<p>Embedded Mitigation</p>	<p>Link 19 forms the northeastern arm of a new traffic signal junction between the MSRR and HPLR. This</p>

		<p>junction is part of the embedded highway works associated with OxSRFI, designed to reduce congestion on the local highway network, thus providing capacity to accommodate the OxSRFI traffic. In terms of NMU provision, a 3m shared use pedestrian/cycle way would be provided along the northern edge of the link. A crossing for NMU would be provided across the western extent of the link, as part of the signalised junction.</p>
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Moderate permanent beneficial (Potentially Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Significant) • Fear and Intimidation: Moderate permanent beneficial (Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 20</p> <p>B430 between HPLR and Principal Site Access</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: major magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (beneficial) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: major magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>In terms of traffic flows, between the RC3A and DS3A scenarios. North of Camp Road, Link 20 would be subject to a 60% increase in 24-hour total vehicle traffic. Currently there are limited WCH receptors adjacent Link 20 and no formal WCH infrastructure provided on or across link, with limited demand to cross the link. In the DS3A scenario, OxSRFI would be a significant generator of WCH trips and the promoted routes to and from the site would add to the number of pedestrian and cycle trips along and across this link. To mitigate this, a 3m shared use pedestrian/cycle would be provided along the eastern edge of the B430 and a two-way signalised toucan crossing over the link is proposed adjacent to the Public Bridleway 367/21. This would</p>

	<p>significantly aid NMUs in crossing Link 20 and therefore, despite the increase in traffic flows, there would be a <i>major magnitude</i> beneficial impact on severance in the DS3A scenario.</p> <p>Similarly, the provision of a toucan crossing would allow NMUs to cross the link promptly, whereas in the DS3A scenario they would have wait for sparse gaps in the traffic. This is deemed a <i>moderate magnitude</i> beneficial impact in terms of NMU delay.</p> <p>In terms of NMU amenity, the provision of a 3m shared use pedestrian/cycle link for the length of would be a significant improvement for the experience of NMUs travelling along Link 20. Total vehicle traffic flows and HGV flows do not double and therefore the changes in total traffic flows should be considered negligible in accordance with IEMA Guidelines. However, significant mitigation is proposed for NMUs and therefore, it is considered that there would be a <i>major magnitude</i> beneficial impact on NMU amenity.</p> <p>Link 20, as existing, is subject to the national speed limit of 60mph and it is considered highly likely that average vehicle speeds could exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 635 vehicles and the 18-hour HGVs is 733 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A, the southern part of the link would be governed by a 40mph limit, although average vehicle speeds are unlikely to change and would still exceed 40mph. In DS3A, the average vehicle/hour over 18 hours is 987 vehicles and the 18-hour HGVs is 1412 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10+10+30), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle increase in average 18-hour vehicle flow (352 vehicles), but and more than a 500 HGV change in total 18-hour HGV flow (679 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium. However, the scheme would provide a 3m shared use pedestrian/cycle link for the length of Link 20 which would be a significant improvement for the experience of NMUs travelling along Link 20. Therefore, it is considered that overall, there would be a <i>major magnitude</i> beneficial impact on fear and intimidation.</p> <p>There are no points on the link where traffic is able to make a turning movement. The stopping up of Camp Road (and removal of this junction) would reduce delay for drivers routing through this junction. BTM modelling shows the link operating at a maximum of 45% of</p>
--	--

		<p>capacity in the DS3A scenario, indicating limited delay. The stopping up of Camp Road would provide a <i>minor magnitude</i> beneficial impact in terms of driver delay on the link.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA concluded that there were no trends in collision data that suggest the presence of a highway safety issue on Link 20. Nevertheless, three incidents were observed on the link in the 5-year period studied (one serious and two slight). Two incidents, including the serious one, occurred at the Camp Road junction. This junction is to be removed, which while not constituting a highway safety issue itself, would eliminate collisions occurring in similar circumstances again. This is deemed a <i>minor magnitude</i> beneficial impact on road user safety.</p>
	Embedded Mitigation	Link 20 would not be subject to any major redesign in the DS3A scenario. However, Camp Road would be stopped up, leading to the removal of the Camp Road/B430 junction. In terms of NMU provision, a 3m shared use pedestrian/cycle link would be provided along the western length of the B430.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Moderate permanent beneficial (Potentially Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Significant) • Fear and Intimidation: Moderate permanent beneficial (Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
Link 21 New Link - B430 NB approach and SB exit to/from	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: moderate magnitude (beneficial) • Road User and Pedestrian Safety: no change

<p>Principal Site Access</p> <p>Sensitivity:</p> <p>Low</p>	<p>Link 21 is a new link, and thus there are no RS3A traffic flows to compare with the DS3A scenario, when considering severance. Nevertheless, the link falls within the existing footprint of the B430 north of Camp Road, and there would be an increase in traffic flows on Link 21 when compared to the existing B430 (Link 20). Currently there are limited WCH receptors adjacent the link (it is expected that the Recycling Facility generates limited NMU trips), and no formal WCH infrastructure is provided on or across link. In the DS3A scenario, OxSRFI would be a significant generator of WCH trips and the promoted routes to and from the site would add to the number of pedestrian and cycle trips travelling along this link, although limited NMU crossings would be expected. Nevertheless, there is an increase in traffic flows on Link 21 in the DS3A scenario and no new crossing points provided, thus it is considered that there would be a <i>minor magnitude</i> adverse impact on severance in the DS3A scenario on Link 21.</p> <p>Although there is limited provision for NMUs crossing the link, there would be limited demand for crossings and thus the increase in traffic flows would comprises a <i>negligible magnitude</i> adverse impact on NMU delay as a result of the change in traffic flows between RC3A and DS3A.</p> <p>In terms of NMU amenity, the provision of a 3m shared use pedestrian/cycle track, would comprise a significant improvement for the experience of NMUs travelling along Link 21. Although total vehicle traffic flows and HGV flows do not double, substantial mitigation for NMU is proposed. Therefore, it is considered that there would be a <i>major magnitude</i> beneficial impact on NMU amenity.</p> <p>Link 21 is a new link, and thus there are no RS3A traffic flows to compare with the DS3A scenario, when considering fear and intimidation. Nevertheless, the assessment undertaken for Link 20 can be drawn on as the traffic flows are the same on both links. There would be an increase in traffic flows on Link 21 when compared to the existing B430 north of Camp Road. Nevertheless, despite this increase, the provision of a 3m shared use pedestrian/cycle track, would comprise a significant improvement for the experience of NMUs travelling along Link 21, and although no crossings are proposed, there would be a <i>moderate magnitude</i> beneficial impact on fear and intimidation.</p> <p>Although the link is replacing a free-flowing section of the B430, there would be limited delay for drivers in the DS3A scenario. Northbound, the link would operate in the peak hours at maximum of 37% of capacity. Therefore, the link would operate without significant congestion or delay. Link 21 is part of the Principal Site Access; part of the embedded highway works</p>
--	---

		<p>associated with OxSRFI allowing development traffic to route without congestion from the site to the M40. Therefore, overall, this link would have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA recorded no incidents on the existing B430 in the location of Link 21. It is considered that there would be no change in terms on road user safety.</p>
	Embedded Mitigation	<p>Link 21 forms the southern arm of a new the Principal Site Access. This roundabout is part of the embedded highway works associated with OxSRFI, designed to reduce congestion on the local highway network, particular between the site and the M40, thus providing capacity to accommodate the OxSRFI traffic. In terms of NMU provision, a 3m shared use pedestrian/cycle way would be provided along the western edge of the link. At the link's northern extent, formal NMU crossings of the Principal Site Access Arm are proposed.</p>
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Effect of Travel Plan	Not Applied
	Additional Mitigation	None
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Moderate permanent beneficial (Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral) <p>It is noted that while there is a significant beneficial residual effect in terms of NMU Amenity, to avoid the repetition of similar effects on the B430; this effect has not been included within the summary presented in the ES chapter. Instead Link 20 represents the effects on the B430 within that summary.</p>
Link 22 New Link - Principal Site	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (adverse) • NMU Amenity: major magnitude (beneficial)

<p>Access circulatory</p> <p>Sensitivity:</p> <p>Low</p>	<ul style="list-style-type: none"> • Fear and Intimidation: moderate magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 22 is a new link within the Principal Site Access and operates as a roundabout circulatory between the B430 NB entry, and the Site Access Arm. As the link is new, there are no RC3A traffic flows to compare with the DS3A scenario, when considering severance. Nevertheless, the link falls within the existing footprint of the B430. Currently there are limited WCH receptors adjacent to the B430 and no formal WCH infrastructure provided on or across it. In the DS3A scenario, OxSRFI would be a significant generator of WCH trips and the promoted routes to and from the site would add to the number of pedestrian and cycle trips travelling to/from the site, to/from the south on the B430. No NMU crossings of the link are expected or catered for. Therefore, there would be an adverse impact on severance in the DS3A scenario, although it would only be of <i>minor magnitude</i>.</p> <p>In terms of NMU delay, although a 3m shared pedestrian/cycle track is provided adjacent the link, NMUs would have to cross the Principal Site Access in DS3A scenario, where as in the RC3A NMUs would effectively be on a free-flowing link. This impact is deemed to be adverse, and of <i>moderate magnitude</i>.</p> <p>In terms of NMU amenity, the provision of a 3m shared use pedestrian/cycle track, adjacent Link 22 would comprise a significant improvement for the experience of NMUs travelling along Link 22. Furthermore, formal NMU crossings of the Principal Site Access Arm are proposed. Thus, it is considered that there would be a <i>major magnitude</i> beneficial impact on NMU Amenity in the DS3A scenario.</p> <p>Link 22 is a new link, and thus there are no RC3A traffic flows to compare with the DS3A scenario, when considering fear and intimidation. An assessment of the fear and intimidation degree of hazard score in the DS3A can be made in-any-case. The link would be governed by a 30mph limit, and as a roundabout circulatory it is unlikely that average vehicle speeds would exceed 30mph and are likely to be between 20mph-30mph. The average vehicle/hour over 18 hours is 521 vehicles and the 18-hour HGVs is 1098 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+10+10), which equates to a 'Small' level of fear and intimidation. Nevertheless, the provision of a 3m shared use pedestrian/cycle track, adjacent the link would comprise a significant improvement for the experience of NMUs travelling around the Principal Site Access roundabout and there would be a <i>moderate magnitude</i> beneficial impact on fear and intimidation.</p>
---	--

	<p>Although the link is replacing a free-flowing section of the B430, there would be limited delay for drivers in the DS3A scenario. The link would operate in the peak hours at maximum of 38% of capacity. Therefore, the link would operate without significant congestion or delay. Link 22 is part of the Principal Site Access; part of the embedded highway works associated with OxSRFI giving allowing development traffic to route without congestion from the site to the M40. Therefore, overall, this link would have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA concluded that there were no trends in collision data that suggest the presence of a highway safety issue on existing B430 in the location of Link 22. It is considered that there would be no change in terms on road user safety.</p>
Embedded Mitigation	<p>Link 22 is a new link within the Principal Site Access and operates as a roundabout circulatory between the B430 NB entry, and the Site Access Arm. This junction is part of the embedded highway works associated with OxSRFI, designed to reduce congestion on the local highway network, particular between the site and the M40, thus providing capacity to accommodate the OxSRFI traffic.</p> <p>In terms of NMU provision, a 3m shared use pedestrian/cycle way would be provided along the northern edge of the link. At the link's northern extent, formal NMU crossings of the Principal Site Access Arm are proposed.</p>
Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
Additional Mitigation	None
Effect of Travel Plan	Not applied
Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Moderate permanent beneficial (Significant)

		<ul style="list-style-type: none"> • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral) <p>It is noted that while there is a significant beneficial residual effect in terms of NMU Amenity, to avoid the repetition of similar effects on the B430; this effect is similar to that for Link 20 (which is the B430 to the south of the Principal Site Access) and hence it is included within the summary presented in the ES chapter. Instead Link 20 represents the effects on the B430 within that summary.</p>
<p>Link 23</p> <p>New Link - Principal Site Access circulatory</p> <p>Sensitivity:</p> <p>Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (adverse) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: moderate magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 23 is a new link within the Principal Site Access and operates as a roundabout circulatory between the Site Access Arm B430 NB exit. As the link is new, there are no RC3A traffic flows to compare with the DS3A scenario, when considering severance. Nevertheless, the link falls within the existing footprint of the B430. Currently there are limited WCH receptors adjacent the B430 and no formal WCH infrastructure provided on or across it. In the DS3A scenario, OxSRFI would be a significant generator of WCH trips and the promoted routes to and from the site would add to the number of pedestrian and cycle trips travelling to/from the site, to/from the south on the B430. No NMU crossings of the link are expected or catered for. Therefore, there would be an adverse impact on severance in the DS3A scenario, although it would only be of <i>minor magnitude</i>.</p> <p>In terms of NMU delay, in the DS3A scenario a 3m shared pedestrian/cycle crossing is provided over the link, whereas in the RC3A scenario, NMUs would effectively be on a free-flowing link. This would increase the journey times slightly for NMUs on this link, thus the impact is deemed to be adverse, and of <i>moderate magnitude</i>.</p> <p>In terms of NMU amenity, the provision of a 3m shared use pedestrian/cycle crossing of Link 23 would comprise a significant improvement for the experience of NMUs travelling along Link 23. Furthermore, shared NMU facilities are provided both north and south of the link. Thus, it is considered that there would be a <i>major magnitude</i> beneficial impact on NMU Amenity in the DS3A scenario.</p> <p>Link 23 is a new link, and thus there are no RC3A traffic flows to compare with the DS3A scenario, when</p>

		<p>considering fear and intimidation. An assessment of the fear and intimidation degree of hazard score in the DS3A can be made in any case. The link would be governed by a 30mph limit, and as a roundabout circulatory it is unlikely that average vehicle speeds would exceed 30mph and are likely to be between 20mph-30mph. The average vehicle/hour over 18 hours is 371 vehicles and the 18-hour HGVs is 1098 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+10+20), which equates to a 'Moderate' level of fear and intimidation. Nevertheless, the provision of a 3m shared use pedestrian/cycle crossing, over the link would comprise a significant improvement for the experience of NMUs travelling around the Principal Site Access roundabout and thus there would be a <i>moderate magnitude</i> beneficial impact on fear and intimidation.</p> <p>Although the link is replacing a free-flowing section of the B430, there would be limited delay for drivers in the DS3A scenario. The link would operate in the peak hours at maximum of 38% of capacity. Therefore, the link would operate without significant congestion or delay. Link 23 is part of the Principal Site Access; part of the embedded highway works associated with OxSRFI allowing development traffic to route without congestion from the site to the M40. Therefore, overall, this link would have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA concluded that there were no trends in collision data that suggest the presence of a highway safety issue on existing B430 in the location of Link 22. It is considered that there would be no change in terms on road user safety.</p>
	<p>Embedded Mitigation</p>	<p>Link 23 is a new link within the Principal Site Access and operates as a roundabout circulatory between the Site Access Arm B430 NB exit. This junction is part of the embedded highway works associated with OxSRFI, designed to reduce congestion on the local highway network, particular between the site and the M40, thus providing capacity to accommodate the OxSRFI traffic. In terms of NMU provision, a 3m shared use pedestrian/cycle way would be provided across the link at its western extent.</p>
	<p>Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent adverse (Not Significant) Driver Delay: Slight permanent beneficial (Not Significant) NMU Delay: Slight permanent adverse (Not Significant) NMU Amenity: Moderate permanent beneficial (Significant) Fear and Intimidation: Slight permanent beneficial (Not Significant) Road User and Pedestrian Safety: No effect (Neutral) <p>It is noted that while there is a significant beneficial residual effect in terms of NMU Amenity, to avoid the repetition of similar effects on the B430; this effect has not been included within the summary presented in the ES chapter. Instead Link 20 represents the effects on the B430 within that summary.</p>
<p>Link 24</p> <p>B430 Station Road (south of Somerton Road)</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> Severance: moderate magnitude (beneficial) Driver Delay: minor magnitude (beneficial) NMU Delay: minor magnitude (beneficial) NMU Amenity: moderate magnitude (beneficial) Fear and Intimidation: moderate magnitude (beneficial) Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 24 forms the B430 as it runs through Ardley, south of Somerton Road to Church Road. BTM modelling results suggest that between the RC3A and DS3A scenarios, Link 24 would be subject to a 100% reduction in 24-hour total vehicle traffic. However, while the B430 is stopped up to the south, Link 24 would remain open. Thus, this decrease appears to be an overestimation of the model, which routes traffic directly onto Somerton Road in the DS3A scenario, as opposed to via Church Road in the RC3A. In reality some traffic would continue to use Church Road, and thus also Link 24. Nevertheless, there would be limited traffic on this link in the DS3A scenario. In terms of NMU demand, there are limited WCH receptors east of Link 24, with only a small private establishment at the site's southern extent, to which no crossing infrastructure for NMUs are provided. Overall, although there is limited demand to cross the link, there would still be a substantial reduction in traffic flows on Link 24 which would constitute a <i>moderate magnitude</i> beneficial impact in terms of severance.</p> <p>A footway is provided on the western edge of the B430. This would remain in place in the DS3A scenario. The reduction in traffic flows would reduce delay for NMUs</p>

		<p>crossing the link and based on the IEMA Guidelines, this could be considered substantial. However, there is limited demand for pedestrians to cross the link, and the reduction in traffic flows would have a minor impact on the NMU delay for those travelling along the link. Thus, while beneficial, this impact would be of <i>minor magnitude</i> only.</p> <p>In terms of NMU amenity, a footway is provided on the western edge of the B430, which would remain in both scenarios. Total vehicle traffic flows and HGV flows are expected to halve, and therefore the changes in total traffic flows are non-negligible in accordance with IEMA Guidelines. Thus, it is considered that there would be a <i>moderate magnitude</i> of impact on NMU amenity.</p> <p>Link 24, in the RC3A scenario the link would be governed by a 30mph speed limit and vehicles are likely to average 30mph in the RC3A scenario. In the DS3A scenario, this speed limit would be reduced to 20mph, and it is expected that vehicles would average 20mph. In RC3A the average vehicle/hour over 18 hours is 622 vehicles and the 18-hour HGVs is 733 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. Total vehicle and HGV flows drop to 0 in the DS3A scenario, although as discussed, there would still be a limited number of vehicles on Link 24. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is more than a 400 vehicle decrease in average 18-hour vehicle flow (622 vehicles), and over a 500 HGV decrease in total 18-hour HGV flow (733 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium. Therefore, it is considered that overall, there would be a <i>moderate magnitude</i> beneficial impact on fear and intimidation.</p> <p>The stopping up of the B430 to the south would greatly reduce traffic flows on this link, potentially reducing delay for drivers. The link would be subject to a significant reduction in traffic flows and thus it is considered that there would be a <i>minor magnitude</i> beneficial impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified one collision within the vicinity of Link 24. The incident involved a car travelling southbound on the B430 colliding with the rear of a stationary car waiting to turn right to Somerton Road. The analysis concluded that there is no underlying collision problem on the B430 within Ardley, Nevertheless, the substantial reduction in traffic flows</p>
--	--	---

		would improve safety conditions for road users and pedestrians. This beneficial impact is deemed to be of <i>minor magnitude</i> .
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Moderate permanent beneficial (Potentially Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Moderate permanent beneficial (Potentially Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Moderate permanent beneficial (Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Significant) • Fear and Intimidation: Moderate permanent beneficial (Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 25</p> <p>B430 Station Road (south of Ardley Road)</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (beneficial) • NMU Amenity: Moderate magnitude (beneficial) • Fear and Intimidation: moderate magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>The modelling results suggest that between the RC3A and DS3A scenarios Link 25 would be subject to a 92% reduction in 24-hour total vehicle traffic, suggesting a major impact on severance in accordance with IEMA Guidelines. There would be 11356 fewer vehicles on the link over a 24-hour period: equivalent to one fewer every eight seconds. This substantial reduction in traffic flow is because the B430 would be stopped up south of Ardley in the DS3A scenario. In terms of NMU demand, there are a few WCH receptors adjacent to the link including a PROW. A signalised crossing is provided to cater for pedestrians wishing to cross the link. Therefore, it is considered that the reduction in traffic flows would comprise a beneficial impact on severance of <i>minor magnitude</i>.</p>

		<p>A footway is provided on the western edge of the B430 and a signalised crossing over Link 25 is provided to cater for pedestrians wishing to cross the link. This means any change in flows would have a limited impact on NMU delay. Nevertheless, there is a substantial reduction in flows which would improve journey times for NMUs. However, this beneficial impact would be of <i>minor magnitude</i> only.</p> <p>In terms of NMU amenity, a footway is provided on the western edge of the B430, which would remain in both scenarios. As would the signalised crossing over the link. Total vehicle traffic flows and HGV flows are expected to halve, and therefore the changes in total traffic flows are non-negligible in accordance with IEMA Guidelines. Thus, it is considered that there would be a <i>moderate magnitude</i> beneficial impact on NMU amenity.</p> <p>Link 25, in the RC3A scenario the link would be governed by a 30mph speed limit and vehicles are likely to average 30mph in the RC3A scenario. In the DS3A scenario, this speed limit would be reduced to 20mph, and it is expected that vehicles would average 20mph. In the DS3A scenario, this speed limit would be reduced to 20mph, and it is expected that vehicles would average 20mph. In RC3A the average vehicle/hour over 18 hours is 634 vehicles and the 18-hour HGVs is 733 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 47 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is more than a 400 vehicle decrease in average 18-hour vehicle flow (587 vehicles), and over a 500 HGV decrease in total 18-hour HGV flow (733 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium. Therefore, it is considered that overall, there would be a <i>moderate magnitude</i> beneficial impact on fear and intimidation.</p> <p>The stopping up of the B430 to the south would greatly reduce traffic flows on this link, in turn reducing delay for drivers. Nevertheless, there are no points on Link 25 where traffic is able to make a turning movement, and so there are limited opportunities for this reduction to be realised. However, the link would be subject to a significant reduction in traffic flows and thus it is considered that there would be a <i>minor magnitude</i> beneficial impact on driver delay in the DS3A scenario. Indeed, in the RC3A scenario the link would operate at a</p>
--	--	--

		<p>maximum of 63% of capacity in a peak hour. This would drop to 7% in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified one collision within the vicinity of Link 25. The incident involved a car travelling southbound on the B430 colliding with the rear of a stationary car waiting to turn right to Somerton Road. The analysis concluded that there is no underlying collision problem on the B430 within Ardley, Nevertheless, the substantial reduction in traffic flows would improve safety conditions for road users and pedestrians. This beneficial impact is deemed of <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Moderate permanent beneficial (Potentially Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Significant) • Fear and Intimidation: Moderate permanent beneficial (Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 26</p> <p>B430 Station Road (between Ardley Road east and west)</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: moderate magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (beneficial) • NMU Amenity: Moderate magnitude (beneficial) • Fear and Intimidation: moderate magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Between the RC3A and DS3A scenarios there would be a 73% reduction in total vehicles on Link 26. This indicates (in accordance with IEMA Guidelines) a moderate magnitude of impact upon severance. In terms on NMU demand, there are limited WCH receptors other than Ardley Road (east and west) which meet the B430</p>

		<p>at both ends of the link. Ardley Road is not a key pedestrian desire line, but no formal WCH infrastructure is provided over Link 26. There would be 9857 fewer vehicles on the link over a 24-hour period: equivalent to one fewer every nine seconds. Therefore, it is considered that there would be a beneficial, <i>moderate magnitude</i> impact upon severance in the DS3A scenario.</p> <p>In terms of NMU delay, as no crossings are provided over the link, pedestrians and cyclists would have to wait for gaps in the traffic to cross the B430. Thus, this reduction in total traffic volumes would help to reduce crossing times for NMUs. For those travelling along the link, the reduction would have a slight impact. Given the limited number of NMUs that would cross the link, it is considered that the reduction in traffic flows would have a <i>minor magnitude</i> beneficial impact on NMU delay.</p> <p>In terms of NMU amenity, a footway is provided on the western edge of the B430 for Link 26, which would remain in both scenarios. Total vehicle traffic flows and HGV flows are expected to halve, and therefore the changes in total traffic flows are non-negligible in accordance with IEMA Guidelines. Thus, it is considered that there would be a <i>moderate magnitude</i> beneficial impact on NMU amenity.</p> <p>Link 26, in the RC3A scenario the link would be governed by a 30mph speed limit and vehicles are likely to average 30mph in the RC3A scenario. In the DS3A scenario, this speed limit would be reduced to 20mph, and it is expected that vehicles would average 20mph. In the DS3A scenario, this speed limit would be reduced to 20mph, and it is expected that vehicles would average 20mph. In RC3A the average vehicle/hour over 18 hours is 692 vehicles and the 18-hour HGVs is 687 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 181 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is more than a 400 vehicle decrease in average 18-hour vehicle flow (511 vehicles), and over a 500 HGV decrease in total 18-hour HGV flow (687 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium. Therefore, it is considered that overall, there would be a <i>moderate magnitude</i> beneficial impact on fear and intimidation.</p>
--	--	--

		<p>The stopping up of the B430 to the south would greatly reduce traffic flows on this link, in turn reducing delay for drivers on Link 26 and traversing the link on Ardley Road. In the RC3A Link 26 would operate at a maximum of 64% of capacity (SB AM peak), compared to at a maximum of 10% of capacity (NB AM peak) in the DS3A scenario. Thus, it is considered that there would be a <i>minor magnitude</i> beneficial impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no collisions within the vicinity of Link 26. The analysis concluded that there is no underlying collision problem on the B430 within Ardley, Nevertheless, the substantial reduction in traffic flows would improve safety conditions for road users and pedestrians. This beneficial impact is deemed to be of <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Moderate permanent beneficial (Potentially Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Moderate permanent beneficial (Potentially Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Moderate permanent beneficial (Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Significant) • Fear and Intimidation: Moderate permanent beneficial (Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 27</p> <p>B430 (north of Ardley Road)</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Between the RC3A and DS3A scenarios there would be a 56% reduction in total vehicles on Link 27. This indicates (in accordance with IEMA Guidelines) a slight</p>

	<p>impact upon severance. In terms on NMU demand, there are limited WCH receptors adjacent to the link and the B430 is not a desire line for pedestrians here. Therefore, it is considered that there would be a beneficial, but <i>minor magnitude</i> impact upon severance in the DS3A scenario.</p> <p>In terms of NMU delay, as no crossings are provided over the link, pedestrians and cyclists would have to wait for gaps in the traffic to cross the B430. There would be 7076 fewer vehicles on the link over a 24-hour period: equivalent to one fewer every twelve seconds. However, there are no WCH receptors adjacent the link and although this reduction in total traffic volumes would help to reduce crossing times for NMUs, very few crossings are expected. For those travelling along the link, the reduction would have minor impact. Thus, given the limited number of NMUs that would cross the link, it is considered that the reduction in traffic flows would have a <i>minor magnitude</i> beneficial impact in terms of NMU delay.</p> <p>In terms of NMU amenity, no footways are provided on Link 27. Total vehicle traffic flows and HGV flows are expected to halve, and therefore the changes in total traffic flows are non-negligible in accordance with IEMA Guidelines. Nevertheless, limited WCH trips are expected on or across the link and so the impact of this change would have limited effect. Therefore, it is considered that there would be a <i>minor magnitude</i> beneficial impact on NMU amenity.</p> <p>Link 27, in the RC3A scenario, would be governed by the national speed limit. In the DS3A scenario, the link would be governed by a 40mph limit. Thus, in the RC3A scenario, vehicles would be travelling over 40mph, whereas in the DS3A scenario, vehicles are likely to travel at between 30mph and 40mph. In RC3A the average vehicle/hour over 18 hours is 653. vehicles and the 18-hour HGVs is 656 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 284 vehicles and the 18-hour HGVs is 151 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle decrease in average 18-hour vehicle flow (369 vehicles), and over a 500 HGV decrease in total 18-hour HGV flow (505 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low or medium. Therefore, it is considered that overall, there would be a <i>minor magnitude</i> beneficial impact on fear and intimidation.</p>
--	--

		<p>The stopping up of the B430 to the south would reduce traffic flows on this link, in turn reducing delay for drivers. To the north, Ardley Roundabout is subject to a substantial redesign as part of the embedded highway mitigation work, aimed at reducing congestion and driver delay on the network. However, there are no points on this link where vehicles could make a turning movement, thus the impact of this reduction in traffic is limited. In the RC3A Link 27 would operate at a maximum of 58% of capacity (SWB AM peak), compared to at a maximum of 19% of capacity (NEB AM peak) in the DS3A scenario. Thus, it is considered that there would be a <i>minor magnitude</i> beneficial impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no collisions within the vicinity of Link 27. The analysis concluded that there is no underlying collision problem on the B430 in this location. Nevertheless, the substantial reduction in traffic flows would improve safety conditions for road users and pedestrians. This beneficial impact is deemed to be of <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not significant) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Slight permanent beneficial (Not significant) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not significant) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Slight permanent beneficial (Not significant) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not significant)
Link 28 New Link - Principal Site	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (adverse) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial)

<p>Access circulatory</p> <p>Sensitivity:</p> <p>Low</p>	<ul style="list-style-type: none"> • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Link 28 is a new link within the Principal Site Access and operates as the B430 SB approach. As a new link, no RC3A flows are available to aid a discussion on severance. However, there are no key WCH receptors where the link is proposed, other than a future committed bridleway which is part of the Ardley EFW development (which would not be provided in the DS3A scenario). The link is close to the existing B430 and would be located in an existing agricultural field in which has minimal access for WCH. While the impact on severance would be adverse, as the future Ardley Bridleway would not be provided, this impact is considered to be of <i>minor magnitude</i> only.</p> <p>In terms of NMU delay, the link effectively replaces the existing B430 for WCH travelling North to South. In the DS3A scenario, WCH would route along the 3m shared cycle track provided on the west of the roundabout. This route would involve a slight detour from the existing route, as the B430 is to be stopped up between the Principal Site Access and Ardley. Nevertheless, the delay would be minimal, and so while adverse, the impact upon NMU delay is deemed to be of <i>minor magnitude</i>.</p> <p>In terms of NMU amenity, no WCH infrastructure is proposed on Link 28. For WCH travelling North to South, the link effectively replaces the existing B430, on which no infrastructure is provided either. However, improvements are provided elsewhere at the roundabout and therefore it is considered that that there would be a <i>minor magnitude</i> beneficial impact on NMU Amenity on Link 28.</p> <p>In terms of fear and intimidation, in the DS3A scenario the average vehicle/hour over 18 hours is 607 vehicles and the 18-hour HGVs is 2183 vehicles. Vehicle speeds are likely to be 30mph; the proposed speed limit. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+20+10), which equates to a 'Moderate' level of fear and intimidation. However, in the RC3A scenario, NMUs would be on the B430, where no specific infrastructure is provided. Improvements for NMUs are provided elsewhere at the roundabout in the DS3A scenario, and therefore it is considered that that there would be a <i>minor magnitude</i> beneficial impact on fear and intimidation on Link 28.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 39% of capacity, in the AM peak hour where the total flow would be 1559 vehicles, 830 of which would be OxSRFI traffic. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes and contributes</p>
---	--

		<p>to a reduction in the journey time for drivers. This reduction in journey times is considered to have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. The link is part of the embedded highway mitigation strategy that provides access to the OxSRFI development. Therefore, there is <i>negligible magnitude</i> of impact on road user safety. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes and thus this impact has been assessed as beneficial.</p>
	Embedded Mitigation	Link 28 is a new link within the Principal Site Access and operates as a the B430 SB approach. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes. In terms of NMU infrastructure provision, none is proposed on Link 28 specifically, although the roundabout benefits from a 3m shared cycle track on its western side.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 29</p> <p>New Link - Principal Site Access circulatory</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (adverse) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Link 29 is a new link within the Principal Site Access and operates as a roundabout circulatory between the B430 SB approach and the B430 NB entry. As a new link, no</p>

	<p>RC3A flows are available to aid a discussion on severance. However, there are no key WCH receptors where the link is proposed. The link is close to the existing B430 and would partly be located in an existing agricultural field which has minimal access for WCH. Thus, the impact on severance is deemed to be adverse, but of <i>negligible magnitude</i>.</p> <p>In terms of NMU delay, the link effectively replaces the existing B430 for WCH travelling south into the OxSRFI site. In the DS3A scenario, WCHs would route along the 3m shared cycle track provided on the west of the roundabout. This route would involve a slight detour from the existing route, as the B430 is to be stopped up between the Principal Site Access and Ardley. Nevertheless, the delay would be minimal, and so while adverse, the impact upon NMU delay is deemed to be of <i>minor magnitude</i>.</p> <p>In terms of NMU amenity, no WCH infrastructure is proposed on Link 29. For WCH travelling from the North to the OxSRFI site, the link effectively replaces the existing B430, on which no infrastructure is provided either. However, improvements are provided elsewhere at the roundabout and therefore it is considered that that there would be a <i>minor magnitude</i> beneficial impact on NMU Amenity on Link 29.</p> <p>In terms of fear and intimidation, in the DS3A scenario the average vehicle/hour over 18 hours is 296 vehicles and the 18-hour HGVs is 1966 vehicles. Vehicle speeds are likely to be 30mph; the proposed speed limit. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+10+10), which equates to a 'Small' level of fear and intimidation. However, in the RC3A scenario, NMUs would be on the B430, where no specific infrastructure is provided. Improvements for NMUs are provided elsewhere at the roundabout in the DS3A scenario, and therefore it is considered that that there would be a <i>minor magnitude</i> beneficial impact on fear and intimidation on Link 29.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 42% of capacity, in the AM peak hour where the total flow would be 831 vehicles, 830 of which would be OxSRFI traffic. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes and contributes to a reduction in the journey time for drivers. This reduction in journey times is considered to have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. The link is part of the embedded highway mitigation strategy that provides access to the OxSRFI development. Therefore, there is <i>negligible magnitude</i> of impact on road user safety. The link is part of the</p>
--	---

		embedded mitigation works which helps to draw traffic away from congested routes and thus this impact has been assessed as beneficial.
	Embedded Mitigation	Link 29 is a new link within the Principal Site Access and operates as a roundabout circulatory between the B430 SB approach and the B430 NM entry. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes. In terms of NMU infrastructure provision, none is proposed on Link 29 specifically, although the roundabout benefits from a 3m shared cycle track on its western side.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
Link 31 New Link - Ardley Bypass Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> • Severance: moderate magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (adverse) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Link 31 comprises the Ardley Bypass which provides a route between the Principal Site Access to the Ardley Roundabout at the M40 J10, replacing the existing B430. As a new link, no RC3A flows are available to aid a discussion on severance. The link would be located in existing agricultural fields which have minimal access for WCH. There are no key WCH receptors where the link is proposed; other than desire lines along Ardley Road and the 109/22 and 109/24 Bridleways, which are designated Public Rights of Way. These bridleways would be stopped up in the DS3A scenario. Some mitigation is provided, including a bridge over the bypass for Ardley Road, which would include provision for NMU modes.</p>

	<p>Thus, although the impact on severance would be adverse, this impact is considered to be of <i>moderate magnitude</i> only.</p> <p>In terms of NMU delay, the link effectively replaces the existing B430 for vehicles travelling between the Principal Site Access and the M40. However, NMUs would be able to route to the B430 from the site access via shared 3m cycle track, before travelling through Ardley on their existing route. This is a slight detour and would cause a small delay for NMUs. However, while adverse, the impact upon NMU delay is deemed to be of <i>minor magnitude</i>.</p> <p>In terms of NMU amenity, no WCH infrastructure is proposed directly on Link 31, and limited WCH trips are expected on the link as an alternative route through Ardley would be provided. This alternate route would allow NMUs to travel off the Ardley Bypass, and instead on the current B430, on which traffic flows would be greatly reduced in the DS3A scenario. Furthermore, a bridleway to the west of Link 31 itself, is proposed between the railway line (south) and Ardley Road (north). This quieter route is a result of the construction of links 31 and 32. Overall, it is considered that these beneficial improvements would comprise a <i>minor magnitude</i> impact on NMU amenity.</p> <p>In terms of fear and intimidation, in the DS3A scenario the average vehicle/hour over 18 hours is 1321 vehicles and the 18-hour HGVs is 5256 vehicles. Vehicle speeds are likely to exceed be 40mph, with the national (60mph) limit proposed. Accordingly, the DS3A fear and intimidation degree of hazard score is 80 (20+30+30), which equates to a 'Extreme' level of fear and intimidation. However, in the DS3A scenario, NMUs are not expected to be on the link, and would use alternatives such as the route through Ardley or the adjacent bridleway. Nevertheless, given the elevated level of fear and intimidation, it is expected that still could be a <i>minor magnitude</i> adverse impact on fear and intimidation in the DS3A scenario on other road users, when compared to the route taken in the RC3A scenario.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 78% of capacity, in the AM peak hour where the total flow would be 1559 vehicles, 830 of which would be OxSRFI traffic. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes and contributes to a reduction in the journey time for drivers. This reduction in journey times is considered to have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. The link is part of the embedded highway</p>
--	---

		mitigation strategy that provides access between the M40 and the OxSRFI development. No collision problems or highway safety issues were identified on links that this link replaces or removes traffic from. Therefore, there is <i>negligible magnitude</i> of impact on road user safety. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes and thus this impact has been assessed as beneficial.
	Embedded Mitigation	Link 31 comprises the Ardley Bypass which provides a route from the site north to Ardley Roundabout at the M40 J10, replacing the existing B430. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes within Ardley. For NMUs, some mitigation is provided including a bridge over the bypass for Ardley Road, which would include NMU infrastructure, and a new bridleway along the link's eastern edge between the railway line to the south, and Ardley Road to the north.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
Link 32 New Link - Ardley Bypass NB approach to Ardley Roundabout Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (adverse) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Link 32 comprises the NB Ardley Bypass approach to Ardley Roundabout. As a new link, no RC3A flows are available to aid a discussion on severance. The link</p>

	<p>would be located largely within the existing footprint of Ardley Roundabout and no NMU movements are expected across or along the link in the DS3A scenario. Therefore, the impact on severance is considered to be adverse, but of <i>negligible magnitude</i>.</p> <p>In terms of NMU delay, the link effectively replaces the existing B430 for vehicles travelling between the Principal Site Access and the M40. However, NMUs would be able to route to the B430 from the site access via shared 3m cycle track, before travelling thorough Ardley on their existing route. This is a slight detour and would cause a small delay for NMUs. However, while adverse, the impact upon NMU delay is deemed to be of <i>minor magnitude</i>.</p> <p>In terms of NMU amenity, no WCH infrastructure is proposed directly on Link 32, and limited WCH trips are expected on the link, due to an alternative route thorough Ardley which would be promoted. This alternate route would allow NMUs to travel off the Ardley Bypass, and on the current B430 instead, which would experience a substantial reduction in traffic flows in the DS3A scenario. This reduction is a consequence of the Ardley Bypass, of which this Link is a part. It is considered that these beneficial improvements would comprise a <i>minor magnitude</i> impact on NMU amenity.</p> <p>In terms of fear and intimidation, in the DS3A scenario the average vehicle/hour over 18 hours is 714 vehicles and the 18-hour HGVs is 3073 vehicles. The link would be governed by a 40mph speed limit and vehicle speeds are likely to be between 30mph and 40mph, as vehicles slow approaching Ardley Roundabout. Accordingly, the DS3A fear and intimidation degree of hazard score is 60 (10+30+20), which equates to a 'Great' level of fear and intimidation. However, in the DS3A scenario, NMUs are not expected to be on the link, and would use alternatives such as the route thorough Ardley. Nevertheless, given the high volume of HGVs on the link and the higher expected speeds when compared to the original route through Ardley, it is expected that would be a <i>minor magnitude</i> adverse impact on fear and intimidation in the DS3A scenario on other road users.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 49% of capacity, in the PM peak hour where the total flow would be 1687 vehicles, 934 of which would be OxSRFI traffic. The link provides a route from the site, north to the M40 at J10, replacing the existing B430. This helps to draw traffic away from congested routes within Ardley and contributes to a reduction in the journey time for drivers. This reduction in journey times is considered to have a <i>minor magnitude</i> beneficial impact on driver delay.</p>
--	---

		As a new link, there are no collision clusters associated with this link. The link is part of the embedded highway mitigation strategy that provides access between the M40 and the OxSRFI development. No collision problems or highway safety issues were identified on links that this link replaces or removes traffic from. Therefore, there is <i>negligible magnitude</i> of impact on road user safety. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes and thus this impact has been assessed as beneficial.
	Embedded Mitigation	Link 32 comprises the NB approach to Ardley Roundabout from the Ardley Bypass. This link provides a route from the site north to the M40 at J10, replacing the existing B430. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes within Ardley.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
Link 33 New Link - Ardley Bypass SB exit from Ardley Roundabout Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (adverse) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Link 33 comprises the SB Ardley Bypass exit from the Ardley Roundabout. As a new link, no RC3A flows are available to aid a discussion on severance. The link would be located largely within the existing footprint of Ardley Roundabout and no NMU movements are expected across or along the link in the DS3A scenario.</p>

	<p>Therefore, the impact on severance is considered to be adverse, but of <i>negligible magnitude</i>.</p> <p>In terms of NMU delay, the link effectively replaces the existing B430 for vehicles travelling between the M40 and the Principal Site Access. However, NMUs would be able to route to the site via Ardley and a shared 3m cycle track (provided by OxSRFI). This is a slight detour when compared to the RC3A scenario and would cause a small delay for NMUs. However, while adverse, the impact upon NMU delay is deemed to be of <i>minor magnitude</i>.</p> <p>In terms of NMU amenity, no WCH infrastructure is proposed directly on Link 33, and limited WCH trips are expected on the link, due to an alternative route thorough Ardley which would be promoted. This alternate route would allow NMU to travel off the Ardley Bypass, and on the current B430 instead, which would experience a substantial reduction in traffic flows in the DS3A scenario. This reduction is a consequence of the Ardley Bypass, of which this Link is a part. It is considered that these beneficial improvements would comprise a <i>minor magnitude</i> impact on NMU amenity.</p> <p>In terms of fear and intimidation, in the DS3A scenario the average vehicle/hour over 18 hours is 607 vehicles and the 18-hour HGVs is 2183 vehicles. Although governed by a 40mph speed limit, vehicle speeds are likely to be between 30mph and 40mph, as vehicles would be accelerating while leaving Ardley Roundabout. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10+20+20), which equates to a 'Great' level of fear and intimidation. However, in the DS3A scenario, NMUs are not expected to be on the link, and would use alternatives such as the route thorough Ardley. Nevertheless, given the elevated level of fear and intimidation, it is expected that still could be a <i>minor magnitude</i> adverse impact on fear and intimidation in the DS3A scenario on other road users.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 78% of capacity, in the AM peak hour where the total flow would be 1559 vehicles, 830 of which would be OxSRFI traffic. The link provides a route from the M40 to the site, replacing the existing B430, which helps to draw traffic away from congested routes with Ardley and contributes to a reduction in the journey time for drivers. This reduction in journey times is considered to have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. The link is part of the embedded highway mitigation strategy that provides access between the M40 and the OxSRFI development. No collision problems or highway safety issues were identified on</p>
--	---

		links that this link replaces or removes traffic from. Therefore, there is <i>negligible magnitude</i> of impact on road user safety. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes and thus this impact has been assessed as beneficial.
	Embedded Mitigation	Link 33 is a new link and comprises the SB exit from Ardley Roundabout to the Ardley Bypass. This link provides a route from the M40 J10 to the site replacing the existing B430. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes within Ardley.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
Link 34 New Link - Estate Road Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (adverse) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 34 comprises the Estate Road arm of the Principal Site Access roundabout. As a new link, no RC3A flows are available to aid a discussion on severance. The link would be located within the OxSRFI site. In the RC3A scenario, no WCH receptors are located where the link is proposed and therefore the number of NMU movements across where the link is proposed is likely to be limited. In the DS3A scenario, NMUs would cross the link to access difference parts of the OxSRFI site and suitable facilities including crossings would be provided to accommodate this. Overall, as the link is new it will have an adverse impact on severance, but this is considered to be limited at a <i>minor magnitude</i> of impact.</p>

		<p>In terms of NMU delay, no NMU movements are expected within the vicinity of where the link is proposed in the RC3A scenario, although one key desire link is along the B430. In the DS3A scenario, NMUs on the B430 would have to cross the link. While this movement would be facilitated by signalised crossing points, and kept entirely off carriageway, the development would ultimately add a slight delay in journey times for north/south bound NMUs. Therefore, it is considered that there would be an adverse impact of <i>minor magnitude</i> on NMU delay in the DS3A scenario.</p> <p>In terms of NMU amenity, a 3m shared footway/cycle track would be provided either side of the link with suitable crossing points at either end. Although no provision is required or would exist in the RC3A scenario, this provision is considered to be a <i>major magnitude</i> beneficial impact in the DS3A scenario as the provision improves the journeys for NMUs travelling to/from the site and along the existing B430, where there would be no specific infrastructure in the RC3A scenario.</p> <p>In terms of fear and intimidation; as the link is new, no RC3A flows are available to calculate a degree of hazard score for comparison. Nevertheless, in the RC3A scenario, there would be no specific infrastructure provided on the B430 for NMUs, who would instead be on the carriageway. In the DS3A scenario, NMUs would use the NMU specific provision adjacent the B430 and at the Principal Site Access roundabout. This would improve the experience for north/south bound pedestrians and cyclists on the B430, reducing the fear and intimidation felt by these users. The impact would be beneficial and of <i>moderate magnitude</i>.</p> <p>In terms of driver delay, the BTM modelling shows that in the DS3A scenario the westbound part of the link would operate at a maximum of 66% of capacity in the AM peak hour, at which point there would be 1192 vehicles (all OxSRFI development traffic) entering the development. This is the maximum operating capacity seen on the link and shows that it would operate without congestion or significant delay. The link provides wider benefit; as part of the embedded highway works, the link provides access to the OxSRFI development to the highway network and is part of the wider mitigation strategy that helps to draw traffic away from congested routes, contributing to a reduction in the journey time for drivers. This reduction in journey times is considered to have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>As a new link, there are no collision clusters associated with this link and hence this is assessed a <i>no change</i>.</p>
	<p>Embedded Mitigation</p>	<p>Link 34 is a new link and comprises the Estate Road arm of the Principal Site Access roundabout. The link</p>

		<p>provides access from the highway network to the OxSRFI development.</p> <p>In terms of provision for NMUs, the link would benefit from shared footway/cycleways either side, and suitable crossing provision at appropriate points.</p>
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 35</p> <p>New Link - segregated left turn exit at Principal Site Access</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (adverse) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: moderate magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 35 comprises the segregated left turn out of the Principal Site Access, which would be taken by vehicles exiting the development to the north. As a new link, no RC3A flows are available to aid a discussion on severance. The link would partly be located within the OxSRFI site and partly within the footprint of the existing B430. Thus, the link intersects a key NMu desire line - along the existing B430. Other than the B430, no WCH receptors would be situated where the link is proposed in the RC3A scenario. The mitigation on the link makes provision for NMu movements along this desire line, and NMu infrastructure is provided alongside the link. Nevertheless, the existing B430 would be stopped up here in the RC3A scenario, and as the link is new, it would have an adverse impact on severance, although</p>

	<p>limited at a <i>minor magnitude</i> of impact as a consequence of the mitigation provided.</p> <p>In terms of NMU delay, in the DS3A scenario, the link would effectively replace the existing B430 for WCH. A 3m shared footway/cycleway would be provided along the northern edge of the link, facilitating NMU movements in and out of the OxSRFI site. Further, suitable crossing point would be provided across the link, restoring the north/south route. Nevertheless, the new route would comprise a slight detour for NMUs and increase walking and cycling journey times as NMUs would have to navigate the Principal Site Access roundabout as well as waiting to cross Link 35 itself. Therefore, there would be an adverse <i>moderate magnitude</i> impact on NMU delay in the DS3A scenario.</p> <p>No WCH infrastructure would be provided on the B430 in the RC3A scenario. The link provides a 3m shared use cycle track on its northern edge, which, extends north to Ardley, and west into the site. A formal crossing is provided over the link, connecting to provision elsewhere at the Principal Site Access roundabout which maintains the B430 desire line. It is considered that these improvements, which would enable cyclists and pedestrians to travel off carriageway have a <i>major magnitude</i> beneficial impact upon NMU amenity.</p> <p>In terms of fear and intimidation; as the link is new, no RC3A flows are available to calculate a degree of hazard score for comparison. Nevertheless, in the RC3A scenario, there would be no specific infrastructure provided on the B430 for NMUs, who would instead be on the carriageway. In the DS3A scenario, NMUs would use the NMU specific provision adjacent the B430 and at the Principal Site Access roundabout. This would improve the experience for north/south bound pedestrians and cyclists on the B430, reducing the fear and intimidation felt by these users. The impact would be beneficial and of <i>moderate magnitude</i>.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 47% of capacity, in the PM peak hour where the total flow would be 934 vehicles, all OxSRFI traffic exiting the development north. The link provides access from the OxSRFI development to the wider highway network and is part of the embedded mitigation strategy that helps to draw traffic away from congested routes, contributing to a reduction in the journey time for drivers. This reduction in journey times is considered to have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. No collision problem was identified on the existing B430. The link is part of the embedded highway mitigation strategy that provides access to the OxSRFI</p>
--	---

		development, and as part of this strategy, an improvements allow pedestrians to walk off carriageway between Ardley and Middleton Stoney, crossing Link 35 via signalised facilities on their way. This is seen to be a beneficial impact in terms of pedestrian safety, contributed to by Link 35. However, as no highway safety issue is likely to exist in the RC3A scenario, the benefits on Road User and Pedestrian Safety are limited and the impact is deemed to be of <i>minor magnitude</i> .
	Embedded Mitigation	Link 35 comprises the segregated left turn out of the Principal Site Access, which would be taken by vehicles exiting the development to the north. The link provides access from the OxSRFI development to highway network. In terms of provision for NMUs, the link would benefit from shared footway/cycleways on its northern edge and a NMU crossing, tying into provision elsewhere at the Principal Site Access.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 36</p> <p>New Link - right turn exit at Principal Site Access</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (adverse) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: moderate magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 36 comprises the right out of the Principal Site Access, which would be taken by vehicles exiting the development to the south. As a new link, no RC3A flows are available to aid a discussion on severance. The link</p>

	<p>would partly be located within the OxSRFI site and partly within the footprint of the existing B430. Thus, the link intersects a key NMU desire line - along the existing B430. Other than the B430, no WCH receptors would be situated where the link is proposed in the RC3A scenario. In the DS3A scenario, the mitigation on the link makes provision for NMU movements along this desire line, and NMU infrastructure is provided. Nevertheless, the existing B430 would be stopped up here in the RC3A scenario, and as the link is new, it would have an adverse impact on severance, although limited at a <i>minor magnitude</i> of impact as a consequence of the mitigation provided.</p> <p>In terms of NMU delay, in the DS3A scenario, the link would effectively intersect the route taken by NMUs along the existing B430. A suitable crossing point would be provided across the link, restoring the north/south route. Nevertheless, the new route would comprise a slight detour for NMUs and increase walking and cycling journey times as NMUs would have to navigate the Principal Site Access roundabout as well as waiting to cross Link 36 itself. Therefore, there would be an adverse <i>moderate magnitude</i> impact on NMU delay in the DS3A scenario.</p> <p>No WCH infrastructure would be provided on the B430 in the RC3A scenario. A formal crossing is provided over the link, connecting to provision elsewhere at the Principal Site Access roundabout which maintains the B430 desire line. It is considered that these improvements, which would enable cyclists and pedestrians to travel off carriageway have a <i>major magnitude</i> beneficial impact upon NMU amenity.</p> <p>In terms of fear and intimidation; as the link is new, no RC3A flows are available to calculate a degree of hazard score for comparison. Nevertheless, in the RC3A scenario, there would be no specific infrastructure provided on the B430 for NMUs, who would instead be on the carriageway. In the DS3A scenario, NMUs would use the NMU specific provision adjacent the B430 and at the Principal Site Access roundabout. This would improve the experience for north/south bound pedestrians and cyclists on the B430, reducing the fear and intimidation felt by these users. The impact would be beneficial and of <i>moderate magnitude</i>.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 33% of capacity, in the PM peak hour when the total flow would be 338 vehicles, all OxSRFI traffic exiting the development south. The link provides access from the OxSRFI development to the wider highway network and is part of the embedded mitigation strategy that helps to draw traffic away from congested routes, contributing to a reduction in the journey time for drivers. This reduction</p>
--	---

		<p>in journey times is considered to have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. No collision problem was identified on the existing B430. The link is part of the embedded highway mitigation strategy that provides access to the OxSRFI development, including improvements allowing pedestrians to walk off carriageway between Ardley and Middleton Stoney, crossing Link 36 via signalised facilities on their way. This is seen to be a beneficial impact in terms of pedestrian safety, contributed to by Link 36. However, as no highway safety issue is likely to exist in the RC3A scenario, the benefits on Road User and Pedestrian Safety are limited and the impact is deemed to be of <i>minor magnitude</i>.</p>
	Embedded Mitigation	Link 36 comprises the right out of the Principal Site Access, which would be taken by vehicles exiting the development to the south. The link provides access from the OxSRFI development to highway network. In terms of provision for NMUs, the link would benefit from a NMU crossing, tying into provision elsewhere at the Principal Site Access.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
Link 37 New Link - Estate Road entry at	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (adverse) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: moderate magnitude (beneficial)

<p>Principal Site Access</p> <p>Sensitivity:</p> <p>Low</p>	<ul style="list-style-type: none"> • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 37 comprises the OxSRFI Principal Site Access Estate Road entry, which forms the exit of the Principal Site Access roundabout. As a new link, no RC3A flows are available to aid a discussion on severance. The link would partly be located within the OxSRFI site and partly within the footprint of the existing B430. Thus, the link intersects a key NMU desire line - along the existing B430. Other than the B430, no WCH receptors would be situated where the link is proposed in the RC3A scenario. In the DS3A scenario, the mitigation on the link makes provision for NMU movements along this desire line, and NMU infrastructure is provided alongside and across the link. Nevertheless, the existing B430 would be stopped up here in the RC3A scenario, and as the link is new, it would have an adverse impact on severance, although limited at a <i>minor magnitude</i> of impact as a consequence of the mitigation provided.</p> <p>In terms of NMU delay, in the DS3A scenario, the link would effectively replace the existing B430 for WCH. A 3m shared use cycle track would be provided along the southern edge of the link, facilitating NMU movements in and out of the OxSRFI site. Further, a suitable crossing point would be provided across the link, restoring the north/south route. Nevertheless, the new route would comprise a slight detour for NMUs and increase walking and cycling journey times as NMUs would have to navigate the Principal Site Access roundabout as well as waiting to cross Link 37 itself. Therefore, there would be an adverse <i>moderate magnitude</i> impact on NMU delay in the DS3A scenario.</p> <p>No WCH infrastructure would be provided on the B430 in the RC3A scenario. The link provides a 3m shared use cycle track on its northern edge, which extends north to Ardley and west into the site. A formal crossing is provided over the link, connecting to provision elsewhere at the Principal Site Access roundabout which maintains the B430 desire line. It is considered that these improvements, which would enable cyclists and pedestrians to travel off carriageway have a <i>major magnitude</i> beneficial impact upon NMU amenity.</p> <p>In terms of fear and intimidation; as the link is new, no RC3A flows are available to calculate a degree of hazard score for comparison. Nevertheless, in the RC3A scenario, there would be no specific infrastructure provided on the B430 for NMUs, who would instead be on the carriageway. In the DS3A scenario, NMUs would use the NMU specific provision adjacent the B430 and at the Principal Site Access roundabout. This would improve the experience for north/south bound pedestrians and cyclists on the B430, reducing the fear</p>
--	--

		<p>and intimidation felt by these users. The impact would be beneficial and of <i>moderate magnitude</i>.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 30% of capacity, in the AM peak hour where the total flow would be 1195 vehicles, all OxSRFI traffic entering the site. The link provides access from highway network to the OxSRFI and is part of the embedded mitigation strategy that helps to draw traffic away from congested routes, contributing to a reduction in the journey time for drivers. This reduction in journey times is considered to have a <i>minor magnitude</i> beneficial impact on driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. No collision problem was identified on the existing B430. The link is part of the embedded highway mitigation strategy that provides access to the OxSRFI development, including improvements allowing pedestrians to walk off carriageway between Ardley and Middleton Stoney, crossing Link 37 via signalised facilities on their way. This is seen to be a beneficial impact in terms of pedestrian safety, contributed to by Link 37. However, as no highway safety issue is likely to exist in the RC3A scenario, the benefits on road user and pedestrian safety are limited and the impact is deemed to be of <i>minor magnitude</i>.</p>
	Embedded Mitigation	<p>Link 37 comprises the OxSRFI Principal Site Access Estate Road entry, which forms the exit of the Principal Site Access roundabout, and would be taken by vehicles entering the development. The link provides access from the highway network to the OxSRFI development. In terms of provision for NMUs, the link would benefit from a NMu crossing and a 3m shared use cycle track to the south, tying into provision elsewhere at the Principal Site Access.</p>
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMu Delay: Slight permanent adverse (Not Significant) • NMu Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMu Delay: Slight permanent adverse (Not Significant)

		<ul style="list-style-type: none"> • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 38</p> <p>New Link – MSRR</p> <p>Sensitivity:</p> <p>Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: major magnitude (beneficial) • NMU Delay: moderate magnitude (beneficial) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: moderate magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 38 comprises the Middleton Stoney Relief Road; a new road extending between the B430 at a point south of the site, to the B4030 Bicester Road at Middleton Road. As a new link, no RC3A flows are available to aid a discussion on severance. Generally, the link would be located in existing agricultural fields which have minimal access for WCH. There are no key WCH receptors where the link is proposed; other than the 297/8 and 297/3 designated footpaths which would be stopped up in the DS3A scenario. In terms of mitigation, a new bridleway crossing would be provided across the link approximately at its midway point. Elsewhere a toucan crossing would be provided over the link at the Bicester Road/MSRR/Middleton Road roundabout at the link’s southern extent and crossing facilities would be provided at the signalised junction at the link’s northern extent. Nevertheless, as the link is new, there would be an adverse impact on severance, although it would be limited at a <i>minor magnitude</i> of impact as a consequence of the mitigation provided and lack of WCH receptors adjacent the link.</p> <p>In terms of NMU delay, the link provides an significantly shorter surfaced route between OxSRFI and Bicester for cyclists and pedestrians than in the RC3A scenario where these users would have to route through Middleton Stoney. The stopping up of the 297/8 and 297/3 footways would increase journey times for pedestrians who would have to route via the new bridleway, although the use of these routes is expected to be limited. Overall, it is conserved that the reduction in journey times as a result of the MSRR, coupled with the delay for users of the footpaths, comprises a <i>moderate magnitude</i> beneficial impact in terms of NMU delay.</p> <p>In terms of NMU amenity, Link 38 would benefit from a 3m shared cycle track along its western edge. A new bridleway would be proposed just east of the link, with crossing points midway along the link, and at the roundabout with Bicester Road. Currently there is no continuous WCH provision on Bicester Road or through Middleton Stoney, with users having to walk/cycle on</p>

		<p>carriageway for large stretches. The infrastructure provision associated with the MSRR allows users to travel off carriageway, directly between the B430 and Bicester Road. This is deemed a <i>major magnitude</i> beneficial impact.</p> <p>In terms of fear and intimidation, in the DS3A scenario the average vehicle/hour over 18 hours is 1053 vehicles and the 18-hour HGVs is 2990 vehicles. The majority of the MSRR would be governed by the national (60mph) speed limit and thus average vehicle speed are highly likely to exceed 40mph. Accordingly, the DS3A fear and intimidation degree of hazard score is 60 (10+20+30), which equates to a 'Great' level of fear and intimidation. However, in the DS3A scenario, NMUs are not expected to be on the carriageway, instead using the separate facilities provided. In the RC3A scenario, NMUs would be on carriageway for a large portion of their journey. Therefore, it is considered that there would be a <i>moderate magnitude</i> beneficial impact on fear and intimidation between scenarios.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 54% of capacity, in the AM peak hour where the total flow would be 932 vehicles. The link is part of the embedded mitigation works which helps to draw traffic away from congested routes, particularly within Middleton Stoney and contributes to a reduction in the journey time for drivers. This reduction in journey times is considered to have a <i>major magnitude</i> beneficial impact on driver delay.</p> <p>As a new link, there are no collision clusters associated with this link. No collision problem was identified on the existing B430 or within Middleton Stoney. Link 38 is part of the embedded highway mitigation strategy that provides more direct access between Bicester and the OxSRFI development. This includes improvements NMU infrastructure, allowing pedestrians to walk off carriageway. This is seen to be a beneficial impact in terms of pedestrian safety, contributed to by Link 38. However, as no highway safety issue is likely to exist in the RC3A scenario, the benefits on Road User and Pedestrian Safety are limited and the impact is deemed to be of <i>minor magnitude</i>.</p>
	Embedded Mitigation	<p>Link 38 comprises the Middleton Stoney Relief Road; a new road extending between the B430 at a point south of the site, to the B4030 Bicester Road at Middleton Road. In terms of provision for NMUs, Link 38 would benefit from a 3m shared cycle track along its western edge. A new bridleway would be proposed just east of the link, with crossing points midway along the link, and at the roundabout with Bicester Road.</p>
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Moderate permanent beneficial (Potentially Significant)

		<ul style="list-style-type: none"> • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Moderate permanent beneficial (Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Moderate permanent beneficial (Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 39</p> <p>B430 Northampton Road A34 off slip</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: no change • Driver Delay: negligible magnitude (adverse) • NMU Delay: no change • NMU Amenity: no change • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios, Link 39 would be subject to a 40% increase in 24-hour total vehicle traffic. This, therefore, suggests that there may be a slight impact upon severance. However, Link 39 comprises an off slip from the A34 and therefore NMU would not cross the link in both scenarios and there are no WCH receptors adjacent to the link. Therefore, it is considered there would be a <i>no change</i> on severance in DS3A.</p> <p>Similarly, as NMU would not cross the link, there would also be a <i>no change</i> of impact on NMU delay and NMU amenity as a result of the change in traffic flows between RC3A and DS3A. Further, it is noted that neither total vehicle flows or HGV flows double.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 2% of capacity in the RC3A scenario, increasing to 3% of capacity in the DS3A scenario. Therefore, the impact on driver delay on this link is considered to be of <i>negligible magnitude</i>. As the increase in operating capacity increases between scenarios, this impact is assessed as adverse.</p>

		<p>Link 39 is subject to the national speed limit, and vehicles would likely average over 40mph in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 86 vehicles, and the total number of HGVs over 18 hours is 76. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 118, and the total number of HGVs over 18 hours is 77. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>From the PIC assessment included in the TA, one slight collision was recorded within the five-year study period on Link 39. One incident in a five-year period does not indicate the presence of a highway safety issue and the minimal increase in traffic on this link (668 vehicles in 24 hours) between the two scenarios would have a <i>negligible magnitude</i> of impact on the link. As traffic flows increase, this impact has been assessed as adverse.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 40</p> <p>B430/B4030 Middleton Stoney crossroads (internal link)</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: moderate magnitude (beneficial) • Driver Delay: moderate magnitude (beneficial) • NMU Delay: moderate magnitude (beneficial) • NMU Amenity: moderate magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 40 would be subject to a 33% reduction in 24-hour total vehicle traffic, equating to 6337 vehicles. In accordance with IEMA Guidelines, this would suggest a slight impact on severance, however, embedded mitigation is provided on this link. To facilitate pedestrian crossings of the link,</p>

		<p>a signalised pedestrian crossing would be provided over the link in the DS3A scenario, upgrading the current uncontrolled facilities. Frequent NMU crossings of the link are expected, with a key desire line along the B4030 crossing the link. It is considered that the provision of a signalised crossing and the reduction in traffic flows would have a <i>moderate magnitude</i> beneficial impact upon severance.</p> <p>Similarly, the provision of a signalised crossing indicates a positive impact on NMU delay. Furthermore, the decrease of 6337 vehicles on Link 40 within a 24-hour period, or approximately four fewer vehicles each minute on the link, would aid NMUs in crossing, and travelling along the link. Therefore, there would be a <i>moderate magnitude</i> of impact on NMU delay in the DS3A scenario.</p> <p>HGV flows halve between the RC3A and DS3A scenarios (73% reduction), and therefore the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. There would be in excess of four fewer vehicles on the link in the DS3A scenario, and one fewer HGV every 2 minutes. Furthermore, the provision of an upgraded 2m footway on the western edge of the link, a signalised crossing over the link, as well as other provision within the vicinity of the link, would have a beneficial impact on NMU amenity. Overall, it is considered that there would be a <i>moderate magnitude</i> impact on NMU amenity in the DS3A scenario.</p> <p>In the RC3A scenario, the link would be governed by a 20mph speed limit, and therefore vehicles are expected to be travelling at 20mph on the link. This limit would remain in place in the DS3A scenario. In terms of traffic flows, in RC3A, the average vehicle/hour flow over 18 hours is 985, and the total number of HGVs over 18 hours is 913. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (10+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 651, and the total number of HGVs over 18 hours is 244. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (10+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios suggesting a negligible impact. Nevertheless, mitigation for NMUs is provided on and adjacent the link and thus there would be a notable improvement in WCH experience. This is deemed to constitute a <i>minor magnitude</i> beneficial impact.</p> <p>The detailed modelling in the TA shows that in the RC3A scenario the Middleton Stoney crossroads would operate significantly over capacity. The construction of the MSRR would reduce traffic and congestion at the crossroads, with the junction operating within capacity in</p>
--	--	---

		<p>the DS3A scenario. It is considered that there would be a <i>moderate magnitude</i> beneficial impact upon driver delay between the scenarios.</p> <p>The collision data analysis found that no collisions were recorded on this link between January 2015 and December 2023, therefore there is no indication of an existing road user and pedestrian safety issue. Thus, there would be a <i>no change</i> on conditions as a result of the proposals.</p>
	Embedded Mitigation	In the DS3A scenario a 2m footway would be constructed along the western edge of the link. And a signalised pedestrian crossing would be provided over the link at its southern extent.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Moderate permanent beneficial (Potentially Significant) • Driver Delay: Large permanent beneficial (Significant) • NMU Delay: Moderate permanent beneficial (Potentially Significant) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Slight permanent beneficial (Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Moderate permanent beneficial (Significant) • Driver Delay: Large permanent beneficial (Significant) • NMU Delay: Moderate permanent beneficial (Significant) • NMU Amenity: Moderate permanent beneficial (Significant) • Fear and Intimidation: Slight permanent beneficial (Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 41</p> <p>B4030 Middleton Stoney Road between A4095 Roundabout and Empire Road</p> <p>Sensitivity: Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: moderate magnitude (adverse) • Driver Delay: moderate magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios, Link 41 would be subject to a 61% increase in 24-hour total vehicle traffic, implying a potential moderate adverse impact on severance. Frequent crossings of the link are expected, with a key desire line along the A4095 crossing Link 41 adjacent to the A4095 roundabout, where an uncontrolled pedestrian/cycle crossing with a refuge island is provided. Therefore, this increase in traffic flows</p>

	<p>would indeed produce a <i>moderate magnitude</i> adverse impact on severance.</p> <p>Similarly, the increase in traffic flows indicates an impact on NMU delay. While a 61% increase in total vehicle traffic suggests the possibility of a moderate impact; this increase comprises an actual increase of 7168 vehicles in a 24-hour period, or approximately two-three vehicles per minute, in each direction. Given the presence of a two-stage uncontrolled pedestrian/cycle crossing, an increase of two-three vehicles per minute would only have a <i>minor magnitude</i> adverse impact on NMU delay.</p> <p>The BTM modelling shows the link operating at a maximum of 77% of capacity in the RC3A scenario increasing to 102% of capacity in the DS3A scenario. This is the eastbound approach into the A4095/B4030 roundabout. There would therefore be an increased in driver delay, which would represent a <i>moderate magnitude</i> adverse impact.</p> <p>Although total traffic flows do not double and therefore the traffic changes in total traffic are negligible in accordance with IEMA Guidelines, there is a 149% increase in HGV flows indicates that there is a non-negligible impact on NMU Amenity. There would be an additional 346 HGVs on Link 41, over a 24-hour period (an average increase of 14 HGV an hour). A shared footway/cycleway is provided on the northern edge of Link 41, separated from the carriageway by a wide grass verge, offering a relatively pleasant experience for NMUs. Consequently, there would only be a <i>minor magnitude</i> adverse impact on NMU amenity as a result of this change in traffic flows.</p> <p>Link 41 is subject to a 40mph speed limit, although vehicles are likely to be under this limit, given the link's proximity to the A4095 roundabout. This is likely to remain the case in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 607, and the total number of HGVs over 18 hours is 225. Accordingly, the RC3A fear and intimidation Degree of Hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours was 963, and the total number of HGVs over 18 hours is 557. Accordingly, the DS3A fear and intimidation Degree of Hazard score is 30 (10+0+20), which also equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>From the PIC assessment included in the TA, one collision over a five-year period, slight in nature, was recorded on this link. This was a rear end shut on the eastbound approach to the A4095 roundabout. In itself</p>
--	--

		<p>this is not an indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be <i>negligible impact</i> in conditions as a result of the proposals. As traffic flows increase, this impact has been assessed as adverse.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Moderate permanent adverse (Potentially Significant) • Driver Delay: Moderate permanent adverse (Potentially Significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	<p>The TA identifies that the A4095/B4030 roundabout would be the subject of additional mitigation to increase capacity and provide signal-controlled Toucan crossings on all arms of the junction. The Toucan crossing and capacity increases would reduce moderate magnitude impact on severance and driver delay to negligible magnitude. Hence, with the additional mitigation in place, there would be the following magnitude impacts:</p> <ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse)
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not significant) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 42</p> <p>B4030 Middleton Stoney Road between Empire Road and NW Bicester access</p> <p>Sensitivity:</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: moderate magnitude(adverse) • Driver Delay: minor magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios there would be a 72% increase in 24-hour total vehicle traffic on Link 42, indicating a potential moderate impact upon severance. Frequent NMU crossings of the link is expected, with a key desire line between Empire Road and the west-</p>

<p>Low</p>		<p>bound 'Empire Road' bus stop, crossing the link. Access to the bus stop is via an uncontrolled pedestrian crossing with refuge island. In both scenarios the Himley Village residential development would be constructed, constituting a key WCH receptor to the north of the site, and generating NMU trips. Therefore, this increase in traffic flows would produce a <i>moderate magnitude</i> adverse impact on severance.</p> <p>Similarly, the increase in traffic flows indicates an impact on NMU delay. While a 72% increase in total vehicle traffic suggests the possibility of a moderate impact; this increase comprises an actual increase of 7381 vehicles in a 24-hour period, or approximately two-three vehicles per minute, in each direction. Given the presence of a two-stage uncontrolled pedestrian/cycle crossing, this increase in traffic would only have a <i>minor magnitude</i> adverse impact on NMU delay.</p> <p>There are limited turning points where vehicles would be delayed on Link 42, although the BTM modelling shows the link operating at a maximum of 65% of capacity in the RC3A scenario increasing to 90% of capacity in the DS3A scenario. It is the eastbound carriageway which would experience the worst delay. This increase in driver delay would comprise an adverse <i>minor magnitude</i> impact.</p> <p>Although there is only a 72% increase in total vehicle traffic flows on Link 42; a 149% increase in HGV flows indicates that there is a non-negligible impact on NMU amenity. There would be additional 345 HGVs on Link 42, over a 24-hour period (14 an hour). A two-stage, uncontrolled pedestrian crossing facilitates movements to the westbound bus stop. Consequently, although non-negligible, there would only be a <i>minor magnitude</i> adverse impact on NMU amenity between the scenarios.</p> <p>Link 42 is subject to a 40mph speed limit with vehicles expected to average between 30mph and 40mph in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 534, and the total number of HGVs over 18 hours is 224. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. For the DS3A, the average vehicle/hour flow over 18 hours is 900, and the total number of HGVs over 18 hours is 557. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. There is an increase in average vehicle/hour flow over 18 hours is of less than 400, and an increase in total number of HGVs over 18 hours of less than 500, therefore the impact is deemed low. This constitutes an adverse but <i>minor magnitude</i> impact in terms of fear and intimidation.</p>
------------	--	---

		One collision, deemed slight in nature, was recorded on this link between January 2015 and December 2023, therefore there is no indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be <i>no change</i> in conditions as a result of the proposals.
	Embedded Mitigation Effects (Significance)	None
	Additional Mitigation Effect of Travel Plan	None
	Residual Effects (Significance)	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent adverse (Not significant) Driver Delay: Slight permanent adverse (Not significant) NMU Delay: Slight permanent adverse (Not significant) NMU Amenity: Slight permanent adverse (Not significant) Fear and Intimidation: Slight permanent adverse (Not significant) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 43</p> <p>B4030 Middleton Stoney Road between NW Bicester accesses</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: minor magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: minor magnitude (adverse) Fear and Intimidation: minor magnitude (adverse) Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 43 would be subject to an 84% increase in 24-hour total vehicle traffic, indicating a moderate impact upon severance. However, there are no notable WCH receptors to the south of the link and there would be no regular need for NMUs to cross this link. Therefore, this increase in traffic flows would produce an adverse, but <i>negligible magnitude</i> of impact on severance.</p> <p>Similarly, the lack of WCH receptors to the south of Link 43 indicates there would be no regular need for NMUs to cross this link, and therefore the increase in traffic flows would produce a <i>negligible magnitude</i> of impact on NMU delay. As the traffic flows increase between scenarios, this impact has been assessed as adverse.</p>

		<p>There are no junctions (existing or proposed) on this link, and thus no points where the development traffic would result in additional turning movements, and thus the impact on driver delay would be limited. The BTM modelling shows that the link would operate at a maximum of 59% of capacity in the RC3A scenario increasing to 88% of capacity in the DS3A scenario. It is the eastbound carriageway which would experience the worst delay, although it would still operate with spare capacity in the DS3A scenario. Therefore, there would be a <i>minor magnitude</i> adverse impact on driver delay on this link.</p> <p>Although there is only a 84% increase in total vehicle traffic flows on Link 43; a 149% increase in HGV flows indicates that there is a non-negligible impact on NMU amenity. There would be additional 343 HGVs on Link 43, over a 24-hour period (14 an hour). There are no WCH receptors to the south of the link and there would be no regular need for NMUs to cross this link. Consequently, although non-negligible, there would only be a <i>minor magnitude</i> adverse impact on NMU amenity.</p> <p>Link 43 would be subject to a 40mph speed limit in both scenarios, and it is expected vehicles would travel at this limit in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 479, and the total number of HGVs over 18 hours is 223. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. For the DS3A, the average vehicle/hour flow over 18 hours is 862, and the total number of HGVs over 18 hours is 554. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle increase in average 18-hour vehicle flow (383 vehicles), and less a 500 HGV increase in total 18-hour HGV flow 331 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low. Therefore, it is considered that overall, there would be a <i>minor magnitude</i> adverse impact on fear and intimidation.</p> <p>Two collisions, both deemed slight in nature, were recorded on this link between January 2015 and December 2023, therefore there is no indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be <i>no change</i> in conditions as a result of the proposals.</p>
	<p>Embedded Mitigation</p>	<p>None</p>
	<p>Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect)

		<ul style="list-style-type: none"> • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Slight permanent adverse (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Slight permanent adverse (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 44</p> <p>B4030 Bicester Road between NW Bicester access and MSRR</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 44 would be subject to an 84% increase in 24-hour total vehicle traffic, indicating a potential moderate impact upon severance. However, there are no notable WCH receptors adjacent to the link and there would be no regular need for NMUs to cross this link. Therefore, this increase in traffic flows would produce an adverse, but a <i>negligible magnitude</i> of impact on severance.</p> <p>Similarly, the lack of WCH receptors to the south of Link 44 indicates there would be no regular need for NMUs to cross this link, and therefore the increase in traffic flows would produce a <i>negligible magnitude</i> of impact on NMU delay. As traffic flows increase, this impact has been assessed as adverse.</p> <p>There are no junctions (existing or proposed) on this link, and thus no points where the development traffic would result in additional turning movements. BTM modelling shows that the link would operate at a maximum of 58% of capacity in the RC3A scenario increasing to 88% of capacity in the DS3A scenario. The eastbound carriageway would experience the highest traffic flows, although it would still operate with spare capacity in the DS3A scenario. Therefore, there would be a <i>negligible magnitude</i> impact on driver delay on this link. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Although there is only a 84% increase in total vehicle traffic flows on Link 44; a 148% increase in HGV flows indicates that there is a non-negligible impact on NMU</p>

		<p>amenity. There would be additional 341 HGVs on Link 43, over a 24-hour period (14 an hour). There are no WCH receptors to the south of the link and there would be no regular need for NMUs to cross this link. Consequently, although non-negligible, there would only be a <i>minor magnitude</i> adverse impact on NMU amenity.</p> <p>Currently, at its eastern extent Link 44 is subject to a 40mph speed limit, although the majority of the link is governed by the national limit of 60mph. This would remain the case for the RC3A scenario, although in the DS3A the speed limit would be reduced to 50mph from 60mph. Nevertheless, it is expected that vehicles speeds would average in excess of 40mph in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 490, and the total number of HGVs over 18 hours is 223. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 886, and the total number of HGVs over 18 hours is 553. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+0+30), which also equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level and thus the impact upon fear and intimidation can be deemed to be of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Five collisions, three of which were deemed slight in nature and two serious, were recorded on this link between January 2015 and December 2023. There was no trend in incident frequency or location and therefore there is no indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be <i>no change</i> in conditions as a result of the proposals.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
Link 45	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: moderate magnitude (beneficial) • NMU Delay: minor magnitude (beneficial)

<p>B4030 Bicester Road to west of MSRR roundabout</p> <p>Sensitivity:</p> <p>Medium</p>	<ul style="list-style-type: none"> • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 45 would be subject to an 36% decrease in 24-hour total vehicle traffic, indicating a potential slight impact on severance. There are several WCH receptors to the south of the link including several existing dwellings and Bridleway 297/14, which meets Link 45 at the Middleton Stoney Road roundabout. However, there are limited receptors to the north of the link (apart from the Bicester Road eastbound bus stop) and thus there would be limited need for NMUs to cross Link 45. Nevertheless, the decrease in traffic flows would produce a <i>minor magnitude</i> beneficial impact on severance.</p> <p>Similarly, the lack of WCH receptors to the north of Link 45 indicates there would be no regular need for NMUs to cross this link other than to access the Bicester Road bus stops, and therefore the decrease in traffic flows would produce a <i>minor magnitude</i> beneficial impact on NMU delay.</p> <p>At the eastern end of this link is the proposed roundabout between the B4030/Middleton Road/MSRR. While there would be an increase in delay for vehicles on the B4030, the roundabout would allow vehicles to bypass Middleton Stoney, leading to a reduction in overall journey times. Furthermore, this would reduce total vehicle flows on Link 45, thus reducing congestion and delay for users of the link. Indeed, the BTM modelling shows that the link would operate at a maximum of 96% of capacity in the RC3A scenario (westbound AM peak) decreasing to 30% of capacity in the DS3A scenario (westbound PM peak). This reduction in congestion, coupled with the journey time reductions associated with the MSRR, constitute a <i>moderate magnitude</i> impact on driver delay on this link.</p> <p>Although there is only a 36% decrease in total vehicle traffic flows on Link 45; a 71% decrease in HGV flows indicates that there is a non-negligible impact on NMU amenity. The existing pedestrian infrastructure provision is poor, with a narrow footway abutting the southern carriageway edge, thus the reduction in traffic and HGVs would have a notable, positive impact on the experience of NMUs users traversing this link. Therefore, a <i>minor magnitude</i> of impact on NMU amenity is deemed a suitable conclusion.</p> <p>The majority of Link 45 would be governed by a 20mph speed limit in RC3A, although the eastern section would be governed by the national limit of 60mph. In the DS3A, this section would be reduced to 20mph also. Nevertheless, in both scenarios, vehicles would be</p>
--	--

		<p>expected to travel at between 20mph and 30mph. For RC3A, the average vehicle/hour flow over 18 hours is 460, and the total number of HGVs over 18 hours is 222. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 292, and the total number of HGVs over 18 hours is 64. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows decrease between scenarios, this impact has been deemed beneficial.</p> <p>The collision analysis undertaken as part of the TA found that no collisions were recorded on this link between January 2015 and December 2023, therefore there is no indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be <i>no change</i> in conditions as a result of the proposals.</p>
	Embedded Mitigation	The 20mph speed limit would be extended to the proposed roundabout at Middleton Road. This roundabout would facilitate the MSRR which would bypass traffic around Middleton Stoney, leading to a reduction in overall journey times.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Moderate permanent beneficial (Potentially Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Moderate permanent beneficial (Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
Link 46 B4030 Bicester Road	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: moderate magnitude (beneficial) • NMU Delay: minor magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial)

<p>(Middleton Stoney)</p> <p>Sensitivity:</p> <p>High</p>	<ul style="list-style-type: none"> • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 46 would be subject to a 38% reduction in 24-hour total vehicle traffic. Frequent crossings of Link 46 are expected, with a key desire line along the B430 crossing the link at its western extent, where there is an uncontrolled pedestrian crossing. Therefore, in accordance with IEMA Guidelines, this reduction in traffic flows would produce a <i>minor magnitude</i> beneficial impact on severance.</p> <p>Similarly, the reduction in traffic flows indicates an impact on NMU delay. In actual terms, a 38% reduction in total vehicle traffic comprises a decrease of 3333 vehicles on Link 46 within a 24-hour period, or approximately one vehicle per minute, in each direction. Given the presence of an uncontrolled pedestrian crossing a decrease of one vehicle per minute would have a <i>minor magnitude</i> beneficial impact on NMU delay.</p> <p>The construction of the MSRR would lead to a beneficial impact on driver delay as it would allow vehicles to bypass Middleton Stoney, leading to a reduction in overall journey times. Furthermore, this would reduce total vehicle flows on Link 46, thus reducing congestion and delay for users of the link. Indeed, the BTM modelling shows that the link would operate at a maximum of 116% of capacity in the RC3A scenario (westbound AM peak) decreasing to 100% of capacity in the DS3A scenario (westbound PM peak). This reduction in congestion, coupled with the journey time reductions associated with the MSRR, constitute a beneficial impact of <i>moderate magnitude</i> in terms of driver delay on this link.</p> <p>Although total traffic flows do not halve and therefore the traffic changes in total traffic flows are negligible in accordance with IEMA Guidelines, there is a 72% reduction in AADT HGV flows, indicating that there would be a non-negligible impact on NMU amenity. There would be 156 fewer HGVs on Link 46, over a 24-hour period (an average decrease of 6-7 HGVs an hour). Narrow footways are provided on both sides of the Link 46, with pedestrian desire lines within close proximity to the carriageway. Consequently, there would be a <i>minor magnitude</i> beneficial impact on NMU amenity.</p> <p>Link 46 would be governed by a 20mph speed limit in both scenarios. Link 46 extends east from the B430 for approximately 100m, and thus vehicle speeds are likely to be under 20mph as vehicle approach/leave the B4030/B430 signalised junction. For RC3A, the average vehicle/hour flow over 18 hours is 456, and the total number of HGVs over 18 hours is 210. Accordingly, the</p>
--	--

		<p>RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 282, and the total number of HGVs over 18 hours is 59. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows decrease between scenarios, this impact has been deemed beneficial.</p> <p>No collisions were recorded on this link between January 2015 and December 2023, therefore there is no indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be a <i>no change</i> on conditions as a result of the proposals.</p>
	Embedded Mitigation	The B4030/B430 junction is part of the embedded highway works, with proposals comprising the introduction of traffic signal-controlled pedestrian crossing facilities and connecting footway improvements. Although no improvements are proposed across Link 46, these works would improve experience for pedestrians walking along the B430.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Significant) • Driver Delay: Large permanent beneficial (Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Significant) • Driver Delay: Large permanent beneficial (Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
Link 47 B4030 Heyford Road (between Middleton)	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial)

<p>Stoney and Lower Heyford Road)</p> <p>Sensitivity:</p> <p>Low/Medium</p>	<ul style="list-style-type: none"> • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 47 would be subject to a 36% reduction in 24-hour total vehicle traffic. However, there are no notable WCH receptors adjacent to the link and there would be no regular need for NMUs to cross this link. Therefore, this decrease in traffic flows would produce a <i>negligible magnitude</i> of impact on severance. As traffic flows decrease between scenarios, this impact has been deemed beneficial.</p> <p>Similarly, the lack of WCH receptors to the south of Link 47 indicates there would be no regular need for NMUs to cross this link, and therefore the decrease in traffic flows would produce a <i>negligible magnitude</i> of impact on NMU delay. Again, as traffic flows decrease between scenarios, this impact has been deemed beneficial.</p> <p>There are no junctions (existing or proposed) on this link, and thus no points where the development traffic would result in additional turning movements. The BTM modelling shows that the link would operate at a maximum of 65% of capacity in the RC3A scenario decreasing to 35% of capacity in the DS3A scenario. The southeast bound carriageway would experience the highest traffic flows, although it would still operate with spare capacity in the DS3A scenario. Therefore, there would be a <i>negligible magnitude</i> impact on driver delay on this link. As traffic flows decrease between scenarios, this impact has been deemed beneficial.</p> <p>Total traffic flows do not halve and therefore the changes in total traffic flows are negligible in accordance with IEMA Guidelines. Although there is a 53% reduction in HGVs on Link 47 over a 24-hour period, there are no notable WCH receptors adjacent to the link and there would be no regular need for NMUs to cross or travel along the link. Thus, the beneficial impact in terms of NMU amenity, caused by this reduction in HGV flows would be limited to a <i>minor magnitude</i> only.</p> <p>Link 47 is governed by the national speed limit and vehicles are likely to exceed 40mph. This would be the same in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 509 and the total number of HGVs over 18 hours is 143. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 324 and the total number of HGVs over 18 hours is 67. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. Again, as traffic flows decrease between scenarios, this impact has been deemed beneficial.</p>
--	--

		As part of the collision records obtained for analysis within the TA, one serious collision was recorded on Link 47 within the 5-year period studied. The incident involved a solitary vehicle and therefore there is no indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be a <i>no change</i> of impact on conditions as a result of the proposals.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 48</p> <p>B4030 Heyford Road (Middleton Stoney)</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: moderate magnitude (beneficial) • Driver Delay: major magnitude (beneficial) • NMU Delay: minor magnitude (beneficial) • NMU Amenity: Moderate magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 48 would be subject to a 34% reduction in 24-hour total vehicle traffic, indicating a potential slight impact upon severance. Frequent crossings of Link 48 are expected, with a key desire line along the B430 crossing the link at its eastern extent, and several WCH receptors (private dwellings) adjacent to the link. Currently, and in the RC3A scenario, there is/would be an uncontrolled pedestrian crossing in this location. As part of OxSRFI, a signalised pedestrian crossing would provide an upgrade to this crossing in the DS3A scenario. Therefore, this reduction in traffic flows and new crossing provision would produce a <i>moderate magnitude</i> beneficial impact on severance.</p> <p>Similarly, the reduction in traffic flows indicates an impact on NMU delay. In actual terms, a 34% reduction in total vehicle traffic comprises a decrease of 3493 vehicles on Link 48 within a 24-hour period, or</p>

		<p>approximately one vehicle per minute, in each direction. Given the provision of a signalised pedestrian crossing in the DS3A scenario, and the reduction in traffic flows, would have a <i>minor magnitude</i> beneficial impact on NMU delay.</p> <p>Neither total vehicle or HGV flows halve between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are negligible in accordance with IEMA Guidelines. In actual terms, a 34% reduction in total vehicle traffic comprises a decrease of 3493 vehicles within a 24-hour period, or approximately one vehicle per minute, in each direction. However, the provision of a signalised pedestrian crossing would have a beneficial impact on NMU amenity. It is considered that the signalised pedestrian crossing, and the reduction in traffic flows, would have a <i>moderate magnitude</i> of impact on NMU amenity.</p> <p>Link 48 would be governed by a 20mph speed limit in the RC3A, and this would remain unchanged in the DS3A scenario. Thus, average vehicle speeds are likely to be under 20mph in both scenarios as vehicles approach/leave the B4030/B430 signalised junction. In terms of traffic flows, in RC3A, the average vehicle/hour flow over 18 hours is 534 and the total number of HGVs over 18 hours is 152. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 517 and the total number of HGVs over 18 hours is 77. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows decrease between the scenarios, this impact is deemed to be beneficial.</p> <p>The total vehicle flows would reduce on Link 48 in the DS3A scenario, thus reducing congestion and delay for users of the link. Indeed, the BTM modelling shows that the link would operate at a maximum of 112% of capacity in the RC3A scenario (south eastbound AM peak) decreasing to 63% of capacity in the DS3A scenario (south eastbound AM peak). This reduction in congestion, constitutes a <i>major magnitude</i> beneficial impact on driver delay.</p> <p>As part of the collision records obtained for analysis within the TA, Link 48 was analysed for the 5-year period studied. No incidents were observed, and therefore there is no indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be a <i>no change</i> of impact on conditions as a result of the proposals.</p>
	<p>Embedded Mitigation</p>	<p>The B430/4030 Middleton Stoney crossroads (of which Link 38 comprises the western arm) are part of the</p>

		embedded Highway Works associated with OxSRFI. As part of the works at the crossroads, a signalised pedestrian crossing would be provided across Link 48, serving the pedestrian desire line along the B430.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Moderate permanent beneficial (Potentially Significant) • Driver Delay: Large permanent beneficial (Significant) • NMU Delay: Slight permanent beneficial (Not significant) • NMU Amenity: Moderate permanent beneficial (Potentially Significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Moderate permanent beneficial (Significant) • Driver Delay: Large permanent beneficial (Significant) • NMU Delay: Slight permanent beneficial (Not significant) • NMU Amenity: Moderate permanent beneficial (Significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 49</p> <p>Upper Heyford Road (between Chilgrove Drive and HPLR)</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: major magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 49 would be subject to a 80% increase in 24-hour total vehicle traffic. Thus, the IEMA Guidelines suggest there would be a moderate change in severance. However, currently there are no notable WCH receptors to the south of the link and there is no regular need for NMUs to cross this link. Nevertheless, OxSRFI would generate WCH trips along this link in the DS3A scenario and constitutes a key WCH receptor. In the DS3A scenario a 5.2m segregated footway/cycleway would be provided alongside the link road, tying into 3rd party works. There would be limited need to cross to link in both scenarios, nevertheless this increase in flows suggests an <i>minor magnitude</i> adverse impact on severance in the DS3A scenario.</p> <p>Similarly, the 80% increase in traffic flows indicates an impact on NMU delay. In actual terms, this equates to an increase in total vehicle traffic of 6903 vehicles on Link</p>

	<p>49 within a 24-hour period, or approximately two vehicles per minute, in each direction. NMU movements across the HPLR are facilitated: at the western extent, the link road would tie in with the signalised junction constructed as part of Heyford Park, where a crossing would be provided. Therefore, on Link 49, there would be a <i>minor magnitude</i> adverse impact on NMU delay only.</p> <p>No junctions are proposed on this link as part of the OxSRFI development, although at the western extent the link road would tie in with the signalised junction constructed as part of Heyford Park. The BTM modelling shows that the link would operate at a maximum of 34% of capacity in the RC3A scenario (westbound AM peak hour) increasing to 46% of capacity in the DS3A scenario (westbound AM peak hour). The link would operate with spare capacity in both scenarios, with a minimal increase between the RC3A and DS3A. Therefore, it is considered that there would be a <i>minor magnitude</i> adverse impact on driver delay on this link.</p> <p>Total traffic flows or HGV flows do not double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are negligible in accordance with IEMA Guidelines. However, a 5.2m segregated footway/cycleway would be provided on the northern side of the link. As there would be no provision in the RC3A, this would constitute a <i>major magnitude</i> beneficial impact in terms of NMU amenity.</p> <p>Link 49 would be governed by a 60mph speed limit in both scenarios and thus vehicles are likely to be travelling at over 40mph on average. For RC3A, the average vehicle/hour flow over 18 hours is 452 and the total number of HGVs over 18 hours is 707. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 806 and the total number of HGVs over 18 hours is 889. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is suggested to be of <i>negligible magnitude</i>. However, the provision of a segregated footway/cycleway alongside the link would provide an enhanced experience for NMUs, reducing the fear and intimidation experienced on the link. Thus, there would be a <i>minor magnitude</i> beneficial impact on NMU Amenity in the DS3A scenario.</p> <p>As part of the collision records obtained for analysis within the TA, Link 49 was analysed for the 5-year period studied. No incidents were observed, and therefore there is no indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be a <i>no</i></p>
--	---

		<i>change</i> of impact on conditions as a result of the proposals.
	Embedded Mitigation	The original link would be replaced with the HPLR. At its eastern extent, the link road would tie in with the signalised junction constructed as part of Heyford Park. On the northern side of the carriageway a 5.2m segregated footway/cycleway would be provided alongside the link road. This will aid WCH traversing the route, where previously there was no provision.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Slight permanent adverse (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Slight permanent adverse (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 50</p> <p>New Link - HPLR between B430 and Secondary Access (as compared to Upper Heyford Rd)</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Although Link 50 is a new link, it effectively replaces Camp Road. Therefore, to aid a discussion on severance, RC3A flows on Link 49 can be used for comparison. In the DS3A scenario, the flows on Links 49 and 50 are the same. Between the RC3A and DS3A scenarios, Link 50 would be subject to a 80% increase in 24-hour total vehicle traffic. Thus, the IEMA Guidelines suggest there would be a moderate change in severance. There would be limited need to cross to link in both scenarios and so the impact would not be felt by a significant number of pedestrians. Nevertheless, the change in traffic flows suggests a <i>minor magnitude</i> adverse impact on severance in the DS3A scenario.</p>

	<p>Similarly, the 80% increase in traffic flows indicates an impact on NMU delay. In actual terms, this equates to an increase in total vehicle traffic of 6903 vehicles on the link within a 24-hour period, or approximately two vehicles per minute, in each direction. NMU movements across the link would be facilitated elsewhere on the link road. Consequently, there would only be a <i>minor magnitude</i> adverse impact on NMU delay.</p> <p>At the western extent, the link road would meet the OxSRFI secondary access. Other than at this junction, there are no points on the link where vehicles can make turning movements. BTM modelling shows the link would operate at a maximum of 44% of capacity in the DS3A scenario (south eastbound AM peak hour). Traffic flows would increase on the link; but the link would operate with spare capacity in both scenarios, and it is considered that there would be a <i>minor magnitude</i> adverse impact on driver delay on this link.</p> <p>Total traffic flows or HGV flows do not double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are negligible in accordance with IEMA Guidelines. However, a 5.2m segregated footway/cycleway would be provided on the northern side of the link. As there would be no provision in the RC3A, there would be a <i>major magnitude</i> beneficial impact on NMU amenity.</p> <p>Link 50 would be governed by a 60mph speed limit in both scenarios and thus vehicles are likely to be travelling at over 40mph on average. Comparing to Link 49, in RC3A, the average vehicle/hour flow over 18 hours is 452 and the total number of HGVs over 18 hours is 707. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 806 and the total number of HGVs over 18 hours is 889. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is suggested to be of negligible magnitude. However, the provision of a segregated footway/cycleway alongside the link would provide an enhanced experience for NMUs. Thus, there would be a <i>minor magnitude</i> beneficial impact on NMU amenity in the DS3A scenario.</p> <p>As part of the collision records obtained for analysis within the TA, Link 50 was analysed for the 5-year period studied. No incidents were observed, and therefore there is no indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be a <i>no change</i> of impact on conditions as a result of the proposals.</p>
--	--

	Embedded Mitigation	Link 50 is a new link, effectively replacing the Camp Road. At its western extent, the link would meet the Secondary Site Access, providing access to the OxSRFI development for cars only. In terms of NMU provision, on the northern side of the carriageway a 5.2m segregated footway/cycleway would be provided alongside the link road. This will aid WCH traversing the route, where previously there was no provision.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Slight permanent adverse (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effects of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Slight permanent adverse (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 51</p> <p>New Link - HPLR between B430 and Secondary Access (as compared to Upper Heyford Rd)</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: Moderate magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Although Link 51 is a new link, it effectively replaces Camp Road between the Secondary Site Access and the B430. Therefore, to aid a discussion on severance, RC3A flows on Link 49 can be used for comparison. In the DS3A scenario, the flows on Links 49 and 51 are the same. Between the RC3A and DS3A scenarios, Link 51 would be subject to a 80% increase in 24-hour total vehicle traffic. Thus, the IEMA Guidelines suggest there would be a moderate change in severance. However, there are limited WCH receptors adjacent the link there would be limited need to cross to link for NMUs in both scenarios. Therefore, this increase in traffic flows suggests an <i>minor magnitude</i> adverse impact on severance in the DS3A scenario.</p>

		<p>Similarly, the 80% increase in traffic flows indicates an impact on NMU delay. In actual terms, this equates to an increase in total vehicle traffic of 6903 vehicles on the link within a 24-hour period, or approximately two vehicles per minute, in each direction. Consequently, there would only be a <i>minor magnitude</i> adverse impact on NMU delay.</p> <p>Other than this junctions at the link's furthest extent, there are no points on the link where vehicles can make turning movements. The BTM modelling shows that the link would operate at a maximum of 44% of capacity in the DS3A scenario (southeast bound AM peak hour). Traffic flows would increase on the link; but the link would operate with spare capacity in both scenarios, and therefore it is considered that there would be a <i>negligible magnitude</i> impact in terms of driver delay on this link. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Total traffic flows or HGV flows do not double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are potentially negligible in accordance with IEMA Guidelines. However, a 3m shared footway/cycleway would be provided on the northern side of the link. As there would be no provision in the RC3A, this is considered to comprise a <i>moderate magnitude</i> beneficial impact in terms of NMU amenity.</p> <p>Link 51 would be governed by a 60mph speed limit in both scenarios and thus vehicles are likely to be travelling at over 40mph on average. Comparing to Link 49, in RC3A, the average vehicle/hour flow over 18 hours is 452 and the total number of HGVs over 18 hours is 707. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 806 and the total number of HGVs over 18 hours is 889. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is suggested to be of negligible magnitude. However, the provision of a shared footway/cycleway alongside the link would provide an enhanced experience for NMUs. Thus, there would be a <i>minor magnitude</i> beneficial impact on NMU amenity in the DS3A scenario.</p> <p>As a new link, no history of collisions is available for interrogation. Thus, there would be a <i>no change</i> of impact on conditions as a result of the proposals.</p>
	<p>Embedded Mitigation</p>	<p>Link 51 is a new link, effectively replacing the Camp Road between the Secondary Site Access and the B430. In terms of NMU provision, on the northern side of</p>

		the carriageway a 3m shared footway/cycleway would be provided alongside the link road.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Slight permanent beneficial (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 52</p> <p>NW Bicester access road</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 52 forms a site access into the Himley Village residential development. This development is currently being constructed and is expected to be in place in the RC3A and DS3A scenarios. In terms of traffic flows, between the two scenarios, there would be a 31% increase in 24-hour total vehicle traffic. Thus, the IEMA Guidelines suggest there would be a minor change in severance. Private dwellings part of the Himley Village development comprise WCH receptors adjacent the link, although it is expected suitable crossing points would be provided. Nevertheless, this increase would comprise a <i>minor magnitude</i> adverse impact on severance in the DS3A scenario.</p> <p>Similarly, the 31% increase in traffic flows indicates an impact on NMU delay. In the DS3A scenario, there would be 1026 vehicles on the link within a 24-hour period, or approximately one vehicles per minute, in either direction. Thus, there would still be gaps in the traffic for pedestrians to cross the link. Therefore, this increase in traffic flows would have a <i>minor magnitude</i> adverse impact on NMU delay only.</p>

		<p>The only junction on this link is the access road's junction with the B4030, and the traffic flows on the link are low in both scenarios. The link would operate with minimal congestion and delay. Indeed, the BTM modelling shows Link 52 would operate at a maximum of 4% of capacity in the RC3A scenario, compared to at a maximum of 12% of capacity (SB AM peak) in the DS3A scenario. In the worst performing scenario (DS3A SB AM peak) there would be 54 vehicles on the link within the peak hour, eight of which would be OxSRFI development traffic: a minimal amount. Therefore, there would be an adverse, but <i>negligible magnitude</i> impact on driver delay on this link.</p> <p>Total traffic flows do not double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are negligible in accordance with IEMA Guidelines. While HGV flows appear to double, no HGVs would be expected on this link in the RC3A scenario and only two HGVs are expected in the DS3A scenario. This increase in HGV traffic is trivial and likely to be conjecture of the model, which includes a distribution of OxSRFI HGV traffic by population centroids; and thus, when used to interpret effects as forensically as this, does not provide a complete view. In actuality, no HGVs would route via this link and there would be no HGV traffic on this link in either scenario. Nevertheless, traffic flows increase and thus it is deemed, there would be an adverse, but <i>negligible magnitude</i> impact on NMU amenity.</p> <p>Link 52 would be governed by a 30mph speed limit in both scenarios and thus vehicles are likely to be travelling between 20mph and 30mph on average. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 41 and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 53 and the total number of HGVs over 18 hours is 2. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is suggested to be of <i>negligible magnitude</i>. Traffic flows increase and thus this is deemed to be an adverse impact.</p> <p>The link was constructed in 2025 and thus currently has limited traffic flows, and no history of collisions is available for interrogation. There is a limited increase in traffic flows between the scenario, and thus it is considered there would be a <i>no change</i> of impact on conditions as a result of the proposals.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant)

		<ul style="list-style-type: none"> • Driver Delay: Slight permanent adverse (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Slight permanent adverse (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 53</p> <p>Bainton Road</p> <p>Sensitivity:</p> <p>Very High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 53 would be subject to a 46% increase in 24-hour total vehicle traffic. There would no HGVs on the link in either scenario. In accordance with IEMA Guidelines, there may be a minor change in severance. Bainton Road serves several dwellings either side, is narrow and has no pedestrian or cycling infrastructure. In the RC3A scenario, the daily traffic flow is 2482 vehicles, or approximately two vehicles a minute. In the DS3A scenario, there would be 3626 vehicles (of which 394 are forecast to be OxSRFI trips), or approximately 2.5 vehicle a minute. Therefore, whilst there is slight change in severance based on the percentage change in traffic flow, the traffic flows remain low in absolute terms and hence the impact on severance would be adverse, but of <i>negligible magnitude</i>.</p> <p>In terms of NMU delay, the WCH receptors adjacent the link would generate fairly regular trips along and across the link. There are no formal crossing points provided on the link, although vehicle speeds are restricted to 20mph within the village, and NMUs would have to wait for gaps in the traffic. In RC3A, a vehicle would pass a point on the link every 30 seconds. In DS3A, this would increase to every 24 seconds and hence traffic flows remain low in absolute terms. Thus, there would still be ample opportunities to cross the link and the impact on NMU delay would be of <i>negligible magnitude</i>. Nevertheless, the opportunities to cross the link in the DS3A scenario</p>

		<p>decrease and thus this impact has been assessed as adverse.</p> <p>Total traffic flows or HGV flows do not double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are negligible in accordance with IEMA Guidelines. Consequently, there would be a <i>negligible magnitude</i> impact on NMU amenity. As traffic flows increase this impact has been assessed as adverse.</p> <p>BTM modelling shows Link 53 would operate at a maximum of 14% of capacity (PM peak) in the RC3A scenario, compared to at a maximum of 17% of capacity (AM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be an adverse, but <i>negligible magnitude</i> impact on driver delay in the DS3A scenario.</p> <p>Within Bucknall, the link would be governed by a 20mph speed limit in both scenarios. Elsewhere, the is governed by the national 60mph speed limit. Therefore, it is considered that vehicles would be averaging between 30mph and 40mph in both scenarios. In terms of traffic flows, in the RC3A, the average vehicle/hour flow over 18 hours is 130 and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 189 and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 53. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be a <i>no change</i> in Road User and Pedestrian Safety on Link 53.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant)

		<ul style="list-style-type: none"> • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effects of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 54</p> <p>Ardley Road</p> <p>Sensitivity:</p> <p>Low/Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay minor magnitude (beneficial) • NMU Delay: moderate magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Ardley Road stretches from Ardley to Bucknall and is approximately 2.75km in length. There are limited WCH receptors adjacent the link, other than within Ardley and Bucknall themselves where several private dwellings front the link. Between the RC3A and DS3A scenarios, Link 54 would be subject to a 36% reduction in 24-hour total vehicle traffic flows (equating to 1812 vehicles), and a 100% reduction in HGVs flows on the link (22 HGVs). Thus, in accordance with IEMA Guidelines, there may be a slight change in severance. No NMU crossing facilities are provided on Link 54, meaning WCHs would have to wait for gaps in the traffic to cross the link. A 1812 reduction in daily flows equates to approximately one fewer vehicle each minute. Therefore, in accordance with IEMA Guidelines, there would be a <i>minor magnitude</i> beneficial impact on severance.</p> <p>Similarly, in terms of NMU delay, the private dwellings within Ardley and Bucknall would generate fairly regular trips along and across the link, particularly at times of peak traffic. As discussed, there are no formal crossing points provided on the link and NMUs would have to wait for gaps in the traffic to cross. In RC3A, there would be 5063 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link circa every 17 seconds. In DS3A, this time would increase to circa 27 seconds. Thus, there would be more opportunities to cross the link in the DS3A scenario, reducing NMU delay, although this benefit would largely be felt in</p>

	<p>Ardley and Bucknall only. Nevertheless, the impact upon NMU delay is deemed to be beneficial and of <i>moderate magnitude</i>.</p> <p>Total traffic flows do not halve between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are negligible in accordance with IEMA Guidelines. HGV flows decrease by 100%, although this reduction only comprises 22 HGVs, or less than one a hour: a trivial amount. Consequently, this suggests a beneficial, but <i>negligible magnitude</i> impact on NMU amenity.</p> <p>Although there are no points on Link 54 where vehicles can make turning movements; there would be a reduction in traffic flows on Link 54 between the two scenarios, indicating a reduction in congestion and delay on the link. The benefits of this reduction in flows would be realised at the speed control feature in Bucknall where Ardley Road is reduced to a single lane, and at private accesses where vehicles would turn onto the link. Indeed, the BTM modelling shows Link 54 would operate at a maximum of 93% of capacity (north westbound AM peak) in the RC3A scenario, and at a maximum of 23% of capacity (north westbound AM peak) in the DS3A scenario, suggesting a decrease in driver delay at the T-Junction in Ardley, of which Link 54 forms the minor arm. The decrease increase in operating capacity is large and therefore it is considered that there would be a <i>minor magnitude</i> beneficial impact in terms of driver delay in the DS3A scenario.</p> <p>In the RC3A scenario, the link would be governed by a 30mph limit in Ardley, a 20mph limit in Bucknall, and the national (60mph) limit between the villages. In the DS3A scenario, the speed limit in Ardley would be reduced to 20mph, the 20mph limit in Bucknall would remain, and the speed limit where 60mph, would be reduced to 40mph. Therefore, it is considered that within the RC3A scenario, vehicles on the link would average over 40mph, and in the DS3A they would average between 30mph and 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 265 and the total number of HGVs over 18 hours is 21. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 168 and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (97 vehicles), and less than a 500 HGV change in total 18-hour HGV flow (21 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered</p>
--	--

		<p>low, and thus there would be a <i>minor magnitude</i> beneficial impact between the two scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 54. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 54.</p>
	Embedded Mitigation	A road bridge over B430 Ardley Bypass (Bridge 16) would be constructed on the link. The speed limit in Ardley (30mph) would be reduced to 20mph, and the speed limit where 60mph, would be reduced to 40mph.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effects of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 55</p> <p>Unnamed Road between B4030 and Camp Road</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: moderate magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: minor magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 55 runs north to south from Camp Road to the B4030 (Lower Heyford Road) and is approximately 1.3km in length. There are no WCH receptors adjacent the link and few NMU trips along and across the link are expected in the RC3A scenario. In the DS3A scenario, a</p>

	<p>new publicly designated bridleway would intersect the link close to Camp Road. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 55 would be subject to a 58% reduction in 24-hour total vehicle traffic flows (equating to 6371 vehicles), and a 69% reduction in HGVs flows on the link (128 HGVs). Thus, in accordance with IEMA Guidelines, there may be a minor change in severance, although the reduction in traffic flows is just below the threshold for the impact to be considered moderate (60%). In the RC3A, no NMU crossing facilities are provided on Link 55, meaning WCHs would have to wait for gaps in the traffic to cross the link. In the DS3A, an equestrian crossing would be provided for NMUs at the proposed Bridleway, the only location regular NMU crossings of the link are expected. Considering the reduction in traffic flows, and the Bridleway and associated crossing provided, there would be a <i>moderate magnitude</i> beneficial impact on severance between the scenarios.</p> <p>In terms of NMU delay, there would be limited NMU trips along and across the link in the RC3A scenario, although the provision of a Bridleway across the link in the DS3A scenario would increase the frequency of NMU movements. Along the rest of the link no formal crossing points are proposed; and so NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 10904 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link every 8 seconds. In DS3A, this time would increase to 20 seconds. Thus, there would be more opportunities to cross the link in the DS3A scenario, thereby reducing NMU delay; although there would be limited benefit, as few trips across the link are expected. Where regular NMU trips are expected (along the proposed Bridleway) an equestrian crossing would be provided. The impact upon NMU delay is deemed to be beneficial and of <i>minor magnitude</i>.</p> <p>Total traffic flows and HGV flows halve between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. There would be a reduction of 6371 vehicles in 24 hours, or the equivalent of 4-5 fewer vehicles per minute on the link. However, no NMU infrastructure for NMUs is provided along the link, and the speed limit would remain high (60mph). Thus, overall, it is considered that impact on NMU Amenity would be beneficial, but of <i>minor magnitude</i>.</p> <p>Although there are no points on Link 55 where vehicles can make turning movements; there would be a reduction in traffic flows on Link 55 between the two scenarios, indicating a reduction in congestion and delay on the link. The benefits of this reduction in flows would be realised at the southern extent of the link where, in</p>
--	--

		<p>both scenarios, the link forms the minor arm of a T-junction with the B4030. In the north, the link would form the minor arm of a signalised T-junction with Camp Road, where the priority of the existing junction would be changed. These works would either be completed in the RC3A scenario as part of the Heyford Park highway works, or in the DS3A scenario as part of the OxSRFI highway works. It is considered that this alteration of the priority of the Camp Road would increase delay for northbound vehicles on Link 55, but this delay would be outweighed by benefits elsewhere on the highway network. The BTM modelling shows that the link would operate at a maximum of 65% (southbound AM) in the RC3A scenario, and at a maximum of 26% (northbound AM) in the DS3A scenario. Overall, the BTM modelling shows the reduction in traffic flows would cause a reduction in driver delay on the link in both directions, and this benefit is considered to be of a <i>minor magnitude</i>.</p> <p>In both scenarios, the link would be governed by the national (60mph) limit, and it is considered that vehicles on the link would average over 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 572 and the total number of HGVs over 18 hours is 176. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 238 and the total number of HGVs over 18 hours is 54. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows decrease this impact is deemed to be beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified four incidents on the link (three slight and one serious), but concluded that there was no evidence of any underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 55.</p>
	<p>Embedded Mitigation</p>	<p>The link remains largely unchanged between the RC3A and DS3A scenarios, apart from at its northern extent, where the link would form the minor arm of a signalised T-junction with Camp Road, where the priority of the existing junction would be changed. These works would either be completed in the RC3A scenario as part of the Heyford Park highway works, or in the DS3A scenario as part of the OxSRFI highway works.</p> <p>In terms of NMU provision; a new publicly designated bridleway would intersect the link close to Camp Road,</p>

		where an equestrian crossing would be provided across the link.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 56</p> <p>A41 on slip at Wendlebury Road</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 56 is a short link comprising of the southwest bound on slip to the A41 from Wendlebury Road, just north of Wendlebury. There are no WCH receptors adjacent the link and no NMU trips are expected along and across the link in the RC3A or DS3A scenarios. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 56 would be subject to a 40% reduction in 24-hour total vehicle traffic flows (equating to 233 vehicles). Thus, based on the IEMA Guidelines; there may be a minor change in terms of severance between scenarios. However, this change in terms of specific vehicle numbers is low, and no NMU trips are expected across the link. Therefore, it is considered that there would be a beneficial, but <i>negligible magnitude</i> impact on severance on Link 56.</p> <p>In terms of NMU delay, there would be no NMU trips along and across the link in either scenarios. Again, the decrease in traffic flows in terms of vehicles is low, and thus it is considered that there would also be a beneficial, but <i>negligible magnitude</i> impact in terms of NMU delay on the link.</p>

		<p>Total traffic flows do not halve between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are negligible in accordance with IEMA Guidelines. The number of HGVs on Link 56 in a 24-hour period increases from zero in the RC3A scenario, to one in the DS3A, and thus also considered to have trivial effect. Overall, it is considered that there would be a beneficial, but <i>negligible magnitude</i> of impact in terms of NMU amenity on the link.</p> <p>There are no points on Link 56 where vehicles can make turning movements and so the only point where a change in driver delay can be realised is as vehicles merge on the A41, although this impact is limited. Furthermore, the traffic flows on the link in both scenarios are low. Indeed, the BTM modelling shows the link operating at 5% of capacity (AM peak) in the RC3A scenario, dropping to 3% of capacity (PM peak) in the DS3A scenario. This change would result in a beneficial, but <i>negligible magnitude</i> upon driver delay between the two scenarios.</p> <p>In both scenarios, the link would be governed by the national (60mph) limit, although it is thought that vehicles would be travelling much slower, averaging between 30 and 40mph.</p> <p>In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 30 and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 18 and the total number of HGVs over 18 hours is 1. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. Since traffic flows reduce between scenarios, this impact is assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no incidents on Link 56 and concluded that there was no evidence of any underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 56.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect)

		<ul style="list-style-type: none"> Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 57</p> <p>B4100 between Hillside and East Street</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: minor magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: minor magnitude (adverse) NMU Amenity: negligible magnitude (adverse) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: no change <p>Link 57 comprises the B4100 between Hillside and East Street; a stretch that is approximately 1.4km in length. There are limited WCH receptors adjacent the link, other than a few private dwellings just south of Souldern and a small industrial site. Very few NMU trips are expected across the majority of the link in either scenario. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 57 would be subject to a 46% increase in 24-hour total vehicle traffic flows (equating to 2267 vehicles), and a 25% increase in HGVs flows on the link (30 HGVs). Thus, in accordance with IEMA Guidelines, there may be a slight change in severance. In both scenarios, no NMU crossing facilities would be provided on Link 56, meaning WCHs would have to wait for gaps in the traffic to cross the link. Overall, balancing the increase in traffic flow and the lack of formal NMU crossing points provided, with the lack of expected NMU trips; it is concluded that there would be an adverse impact upon severance of <i>minor magnitude</i> in the DS3A scenario.</p> <p>In terms of NMU delay, in both scenarios, there would be limited NMU trips along and across the link, but no formal crossing points are proposed and so NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 4965 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link every 17 seconds. In DS3A, this time would decrease to 12 seconds. Thus, there would be fewer opportunities to cross the link in the DS3A scenario, thereby increasing NMU delay; although there would be limited harm, as few trips across the link are expected. Thus, the impact upon NMU delay is deemed to be adverse and of <i>minor magnitude</i>.</p> <p>Total traffic flows and HGV flows do not double and therefore, in terms of NMU amenity, the changes in traffic flows are negligible in accordance with IEMA Guidelines. While no infrastructure for NMUs is provided</p>

		<p>along the link, very few NMU trips are expected also. Thus, the conclusion of a <i>negligible magnitude</i> of impact on NMU Amenity in the DS3A is suitable. As traffic flows increase this impact has been assessed as adverse.</p> <p>Although there are no points on Link 57 where vehicles can make turning movements; there would be an increase in traffic flows on Link 57 between the two scenarios, indicating a potential increase in congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 24% (south eastbound AM) in the RC3A scenario, and at a maximum of 42% (south eastbound AM) in the DS3A scenario. This increase in traffic flows would be translated to driver delay at points where other roads or private accesses meet the link, as vehicles would be joining a road with more traffic and thus fewer gaps in which to join. Overall, such points are limited, and the increase in maximum operating capacity between the scenarios is not large. Furthermore, the link operates with spare capacity in both scenarios. Therefore, it is considered that impact on driver delay would be adverse and of <i>negligible magnitude</i>, in the DS3A scenario.</p> <p>In both scenarios, the link would be governed by the national (60mph) speed limit, and it is considered that vehicles on the link would average over 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 260 and the total number of HGVs over 18 hours is 115. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 377 and the total number of HGVs over 18 hours is 139. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 57. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 57.</p>
	<p>Embedded Mitigation</p> <p>Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect)

		<ul style="list-style-type: none"> • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 58</p> <p>Unnamed Road north of Fritwell</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: no change • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 58 comprises an unnamed road extending north out of the village of Fritwell for approximately 1.2km before meeting another unnamed road. There are no WCH receptors adjacent the link, albeit from a few private accesses and very few NMU trips are expected along or across the link in either scenario. In terms of traffic flows, between the RC3A and DS3A scenario, there would be a 36% reduction in 24-hour total vehicle traffic flows (equating to 731 vehicles). There would be no HGVs on the link in either scenario. Thus, in accordance with IEMA Guidelines, there may be a slight change in severance. In both scenarios, no NMU infrastructure would be provided on Link 58, meaning WCHs would have to wait for gaps in the traffic to cross the link. Considering the reduction in traffic, and the lack of specific infrastructure provision for NMUs, it is considered that the conclusion of a <i>minor magnitude</i> beneficial impact in terms of severance in the DS3A scenario is suitable.</p> <p>In terms of NMU delay, there would be limited NMU trips along and across the link in both scenarios. However, no formal crossing points are proposed in either scenario; so NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 2026 vehicles on the link in a 24-hour period. The equates to a vehicle passing a point on the link every 43 seconds. In DS3A, this time would increase to 67 seconds. Thus, there would be more opportunities to cross the link in the DS3A scenario, thereby reducing NMU delay; although there would be limited benefit, as few trips across the link are expected, and there are large gaps in traffic in the RC3A scenario. Therefore, the impact upon NMU delay is deemed to be of beneficial, but of <i>negligible magnitude</i>.</p>

		<p>Total traffic flows and HGV flows do not halve between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are negligible in accordance with IEMA Guidelines. There would be a reduction of 731 vehicles in 24 hours, or the equivalent of one fewer every two minutes. Therefore, the conclusion of a <i>negligible magnitude</i> beneficial impact in terms of severance is suitable. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>Although there are no points on Link 58 where vehicles can make turning movements; there would be a reduction in traffic flows on Link 58 between the two scenarios, indicating a reduction in congestion and delay on the link. However, there are few points where the benefits of this reduction in flows would be realised; limited to private accesses and the T-junction at the link's northern extent. The BTM modelling shows that the link would operate with at a maximum of 11% (northbound PM) in the RC3A scenario, and at a maximum of 11% (northbound PM) in the DS3A scenario. It is therefore considered that there would be <i>no change</i> in terms of driver delay on the link in the DS3A scenario.</p> <p>In both scenarios, the link would be governed by the national (60mph) limit, and it is considered that vehicles on the link would average over 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 106 and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 67 and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. Since traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 58. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 58.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect)

		<ul style="list-style-type: none"> • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 59</p> <p>B4100 Aynho Road between A4260 and Mill Lane</p> <p>Sensitivity:</p> <p>Low/Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 59 comprises the B4100 Aynho Road between Adderbury and Mill Lane. This section of the B4100 is approximately 3km in length. There are limited WCH receptors adjacent the link, other than within Adderbury where several accesses to residential developments meet the link, as well as a public house and A primary school. In Adderbury, a two-stage signalised crossing is provided across the link as part of the A4260 junction at the link's western extent (adjacent to the school), and an uncontrolled pedestrian crossing point is provided adjacent to the public house at the edge of Adderbury. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 59 would be subject to a 81% increase in 24-hour total vehicle traffic flows (equating to 544 vehicles). No HGVs would be on the link in either scenario. Thus, in accordance with IEMA Guidelines, there may be a moderate change in severance. Outside of Adderbury this increase in traffic flows would have limited effect, due to the lack of WCH receptors. Overall, the balancing the increase in traffic flow on the link as a whole, with the provision of suitable NMU crossing points in Adderbury at key locations, it is concluded that there would be an adverse impact upon severance of <i>minor magnitude</i> in the DS3A scenario.</p> <p>The increase of 544 vehicles in a 24-hour period equates to one additional vehicle every three minutes. This is not a substantial increase in trips and would not significantly impact NMUs waiting for gaps in traffic to cross the link. Therefore, considering the provision of crossings in Adderbury where the majority of WCH trips across the link are expected in both scenarios, and the limited increase in vehicles, the impact upon NMU delay is deemed to be adverse, but of <i>minor magnitude</i>.</p>

	<p>Total traffic flows do not double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are negligible in accordance with IEMA Guidelines. There would be no HGVs on the link in either scenario. This increase of 544 vehicles equates to one additional vehicle every three minutes, which is not a substantial change. Therefore, the adverse impact upon NMU amenity is limited to <i>negligible magnitude</i>.</p> <p>Although there are no points on Link 59 where vehicles can make turning movements; there would be an increase in traffic flows on Link 59 between the two scenarios, indicating a potential increase in congestion and delay on the link. This potential increase in driver delay would be most felt at the link's western extent at the A4260 junction, and at the residential accesses within Adderbury where vehicles would have to wait to turn on to the link. The link is within the buffer zone of the BTM modelling and so Volume/Capacity ratios are not provided, but a 24-hour total vehicle flow of 1215 vehicles (DS3A) suggests the link is lightly trafficked and would not suffer from any issues involving congestion or delay. The expected impact in Adderbury is small, and while adverse, it is deemed to be of <i>minor magnitude</i>.</p> <p>In both scenarios, the link would be governed by a 20mph limit within Adderbury adjacent to the primary school, a 30mph limit within the rest of Adderbury, and the national (60mph) limit elsewhere on the link. It is expected that vehicles on the link would therefore average over 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 35 and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 64 and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 59. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found nine collisions on the link (seven slight and two serious). No two collisions occurred in the same location, other than a one slight and one serious at the A4100 junction. Nine incidents in a five-year period does not constitute a collision problem, when considering the length of the link (3km). Overall, there are no trends in collision location that indicate an underlying highway safety issue on this link that would</p>
--	--

		be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 59.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 60</p> <p>A4095/B430 internal junction link</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 60 is a short link comprising of an internal link of the junction between the B430 and the A4095. The link facilitates movements from the eastbound A4095 on to the northbound B430, as well as the opposing movement. There are no WCH receptors adjacent the link and no NMU trips are expected along and across the link in the RC3A or DS3A scenarios. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 60 would be subject to a 56% increase in 24-hour total vehicle traffic flows (equating to 898 vehicles). Thus, based on the IEMA Guidelines; there may be a slight change in terms of severance between scenarios. However, this change in terms of specific vehicle numbers is low, and no NMU trips are expected across the link. Therefore, it is considered that there would be a adverse, but <i>negligible magnitude</i> impact on severance on Link 60.</p> <p>In terms of NMU delay, there would be no NMU trips along and across the link in either scenarios. Again, the</p>

	<p>decrease in traffic flows in terms of vehicles is low, and thus it is considered that there would also be a adverse, but <i>negligible magnitude</i> impact in terms of NMU delay on the link.</p> <p>Total traffic flows do not double between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are negligible in accordance with IEMA Guidelines. The number of HGVs on Link 60 in a 24-hour period decreases by 30% in the DS3A (equating to 10 HGVs), and thus also considered to have a minimal effect. Overall, it is considered that there would be a adverse, but <i>negligible magnitude</i> of impact in terms of NMU amenity on the link.</p> <p>There are no points on Link 60 where vehicles can make turning movements and so the only point where a change in driver delay can be realised is as at each end of the link where vehicles join the B430 or the A4095. The BTM modelling shows the south westbound link operating at 14% of capacity (PM peak) in the RC3A scenario, increasing to 21% of capacity (PM peak) in the DS3A scenario. Thus, the link would comfortably operate with spare capacity in both scenarios. This change would result in a adverse <i>negligible magnitude</i> upon driver delay between the two scenarios.</p> <p>In both scenarios, the link would be governed by the national (60mph) speed limit, although it is thought that vehicles would be travelling much slower, averaging under 20mph.</p> <p>In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 85 and the total number of HGVs over 18 hours is 32. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 126 and the total number of HGVs over 18 hours is 22. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified four slight incidents at the junction between the B430 and A4095, although did not specify where the collisions occurred. Of the four collisions, one was a loss of control on approach to the junction, one was a motorbike losing control, and two were failures to give way. A further review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one slight incident on the link. Therefore, as was the case in the TA, it can be concluded that there is no</p>
--	--

		evidence of any underlying highway safety issue on the link that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 60.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 61</p> <p>Port Way/Kirlington Road</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 61 runs north to south from Camp Road to the B4030 (Lower Heyford Road) and is approximately 1.4km in length. There are no WCH receptors adjacent the link, other than one private dwelling, and few NMU trips along and across the link are expected in the RC3A or DS3A scenarios. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 61 would be subject to a 31% reduction in 24-hour total vehicle traffic flows (equating to 622 vehicles). There would be no HGVs on the link in either scenario. Thus, in accordance with IEMA Guidelines, there may be a slight change in severance. In both scenarios, the only NMU crossing facilities on Link 61 would be found at the link's northern most extent where an uncontrolled pedestrian crossing facilitates the desire line along Camp Road. There is no provision for WCH elsewhere on the link. Therefore,</p>

	<p>considering the reduction in traffic flows, and the lack of NMU infrastructure, the conclusion that there would be a <i>minor magnitude</i> beneficial impact on severance between the scenarios is suitable.</p> <p>In terms of NMU delay, there would be limited NMU trips along and across the link in the RC3A scenario, other than at Camp Road where an uncontrolled crossing is provided. Along the rest of the link, and at Camp Road, no signalised crossing points are proposed; and so NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 1998 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link every 43 seconds. In DS3A, this time would increase to 63 seconds. Thus, there would be more opportunities to cross the link in the DS3A scenario, thereby reducing NMU delay; although there would be limited benefit, as few trips across the link are expected. Where regular NMU trips are expected (along Camp Road) a crossing would be provided in both scenarios. The impact upon NMU delay is therefore deemed to be beneficial but of <i>negligible magnitude</i>.</p> <p>Total traffic flows and HGV flows do not halve between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are negligible in accordance with IEMA Guidelines. There would be a reduction of 622 vehicles in 24 hours, or the equivalent of circa one fewer vehicle every two minutes on the link. This is not deemed to be a substantial change and thus, it is considered that impact on NMU amenity would be beneficial, but of <i>negligible magnitude</i>.</p> <p>Although there are no points on Link 61 where vehicles can make turning movements; there would be a reduction in traffic flows on Link 61 between the two scenarios, indicating a reduction in congestion and delay on the link. The benefits of this reduction in flows would be realised at the extents of the link where, in both scenarios, the link forms priority-controlled T-junctions with Camp Road (north) and the B4030 (south). The BTM modelling shows that the link would operate at a maximum of 8% (southbound AM) in the RC3A scenario, and at a maximum of 5% (southbound AM and northbound PM) in the DS3A scenario. Overall, the BTM modelling shows the substantial reduction in traffic flows would cause a reduction in driver delay on the link in both directions, but this is limited, and the link operates with plenty of spare capacity in both scenarios. Thus, the impact is considered to be beneficial but of <i>negligible magnitude</i>.</p> <p>In both scenarios, the link would be governed by the national (60mph) speed limit, and it is considered that vehicles on the link would average over 40mph. In terms of traffic flows, in the RC3A scenario, the average</p>
--	---

		<p>vehicle/hour flow over 18 hours is 105 and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 72 and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows decrease, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified two slight incidents at the link's southern junction with the B4030, and no incidents elsewhere on the link. The analysis found no evidence of any underlying highway safety issue that would be affected by the changes in traffic flows; and thus, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 61.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 62</p> <p>Ardley Road between Somerton and Ardley</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: minor magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: minor magnitude (adverse) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: no change <p>Link 62 comprises Ardley Road between Fritwell Road (west) and Raghose Lane (east) and is approximately 2.9km in length. There are no WCH receptors adjacent the link, other than a few private dwellings within Somerton, and few NMU trips are expected along and across the link outside of Somerton in either scenario. No NMU infrastructure is provided on the link. In terms</p>

	<p>of traffic flows, between the RC3A and DS3A scenarios, Link 62 would be subject to an 253% increase in 24-hour total vehicle traffic, equating to 777 vehicles. Thus, in accordance with IEMA Guidelines, there may be a major change in severance. However, an increase of 777 vehicles equates to an average of just over one additional vehicle every two minutes, and overall flows would remain low in the DS3A scenario (1084 vehicles, or 45 an hour). No HGVs would be on the link in either scenario. Thus, while high in percentage terms, the increase in overall vehicles is limited. Coupled with the lack of NMU provision, it is deemed that the impact upon severance is adverse, but of <i>minor magnitude</i>.</p> <p>There would be limited NMU trips along and across the link in the RC3A scenario, other than within Somerton, where a few private dwellings may generate WCH trips. No crossing points are proposed anywhere on the link and so NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 307 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link every four to five minutes. In DS3A, this time would decrease to one to two minutes. Nevertheless, these gaps are large and in the DS3A scenario there would sufficient opportunities for NMUs to cross the link, resulting in minimal delay for NMUs. Therefore, the impact upon NMU delay is deemed to be adverse and of <i>negligible magnitude</i>.</p> <p>Total traffic flows double between the RC3A and DS3A scenarios, thus in terms of NMU Amenity the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. There would be an increase of 777 vehicles in a 24-hour period, or the equivalent of circa one additional vehicle every two minutes on the link. No NMU infrastructure is provided on the link and so WCHs would have to walk/cycle/ride on the carriageway. Overall, considering the slight increase in actual traffic flows, and the lack of NMU provision, it is deemed there would be a <i>minor magnitude</i> adverse impact on NMU amenity.</p> <p>Although there are no points on Link 62 where vehicles can make turning movements; there would be an increase in traffic flows on Link 62 between the two scenarios, indicating a potential increase in congestion and delay on the link. There are limited points on the link where this increase in driver delay could be most felt, other than at private accesses where vehicles would have to wait to turn on to the link. Traffic flows would remain low in absolute terms and the outputs from the BTM modelling show the link operating at a maximum of 6% of capacity in the DS3A scenario up from 2% of capacity in the RC3A scenario. The link would therefore continue to operate well within capacity and the impact on driver delay would be adverse, but of <i>negligible magnitude</i>.</p>
--	---

		<p>In both scenarios, the link would be governed by the national (60mph) limit, and it is considered that vehicles on the link would average over 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 16 and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 53 and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 62. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 62.</p>
	Embedded Mitigation	The Ardley Bypass links the OxSRFI Main Site with M40 J10 and the HGV Routeing Strategy and proposed environmental weight restrictions control the movement of HGV traffic, both of which minimise the impacts on link 62. Development traffic flows will be reduced from the levels assessed due to the impact of the Travel Plan and hence the increases in traffic flows would be reduced further.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
Link 63	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse)

<p>Somerton Road, Ardley (between junction with Church Road and B430)</p> <p>Sensitivity:</p> <p>Very High</p>	<ul style="list-style-type: none"> • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, the link would be subject to a 300% increase in 24-hour total vehicle traffic and therefore in accordance with IEMA Guidelines this increase in traffic flows would be categorised as having a major impact on severance. However, in absolute terms, traffic flows would remain low at 997 vehicles in 24 hours in the DS3A scenario, or an average of 42 vehicles per hour which would not be sufficient to result in severance. Therefore, this increase in traffic flow would produce an adverse, but <i>negligible magnitude</i> impact on severance and on NMU delay. Further there is a 100% decrease in traffic on the adjacent Church Road forecast by the BTM. So, in effect existing traffic is switching from Church Road to Somerton Road in the BTM. This is a modelling effect that would not happen in reality and so traffic flows on Somerton Road would increase by less.</p> <p>Traffic flows would remain low in absolute terms and the outputs from the BTM modelling show the link operating at a maximum of 5% of capacity in the DC3A scenario, an increase of 4% from the RC3A scenario. The link would therefore continue to operate well within capacity and there would be an adverse, but <i>negligible magnitude</i> of impact on in driver delay.</p> <p>In accordance with the IEMA Guidelines where traffic flow increases are less than double, the impact on amenity is negligible. Traffic flows are forecast to double, but with no HGV traffic present. As noted above, whilst there is a substantial percentage increase, absolute traffic flows would remain low, and some of the increase is likely to be associated with routing switching with Church Road in the BTM model. This is a modelling effect that would not happen in reality and so traffic flows on Somerton Road would increase by less. Therefore, the impact upon NMU amenity would be adverse, but of <i>negligible magnitude</i>.</p> <p>Somerton Road is subject to the 20mph speed limit. For RC3A, the average vehicle/hour flow over 18 hours is 13 vehicles, and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 49, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flow increase between the scenario, this impact has been assessed as adverse.</p>
---	---

		From the PIC assessment included in the TA, no collisions on this link were recorded in the five-year study period and hence there is not an existing collision problem. Thus, there would be <i>no change</i> in conditions as a result of the proposals.
	Embedded Mitigation	While no mitigation is provided on this link specifically, the Ardley Bypass links the OxSRFI Main Site with M40 J10 and the HGV Routeing Strategy and proposed environmental weight restrictions control the movement of HGV traffic, both of which would reduce traffic flows on the B430 and thorough Ardley. Further, development traffic flows will be reduced from the levels assessed due to the impact of the Travel Plan and hence the increases in traffic flows would be reduced further.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Slight permanent adverse (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Slight permanent adverse (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Slight permanent adverse (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Slight permanent adverse (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
Link 64 Mill Road south of Barton Hartshorn junction Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, the modelling shows Mill Road south of Barton Hartshorn junction would be subject to 47% reduction in 24-hour total vehicle traffic. In actual terms, two-way 24-hour traffic flows would reduce from 251 vehicles to 134 vehicles. In</p>

		<p>both scenarios there would be less than 11 vehicles an hour on Link 64: not enough to cause severance. Therefore, there would be many opportunities provided between vehicles for NMUs to cross the link in both scenarios, and it is considered that this reduction in traffic flows would comprise a <i>negligible magnitude</i> but beneficial impact on severance in the DS3A scenario.</p> <p>Similarly, the lack of WCH receptors adjacent the link and the limited number of vehicles that are predicted to use the link in both scenarios indicates that there would be a beneficial, but <i>negligible magnitude</i> of impact on NMU delay and NMU amenity between the scenarios.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 3% of capacity in the RC3A, reducing to a maximum of 2% of capacity in the DS3A. Consequently, drivers would experience minimal delay and queuing in both scenarios, and thus there would be beneficial but <i>negligible magnitude</i> of impact on driver delay between the two scenarios.</p> <p>In terms of fear and intimidation, the link is governed by the national speed limit, and vehicle speeds are likely to exceed 40mph. For RC3A, the average vehicle/hour flow over 18 hours is 13 vehicles, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 7, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. This impact has been assessed as beneficial due to the decrease in traffic flows between the scenarios.</p> <p>Link 64 was not included in the study area of the collision analysis undertaken as part of the TA. Nevertheless, a review of the crashmap.com database found no collisions were recorded on the link during the latest 5-year period (2020-2024). Given the reduction in traffic flows, and that there is no indication of a collision problem on the link, there would be <i>no change</i> in Road User and Pedestrian Safety on this link.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None

	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 65</p> <p>Mill Road between A421 and Barton Hartshorn junction</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, the modelling shows</p> <p>Mill Road between the A421 and Barton Hartshorn junction would be subject to 39% reduction in 24-hour total vehicle traffic. In actual terms, two-way 24-hour traffic flows would reduce from 298 vehicles to 181 vehicles. In both scenarios there would be less than 13 vehicles an hour on Link 65. Therefore, there would be many opportunities provided between vehicles for NMUs to cross the link in both scenarios, and it is considered that this reduction in traffic flows would comprises a <i>negligible magnitude</i> beneficial impact on severance in the DS3A scenario.</p> <p>Similarly, the lack of WCH receptors adjacent the link and the limited number of vehicles that are predicted to use the link in both scenarios indicates that there would be a beneficial, but <i>negligible magnitude</i> of impact on NMU delay, and NMU amenity.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 3% of capacity in the RC3A, reducing to a maximum of 0% of capacity in the DS3A. Consequently, drivers would experience minimal delay and queuing in both scenarios, and thus there would be a beneficial, but <i>negligible magnitude</i> of impact on driver delay between the two scenarios.</p> <p>In terms of fear and intimidation, the link is governed by the national speed limit, and vehicle speeds are likely to exceed 40mph. For RC3A, the average vehicle/hour flow over 18 hours is 16 vehicles, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 10, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and</p>

		<p>intimidation. Therefore, there is no step change between scenarios and hence the impact is beneficial, but of <i>negligible magnitude</i>.</p> <p>Link 65 was not included in the study area of the collision analysis undertaken as part of the TA. Nevertheless, a review of the crashmap.com database found no collisions were recorded on the link during the latest 5-year period (2020-2024). Given the reduction in traffic flows, and that there is no indication of an collision problem on the link, there would be <i>no change</i> in Road User and Pedestrian Safety on this link.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 66</p> <p>New Row</p> <p>Sensitivity:</p> <p>Very High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: no change • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>New Row is approximately 200m in length and runs between Middleton Road (west) and Bicester Road (east) within the southern portion of the village of Bucknall. New Row is narrow, and some sections can only accommodate one vehicle passing in each direction at once. The link is bordered on both sides with private dwellings, with frequent pedestrian and cycling trips expected along and across the link. No WCH specific infrastructure is provided on the link, albeit at the point New Row forms a T-Junction with Bicester Road where a narrow footway is provided along the junction's southern kerb radii. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to a 211% increase in 24-hour total vehicle traffic. Based on the IEMA Guidelines, this increase in traffic flows would be categorise as having a major impact on severance. However, in terms of the absolute number of vehicles on New Row, there would be 61 vehicles in a 24-hour period on New Row in the RC3A scenario, and 190 vehicles in the DS3A scenario. This equates to, on</p>

		<p>average, one vehicle every 24 minutes in the RC3A scenario, and one vehicle every eight minutes in the DS3A scenario. There are reductions to traffic on all the surrounding highway links, and it is likely that some of this change in traffic is due to 'noise' in the BTM, as traffic switches from using Bicester Road. As shown, overall vehicle numbers would remain low in absolute terms and not at a volume to cause severance. NMUs would have many opportunities to cross the link in both scenarios and thus it is deemed there would be adverse, but <i>negligible magnitude</i> impact in terms of severance.</p> <p>As discussed above, overall vehicle numbers would remain low, and NMUs would have many opportunities to cross the link in both scenarios. Therefore, the change in traffic flows would have an adverse, but <i>negligible magnitude</i> of impact on NMU delay.</p> <p>Traffic flows would remain low in absolute terms and the outputs from the BTM modelling show the link operating at a maximum of 1% of capacity in the DC3A scenario, up from 0% in the RC3A scenario. The link would therefore continue to operate well within capacity and there would be <i>no change</i> on in driver delay.</p> <p>In accordance with the IEMA Guidelines where were traffic flow increases are less than double, the impact on amenity is negligible. Traffic flows are forecast to double, but with no HGV traffic present. In actual terms, there would be 61 vehicles in a 24-hour period on New Road in the RC3A scenario, and 190 vehicles in the DS3A scenario. It is likely that some of this change in traffic is due to 'noise' in the BTM, as traffic switches from using Bicester Road and Middleton Road. This switch is unexpected as New Row is a lower quality route than Bicester Road and Middleton Road, consisting of a narrower road and vehicles would encounter two junctions as opposed to one.</p> <p>Nevertheless, the changes in flows as modelled, equates to an average of, one vehicle every 24 minutes in the RC3A scenario, and one vehicle every eight minutes in the DS3A scenario. One vehicle passing a point on the link every eight minutes would mean cars using the link are an infrequent occurrence, and many NMU trips along the link would be completed without meeting a vehicle at any point. Therefore, the adverse impact upon NMU amenity of <i>minor magnitude</i>.</p> <p>New Row would be subject to a 20mph speed limit in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 3 vehicles, and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 10, and the total number of HGVs over 18 hours is 0.</p>
--	--	---

		<p>Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is adverse, but of <i>negligible magnitude</i>.</p> <p>From the PIC assessment included in the TA, no collisions on this link were recorded in the five-year study period and hence there is not an existing collision problem. Thus, there would be <i>no change</i> in conditions as a result of the proposals.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Moderate permanent adverse (Potentially Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	<p>With the Travel Plan applied, the 24-hour traffic flows on the link reduce from 190 to 183 vehicles. Accordingly, there would be a 200% increase in vehicle flows on this link. Because the overall flows are so low, with the Travel Plan there would be a vehicle on the link every 8 minutes on average: the same as within the DS3A (no Travel Plan) scenario. Therefore, with the Travel Plan taken into account, the impacts remain as follows:</p> <ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: no change • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: negligible magnitude • Road User and Pedestrian Safety: no change
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Moderate permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
Link 67 Unnamed Road to Bainton	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse)

<p>Sensitivity:</p> <p>Low</p>	<ul style="list-style-type: none"> • Road User and Pedestrian Safety: no change <p>Link 67 comprises an unnamed road that runs between the B4100 Banbury Road and Bainton. There are no WCH receptors adjacent the link, other than a few private dwellings and the road is narrow, and some sections can only accommodate one vehicle passing in each direction at once. No NMU infrastructure is provided on the link, although limited WCH trips are expected along and across the link. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 67 would be subject to an 35% increase in 24-hour total vehicle traffic, equating to 224 vehicles. Thus, in accordance with IEMA Guidelines, there may be a minor change in severance. However, an increase of 224 vehicles equates to an average of just over one additional vehicle every six minutes, and overall flows would remain low in the DS3A scenario (870 vehicles, or 36 an hour). No HGVs would be on the link in either scenario. Thus, it is deemed that the impact upon severance on Link 67 is adverse, but only of <i>minor magnitude</i>.</p> <p>In terms of NMU delay, there would be limited NMU trips along and across the link in the RC3A scenario, other than where the few private dwellings may generate WCH trips. No crossing points are proposed anywhere on the link and so NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 646 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link with a frequency of just over 2 minutes. In DS3A, this time would decrease to approximately 1 minute 40 seconds. Thus, in the DS3A there would still be opportunities for NMUs to cross the link and minimal delay for NMUs. Therefore, the impact upon NMU delay is deemed to be adverse, but of <i>negligible magnitude</i>.</p> <p>Total traffic flows and HGV flows do not double between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are negligible in accordance with IEMA Guidelines. As discussed above, overall traffic numbers are low in both scenarios and therefore it is deemed there would be a <i>negligible magnitude</i> of impact on NMU amenity in the DS3A scenario. As traffic numbers increase, this impact has been deemed adverse.</p> <p>Traffic flows would remain low in absolute terms and the outputs from the BTM modelling show the link operating at a maximum of 7% of capacity in the DC3A scenario, up from 6% in the RC3A scenario. The link would therefore continue to operate well within capacity and there would be <i>negligible magnitude</i> of impact on in driver delay. This impact is assessed as adverse.</p>
---------------------------------------	--

		<p>In both scenarios, the link would be governed by the national (60mph) speed limit, although given the narrow and rural nature of the link it is considered that vehicles on the link would average between 30mph and 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 34 and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 46 and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows decrease, this impact is assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 67. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 67.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
Link 68 Somerton Road, Ardley (between Water Lane	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: no change • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change

<p>and Church Road)</p> <p>Sensitivity:</p> <p>Very High</p>		<p>Link 68 is approximately 450m in length and runs between Church Road and Water Lane within the western portion of the village of Ardley. Somerton Road is narrow, and some sections can only accommodate one vehicle passing in each direction at once. The link is bordered on both sides by private dwellings, with frequent pedestrian and cycling trips expected along and across the link. The link lacks specific NMU infrastructure in parts, and while a footway is provided for the northern section of the link, pedestrians would have to walk on the carriageway for the southern extent. The link would be subject to an 88% increase in 24-hour total vehicle traffic and therefore in accordance with IEMA Guidelines this increase in traffic flows would be categorised as having a moderate impact on severance. However, in absolute terms traffic flows are low, with a 24-hour flow of 531 vehicles in the RC3A, scenario increasing to 997 in the DS3A scenario, and no HGVs would be on the link in either scenario. On average there would be gaps of nearly one and a half minutes between vehicles, which would continue to provide lots of opportunity to cross the link, and the traffic flows are at a level which would not produce severance in either scenario. Therefore, the impact upon severance and NMU delay on Link 68 would be of adverse <i>negligible magnitude</i>.</p> <p>In accordance with the IEMA Guidelines where traffic flow increases are less than double, the impact on amenity is negligible. Traffic flows would not double with no HGV traffic present. Therefore, there would be an adverse, but <i>negligible magnitude</i> impact on NMU amenity.</p> <p>Traffic flows would remain low in absolute terms and the outputs from the BTM modelling show the link operating at a maximum of 6% of capacity in the DC3A scenario, an increase of 4% from the RC3A scenario. The link would therefore continue to operate well within capacity and there would be <i>no change</i> in driver delay.</p> <p>In the RC3A scenario, Somerton Road would be subject to a 20mph speed limit with this remaining in place in the DS3A scenario. Therefore, in both scenarios vehicles expected to travel under 20mph. For RC3A, the average vehicle/hour flow over 18 hours is 28 vehicles, and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 49, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As</p>
---	--	--

		<p>traffic flows increase between eh scenarios, this impact is deemed to be adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 68. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one serious collision on the link. One collision in five years is not indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 68.</p>
	Embedded Mitigation	The Ardley Bypass links the OxSRFI Main Site with M40 J10 and the HGV Routeing Strategy and proposed environmental weight restrictions control the movement of HGV traffic, both of which minimise the impacts on the link. Development traffic flows will be reduced from the levels assessed due to the impact of the Travel Plan and hence the increases in traffic flows would be reduced further.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 69</p> <p>B4030 Vendee Drive between Heaton Road and A4095</p> <p>Sensitivity: High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: no change • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 69 is approximately 480m in length and runs between Somerton Road and Fritwell Road within the northern portion of the village of Ardley. The link is bordered on both sides by private dwellings, with frequent pedestrian and cycling trips expected along and</p>

	<p>across the link. A footway is provided along the links southern edge for its entire length, and there is partial provision along the northern edge. In terms of traffic flows between the RC3A and DS3A scenarios, the link would be subject to an 74% reduction in 24-hour total vehicle traffic and therefore in accordance with IEMA Guidelines this increase in traffic flows would be categorise as having a moderate impact on severance. However, the decrease comprises 252 vehicles which equates to an average of just under one fewer vehicle every six minutes, and overall flows would remain low in the DS3A scenario (87 vehicles, or 4 an hour). No HGVs would be on the link in either scenario. The flows in both scenarios are not high enough to give rise to severance and thus, it is deemed that the impact upon severance is beneficial, but only of <i>negligible magnitude</i>.</p> <p>In absolute terms, there would be 339 vehicles on the link in the RC3A scenario, equivalent to one every 4 minutes on average. In the DS3A scenario, there would be 87 vehicles, equivalent to a one every 17 minutes. Between the scenarios, there would be no notable change in the opportunities to cross the link and thus the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of NMU delay.</p> <p>In accordance with the IEMA Guidelines where traffic flow increases are halved, the impact on amenity is not negligible. While traffic flows do halve, the decrease comprises 252 vehicles which equates to an average of just under one fewer vehicle every six minutes. This would not cause a notable difference in experience for pedestrians and cyclists on the link and therefore, while beneficial, the impact is deemed to be of <i>negligible magnitude</i>.</p> <p>Traffic flows would remain low in absolute terms and the outputs from the BTM modelling show the link operating at a maximum of 0% of capacity in the DC3A scenario, a decrease from 2% from the RC3A scenario. The link would therefore continue to operate well within capacity and there would be <i>no change</i> in driver delay.</p> <p>In the RC3A scenario, Somerton Road would be subject to a 20mph speed limit with this remaining in place in the DS3A scenario. Therefore, in both scenario vehicles expected to travel under 20mph. For RC3A, the average vehicle/hour flow over 18 hours is 18 vehicles, and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 5, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios</p>
--	---

		<p>and hence the impact is of <i>negligible magnitude</i>. As traffic flow decrease, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 69. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in road user and pedestrian safety on Link 69.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 70</p> <p>Church Road, Ardley</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: no change • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>The modelling results suggest that between the RC3A and DS3A scenarios, Link 70 would be subject to a 100% reduction in 24-hour total vehicle traffic. This is a result of the B430 being stopped up south of Church Road. In reality, in the DS3A scenario, Link 70 would remain open to traffic and thus this decrease appears to be an overestimation of the model, which routes traffic directly onto Somerton Road (link 66) in the DS3A scenario, as opposed to via Church Road in the RC3A.</p>

	<p>In reality, some traffic would use Church Road. Nevertheless, there would be limited traffic on this link in the DS3A scenario. In terms of NMU demand, there are several WCH receptors adjacent the link including several private dwellings. There are no formal crossing points over Link 70. Overall, because the BTM over estimates the reduction in traffic on Church Road with traffic switching to Somerton Road, the impact on severance is assessed as a beneficial <i>minor magnitude</i>.</p> <p>A footway is provided on the northern edge of Church Road, although it is narrow (width c. 1m). This would remain in place in the DS3A scenario. The reduction in traffic flows would reduce delay for NMUs crossing the link. Although, there are limited demand for pedestrians to cross the link, the reduction in traffic flows would have slight impact on the NMU delay for those travelling along the link. Thus, while beneficial, this impact would be of <i>negligible magnitude</i>.</p> <p>In terms of NMU amenity, a footway is provided on the northern edge of the link, which would remain in both scenarios. Total vehicle traffic flows are expected to halve, and therefore the changes in total traffic flows are non-negligible in accordance with IEMA Guidelines. Overall, because the BTM over estimates the reduction in traffic on Church Road with traffic switching to Somerton Road, the impact on NMU amenity is assessed as a beneficial <i>minor magnitude</i>.</p> <p>Traffic flows would remain low in absolute terms and the outputs from the BTM modelling show the link operating at a maximum of 0% of capacity in the DC3A scenario, a decrease from 4% from the RC3A scenario. The link would therefore continue to operate well within capacity and there would be <i>no change</i> in driver delay.</p> <p>In the RC3A scenario, Church Road would be subject to a 20mph speed limit with this remaining in place in the DS3A scenario. Therefore, in both scenarios, vehicles are expected to travel under 20mph. For RC3A, the average vehicle/hour flow over 18 hours is 15 vehicles, and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 0, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this is assessed as a beneficial impact.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 70.</p>
--	---

		Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 70.
	Embedded Mitigation Effects (Significance)	None
		<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	None
	Residual Effects (Significance)	Not applied
		<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 71</p> <p>Station Road between Main Street and Millfield Avenue</p> <p>Sensitivity:</p> <p>Low/Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 71 runs north from Marsh Gibbon to Main Street near Poundon in the north. The link measures approximately 2250m and has limited WCH receptors adjacent to it, other than in Marsh Gibbon where several dwellings front the link to the east.</p> <p>A narrow footway (c. 1m) running along the east edge of the link serves these dwellings. For the rest of length of the link, there is no NMU infrastructure meaning NMUs would have to wait for gaps in the traffic to cross. In terms of traffic flows, between the RC3A and DS3A scenarios, the modelling shows Link 71 would be subject to 36% reduction in 24-hour total vehicle traffic, but an 8% increase in HGV flows. In actual terms, two-way 24-hour traffic flows would reduce by 579 vehicles, or on average, one every 2-3mins. Thus, there would be a</p>

		<p>beneficial impact on severance, it is deemed that the impact is limited to a <i>minor magnitude</i>.</p> <p>Similarly, the lack of WCH receptors adjacent the link and the limited number of vehicles that are predicted to use the link in both scenarios indicates that there would be a <i>negligible magnitude</i> beneficial impact on NMU delay, and a <i>minor magnitude</i> beneficial impact on NMU amenity.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 11% of capacity in the RCSA, reducing to a maximum of 7% of capacity in the DS3A. Consequently, drivers would experience minimal delay and queuing in both scenarios, and thus there would be a <i>negligible magnitude</i> beneficial impact on driver delay between the two scenarios.</p> <p>In terms of fear and intimidation, the link is governed by the national speed limit, and vehicle speeds are likely to exceed 40mph. For RC3A, the average vehicle/hour flow over 18 hours is 83 vehicles, and the total number of HGVs over 18 hours is 11. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 53, and the total number of HGVs over 18 hours is 12. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows decrease, this impact is deemed beneficial.</p> <p>Link 71 was not included in the study area of the collision analysis undertaken as part of the TA. Nevertheless, a review of the crashmap.com database found no collisions were recorded on the link during the latest 5-year period (2020-2024). Given the reduction in traffic flows, and that there is no indication of an collision problem on the link, there would be <i>no change</i> in Road User and Pedestrian Safety on this link.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not significant) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied

	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not significant) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 72</p> <p>A43 EB right turn to MSA and M40 SB at Cherwell Roundabout</p> <p>Sensitivity:</p> <p>Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: moderate magnitude (adverse) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Between the RC3A and DS3A scenarios, Link 72 would be subject to a 68% increase in 24-hour total vehicle traffic. This, therefore, suggests that there may be a moderate impact upon severance. However, NMU are unlikely to cross, or have a need to cross, Link 72 in either scenario. As part of the redesign of J10, of which Link 72 is a part, new pedestrian and cycle infrastructure would be provided elsewhere at the Cherwell Roundabout providing an appropriate NMU route. Therefore, it is considered there would be a <i>negligible magnitude</i> beneficial impact on severance in DS3A.</p> <p>Similarly, as NMU are unlikely to cross or have need to cross the link, nevertheless new NMU specific infrastructure would be provided elsewhere at the Cherwell Roundabout and thus there would be a beneficial <i>negligible magnitude</i> of impact on NMU delay and NMU amenity between RC3A and DS3A scenarios.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 47% of capacity in the RC3A scenario. In the DS3A scenario, the link would operate at capacity, although traffic flows would remain low in absolute terms. Nevertheless, there would be an increase of 200 vehicles on this link within the worse-case morning peak hour. The impact on driver delay on this link is considered to be of <i>moderate magnitude</i>, although the embedded highway works at J10, of which Link 72 is a part, lead to an overall improvement of capacity at the Cherwell Roundabout.</p> <p>Link 72 is subject to a 50mph speed limit, although vehicles would be expected to be travelling between 20-30mph, given the nature of the link as an internal roundabout connection. This would be the case in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 151 vehicles, and the total number of HGVs over 18 hours is 438. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10),</p>

		<p>which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 247, and the total number of HGVs over 18 hours is 1477. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+10+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As overall traffic flows increase, this impact is deemed adverse.</p> <p>From the PIC assessment included in the TA, no collisions were recorded within the five-year study period on Link 72. It was concluded that there is not an existing highway safety issue at the Cherwell Roundabout. Nevertheless, as part of the embedded highway works associated with OxSRFI, Link 14 and the Cherwell Roundabout are subject to layout changes and thus it is considered that there may be <i>negligible magnitude</i> beneficial impact in conditions as a result of the proposals.</p>
	Embedded Mitigation	Link 72 is part of the embedded highway works at the M40 J10, which address the existing congestion at the junction thereby providing capacity at the Cherwell Roundabout to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 73</p> <p>B430 thorough Weston-on-the-Green (north of loading point)</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: no change • Driver Delay: negligible magnitude (beneficial) • NMU Delay: no change • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 73 runs north from the village of Weston-on-the-Green for approximately 1500m. Within Weston-on-the-Green are WCH receptors adjacent the link to the west, comprising private dwellings, although there are few WCH receptors to the east indicating a possible limited</p>

	<p>impact upon severance. A 2m footway is provided on the western side of the B430 serving the aforementioned residential development. Elsewhere on the link, few WCH receptors are to be found and there would be limited NMU trips across or along the link in both scenarios. No controlled crossing facilities are provided, meaning NMUs would have to wait for gaps in the traffic to cross the link. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 73 would be subject to a 0% change in 24-hour total vehicle traffic flows. Thus, in accordance with IEMA Guidelines, there would be <i>no change</i> in severance as a result in the reduction in traffic flows between the scenarios.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in the RC3A scenario, although as no signalised crossing is present NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 5533 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link every 16 seconds. In DS3A, this time would remain at 16 seconds. Thus, there would be no discernible change in the frequency of opportunities to cross the link in the DS3A scenario. Therefore, there would be <i>no change</i> in terms of NMU delay in the DS3A scenario.</p> <p>HGV flows halve between the RC3A and DS3A scenarios (61% reduction), and therefore, in terms of NMU amenity, the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. There would be a reduction of 204 HGVs vehicles in 24 hours, or the equivalent of one fewer HGV in an average seven-minute period. A footway is provided on the link's western edge, facilitating pedestrian movements along the link and would offer some protection. Overall, while non-negligible, it is considered that slight increase in flows corresponds to a <i>minor magnitude</i> beneficial impact in terms of NMU amenity.</p> <p>Although there are no points on Link 73 where vehicles can make turning movements; there would be a change in traffic flows on Link 73 between the two scenarios, indicating a change in congestion and delay on the link; realised at roads that meet the link by vehicles waiting to join the B430. The BTM modelling shows that the link would operate at a maximum of 40% (southbound AM) in the RC3A scenario, and at a maximum of 23% (southbound AM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and the reduction between the maximum operating capacities is not a substantial reduction. This is consistent with the small reduction in traffic flows, which would cause slight change for vehicles waiting to join the link also. Therefore, overall, it is considered that there would be a beneficial <i>negligible magnitude</i> impact on driver delay between the scenarios.</p>
--	--

		<p>In the RC3A scenario, the link would be governed by the national (60mph) speed limit, and this would remain unchanged in the DS3A scenario. It is considered that vehicle would therefore be travelling over 40mph on average, in both scenarios. In terms of flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 285 and the total number of HGVs over 18 hours is 312. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 283 and the total number of HGVs over 18 hours is 123. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As there is a reduction in traffic flows between the scenarios, this has been assessed as a beneficial impact.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified two slight incidents on the link but concluded that there was no evidence of any underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 73.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 74</p> <p>M40 SB merge at J10</p> <p>Sensitivity:</p> <p>Negligible</p>	Potential Effects	<ul style="list-style-type: none"> Severance: no change Driver Delay: moderate magnitude (beneficial) NMU Delay: no change NMU Amenity: no change Fear and Intimidation: no change Road User and Pedestrian Safety: minor magnitude (beneficial)

		<p>There are no WCH receptors adjacent Link 74 and there would be no access to this link for WCH in the RC3A and DS3A scenarios. Pedestrian/cycle activity is not, and would not, be permitted on Link 74, and thus there would be no discernible change in; severance, NMU delay, NMU amenity, fear and intimidation, and Pedestrian Safety. Accordingly, there would be <i>no change</i> in these criteria between the RC3A and DS3A scenarios.</p> <p>The BTM modelling shows that the link would operate at a maximum of 137% (AM peak hour) in the RC3A scenario, and at a maximum of 81% (AM peak hour) in the DS3A scenario. In the RC3A scenario there would be 1836 vehicles on the link in the morning peak hour. In the DS3A scenario this would increase to 2576, 173 of which would be OxSRFI traffic. This constitutes a notable improvement in operating capacity that would lead to a reduction in journey times for vehicles joining the M40. This, coupled with the embedded highway works elsewhere at J10 which are facilitated by the changes to Link 74, would lead to a substantial reduction in overall journey times. Consequently, it is considered that the beneficial effect on driver delay would be of <i>moderate magnitude</i>.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at Junction 10 (two slight collisions were recorded in a 5-year period). As part of the embedded highway mitigation at J10, Link 4 would be fundamentally altered. The embedded highway mitigation addresses the capacity constraint at the existing M40 junction and provides a significantly improved route to Bicester, in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation	Link 74 is part of the embedded highway works at the M40 J10, which address the existing congestion at the junction thereby providing capacity at the Cherwell Roundabout to accommodate the OxSRFI development traffic. Specifically, Link 74 comprises the M40 J10 SB which would be widened, improving its capacity and enabling it to accommodate the OxSRFI traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied

	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 76</p> <p>A43 EB on M40 J10 bridge</p> <p>Sensitivity:</p> <p>Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible impact (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Link 76 represents the A43 eastbound over the M40 bridge. Between the RC3A and DS3A scenarios, Link 76 would be subject to a 23% reduction in 24-hour total vehicle traffic. However, there are no WCH receptors strictly adjacent to Link 76, and there is no need for NMUs to cross this link. Currently there is limited WCH infrastructure provision on this link. Although a footway is provided on the northern edge of the carriageway, it does not tie in with any other infrastructure either side of J10. As part of the embedded highway works at Junction 10 signalised crossings would be provided for pedestrian and cyclists at the Ardley roundabout: facilitating crossings on the A43. Therefore, considering the provision of NMU facilities elsewhere at Junction 10, the lack of WCH receptors adjacent the link, and the lack of requirement NMUs would have to cross the link, it is considered that there would be a <i>negligible magnitude</i> beneficial impact on severance as a result of the change in traffic flows between RC3A and DS3A.</p> <p>Similarly, the provision of NMU facilities elsewhere at Junction 10, the lack of WCH receptors adjacent the link, and the lack of requirement NMUs would have to cross the link, it is considered that there would be a <i>negligible magnitude</i> beneficial impact on NMU delay as a result of the change in traffic flows between RC3A and DS3A.</p> <p>Total vehicle traffic flows do not halve; however, HGV flows do (290% increase) and therefore the changes in flows are non-negligible in accordance with IEMA Guidelines when discussing NMU amenity. The increase in HGV flows comprise 1704 HGVs, or one every 50 seconds on average. In the DS3A scenario, there would be an improvement on the infrastructure provided at J10. Because total flows decrease and the increase in actual HGV numbers is not severe, when considering the improvements in NMU infrastructure at J10, the impact on NMU amenity is deemed to be beneficial, but of <i>minor magnitude</i> only.</p>

		<p>Link 76, as existing, is subject to the national speed limit of 60mph and it is considered likely that average vehicle speeds could exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 746 vehicles and the 18-hour HGVs is 514 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A, the link would be governed by a 40mph speed limit and average speeds would be between 30mph and 40mph. In DS3A, the average vehicle/hour over 18 hours is 553 vehicles and the 18-hour HGVs is 1914 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+10+20), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level and thus the impact is of <i>negligible magnitude</i>. As traffic flows decrease between scenarios, this impact has been assessed as beneficial.</p> <p>The changes to J10 and the Ardley Roundabout results in an increase in peak hour flows on Link 76, and the BTM modelling shows the link operating within capacity in both peak hours in the RC3A and DS3A scenarios. The embedded highway works at J10 would lead to a reduction in overall journey times and it is considered that this would have a beneficial impact on driver delay of <i>minor magnitude</i>.</p> <p>In terms of road user safety, the collision analysis undertaken as part of the TA concluded that there were no trends in collision data that suggested the presence of a highway safety issue at J10. The embedded highway mitigation addresses the capacity constraint at the existing J10 and provides a significantly improved route to Bicester, in terms of congestion and thus safety for road users. However, given no pre-existing highway safety issue was identified; these beneficial improvements are only considered to have a <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation	Whilst no changes to the bridge over the M40 specifically; the M40 J10 is part of the embedded highway works which address the existing congestion at the junction thereby providing capacity to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied

	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent beneficial (Not significant)
<p>Link 78</p> <p>A43/A422 roundabout circulatory (A43 SB)</p> <p>Sensitivity:</p> <p>Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Link 78 comprises the Brackley Bypass roundabout circulatory between the entry and exit of the eastern arm (Brackley Bypass). Between the RC3A and DS3A scenarios there would be 7% increase in total vehicles on Link 78. However, the link would see a 47% decrease in HGVs between the two scenarios. Nevertheless, this indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms on NMU demand, there are no WCH receptors adjacent the link and, being a roundabout circulatory the link would have no WCH crossings. Therefore, it is considered that there would be a <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Total vehicle traffic flows and HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. Further, when considering the lack of NMU trips expected on or across the link, it is deemed that the impact would be of <i>negligible magnitude</i> in terms of NMU amenity. Traffic flows increase between scenarios and thus this impact is deemed adverse.</p> <p>Link 78, in both scenarios, is governed by a the national (70mph) speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 20mph and 30mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 186 vehicles and the 18-hour HGVs is 269 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a ‘Small’ level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 195 vehicles and the 18-hour HGVs is 140 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a ‘Small’ level of fear and intimidation. Therefore, there is no step</p>

		<p>change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 78 would operate at a maximum of 36% of capacity in the AM peak of the RC3A and 33% of the DS3A scenario. This is a minimal change and thus, it is considered that there would be a <i>negligible magnitude</i> impact on driver delay in the DS3A scenario. As the operating capacity of the link is predicted to improve, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA no collision problem was identified on Link 78 or at the Brackley Bypass roundabout. Therefore, there is no underlying highway safety issue that could be exacerbated by changes to traffic flows. Nevertheless, the change in flows is minimal. Overall, there is thought to be a <i>negligible magnitude</i> of impact on road user safety on Link 78. As traffic flows increase, this impact has been assessed as adverse.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 79</p> <p>A43 SB within Cherwell Roundabout</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: moderate magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios, Link 79 would be subject to a 26% increase in 24-hour total vehicle traffic. This suggests that there may be a negligible impact upon severance and NMU Delay. NMUs are unlikely to cross Link 79 in both scenarios. Therefore, a <i>negligible magnitude</i> of impact on these criteria in DS3A on Link 79 is a suitable assessment. As traffic flows</p>

		<p>increase, these impacts have been assessed as adverse.</p> <p>Total vehicle traffic flows and HGV flows are not expected to double, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. Further, when considering the lack of NMU trips expected on or across the link, it is deemed that the impact would be of <i>negligible magnitude</i> in terms of NMU amenity. Traffic flows increase between scenarios and thus this impact is deemed adverse.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 76% of capacity in the RC3A scenario. In the DS3A scenario, the link would operate at 75% of capacity. Thus, the link would operate with capacity in both scenarios. The redesign of this link is part of the embedded highway works at J10, which lead to an overall improvement of capacity at the Cherwell Roundabout, reducing journey times for vehicles passing through the junction. This benefit is considered to comprise a <i>moderate magnitude</i> of impact.</p> <p>Link 79 would be subject to a 50mph speed limit in the RC3A. This would be lowered to 40mph in the DS3A scenario. In terms of traffic flows, in RC3A, the average vehicle/hour flow over 18 hours is 1293 vehicles, and the total number of HGVs over 18 hours is 2909. Accordingly, the RC3A fear and intimidation degree of hazard score is 70 (20+20+30), which equates to a 'Great' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 1590, and the total number of HGVs over 18 hours is 4622. Accordingly, the DS3A fear and intimidation degree of hazard score is 70 (20+30+20), which equates to a 'Great' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase between scenarios, this impact has been assessed as adverse.</p> <p>From the PIC assessment included in the TA, no collisions were recorded within the five-year study period on Link 79. It was concluded that there is not an existing highway safety issue at the Cherwell Roundabout. Nevertheless, as part of the embedded highway works associated with OxSRFI, Link 14 and the Cherwell Roundabout are subject to layout changes and thus it is considered that there may be <i>negligible magnitude</i> of impact in conditions as a result of the proposals. As traffic flows increase between scenarios, this impact has been assessed as adverse.</p>
	<p>Embedded Mitigation</p>	<p>Link 79 is part of the embedded highway works at the M40 J10, which address the existing congestion at the junction thereby providing capacity at the Cherwell</p>

		Roundabout to accommodate the OxSRFI development traffic.
	Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Slight permanent beneficial (Not Significant) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Slight permanent beneficial (Not Significant) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 80</p> <p>A41 Vendee Drive roundabout circulatory exit to Vendee Drive</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (beneficial) Driver Delay: negligible magnitude (beneficial) NMU Delay: negligible magnitude (beneficial) NMU Amenity: negligible magnitude (beneficial) Fear and Intimidation: minor magnitude (adverse) Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Between the RC3A and DS3A scenarios there would be a 2% reduction in total vehicles on Link 80. However, the link would see a 46% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms on NMU demand, there are limited WCH receptors adjacent the link and, being a roundabout circulatory the link would have no WCH crossings. Therefore, it is considered that there would be a <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario. As traffic flows reduce, this impact is assessed as beneficial.</p> <p>Total vehicle traffic flows and HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. In terms of provision for NMUs, a 2m footway is provided on the outside of the roundabout, setback from the carriageway by a verge. Therefore, it is considered that there would be a <i>negligible magnitude</i> impact on NMU amenity. As total traffic flows reduce, this has been assessed as beneficial.</p> <p>Link 80, in both scenarios is governed by a 40mph speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 20mph and 30mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 1430</p>

		<p>vehicles and the 18-hour HGVs is 1412 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (20+10+10), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 1390 vehicles and the 18-hour HGVs is 2037 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (20+20+10), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle decrease in average 18-hour vehicle flow (18 vehicles), but more than a 500 HGV increase in total 18-hour HGV flow (647 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium or low. Therefore, it is considered that overall, there would be a <i>minor magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 80 would operate at a maximum of 67% of capacity (PM peak) in the RC3A scenario, compared to at a maximum of 66% of capacity (PM peak) in the DS3A scenario. The total number of vehicles on the link in the PM peak hour would reduce by 21. Thus, it is considered that there would be a beneficial <i>negligible magnitude</i> impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA showed several collisions on Link 80. In the five-year period studied, nine incidents were reported, including two fatal collisions. Few appear to involve HGVs. The analysis concluded that there is an collision problem on in this location, identifying the high speed A41 NB approach and geometric form of the junction as contributing factors. Nevertheless, the reduction in total traffic flows would not worsen these issues. Indeed, the increase in HGV traffic on the link may slow approach speeds on the A41. Overall, there is thought to be a <i>negligible magnitude</i> of impact on road user safety. As total traffic flows reduce, this has been assessed as beneficial.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral)

		<ul style="list-style-type: none"> • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 81</p> <p>A41 Vendee Drive roundabout circulatory exit to Vendee Drive</p> <p>Sensitivity:</p> <p>Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: no change • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Between the RC3A and DS3A scenarios there would be a 2% reduction in total vehicles on Link 81. However, the link would see a 46% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms on NMU demand, there are limited WCH receptors adjacent the link and, being a roundabout circulatory the link would have no WCH crossings. Therefore, it is considered that there would be a <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario. As traffic flows reduce, this impact is assessed as beneficial.</p> <p>Total vehicle traffic flows and HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. In terms of provision for NMUs, a 2m footway is provided on the outside of the roundabout, setback from the carriageway by a verge. Therefore, it is considered that there would be a <i>negligible magnitude</i> impact on NMU amenity. As total traffic flows reduce, this has been assessed as beneficial.</p> <p>Link 81, in both scenarios is governed by a 40mph speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 20mph and 30mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 1360 vehicles and the 18-hour HGVs is 1412 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (20+10+10), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 1360 vehicles and the 18-hour HGVs is 2037 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (20+20+10), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle decrease in average 18-hour vehicle flow (35 vehicles), but more than a 500 HGV increase in total 18-hour HGV flow (647 HGVs). Therefore, in accordance with IEMA guidelines,</p>

		<p>the magnitude of impact can be considered medium or low. Therefore, it is considered that overall, there would be a <i>minor magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 81 would operate at a maximum of 54% of capacity in both PM peaks of the RC3A and DS3A. Thus, it is considered that there would be a <i>no change</i> in terms of driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA two collisions on Link 81, which does not indicate a problem, although an collision problem was identified elsewhere on the roundabout. Nevertheless, the change in flows is minimal, and there is a reduction in total vehicles on the link, Therefore, overall, there is thought to be a <i>negligible magnitude</i> of impact on road user safety on Link 81. As overall traffic flows decrease, this impact has been assessed as beneficial.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 82</p> <p>A41 Tesco roundabout right turn through junction</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: no change • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Between the RC3A and DS3A scenarios there would be a 4% reduction in total vehicles on Link 82. However, the link would see a 43% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In actuality, this increase comprises 357 HGVs, or the equivalent of one every four minutes. In</p>

		<p>terms on NMU demand, there are no WCH receptors adjacent the link and, being the right turn in the centre of a roundabout the link would have no WCH crossings. Therefore, it is considered that there would be a <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario. As traffic flows decrease, this impact is assessed as beneficial.</p> <p>Total vehicle traffic flows and HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. Furthermore, no pedestrians are expected on or across the link, and provision for cyclists can be found elsewhere at the roundabout. Therefore, it is considered that there would be a <i>negligible magnitude</i> of impact on NMU amenity. As traffic flows decrease, this impact is assessed as beneficial.</p> <p>Link 82, in both scenarios is governed by a 40mph speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 20mph and 30mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 538 vehicles and the 18-hour HGVs is 735 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 515 vehicles and the 18-hour HGVs is 1028 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+10+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows. As traffic flows decrease, this impact is assessed as beneficial.</p> <p>The BTM modelling shows Link 82 would operate at a maximum of 83% of capacity in the peak hours of both the RC3A and DS3A scenarios. Thus, it is considered that there would be a <i>no change</i> impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA several collisions at the roundabout, two of which occurred on Link 82. One of these was serious and involved two pedal cycles entering the carriageway, disobeying a red traffic signal, and before being struck by two cars, respectively. The slight collision did not involve any NMUs. There is no indication of any underlying highway safety issue at this junction, and there would be a reduction in total vehicles on the link in the DS3A scenario, albeit minimal. Therefore, overall, there is thought to be a <i>negligible magnitude</i> of impact on road user safety on Link 82.</p>
	<p>Embedded Mitigation</p> <p>Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> Severance: No effect (Neutral)

		<ul style="list-style-type: none"> • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 83</p> <p>A41 Tesco roundabout eastbound exit</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: no change • Driver Delay: no change • NMU Delay: no change • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be 0% change in total vehicles on Link 83. Therefore, there would be <i>no change</i> in terms of severance and NMU delay between the scenarios.</p> <p>Total vehicle traffic or HGV flows are not expected to double or halve (there is a 41% increase in HGV flows), and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. A 3m shared footway/cycleway is provided on the northern edge of the link, along with a Pelican Crossing, facilitating movements across the link. This provision is adequate, and as there is no change in traffic flows (other than a slight increase in the proportion of HGVs on the link) it is considered that there would be a <i>negligible magnitude</i> adverse of impact on NMU amenity.</p> <p>Link 83, in both scenarios is governed by a 40mph speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 30mph and 40mph in both scenarios, as vehicles accelerate away from the junction. In RC3A the average vehicle/hour over 18 hours is 924 vehicles and the 18-hour HGVs is 769 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Small' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 923 vehicles and the 18-hour HGVs is 1063 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is a step change in level, but as there is a minimal change in total vehicle</p>

		<p>flow (1 vehicle) the impact can be considered low. Thus, there would be an adverse, but <i>minor magnitude</i> impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 83 would operate at a maximum of 56% of capacity in the peak hours of both the RC3A and DS3A scenarios. Thus, it is considered that there would be <i>no change</i> in driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA two serious collisions on Link 83, which does not indicate a problem. One incident involved a car travelling through a green signal at the pedestrian crossing colliding with a pedal cycle crossing the link, and the other involved a car exiting the roundabout in wet and dark conditions collided with a pedestrian crossing from the offside, near but not on the pedestrian crossing. The traffic signal was green to traffic. Both of these incidents are not the results of an underlying highway safety issue, and their causes would not be exemplified by the minimal increase in HGV traffic on this link. Therefore, there is a <i>negligible magnitude</i> adverse impact on Road User and Pedestrian Safety on Link 83.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 84</p> <p>A41 (east of Tesco Roundabout)</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be 1% increase in total vehicles on Link 84. This indicates (in accordance with IEMA Guidelines) a negligible</p>

	<p>magnitude of impact upon severance. In actuality, this increase in the proportion of HGVs comprises 736 HGVs, or the equivalent of one every two minutes. There are no WCH receptors adjacent the link, and no NMUs would be expected along or across the link. Therefore, there would be a <i>negligible magnitude</i> adverse impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic or HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. Furthermore, no NMUs are expected on the link and thus there would be a <i>negligible magnitude</i> of impact on NMU Amenity between the scenarios. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Link 84, in both scenarios is governed by the national speed limit and it is expected that vehicles would exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 1841 vehicles and the 18-hour HGVs is 1485 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 70 (30+10+30), which equates to a 'Great' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 1855 vehicles and the 18-hour HGVs is 2087 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 80 (30+20+30), which equates to a 'Extreme' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (14 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (602 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium or low. Therefore, it is considered that overall, there would be a <i>minor magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 84 would operate at a maximum of 91% of capacity (NWB AM peak) in the RC3A scenario, compared to at a maximum of 92% of capacity (NWB AM peak) in the DS3A scenario. The total number of vehicles on the link in the AM peak hour would decrease, although the proportion of HGVs would increase. This increase in operating capacity is minimal and therefore it is considered that there would be a <i>negligible magnitude</i> impact on driver delay in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA several incidents on the link, although concluded that the collisions did not display a locational or causal trend, and that there was</p>
--	--

		no trend in location or type that indicated any underlying Road Safety Issue. In the DS3A scenario, the minimal increase in traffic flows would have a <i>negligible magnitude</i> adverse impact on Road User and Pedestrian Safety on Link 84.
	Embedded Mitigation Effects (Significance)	None
	Additional Mitigation Effect of Travel Plan	None
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: No effect (Neutral) Driver Delay: No effect (Neutral) NMU Delay: No effect (Neutral) NMU amenity No effect (Neutral) Fear and Intimidation: Slight permanent adverse (Not Significant) Road User and Pedestrian Safety: No effect (Neutral)
Link 85 A41 east bound to London Road roundabout Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: negligible magnitude (adverse) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be 0% change in total vehicles on Link 85. However, the link would see a 41% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In actuality, this increase in the proportion of HGVs comprises 358 HGVs, or the equivalent of one every four minutes. In terms of NMU demand, the north/south desire line across the London Road roundabout crosses this link, and there are receptors both north and south of the junction. To facilitate NMU crossings, a signalised crossing is provided across the link, which operates in conjunction with the signals at the London Road roundabout. Therefore, considering total vehicle numbers do not change, and NMU crossings are provided for, there would be a <i>negligible magnitude</i> adverse impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic or HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. A narrow footway is provided on the northern edge of the carriageway, connecting to the London Road</p>

		<p>bus stops to the north, which would generate pedestrian trips along the link. However, the total traffic flows do not change and therefore there would be an adverse <i>negligible magnitude</i> of impact on NMU Amenity.</p> <p>Link 85, in both scenarios is governed by a 40mph speed limit and it is expected that vehicles average between 30mph and 40mph, as they slow down when approaching the roundabout. In RC3A the average vehicle/hour over 18 hours is 924 vehicles and the 18-hour HGVs is 769 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 923 vehicles and the 18-hour HGVs is 1063 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 85 would operate at a maximum of 67% of capacity in the peak hours of both the RC3A and DS3A scenarios. Thus, it is considered that there would be <i>no change</i> in driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA one slight incident on the link. Therefore, there is no underlying highway safety issue on the link, and considering the minimal increase in traffic flows, there would be an adverse <i>negligible magnitude</i> of impact on Road User and Pedestrian Safety on Link 85 in the DS3A scenario.</p>
	Embedded Mitigation	None
	Potential Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
Link 86	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: no change • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse)

<p>A41 London Road circulatory</p> <p>Sensitivity:</p> <p>Low</p>		<ul style="list-style-type: none"> • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Link 86 comprises the roundabout circulatory between the entry and exit of the northern arm (London Road). Between the RC3A and DS3A scenarios there would be 0% change in total vehicles on Link 86. However, the link would see a 39% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In actuality, this increase in the proportion of HGVs comprises 356 HGVs, or the equivalent of one every four minutes. In terms on NMU demand, there are limited WCH receptors adjacent the link and, being a roundabout circulatory the link would have no WCH crossings. Therefore, it is considered that there would be an adverse <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows and HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. In terms of provision of NMUs, a central island is provided on the outside of the roundabout within the northern arm which facilitates NMU crossings of London Road. The limited change in traffic flow on Link 86 comprises an adverse <i>negligible magnitude</i> of impact on NMU amenity.</p> <p>Link 86, in both scenarios, is governed by a 40mph speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 30mph and 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 951 vehicles and the 18-hour HGVs is 811 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 949 vehicles and the 18-hour HGVs is 1104 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows. As the degree of hazard score increases, this impact has been assessed as adverse.</p> <p>The BTM modelling shows Link 86 would operate at a maximum of 54% of capacity in both PM peaks of the RC3A and DS3A. Thus, it is considered that there would be <i>no change</i> impact on driver delay in the DS3A scenario.</p>
--	--	--

		In terms of road user safety, the PIC analysis undertaken as part of the TA no collisions on Link 86, which indicates there is no underlying highway safety issue problem. Nevertheless, the change in flows is minimal, and there is a reduction in total vehicles on the link, Therefore, overall, there is thought to be a <i>negligible magnitude</i> beneficial impact on road user safety on Link 86.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 87</p> <p>A41 London Road circulatory</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Link 87 comprises the roundabout circulatory between the entry and exit of the eastern arm (A4421). Between the RC3A and DS3A scenarios there would be 1% increase in total vehicles on Link 86. In terms of NMU demand, there are limited WCH receptors adjacent the link and, being a roundabout circulatory the link would have no WCH crossings. Therefore, it is considered that there would be a <i>negligible magnitude</i> adverse impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows or HGV flows are not expected to double or halve, and therefore the impact of the changes in traffic flow composition are negligible when considering NMU amenity. However, the link would see a 64% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In actuality, this increase in the proportion of HGVs comprises 356 HGVs, or the equivalent of one every four minutes. In terms of provision of NMUs, a central island is provided on the outside of the roundabout within the eastern arm which facilitates NMU crossings of the A4421. The limited change in traffic flow on Link</p>

		<p>87 comprises an adverse <i>negligible magnitude</i> of impact on NMU amenity.</p> <p>Link 87, in both scenarios is governed by a 40mph speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 20mph and 30mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 723 vehicles and the 18-hour HGVs is 487 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 727 vehicles and the 18-hour HGVs is 780 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (10+0+20), which also equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 87 would operate at a maximum of 49% of capacity (PM peak) in the RC3A scenario, compared to at a maximum of 50% of capacity (PM peak) in the DS3A scenario. The total number of vehicles on the link in the PM peak hour would increase by 31: a minimal amount. This increase in operating capacity is minimal and therefore it is considered that there would be a <i>negligible magnitude</i> adverse impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA no collisions on Link 87, which indicates there is no underlying highway safety issue problem. Nevertheless, the change in flows is minimal, and there is a reduction in total vehicles on the link, Therefore, overall, there is thought to be a <i>negligible magnitude</i> adverse impact on road user safety on Link 87.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
	<p>Additional Mitigation</p>	<p>None</p>
	<p>Effect of Travel Plan</p>	<p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)

Link 88	Potential Effects	
<p>A41 eastbound exit from London Road circulatory</p>		<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: no change • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse)
<p>Sensitivity:</p>		
<p>Low</p>		<p>Between the RC3A and DS3A scenarios there would be a 0% change in total vehicles on Link 88. However, the link would see a 59% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In actuality, this increase in the proportion of HGVs comprises 354 HGVs, or the equivalent of one every four minutes. In terms of NMU demand, the north/south desire line across the London Road roundabout crosses this link, and there are receptors both north and south of the junction, albeit not next to this arm. To facilitate NMU crossings, a signalised crossing is provided across the link, which operates in conjunction with the signals at the London Road roundabout. Therefore, considering total vehicle numbers do not change, and NMU crossings are provided for, there would be an adverse <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic or HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. However, the link would see a 59% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In actuality, this increase in the proportion of HGVs comprises 354 HGVs, or the equivalent of one every four minutes. A footway is provided on the northern edge of the carriageway, extending east from the roundabout. However, the total traffic flows do not change and therefore there would be an adverse <i>negligible magnitude</i> of impact on NMU Amenity between the scenarios.</p> <p>Link 88, in both scenarios is governed by a 40mph speed limit and it is expected that vehicles average between 30mph and 40mph, as they accelerate leaving the roundabout. In RC3A the average vehicle/hour over 18 hours is 554 vehicles and the 18-hour HGVs is 532 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 553 vehicles and the 18-hour HGVs is 822 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which also equates to a 'Small' level of fear and intimidation. Therefore, there is</p>

		<p>no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 88 would operate at a maximum of 39% of capacity in the peak hours of both the RC3A and DS3A scenarios. Thus, it is considered that there would be <i>no change</i> on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA no collisions on Link 87, which indicates there is no underlying highway safety issue problem. Nevertheless, the change in flows is minimal, and there is a reduction in total vehicles on the link, Therefore, overall, there is thought to be a <i>negligible magnitude</i> adverse impact on road user safety on Link 88.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 89</p> <p>A41 between London Road roundabout and Pioneer Road Roundabout</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 2% increase in the total vehicles on Link 89. However, the link would see a 67% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In actuality, this increase in the proportion of HGVs comprises 732 HGVs, or the equivalent of one every two minutes. There are limited WCH receptors adjacent the link, and no NMUs would be expected to cross the link, other than at the eastern most point (at Pioneer Roundabout) where suitable signalised crossings are provided across the link. For pedestrians travelling along the link, a narrow footway is provided on</p>

		<p>the northern edge of the carriageway (c. 1.5m in width). Therefore, there would be an adverse and <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic or HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows could be negligible when considering NMU amenity. However, pedestrians would be walking on a sub-standard footway where, they would be in close proximity to HGVs. The link is long, and so, although the increase in flows only equates to one HGV every two minutes, a pedestrian walking the length of the link would experience several additional HGVs in the DS3A scenario. Thus, it is considered there would be a <i>minor magnitude</i> adverse impact on NMU amenity between the scenarios.</p> <p>Link 89, in both scenarios is governed by the national speed limit and it is expected that vehicles would exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 1115 vehicles and the 18-hour HGVs is 967 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 1133 vehicles and the 18-hour HGVs is 1564 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10+10+30), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (18 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (597 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium or low. Therefore, it is considered that overall, there would be a <i>minor magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 89 would operate at a maximum of 64% of capacity (SEB AM peak and NWB PM peak) in the RC3A scenario, compared to a maximum of 67% of capacity (NWB PM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be an adverse <i>negligible magnitude</i> impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 89. Instead, a review of publicly available data (via crashmap.com for the latest 5 years of available data (2020-2024), found that no collisions had been recorded on the link. Therefore, there is no indication of any underlying safety issue on this link that could be</p>
--	--	--

		exacerbated by the change in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> of impact on Road User and Pedestrian Safety on Link 89. As traffic flows increase, this impact has been assessed as adverse.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 90</p> <p>A41 between Pioneer Roundabout and Ploughley Road</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 2% increase in the total vehicles on Link 90. However, the link would see a 67% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In actuality, this increase of HGVs comprises 734 HGVs, or the equivalent of one every two minutes. There are limited WCH receptors adjacent the link, and no NMUs would be expected to cross the link, although a signalised crossing is provided across the western extent of the link, within the vicinity of the Pioneer Roundabout. For pedestrians travelling along the link, a footway is provided on both sides of the carriageway. Therefore, given the infrastructure provided, and the minimal changes in traffic flows, it is considered that there would be a <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario. As traffic flows increase, this impact is assessed as adverse.</p> <p>Total vehicle traffic or HGV flows are not expected to double or halve, and therefore the impact of the changes</p>

		<p>traffic flows could be negligible when considering NMU amenity. Footways are provided along the link on both sides, as is a signalised crossing. The increase in traffic flows is minimal, and therefore there would be a <i>negligible magnitude</i> adverse impact on NMU Amenity between the scenarios.</p> <p>Link 90, in both scenarios is governed by a 40mph speed limit and it is expected that vehicles would average between 30mph and 40mph. In RC3A the average vehicle/hour over 18 hours is 1461 vehicles and the 18-hour HGVs is 965 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (20+0+20), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 1480 vehicles and the 18-hour HGVs is 1565 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (20+10+20), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (19 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (600 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium or low. Therefore, it is considered that overall, there would be a <i>minor magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 90 would operate at a maximum of 71% of capacity (NWB PM peak) in the RC3A scenario, compared to a maximum of 73% of capacity (NWB PM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be an adverse <i>negligible magnitude</i> impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 90. Instead, a review of publicly available data (via crashmap.com for the latest 5 years of available data (2020-2024), found that no collisions had been recorded on the link, other than a slight collision at the A41 junction with Ploughley Road. Therefore, there is no indication of any underlying safety issue on this link that could be exacerbated by the change in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> adverse impact on Road User and Pedestrian Safety on Link 90.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant)

		<ul style="list-style-type: none"> • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 91</p> <p>A41 between Ploughley Road and Morrell Way</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 2% increase in the total vehicles on Link 91. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. There are no WCH receptors to the south of the link, and no NMUs would be expected to cross the link. For pedestrians and cyclists travelling along the link, a 3m shared footway/cycleway is provided on the northern side of the carriageway. Therefore, given the lack of expected NMU trips across the link and the minimal change in total traffic flows, there would be an adverse but <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic or HGV flows are not expected to double or halve (although the HGV flows very nearly do), and therefore the impact of the changes traffic flows could be negligible when considering NMU amenity. In both scenarios, 3m shared footway/cycleways are provided along the northern edge of the link, allowing pedestrians and cyclists to traverse the link off carriageway. Therefore, there would be an adverse but <i>negligible magnitude</i> adverse impact between the scenarios.</p> <p>Link 91, in both scenarios, is governed by a 40mph speed limit and it is expected that vehicles would average between 30mph and 40mph. In RC3A the average vehicle/hour over 18 hours is 1076 vehicles and the 18-hour HGVs is 649 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 1090 vehicles and the 18-</p>

		<p>hour HGVs is 1242 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level, and the impact can be assessed as a <i>negligible magnitude</i>. As traffic flows increase, this impact is assessed as adverse.</p> <p>The BTM modelling shows Link 91 would operate at a maximum of 86% of capacity (WB AM and PM peaks) in the RC3A scenario, compared to a maximum of 90% of capacity (WB PM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be a <i>negligible magnitude</i> adverse impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 91. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that no collisions had been recorded on the link, other than a slight collision at the A41 junction with Ploughley Road and a slight collision at the A41 junction with Morrell Way. Therefore, there is no indication of any underlying safety issue on this link that could be exacerbated by the change in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> adverse impact on Road User and Pedestrian Safety on Link 91.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
	<p>Additional Mitigation</p>	<p>None</p>
	<p>Effect of Travel Plan</p>	<p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 92</p> <p>A41 between Morrell Way and B4011</p> <p>Sensitivity:</p> <p>Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: moderate magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 3% increase in the total vehicles on Link 92. However,</p>

	<p>the link would see a 98% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In actuality, this increase of HGVs comprises 723 HGVs, or the approximate equivalence of an additional HGV passing a point in either direction every two minutes. There are some WCH receptors adjacent the link, comprising of a few private dwellings and a caravan park, although none are situated to the south of the link, and so no NMUs are expected to have a need to cross the link. Therefore, given the NMU crossings expected, and the minimal change in total traffic flows, there would be a <i>negligible magnitude</i> adverse impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic or HGV flows are not expected to double or halve (although the HGV flows very nearly do), and therefore the impact of the changes traffic flows could be negligible when considering NMU amenity. For pedestrians and cyclists travelling along the link, no infrastructure is provided. Considering this, and that flows HGV flows nearly double, it is considered that there would be a <i>minor magnitude</i> adverse impact on NMU amenity between the scenarios.</p> <p>Link 92, in both scenarios, is governed by a 40mph or 50mph speed limit and therefore it is expected that average vehicle speeds are likely to exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 939 vehicles and the 18-hour HGVs is 650 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 958 vehicles and the 18-hour HGVs is 1242 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10+10+30), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (19 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (592 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low or medium. Therefore, as there is no NMU infrastructure provision on the link, it is considered that overall, there would be a <i>moderate magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 92 would operate at a maximum of 65% of capacity (EB PM peak) in the RC3A scenario, compared to a maximum of 66% of capacity (WB AM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be an adverse <i>negligible</i></p>
--	--

		<p><i>magnitude</i> of impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 92. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that five collisions had been recorded on the link, one of which was serious, and four of which were slight. A group of three slight collisions occurred at the A41 junction with the B4011, although all were slight, and three collisions in a five-year period does not indicate the presence of a highway safety issue. Therefore, there is no indication of any underlying safety issue on this link that could be exacerbated by the change in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> adverse impact on Road User and Pedestrian Safety on Link 92.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 93</p> <p>A41 between B4011 and Blackthorn Road</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: Moderate magnitude (adverse) • Fear and Intimidation: moderate magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 4% increase in the total vehicles on Link 93. However, the link would see a 116% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance, although HGV flows increase substantially. In actuality, this increase of HGVs comprises 716 HGVs, or the approximate equivalence of an additional HGV</p>

		<p>passing a point in either direction every two minutes. There are some WCH receptors adjacent the link, comprising of a few private dwellings although none are situated to the south of the link, and so no NMUs are expected to have a need to cross the link. Therefore, given the NMU crossings expected, and the minimal change in total traffic flows, there would be an adverse <i>negligible magnitude</i> of impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows do not double between the two scenarios. However, HGV flows do double (116% increase), and thus the impact on NMU amenity should not be considered negligible. Although very few NMU trips along the link are expected, for pedestrians and cyclists travelling along the link, no infrastructure is provided. The link is over 1km in length, and so, although the increase in flows only equates to one HGV every two minutes, a pedestrian walking the length of the link would experience several additional HGVs passing them within the DS3A scenario. Nevertheless, the total number vehicles would remain similar to in the RC3A scenario. Therefore, it is considered there would be a <i>moderate magnitude</i> adverse impact on NMU amenity.</p> <p>Link 93, in both scenarios, is governed by a 50mph speed limit and therefore it is expected that average vehicle speeds are likely to exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 725 vehicles and the 18-hour HGVs is 542 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 912 vehicles and the 18-hour HGVs is 1127 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10+10+30), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (162 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (585 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low or medium. Therefore, as there is no NMU infrastructure provision on the link, it is considered that overall, there would be a <i>moderate magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 93 would operate at a maximum of 64% of capacity (EB PM peak) in the RC3A scenario, compared to a maximum of 65% of capacity (EB PM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be an adverse <i>negligible</i></p>
--	--	---

		<p><i>magnitude</i> of impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 93. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that one collision had been recorded on the link, which was fatal. The collision involved a solitary vehicle and one casualty. One incident in a five-year period is not indicative of an underlying highway safety issue, which could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> adverse impact on Road User and Pedestrian Safety on Link 93.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 94</p> <p>A41 between Blackthorn Road and Station Road</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: moderate magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 4% increase in the total vehicles on Link 94. However, the link would see a 116% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance, although HGV flows increase substantially. In actuality, this increase of HGVs comprises 716 HGVs, or the approximate equivalence of an additional HGV passing a point in either direction every two minutes. There are no WCH receptors adjacent the link, no NMUs are expected to have a need to cross the link. Therefore, there would be an adverse <i>negligible magnitude</i> of</p>

	<p>impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows do not double between the two scenarios. However, HGV flows do double (116% increase), and thus the impact on NMU amenity should not be considered negligible. Although very few NMU trips along the link are expected; no pedestrian or cycling infrastructure is provided in either scenario. Although the total number vehicles would remain similar to in the RC3A scenario, NMUs would be in close proximity to more fast-moving HGVs, and therefore it is considered there would be a <i>minor magnitude</i> adverse impact on NMU amenity.</p> <p>Link 94, in both scenarios, is governed by a 50mph speed limit and therefore it is expected that average vehicle speeds are likely to exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 1057 vehicles and the 18-hour HGVs is 543 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 1065 vehicles and the 18-hour HGVs is 1129 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10+10+30), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (272 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (586 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low or medium. Therefore, as there is no NMU infrastructure provision on the link, it is considered that overall, there would be a <i>moderate magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 94 would operate at a maximum of 96% of capacity (WB AM peak) in the RC3A scenario, compared to a maximum of 96% of capacity (WB AM peak) in the DS3A scenario. Therefore, there is no change increase in operating capacity is minimal and therefore it is considered that there would be a <i>negligible magnitude</i> adverse impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 93. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that three collisions had been recorded on the link, one of which was serious, and the other two slight. Two collisions, one serious and one slight, occurred at the Station Road junction. Two</p>
--	--

		incidents in a singular location during a five-year period is not indicative of an underlying highway safety issue, which could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> adverse impact on Road User and Pedestrian Safety on Link 94.
	Embedded Mitigation Effects (Significance)	None
	Additional Mitigation Effect of Travel Plan	None
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
Link 95 A41 between Station Road and Townsend Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: moderate magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 1% increase in the total vehicles on Link 95. However, the link would see a 116% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. There are no WCH receptors adjacent the link, no NMUs are expected to have a need to cross the link. Therefore, there would be an adverse <i>negligible magnitude</i> of impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows do not double between the two scenarios. However, HGV flows do double (116% increase), and thus the impact on NMU amenity should not be considered negligible. Although very few NMU trips along the link are expected, for pedestrians and cyclists travelling along the link, no infrastructure is provided. Although the total number vehicles on the link in DS3A scenario would remain similar to that in the RC3A scenario, NMUs would be in close proximity to more fast-moving HGVs, and therefore it is considered</p>

		<p>there would be a <i>minor magnitude</i> adverse impact on NMU amenity.</p> <p>Link 94, in both scenarios, is governed by a 50mph speed limit and therefore it is expected that average vehicle speeds are likely to exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 1057 vehicles and the 18-hour HGVs is 543 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 1065 vehicles and the 18-hour HGVs is 1129 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10+10+30), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (12 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (586 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low or medium. Therefore, as there is no NMU infrastructure provision on the link, and speeds are expected to significantly exceed 40mph, it is considered that overall, there would be a <i>moderate magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 85 would operate at a maximum of 96% of capacity in the peak hours of both the RC3A and DS3A scenarios. Thus, it is considered that there would be a <i>negligible magnitude</i> impact on driver delay in the DS3A scenario. As traffic flows increase, this impact is assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 95. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that two collisions were recorded at both the junction between the A41 and Station Road, and the A41 and Townsend. In both locations, one collision was serious and one slight. Two incidents in a singular location during a five-year period is not indicative of an underlying highway safety issue, which could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> of impact on Road User and Pedestrian Safety on Link 95. As traffic flows increase, this impact is assessed as adverse.</p>
	<p>Embedded Mitigation</p>	<p>None</p>
	<p>Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral)

		<ul style="list-style-type: none"> NMU Amenity: Slight permanent adverse (Not Significant) Fear and Intimidation: Slight permanent adverse (Not Significant) Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: No effect (Neutral) Driver Delay: No effect (Neutral) NMU Delay: No effect (Neutral) NMU Amenity: Slight permanent adverse (Not Significant) Fear and Intimidation: Slight permanent adverse (Not Significant) Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 96</p> <p>A41 between Townsend and Bicester Road</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: Moderate magnitude (adverse) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 4% increase in the total vehicles on Link 96. However, the link would see a 152% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance, although HGV flows increase substantially. In actuality, this increase of HGVs comprises 715 HGVs, or the approximate equivalence of an additional HGV passing a point in either direction every two minutes. There are some WCH receptors adjacent the link, comprising of a few private dwellings although none are situated to the north of the link, and so no NMUs are expected to have a need to cross the link. Two rural roads also meet the link, which connect to Marsh Gibbon to the north, and Piddington to the south, although they are expected to carry minimal traffic of all modes. Therefore, given the lack of NMU crossings expected, and the minimal change in total traffic flows, there would be a <i>negligible magnitude</i> of impact upon severance and NMU delay in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Total vehicle traffic flows do not double between the two scenarios. However, HGV flows do double (152% increase), and thus the impact on NMU amenity should not be considered negligible. Although very few NMU trips along the link are expected, for pedestrians and cyclists travelling along the link, no infrastructure is provided. The link is over 2.8km in length, and so although the increase in flows only equates to one HGV every two minutes, a pedestrian walking the length of</p>

		<p>the link would experience several additional HGVs passing them within the DS3A scenario. Nevertheless, the total number vehicles would remain similar to in the RC3A scenario. Therefore, it is considered there would be a <i>moderate magnitude</i> adverse impact on NMU amenity.</p> <p>Link 96, in both scenarios, is partly governed by a 50mph speed limit, and partly governed by the national speed limit (60mph), and therefore it is expected that average vehicle speeds are highly likely to exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 821 vehicles and the 18-hour HGVs is 414 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 850 vehicles and the 18-hour HGVs is 998 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> and adverse.</p> <p>The BTM modelling shows Link 96 would operate at a maximum of 66% of capacity (WB AM peak) in the RC3A scenario, compared to a maximum of 67% of capacity (WB AM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be a <i>negligible magnitude</i> of impact on driver delay in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 93. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that three collisions had occurred on the link, two of which were serious, and one slight. Three collisions in a five-year period, especially when considering the length of the link, is not indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> of impact on Road User and Pedestrian Safety on Link 96. As traffic flows increase, this impact has been assessed as adverse.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)

	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 97</p> <p>A41 between Bicester Road and Kingswood Lane</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: Moderate magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 5% increase in the total vehicles on Link 97. However, the link would see a 151% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance, although HGV flows increase substantially. In actuality, this increase of HGVs comprises 713 HGVs, or the approximate equivalence of an additional HGV passing a point on the link in either direction every two minutes. There are some WCH receptors adjacent the link, particularly at either end, comprising of a few private dwellings, although NMUs would have limited need to cross the link. Therefore, given the minimal change in total traffic flows, there would be a <i>negligible magnitude</i> of impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows do not double between the two scenarios. However, HGV flows do double (151% increase), and thus the impact on NMU Amenity should not be considered negligible. Although few NMU trips along the link are expected, for pedestrians and cyclists travelling along the link, no infrastructure is provided for the majority of the link. The link is approximately 4km in length, and so, although the increase in flows only equates to one HGV every two minutes, cyclists traveling the length of the link could experience several additional HGVs passing them within the DS3A scenario. Where pedestrian trips are most likely (at the link's eastern extent) a footway is provided on the northern edge of the link, serving the existing dwellings. However, the total number vehicles would remain similar to in the RC3A scenario, there is a substantial increase in HGV flows, and for the link as a whole it is considered there would be a <i>moderate magnitude</i> adverse impact on NMU amenity.</p>

		<p>Link 97, in both scenarios, is partly governed by a 50mph speed limit, and partly governed by the national speed limit (60mph), and therefore it is expected that average vehicle speeds are highly likely to exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 765 vehicles and the 18-hour HGVs is 414 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 795 vehicles and the 18-hour HGVs is 998 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>.</p> <p>The BTM modelling shows Link 97 would operate at a maximum of 73% of capacity (WB AM peak) in the RC3A scenario, compared to a maximum of 74% of capacity (WB AM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be a <i>negligible magnitude</i> of impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 93. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that four collisions had occurred on the link, one of which was fatal, and the other three slight. Four collisions in a five-year period, especially when considering the length of the link, is not indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> of impact on Road User and Pedestrian Safety on Link 97.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	<p>Additional Mitigation</p>	<p>None</p>
	<p>Effect of Travel Plan</p>	<p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral)

		<ul style="list-style-type: none"> • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 98</p> <p>A41 between Kingswood Lane and Creighton Road Roundabout</p> <p>Sensitivity:</p> <p>Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: Moderate magnitude (adverse) • Fear and Intimidation: negligible magnitude • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 2% increase in the total vehicles. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance, although HGV flows increase substantially. In actuality, this increase of HGVs comprises 713 HGVs, or the approximate equivalence of an additional HGV passing a point in either direction every two minutes. There are some WCH receptors adjacent the link, comprising of a few private dwellings, a car showroom, and a public house. It is unlikely that NMUs would need to cross the link to access these amenities. However, there is a set of bus stops adjacent to some of the dwellings, which would require NMUs to cross the link to access. Therefore, there would be a <i>minor magnitude</i> adverse impact upon severance and NMU delay in the DS3A scenario, despite the minimal increase in overall traffic flows.</p> <p>Total vehicle traffic flows do not double between the two scenarios. However, HGV flows do double (144% increase), and thus the impact on NMU amenity should not be considered negligible. Although very few NMU trips along the link are expected, for pedestrians and cyclists travelling along the link, no infrastructure is provided. NMUs may traverse the link to access the Public House, dwellings, or bus stops, and although the total number vehicles would remain similar to in the RC3A scenario, there is an increase in HGV traffic, which would be travelling at speed along the link. Therefore, it is considered there would be a <i>moderate magnitude</i> adverse impact on NMU amenity.</p> <p>Link 98, in both scenarios, is governed by the national speed limit (60mph), and therefore it is expected that average vehicle speeds are highly likely to exceed 40mph. In RC3A the average vehicle/hour over 18 hours is 900 vehicles and the 18-hour HGVs is 435 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 916 vehicles and the 18-hour HGVs is 1017 vehicles. Accordingly, the DS3A fear and intimidation degree of</p>

		<p>hazard score is 50 (10 +10+30), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (16 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (582 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low or medium. Therefore, as there is no NMU infrastructure provision on the link, and speeds are expected to significantly exceed 40mph, it is considered that overall, there would be a <i>moderate magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 98 would operate at a maximum of 74% of capacity (SEB PM peak) in the RC3A scenario, compared to a maximum of 78% of capacity (WB AM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be a <i>negligible magnitude</i> of impact on driver delay in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 93. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that six collisions had occurred on the link, one of which was fatal, two of which were serious, and one which was slight. The collisions were all in distinct positions, and six collisions in a five-year period, especially when considering the length of the link, is not indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> of impact on Road User and Pedestrian Safety on Link 98. As traffic flows increase, this impact has been assessed as adverse.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: No effect (Neutral) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant)

		<ul style="list-style-type: none"> • Driver Delay: No effect (Neutral) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 99</p> <p>A41 between Creighton Road Roundabout and Blackgrove Road roundabout</p> <p>Sensitivity:</p> <p>Medium</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 3% increase in the total vehicles on Link 99. However, the link would see a 126% increase in HGVs between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance, although HGV flows increase substantially. In actuality, this increase of HGVs comprises 677 HGVs, or the approximate equivalence of an additional HGV passing a point in either direction every two minutes. There are several WCH receptors adjacent the link, primarily within the village of Waddesdon. However, within this village several formal crossing points are provided, including a Pelican Crossing and several uncontrolled two-stage pedestrian crossings. Therefore, although there are several receptors, which may be severable by the increase in HGV traffic, suitable crossing points are provided and thus there would be a <i>negligible magnitude</i> adverse impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows do not double between the two scenarios. However, HGV flows do double (126% increase), and thus the impact on NMU amenity should not be considered negligible. Outside of Waddesdon, very few NMU trips along the link are expected, and outside the village no NMU infrastructure is provided. Within Waddesdon, NMUs may traverse the link to access a number of amenities, although appropriate facilities are provided, including footways and suitable crossing points. Therefore, although the total number vehicles would remain similar to in the RC3A scenario, there is an increase in HGV traffic which would have an adverse effect on NMU amenity. Given the infrastructure provision within Waddesdon, and lack of NMU trips that would be made outside the village, it is considered there would be a <i>minor magnitude</i> adverse impact on NMU amenity.</p> <p>Link 99, in both scenarios, is governed by the national speed limit (60mph) outside of Waddesdon, and by a</p>

		<p>30mph limit within the village. It is expected that average vehicle speeds are to exceed 40mph, in both scenarios. In RC3A the average vehicle/hour over 18 hours is 725 vehicles and the 18-hour HGVs is 472 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 740 vehicles and the 18-hour HGVs is 1026 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10 +10+30), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (15 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (554 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low or medium. As the majority of NMU trips would be made within Waddesdon, where sufficient NMU infrastructure is provided, it is considered that there would be a <i>minor magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>Link 99 is within the buffer area of the BTM modelling referenced within this report. This means BTM modelling does not provide peak hour operating capacities for analysis. Nevertheless, there would be an increase of 3% in terms of total traffic flows, indicating a negligible increase in congestion and delay. Consequently, it is considered that there would be an adverse negligible <i>magnitude</i> of impact on driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 93. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found several collisions on the link, (12 slight and 2 serious). There were no trends in location and considering the length of the link (5.6km), this number of collisions is not indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> of impact on Road User and Pedestrian Safety on Link 99. As traffic flows increase, this impact has been assessed as adverse.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: No effect (Neutral) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant)

		<ul style="list-style-type: none"> • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: No effect (Neutral) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 100</p> <p>A41 between Blackgrove Road roundabout and A4157</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 3% increase in the total vehicles on Link 100. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. There are several WCH receptors adjacent the link, primarily within Aylesbury, although suitable infrastructure is provided here. Thus, there would be an adverse <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows do not double between the two scenarios. However, HGV flows do double (127% increase), and thus the impact on NMU Amenity should not be considered negligible. Outside of Aylesbury, very few NMU trips along the link are expected, and no NMU infrastructure is provided. Within Aylesbury, NMUs may traverse the link to access a number of amenities and appropriate facilities are provided to enable NMUs to do this. In actuality, this increase of HGVs comprises 676 HGVs, or the approximate equivalence of an additional HGV passing a point in either direction every two minutes. It is considered that an additional HGV in either direction every 2 minutes would only have a <i>minor magnitude</i> adverse impact on NMU amenity on Link 100, given the NMU infrastructure provision in Aylesbury.</p> <p>Link 100, in both scenarios, is governed by a range of speed limits; 30mph and 40 mph limits within Aylesbury, and the national limit (60mph) outside. Therefore, it is expected that on average vehicle speeds would be over</p>

		<p>40mph, in both scenarios. In RC3A the average vehicle/hour over 18 hours is 628 vehicles and the 18-hour HGVs is 469 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (10+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 643 vehicles and the 18-hour HGVs is 1021 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10+10+30), which equates to a 'Great' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (15 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (552 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low or medium. As the majority of NMU trips would be made within Waddesdon, where sufficient NMU infrastructure is provided, it is considered that there would be a <i>minor magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>Link 100 is within the buffer area of the BTM modelling referenced within this report and thus peak hour operating capacities are not provided for analysis. Nevertheless, there would be an increase of 3% in total daily traffic flows which does not indicate a substantial change in congestion or delay on the link. Accordingly, there would be an adverse <i>negligible magnitude</i> of impact on driver delay in the DS3A scenario on Link 100.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 100. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found several collisions on the link. However, there were no trends in location of these incidents, and considering the length of the link (7.2km), this number of collisions is not indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> of impact on Road User and Pedestrian Safety on Link 100. As traffic flows increase, this impact has been assessed as adverse.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant)

		<ul style="list-style-type: none"> Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: No effect (Neutral) Driver Delay: No effect (Neutral) NMU Delay: No effect (Neutral) NMU Amenity: Slight permanent adverse (Not Significant) Fear and Intimidation: Slight permanent adverse (Not Significant) Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 101</p> <p>A41 westbound into London Road roundabout</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: negligible magnitude (adverse) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 4% increase in total vehicles on Link 101. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms of NMU demand, the north/south desire line across the London Road roundabout crosses this link, and there are receptors both north and south of the junction, albeit not next to this arm. To facilitate NMU crossings, a signalised crossing is provided across the link, which operates in conjunction with the signals at the London Road roundabout. Therefore, considering total vehicle numbers do not substantially change, and NMU crossings are provided for, there would be an adverse <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows or HGV flows are not expected to double or halve, and therefore based on the IEMA Guidelines, the impact of the changes traffic flows could be considered negligible in terms of NMU amenity. In both scenarios, a footway would be provided on the southern edge of the carriageway (c. 3m in width), extending east from the roundabout (where it narrows to c. 1m). However, the total traffic flows do not change substantially and therefore there would be an adverse <i>negligible magnitude</i> of impact on NMU Amenity.</p> <p>Link 101, in both scenarios is governed by a 40mph speed limit and it is expected that vehicles average between 30mph and 40mph, as they slow approaching the roundabout. In RC3A the average vehicle/hour over 18 hours is 561 vehicles and the 18-hour HGVs is 435 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In the DS3A</p>

		<p>scenario the average vehicle/hour over 18 hours is 580 vehicles and the 18-hour HGVs is 742 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which also equates to a 'Small' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows. As traffic flows increase, this impact has been assessed as adverse.</p> <p>The BTM modelling shows Link 101 would operate at a maximum of 49% of capacity (AM peak) in the RC3A scenario, compared to a maximum of 51% of capacity (AM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be an adverse <i>negligible magnitude</i> of impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA one slight collision on Link 101, which indicates there is no underlying highway safety issue problem. Furthermore, the change in flows between the scenarios is minimal and therefore, overall, there would be a <i>negligible magnitude</i> of impact on road user safety on Link 101. As traffic flows increase, this impact has been assessed as adverse.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> Severance: No effect (Neutral) Driver Delay: No effect (Neutral) NMU Delay: No effect (Neutral) NMU amenity No effect (Neutral) Fear and Intimidation: No effect (Neutral) Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: No effect (Neutral) Driver Delay: No effect (Neutral) NMU Delay: No effect (Neutral) NMU amenity No effect (Neutral) Fear and Intimidation: No effect (Neutral) Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 102</p> <p>A41 London Road circulatory</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: no change NMU Delay: negligible magnitude (adverse) NMU Amenity: negligible magnitude (adverse) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Link 102 comprises the roundabout circulatory between the entry and exit of the southern arm (Graven Hills Road). Between the RC3A and DS3A scenarios there</p>

		<p>would be 2% change in total vehicles on Link 102. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms on NMU demand, there are limited WCH receptors adjacent the link and, as a roundabout circulatory, the link would have no WCH crossings. Therefore, it is considered that there would be an adverse <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows and HGV flows are not expected to double or halve, and therefore in accordance with IEMA Guidelines, the impact of the changes traffic flows are negligible when considering NMU amenity. In terms of provision for NMUs, a central island is provided on the outside of the roundabout within the southern arm which facilitates NMU crossings of Graven Hills Road. The limited change in traffic flow on Link 102 comprises an adverse <i>negligible magnitude</i> of impact on NMU amenity.</p> <p>Link 102, in both scenarios, is governed by a 40mph speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 20mph and 30mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 870 vehicles and the 18-hour HGVs is 665 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (10+0+10), which equates to a 'Small' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 885 vehicles and the 18-hour HGVs is 972 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (10+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> impact on fear and intimidation as a result of the change in traffic flows. As traffic flows increase, this impact has been assessed as adverse.</p> <p>The BTM modelling shows Link 102 would operate at a maximum of 57% of capacity in both the AM peaks of the RC3A and DS3A scenarios. Thus, it is considered that there would be <i>no change</i> in driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no collisions on Link 102, which indicates there is no underlying highway safety issue problem. Nevertheless, the change in flows is minimal, and in any case, there is a reduction in total vehicles on the link. Therefore, overall, there is thought to be <i>negligible magnitude</i> of impact on road user safety for Link 102. As traffic flows increase, this impact has been assessed as adverse.</p>
	Embedded Mitigation	None

	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
Link 103 A41 west exit from London Road roundabout Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be 2% change in total vehicles on Link 103. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms of NMU demand, the north/south desire line across the London Road roundabout crosses this link, and there are receptors both north and south of the junction, albeit not next to this arm. To facilitate NMU crossings, a signalised crossing is provided across the link, which operates in conjunction with the signals at the London Road roundabout. Therefore, it is considered that there would be an adverse <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic or HGV flows are not expected to double or halve, and therefore, in accordance with IEMA Guidelines, the impact of the changes traffic flows are negligible when considering NMU amenity. A footway is provided on the southern edge of the link, connecting to the crossing point, although no provision is found beyond. The total traffic flows do not change and therefore there would be an adverse <i>negligible magnitude</i> of impact on NMU Amenity between the scenarios.</p> <p>Link 103, in both scenarios is governed by a 40mph speed limit and it is expected that vehicles average between 30mph and 40mph, as they accelerate leaving the roundabout. In RC3A the average vehicle/hour over 18 hours is 917 vehicles and the 18-hour HGVs is 716 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates</p>

		<p>to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 932 vehicles and the 18-hour HGVs is 1042 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which also equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows. As traffic flows increase, the impact has been assessed as adverse.</p> <p>The BTM modelling shows Link 103 would operate at a maximum of 60% of capacity (AM peak) in the RC3A scenario, compared to a maximum of 61% of capacity (AM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be an adverse <i>negligible magnitude</i> of impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA found that two collisions were recorded on the link: one serious and one slight. Two collisions, in a 5-year period does not indicate the presence of an collision problem on this link. Furthermore, the change in flows is minimal, and there is a reduction in total vehicles on the link, Therefore, overall, there is thought to be an adverse <i>negligible magnitude</i> of impact on road user safety on Link 103.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 104</p> <p>A41 westbound into Tesco roundabout</p> <p>Sensitivity:</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude

<p>Low</p>	<p>Between the RC3A and DS3A scenarios there would be a 2% increase in total vehicles on Link 104. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms of NMU demand, the north/south desire line along Oxford Road crosses this link, and there are receptors both north and south of the junction. To facilitate NMU crossings, a signalised crossing is provided across the link, which operates in conjunction with the signals at Tesco roundabout. Therefore, considering total vehicle numbers do not substantially change, and NMU crossings are provided for, there would be a <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Total vehicle traffic flows or HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity based on the IEMA Guidelines. A footway is provided on the southern edge of the carriageway extending east from Oxford Road to the crossing point, facilitating NMU movements. Thus, overall, there would be an adverse <i>negligible magnitude</i> impact on NMU Amenity between the scenarios.</p> <p>Link 104, in both scenarios is governed by a 40mph speed limit and it is expected that vehicles average between 30mph and 40mph, as they slow approaching the roundabout. In RC3A the average vehicle/hour over 18 hours is 917 vehicles and the 18-hour HGVs is 716 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 932 vehicles and the 18-hour HGVs is 1042 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which also equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 104 would operate at a maximum of 84% of capacity (AM peak) in the RC3A scenario, compared to a maximum of 88% of capacity (PM peak) in the DS3A scenario. This increase in operating capacity is minimal and therefore it is considered that there would be a <i>negligible magnitude</i> of impact on driver delay in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA, one slight collision was recorded on Link 104, which indicates there is no underlying highway safety issue problem. Furthermore,</p>
------------	--

		the change in flows between the scenarios is minimal and therefore, overall, there would be a <i>negligible magnitude</i> of impact on road user safety on Link 104. As traffic flows increase, this impact has been assessed as adverse.
	Embedded Mitigation Effects (Significance)	None
	Additional Mitigation Effect of Travel Plan	None
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: No effect (Neutral) Driver Delay: No effect (Neutral) NMU Delay: No effect (Neutral) NMU amenity No effect (Neutral) Fear and Intimidation: No effect (Neutral) Road User and Pedestrian Safety: No effect (Neutral)
Link 105 A41 Vendee Drive roundabout circulatory southbound Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> Severance: no change Driver Delay: no change NMU Delay: no change NMU Amenity: negligible magnitude Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Between the RC3A and DS3A scenarios there would be a 4% reduction in total vehicles on Link 105. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms of NMU demand, there are limited WCH receptors adjacent the link and, being a roundabout circulatory, the link would have no WCH crossings. Therefore, it is considered that there would be a <i>no change</i> in terms of severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows and HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU Amenity in accordance with IEMA Guidelines. In terms of provision of NMUs, a 3m shared footway/cycleway is provided on the outside of the roundabout on its eastern arm, setback from the carriageway. Therefore, given the provision and small change in flows, there would be a <i>negligible magnitude</i> beneficial impact on NMU Amenity between the two scenarios.</p> <p>Link 105, in both scenarios is governed by a 40mph speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 20mph and 30mph in both scenarios. In</p>

		<p>RC3A the average vehicle/hour over 18 hours is 1119 vehicles and the 18-hour HGVs is 1447 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+10+10), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 1066 vehicles and the 18-hour HGVs is 1961 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (10+10+10), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> beneficial impact on fear and intimidation as a result of the change in traffic flows.</p> <p>BTM modelling shows Link 105 would operate at a maximum of 44% of capacity (AM and PM peaks) in the RC3A scenario, compared to at a maximum of 44% of capacity (PM peak) in the DS3A scenario. Thus, it is considered that there would be a <i>no change</i> in terms of driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA found that in the five-year period studied, one incident was recorded on the link. Therefore, there is no highway safety issue at this part of the roundabout, and thus the changes in traffic flows would have a <i>negligible magnitude</i> of impact on road user safety. As traffic flows reduce, this impact has been assessed as beneficial.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: No effect (Neutral) • Driver Delay: No effect (Neutral) • NMU Delay: No effect (Neutral) • NMU amenity No effect (Neutral) • Fear and Intimidation: No effect (Neutral) • Road User and Pedestrian Safety: No effect (Neutral)
<p>Link 106</p> <p>B430 Ardley Road (north of Middleton Stony)</p> <p>Sensitivity:</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: moderate magnitude (beneficial) • Driver Delay: major magnitude (beneficial) • NMU Delay: moderate magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: moderate magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial)

<p>High</p>	<p>Between the RC3A and DS3A scenarios there would be a 28% reduction in total vehicles on Link 106: indicating (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms of NMU demand, there are several WCH receptors adjacent to the link within Middleton Stoney including The Jersey Arms Hotel, a B&B, several private dwellings, and designated public footpath no. 297/8. No formal crossing facilities are currently provided on the B430 within Middleton Stoney and would not be provided in the RC3A scenario. In the DS3A scenario, a zebra crossing would be provided over the link within Middleton Stoney, substantially reducing severance. Considering the reduction in traffic flows 1813 vehicles, or more than one every minute traffic, as well as the provision of a zebra crossing, there would be a <i>moderate magnitude</i> beneficial impact on severance.</p> <p>In terms of NMU delay, in the RC3A scenario, no crossings are provided over the link, and pedestrians and cyclists would have to wait for gaps in the traffic to cross the B430. Crossings would be most common in Middleton Stoney, where several WCH receptors are found adjacent the link. Between the two scenarios, the 28% reduction in total traffic flows would equate to 1813 less vehicles in a 24-hour period, or more than one fewer vehicle passing a point on the link every minute. Furthermore, the provision of a zebra crossing would greatly aid NMUs in crossing Link 106 in Middleton Stoney. These beneficial improvements are deemed to be of <i>moderate magnitude</i>.</p> <p>In terms of NMU amenity, no footways are provided on Link 106, other than within Middleton Stoney. HGV flows are expected to halve, and therefore the changes in total traffic flows are non-negligible in accordance with IEMA Guidelines. There would be 1339 fewer HGVs on the link in a 24-hour period, or approximately one fewer every minute. The change in traffic flows would comprise a <i>minor magnitude</i> beneficial impact on NMU amenity.</p> <p>For the majority of link 106, the link is currently governed by the national speed limit (60mph), although this drops to 30mph and then 20mph within Middleton Stoney. This is expected to remain the case in the RC3A scenario. In the DS3A scenario, the speed limit for the 60mph section of Ardley Road would be reduced to 40mph. In Middleton Stoney, the 30mph and 20mph limits would remain. Therefore, in the RC3A scenario, vehicle speeds are expected to exceed 40mph for the majority of the link. In the DS3A scenario, speeds would likely fall and would be between 30mph and 40mph. In terms of traffic flows, in the RC3A scenario the average vehicle/hour over 18 hours is 337 vehicles and the 18-hour HGVs is 1433 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 40 (0+10+30),</p>
-------------	---

		<p>which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 235 vehicles and the 18-hour HGVs is 194 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation.</p> <p>Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle decrease in average 18-hour vehicle flow (102 vehicles), and more than a 500 HGV decrease in total 18-hour HGV flow (1239 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered medium or low. As there is a large drop in HGV flows, it is considered that overall, there would be a <i>moderate magnitude</i> beneficial impact on fear and intimidation.</p> <p>In the DS3A scenario, there would be a substantial reduction in HGV flows on this links due to the construction of the MSRR, re-routing traffic from the B430. The BTM modelling shows that in the RC3A AM peak the SB link would operate at capacity (122%). In the RC3A PM peak the link would operate at 89% of capacity. The BTM modelling shows that in the DS3A scenario, the link would operate at 38% of capacity in the AM peak, and 84% in the PM peak. This reduction in congesting and traffic, particularly in the morning peak hour is assessed as a <i>moderate magnitude</i> beneficial impact.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no collisions within the vicinity of Link 106. The analysis concluded that there is no underlying collision problem on the B430 in this location. Nevertheless, the reduction in traffic flows and provision of a zebra crossing would improve safety conditions for road users and pedestrians. This beneficial impact is deemed to be of <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation	<p>In the DS3A, the OxSRFI development would provide a zebra crossing over the link within Ardley. Furthermore, as part of the embedded highway works on this link, the where the link is governed by the national speed limit, this limit would be reduced to 40mph.</p>
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Large permanent beneficial (Significant) • Driver Delay: Large permanent beneficial (Significant) • NMU Delay: Large permanent beneficial (Significant) • NMU Amenity: Slight permanent beneficial (Significant) • Fear and Intimidation: Moderate permanent beneficial (Potentially Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)

	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Large permanent beneficial (Significant) • Driver Delay: Large permanent beneficial (Significant) • NMU Delay: Large permanent beneficial (Significant) • NMU Amenity: Slight permanent beneficial (Significant) • Fear and Intimidation: Moderate permanent beneficial (Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 107</p> <p>B430 thorough Weston-on-the-Green (north of Church Road)</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 107 runs north from Church Road, through the village of Weston-on-the-Green for approximately 275m. There are WCH receptors adjacent the link to the west, including a Public House, bus stops, and private dwellings, although no receptors to the east – albeit a few private dwellings – indicating a possible limited impact upon severance. There is no NMU infrastructure on the western side of the B430, meaning NMUs would have to wait for gaps in the traffic to cross. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 107 would be subject to a 6% reduction in 24-hour total vehicle traffic flows (equating to 337 vehicles). Thus, in accordance with IEMA Guidelines there would be a beneficial <i>negligible magnitude</i> impact upon severance as a result in the reduction in traffic flows between the scenarios.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in the RC3A scenario, although there is no signalised crossing provided and so NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 5666 vehicles on the link in a 24-hour period. The equates to a vehicle passing a point on the link every 15 seconds. In DS3A, this time would increase to 16 seconds. Thus, there would be a limited change in the frequency of opportunities to cross the link in the DS3A scenario, although there would be few NMUs wanting to cross in any case. Therefore, impact upon NMU delay is deemed to be beneficial and of <i>negligible magnitude</i>.</p> <p>HGV flows halve between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are non-negligible in accordance</p>

		<p>with IEMA Guidelines. There would be a reduction of 337 vehicles in 24 hours, or the equivalent of one fewer vehicle in a five-minute period and 184 fewer HGVs in 24 hours, or one fewer in an eight-minute period. In terms of NMU infrastructure a footway is provided on the link's western edge, facilitating pedestrian movements along the link and would offer some protection. Overall, it is considered that reduction in flows corresponds to a <i>minor magnitude</i> beneficial impact in terms of NMU amenity.</p> <p>Although there are no points on Link 107 where vehicles can make turning movements; there would be a reduction in traffic flows on Link 107 between the two scenarios, indicating a reduction in congestion and delay on the link. The benefits of this reduction in flows would be realised on roads that meet the link, by vehicles waiting to join the B430. The BTM modelling shows that the link would operate at a maximum of 33% (southbound AM) in the RC3A scenario, and at a maximum of 19% (southbound PM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and the reduction between the maximum operating capacities is not substantial reduction. This is consistent with the small reduction in traffic flows, which would cause slight change for vehicles waiting to join the link also. Therefore, overall, it is considered that there would be a <i>negligible magnitude</i> on driver delay between the scenarios. As traffic flows reduce, this impact is deemed to be beneficial.</p> <p>In the RC3A scenario, the link would be governed by a 30mph limit, and this would remain unchanged in the DS3A scenario. It is considered that vehicle would therefore be travelling on average between 20mph and 30mph, in both scenarios. In terms of flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 291 and the total number of HGVs over 18 hours is 297. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 271 and the total number of HGVs over 18 hours is 126. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact is deemed to be beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified one slight incident on the link but concluded that there was no evidence of any underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no</i></p>
--	--	---

		<i>change</i> in Road User and Pedestrian Safety on Link 107.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Neutral (No effect) NMU Delay: Slight permanent beneficial (Not Significant) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Slight permanent beneficial (Not Significant) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Neutral (No effect) NMU Delay: Slight permanent beneficial (Not Significant) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Slight permanent beneficial (Not Significant) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 108</p> <p>B430 south of Akemen Street/Green Lane crossroads junction</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (beneficial) NMU Delay: no change NMU Amenity: negligible magnitude (beneficial) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Link 108 runs along the B430, south from its crossroads with Akemen Street and Green Lane, for approximately 500m to Landscape Road. There are WCH receptors adjacent the link to the west, including several commercial land uses, but no receptors to the east, limiting the possible impact upon severance. For the length of the link, no NMU infrastructure is provided on either side of the B430, meaning NMUs would have to wait for gaps in the traffic to cross. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 108 would be subject to a 1% increase in 24-hour total vehicle traffic flows (equating to 106 vehicles) Thus, in accordance with IEMA Guidelines, and considered the lack of crossing provision, there could be a minor impact upon severance as a result in the reduction in HGV flows, however, it is considered that because the total vehicle flows increase by a little, there is an adverse <i>negligible magnitude</i> impact upon severance between the scenarios.</p>

	<p>In terms of NMU delay, there would be limited NMU trips across the link in the RC3A scenario, although as no signalised crossing would be provided; NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 7246 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link every 12 seconds. In DS3A, this time would remain at 12 seconds. Thus, there would be <i>no change</i> in the frequency of opportunities to cross the link in the DS3A scenario.</p> <p>HGV flows halve between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are non-negligible based on the IEMA Guidelines. There would be a 54% reduction in HGVs flows on the link (202 HGVs) or the equivalent of one fewer HGV in a seven-minute period. However, the total number of vehicles on the link would increase slightly and considering the change in actual HGV numbers is small the impact upon NMU Amenity between the scenarios would be beneficial and of a <i>negligible magnitude</i>.</p> <p>Although there are no points on Link 108 where vehicles can make turning movements; there would be a slight increase in traffic flows, and a reduction in HGV flows on Link 108 between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised on roads that meet the link (Akeman Street and Green Lane), by vehicles waiting to join the B430. The BTM modelling shows that the link would operate at a maximum of 47% (southbound AM) in the RC3A scenario, and at a maximum of 30% (southbound AM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and the reduction between the maximum operating capacities is not substantial. This is consistent with the slight change in traffic flows, which would cause a limited change in wait time for vehicles waiting to join the link also. Therefore, overall, it is considered that there would be a beneficial <i>negligible magnitude</i> on driver delay between the scenarios.</p> <p>In the RC3A scenario, the link would be governed by a 40mph limit, and this would remain unchanged in the DS3A scenario. It is considered that vehicles would therefore be travelling on average between 30mph and 40mph, in both scenarios. In terms of flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 373 and the total number of HGVs over 18 hours is 344. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 375 and the total number of HGVs over 18 hours is 156. Accordingly, the DS3A fear and intimidation degree of hazard score is 20</p>
--	--

		<p>(0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As total traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken identified an existing collision problem and so road user safety may be affected by the change in traffic flows on this link. In terms of traffic flows, there is a 1% increase in flows. This is a limited change in flows and thus it is deemed there would be an adverse <i>negligible magnitude</i> impact upon road user safety.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 109</p> <p>B430 north of Akemen Street/Green Lane crossroads junction</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Link 109 runs along the B430, north from the crossroads with Akemen Street and Green Lane, for approximately 1.2km to the A4095. There are WCH receptors adjacent the link to the west, including several commercial land uses, but no receptors to the east, limiting the possible impact upon severance. For the length of the link, no NMU infrastructure is provided on either side of the B430, meaning NMUs would have to wait for gaps in the traffic to cross. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 109 would be subject to a 2% reduction in 24-hour total vehicle traffic flows (equating to 118 vehicles). Thus, in accordance with IEMA Guidelines, there would be a <i>negligible magnitude</i> impact upon severance between the scenarios. As traffic flows reduce, this impact has been assessed as beneficial.</p>

		<p>In terms of NMU delay, there would be limited NMU trips across the link in the RC3A scenario, although as no signalised crossing would be provided; NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 4922 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link every 18 seconds. In DS3A, this time would reduce to 17 seconds. Thus, there would be a slight change in the frequency of opportunities to cross the link in the DS3A scenario, although there would be few NMUs wanting to cross in any case. Therefore, impact upon NMU delay is deemed to be beneficial and of <i>negligible magnitude</i>.</p> <p>HGV flows halve between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. There would be a reduction of 201 HGVs in 24 hours, or the equivalent of one fewer HGV in a seven-minute period. No NMU infrastructure is provided on the link and the total number of vehicles on the link would decrease slightly. Nevertheless, the change in flows is low and it is considered there would be a beneficial <i>negligible magnitude</i> of impact in terms of NMU amenity.</p> <p>Although there are no points on Link 109 where vehicles can make turning movements; there would be a slight decrease in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised on roads that meet the link; Akeman Street, Green Lane, and the A4095, by vehicles waiting to join the B430. The BTM modelling shows that the link would operate at a maximum of 26% (southbound AM) in the RC3A scenario, and at a maximum of 15% (southbound AM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and the reduction between the maximum operating capacities is not substantial. This is consistent with the slight change in traffic flows, which would cause a slight change in wait time for vehicles joining the link also. Therefore, overall, it is considered that there would be a beneficial <i>negligible magnitude</i> on driver delay between the scenarios.</p> <p>In the RC3A scenario, the link would be governed by a 40mph limit, and this would remain unchanged in the DS3A scenario. It is considered that vehicles would therefore be travelling on average between 30mph and 40mph, in both scenarios. In terms of flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 253 and the total number of HGVs over 18 hours is 293. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 244 and the total</p>
--	--	---

		<p>number of HGVs over 18 hours is 106. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken identified an existing collision problem at the link's southern extent and so road user safety may be affected by the change in traffic flows on this link. In terms of traffic flows, there is a 2% decrease in flows (a limited change in flows) and thus it is deemed there would be a beneficial and <i>negligible magnitude</i> impact upon road user safety.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 110</p> <p>B430 within A4095 junction</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 110 is a short link comprising of the B430 mainline between the eastern entry and exits within the A4095 roundabout. There are no WCH receptors adjacent the link and no NMU trips are expected along and across the link in the RC3A or DS3A scenarios. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 110 would be subject to a 3% reduction in 24-hour total vehicle traffic flows (equating to 128 vehicles). Thus, based on the IEMA Guidelines; there would be negligible change in terms of severance between scenarios. Further, the change in terms of specific vehicle numbers is low, and no NMU trips are expected across the link. Therefore, it is considered that there would be a beneficial <i>negligible magnitude</i> impact on severance on Link 110.</p>

		<p>In terms of NMU delay, there would be no NMU trips along and across the link in either scenarios. Again, the decrease in traffic flows in terms of vehicles is low, and thus it is considered that there would also be a <i>negligible magnitude</i> impact in terms of NMU delay on the link. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>Total traffic flows do not double between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are negligible in accordance with IEMA Guidelines. The number of HGVs on Link 110 in a 24-hour period decreases by 66% in the DS3A, although, this equates to 202 HGVs, or eight an hour, and thus also considered to have insignificant effect. Overall, it is considered that there would be a <i>negligible magnitude</i> of impact in terms of NMU Amenity on the link. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>There are no points on Link 110 where vehicles can make turning movements and so the only point where a change in driver delay can be realised is as at each end of the link where vehicles join the B430 or the A4095. The BTM modelling shows the southbound link operating at 36% of capacity (AM peak) in the RC3A scenario, decreasing to 21% of capacity (AM peak) in the DS3A scenario. Thus, link would comfortably operate with spare capacity in both scenarios. Although the link's operation would improve, the change is minimal and deemed to be of <i>negligible magnitude</i> impact upon driver delay between the two scenarios. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In both scenarios, the link would be governed by the national (60mph) limit, and it is thought that vehicles would be travelling over 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 239 and the total number of HGVs over 18 hours is 281. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 229 and the total number of HGVs over 18 hours is 95. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified four slight incidents at the junction between the B430 and A4095,</p>
--	--	--

		<p>although did not specify where the collisions occurred. Of the four collisions, one was a loss of control on approach to the junction, one was a motorbike losing control, and two were failures to give way. A further review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one slight incident on the link. Therefore, as was the case in the TA, it can be concluded that there is no evidence of any underlying highway safety issue on the link that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 110.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 111</p> <p>B430 within A4095 junction</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 111 is a short link comprising of the B430 mainline between the western entry and exits with the A4095 junction. There are no WCH receptors adjacent the link and no NMU trips are expected along and across the link in the RC3A or DS3A scenarios. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 111 would be subject to a 17% reduction in 24-hour total vehicle traffic flows (equating to 1059 vehicles). Thus, based on the IEMA Guidelines; there may be a negligible change in terms of severance between scenarios. Further, this change in terms of specific vehicle numbers relatively low (equating to fewer than one per minute), and no NMU trips are expected across the link. Therefore, it is considered that there would be a <i>negligible magnitude</i> impact on severance on Link 111. As traffic flows decrease, this impact has been assessed as beneficial.</p>

	<p>In terms of NMU delay, there would be no NMU trips along and across the link in either scenarios. Again, the decrease in traffic flows in terms of vehicles is low, and thus it is considered that there would also be a <i>negligible magnitude</i> impact in terms of NMU delay on the link. As traffic flows decrease, this impact has been assessed as beneficial.</p> <p>Total traffic flows do not double between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are negligible in accordance with IEMA Guidelines. The number of HGVs on Link 111 in a 24-hour period decreases by 71% in the DS3A, although, this equates to 253 HGVs, or 11 an hour, and thus also considered to have insignificant effect. Overall, it is considered that there would be a <i>negligible magnitude</i> beneficial impact in terms of NMU Amenity on the link.</p> <p>There are no points on Link 111 where vehicles can make turning movements and so the only point where a change in driver delay can be realised is as at each end of the link where vehicles join the B430 or the A4095. The BTM modelling shows the southbound link operating at 27% of capacity (AM peak) in the RC3A scenario, decreasing to 16% of capacity (AM peak) in the DS3A scenario. Thus, link would comfortably operate with spare capacity in both scenarios. Although the link's operation would improve, the change is minimal and deemed to be beneficial and of <i>negligible magnitude</i> impact upon driver delay between the two scenarios.</p> <p>In both scenarios, the link would be governed by the national (60mph) limit, and it is thought that vehicles would be travelling over 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 325 and the total number of HGVs over 18 hours is 332. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 268 and the total number of HGVs over 18 hours is 96. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows decrease, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified four slight incidents at the junction between the B430 and A4095, although did not specify where the collisions occurred. Of the four collisions, one was a loss of control on approach to the junction, one was a motorbike losing</p>
--	--

		control, and two were failures to give way. A further review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one slight incident on the link. Therefore, as was the case in the TA, it can be concluded that there is no evidence of any underlying highway safety issue on the link that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 111.
	Embedded Mitigation Effects (Significance)	None <ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	None Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
Link 112 B430 between A4095 junction and B4030 Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (beneficial) Driver Delay: negligible magnitude (beneficial) NMU Delay: no change NMU Amenity: negligible magnitude (beneficial) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: no change <p>Link 112 runs along the B430, north from the A4095 for approximately 1.6km to Bicester Road within Middleton Stoney. No WCH receptors are found adjacent the link, other than a few dwellings in Middleton Stoney. No WCH infrastructure is provided on the link other than a pedestrian crossing at the signalised junction between the B430 and Bicester Road at the link's northern extent. For the majority of the length of the link, no NMU infrastructure is provided on either side of the B430, meaning NMUs would have to wait for gaps in the traffic to cross, although few WCH trips along and across the link are expected in either scenario. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 112 would be subject to a 2% reduction in 24-hour total vehicle traffic flows (equating to 154 vehicles). Thus, in accordance with IEMA Guidelines, and considering the lack of WCH receptors adjacent the link, there would be a <i>negligible magnitude</i> impact upon severance between the scenarios. As traffic flows reduce, this impact has been assessed as beneficial.</p>

	<p>In terms of NMU delay, there would be limited NMU trips across the link in the RC3A scenario, although as no signalised crossing would be provided along most of the link; NMUs would have to wait for gaps in the traffic to cross. In the RC3A scenario, there would be 7825 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link every 11 seconds. In DS3A, this time would remain at 11 seconds. Thus, there would be no discernible change in the frequency of opportunities to cross the link in the DS3A scenario, and there would be few NMUs wanting to cross in any case. Therefore, there is deemed to be <i>no change</i> in terms of NMU delay between the two scenarios.</p> <p>HGV flows halve between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows may be non-negligible in accordance with IEMA Guidelines. In reality, there would be a reduction of 264 HGVs in 24 hours, or the equivalent of one fewer HGV in a five-minute period. This change flows is low and it is considered that there would be a <i>negligible magnitude</i> in terms of NMU amenity. As traffic flows decrease, this impact has been assessed as beneficial.</p> <p>Although there are no points on Link 112 where vehicles can make turning movements; there would be a slight decrease in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised on roads that meet the link; at the A4095 and at private accesses within Middleton Stoney, by vehicles waiting to join the B430. The BTM modelling shows that the link would operate at a maximum of 32% (southbound AM) in the RC3A scenario, and at a maximum of 24% (southbound AM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and the reduction between the maximum operating capacities is not substantial. This is consistent with the slight change in traffic flows, which would cause a small decrease in wait time for vehicles joining the link also. Therefore, overall, it is considered that there would be a beneficial <i>negligible magnitude</i> on driver delay between the scenarios.</p> <p>In the RC3A scenario, the link would be governed by the national (60mph) speed limit, and this would remain unchanged in the DS3A scenario. It is considered that vehicles would therefore be travelling on average over 40mph. In terms of flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 402 and the total number of HGVs over 18 hours is 362. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 387 and the total</p>
--	---

		<p>number of HGVs over 18 hours is 117. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows decrease, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified four slight incidents at the junction between the B430 and A4095, at the link's southern extent, although did not specify where the collisions occurred. Of the four collisions, one was a loss of control on approach to the junction, one was a motorbike losing control, and two were failures to give way. A further review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no incidents on the link, outside the A4095 junction. Therefore, as was the case in the TA, it can be concluded that there is no evidence of any underlying highway safety issue on the link that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 112.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 113</p> <p>A34 NB on-slip at B430</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: no change • Driver Delay: negligible magnitude (beneficial) • NMU Delay: no change • NMU Amenity: no change • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Between the RC3A and DS3A scenarios, Link 113 would be subject to a 12% reduction in 24-hour total vehicle traffic. This, based on the IEMA Guidelines, therefore, suggests a negligible impact upon severance. Link 113 comprises an on slip from to the A43 from Northampton Road. The link is short and no WCH receptors are</p>

		<p>adjacent. NMUs would not cross the link in both scenarios. Furthermore, the difference in traffic flows over 24 hours equates to -62 vehicles: a minimal number in absolute terms. Therefore, it is considered there would be a <i>no change</i> on severance in DS3A.</p> <p>Similarly, as NMUs would not cross the link in either scenario, there would also be a <i>no change</i> of impact on NMU delay and NMU Amenity as a result of the change in traffic flows between RC3A and DS3A, despite HGV flows doubling; although it is noted that this increase equates to 19 additional HGVs in a 24 period.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 50% of capacity in the RC3A scenario (51 vehicles), decreasing to 47% of capacity in the DS3A scenario (59 vehicles). Although, the peak hour vehicles would rise, the operating capacity of the junction would reduce. There is a limited shift in both metrics, and thus a limited impact on congestion or delay. Thus, the impact on driver delay on this link is considered to be beneficial and of <i>negligible magnitude</i>.</p> <p>Link 113 is subject to the national speed limit, and vehicles would likely average over 40mph. This would be the case in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 26 vehicles, and the total number of HGVs over 18 hours is 7. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 23, and the total number of HGVs over 18 hours is 24. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>From the PIC assessment included in the TA, no incidents were recorded within the five-year study period on Link 113. Thus, there is no indication of a highway safety issue, which would be affected by the change in traffic flows on this link. Thus, there would be a <i>negligible magnitude</i> of impact on the link in terms of Road User and Pedestrian Safety. As traffic flows reduce, this impact has been assessed as beneficial.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect)

		<ul style="list-style-type: none"> Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 114</p> <p>B4030 Lower Heyford Road between Port Way crossroads</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: negligible magnitude (adverse) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: no change <p>Link 114 comprises the B4030 where it forms the internal junction link of the crossroads between Port Way. Port Way intersects the B4030 in a north/south direction. The distance between the two Port Way arms (and thus the length of Link 114) is approximately 25m. Between the RC3A and DS3A scenarios, Link 40 would be subject to a 6% increase in 24-hour total vehicle traffic, equating to 237 vehicles: a small number in absolute terms. The link is short and no WCH receptors are adjacent. NMUs would be unlikely to cross the link in both scenarios. Therefore, it is considered there would be a <i>negligible magnitude</i> adverse impact in terms of severance in the DS3A scenario.</p> <p>Similarly, as NMU would be unlikely to cross the link in either scenario and the change in traffic flows is low, there would be a <i>negligible magnitude</i> adverse impact on NMU delay as a result of the change in traffic flows between RC3A and DS3A.</p> <p>24-hour total vehicle and HGV flows do not halve or double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are negligible in accordance with IEMA Guidelines. The increase in traffic flows equates to one additional vehicle in a 6-minute period. This is a minimal change and thus it is considered that there would be an adverse but <i>negligible magnitude</i> of impact on NMU Amenity in the DS3A scenario.</p> <p>Link 114 is subject to the national speed limit, and vehicles would likely average over 40mph. This would be the case in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 204 vehicles, and the total number of HGVs over 18 hours is 70. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average</p>

		<p>vehicle/hour flow over 18 hours is 215, and the total number of HGVs over 18 hours is 44. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Although there are no points on Link 114 where vehicles can make turning movements; there would be a slight increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised on roads that meet the link, i.e. Port Way to the north and south by vehicles waiting to cross or join the B4030. The BTM modelling shows that the link would operate at a maximum of 23% (southeast bound AM) in the RC3A scenario, and at a maximum of 25% (southeast bound AM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and the increase between the maximum operating capacities is not large. This is consistent with the slight change in traffic flows, which would cause a slight change in wait time for vehicles joining the link also. Therefore, overall, it is considered that there would be an adverse <i>negligible magnitude</i> on driver delay between the scenarios.</p> <p>From the PIC assessment included in the TA, two incidents were recorded within the five-year study period at the Port Way/B4030 junction, although no indication of any underlying highway safety issue was found. Thus, the slight increase in total flows would not affect Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
Link 115	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse)

<p>B4030 Lower Heyford Road to east of Port Way</p> <p>Sensitivity:</p> <p>Low</p>		<ul style="list-style-type: none"> • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 115 comprises the B4030 between the Port Way junction and South Street, just north of Caulcott, a stretch that is approximately 850m in length. Between the RC3A and DS3A scenarios, Link 115 would be subject to an 8% increase in 24-hour total vehicle traffic, equating to 265 vehicles: a small number in absolute terms. The link is short and no WCH receptors are located adjacent the link, apart from a few private accesses at the link's eastern extent. NMUs would be unlikely to cross the link in both scenarios. Therefore, in accordance with IEMA Guidelines; there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Similarly, as NMU would be unlikely to cross the link in either scenario and the change in traffic flows is low, there would be a <i>negligible magnitude</i> of impact on NMU delay as a result of the change in traffic flows between RC3A and DS3A. As traffic flows increase, this impact has been assessed as adverse.</p> <p>24-hour total vehicle and HGV flows do not halve or double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. The increase in traffic flows equates to one additional vehicle in a 5-minute period. This is a minimal change and thus it is considered that there would be a <i>negligible magnitude</i> impact on NMU amenity in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>The majority of link 115 is subject to the national speed limit, albeit from the eastern extent which is governed by a 40mph limit. Vehicles would likely average over 40mph in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 181 vehicles, and the total number of HGVs over 18 hours is 69. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 194, and the total number of HGVs over 18 hours is 44. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Although there are no points on Link 115 where vehicles can make turning movements; there would be a slight</p>
---	--	--

		<p>increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised on roads that meet the link, i.e. Port Way and South Street at the extents of the link, as well as private accesses off the link. The BTM modelling shows that the link would operate at a maximum of 23% (eastbound AM) in the RC3A scenario, and at a maximum of 24% (east bound AM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and the increase between the maximum operating capacities is not large. This is consistent with the slight change in traffic flows, which would cause slight increase in wait time for vehicles joining the link also. Therefore, overall, it is considered that there would be a <i>negligible magnitude</i> on driver delay between the scenarios. As traffic flows increase, this impact has been assessed as adverse.</p> <p>From the PIC assessment included in the TA, one slight incident was recorded on the link within the five-year study period at the B4030/South Street junction. One incident in this period does not indicate any underlying highway safety issue on this link. Thus, the slight increase in total flows would not affect Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation</p>	<p>None</p>
	<p>Effect of Travel Plan</p>	<p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 116</p> <p>B4030 Lower Heyford Road east of South Street</p> <p>Sensitivity:</p> <p>Medium</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 116 comprises the B4030 between South Street and the unnamed road running north from the B4030, just north of Caulcott, a stretch that is approximately 850m in length. Between the RC3A and DS3A scenarios, Link 116 would be subject to an 4% increase</p>

	<p>in 24-hour total vehicle traffic, equating to 172 vehicles: a small number in absolute terms. The link is rural and there are limited WCH receptors adjacent the link, apart from are a few private accesses off the link. Notably a public house is located at the link's western extent, which would generate NMU trips. There is no NMU infrastructure provided on the link, nevertheless NMUs would be unlikely to cross the link in both scenarios, apart from at the western extent where users of the Public House may park on the other side of the link. Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario. Nevertheless, as traffic flows increase, this impact has been assessed as adverse.</p> <p>Similarly, as NMU would be unlikely to cross the majority of the link in either scenario and the change in traffic flows is low, there would be a <i>negligible magnitude</i> of impact on NMU delay as a result of the change in traffic flows between RC3A and DS3A. Nevertheless, as traffic flows increase, this impact has been assessed as adverse.</p> <p>24-hour total vehicle and HGV flows do not halve or double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are negligible in accordance with IEMA Guidelines. The increase in traffic flows equates to one additional vehicle in a 8-minute period. This is a minimal change and thus it is considered that there would be a <i>negligible magnitude</i> impact on NMU Amenity in the DS3A scenario. As flows increase, this impact is assessed as adverse.</p> <p>The majority of link 116 is subject to the national speed limit, albeit from the western extent which is governed by a 40mph limit. Vehicles would likely average over 40mph in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 216 vehicles, and the total number of HGVs over 18 hours is 66. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 223, and the total number of HGVs over 18 hours is 43. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Although there are no points on Link 116 where vehicles can make turning movements; there would be a slight increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised on roads that meet the link, i.e. South Street</p>
--	---

		<p>and the unnamed road at the western and eastern extents of the link respectively, as well as private accesses off the link. BTM modelling shows that the link would operate at a maximum of 29% (eastbound AM) in the RC3A scenario, and at a maximum of 30% (eastbound AM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and the increase between the maximum operating capacities is not minimal. This is consistent with the slight change in traffic flows, which would cause slight change in wait time for vehicles joining the link also. Therefore, overall, it is considered that there would be an adverse <i>negligible magnitude</i> on driver delay between the scenarios.</p> <p>From the PIC assessment included in the TA, several collisions were recorded on the link within the five-year study period. There is no discernible trend in collision location or type, and thus no indication of any underlying highway safety issue on this link. Therefore, the slight increase in total flows would not affect Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 117</p> <p>B4030 Vendee Drive between Heaton Road and A4095</p> <p>Sensitivity:</p> <p>Low/Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: minor magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 117 comprises the B4030 Vendee Drive, stretching south from the A4095 to Heaton Road. The link is on the edge of Bicester, with residential development to its east, and open fields to the west. Thus, as all WCH receptors adjacent the link are located to the east, there would be little demand for WCHs to cross the link. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 117 would be subject to an 2% increase in 24-hour total vehicle traffic, equating to 226 vehicles</p>

	<p>(an average of one every six minutes). As a result of this change in traffic flows, based on the IEMA Guidelines there would be a negligible magnitude of impact upon severance. Given the lack of expected NMU crossings of the link, the conclusion of a <i>negligible magnitude</i> of impact in terms of severance is deemed suitable. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Similarly, as NMUs would be unlikely to cross the link in either scenario, and the change in overall traffic flows is low, there would be an adverse <i>negligible magnitude</i> of impact on NMU delay as a result of the change in traffic flows between the RC3A and DS3A scenarios.</p> <p>Between the scenarios, total vehicle 24-hour traffic flows do not double. However, HGV flows do double, and therefore the changes in traffic flows are non-negligible in accordance with IEMA Guidelines when discussing NMU amenity. The increase in traffic flows equates to one additional vehicle in a 6-minute period. There would be an additional HGV on the link approximately every two minutes. Infrastructure for pedestrians and cyclists is provided via a shared footway/cycleway east of the link, set back from the carriageway. Therefore, the impact of the increase in traffic flows on NMU amenity is deemed to be an adverse, but of <i>minor magnitude</i>.</p> <p>The majority of link 117 is subject to a 50mph limit, with just the northern part governed by a 40mph limit. Vehicles would likely average over 40mph in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 591 vehicles, and the total number of HGVs over 18 hours is 539. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 600, and the total number of HGVs over 18 hours is 1283. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10+10+30), which equates to a 'Great' level of fear and intimidation.</p> <p>There is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (61 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (744 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low or medium. As a shared footway/cycleway is provided along the link and set back from the carriageway, it is considered that the impact would be low. Thus, there would be a <i>minor magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>Although there are no points on Link 117 where vehicles can make turning movements; there would be a slight increase in traffic flows between the two scenarios,</p>
--	---

		<p>indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised on roads that meet the link, i.e. the A4095 and Heaton Road at the ends of the link, as well as Odsey Close which would meet the link in both scenarios. The BTM modelling shows that the link would operate at a maximum of 38% (northwest bound PM) in the RC3A scenario, and at a maximum of 40% (northwest bound PM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and the increase between the maximum operating capacities is not minimal. This is consistent with the slight change in traffic flows, which would cause a slight change in wait time for vehicles joining the link also. Therefore, overall, it is considered that there would be a <i>negligible magnitude</i> on driver delay between the scenarios. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 117. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that no collisions had occurred on the link. Therefore, there is no indication of an existing highway safety issue that could be affected by a change in traffic flows. Therefore, the slight increase in total flows on this link between the two scenarios would not affect Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation</p>	<p>None</p>
	<p>Effect of Travel Plan</p>	<p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 118 A4095 Vendee Drive between</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse)

<p>A4095 junction and Howes Lane roundabout</p> <p>Sensitivity:</p> <p>Low/Medium</p>	<ul style="list-style-type: none"> • Road User and Pedestrian Safety: no change <p>Link 118 comprises the A4095 Vendee Drive, stretching south from the Howes Lane Roundabout to the A4095 T-Junction. The link is on the edge of Bicester, with residential development to its east, and a wooded area to the west. Thus, as all WCH receptors adjacent the link are located to the east and there would be little demand for WCHs to cross the link, apart from at the Howes Lane Roundabout where a two-stage uncontrolled pedestrian crossing facilitates east/west NMU movements. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 118 would be subject to an 4% increase in 24-hour total vehicle traffic, equating to 739 vehicles (an average of one every two minutes). As a result of this change in traffic flows, based on the IEMA Guidelines there would be a negligible magnitude of impact upon severance. Given the lack of expected NMU crossings of the link, (other than where infrastructure is provided), the conclusion of a <i>negligible magnitude</i> adverse impact in terms of severance is deemed suitable.</p> <p>Similarly, as NMUs would be unlikely to cross the link in either scenario, and the change in overall traffic flows is low, there would be a <i>negligible magnitude</i> of impact on NMU delay as a result of the change in traffic flows between the RC3A and DS3A scenarios. Nevertheless, this impact has been assessed as adverse due to the increase in traffic flows.</p> <p>Between the scenarios, total vehicle 24-hour traffic flows do not double. However, there would be a 130% increase in HGV flows on the link (800 HGVs) and therefore the changes in traffic flows are non-negligible in accordance with IEMA Guidelines when discussing NMU amenity. The increase in traffic flows equates to one additional vehicle in a 2-minute period. Suitable infrastructure for pedestrians and cyclists is provided via a shared footway/cycleway east of the link, set back from the carriageway, and an uncontrolled crossing is provided over the link at the Howes Lane Roundabout. Therefore, the impact of the increase in traffic flows on NMU amenity is deemed to be an adverse, but of <i>minor magnitude</i>.</p> <p>The majority of link 118 is subject to 40mph limit. Vehicles would likely average between 30mph and 40mph in both scenarios, as they would slow when approaching/departing the roundabout. For RC3A, the average vehicle/hour flow over 18 hours is 1032 vehicles, and the total number of HGVs over 18 hours is 584. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 1068, and the total number of HGVs over 18 hours is 1342.</p>
--	---

		<p>Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. Nevertheless, as the degree of hazard score increases between scenarios, the impact has been deemed adverse.</p> <p>Although there are no points on Link 118 where vehicles can make turning movements; there would be a slight increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised at the A4095 T-Junction and the Howes Lane roundabout. The BTM modelling shows that the link would operate at a maximum of 102% (southwest bound AM) in the RC3A scenario, as vehicles queue to turn right to remain on the A4095. In the DS3A scenario the link would operate at 98% of capacity, despite the increase in traffic flows, indicating that changes in traffic flows elsewhere on the network reduce queuing on this link. In actual terms, there would be a reduction of six southbound vehicles on this link in the AM peak hour. This is a slight change and thus, it is considered that there would be a beneficial, but <i>negligible magnitude</i> on driver delay between the scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA recorded no collisions on Link 118. Therefore, there is no indication of an existing highway safety issue that could be affected by a change in traffic flows. Therefore, the slight increase in total flows on this link between the two scenarios would not affect Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation</p>	<p>The TA identifies that the A4095/B4030 roundabout would be the subject of additional mitigation to increase capacity and provide signal-controlled Toucan crossings on the B4030 arm, the A4095 southern arm, and Middleton Stoney Road. Hence, with the additional mitigation in place, there would be the following magnitude impacts:</p> <ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial)

		<ul style="list-style-type: none"> • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 119</p> <p>B4030 Vendee Drive between A41 and Whitelands Way</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 119 comprises the B4030 Vendee Drive, stretching west from the A41 roundabout to Whitelands Way. The link is located to the south of Bicester, just north of the Bicester Park and Ride - a key WCH receptor adjacent the link. In terms of infrastructure for pedestrians and cyclists; shared 3m footway/cycleways are provided on both sides of the link and a two-stage uncontrolled pedestrian/cycle crossing is provided at the link's midway point. In terms of traffic flows, between the RC3A and DS3A scenarios Link 119 would be subject to an 6% increase in 24-hour total vehicle traffic, equating to 864 vehicles (an average of one every 100 seconds). As a result of this change in traffic flows, and based on the IEMA Guidelines there would be a negligible magnitude of impact upon severance. Given the NMU provision along and across this link, the conclusion that there would be a <i>negligible magnitude</i> of impact in terms of severance is suitable. This impact is assessed as adverse as traffic flows increase.</p> <p>As a two-stage crossing is provided over the link and the overall increase in vehicles is relatively small there would be a <i>negligible magnitude</i> of impact on NMU delay as a result of the change in traffic flows between the RC3A and DS3A scenarios. This impact is assessed as adverse as traffic flows increase.</p> <p>Between the scenarios, total vehicle 24-hour traffic flows do not double. However, HGV flows do double, and therefore the changes in traffic flows are non-negligible in accordance with IEMA Guidelines when discussing NMU amenity. The increase in traffic flows equates to one additional vehicle in a 108 second period, and this vehicle would likely be a HGV. Infrastructure for pedestrians and cyclists is provided via shared 3m</p>

		<p>footway/cycleways on both sides of the link and a two-stage uncontrolled pedestrian/cycle crossing at the link's centre. Therefore, the impact of the increase in traffic flows on NMU amenity is deemed to be an adverse, but of <i>minor magnitude</i>.</p> <p>The majority of link 119 is subject to 40mph limit and would be in both scenarios. Vehicles would likely average between 30mph and 40mph in both scenarios, as they would slow when approaching/departing the roundabout. For RC3A, the average vehicle/hour flow over 18 hours is 731 vehicles, and the total number of HGVs over 18 hours is 671. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 774, and the total number of HGVs over 18 hours is 1426. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10+10+20), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As overall traffic flows increase, this impact has been assessed as adverse.</p> <p>Although there are no points on Link 119 where vehicles can make turning movements; there would be a slight increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised at the A41 roundabout, and on Whiteland Way where vehicles would have to wait to join the B4030. BTM modelling shows that the link would operate at a maximum of 44% (northwest bound AM) in the RC3A scenario. In the DS3A scenario the link would operate at 45% of capacity (northwest bound PM). In both scenarios, the BTM modelling shows the link working within capacity, and the increase between the maximum operating capacities is not large. In actual terms, there would be a 17 additional vehicles northwest bound vehicles on this link in the PM peak hour, and 28 vehicles would be OxSRFI traffic in the DS3A scenario. This is a slight change and thus, it is considered that there would be a <i>negligible magnitude</i> on driver delay between the scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified one slight incident on the link but concluded that there was no evidence of any underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 119.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect)

		<ul style="list-style-type: none"> NMU Delay: Neutral (No effect) NMU Amenity: Slight permanent adverse (Not Significant) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Slight permanent adverse (Not Significant) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 120</p> <p>B4030 Vendee Drive between Whitelands Ways and Heaton Road</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: minor magnitude (adverse) Fear and Intimidation: minor magnitude (adverse) Road User and Pedestrian Safety: no change <p>Link 120 comprises the B4030 Vendee Drive, stretching west from Whitelands Way to Heaton Road. The link is located to the southwest of Bicester. To the northeast of the link is the Whitelands Farm Sports Ground, and to the south, open fields. Thus, there are limited WCH receptors adjacent the link and thus limited demand for WCHs to cross the majority of the link. In terms of infrastructure for pedestrians and cyclists; a shared 3m footway/cycleway is provided on the eastern side of the link and a signalised pedestrian/cycle crossing is provided just south of Heaton Road, facilitating the Chesterton 161/1 Footpath PRow where some NMU crossings would be expected. In terms of traffic flows, between the RC3A and DS3A scenarios, link 120 would be subject to an 9% increase in 24-hour total vehicle traffic, equating to 1035 vehicles (an average of one every 80 seconds). As a result of this change in traffic flows, and based on the IEMA Guidelines there would be a negligible magnitude of impact upon severance. Given the provision of a signalised crossing, the conclusion that there would be a <i>negligible magnitude</i> of impact in terms of severance is suitable. Nevertheless, as traffic flows increase between scenarios, this impact has been assessed as adverse.</p> <p>As a signalised crossing is provided at the only point frequent NMU crossings of the link are expected, and the overall increase in vehicles is relatively small, there would be a <i>negligible magnitude</i> of impact in terms of NMU delay as a result of the change in traffic flows between the RC3A and DS3A scenarios. As traffic flows increase between scenarios, this impact has been assessed as adverse.</p>

		<p>Between the scenarios, total vehicle 24-hour traffic flows do not double. HGV flows do double however, and therefore the changes in traffic flows are non-negligible in accordance with IEMA Guidelines when discussing NMU amenity. There would be a 138% increase in HGV flows on the link (787 HGVs), or the of one additional HGV on the link every 110 on average. Infrastructure for pedestrians and cyclists is provided via shared a 3m footway/cycleway on the eastern side of the link and a signalised pedestrian/cycle crossing at the link's centre. Therefore, the impact of the increase in traffic flows on NMU amenity is deemed to be an adverse, but of <i>minor magnitude</i>.</p> <p>The majority of link 120 is subject to 50mph limit and would be in both scenarios. Vehicles would likely average over 40mph in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 578 vehicles, and the total number of HGVs over 18 hours is 540. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 630, and the total number of HGVs over 18 hours is 1286. Accordingly, the DS3A fear and intimidation degree of hazard score is 50 (10+10+30), which equates to a 'Great' level of fear and intimidation. Thus, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (52 vehicles), but more than a 500 HGV change in total 18-hour HGV flow (746 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low or medium. As a shared footway/cycleway is provided along the link and set back from the carriageway and a signalised crossing is provided across the link, it is considered that the impact would be low. Thus, there would be a <i>minor magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>Although there are no points on Link 120 where vehicles can make turning movements, other than an access the Whitelands Farm that meets the link. Nevertheless, there would be a slight increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 43% (northwest bound PM) in the RC3A scenario. In the DS3A scenario the link would operate at 42% of capacity (northwest bound PM). In both scenarios, the BTM modelling shows the link working within capacity, and the increase between the maximum operating capacities is not large. In actual terms, there would be a 32 additional vehicles northwest bound vehicles on this link in the PM peak hour, and 28 vehicles would be OxSRFI traffic in the DS3A scenario. This is a slight change and</p>
--	--	---

		<p>thus, it is considered that there would be a <i>negligible magnitude</i> beneficial impact on driver delay between the scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 120. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that no collisions had occurred on the link. Therefore, there is no indication of an existing highway safety issue that could be affected by a change in traffic flows. Therefore, the slight increase in total flows on this link between the two scenarios would not affect Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 121</p> <p>A41/B4030 Vendee Drive roundabout circulatory</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: negligible magnitude <p>Between the RC3A and DS3A scenarios there would be a 1% reduction in total vehicles on Link 121. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms on NMU demand, there are limited WCH receptors adjacent the link and, being a roundabout circulatory, the link would have no WCH crossings. Therefore, it is considered that there would be a <i>negligible magnitude</i> of impact in terms of severance and NMU delay in the DS3A scenario. As traffic flows reduce, this has been assessed as a beneficial impact.</p>

		<p>Total vehicle traffic flows do not halve or double, but HGV flows double between scenarios (111% increase), and therefore the impact of the changes traffic flows are non-negligible when considering NMU amenity. In actuality, this increase comprises 400 HGVs, or the equivalent of one every two to three minutes. In terms of provision for NMUs, a footway is provided on the central island of the northern A41 arm. Given the limited change in HGV flows on this link and the footway provision, it is considered that there would be an adverse, but <i>minor magnitude</i> of impact on NMU Amenity between the two scenarios.</p> <p>Link 121, in both scenarios is governed by a 40mph speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 20mph and 30mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 313 vehicles and the 18-hour HGVs is 341 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 310 vehicles and the 18-hour HGVs is 720 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows. As overall traffic flows reduce, this is assessed as a beneficial impact.</p> <p>The BTM modelling shows Link 121 would operate at a maximum of 17% of capacity (PM peak) in the RC3A scenario, compared to at a maximum of 18% of capacity (AM peak) in the DS3A scenario. This change is small and it is considered that there would be a <i>negligible magnitude</i> adverse impact in terms of driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA concluded that there is a collision problem at this roundabout A41 NB approaches and geometric form of the junction as contributing factors. Nevertheless, there would be a slight reduction in total traffic flows on this link, and the development would not worsen these issues. Indeed, the increase in HGV traffic on the link may slow approach speeds on the A41. Overall, there is thought to be a <i>negligible magnitude</i> of impact on road user safety. As total traffic flows increase, this impact is adverse.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect)

		<ul style="list-style-type: none"> NMU Amenity: Slight permanent adverse (Not Significant) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Slight permanent adverse (Not Significant) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 122</p> <p>B4030 Vendee Drive eastbound approach to A41 roundabout</p> <p>Sensitivity: Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: negligible magnitude (adverse) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: negligible magnitude (adverse) <p>In terms of infrastructure for pedestrians and cyclists; a shared 3m footway/cycleway is provided to the north of the Link 122. No crossing point is provided across the link with NMU crossings facilitated elsewhere on the B4030. Further, as an entry to the A41 roundabout NMU crossings would not be expected or encouraged across the link. In terms of traffic flows, between the RC3A and DS3A scenarios link 122 would be subject to an 4% increase in 24-hour total vehicle traffic, equating to 282 vehicles (an average of one every 5 minutes). As a result of this change in traffic flows, and based on the IEMA Guidelines there could be a negligible magnitude of impact upon severance. Given the lack of NMU crossings expected across the link, the conclusion that there would be a <i>negligible magnitude</i> of impact in terms of severance is suitable. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Given the lack of NMU crossings expected across the link, and the small change in traffic flows, there would be a <i>negligible magnitude</i> of impact on NMU delay as a result of the change in traffic flows between the RC3A and DS3A scenarios. Again, this impact has been assessed as adverse.</p> <p>Between the scenarios, total vehicle 24-hour traffic flows and HGV flows do not double. Although, there would be a 94% increase in HGV flows on the link (409 HGVs), this would equate to one additional HGV on the link every 3-4 minutes; a minimal change. Therefore, the changes in traffic flows are negligible in accordance with IEMA Guidelines when discussing NMU amenity. Infrastructure for pedestrians and cyclists is provided via</p>

		<p>shared 3m footway/cycleways on the northern edge of the link. Given scale of the actual change in HGV flows along with the footway/cycleway provision, the impact of the increase in traffic flows on NMU amenity is deemed to be of a <i>negligible magnitude</i>. Nevertheless, as traffic flows increase, this impact has been assessed as adverse.</p> <p>The majority of link 122 is subject to 40mph limit and would be in both scenarios. Vehicles would likely average between 30mph and 40mph in both scenarios, as they would slow when approaching the roundabout. For RC3A, the average vehicle/hour flow over 18 hours is 381 vehicles, and the total number of HGVs over 18 hours is 412. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 395, and the total number of HGVs over 18 hours is 799. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>There would be a slight increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised at the A41 roundabout. The BTM modelling shows that the link would operate at a maximum of 88% (AM peak hour) in the RC3A scenario, during which 593 vehicles would pass along the link. In the DS3A scenario the link would operate at 91% of capacity (AM peak hour), during which 666 vehicles would pass along the link. The link would operate within capacity in both scenarios and there is a minimal change between scenarios; thus, there would be limited change in queuing and delay in both scenarios. Therefore, it is considered that there would be a <i>negligible magnitude</i> impact in terms of driver delay between the scenarios. As the volume/capacity ratio increases between scenarios, the impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA concluded that there is an collision problem at this roundabout A41 NB approaches and geometric form of the junction as contributing factors. Nevertheless, there would be a slight reduction in total traffic flows on this link, and the development would not worsen these issues. Indeed, the increase in HGV traffic on the link may slow approach speeds on the A41. Overall, there is thought to be a <i>negligible magnitude</i> of impact on road user safety. As traffic flows increase, this impact is adverse.</p>
	Embedded Mitigation	None

	Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
Link 123 A41/B4030 Vendee Drive roundabout circulatory Sensitivity: Low	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (beneficial) NMU Delay: negligible magnitude (adverse) NMU Amenity: minor magnitude (adverse) Fear and Intimidation: negligible magnitude Road User and Pedestrian Safety: minor magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 24% increase in total vehicles on Link 123 between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In actuality, this increase comprises 1650 vehicles, or the equivalent of one every 52 seconds on average. In terms on NMU demand, there are limited WCH receptors adjacent the link and, being a roundabout circulatory, the link would have no WCH crossings. Therefore, it is considered that there would be a <i>negligible magnitude</i> of impact in terms of severance and NMU delay in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Total vehicle traffic flows do not halve or double, but HGV flows do double, and therefore the impact of the changes traffic flows are non-negligible when considering NMU Amenity. HGV flows increase by 229%. Although large in percentage terms, this increase equates to an additional HGV on the link every 3-4 minutes. In terms of provision for NMUs, a shared footway/cycleway is provided on the outside of the roundabout, slightly setback from the carriageway edge. Given the limited change in traffic flows on this link and the footway provision, it is considered that there would be an adverse, but <i>minor magnitude</i> of impact on NMU Amenity between the two scenarios.</p> <p>Link 123, in both scenarios is governed by a 40mph speed limit, however as a roundabout circulatory it is considered that on average vehicles would be travelling in between 20mph and 30mph in both scenarios. In</p>

		<p>RC3A the average vehicle/hour over 18 hours is 363 vehicles and the 18-hour HGVs is 161 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 448 vehicles and the 18-hour HGVs is 528 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows.</p> <p>The BTM modelling shows Link 123 would operate at a maximum of 67% of capacity (PM peak) in the RC3A scenario, compared to at a maximum of 66% of capacity (PM peak) in the DS3A scenario. This change is small and it is considered that there would be a <i>negligible magnitude</i> impact in terms of driver delay in the DS3A scenario. As the volume/capacity decreases between scenarios, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA concluded that there is an collision problem at this roundabout A41 NB approaches and geometric form of the junction as contributing factors. Nevertheless, there would be an increase total traffic flows on this link, although not a substantial one. Indeed, the increase in HGV traffic on the link may slow approach speeds on the A41. Nevertheless, considering the identification of an collision problem, it is thought there would be an adverse, but <i>minor magnitude</i> of impact on road user safety on this link.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent adverse (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent adverse (Not Significant)
Link 124	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse)

<p>B4030 Vendee Drive westbound exit from to A41 roundabout</p> <p>Sensitivity:</p> <p>Low</p>	<ul style="list-style-type: none"> • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: minor magnitude (adverse) <p>In terms of infrastructure for pedestrians and cyclists; a shared 3m footway/cycleway is provided to the south of the Link 124. No crossing point is provided across the link, with NMU crossings facilitated elsewhere on the B4030. Further, as an exit arm of the A41 roundabout, NMU crossings would not be expected or encouraged across the link. In terms of traffic flows, between the RC3A and DS3A scenarios Link 124 would be subject to an 9% increase in 24-hour total vehicle traffic, equating to 582 vehicles (an average of one every 2 minutes). As a result of this change in traffic flows, and based on the IEMA Guidelines, there may be a negligible impact upon severance. Given the lack of NMU crossings expected across the link, the conclusion that there would be a <i>negligible magnitude</i> of impact in terms of severance is suitable. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Given the lack of NMU crossings expected across the link, and the slight change in traffic flows, there would be a <i>negligible magnitude</i> of impact on NMU delay as a result of the change in traffic flows between the RC3A and DS3A scenarios. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Between the scenarios, total vehicle 24-hour traffic flows do not double, although HGV flows do. Therefore, the changes in traffic flows are non-negligible in accordance with IEMA Guidelines when discussing NMU amenity. would be a 144% increase in HGV flows on the link (391 HGVs), equating to one additional HGV on the link every 3 to 4 minutes. Infrastructure for pedestrians and cyclists is provided via shared 3m footway/cycleways on the southern edge of the link and therefore, given scale of the change in traffic flows and the footway/cycleway provision, the impact of the increase in traffic flows on NMU amenity is deemed to be adverse, but of a <i>minor magnitude</i>.</p> <p>The majority of link 124 is subject to 40mph limit and would be in both scenarios. Vehicles would likely average between 30mph and 40mph in both scenarios, as they would slow when departing the roundabout. For RC3A, the average vehicle/hour flow over 18 hours is 350 vehicles, and the total number of HGVs over 18 hours is 259. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 378, and the total number of HGVs over 18 hours is 627. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a</p>
---	--

		<p>'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase between scenarios this impact has been assessed as adverse.</p> <p>There would be a slight increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows Link 124 would operate at a maximum of 47% of capacity (PM peak) in the RC3A scenario, compared to at a maximum of 48% of capacity (PM peak) in the DS3A scenario. This change is small and it is considered that there would be an adverse <i>negligible magnitude</i> impact in terms of driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA concluded that there is an collision problem at this roundabout A41 NB approaches and geometric form of the junction as contributing factors. Nevertheless, there would be an increase total traffic flows on this link, although not a substantial one. Indeed, the increase in HGV traffic on the link may slow approach speeds on the A41. Nevertheless, considering the identification of an collision problem, it is thought there would be an adverse, but <i>minor magnitude</i> of impact on road user safety on this link.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent adverse (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Slight permanent adverse (Not Significant)
<p>Link 125</p> <p>Middleton Stoney Road between A4095 roundabout and Ludlow Road</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: minor magnitude (adverse) • Driver Delay: minor magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 125 comprises Middleton Stoney Road, between the A4095 and Ludlow Road. The link is situated in Bicester with residential development to its north and</p>

<p>Sensitivity:</p> <p>Medium</p>	<p>south, although there is no direct access from the link to these developments. A footway is provided along the northern edge of the link, although there are no crossing points other than at the links western extent, where an uncontrolled two-stage pedestrian crossing facilitates the desire line along the A4095. Thus, apart from at the roundabout there would be little demand for WCHs to cross the link. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 125 would be subject to an 29% increase in 24-hour total vehicle traffic, equating to 5243 vehicles (an average one every 16 seconds). As a result of this change in traffic flows, based on the IEMA Guidelines, there would be a negligible magnitude of impact upon severance, although the increase is just below the threshold. As the increase is just below the threshold, and no signalised crossing facilities are provided, the impact on severance in the DS3A scenario, is deemed to be of adverse and of <i>minor magnitude</i>.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in the RC3A scenario, apart from at the A4095 roundabout where an uncontrolled pedestrian crossing is provided. At this location in the RC3A scenario, there would be 17790 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 10 seconds, north or south bound. In DS3A, this time would decrease to 8 seconds. Thus, there would be fewer opportunities to cross the link in the DS3A scenario, thereby increasing NMU delay. This delay would be realised at the uncontrolled crossing at the A4095 roundabout, and the adverse impact is deemed to be of <i>minor magnitude</i>.</p> <p>Between the scenarios, both total vehicle and HGV 24-hour traffic flows do not double. Therefore, the changes in traffic flows are negligible in accordance with IEMA Guidelines when discussing NMU amenity. A footway is provided on the northern edge of the link, facilitating pedestrian trips along the link. Therefore, the impact of the increase in traffic flows on NMU amenity is deemed to be a <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Link 125 is governed by a 30mph speed limit, and speed control features are present. Vehicles therefore would likely average between 20mph and 30mph in both scenarios, as they would slow when approaching/departing the roundabout. For RC3A, the average vehicle/hour flow over 18 hours is 932 vehicles, and the total number of HGVs over 18 hours is 181. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (10+0+10), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 1193, and the total number of HGVs over 18 hours is 292. Accordingly, the DS3A fear and intimidation degree of hazard score is</p>
--	--

		<p>20 (10+0+10), which equates to a ‘Small’ level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase between scenarios, this impact has been assessed as adverse.</p> <p>There would be an increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised at the A4095 roundabout. The BTM modelling shows that the link would operate at a maximum of 51% (PM peak hour) in the RC3A scenario, as vehicles approach the roundabout. In the DS3A scenario roundabout approach link would operate at 87% of capacity (AM peak hour). The link would operate within capacity in both scenarios, although there is a substantial increase in operating capacity in the DS3A scenario. In actual terms, there would be an increase of 394 vehicles on the approach to the roundabout AM peak hour, 126 of which would be OxSRFI development traffic. Overall, it is considered that there would be a <i>minor magnitude</i> adverse impact upon driver delay between the scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA recorded no collisions on Link 125. Further, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that no collisions had occurred on the link. Therefore, there is no indication of an existing highway safety issue on the link that could be affected by a change in traffic flows and thus there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	<p>Embedded Mitigation</p> <p>Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation</p>	<p>The TA identifies that the A4095/B4030 roundabout would be the subject of additional mitigation to increase capacity and provide signal-controlled Toucan crossings on the B4030 arm, the A4095 southern arm, and Middleton Stoney Road. Hence, with the additional mitigation in place, there would be the following magnitude impacts:</p> <ul style="list-style-type: none"> • Severance: minor magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: moderate magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial)

		<ul style="list-style-type: none"> • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Moderate permanent beneficial (Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 126</p> <p>Middleton Stoney Road between Ludlow Road Whitelands Way roundabout</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 126 comprises Middleton Stoney Road, between the Ludlow Road and the Whitelands Way roundabout. The link is within Bicester and has residential development situated to the north and south although there is no direct access from the link to these developments, other than via Ludlow Road to the south. A footway is provided along the northern edge of the link which widens to a shared footway/cycleway near the Whitelands Way roundabout, and a second short footway is provided on the southern edge of the link extending east for approximately 70m from Ludlow Road. This short footway provides access to a set of bus stops where a two-stage uncontrolled pedestrian crossing is present across the link facilitating NMU crossings between the northern side of the link and the stops. There are no NMU crossing points elsewhere on the link. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 126 would be subject to an 26% increase in 24-hour total vehicle traffic, equating to 4676 vehicles (an average of an additional vehicle every 18 seconds). As a result of this change in traffic flows, based on the IEMA Guidelines there would be a negligible magnitude of impact upon severance. Given the provision of a pedestrian crossing where frequent crossings of the link are expected, it is deemed that a <i>negligible magnitude</i> of impact is accurate, given the relatively slight increase in traffic flows. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in the RC3A scenario, apart from at the aforementioned uncontrolled pedestrian crossing. At this location in the RC3A scenario, there would be 17852</p>

		<p>vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 10 seconds, in each direction. In DS3A, this time would decrease to 8 seconds. Thus, there would be fewer opportunities to cross the link in the DS3A scenario, thereby increasing NMU delay. This delay would be realised at the uncontrolled crossing adjacent to the bus stops, and the adverse impact upon NMU delay is deemed to be of <i>minor magnitude</i>.</p> <p>Between the scenarios, both total vehicle and HGV 24-hour traffic flows do not double. Therefore, the changes in traffic flows are negligible in accordance with IEMA Guidelines when discussing NMU amenity. A footway is provided on the northern edge of the link, facilitating pedestrian trips along the link and a crossing is provided over the link positioned to facilitate trips to the bus stops nearby. Therefore, the impact of the increase in traffic flows on NMU amenity is deemed to be a <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Link 126 is governed by a 30mph speed limit, and speed control features are present. Vehicles therefore would likely average between 20mph and 30mph in both scenarios, as they would slow when approaching/departing the roundabout. For RC3A, the average vehicle/hour flow over 18 hours is 936 vehicles, and the total number of HGVs over 18 hours is 208. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (10+0+10), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 1168, and the total number of HGVs over 18 hours is 319. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (10+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>There would be an increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be primarily realised at the Whitelands Way roundabout. The BTM modelling shows that the link would operate at a maximum of 60% (PM peak hour) in the RC3A scenario, as eastbound vehicles approach the roundabout. In the DS3A scenario roundabout approach link would operate at 69% of capacity (PM peak hour). The link would operate within capacity in both scenarios, and the increase in operating capacity between the scenarios is slight. In actual terms, there would be an increase of 118 vehicles on the approach to the roundabout PM peak hour. In the PM peak hour 142 vehicles would be OxSRFI development traffic. Overall, it is considered that this increase in</p>
--	--	--

		<p>vehicles would cause a <i>negligible magnitude</i> impact in terms of driver delay between the scenarios. As the volume/capacity ratio increases between scenarios, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 126. Nevertheless, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that no collisions had occurred on the link. Therefore, there is no indication of an existing highway safety issue on the link that could be affected by a change in traffic flows and thus there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 127</p> <p>Link to Bucknell Road</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Link 127 comprises a link that is yet to be constructed but would exist in the RC3A scenario. The link replaces Bucknell Road that is realigned to accommodate the future urban extension to Bicester. The link is built into the Bicester Transport Model and so traffic flows can be obtained for both scenarios. The WCH receptors and NMU infrastructure that would be present along the link are yet to be confirmed, although for the purposes of this assessment, NMU trips are assumed to take place on the link and sufficient infrastructure would be provided. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 127 would be subject to an 6% increase in 24-hour total vehicle traffic, equating to 100 vehicles (an average of an additional vehicle every 15 minutes).</p>

		<p>As a result of this change in traffic flows, based on the IEMA Guidelines there would be a negligible magnitude of impact upon severance. It is deemed that a <i>negligible magnitude</i> of impact is accurate, given the relatively small increase in vehicle numbers. As traffic flows increase, this impact is deemed adverse.</p> <p>In terms of NMU delay, it is posited there would be some NMU trips across the link in the RC3A scenario, but sufficient infrastructure would be proposed. In the RC3A scenario there would be 1689 vehicle in a 24-hour period on the link. This equates to an average of one vehicle passing a point on the link every 51 seconds, in either direction. In DS3A, this time would decrease to 48 seconds. There would remain opportunities to cross the link in both scenarios. The change between scenarios is slight, and it is considered that there would be a <i>negligible magnitude</i> adverse impact in terms of NMU delay.</p> <p>Between the scenarios, total vehicle 24-hour traffic flows do not double, although there is a 100% reduction in HGV flows. However, this reduction comprises 22 HGVs only: or the equivalent of fewer than one an hour. Therefore, the impact of the change in traffic flows on NMU amenity is deemed to be beneficial, but of a <i>minor magnitude</i>.</p> <p>The future speed limit governing Link 127 is unknown, but presumed to be a 30mph limit, with vehicles averaging between 20mph and 30mph in both scenarios. It is noted that for the purpose of this exercise the speed limit itself is not critical in the discussion of impacts; just the assumption that the speed limit does not change between scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 89 vehicles, and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 93, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact is deemed adverse.</p> <p>There would be an increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be primarily realised at the Whitelands Way roundabout. The BTM modelling shows that the link would operate at a maximum of 8% (westbound AM peak hour) in the RC3A scenario and at 7% of capacity (westbound AM peak hour) in the DS3A scenario. The link would operate within capacity in both</p>
--	--	--

		<p>scenarios, and the increase in operating capacity between the scenarios is slight. Thus, it is considered that this change in traffic flows vehicles would cause a <i>negligible magnitude</i> of impact in terms of driver delay between the scenarios.</p> <p>As a yet to be constructed link, in terms of road user safety, no collision record is available for discussion. No highway safety issue on the section of Bucknell Road that is to be stopped up was identified. Given the change in traffic flows is slight, it is deemed there would be a <i>negligible magnitude</i> of impact in terms of Road User and Pedestrian between the scenarios. As traffic flows increase, this impact is deemed adverse.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 128</p> <p>Lords Lane</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 128 comprises the A4095 Lords Lane for a section that extends approximately 1km northeast from the Lords Lane/Bucknell Road roundabout. The link is situated within northwest Bicester and has residential development to the south, although there is no direct access from the link to dwellings other than via two vehicular accesses: Trefoil Drive and Purslane Drive. Accordingly, key WCH receptors are all south of the link. No NMU infrastructure is provided across the link, and frequent crossings of the link are not expected in either scenario. In terms of traffic flows; between the RC3A and DS3A scenarios, Link 128 would be subject to an 8% reduction in 24-hour total vehicle traffic, equating to 375 vehicles (an average of one fewer vehicle every 4 minutes) As a result of this change in traffic flows, based on the IEMA Guidelines there would be a negligible magnitude of impact upon severance. In terms of actual</p>

		<p>vehicle numbers, the change in traffic flows is small and thus it is deemed that a <i>negligible magnitude</i> of impact is accurate. As traffic flows are reduced, this impact has been assessed as beneficial.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. For NMUs that do wish to cross the link no infrastructure is provided and thus they would have to wait for gaps in the traffic. In the RC3A scenario, there would be 4655 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 19 seconds, in either direction. In DS3A, this time would increase to 21 seconds. The change between scenarios is small, and it is considered that there would be a <i>negligible magnitude</i> beneficial impact in terms of NMU delay.</p> <p>Between the scenarios, the number of total vehicles in a 24-hour period does not halve, although the number of HGVs does. Therefore, the changes in traffic flows could be considered non-negligible based on the IEMA Guidelines when discussing NMU amenity. However, the decrease in HGV flows comprises 6 HGVs only, a trivial amount over a 24-hour period. Further, NMUs travelling along the link would walk/ride along a shared footway/cycleway setback south from the link and would be off carriageway. Therefore, the impact of the reduction in traffic flows on NMU amenity is deemed to be beneficial but of <i>negligible magnitude</i>.</p> <p>Link 128 is governed by a 40mph speed limit, and vehicles would likely average between 30mph and 40mph in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 244 vehicles, and the total number of HGVs over 18 hours is 7. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 224, and the total number of HGVs over 18 hours is 1. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>There would be an decrease in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be primarily realised at the western end of the link where a new junction would be constructed on Lords Lane in both scenarios. BTM modelling shows that the link approaching this new junction would operate at a maximum of 34% of capacity (AM peak hour) in the RC3A scenario, and at 31% of capacity (AM peak hour) in the DS3A scenario. The link</p>
--	--	--

		<p>would operate within capacity in both scenarios, and the change in operating capacity between the scenarios is slight. Thus, it is considered that this change in traffic flows vehicles would cause a <i>negligible magnitude</i> of impact in terms of driver delay between the scenarios. As the volume/capacity ratio decreases between scenarios, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA observed three collisions on Link 128 in the time period studied. Of these, two were serious and one was slight. The two serious incidents involved: a singular car travelling south west exiting the carriageway to the inside, and a car travelling south west on Lords Lane which moved to the offside, crossing the centreline of the carriageway and colliding with a second car travelling north east. A third car travelling north east then collided with the rear of the second. The TA concluded three incidents in a five-year period does not indicate the presence of an underlying highway safety issue that would be exacerbated by the changes in traffic flows. Therefore, there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 129</p> <p>Bicester Road in Bucknell between New Road and Bainton Road</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>BTM modelling results suggest that between the RC3A and DS3A scenarios Link 129 would be subject to a 1% increase in 24-hour total two-way vehicle traffic, equating to 12 vehicles or one additional vehicle every two hours. The link is bordered either side by narrow footways on both sides (c. 1m in width) and although there would be some demand to cross the link, there is a</p>

		<p>small increase in traffic flows which would constitute an adverse <i>negligible magnitude</i> of impact in terms of severance.</p> <p>Similarly, this is a minimal change in traffic flows and so there would be a limited change in the experience for NMUs on the link. There are no formal crossing facilities provided and thus pedestrians and cyclists would have to wait for gaps in the traffic to cross, however an increase of 12 vehicles over a 24-hour period is also deemed to have a <i>negligible magnitude</i> adverse impact in terms of NMU delay.</p> <p>In terms of NMU amenity, the link is bordered either side by narrow footways on both sides (c. 1m in width) which would remain in both scenarios. Total vehicle traffic flows do not double although HGV flows are expected to halve, and therefore the changes in total traffic flows are considered non-negligible in accordance with IEMA Guidelines. However, this reduction in HGV flows only comprises 22 HGVs: not a substantial amount. Thus, it is considered that there would be a beneficial, but <i>minor magnitude</i> of impact on NMU amenity.</p> <p>Link 129, in both scenarios would be governed by a 20mph speed limit, and vehicles would be traveling at 20mph. In RC3A the average vehicle/hour over 18 hours is 74 vehicles and the 18-hour HGVs is 21 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 74 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As HGV flows are reduced between scenarios, this impact has been assessed as beneficial.</p> <p>There would be a slight change in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. BTM modelling shows that the link approaching this new junction would operate at a maximum of 12% of capacity (northbound AM peak hour) in the RC3A scenario, and at 10% of capacity (northbound AM peak hour) in the DS3A scenario. The link would operate within capacity in both scenarios, and the decrease in operating capacity between the scenarios is slight. Thus, it is considered that this change in traffic flows vehicles would cause a beneficial and <i>negligible magnitude</i> of impact in terms of driver delay between the scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 129. Nevertheless, a review of publicly available data (via</p>
--	--	--

		crashmap.com) for the latest 5 years of available data (2020-2024), found that no collisions had occurred on the link. Therefore, there is no indication of an existing highway safety issue on the link that could be affected by a change in traffic flows and thus there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 130</p> <p>A4095 between Port Way and B430</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: no change • NMU Delay: minor magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 130 comprises the A4095 between Port Way and the B430 west to east for a stretch that is approximately 3.5km in length. Between the RC3A and DS3A scenarios, Link 130 would be subject to an 21% increase in 24-hour total vehicle traffic, equating to 1173 vehicles. Based on the IEMA Guidelines this change in traffic flows suggests a negligible magnitude of impact upon severance. The link is rural and there are limited WCH receptors adjacent the link, apart from are a two private accesses off the link. There is no NMU infrastructure provided on the link, and a minimal number of NMU trips would be expected along or across the link in both scenarios. The increase in traffic flows equates to one additional vehicle on the link every 73 seconds on average, which is not a substantial change. Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. For NMUs that wish to cross the link no infrastructure is provided and thus they</p>

		<p>would have to wait for gaps in the traffic. In the RC3A scenario, there would be 5711 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 15 seconds, in either direction. In DS3A, this time would increase to 13 seconds. Therefore, there would be fewer opportunities for NMUs to cross the link. However, the change between scenarios is slight. Thus, while adverse, the impact is considered to be limited to <i>minor magnitude</i> in terms of NMU delay.</p> <p>24-hour total vehicle and HGV flows do not halve or double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. The increase in total traffic flows equates to one additional vehicle in a 73 second period, and there would be a 48% reduction in HGV flows on the link which equates to 21 HGVs. This is a minimal change and thus it is considered that there would be a <i>negligible magnitude</i> impact on NMU Amenity in the DS3A scenario. The impact been assessed as adverse, as the increase in total vehicle flows outweighs the reduction in HGVs.</p> <p>Link 130 is subject to the national (60mph) speed limit and vehicles would likely average over 40mph in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 299 vehicles, and the total number of HGVs over 18 hours is 42. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 355, and the total number of HGVs over 18 hours is 22. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Although there are no points on Link 130 where vehicles can make turning movements; there would be a slight increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised at the western and eastern extents of the link respectively, as well as private accesses off the link. The BTM modelling shows that the link would operate at a maximum of 22% (eastbound PM) in the RC3A scenario, and also at a maximum of 22% (eastbound PM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and no change between the maximum operating capacities. Therefore, overall, it is considered that there would be <i>no change</i> in terms of driver delay between the scenarios.</p>
--	--	--

		<p>From the PIC assessment included in the TA, several collisions were recorded on the link within the five-year study period. One serious and one slight were recorded at the link's western junction with Port Way, although no trends were identified between the two. A group of four incidents occurred at the links eastern extent at the junction with the B430, although not all occurred on the link itself. The TA found no discernible trend in collision location or type, and thus no indication of any underlying highway safety issue on this link. Therefore, the slight increase in total flows would not affect Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 131</p> <p>A4095 between unnamed road south of Alchester Road and Alchester Road</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (adverse) • NMU Delay: no change • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 131 comprises the A4095 between an unnamed Road south of Alchester Road and Alchester Road. The link runs west to north to south for approximately 130m and is situated on the northern edge of Chesterton. The link is bordered by WCH receptors on both sides which would generate frequent pedestrian and cycle trips. The link benefits from footways on both sides, although these are of sub-standard width (c. 1m-1.5m width). In terms of traffic flows between the RC3A and DS3A scenarios, Link 131 would be subject to an 2% reduction in 24-hour total vehicle traffic, equating to 176 vehicles. Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. Although there are WCH receptors adjacent the link the decrease in traffic flows equates to one fewer vehicle on the link every 8 minutes on average. Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A</p>

	<p>scenario. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. No formal crossing points are provided and thus NMUs would have to wait for gaps in the traffic. In the RC3A scenario, there would be 7278 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 12 seconds, in either direction. In DS3A, this time would remain at 12 seconds. Therefore, there would be the same opportunities for NMUs to cross the link and there would be <i>no change</i> in NMU delay between scenarios.</p> <p>24-hour total vehicle do not halve, although HGV flows do and therefore the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. There would be a 61% reduction in HGV flows on the link (73 HGVs). The reduction in HGV flows equates, on average, there would be 3 fewer HGVs an hour on the link. This is a minimal change and thus it is considered that although beneficial, the impact would be limited to a <i>minor magnitude</i> in terms of NMU Amenity in the DS3A scenario.</p> <p>Link 131 is subject to a 30mph speed limit and vehicles would likely average between 20mph and 30mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 381 vehicles and the 18-hour HGVs is 114 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 372 vehicles and the 18-hour HGVs is 44 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce between scenarios, the impact has been deemed as beneficial.</p> <p>Although there are no points on Link 131 where vehicles can make turning movements; there would be a slight increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The effects of this change in flows would be realised at the extents of the link respectively (i.e. the Alchester Road and the unnamed road), as well as private accesses off the link. The BTM modelling shows that the link would operate at a maximum of 38% (PM) in the RC3A scenario, and at a maximum of 39% (PM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and a very slight change between the maximum operating capacities. Therefore, overall, it is considered that there would be a <i>negligible magnitude</i> impact in terms of</p>
--	--

		<p>driver delay between the scenarios. As the volume/capacity ratio increases between scenarios, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 131. Nevertheless, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that no collisions had occurred on the link. Therefore, there is no indication of an existing highway safety issue on the link that could be affected by a change in traffic flows and thus there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 132</p> <p>A4095 between Bicester Golf Hotel and unnamed road</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 132 comprises the A4095 between an unnamed Road south of Alchester Road and the Golf Hotel. The link extends west from Chester for approximately 500m. The link has no key WCH receptors adjacent to it, although benefits from a 2m footway on its southern edge. In terms of traffic flows between the RC3A and DS3A scenarios, Link 132 would be subject to an 12% reduction in 24-hour total vehicle traffic, equating to 767 vehicles. Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The decrease in traffic flows equates to one fewer vehicle on the link approximately every 2 minutes on average. Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of</p>

	<p>severance in the DS3A scenario. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. No formal crossing points are provided and NMUs would have no notable reason to cross the link in any case. Nevertheless, NMUs would have to wait for gaps in the traffic. In the RC3A scenario, there would be 6605 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 13 seconds, in either direction. In DS3A, this time would increase to 15 seconds. Therefore, there would slightly more opportunities for NMUs to cross the link, however, as there would be few crossings of the link, the beneficial impact in terms of NMU delay is considered to be limited to be of <i>negligible magnitude</i>.</p> <p>24-hour total vehicle do not halve, although HGV flows do and therefore the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. There would be a 54% reduction in HGV flows on the link (65 HGVs); this equates, on average 3 fewer HGVs an hour on the link. This is a minimal change and thus it is considered that although beneficial, the impact would be limited to a <i>minor magnitude</i> in terms of NMU Amenity in the DS3A scenario.</p> <p>The link would be governed by the national speed limit outside of Chesterton, although given the characteristics of the link, it considered that vehicles would between 30mph and 40mph on the link in both scenarios. In RC3A the average vehicle/hour over 18 hours is 346 vehicles and the 18-hour HGVs is 114 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 306 vehicles and the 18-hour HGVs is 51 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>Although there are no points on Link 132 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 28% (eastbound PM) in the RC3A scenario, and also at a maximum of 25% (eastbound PM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and a slight change between the maximum operating capacities. Therefore, overall, it is considered that there would be a</p>
--	--

		<p><i>negligible magnitude</i> beneficial impact in terms of driver delay between the scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 132. Nevertheless, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that two slight collisions had occurred on the link. Two slight collisions in a 5-year period does not indicate an existing highway safety issue on the link that could be affected by a change in traffic flows and thus there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 133</p> <p>Alchester Road</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 133 comprises the Alchester Road, running between the A4095 and Orchard Rise. The link is approximately 250m in length. Chesterton C Of E Primary School is located nearby the link, which would be a significant generator of walking and cycling trips. The link benefits from footways on either side, although no formal crossing points are provided. In terms of traffic flows between the RC3A and DS3A scenarios, Link 132 would be subject to an 7% reduction in 24-hour total vehicle traffic, equating to 410 vehicles. Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The decrease in traffic flows equates to one fewer vehicle on the link approximately every 3.5 minutes on average, which would present as a minimal change for NMUs.</p>

	<p>Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In terms of NMU delay, there would frequent NMU trips across the link in both scenarios. No formal crossing points are provided and NMUs would have to wait for gaps in the traffic. In the RC3A scenario, there would be 5504 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 16 seconds, in either direction. In DS3A, this time would increase to 17 seconds. Therefore, there more opportunities for NMUs to cross the link, however, although the change is minimal. Therefore, the impact in terms of NMU delay is considered to be limited but beneficial and of <i>negligible magnitude</i>.</p> <p>24-hour total vehicles and total HGVs do not halve and therefore the changes in traffic flows are negligible in accordance with IEMA Guidelines. The increase in traffic flows equates to one additional vehicle in an 3.5-minute period. On average, there would be 2 fewer HGVs an hour on the link. This is a minimal change and thus, in accordance with IEMA Guidelines, it is considered that the impact in terms of NMU Amenity would be beneficial and of <i>negligible magnitude</i>.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 288 vehicles and the 18-hour HGVs is 90 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 266 vehicles and the 18-hour HGVs is 49 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flow reduce, this impact has been assessed as beneficial.</p> <p>Although there are no points on Link 133 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 32% (southbound AM) in the RC3A scenario, and at a maximum of 29% (southbound AM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, with minimal change between the maximum operating capacities. Therefore, overall, it is considered that there would be a <i>negligible magnitude</i> beneficial impact in terms of driver delay between the scenarios.</p>
--	--

		In terms of road user safety, the PIC analysis undertaken as part of the TA identified one slight incident that occurred on Alchester Road. One incident in a 5-year period does not indicate an existing highway safety issue on the link that could be affected by a change in traffic flows and thus there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 134</p> <p>Alchester Road</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: minor magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 134 comprises the Alchester Road, running between the Orchard Rise and Green Lane. The link is approximately 275m in length. The Chesterton C Of E Primary School is located nearby the link, which would be a significant generator of walking and cycling trips. The link benefits from footways on either side for its northern section. To the south of the link a footway is only present on the link's eastern edge. No formal pedestrian or cycle crossing points are provided. In terms of traffic flows between the RC3A and DS3A scenarios, Link 134 would be subject to an 14% reduction in 24-hour total vehicle traffic, equating to 289</p>

	<p>vehicles. There would be a 49% reduction in HGV flows on the link (42 HGVs). Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The decrease in traffic flows equates to one fewer vehicle on the link approximately every 5 minutes on average, which would present as a minimal change for NMUs. Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In terms of NMU delay, there would frequent NMU trips across the link in both scenarios, as children walk to the nearby school. No formal crossing points are provided and NMUs would have to wait for gaps in the traffic. In the RC3A scenario, there would be 2094 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 41 seconds, in either direction. In DS3A, this time would increase to 47 seconds. Therefore, there more opportunities for NMUs to cross the link, however, the change is slight. However, as frequent trips are expected, the impact is deemed to be beneficial, but of <i>minor magnitude</i>.</p> <p>Neither 24-hour total vehicle or HGV flows halve, and thus the impact upon NMU Amenity is deemed to be negligible in accordance with IEMA Guidelines. In terms of vehicle numbers, the increase in traffic flows equates to one additional vehicle in an 5-minute period. On average, there would be 2 fewer HGVs an hour on the link. This is a minimal change and thus it is considered that the conclusion that there is a beneficial but <i>negligible magnitude</i> in terms of NMU Amenity in the DS3A scenario is suitable.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 110 vehicles and the 18-hour HGVs is 81 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 95 vehicles and the 18-hour HGVs is 41 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact is beneficial.</p> <p>Although there are no points on Link 134 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The</p>
--	--

		<p>BTM modelling shows that the link would operate at a maximum of 12% (southbound AM) in the RC3A scenario, and at a maximum of 9% (northbound PM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, with minimal change between the maximum operating capacities. Therefore, overall, it is considered that there would be a beneficial but <i>negligible magnitude</i> impact in terms of driver delay between the scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified one slight incident that occurred on Alchester Road. One incident in a 5-year period does not indicate an existing highway safety issue on the link that could be affected by a change in traffic flows and thus there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 135</p> <p>Green Lane</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: minor magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 135 comprises Green Lane which runs west from Chesterton for approximately 1500m to Wendlebury Road. There are limited WCH receptors adjacent the link</p>

	<p>other than within Chesterton where a few private dwellings and public house are adjacent the link. Few NMU trips would be expected across the link, other than within Chesterton where pedestrians following Green Lane would cross the link. In this location a two-stage crossing is provided. Elsewhere on the link no NMU specific infrastructure is provided. In terms of traffic flows between the RC3A and DS3A scenarios, Link 135 would be subject to an 13% reduction in 24-hour total vehicle traffic, equating to 478 vehicles. Based on the IEMA Guidelines this change in traffic flows suggests a negligible magnitude of impact upon severance. The decrease in traffic flows equates to one fewer vehicle on the link every 3 minutes on average, which would present as a minimal change for NMUs, especially given the presence of a two-stage crossing over Green Lane. Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario. As traffic flows reduce between scenarios, this impact has been assessed as beneficial.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios, apart from at Green Lane where a two-stage uncontrolled crossing is provided. Nevertheless, NMUs would have to wait for gaps in the traffic here also. In the RC3A scenario, there would be 3818 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing the crossing point on the link every 23 seconds. In DS3A, this time would increase to 26 seconds. Therefore, there more opportunities for NMUs to cross the link, however, the change is slight. However, as fairly frequent trips may be expected, the impact is deemed to be beneficial, but of <i>minor magnitude</i>.</p> <p>Neither 24-hour total vehicle or HGV flows halve, and thus the impact upon NMU amenity is deemed to be negligible in accordance with IEMA Guidelines. In terms of vehicle numbers, the increase in traffic flows equates to one additional vehicle in an 3-minute period. On average, there would be 1-2 fewer HGVs an hour on the link. This is a minimal change and thus it is considered that the conclusion that there is a <i>negligible magnitude</i> impact in terms of NMU amenity in the DS3A scenario is suitable.</p> <p>The link would be governed by the national (60mph) speed limit in both scenarios, although given the nature of the link it is expected that vehicles would average between 30mph and 40mph. In RC3A the average vehicle/hour over 18 hours is 200 vehicles and the 18-hour HGVs is 99 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 175 vehicles and the 18-hour HGVs is 66 vehicles. Accordingly, the DS3A fear and intimidation degree of</p>
--	--

		<p>hazard score is 20 (0+0+20), which equates to a ‘Small’ level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact is beneficial.</p> <p>Although there are no points on Link 135 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 20% (eastbound AM) in the RC3A scenario, and at a maximum of 16% (eastbound AM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, with minimal change between the maximum operating capacities. Therefore, overall, it is considered that there would be a <i>negligible magnitude</i> impact in terms of driver delay between the scenarios. This impact would be beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified three slight incidents that occurred on Green Lane. There were no trends in location or causality between the incidents and three incidents in a 5-year period does not indicate an existing highway safety issue on the link that could be affected by a change in traffic flows. There would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 136</p> <p>B430 southbound left turn to A4095 eastbound</p> <p>Sensitivity:</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: minor magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 136 is a short link comprising of an internal link of the junction between the B430 and the A4095. The link</p>

<p>Low</p>	<p>facilitates movements from the westbound A4095 on to the northbound B430, as well as the opposing movement. There are no WCH receptors adjacent the link and no NMU trips are expected along and across the link in the RC3A or DS3A scenarios. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 136 would be subject to a 12% reduction in 24-hour total vehicle traffic flows (equating to 724 vehicles). Thus, based on the IEMA Guidelines; there may be a negligible change in terms of severance between scenarios. The change in terms of specific vehicle numbers is low, and no NMU trips are expected across the link. Therefore, it is considered that there would be a beneficial, but <i>negligible magnitude</i> impact on severance on Link 136.</p> <p>In terms of NMU delay, there would be no NMU trips along and across the link in either scenarios. Again, the decrease in traffic flows in terms of vehicles is low, and thus it is considered that there would be a beneficial <i>negligible magnitude</i> impact in terms of NMU delay on the link.</p> <p>Total traffic flows do not double between the RC3A and DS3A scenarios although HGV flows halve (97% reduction), and therefore, in terms of NMU amenity, the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. On average, there would be 3 fewer HGVs an hour on the link. This is a minimal change and thus it is considered that although beneficial, the impact would be limited to a <i>minor magnitude</i> in terms of NMU Amenity in the DS3A scenario.</p> <p>There are no points on Link 136 where vehicles can make turning movements and so the only point where a change in driver delay can be realised is as at each end of the link where vehicles join the B430 or the A4095. The BTM modelling shows the westbound link operating at 80% of capacity (AM peak) in the RC3A scenario, decreasing to 39% of capacity (PM peak) in the DS3A scenario. Thus, link would operate with spare capacity in both scenarios, although there is a substantial improvement in operating capacity of the westbound link. This change is deemed to be beneficial, but a <i>minor magnitude</i> impact.</p> <p>In both scenarios, the link would be governed by the national (60mph) limit, although it is thought that vehicles would be travelling much slower, averaging under 20mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 309 and the total number of HGVs over 18 hours is 65. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 271 and the total</p>
------------	--

		<p>number of HGVs over 18 hours is 2. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified four slight incidents at the junction between the B430 and A4095, although did not specify where the collisions occurred. Of the four collisions, one was a loss of control on approach to the junction, one was a motorbike losing control, and two were failures to give way. A further review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one slight incident on the link. Therefore, as was the case in the TA, it can be concluded that there is no evidence of any underlying highway safety issue on the link that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 136.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 137</p> <p>A4095 between B430 and Bicester Golf Hotel</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 137 comprises the A4095 between the Golf Hotel and the B430. The link runs east to west approximately 2km. The link has no key WCH receptors adjacent to it, although benefits from a 2m footway for the eastern half of the link. In terms of traffic flows between the RC3A</p>

		<p>and DS3A scenarios, Link 137 would be subject to an 11% reduction in 24-hour total vehicle traffic, equating to 713 vehicles. Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The decrease in traffic flows equates to one fewer vehicle on the link approximately every 2 minutes on average, which would present as a minimal change for NMUs. Therefore, there would be a beneficial <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. A formal crossing point is provided where the footway swaps from north to south of the link, although NMUs would have no notable reason to cross the link in any case. Nevertheless, NMUs would have to wait for gaps in the traffic. In the RC3A scenario, there would be 6204 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 14 seconds, in either direction. In DS3A, this time would increase to 16 seconds. Therefore, there would be slightly more opportunities for NMUs to cross the link, however, as there would be few crossings of the link, the impact in terms of NMU delay is considered to be limited to beneficial and of <i>negligible magnitude</i>.</p> <p>24-hour total vehicle do not halve, although HGV flows do and therefore the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. There would be a 83% reduction in HGV flows on the link (66 HGVs). On average, there would be 3 fewer HGVs an hour on the link. This is a minimal change and thus it is considered that although beneficial, the impact would be limited to a <i>minor magnitude</i> in terms of NMU amenity in the DS3A scenario.</p> <p>The link would be governed by the national speed limit, and it is considered that vehicles would average over 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 325 vehicles and the 18-hour HGVs is 77 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 288 vehicles and the 18-hour HGVs is 24 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact is deemed beneficial.</p> <p>Although there are no points on Link 137 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The</p>
--	--	--

		<p>BTM modelling shows that the link would operate at a maximum of 27% (westbound AM) in the RC3A scenario, and at a maximum of 17% (westbound PM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and a slight change between the maximum operating capacities. Therefore, overall, it is considered that there would be a beneficial <i>negligible magnitude</i> impact in terms of driver delay between the scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 137. Nevertheless, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions that had occurred on the link and thus no indication of a highway safety issue on the link that could be affected by a change in traffic flows and thus there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 138</p> <p>B430 northbound left turn to A4095 west</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 138 is a short link comprising of an internal link of the junction between the B430 and the A4095. The link facilitates movements from the eastbound A4095 on to the southbound B430, as well as the opposing movement. There are no WCH receptors adjacent the link and no NMU trips are expected along and across the link in the RC3A or DS3A scenarios. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 138 would be subject to a 7% increase in 24-hour total vehicle traffic flows (equating to 276 vehicles). Thus, based on the IEMA Guidelines; there may be a negligible change in terms of severance between</p>

	<p>scenarios. The change between scenarios in terms of specific vehicle numbers is low, and no NMU trips are expected across the link. Therefore, it is considered that there would be a negligible magnitude impact on severance on Link 138. As total traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of NMU delay, there would be no NMU trips along and across the link in either scenarios. Again, the increase in traffic flows in terms of vehicles numbers is low, and thus it is considered that there would also be an adverse negligible magnitude impact in terms of NMU delay on the link.</p> <p>Total traffic flows do not double between the RC3A and DS3A scenarios although HGV flows halve (100% reduction), and therefore, in terms of NMU amenity, the changes in traffic flows are non-negligible in accordance with IEMA Guidelines. In the RC3A scenario there would be 10 HGVs on the link in a 24-hour period, and the within DS3A, there would be 0. In terms of actual vehicle flows this is a trivial change and thus considering the lack of NMU trips along the link, in terms of NMU Amenity in the DS3A scenario, there would be a negligible magnitude of impact. Due to the reduction in HGVs this impact is viewed as beneficial.</p> <p>There are no points on Link 138 where vehicles can make turning movements and so the only point where a change in driver delay can be realised is as at each end of the link where vehicles join the B430 or the A4095. The BTM modelling shows the south eastbound link operating at 52% of capacity (AM peak) in the RC3A scenario, decreasing to 48% of capacity (PM peak) in the DS3A scenario. Thus, link would operate with spare capacity in both scenarios, although there is only a slight improvement in operating capacity of the link. This change is deemed to have a beneficial negligible magnitude of impact.</p> <p>In both scenarios, the link would be governed by the national (60mph) limit, although it is thought that vehicles would be travelling much slower, averaging under 20mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 215 and the total number of HGVs over 18 hours is 9. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 229 and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of negligible magnitude. As traffic flows increase, this impact has been assessed as adverse.</p>
--	---

		<p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified four slight incidents at the junction between the B430 and A4095, although did not specify where the collisions occurred. Of the four collisions, one was a loss of control on approach to the junction, one was a motorbike losing control, and two were failures to give way. A further review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one slight incident on the link. Therefore, as was the case in the TA, it can be concluded that there is no evidence of any underlying highway safety issue on the link that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be no change in Road User and Pedestrian Safety on Link 138.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 139</p> <p>Camp Road between Somerton Road and Kirtlington Road</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: negligible magnitude (adverse) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: no change <p>Link 139 comprises a stretch of Camp Road between Somerton Road and Kirtlington Road. The link is approximately 360m in length. There are limited no WCH receptors adjacent the link other than two private dwellings. Thus, few NMU trips are expected across the link. A narrow footway (c. 1m width) is provided along the southern edge of the link, with partial provision on the northern edge serving the existing dwellings. No formal crossing points are provided. In terms of traffic flows between the RC3A and DS3A scenarios, Link 139 would be subject to an 10% increase in 24-hour total vehicle traffic, equating to 481 vehicles. Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The increase in traffic flows equates to one additional vehicle</p>

	<p>on the link every 3 minutes on average, which would present as a minimal change for NMUs crossing the link. Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. Nevertheless, any NMUs crossing the link would have to wait for gaps in the traffic. In the RC3A scenario, there would be 4845 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing the crossing point on the link every 18 seconds, in each direction. In DS3A, this time would decrease to 16 seconds. Therefore, there would be fewer opportunities for NMUs to cross the link, however, the change is slight and thus the impact is deemed to be of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Neither 24-hour total vehicle or HGV flows halve, and thus the impact upon NMU amenity is deemed to be negligible in accordance with IEMA Guidelines. There would be a 41% increase in HGV flows on the link (61 HGVs); equating to, on average, 2-3 additional HGVs an hour on the link. This is a minimal change and thus it is considered that the conclusion that there is a <i>negligible magnitude</i> impact in terms of NMU Amenity in the DS3A scenario is suitable. As traffic flows increase, this impact has been assessed as adverse.</p> <p>The link would be governed by a 30mph speed limit in both scenarios and given the nature of the link (noting the speed control features at its western end) it is expected that vehicles would average between 20mph and 30mph. In RC3A the average vehicle/hour over 18 hours is 254 vehicles and the 18-hour HGVs is 143 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 279 vehicles and the 18-hour HGVs is 201 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Although there are no points on Link 139 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 21% in the RC3A scenario, and at a 22% in the DS3A scenario. Thus, link would operate with spare</p>
--	---

		<p>capacity in both scenarios, and there is only a slight change in operating capacity of the link. This change is deemed to have a <i>negligible magnitude</i> of impact. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no incidents on the link. Therefore, there is no indication of an existing highway safety issue on the link that could be affected by a change in traffic flows. There would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 140</p> <p>Camp Road east of Kirtlington Road</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: no change • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 140 comprises a stretch of Camp Road between Kirtlington Road and a new residential access. The link is approximately 75m in length. In both scenarios, a residential development would exist to the south of the link, generating some WCH trips along and across the link, although most residents would walk east into Heyford Park. A two-stage uncontrolled crossing is provided across the link facilitating pedestrian movements. In terms of traffic flows between the RC3A and DS3A scenarios, Link 140 would be subject to an 2% reduction in 24-hour total vehicle traffic, equating to 139 vehicles. Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The decrease in traffic flows equates to one fewer vehicle on the link every 10 minutes on average, which would present as a minimal change for NMUs crossing the link. Therefore, it is considered there would be a <i>negligible magnitude</i></p>

		<p>impact in terms of severance in the DS3A scenario. As traffic flows decrease, this impact has been as beneficial.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. Nevertheless, any NMUs crossing the link would have to wait for gaps in the traffic. In the RC3A scenario, there would be 6842 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing the crossing point on the link every 13 seconds. In DS3A, this time would remain at 13 seconds. Therefore, there would be <i>no change</i> in terms of NMU delay.</p> <p>Neither 24-hour total vehicle or HGV flows halve or double, and thus the impact upon NMU amenity is deemed to be negligible in accordance with IEMA Guidelines. There would be a 41% increase in HGV flows on the link (61 HGVs); equating to, on average, 2-3 additional HGVs an hour on the link. This is a minimal change and thus the conclusion that there would be a <i>negligible magnitude</i> impact in terms of NMU Amenity in the DS3A scenario is suitable. As traffic flows decrease, this impact has been as beneficial.</p> <p>The link would be governed by a 30mph speed limit in both scenarios and given the nature of the link (noting the speed control features at its western end) it is expected that vehicles would average between 20mph and 30mph. In RC3A the average vehicle/hour over 18 hours is 359 vehicles and the 18-hour HGVs is 143 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 279 vehicles and the 18-hour HGVs is 201 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows decrease, this impact has been as beneficial.</p> <p>Although there are no points on Link 140 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios of 2%, indicating a minimal change in levels of congestion and delay on the link. BTM modelling shows that the link would operate with spare capacity in both scenarios, and there would be a <i>negligible magnitude</i> impact. As traffic flows decrease, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no incidents on the link. Therefore, there is no indication of an existing highway safety issue on the link that could be affected</p>
--	--	--

		by a change in traffic flows. There would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 141</p> <p>Upper Heyford Road between Camp Road and new Chilgrove Drive junction</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (beneficial) Driver Delay: negligible magnitude (beneficial) NMU Delay: negligible magnitude (beneficial) NMU Amenity: negligible magnitude (adverse) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 141 would be subject to a 6% reduction in 24-hour total vehicle traffic. This equates to 535 fewer vehicles in a 24-hour period: or 22 an hour on average. IEMA Guidelines suggest there would be a negligible change in severance. Currently there are no notable WCH receptors to the south of the link and there is no regular need for NMUs to cross this link. Nevertheless, OxSRFI would generate WCH trips along this link in the DS3A scenario and constitutes a key WCH receptor. A committed footway and/or footway/cycleway would be provided to the north of the link, provided by a third party. Crossings of Upper Heyford Road would be provided elsewhere and there would be limited need to cross to link specifically in both scenarios, therefore this change in traffic flows suggests a beneficial <i>negligible magnitude</i> of impact on severance in the DS3A scenario.</p> <p>Similarly, the 6% reduction in traffic flows indicates minimal impact on NMU delay. In actual terms, this equates to an decrease in total vehicle traffic of 535 vehicles on Link 49 within a 24-hour period, or approximately one fewer vehicle every 2-3 minutes in either direction. NMU movements across the link road are facilitated: at the eastern extent, the link road would tie in with the signalised junction constructed as part of Heyford Park, where a crossing would be provided.</p>

		<p>Consequently, there would only be a <i>negligible magnitude</i> beneficial impact on NMU delay.</p> <p>No junctions are proposed on this link as part of the OxSRFI development, although at the eastern extent the link road would tie in with the signalised junction constructed as part of Heyford Park. BTM modelling shows that the link would operate at a maximum of 42% of capacity in the RC3A scenario (westbound PM peak hour) decreasing to 35% of capacity in the DS3A scenario (eastbound AM peak hour). The link would operate with spare capacity in both scenarios, with a minimal change between the RC3A and DS3A scenarios. Therefore, it is considered that there would be a <i>negligible magnitude</i> beneficial impact on driver delay on this link.</p> <p>Total traffic flows or HGV flows do not double between the RC3A and DS3A scenarios, and therefore in terms of NMU amenity the changes in traffic flows are negligible in accordance with IEMA Guidelines. Although HGV flows nearly double (49%), this increase comprises 172 HGVs in a 24-hour period, or approximately one extra every 8 minutes. This is not considered a significant increase and thus the impact on NMU Amenity would be of adverse, but of <i>negligible magnitude</i>.</p> <p>As Link 141 is situated between two junction, it is expected that vehicles would be travelling between 20mph and 30mph. This would be the same in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 460 and the total number of HGVs over 18 hours is 331. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 427 and the total number of HGVs over 18 hours is 493. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is suggested to be of <i>negligible magnitude</i>. As traffic flow reduce, this impact has been assessed as beneficial.</p> <p>As part of the collision records obtained for analysis within the TA, Link 141 was analysed for the 5-year period studied. No incidents were observed, and therefore there is no indication of an existing Road User and Pedestrian Safety Issue. Thus, there would be a <i>no change</i> of impact on conditions as a result of the proposals.</p>
	<p>Embedded Mitigation</p>	<p>The link would be replaced with the HPLR. At its eastern extent, the link road would tie in with the signalised junction constructed as part of Heyford Park. On the northern side of the carriageway a 5.2m segregated</p>

		footway/cycleway would be provided alongside the link road. This will aid WCH traversing the route, where previously there was no provision.
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 142</p> <p>B4027 between A4095 and Springwell Hill</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (beneficial) Driver Delay: negligible magnitude (beneficial) NMU Delay: negligible magnitude (beneficial) NMU Amenity: negligible magnitude (adverse) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: no change <p>Link 142 comprises the B4027 between Springwell Hill in Bletchington and the A4095. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 142 would be subject to a 12% reduction in 24-hour total vehicle traffic. This change, based on the IEMA Guidelines suggests a negligible impact upon severance. The link is approximately 2km in length and for its majority has no WCH receptors adjacent to it, other than within Bletchington where several private dwellings front the link and a co-op. Within Bletchington, the link is bordered by footways. These are of varying width, but generally of a good standard. Within Bletchington, where NMUs would be expected to cross the link, formal crossing points are provided including a zebra crossing and uncontrolled pedestrian crossing. Outside of Bletchington, NMUs would be unlikely to cross the link in both scenarios. In terms of actual vehicle numbers, there would be 756 fewer vehicles on the link in a 24-hour period, the equivalent, on average, of less than one fewer vehicle every two minutes. This is a minimal change and thus it is considered there would be a <i>negligible magnitude</i> of impact upon severance in DS3A. As traffic flows reduce this impact is assessed as beneficial.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. The presence of a zebra crossing would allow pedestrians to cross the link at any time, irrespective of traffic flows. Outside</p>

		<p>Bletchington few NMU crossings of the link are expected and although the change in traffic flows is minimal in any case. Therefore, the impact is deemed to <i>negligible magnitude</i> beneficial terms of NMU delay as traffic flows reduce.</p> <p>Total vehicle flows do not double, although HGV flows do. Between the scenarios, there would be a 75% increase in HGVs on the link in a 24-hour period, equating to 39 HGVs: a minimal increase of approximately 1-2 an hour. This is a small amount and coupled with the decrease in overall flows, it is considered that there would be a adverse <i>negligible magnitude</i> impact in terms of NMU Amenity in the DS3A scenario.</p> <p>In terms of driver delay, the BTM modelling shows the link would operate at a maximum of 41% of capacity in the RC3A scenario (518 vehicles), decreasing to 36% of capacity in the DS3A scenario (449 vehicles). Both links operate within capacity and there is a limited change in operating capacity between scenarios, and thus there would be a minimal impact on congestion or delay. Therefore, the impact on driver delay on this link is considered to be beneficial and of <i>negligible magnitude</i>.</p> <p>For its majority, Link 142 is subject to the national (60mph) speed limit for its majority and vehicles would likely average over 40mph. This would be the case in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 339 vehicles, and the total number of HGVs over 18 hours is 49. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 300, and the total number of HGVs over 18 hours is 85. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is beneficial and of <i>negligible magnitude</i>.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 142. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found two slight collisions on the link. Two collisions in a five-year period does not indicate any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 142.</p>
	<p>Embedded Mitigation</p> <p>Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect)

		<ul style="list-style-type: none"> • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 143</p> <p>A4095 between A4027 and Bletchingdon Road</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: minor magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 143 comprises the A4095 between the A4027 and Bletchingdon Road and runs north to south west to east for a stretch that is approximately 2km in length. Between the RC3A and DS3A scenarios, Link 143 would be subject to an 11% increase in 24-hour total vehicle traffic, equating to 911 vehicles. Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The link is rural and there are limited WCH receptors adjacent the link, apart from a few private accesses off the link. There is no NMU infrastructure provided on the link, and a minimal number of NMU trips would be expected along or across the link in both scenarios. The increase in traffic flows equates to one additional vehicle on the link every 95 seconds on average, which is not a substantial change. Therefore, it is considered there would be an adverse <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. For NMUs that wish to cross the link no infrastructure is provided and thus they would have to wait for gaps in the traffic. In the RC3A scenario, there would be 8196 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 11 seconds, in either direction. In DS3A, this time would reduce to 9 seconds. Therefore, there would be fewer opportunities for NMUs to cross the link. However, the change between scenarios is slight, and thus while adverse, the impact is considered to be limited to <i>minor magnitude</i> in terms of NMU delay.</p> <p>24-hour total vehicle and HGV flows do not halve or double between the RC3A and DS3A scenarios, and therefore the changes in traffic flows are non-negligible</p>

		<p>in accordance with IEMA Guidelines. The increase in traffic flows equates to one additional vehicle every 88 seconds. This is a minimal change and thus it is considered that there would be a <i>negligible magnitude</i> adverse impact on NMU Amenity in the DS3A scenario.</p> <p>For its majority, Link 143 is subject to the national (60mph) speed limit and vehicles would likely average over 40mph in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 429 vehicles, and the total number of HGVs over 18 hours is 43. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 472, and the total number of HGVs over 18 hours is 22. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact is assessed as adverse.</p> <p>Although there are no points on Link 143 where vehicles can make turning movements; there would be a slight increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 60% (southwest bound PM) in the RC3A scenario, and at a maximum of 75% (eastbound PM) in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, and not a substantial change between the maximum operating capacities. Therefore, overall, it is considered that there would be a <i>negligible magnitude</i> adverse impact in terms of driver delay between the scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 143. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), identified one slight collisions on the link at its southern junction with the B4027. One collision in a five-year period does not indicate any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 143.</p>
	<p>Embedded Mitigation</p> <p>Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect)

		<ul style="list-style-type: none"> Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Slight permanent adverse (Not Significant) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 144</p> <p>Church Lane (Weston-on-the-Green)</p> <p>Sensitivity:</p> <p>Very High</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: minor magnitude (beneficial) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: no change <p>Link 144 comprises Church Lane, between the B430 within Weston-on-the-Green and Stonehouse Farm. The link is approximately 1750m in length and mostly rural. Within Weston-on-the-Green however, several private dwellings front the link, with no specific NMU infrastructure serving them, although there is an intermittent footway at times. Outside of the Weston-on-the-Green, there are few WCH receptors, and although there would be limited WCH trips along or across the link, no infrastructure for NMUs is provided. In terms of traffic flows, between the RC3A and DS3A scenarios there would be a 9% increase in total vehicles on Link 144 and a 88% reduction in HGV flows. This indicates (based on the IEMA Guidelines) a negligible magnitude of impact upon severance. In terms of actual vehicles, this increase comprises 74 additional vehicles in a 24-hour period: the equivalent to one every 20mins on average. This is a slight change and thus the conclusion that there would be a <i>negligible magnitude</i> adverse impact in terms of severance on this link is suitable.</p> <p>In terms of NMU delay, as no crossings are provided over the link, pedestrians and cyclists would have to wait for gaps in the traffic to cross the link. Crossings would be most common in Weston-on-the-Green, where several WCH receptors are found adjacent the link. In the RC3A scenario there would 783 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 110 seconds. In DS3A, this time would decrease to 101 seconds. Hence, there would be fewer opportunities for NMUs to cross the link, however, the change is slight and, in any case, there would be many opportunities to cross the link in either scenario. Consequently, the adverse impact upon NMU delay is deemed to be of <i>negligible magnitude</i>.</p>

		<p>In terms of NMU amenity, total vehicle traffic flows do not double although HGV flows are expected to halve. Therefore, the changes in HGV flows are non-negligible in accordance with IEMA Guidelines. The change in HGVs equates to one fewer every 10 minutes and thus the impact of this change would have limited effect. Therefore, as non-negligible, it is considered that there would be a <i>minor magnitude</i> beneficial impact on NMU amenity between the scenarios.</p> <p>For the majority of Link 144 the national (60mph) speed limit governs the link, albeit within Weston-on-the-Green where a 20mph limit is enforced. Given the rural, narrow nature of the link, it is considered that on average vehicles would be travelling between 30mph and 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 41 vehicles and the 18-hour HGVs is 225 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 45 vehicles and the 18-hour HGVs is 26 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. Given the reduction in HGVs, this impact is deemed beneficial.</p> <p>In terms of driver delay, the BTM modelling shows the link would operate at a maximum of 6% of capacity in the RC3A scenario (southwestbound – both peak hours), increasing to 7% of capacity in the DS3A scenario (southwestbound – PM peak hour). The link operates within capacity in both scenarios and there is a minimal change in operating capacity thus there would be a minimal impact on congestion or delay. Therefore, although adverse, the impact on driver delay on this link is considered to be of <i>negligible magnitude</i>.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 144. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Thus, there is no indication of any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 144.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant)

		<ul style="list-style-type: none"> NMU Amenity: Moderate permanent beneficial (Potentially Significant) Fear and Intimidation: Slight permanent beneficial (Not Significant) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent adverse (Not Significant) Driver Delay: Slight permanent adverse (Not Significant) NMU Delay: Slight permanent adverse (Not Significant) NMU Amenity: Moderate permanent beneficial (Significant) Fear and Intimidation: Slight permanent beneficial (Not Significant) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 145</p> <p>Stonehouse Farm (between Church Lane and B4027)</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (beneficial) NMU Delay: negligible magnitude (adverse) NMU Amenity: minor magnitude (beneficial) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: no change <p>Link 145 comprises Stonehouse Farm, between Church Lane and the B4027. The link is approximately 1150m in length and mostly rural, with limited WCH receptors adjacent to it. In terms of traffic flows, between the RC3A and DS3A scenarios there would be a 7% increase in total vehicles on Link 145 and a 88% reduction in HGV flows. This indicates (based on the IEMA Guidelines) a negligible magnitude of impact upon severance. In terms of actual vehicles, this increase comprises 16 additional vehicles in a 24-hour period: the equivalent to one every 1.5 hours on average. This is a trivial change and thus the conclusion that there would be a <i>negligible magnitude</i> of impact in terms of severance on this link is suitable. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of NMU delay, as no crossings are provided over the link, pedestrians and cyclists would have to wait for gaps in the traffic to cross the B430. In the RC3A scenario there would be 237 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 6 minutes. In DS3A, this time would decrease by 19 seconds. Hence, there would be fewer opportunities for NMUs to cross the link, however, the change is slight and, in any case, there would be many opportunities to cross the link in either scenario. Consequently, the impact upon NMU delay is deemed to be adverse and of <i>negligible magnitude</i>.</p>

		<p>In terms of NMU amenity, total vehicle traffic flows do not double although HGV flows are expected to halve. Therefore, the changes in HGV flows are non-negligible in accordance with IEMA Guidelines. The change in HGVs equates to one fewer every 10 minutes and thus the impact of this change would have limited effect. Therefore, while non-negligible, it is considered that there would be a <i>minor magnitude</i> beneficial impact on NMU amenity between the scenarios.</p> <p>For the majority of Link 145 the national (60mph) speed limit governs the link, and it is considered that vehicles would be averaging over 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 13 vehicles and the 18-hour HGVs is 225 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 13 vehicles and the 18-hour HGVs is 26 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As HGV flows reduce, this impact is assessed as beneficial.</p> <p>In terms of driver delay, the BTM modelling shows the link would operate at a maximum of 6% of capacity in the RC3A scenario (northbound PM peak hour), decreasing to 5% of capacity in the DS3A scenario (northbound – PM peak hour). The link operates within capacity in both scenarios and there is a minimal change in operating capacity between them and thus there would be a minimal impact on congestion or delay. Therefore, the impact on driver delay on this link is considered to be beneficial and of <i>negligible magnitude</i>.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 145. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one collision on the link. One collision in 5-year period does not indicate any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 145.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)

	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 146</p> <p>B4027 between Stonehouse Farm and A34</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 146 would be subject to a 14% reduction in 24-hour total vehicle traffic and a 55% reduction in HGV flows. This, based on the IEMA Guidelines suggests a negligible impact upon severance. Link 146 comprises the B4027 north of the A43 to Stonehouse Farm. The link is approximately 650m in length and has no WCH receptors adjacent to it, other than a few private dwellings. No WCH specific infrastructure is provided on the link and NMUs would be unlikely to cross the link in both scenarios. In terms of actual vehicle numbers, there would be 1026 fewer vehicles on the link in a 24-hour period, the equivalent, on average, of less than one fewer vehicle each minute. This is a minimal change and thus it is considered there would be a beneficial and <i>negligible magnitude</i> of impact upon severance in DS3A.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. Nevertheless, any NMUs crossing the link would have to wait for gaps in the traffic. In the RC3A scenario, there would be 7312 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 12 seconds, in either direction. In DS3A, this time would increase to 14 seconds. Therefore, there would be the more opportunities for NMUs to cross the link, although the change is slight, and thus the impact is deemed to be beneficial and of <i>negligible magnitude</i> in terms of NMU delay.</p> <p>HGV flows halve, and thus the impact upon NMU amenity is deemed to be non-negligible in accordance with IEMA Guidelines. In terms of vehicle numbers, the decrease in traffic flows equates to one fewer vehicle in an 1–2-minute period. On average, there would be 7 fewer HGVs an hour on the link. This is a slight change, and although total flows decrease, HGV flows increase and thus it is considered that overall, there would be a</p>

		<p>beneficial <i>negligible magnitude</i> impact in terms of NMU amenity in the DS3A scenario.</p> <p>In terms of driver delay, the BTM modelling shows the link would operate at a maximum of 49% of capacity in the RC3A scenario (619 vehicles), decreasing to 38% of capacity in the DS3A scenario (478 vehicles). Both links operate within capacity and there is a limited change in operating capacity between scenarios, and thus there would be a minimal impact on congestion or delay. Therefore, the impact on driver delay on this link is considered to be beneficial and of <i>negligible magnitude</i>.</p> <p>Link 146 is subject to a 50mph speed limit, and vehicles would likely average over 40mph. This would be the case in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 383 vehicles, and the total number of HGVs over 18 hours is 309. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 329, and the total number of HGVs over 18 hours is 137. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is beneficial and of <i>negligible magnitude</i>.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 146. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Thus, there is no indication of any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 146.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation</p>	<p>None</p>
	<p>Effect of Travel Plan</p>	<p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)

Link 147	Potential Effects
<p>B4027 between Stonehouse Farm and Oxford Road (Bletchington)</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change
<p>Sensitivity: Medium</p>	<p>Link 147 comprises the B4027 between Stonehouse Farma and Oxford Road. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 147 would be subject to a 15% reduction in 24-hour total vehicle traffic and a 55% increase in HGV flows. This, based on the IEMA Guidelines suggests a negligible impact upon severance. The link is approximately 1500m in length and for its majority has no WCH receptors adjacent to it, other than within Bletchington where several private dwellings front the link. Within Bletchington, the link is bordered by footways, although these are less than 2m wide. No formal crossing points are provided on the link, apart from at the links western most point where a uncontrolled pedestrian crossing is present over the link. Outside of Bletchington, NMUs would be unlikely to cross the link in both scenarios. In terms of actual vehicle numbers, there would be 1050 fewer vehicles on the link in a 24-hour period, the equivalent, on average, of less than one fewer vehicle each minute. This is a minimal change and thus it is considered there would be a beneficial <i>negligible magnitude</i> of impact upon severance in DS3A.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. Nevertheless, any NMUs crossing the link would have to wait for gaps in the traffic. In the RC3A scenario, there would be 7083 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 12 seconds, in either direction. In DS3A, this time would increase to 14 seconds. Therefore, there would be the more opportunities for NMUs to cross the link, although the change is slight, and thus the impact is deemed to be beneficial and of <i>negligible magnitude</i> in terms of NMU delay.</p> <p>HGV flows double, and thus the impact upon NMU amenity is deemed to be non-negligible in accordance with IEMA Guidelines. In terms of vehicle numbers, the decrease in traffic flows equates to one fewer vehicle in an 1–2-minute period. On average, there would be 2 additional HGVs an hour on the link. This is a slight change; thus, as a consequence of the reduction in traffic flows, there would be a <i>minor magnitude</i> beneficial impact in terms of NMU Amenity in the DS3A scenario.</p> <p>In terms of driver delay, the BTM modelling shows the link would operate at a maximum of 46% of capacity in</p>

		<p>the RC3A scenario (577 vehicles), decreasing to 37% of capacity in the DS3A scenario (472 vehicles). Both links operate within capacity and there is a limited change in operating capacity between scenarios, and thus there would be a minimal impact on congestion or delay. Therefore, the impact on driver delay on this link is considered to be beneficial <i>negligible magnitude</i>.</p> <p>For its majority, Link 147 is subject to a 50mph speed limit, and vehicles would likely average over 40mph. This would be the case in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 371 vehicles, and the total number of HGVs over 18 hours is 73. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 316, and the total number of HGVs over 18 hours is 111. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of beneficial <i>negligible magnitude</i>.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 147. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found two slight collisions on the link. Two collisions in a five-year period does not indicate any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 147.</p>
	Embedded Mitigation	None
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
Link 148	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse)

<p>Bicester Road between A4157 and A413 (Aylesbury)</p> <p>Sensitivity:</p> <p>Medium</p>	<ul style="list-style-type: none"> • NMU Amenity: minor magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: negligible magnitude (adverse) <p>Between the RC3A and DS3A scenarios there would be a 5% increase in the total vehicles on Link 148. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance, although HGV flows increase substantially. There are several WCH receptors adjacent the link, primarily within Aylesbury, although suitable infrastructure is provided here. Thus, there would be a <i>negligible magnitude</i> adverse impact upon severance and NMU delay in the DS3A scenario.</p> <p>Total vehicle traffic flows do not double between the two scenarios. However, HGV flows do double (111% increase), and thus the impact on NMU amenity should not be considered negligible. Frequent NMU trips along the link are expected, and suitable NMU infrastructure is provided including two uncontrolled two pedestrian crossings and a zebra crossing at both ends of the link. It is considered that an additional HGV in either direction every 2 minutes would only have a <i>minor magnitude</i> adverse impact on NMU Amenity on Link 100, given the NMU provision in Aylesbury.</p> <p>Link 148, in both scenarios, is governed by a 30mph speed limits and it is expected that on average vehicle speeds would be approximately 30mph, in both scenarios. In RC3A the average vehicle/hour over 18 hours is 643 vehicles and the 18-hour HGVs is 578 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (10+0+20), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 667 vehicles and the 18-hour HGVs is 1131 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 40 (10 +10+20), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>The link is within the buffer zone of the BTM model meaning that V/C ratios are not available for interrogation. Nevertheless, there is a small increase (5%) in total vehicle traffic indicating a negligible impact on driver delay. Therefore, the impact has been assessed as adverse, and of <i>negligible magnitude</i>.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 148. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found several collisions on the link.</p>
--	---

		<p>However, there were no trends in location of these incidents, and this number of collisions is not indicative of an underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, the impact is deemed to be of <i>negligible magnitude</i> adverse impact on Road User and Pedestrian Safety on Link 148.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 149</p> <p>Camp Road east of Izzard Road</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 149 comprises a stretch of Camp Road between Schilling and Bosch Way, a new residential access. The link is approximately 90m in length. In both scenarios, residential development would exist to the north and south of the link, generating WCH trips along and across the link. A 3m shared footway/cycleway is provided north of the link and an uncontrolled crossing point is provided. In terms of traffic flows between the RC3A and DS3A scenarios, Link 149 would be subject to an 11% increase in 24-hour total vehicle traffic, equating to 617 vehicles. There would be a 35% increase in HGV flows on the link (61 HGVs). Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The increase in traffic flows equates to one additional vehicle on the link every 2.5 minutes on average, which would present as a minimal change for NMUs crossing the link. Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario. As traffic flows increase, this impact is deemed adverse.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. Nevertheless, any</p>

	<p>NMUs crossing the link would have to wait for gaps in the traffic. In the RC3A scenario, there would be 5664 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing the crossing point on the link every 15 seconds, in each direction. In DS3A, this time would decrease to 14 seconds. Therefore, there would be the fewer opportunities for NMUs to cross the link, although the change between scenarios is slight, and thus the impact is deemed to be a <i>negligible magnitude</i> and adverse, when considering NMU delay.</p> <p>Total vehicle 24-hour flows and HGV flows do not double, and thus the impact upon NMU Amenity is deemed to be non-negligible in accordance with IEMA Guidelines. In terms of vehicle numbers, the increase in traffic flows equates to one additional vehicle in an 2.5-minute period. On average, there would be 2-3 additional HGVs an hour on the link. This is a minimal change and thus it is considered that the conclusion that there is a <i>negligible magnitude</i> adverse impact in terms of NMU Amenity in the DS3A scenario is suitable.</p> <p>The link would be governed by a 30mph speed limit in both scenarios and given the nature of the link it is expected that vehicles would average between 20mph and 30mph. In RC3A the average vehicle/hour over 18 hours is 297 vehicles and the 18-hour HGVs is 165 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 328 vehicles and the 18-hour HGVs is 223 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> and adverse.</p> <p>Although there are no points on Link 149 where vehicles can make turning movements; there would be increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 32% (eastbound AM) in the RC3A scenario, and at a 40% (eastbound AM) in the DS3A scenario. Thus, link would operate with spare capacity in both scenarios, although there is only a slight change in operating capacity of the link. This change is deemed to have an adverse <i>negligible magnitude</i> of impact.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no incidents on the link. Therefore, there is no indication of an existing highway safety issue on the link that could be affected by a change in traffic flows. There would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
--	--

	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 150</p> <p>Camp Road west of Izzard Road</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 150 comprises a stretch of Camp Road between Izzard Road and Bosch Way: new residential accesses. The link is approximately 70m in length. In both scenarios, residential development would exist to the south of the link, generating WCH trips along and across the link. A 3m shared footway/cycleway is provided north of the link and an uncontrolled crossing point is provided. In terms of traffic flows between the RC3A and DS3A scenarios, Link 150 would be subject to an 11% increase in 24-hour total vehicle traffic, equating to 548 vehicles. There would be a 38% increase in HGV flows on the link (61 HGVs). Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The increase in traffic flows equates to one additional vehicle on the link every 2.5 minutes on average, which would present as a minimal change for NMUs crossing the link. Therefore, it is considered there would be an adverse and <i>negligible magnitude</i> adverse impact in terms of severance in the DS3A scenario.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. Nevertheless, any NMUs crossing the link would have to wait for gaps in the traffic. In the RC3A scenario, there would be 5213 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing the crossing point on the link every 17 seconds, in each direction. In DS3A, this time would decrease to 15 seconds. Therefore, there would be the fewer opportunities for NMUs to cross the link, although the change between scenarios is</p>

		<p>slight, and thus the impact is deemed to be an adverse <i>negligible magnitude</i> when considering NMU delay.</p> <p>Total vehicle 24-hour flows and HGV flows do not double, and thus the impact upon NMU Amenity is deemed to be negligible in accordance with IEMA Guidelines. In terms of vehicle numbers, the increase in traffic flows equates to one additional vehicle in an 2.5-minute period. On average, there would be 2-3 additional HGVs an hour on the link. This is a minimal change and thus it is considered that the conclusion that there is a <i>negligible magnitude</i> adverse impact in terms of NMU Amenity in the DS3A scenario is suitable.</p> <p>The link would be governed by a 30mph speed limit in both scenarios and given the nature of the link it is expected that vehicles would average between 20mph and 30mph. In RC3A the average vehicle/hour over 18 hours is 273 vehicles and the 18-hour HGVs is 152 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 301 vehicles and the 18-hour HGVs is 209 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Although there are no points on Link 150 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 34% (eastbound AM) in the RC3A scenario, and at a 35% (eastbound AM) in the DS3A scenario. Thus, link would operate with spare capacity in both scenarios, although there is only a slight change in operating capacity of the link. This change is deemed to have an adverse, but <i>negligible magnitude</i> of impact.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified one slight incident on the link. One incident in 5 years does not indicate the existence of a highway safety issue on the link that could be affected by a change in traffic flows. There would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect)

		<ul style="list-style-type: none"> Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 151</p> <p>B4030 Vendee Drive between Heaton Road and A4095</p> <p>Sensitivity: Medium</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: no change NMU Amenity: minor magnitude (beneficial) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: no change <p>Link 151 comprises a stretch of Camp Road between a new residential access and Schilling Street, also a new residential access. The link is approximately 170m in length. In both scenarios, a residential development would exist to the south of the link, generating WCH trips along and across the link. A footway is provided north of the link, set back behind a verge and fence. In terms of traffic flows between the RC3A and DS3A scenarios, Link 151 would be subject to an 4% increase in 24-hour total vehicle traffic, equating to 235 vehicles. There would be a 50% increase in HGV flows on the link (61 HGVs). Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The increase in traffic flows equates to one more vehicle on the link every 6 minutes on average, which would present as a minimal change for NMUs crossing the link. Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. Nevertheless, any NMUs crossing the link would have to wait for gaps in the traffic. In the RC3A scenario, there would be 5332 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing the crossing point on the link every 16 seconds, in each direction. In DS3A, this time would remain at 16 seconds. Therefore, there would be the same opportunities for NMUs to cross the link and thus the impact is deemed to <i>no change</i> in terms of NMU delay.</p> <p>HGV flows halve, and thus the impact upon NMU amenity is deemed to be non-negligible in accordance with IEMA Guidelines. In terms of vehicle numbers, the increase in traffic flows equates to one additional vehicle in an 10-minute period. On average, there would be 2-3</p>

		<p>additional HGVs an hour on the link. This is a minimal change and thus it is considered that the conclusion that there is a <i>minor magnitude</i> beneficial impact in terms of NMU Amenity in the DS3A scenario.</p> <p>The link would be governed by a 30mph speed limit in both scenarios and given the nature of the link (noting the speed control features at its western end) it is expected that vehicles would average between 20mph and 30mph. In RC3A the average vehicle/hour over 18 hours is 280 vehicles and the 18-hour HGVs is 117 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 292 vehicles and the 18-hour HGVs is 174 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Although there are no points on Link 151 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 17% (eastbound AM) in the RC3A scenario, and at a 18% (westbound AM) in the DS3A scenario. Thus, link would operate with spare capacity in both scenarios, although there is only a slight improvement in operating capacity of the link. This change is deemed to have a <i>negligible magnitude</i> adverse impact.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no incidents on the link. Therefore, there is no indication of an existing highway safety issue on the link that could be affected by a change in traffic flows. There would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation</p>	<p>None</p>
	<p>Effect of Travel Plan</p>	<p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect)

		<ul style="list-style-type: none"> • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 152</p> <p>B4027 between A34 on and off slips</p> <p>Sensitivity:</p> <p>Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: no change • NMU Amenity: no change • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 152 would be subject to a 10% reduction in 24-hour total vehicle traffic and a 76% reduction in HGV flows. This, based on the IEMA Guidelines suggests a negligible impact upon severance. Link 152 comprises the B4027 between the on/off slips to/from the A43. The link is short and no WCH receptors are adjacent. NMUs would be very unlikely to cross the link in both scenarios. Furthermore, the difference in traffic flows over 24 hours equates to - 505 vehicles and -238 HGVs: a minimal number in absolute terms over 24 hours. Therefore, it is considered there would be a <i>negligible magnitude</i> beneficial impact upon severance in DS3A.</p> <p>Similarly, as NMUs would not cross the link in either scenario, there would also be a <i>no change</i> of impact on NMU delay and NMU Amenity as a result of the change in traffic flows between RC3A and DS3A.</p> <p>In terms of driver delay, the BTM modelling shows the link would operate at a maximum of 18% of capacity in the RC3A scenario (328 vehicles), decreasing to 17% of capacity in the DS3A scenario (322 vehicles). Both links operate within capacity and there is a limited change in operating capacity between scenarios and vehicle numbers, and thus there would be a minimal impact on congestion or delay. Therefore, the impact on driver delay on this link is considered to be of <i>negligible magnitude</i>. This impact has been assessed as a benefit due to the decrease operating volume/capacity ratio between scenarios.</p> <p>Link 152 is subject to a 50mph speed limit, and vehicles would likely average over 40mph. This would be the case in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 257 vehicles, and the total number of HGVs over 18 hours is 57. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 230, and the total number of HGVs over 18 hours is 69. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change</p>

		<p>between scenarios and hence the impact is of beneficial, <i>negligible magnitude</i>.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 152. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Thus, there is no indication of any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 152.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 153</p> <p>A34 northbound B4027 on and off slips</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: no change • NMU Amenity: no change • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 153 would be subject to a 6% reduction in 24-hour total vehicle traffic, although there would be a 469% increase in HGV flows. This, based on the IEMA Guidelines, therefore, suggests that there may be a major impact upon severance. However, Link 153 comprises an slip to/from to the A43 from the B4027. The link is short and no WCH receptors are adjacent. NMUs would not cross the link in both scenarios. Furthermore, the difference in traffic flows over 24 hours equates to -267 vehicles and +61 HGVs: a minimal number in absolute terms. Therefore, it is considered there would be a <i>negligible magnitude</i> of impact in terms of severance in DS3A scenario. As total traffic flows reduce, this impact can be assessed as beneficial.</p> <p>Similarly, as NMU would not cross the link in either scenario, there would also be a <i>no change</i> of impact on</p>

		<p>NMU delay and NMU Amenity as a result of the change in traffic flows between RC3A and DS3A.</p> <p>In terms of driver delay, the BTM modelling shows that the link would operate at a maximum of 42% of capacity in the RC3A scenario (529 vehicles), decreasing to 38% of capacity in the DS3A scenario (472 vehicles). There is a limited shift in both metrics, and thus a limited impact on congestion or delay. Thus, the impact on driver delay on this link is considered to be of beneficial, <i>negligible magnitude</i>.</p> <p>Link 153 is subject to the national speed limit, and vehicles would likely average over 40mph. This would be the case in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 249 vehicles, and the total number of HGVs over 18 hours is 12. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 235, and the total number of HGVs over 18 hours is 69. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of beneficial, <i>negligible magnitude</i>.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 153. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link and thus there is no indication of an underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 153.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
Link 154	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial)

<p>A34 southbound B4027 on and off slips</p> <p>Sensitivity:</p> <p>Low</p>	<ul style="list-style-type: none"> • Driver Delay: negligible magnitude (adverse) • NMU Delay: no change • NMU Amenity: no change • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 154 would be subject to a 17% reduction in 24-hour total vehicle traffic and a 77% reduction in HGV flows. This, based on the IEMA Guidelines suggests a negligible impact upon severance. Link 154 comprises on/off slips to/from the A43 from the B4027. The link is short and no WCH receptors are adjacent. NMUs would not cross the link in both scenarios. Furthermore, the difference in traffic flows over 24 hours equates to -561 vehicles and -238 HGVs: a minimal number in absolute terms over 24 hours. Therefore, it is considered there would be a <i>negligible magnitude</i> beneficial impact upon severance in DS3A.</p> <p>Similarly, as NMUs would not cross the link in either scenario, there would also be a <i>no change</i> of impact on NMU delay and NMU amenity as a result of the change in traffic flows between RC3A and DS3A.</p> <p>In terms of driver delay, the BTM modelling shows the link would operate at a maximum of 20% of capacity in the RC3A scenario (52 vehicles), decreasing to 12% of capacity in the DS3A scenario (27 vehicles). Both links operate within capacity and there is a limited change in operating capacity between scenarios, and thus there would be a minimal impact on congestion or delay. Therefore, the impact on driver delay on this link is considered to be of <i>negligible magnitude</i>.</p> <p>Link 154 is subject to the national (60mph) speed limit, and vehicles would likely average over 40mph. This would be the case in both scenarios. For RC3A, the average vehicle/hour flow over 18 hours is 175 vehicles, and the total number of HGVs over 18 hours is 97. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 145, and the total number of HGVs over 18 hours is 40. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 153. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data</p>
--	---

		(2020-2024), found one serious collision on the link. One collision in a five-year period does not indicate any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 154.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 155</p> <p>Camp Road east of Schilling Street</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude • Driver Delay: negligible magnitude • NMU Delay: negligible magnitude • NMU Amenity: negligible magnitude • Fear and Intimidation: negligible magnitude • Road User and Pedestrian Safety: no change <p>Link 155 comprises a stretch of Camp Road between Schilling and Bosch Way, a new residential access. The link is approximately 100m in length. In both scenarios, residential development would exist to the south of the link, generating WCH trips along and across the link. A 3m shared footway/cycleway is provided north of the link and an uncontrolled crossing point is provided. In terms of traffic flows between the RC3A and DS3A scenarios, Link 155 would be subject to an 10% increase in 24-hour total vehicle traffic, equating to 567 vehicles. There would be a 50% increase in HGV flows on the link (61 HGVs). Based on the IEMA Guidelines this change in traffic flows, suggests a negligible magnitude of impact upon severance. The increase in traffic flows equates to one additional vehicle on the link every 2.5 minutes on average, which would present as a minimal change for NMUs crossing the link. Therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in both scenarios. Nevertheless, any NMUs crossing the link would have to wait for gaps in the traffic. In the RC3A scenario, there would be 5503 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing the crossing point on</p>

	<p>the link every 16 seconds, in each direction. In DS3A, this time would decrease to 14 seconds. Therefore, there would be the fewer opportunities for NMUs to cross the link, although the change between scenarios is slight, and thus the impact is deemed to be a <i>negligible magnitude</i> when considering NMU delay.</p> <p>Total vehicle 24-hour flows and HGV flows do not double, and thus the impact upon NMU Amenity is deemed to be non-negligible in accordance with IEMA Guidelines. In terms of vehicle numbers, the increase in traffic flows equates to one additional vehicle in an 2.5-minute period. On average, there would be 2-3 additional HGVs an hour on the link. This is a minimal change and thus it is considered that the conclusion that there is a <i>negligible magnitude</i> beneficial impact in terms of NMU Amenity in the DS3A scenario is suitable.</p> <p>The link would be governed by a 30mph speed limit in both scenarios and given the nature of the link (noting the speed control features at its western end) it is expected that vehicles would average between 20mph and 30mph. In RC3A the average vehicle/hour over 18 hours is 288 vehicles and the 18-hour HGVs is 154 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 317 vehicles and the 18-hour HGVs is 211 vehicles. Accordingly, the DS 3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>.</p> <p>Although there are no points on Link 151 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 19% (eastbound AM) in the RC3A scenario, and at a 21% (eastbound AM) in the DS3A scenario. Thus, link would operate with spare capacity in both scenarios, although there is only a slight improvement in operating capacity of the link. This change is deemed to have a <i>negligible magnitude</i> of impact.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified one serious incident on the link. The incident involved a car colliding with a pedestrian who emerged from behind a line of moving traffic and was not the result of a road safety issue. Therefore, there is no indication of an existing highway safety issue on the link that could be affected by a change in traffic flows. There would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
--	--

	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 156</p> <p>A43/A422 circulatory (A43 NB)</p> <p>Sensitivity:</p> <p>Low</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (beneficial) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (beneficial) NMU Amenity: negligible magnitude (beneficial) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: negligible magnitude (beneficial) <p>Between the RC3A and DS3A scenarios there would be 4% reduction in total vehicles on Link 156. The link would see a 39% reduction between the two scenarios. This indicates (in accordance with IEMA Guidelines) a negligible magnitude of impact upon severance. In terms of NMU demand, the north/south desire line across the Brackley Bypass roundabout crosses this link. To facilitate NMU crossings, a signalised crossing is provided across the link, which operates in conjunction with the signals at the roundabout. Therefore, considering total vehicle numbers only slightly change, and NMU crossings are provided for, there would be a <i>negligible magnitude</i> impact upon severance and NMU delay in the DS3A scenario. As traffic flows reduce, this impact can be assessed as beneficial.</p> <p>Total vehicle traffic or HGV flows are not expected to double or halve, and therefore the impact of the changes traffic flows are negligible when considering NMU amenity. A short stretch of shared footway/cycleway is provided setback from the northern edge of the carriageway, connecting to Brackley north of the roundabout. However, the total traffic flows do not change and therefore there would be a <i>negligible magnitude</i> beneficial impact on NMU Amenity between the scenarios.</p> <p>Link 156, in both scenarios is governed by a 40mph speed limit and it is expected that vehicles average between 30mph and 40mph, as they slow down when</p>

		<p>approaching the roundabout. In RC3A the average vehicle/hour over 18 hours is 221 vehicles and the 18-hour HGVs is 382 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 211 vehicles and the 18-hour HGVs is 232 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level, and it is considered that there would be a <i>negligible magnitude</i> adverse impact on fear and intimidation as a result of the change in traffic flows. As traffic flows reduce, this impact can be assessed as beneficial.</p> <p>The BTM modelling shows Link 156 would operate at a maximum of 64% of capacity in the evening peak hour in the RC3A scenario. In the DS3A scenario, the link would operate at a maximum of 67% of capacity, a very slight increase. Thus, it is considered that there would be a <i>negligible magnitude</i> adverse impact on driver delay in the DS3A scenario.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA one slight incident on the link. Therefore, there is no underlying highway safety issue on the link, and considering the minimal increase in traffic flows, there would be a <i>negligible magnitude</i> beneficial impact on Road User and Pedestrian Safety on Link 85 in the DS3A scenario.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 157</p> <p>Charlotte Avenue</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change

		<p>Link 157 comprises the Charlotte Avenue within Elmsbrook. Several pedestrian crossing points are provided across the link, which is a residential access road. In terms of traffic flows between the RC3A and DS3A scenarios, Link 157 would be subject to an 45% reduction in 24-hour total vehicle traffic, equating to 379 vehicles. There would be a 50% reduction in HGV flows on the link (14 HGVs). Based on the IEMA Guidelines this change in traffic flows, suggests a slight impact upon severance. However, the decrease in traffic flows equates to one fewer vehicle on the link approximately every 4 minutes on average, which would present as a minimal change for NMUs. Nevertheless, the impact between scenarios is small and therefore, it is considered there would be a <i>negligible magnitude</i> impact in terms of severance in the DS3A scenario. This impact has been assessed as beneficial.</p> <p>In terms of NMU delay, there would frequent NMU trips across the link in both scenarios, as children walk to the nearby school. Several formal crossing points are provided, although these are uncontrolled and NMUs would have to wait for gaps in the traffic. In the RC3A scenario, there would be 848 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 101 seconds, in either direction. In DS3A, this time would increase to 185 seconds. Therefore, there more opportunities for NMUs to cross the link, however, the change is slight. However, the impact is deemed to be beneficial, but of <i>negligible magnitude</i>.</p> <p>HGV flows halve, and thus the impact upon NMU amenity is deemed to be non-negligible in accordance with IEMA Guidelines. In terms of HGV numbers there would be one fewer HGVs approximately every two hours on the link. This is a minimal change and thus there would be a <i>negligible magnitude</i> in terms of NMU Amenity between the scenarios. This impact has been assessed as beneficial.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 77 vehicles and the 18-hour HGVs is 28 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 84 vehicles and the 18-hour HGVs is 14 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. This impact has been assessed as beneficial.</p>
--	--	--

		<p>Although there are no points on Link 157 where vehicles can make turning movements; there would be reduction in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. The BTM modelling shows that the link would operate at a maximum of 6% in the RC3A scenario and would remain at 6% in the DS3A scenario. In both scenarios, the BTM modelling shows the link working within capacity, with minimal change between the maximum operating capacities. Therefore, overall, it is considered that there would be a <i>negligible magnitude</i> impact in terms of driver delay between the scenarios. This impact has been assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 157. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 157.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 158</p> <p>Bucknell Road between Bicester and Bucknell</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: minor magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 158 comprises Bucknell Road stretches from Bicester to Bucknell and is approximately 2km in length. There are limited WCH receptors adjacent the link, other than within Bucknell themselves where several private dwellings front the link. Between the RC3A and DS3A scenarios, Link 158 would be subject to a 10% increase in 24-hour total vehicle traffic flows (equating to 141 vehicles). Thus, in accordance with IEMA Guidelines,</p>

	<p>there may be a negligible change in severance. No NMU crossing facilities are provided on Link 158, meaning WCHs would have to wait for gaps in the traffic to cross the link. Although a 141 reduction in daily flows equates to approximately one fewer vehicle every 10 minutes. Therefore, in accordance with IEMA Guidelines, there would be a <i>negligible magnitude</i> impact on severance. As traffic flows increase, this impact has been assessed as adverse.</p> <p>Similarly, in terms of NMU delay, the private dwellings within Bucknall would generate fairly regular trips along and across the link, particularly at times of peak traffic. As discussed, there are no formal crossing points provided on the link and NMUs would have to wait for gaps in the traffic to cross. In RC3A, there would be 1469 vehicles on the link in a 24-hour period. This equates to a vehicle passing a point on the link circa every 59 seconds. In DS3A, this time would decrease to circa 54 seconds. There would be significant opportunities to cross the link in both scenarios, and thus the impact upon NMU delay is deemed to be adverse and but of <i>negligible magnitude</i>.</p> <p>Total traffic flows do not double between the RC3A and DS3A scenarios although HGV flows decrease by 100%. However, this reduction only comprises 22 HGVs, or less than one a hour. Consequently, this suggests a <i>negligible magnitude</i> adverse impact on NMU amenity.</p> <p>Although there are no points on Link 157 where vehicles can make turning movements; there would be a reduction in traffic flows on Link 157 between the two scenarios, indicating a reduction in congestion and delay on the link. The benefits of this reduction in flows would be realised at the speed control feature in Bucknall the link is reduced to a single lane, and at private accesses where vehicles would turn onto the link. Indeed, the BTM modelling shows Link 158 would operate at a maximum of 19% of capacity (north westbound AM peak) in the RC3A scenario, and at a maximum of 17% of capacity (north westbound AM peak) in the DS3A scenario, suggesting a minimal decrease in driver delay. Therefore, it is considered that there would be an adverse <i>negligible magnitude</i> impact in terms of driver delay in the DS3A scenario.</p> <p>In the RC3A scenario, the majority of the link would be governed by the national (60 mph) speed limit. In the DS3A scenario, this speed limit would be reduced to 40mph. For both scenarios, a 20mph limit would be enforced within Bucknall. Therefore, it is considered that within the RC3A scenario, vehicles on the link would average over 40mph, and in the DS3A they would average between 30mph and 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour flow over 18 hours is 77 and the total number of HGVs</p>
--	---

		<p>over 18 hours is 21. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 84 and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is one step change in level. In terms of traffic flows there is less than a 400 vehicle change in average 18-hour vehicle flow (7 vehicles), and less than a 500 HGV change in total 18-hour HGV flow (21 HGVs). Therefore, in accordance with IEMA guidelines, the magnitude of impact can be considered low, and thus there would be a <i>minor magnitude</i> beneficial impact between the two scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 158. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 158.</p>
	Embedded Mitigation	As part of the embedded highway mitigation works associated with OxSRFI, the speed limit, where 60mph, would be reduced to 40mph on Link 158.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
Link 165 B430 NB approach to Ardley Roundabout Sensitivity:	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: major magnitude (beneficial) • NMU Delay: minor magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial)

<p>Low</p>		<p>Between the RC3A and DS3A scenarios there would be a 48% reduction in total vehicles on Link 165. This indicates (in accordance with IEMA Guidelines) a slight impact upon severance. However, in terms on NMU demand, there are no WCH receptors adjacent the link and the B430 is not a desire line for pedestrians in this location. Therefore, it is considered that there would be a <i>negligible magnitude</i> of impact upon severance in the DS3A scenario on Link 165. Nevertheless, as traffic flows reduce, this impact has been assessed as beneficial.</p> <p>In terms of NMU delay, as no crossings are provided over the link, pedestrians and cyclists would have to wait for gaps in the traffic to cross the B430. However, there are no WCH receptors adjacent the link and although this reduction in total traffic volumes would help to reduce crossing times for NMUs, very few crossings are expected. For those travelling along the link, the reduction would have minor impact. Thus, given the limited number of NMUs that would cross the link, it is considered that the reduction in traffic flows would have a beneficial, but <i>minor magnitude</i> impact on NMU delay.</p> <p>In terms of NMU amenity, no footways are provided on Link 165. HGV flows are expected to halve, and therefore the changes in total traffic flows are non-negligible in accordance with IEMA Guidelines. Nevertheless, limited WCH trips are expected on or across the link and so the impact of this change would have limited effect. The 74% reduction in HGV flows equates to 358 HGVs, or an average of one fewer every four minutes. The 48% reduction in total vehicle flows equates to 2825 HGVs, or an average of one fewer every 31 seconds. It is considered that the reduction in traffic flows would have a beneficial, but <i>minor magnitude</i> impact on NMU amenity.</p> <p>Link 165, in both scenarios, would be governed by the national speed limit, and it is considered that on average vehicles would be travelling in excess of 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 302 vehicles and the 18-hour HGVs is 446 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 153 vehicles and the 18-hour HGVs is 115 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level and thus the impact on fear and intimidation can be considered to be of <i>negligible magnitude</i>. As traffic flows reduce, this impact has been assessed as beneficial.</p>
------------	--	--

		<p>The stopping up of the B430 to the south would reduce traffic flows on this link, in turn reducing delay for drivers. To the north, Ardley Roundabout is subject to a substantial redesign as part of the embedded highway mitigation work, aimed at reducing congestion and driver delay on the network. Benefits of this reduction in flows would be felt at the link's northern extent at the Ardley Roundabout. In the RC3A, the link would operate at 104% of capacity (PM peak), compared to at a maximum of 16% of capacity (PM peak) in the DS3A scenario. This is a large decrease in operating capacity and shows there would be a substantial reduction in congestion and queuing on this link in the DS3A scenario. This comprises a <i>major magnitude</i> beneficial impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no collisions within the vicinity of Link 165. The analysis concluded that there is no underlying collision problem on the B430 in this location. Nevertheless, the reduction in traffic flows would improve safety conditions for road users and pedestrians. This beneficial impact is deemed to be of <i>minor magnitude</i> of impact on road user safety.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Moderate permanent beneficial (Potentially Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation</p>	<p>None</p>
	<p>Effect of Travel Plan</p>	<p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Moderate permanent beneficial (Significant) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 166 B430 SB exit from Ardley Roundabout Sensitivity: Low</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: minor magnitude (beneficial) • NMU Amenity: minor magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: minor magnitude (beneficial) <p>Between the RC3A and DS3A scenarios there would be a 62% reduction in total vehicles on Link 166. This indicates (in accordance with IEMA Guidelines) a moderate impact upon severance. However, in terms on</p>

	<p>NMU demand, there are no WCH receptors adjacent the link and the B430 is not a desire line for pedestrians in this location. Therefore, it is considered that there would be a <i>negligible magnitude</i> of impact upon severance in the DS3A scenario on Link 166. As traffic flows decrease, this impact has been assessed as beneficial.</p> <p>In terms of NMU delay, as no crossings are provided over the link, pedestrians and cyclists would have to wait for gaps in the traffic to cross the B430. However, there are no WCH receptors adjacent the link and although this reduction in total traffic volumes would help to reduce crossing times for NMUs, very few crossings are expected. For those travelling along the link, the reduction would have minor impact. Thus, given the limited number of NMUs that would cross the link, it is considered that the reduction in traffic flows would have a beneficial, but <i>minor magnitude</i> impact on NMU delay.</p> <p>In terms of NMU amenity, no footways are provided on Link 166. HGV flows are expected to halve, and therefore the changes in total traffic flows are non-negligible in accordance with IEMA Guidelines. Nevertheless, limited WCH trips are expected on or across the link and so the impact of this change would have limited effect. The 83% reduction in HGV flows equates to 187 HGVs, or an average of one fewer every eight minutes. The 62% reduction in total vehicle flows equates to 4251 HGVs, or an average of one fewer every 20 seconds. It is considered that the reduction in traffic flows would have a beneficial, but <i>minor magnitude</i> impact on NMU amenity.</p> <p>Link 166, in both scenarios, would be governed by the national speed limit, and it is considered that on average vehicles would be travelling in excess of 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 352 vehicles and the 18-hour HGVs is 210 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. In the DS3A scenario the average vehicle/hour over 18 hours is 130 vehicles and the 18-hour HGVs is 36 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change in level and thus the impact on fear and intimidation can be considered to be of <i>negligible magnitude</i>. As traffic flows decrease, this impact has been assessed as beneficial.</p> <p>The stopping up of the B430 to the south would reduce traffic flows on this link, in turn reducing delay for drivers. To the north, Ardley Roundabout is subject to a substantial redesign as part of the embedded highway mitigation work, aimed at reducing congestion and driver delay on the network. In the RC3A, the link would</p>
--	--

		<p>operate at 46% of capacity (PM peak), compared to at a maximum of 19% of capacity (PM peak) in the DS3A scenario. There is a decrease in operating capacity, although the link operates with spare capacity in both scenarios. Therefore, there would be a <i>negligible magnitude</i> beneficial impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified no collisions within the vicinity of Link 166. The analysis concluded that there is no underlying collision problem on the B430 in this location. Nevertheless, the reduction in traffic flows would improve safety conditions for road users and pedestrians. This beneficial impact is deemed to be of <i>minor magnitude</i> of impact on road user safety.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 171</p> <p>Middleton Road between Bucknell loading point and Bicester Road</p> <p>Sensitivity:</p> <p>Very High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Middleton Road is a link within Bucknell, running for approximately 50m between School Paddock and Ardley Road. Several private dwellings and village hall are found adjacent the link and partial footways are provided, although pedestrians would likely walk on the carriageway of Middleton Road in both scenarios. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 22% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 3202 vehicles on the link in the RC3A scenario, equivalent to one every 27 seconds on average. In the DS3A scenario, there would be 2501 vehicles, equivalent to one every 35 seconds. There would be sufficient gaps in the traffic to cross the link in both</p>

		<p>scenarios and thus, between the scenarios, there would be a <i>negligible magnitude</i> beneficial impact in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction comprises 701 vehicles, or the equivalent of one less every two minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 168 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 131 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. This would be realised at the link's eastern extent where it forms the minor arm of a simple T-Junction with Ardley Road. BTM modelling shows the link operating at a maximum of 17% of capacity in the RC3A scenario, and at 12% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is limited change between scenarios. Therefore, there would be a <i>negligible magnitude</i> beneficial impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 171.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 174</p> <p>East Street within Fritwell</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: no change • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>East Street runs between Old School Lane and Fewcott Road within Fritwell, north/south, for approximately 130m. Several private dwellings front the link on both sides, and Old School Lane provides access to Fritwell CofE Primary School; a key WCH receptor nearby. Alongside the link, to the east, a good quality footway is provided, although it varies in width (between 1m and 2m). To the west, a footway is provided which varies in width. At the link's southern extent an uncontrolled pedestrian crossing is provided over the link, complete with tactile paving. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 29% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines, although just below the threshold for minor. In absolute terms, there would be 2345 vehicles on the link in the RC3A scenario, equivalent to one every 37 seconds on average. In the DS3A scenario, there would be 1673 vehicles, equivalent to one every 52 seconds. There would be sufficient gaps in the traffic to cross the link in both scenarios and thus, between the scenarios, there would be a <i>negligible magnitude</i> beneficial impact in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 672 vehicles, or the equivalent of one less every two minutes, on average. This would not</p>

		<p>provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 123 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 86 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 12% of capacity in the RC3A scenario, and at 12% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is no change between scenarios. Therefore, there would be a <i>no change</i> in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 174. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one slight collision on the link. One collision in a five-year period does not indicate any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 174.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect)

		<ul style="list-style-type: none"> • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 176</p> <p>Main Street Wendlebury</p> <p>Sensitivity:</p> <p>Very High</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Main Street runs through the centre of Wendlebury. Several private dwellings front the link on both sides. No footways are provided along the link, meaning pedestrians would have to walk within the carriageway. No formal crossing points are provided along the link. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 20% increase in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 1165 vehicles on the link in the RC3A scenario, equivalent to one every 74 seconds on average. In the DS3A scenario, there would be 1401 vehicles, equivalent to one every 62 seconds. There would be sufficient gaps in the traffic to cross the link in both scenarios and thus, between the scenarios, there would be a <i>negligible magnitude</i> adverse impact in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows double, and thus IEMA Guidelines indicate the impact is potentially negligible. The increase in total vehicles comprises 236 vehicles, or the equivalent of one additional every six minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i>, but adverse impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 61 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 73 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between</p>

		<p>scenarios and hence the impact is of <i>negligible magnitude</i> (adverse).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 20% of capacity in the RC3A scenario, and at 18% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is limited change between scenarios. Therefore, there would be a <i>negligible magnitude</i> beneficial impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 176. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one slight collision on the link. One collision in a five-year period does not indicate any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 176.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 178</p> <p>Hethe Road south of Cottisford</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial)

<p>Sensitivity:</p> <p>High</p>	<ul style="list-style-type: none"> • Road User and Pedestrian Safety: no change <p>Link 178 comprises Hethe Road between Cottisford and Featherbed Lane. The link runs in a north/south direction for approximately 950m. For the majority of the link, the road is rural and has limited WCH receptors adjacent to it. Nevertheless, the route is narrow and has no NMU infrastructure. While limited WCH trips would be expected along or across most of the link, there are several private dwellings within Cottisford residents of which would routinely walk on the carriageway of the link. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 10% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 1656 vehicles on the link in the RC3A scenario, equivalent to one every 52 seconds on average. In the DS3A scenario, there would be 1494 vehicles, equivalent to a vehicle every 58 seconds. Thus, between the scenarios, there would be a limited change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 162 vehicles, or the equivalent of one less every 20 minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by the national (60mph) speed limit for its majority, and a 30mph limit within Cottisford. Overall, it is considered that vehicles would average over 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 87 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 78 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 9% of capacity in the RC3A scenario, and at 8% of capacity in the DS3A scenario. In both cases the link would operate well within capacity</p>
--	---

		<p>and there is a limited change between scenarios. Therefore, there would be a beneficial, but <i>negligible magnitude</i> impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include the link. Instead, a review of the last five years of publicly available data (accessed via crashmap.com) found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 178.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 180</p> <p>Hethe Road between A421 and Cottisford</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 180 comprises Hethe Road between Cottisford and the A421. The link runs in a north/south direction for approximately 2.7km. For the majority of the link, the road is rural and has limited WCH receptors adjacent to it. Nevertheless, the route is not wide and has no NMU infrastructure. While limited WCH trips would be expected along or across most of the link, there are</p>

	<p>several private dwellings within Cottisford residents of which would routinely walk on the carriageway of the link. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 15% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 1598 vehicles on the link in the RC3A scenario, equivalent to one every 54 seconds on average. In the DS3A scenario, there would be 1361 vehicles, equivalent to a vehicle every 63 seconds. Thus, between the scenarios, there would be a limited change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 237 vehicles, or the equivalent of one less every 6 minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by the national (60mph) speed limit for its majority, and a 30mph limit within Cottisford. Overall, it is considered that vehicles would average over 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 84 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 71 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 19% of capacity in the RC3A scenario, and at 20% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is a limited change between scenarios. Therefore, there would be an adverse, but <i>negligible magnitude</i> impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include the link. Instead, a review of the last five years of publicly available data (accessed via crashmap.com) found one collision on the link. The incident was fatal and involved</p>
--	---

		one vehicle and with one casualty. There is no indication of an underlying highway safety issue that influenced the collision, and in-any-case, one collision in a five-year period does not imply the presence of a collision problem. Therefore, there is no issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 180.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 186</p> <p>Middleton Road, Bucknell</p> <p>Sensitivity:</p> <p>Very High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Middleton Road is a sensitive link within Bucknell, running for approximately 160m between New Row and the loading point adjacent School Paddock. Several private dwellings are found adjacent the link and no footways are provided, and pedestrians would walk on the carriageway of Middleton Road in both scenarios. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 22% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 2882 vehicles on the link in the RC3A scenario, equivalent to one every 30 seconds on average. In the</p>

		<p>DS3A scenario, there would be 2243 vehicles, equivalent to one every 39 seconds. There would be sufficient gaps in the traffic to cross the link in both scenarios and thus, between the scenarios, there would be a <i>negligible magnitude</i> beneficial impact in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction comprises 639 vehicles, or the equivalent of one less every two-three minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 90 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 63 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 15% of capacity in the RC3A scenario, and at 11% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is limited change between scenarios. Therefore, there would be a <i>negligible magnitude</i> beneficial impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 186.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Slight permanent beneficial (Not Significant) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	<p>Embedded highway work which would be constructed in the DS3A scenario has been modelled in the BTM. In the DS3A scenario, the MSRR is constructed, thus eliminating a potential rat-running effect discussed within the DS3A scenario. Nevertheless, in the DS3A scenario, said effect was successfully mitigated through other means, not accounted for in the BTM embedded mitigation. Primarily, the works to Middleton Road to reallocate road space over the M40 by implementing traffic signals on Middleton Road for shuttle working, and the reduction of the Middleton Road speed limit to 40mph, which would slow vehicles and increase journey times. Further detailed analysis of this is provided within the TA.</p> <p>In the DS3A scenario, this additional mitigation is not required to eliminate the rat-running issue, but would remain in place, nevertheless. Thus, traffic flows through Bucknell, and Link 186 may be reduced further – although this has not accounted for within the residual effects below.</p>
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Slight permanent beneficial (Not Significant) NMU Delay: Slight permanent beneficial (Not Significant) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Slight permanent beneficial (Not Significant) Road User and Pedestrian Safety: Neutral (No effect)
Link 188 Fewcott Road Sensitivity: High	Potential Effects	<ul style="list-style-type: none"> Severance: minor magnitude (beneficial) Driver Delay: no change NMU Delay: minor magnitude (beneficial) NMU Amenity: negligible magnitude (beneficial) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: no change <p>Link 188 comprises Fewcott Road, between Fritwell and Water Lane (Fewcott): a length of 2km. While much of the route is outside of built-up areas, there are several WCH receptors adjacent the link within both Fewcott and Fritwell. These WCH receptors generally comprise of private dwellings, although of note is a public house, community hall, and scout hut. Within Fritwell there is good infrastructure provision for pedestrians with</p>

		<p>adequate footways including uncontrolled crossing points with tactile paving and in Fewcott, there is no formal infrastructure for pedestrians or cyclists on the link and NMUs would have to walk/cycle on the carriageway.</p> <p>In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 29% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines (although this is just below the threshold of 30%). In absolute terms, there would be 2345 vehicles on the link in the RC3A scenario, equivalent to one every 37 seconds on average. In the DS3A scenario, there would be 1134 vehicles, equivalent to a one every 52 seconds. Thus, between the scenarios, there would be a minor change in the opportunities to cross the link and thus the impact is deemed to be beneficial, and of <i>minor magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 672 vehicles, or the equivalent of one fewer every two minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>Within Fewcott and Fritwell the link would be governed by a 20mph limit in both scenarios, although outside the national (60mph) limit is enforced. Overall, it is considered that vehicles would average between 30mph and 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 123 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 86 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 8% of capacity in the RC3A scenario, and at 8% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is <i>no change</i> between scenarios.</p>
--	--	--

		In terms of road user safety, the PIC analysis undertaken as part of the TA found one collision on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 188.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 189</p> <p>Ardley Road, Ardley</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: no change • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 189 comprises Ardley Road, between the Russet Road and Water Lane. The link is approximately 185m in length and in terms of WCH receptors, private dwellings are found adjacent the link with footways provided on both sides of the carriageway. No formal crossing points are provided over the link. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to a 24% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 2213 vehicles on the link in the RC3A scenario, equivalent to one every 40 seconds on average. In the DS3A scenario, there would be 1673 vehicles, equivalent to one every 52 seconds. Thus, between the scenarios, there would be a slight change in the opportunities to cross the link and</p>

		<p>therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve or double, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 540 vehicles, or the equivalent of one fewer every two/three minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 116 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 86 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 12% of capacity in the RC3A scenario, and at 12% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is <i>no change</i> between scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 189.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None

	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 191</p> <p>Middleton Stoney Road</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 191 comprises Middleton Stoney Road, between London Close and King's End. The link is within Bicester and has residential development situated to the north and south although there is no direct access from the link to these developments, other than via Newton Close to the south. The NMU infrastructure provided is very good. A 3m shared footway/cycleway is provided along the northern edge of the link and a second short, shared footway/cycleway is provided on the southern edge of the link extending west for approximately 150m from King's End. An uncontrolled pedestrian crossing is present across the link facilitating NMU crossings over the link adjacent to a set of bus stops. A signalised crossing is also provided at the end of the southern shared facility. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 191 would be subject to an 13% increase in 24-hour total vehicle traffic, equating to 2348 vehicles (an average of an additional vehicle every 37 seconds). As a result of this change in traffic flows, based on the IEMA Guidelines there would be a negligible magnitude of impact upon severance. Given the provision of a pedestrian crossing, it is deemed that a <i>negligible magnitude</i> of impact is accurate, given the relatively slight increase in traffic flows. As traffic flows increase, the impact has been assessed as adverse.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in the RC3A scenario, apart from at the aforementioned crossings. At this location in the RC3A scenario, there would be 17815 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 10 seconds, in each direction. In DS3A, this time would decrease to 9 seconds. Thus, there would be fewer opportunities to cross the link in the DS3A scenario, thereby increasing NMU delay. However, as a signalised crossing is</p>

	<p>provided the effect of this change would not be felt by NMUs to the same extent. Thus, the impact upon NMU delay is deemed to be of adverse <i>negligible magnitude</i>.</p> <p>Between the scenarios, both total vehicle and HGV 24-hour traffic flows do not double. Therefore, the changes in traffic flows are negligible in accordance with IEMA Guidelines when discussing NMU amenity. Although there is a slight increase in flows, the aforementioned NMU infrastructure can accommodate this change. Therefore, the impact of the increase in traffic flows on NMU amenity is deemed to be adverse and of <i>negligible magnitude</i>.</p> <p>Link 191 is governed by a 30mph speed limit, and speed control features are present. Vehicles therefore would likely average between 20mph and 30mph in both scenarios, as they would slow when approaching/departing the roundabout. For RC3A, the average vehicle/hour flow over 18 hours is 934 vehicles, and the total number of HGVs over 18 hours is 210. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (10+0+10), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 1050, and the total number of HGVs over 18 hours is 217. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (10+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is adverse and of <i>negligible magnitude</i>.</p> <p>There would be an increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. BTM modelling shows that the link would operate at a maximum of 85% (AM peak hour) in the RC3A scenario, as eastbound vehicles approach the King's End. In the DS3A scenario roundabout approach link would operate at 91% of capacity (AM peak hour). The link would operate within capacity in both scenarios, and the increase in operating capacity between the scenarios is slight. In actual terms, there would be an increase of 47 vehicles on the approach to the roundabout AM peak hour. In the AM peak hour 17 vehicles would be OxSRFI development traffic. Overall, it is considered that this increase in vehicles would cause a <i>negligible magnitude</i> impact in terms of driver delay between the scenarios. As traffic flows increase, this impact has been assessed as adverse.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 191. Nevertheless, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found that one collision occurred on the link. Therefore, there is no indication of an existing</p>
--	--

		highway safety issue on the link that could be affected by a change in traffic flows and thus there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 192</p> <p>Middleton Stoney Road</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 192 comprises Middleton Stoney Road, between London Close and the Whitelands Way roundabout. The link is within Bicester and has residential development situated to the north and south although there is no direct access from the link to these developments. The NMU infrastructure comprises a footway along the southern edge of the link and advisory in carriageway cycle lanes. A signalised crossing is also provided across the link. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 192 would be subject to an 19% increase in 24-hour total vehicle traffic, equating to 3286 vehicles (an average of an additional vehicle every 26 seconds). As a result of this change in traffic flows, based on the IEMA Guidelines there would be a negligible magnitude of impact upon severance. Given the provision of a pedestrian crossing, it is deemed that an adverse but <i>negligible magnitude</i> of impact is accurate, given the relatively slight increase in traffic flows.</p> <p>In terms of NMU delay, there would be limited NMU trips across the link in the RC3A scenario, apart from at the aforementioned crossings. At this location in the RC3A scenario, there would be 16915 vehicles on the link in a 24-hour period. This equates to an average of one vehicle passing a point on the link every 10 seconds, in each direction. In DS3A, this time would decrease to 9 seconds. Thus, there would be fewer opportunities to</p>

	<p>cross the link in the DS3A scenario, thereby increasing NMU delay. However, as a signalised crossing is provided the effect of this change would not be felt by NMUs to the same extent. Thus, the impact upon NMU delay is deemed to be of <i>negligible magnitude</i>. As traffic flows increase between scenarios, this impact has been assessed as adverse.</p> <p>Between the scenarios, both total vehicle and HGV 24-hour traffic flows do not double. Therefore, the changes in traffic flows are negligible in accordance with IEMA Guidelines when discussing NMU amenity. Although there is a slight increase in flows, the aforementioned NMU infrastructure can accommodate this change. Therefore, the impact of the increase in traffic flows on NMU amenity is deemed to be adverse and of <i>negligible magnitude</i>.</p> <p>Link 192 is governed by a 30mph speed limit, and speed control features are present. Vehicles therefore would likely average between 20mph and 30mph in both scenarios, as they would slow when approaching/departing the roundabout. For RC3A, the average vehicle/hour flow over 18 hours is 887 vehicles, and the total number of HGVs over 18 hours is 197. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (10+0+10), which equates to a 'Small' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 1051, and the total number of HGVs over 18 hours is 306. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (10+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows increase, this impact is deemed to be adverse.</p> <p>There would be an increase in traffic flows between the two scenarios, indicating a change in levels of congestion and delay on the link. BTM modelling shows that the link would operate at a maximum of 55% (AM peak hour) in the RC3A scenario for eastbound vehicles. In the DS3A scenario roundabout approach link would operate at 63% of capacity (AM peak hour). The link would operate within capacity in both scenarios, and the increase in operating capacity between the scenarios is slight. In actual terms, there would be an increase of 115 vehicles on the approach to the roundabout AM peak hour. In the AM peak hour 18 vehicles would be OxSRFI development traffic. Overall, it is considered that this increase in vehicles would cause a <i>negligible magnitude</i> adverse impact in terms of driver delay between the scenarios.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 191. Nevertheless, a review of publicly available data (via</p>
--	---

		<p>crashmap.com) for the latest 5 years of available data (2020-2024), found that no collisions occurred on the link. Therefore, there is no indication of an existing highway safety issue on the link that could be affected by a change in traffic flows and thus there would be no impact upon Road User and Pedestrian Safety on the link, and there would be <i>no change</i> in this criteria.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Neutral (No effect) • Driver Delay: Neutral (No effect) • NMU Delay: Neutral (No effect) • NMU Amenity: Neutral (No effect) • Fear and Intimidation: Neutral (No effect) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 193</p> <p>Green Lane to Bicester Sports Centre</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: no change • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: minor magnitude (adverse) <p>Link 193 comprises an west/east stretch of Green Lane between a priority-controlled crossroads with The Hale (east), and Bicester Sports Centre (west). The link is 325m in length. There are no WCH receptors other than the sports centre along the link, although there is no NMU specific infrastructure provided. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to a 11% increase in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 3628 vehicles on the link in the RC3A scenario, equivalent to one every 24 seconds on average. In the DS3A scenario, there would be 4011 vehicles, equivalent to one every 22 seconds. Thus, between the scenarios, there would be limited change in the opportunities to cross the link and therefore the impact is deemed to be adverse, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows double, and thus IEMA Guidelines indicate the impact is potentially negligible. The increase in total vehicles comprises 383 vehicles, or the equivalent of</p>

		<p>one additional every three minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> adverse impact on NMU amenity is suitable.</p> <p>The link would be governed by a 40mph speed limit. In RC3A the average vehicle/hour over 18 hours is 190 vehicles and the 18-hour HGVs is 50 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 210 vehicles and the 18-hour HGVs is 52 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (adverse).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 16% of capacity in the RC3A scenario, and at 21% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is no change between scenarios. Therefore, there would be <i>no change</i> in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified a notable incident concern at the Green Lane/The Hale crossroads with vehicles entering the junction from the northern minor arm into the path of vehicles travelling west on the mainline flow. Four incidents occurred during the period studied, three slight and one serious. The serious collision involved a car travelling south on The Hale entering the junction into the path of a car travelling east on Green Lane. The accident occurred in wet and light conditions. The other incidents occurred during similar circumstances. While there is a potential collision accident problem at this junction, the increase in vehicles on the link is slight, and would equate to one a one additional every three minutes, on average. It is not considered that this would have a substantial impact on the incident rate at this junction, which is currently less than one a year. Overall, there is deemed to be an adverse impact on Road User and Pedestrian Safety on Link 193, of <i>minor magnitude</i>.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant)

		<ul style="list-style-type: none"> • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Slight permanent adverse (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Slight permanent adverse (Not Significant)
<p>Link 194</p> <p>Somerton Road (through North Aston)</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: no change • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, the link would be subject to an 27% increase in 24-hour total vehicle traffic and therefore in accordance with IEMA Guidelines this increase in traffic flows would be categorised as having a slight impact on severance and in absolute terms, traffic flows would remain low at an average of 130 vehicles per hour on average in the DS3A scenario, with sufficient gaps in traffic to cross the road. Therefore, this increase in traffic flow would produce a <i>negligible magnitude</i> adverse impact on severance and on NMU delay.</p> <p>Traffic flows would remain low in absolute terms and the outputs from the BTM modelling show the link operating at a maximum of 21% of capacity in both the RC3A and DC3A scenarios. The link would therefore continue to operate well within capacity and there would be <i>no change</i> in driver delay.</p> <p>In accordance with the IEMA Guidelines where traffic flow increases are less than double, the impact on amenity is negligible. Traffic flows would not double (increase by 27%) with no HGV traffic present. Therefore, there would be a <i>negligible magnitude</i> (adverse) impact on NMU amenity.</p> <p>Somerton Road is subject to the 30mph speed limit through the village. For RC3A, the average vehicle/hour flow over 18 hours is 130 vehicles, and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation.</p>

		<p>For DS3A, the average vehicle/hour flow over 18 hours is 161, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is adverse, but of <i>negligible magnitude</i>.</p> <p>No collisions are recorded crashmap.com for the five years 2020 to 2024 for link. Therefore, there is no indication of an existing Road Use and Pedestrian Safety Issue that would be exacerbated. Thus, there would be <i>no change</i> in terms of Road User and Pedestrian Safety.</p>
	Embedded Mitigation	The Ardley Bypass links the OxSRFI Main Site with M40 J10 and the HGV Routing Strategy and proposed environmental weight restrictions control the movement of HGV traffic, both of which minimise the impacts on link. Development traffic flows will be reduced from the levels assessed due to the impact of the Travel Plan and hence the increases in traffic flows would be reduced further.
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Slight permanent adverse (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Slight permanent adverse (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 195</p> <p>B4100 through Aynho</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 195 comprises the B4100 through Aynho between the two B4031 junctions, running for a stretch of</p>

	<p>approximately 1.2km. Within Aynho the link has several WCH receptors adjacent, including several private dwellings, village hall and hotel. Frequent WCH trips are expected along and across the link in both scenarios. Footway are provided along the link although the provision is sub-standard. No formal crossing is provided over the link. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 18% increase in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 6347 vehicles on the link in the RC3A scenario, equivalent to one every 14 seconds on average. In the DS3A scenario, there would be 7501 vehicles, equivalent to a one every 12 seconds. Thus, between the scenarios, there would be no notable change in the opportunities to cross the link and thus the impact is deemed to be adverse, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows double, and thus IEMA Guidelines indicate the impact is potentially negligible. The increase in total vehicles comprises 1154 vehicles, or the equivalent of just under one additional vehicle every minute, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> adverse impact on NMU amenity is suitable.</p> <p>The link would be governed by a the national (60mph) limit outside of Aynho, and a 30mph limit within Aynho. Overall, it is considered that vehicles would average between 30mph and 40mpg in both scenarios. In RC3A the average vehicle/hour over 18 hours is 333 vehicles and the 18-hour HGVs is 182 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 391 vehicles and the 18-hour HGVs is 205 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. Link 195 is within the buffer area of the BTM modelling referenced within this report and thus peak hour operating capacities are not provided for analysis. Nevertheless, there would be a 18% increase in total daily traffic flows which does not indicate a substantial change in congestion or delay on the link. Furthermore, there are no turning points on the link where significant congestion or delay are likely to be experienced. Accordingly, there would be an adverse,</p>
--	--

		<p>but <i>negligible magnitude</i> impact on Link 195 between the scenarios, in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 195. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found three collisions on the link, one fatal and two slight. Two collisions occurred in the same location, toward the link's western extent. Two collisions in this time period does not indicate an inherent highway safety issue in this location and the increase in traffic flows between the scenarios is not considered to have a substantial impact on the incident rate here, which is currently less than one every two years. Overall, there is deemed to be an adverse impact on Road User and Pedestrian Safety on Link 195, of <i>negligible magnitude</i>.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Slight permanent adverse (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Slight permanent adverse (Not significant) • Road User and Pedestrian Safety: Slight permanent adverse (Not significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Slight permanent adverse (Not significant) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Slight permanent adverse (Not significant) • Road User and Pedestrian Safety: Slight permanent adverse (Not significant)
<p>Link 196</p> <p>Ardley Road, Somerton (between Fritwell Road and Water Street)</p> <p>Sensitivity:</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: no change • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Between the RC3A and DS3A scenarios, Link 196 would be subject to an 20% increase in 24-hour total vehicle traffic and therefore in accordance with IEMA Guidelines this increase in traffic flows would be categorised as</p>

<p>Very High</p>		<p>having a slight impact on severance. However, in absolute terms, traffic flows would remain low at an average of 179 vehicles per hour in the DS3A scenario, with sufficient gaps in traffic to cross the road. Therefore, this increase in traffic flow would produce a <i>negligible magnitude</i> (adverse) impact on severance and on NMU delay.</p> <p>Traffic flows would remain low in absolute terms and the outputs from the BTM modelling show the link operating at a maximum of 15% of capacity in both the RC3A and DC3A scenarios. The link would therefore continue to operate well within capacity and there would be <i>no change</i> in driver delay.</p> <p>In accordance with the IEMA Guidelines where were traffic flow increases are less than double, the impact on amenity is negligible. Traffic flows increase by 20% with no HGV traffic present. Therefore, there would be a <i>negligible magnitude</i> (adverse) impact on NMU amenity.</p> <p>The link is subject to the 30mph speed limit. For RC3A, the average vehicle/hour flow over 18 hours is 188 vehicles, and the total number of HGVs over 18 hours is 0. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a ‘Small’ level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 222, and the total number of HGVs over 18 hours is 0. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a ‘Small’ level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (adverse).</p> <p>No collisions are recorded on crashmap.com for the five years 2020 to 2024 for link. Therefore, there is no indication of an existing Road Use and Pedestrian Safety Issue that would be exacerbated Thus, there would be <i>no change</i> in terms Road User and Pedestrian Safety.</p>
	<p>Embedded Mitigation</p>	<p>The Ardley Bypass links the OxSRFI Main Site with M40 J10 and the HGV Routeing Strategy and proposed environmental weight restrictions control the movement of HGV traffic, both of which minimise the impacts on link. Development traffic flows will be reduced from the levels assessed due to the impact of the Travel Plan and hence the increases in traffic flows would be reduced further.</p>
	<p>Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent adverse (Not significant)

		<ul style="list-style-type: none"> • Fear and Intimidation: Slight permanent adverse (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent adverse (Not significant) • NMU Amenity: Slight permanent adverse (Not significant) • Fear and Intimidation: Slight permanent adverse (Not significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 197</p> <p>Farthinghoe Road, Charlton</p> <p>Sensitivity:</p> <p>Very High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (adverse) • Driver Delay: negligible magnitude (adverse) • NMU Delay: negligible magnitude (adverse) • NMU Amenity: negligible magnitude (adverse) • Fear and Intimidation: negligible magnitude (adverse) • Road User and Pedestrian Safety: no change <p>Link 197 comprises Farthinghoe Road within and to the north of Charlton. The link stretches north for approximately 4km to the A422 at Farthinghoe (although vehicles would need to route via Queen Street or Charlton Way to access the A422 which is not accounted for in the model). Within Charlton and Farthinghoe the link is bordered on both sides by WCH receptors including several private dwellings. No footway provision exist is in Farthinghoe and a footway is provided on the western side of the carriageway; but this is the only provision on the link and pedestrians would likely need to walk in the carriageway to access receptors on the east of the link. Outside the two settlements, limited WCH trips would be expected on the link, although no NMU infrastructure is provided. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 21% increase in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 1554 vehicles on the link in the RC3A scenario, equivalent to one every 56 seconds on average. In the DS3A scenario, there would be 1877 vehicles, equivalent to one every 46 seconds. Thus, between the scenarios, there would be limited change in the opportunities to cross the link and therefore the impact is deemed to be adverse, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows double, and thus IEMA Guidelines indicate the impact is potentially negligible. The increase in total</p>

		<p>vehicles comprises 323 vehicles, or the equivalent of one additional every four to five minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> adverse impact on NMU amenity is suitable.</p> <p>The link would be governed by a 30mph speed limit within Charlton, and a 40mph speed limit outside Overall, it is considered that vehicles would average between 30mph and 40mph on the link in both scenarios. In RC3A the average vehicle/hour over 18 hours is 81 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 97 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (adverse).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. Link 197 is within the buffer area of the BTM modelling referenced within this report and thus peak hour operating capacities are not provided for analysis. Nevertheless, there would be a 21% increase in total daily traffic flows which does not indicate a substantial change in congestion or delay on the link. Accordingly, there would be a <i>negligible magnitude</i> adverse impact on Link 197 between the scenarios, in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 197. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link. Thus, there is no indication of any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 197.</p>
	<p>Embedded Mitigation</p> <p>Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant)

		<ul style="list-style-type: none"> Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent adverse (Not Significant) Driver Delay: Slight permanent adverse (Not Significant) NMU Delay: Slight permanent adverse (Not Significant) NMU Amenity: Slight permanent adverse (Not Significant) Fear and Intimidation: Slight permanent adverse (Not Significant) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 198</p> <p>Main Street, Charlton</p> <p>Sensitivity:</p> <p>Very High</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (adverse) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (adverse) NMU Amenity: negligible magnitude (adverse) Fear and Intimidation: negligible magnitude (adverse) Road User and Pedestrian Safety: no change <p>Link 198 comprises Main Street within and to the south of Charlton. The link stretches south for approximately 1.6km to an Unnamed Road which provides access toward Croughton. Within Charlton, the link is bordered on both sides by WCH receptors including several private dwellings and a public house. A footway is provided on the western side of the carriageway; but this is the only provision on the link and pedestrians would likely need to walk in the carriageway along Main Street or when accessing the aforementioned WCH receptors. Outside Charlton, limited WCH trips would be expected on the link, although no NMU infrastructure is provided. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 22% increase in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 2031 vehicles on the link in the RC3A scenario, equivalent to one every 43 seconds on average. In the DS3A scenario, there would be 2475 vehicles, equivalent to one every 35 seconds. Thus, between the scenarios, there would be limited change in the opportunities to cross the link and therefore the impact is deemed to be adverse, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows double, and thus IEMA Guidelines indicate the impact is potentially negligible. The increase in total vehicles comprises 444 vehicles, or the equivalent of one additional every three minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and</p>

		<p>thus the conclusion that there would be a <i>negligible magnitude</i> adverse impact on NMU amenity is suitable.</p> <p>The link would be governed by a 30mph speed limit within Charlton, and a 40mph speed limit outside Overall, it is considered that vehicles would average between 30mph and 40mph on the link in both scenarios. In RC3A the average vehicle/hour over 18 hours is 107 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 129 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (adverse).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. Link 198 is within the buffer area of the BTM modelling referenced within this report and thus peak hour operating capacities are not provided for analysis. Nevertheless, there would be a 22% increase in total daily traffic flows which does not indicate a substantial change in congestion or delay on the link. Accordingly, there would be a <i>negligible magnitude</i> adverse impact on Link 198 between the scenarios, in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 198. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one slight collision on the link. One collision in a five-year period does not indicate any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 198.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation</p>	<p>None</p>
	<p>Effect of Travel Plan</p>	<p>Not applied</p>

	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Slight permanent adverse (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent adverse (Not Significant) • NMU Amenity: Slight permanent adverse (Not Significant) • Fear and Intimidation: Slight permanent adverse (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 199</p> <p>The Hale between A41 and Green Lane</p> <p>Sensitivity:</p> <p>Very High</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 199 comprises, 'The Hale' between the A41 and Green Lane, a stretch of approximately 1.5km. The link is mostly rural, albeit from where it passes through the village of Little Chesterton where several private dwellings front the link. Further, the link is narrow (and signed as a single-track road) and no NMU specific infrastructure is provided. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to a 21% decrease in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 192 vehicles on the link in the RC3A scenario, equivalent to eight vehicles an hour on average. In the DS3A scenario, there would be 152 vehicles, equivalent to an approximate average of six vehicles an hour. Thus, between the scenarios, there would be limited change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, total traffic flows do not halve – indeed there is a 21% reduction, however the data suggests there would be two HGVs on the link in the DS3A scenario: with none in the RC3A scenario. Therefore, based on the IEMA Guidelines, the impact could be considered non-negligible. However, this increase in HGV traffic is trivial and likely to be conjectured by the model, which includes a distribution of OxSRFI HGV traffic by population centroids; and thus, when used to interpret effects as forensically as this, does not provide a complete view. In actuality, no HGVs would route via this link and there would be no HGV traffic on this link in either scenario. Thus, there may be a slight improvement in NMU amenity as a result of the</p>

		<p>reduction in total vehicle flows; and overall, the impact has been assessed as a beneficial impact, but of <i>negligible magnitude</i>.</p> <p>The link would be governed by the national (60mph) speed limit, although given the narrow nature of the link, it is considered that vehicles would average between 30mph and 40mph on the link in both scenarios. In RC3A the average vehicle/hour over 18 hours is 10 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 8 vehicles and the 18-hour HGVs is 2 (0 in reality) vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 1% of capacity in the RC3A scenario, and at 1% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is no change between scenarios. Therefore, there would be <i>no change</i> in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified a notable incident concern at the Green Lane/The Hale crossroads (at the links) northern most point with vehicles entering the junction from the northern minor arm into the path of vehicles travelling west on the mainline flow. Four incidents occurred during the period studied, three slight and one serious. The serious collision involved a car travelling south on The Hale entering the junction into the path of a car travelling east on Green Lane. The accident occurred in wet and light conditions. The other incidents occurred during similar circumstances. While there is a potential collision accident problem at this junction, there is a slight decrease on traffic flows on this link. It is not considered that this would have a substantial impact on the incident rate at this junction, which is currently less than one a year. Overall, there is deemed to be an beneficial impact on Road User and Pedestrian Safety on Link 199, of <i>negligible magnitude</i>.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Slight permanent beneficial (Not Significant)
<p>Link 200</p> <p>East Street, Fritwell</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>East Street runs between North Street and Old School Lane within Fritwell, north/south, for approximately 70m. Private dwellings front the link on both sides, and Old School Lane provides access to Fritwell CofE Primary School; a key WCH receptor nearby. A complete footway is provided to the west. At the link's southern extent an uncontrolled pedestrian crossing is provided over the link, complete with tactile paving. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to a 26% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines, although just below the threshold for minor. In absolute terms, there would be 3017 vehicles on the link in the RC3A scenario, equivalent to one every 27 seconds on average. In the DS3A scenario, there would be 1673 vehicles, equivalent to one every 37 seconds. There would be sufficient gaps in the traffic to cross the link in both scenarios and thus, between the scenarios, there would be a <i>negligible magnitude</i> beneficial impact in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 781 vehicles, or the equivalent of one less every two minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p>

		<p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 158 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 116 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 13% of capacity in the RC3A scenario, and at 12% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is a minimal change between scenarios. Therefore, there would be a <i>negligible magnitude</i> beneficial impact between the scenarios in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 200. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found one slight collision on the link. One collision in a five-year period does not indicate any underlying highway safety issue that could be worsened by the changes in traffic flows. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 200.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation Effect of Travel Plan</p>	<p>None</p> <p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 201</p> <p>Buckingham Road between A421 and Gawcott</p> <p>Sensitivity:</p> <p>High</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 201 runs north to south between the A421 Embleton Way roundabout and Main Street within Gawcott. The link is approximately 1600m in length. Within Gawcott there are several private dwellings on both sides of the link and Gawcott village hall lies at its southern most point. Dwellings to the west are served by a complete footway, albeit of sub-standard width. Those to the east experience partial footway provision. No formal crossings are provided. Much of the remainder of the link is rural. Although pedestrian trips along the link are catered for, limited crossings of this link would be expected. Furthermore, at the link's northern extent several dwellings lie to the east of the link, served by a footway connecting to provision north on the A421.</p> <p>In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to a 23% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 2593 vehicles on the link in the RC3A scenario, equivalent to one every 33 seconds on average. In the DS3A scenario, there would be 1997 vehicles, equivalent to one every 43 seconds. There would be sufficient gaps in the traffic to cross the link in both scenarios and thus, between the scenarios, there would be a <i>negligible magnitude</i> beneficial impact in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 596 vehicles, or the equivalent of one less every two/three minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>Within Gawcott the link would be governed by a 30mph speed limit. At the link's northern extent, it would be</p>

		<p>governed by a 40mph limit. Between the two sections, where the route is rural, the link would be governed by a 50mph limit. It considered that vehicles would average over 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 136 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 105 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. Link 201 is within the buffer area of the BTM modelling referenced within this report and thus peak hour operating capacities are not provided for analysis. Nevertheless, there would be a 23% decrease in total daily traffic flows which does not indicate a substantial change in congestion or delay on the link. Accordingly, there would be a <i>negligible magnitude</i> beneficial impact on Link 201 between the scenarios, in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 201. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link, and thus no indication of an underlying highway safety issue with the link. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 201.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation Effect of Travel Plan</p>	<p>None</p> <p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 202</p> <p>Richmond Street within Kings Sutton</p> <p>Sensitivity:</p> <p>Very High</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 202 comprises Richmond Street within the centre of Kings Sutton. The link runs between Bulls Lane (west) and Upper Astrop Road (west) for a stretch of approximately 575m. The link has WCH receptors adjacent, including several private dwellings, primary school and a shop. Frequent WCH trips are expected along and across the link in both scenarios. A footway is provided on the southern side of the link, although there is limited provision on the northern side with some dwellings' doors opening directly onto the carriageway. No formal crossing is provided over the link. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 15% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 222 vehicles on the link in the RC3A scenario, equivalent to one every 6 minutes on average. In the DS3A scenario, there would be 188 vehicles, equivalent to a one every 7-8 minutes. Thus, between the scenarios, there would be no notable change in the opportunities to cross the link and thus the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 34 vehicles, or the equivalent of one fewer every 42 minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph limit, and it is considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 12 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the</p>

		<p>average vehicle/hour over 18 hours is 10 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. Link 202 is within the buffer area of the BTM modelling referenced within this report and thus peak hour operating capacities are not provided for analysis. Nevertheless, there would be a 34 vehicle decrease in total daily traffic flows which does not indicate a substantial change in congestion or delay on the link. Accordingly, there would be a <i>negligible magnitude</i> beneficial impact on Link 201 between the scenarios, in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include Link 201. Instead, a review of publicly available data (via crashmap.com) for the latest 5 years of available data (2020-2024), found no collisions on the link, and thus no indication of an underlying highway safety issue with the link. Therefore, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 202.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)

<p>Link 203</p> <p>Springwell Hill</p> <p>Sensitivity:</p> <p>High</p>	<p>Potential Effects</p> <ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 203 comprises Springwell Hill which runs in a north/south direction between Kirtlington and Bletchington: a length of 1.95km. While much of the routes is outside of built-up areas, there are several WCH receptors adjacent the link within both Kirtlington and Bletchington. This generally comprise of private dwellings, although of note is a public house, school, and village hall all within Bletchington. There is no formal infrastructure for pedestrians or cyclists on the link within Bletchington, although suitable access to the school and village hall is provided elsewhere. Within Kirtlington, the link benefits from a footway on its western side. No signalised crossing facilities are provided at any point on the link.</p> <p>In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 24% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 1484 vehicles on the link in the RC3A scenario, equivalent to one every 58 seconds on average. In the DS3A scenario, there would be 1134 vehicles, equivalent to a one every 76 seconds. Thus, between the scenarios, there would be no notable change in the opportunities to cross the link and thus the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 350 vehicles, or the equivalent of one fewer every four minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>Within Kirtlington and Bletchington the link would be governed by a 20mph limit in both scenarios, although outside the national (60mph) limit is enforced. Overall, it is considered that vehicles would average between 30mph and 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 78 vehicles and the 18-hour HGVs is 78 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18</p>
--	---

		<p>hours is 59 vehicles and the 18-hour HGVs is 80 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 13% of capacity in the RC3A scenario, and at 8% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is a limited change between scenarios. Therefore, there would be a beneficial, but <i>negligible magnitude</i> impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include the link. Instead, a review of the last five years of publicly available data (accessed via crashmap.com) found three slight collision on the link. Given the length of the link; three incidents in a five-year period does not indicate a collision problem and therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 203.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)

Link 204	Potential Effects
<p>Station Road, Bletchington</p> <p>Sensitivity:</p> <p>High</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 204 comprises Station Road within the centre of Bletchington. The link runs between Oxford Road and Springwell Hill; a stretch that is approximately 150m in length. The link has WCH receptors adjacent, including several private dwellings and a public house. Frequent WCH trips are expected along and across the link in both scenarios. A footway is provided on the southern side of the link; serving the pub and dwellings, although there is no provision on the northern side, and no formal crossing. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 14% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 7957 vehicles on the link in the RC3A scenario, equivalent to one every 11 seconds on average. In the DS3A scenario, there would be 6852 vehicles, equivalent to a one every 13 seconds. Thus, between the scenarios, there would be no notable change in the opportunities to cross the link and thus the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 1105 vehicles, or the equivalent of one less every 78 seconds, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph limit, and it is considered that vehicles would average 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 417 vehicles and the 18-hour HGVs is 128 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 359 vehicles and the 18-hour HGVs is 164 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p>

		<p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 52% of capacity in the RC3A scenario, and at 43% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is a limited change between scenarios. Therefore, there would be a beneficial, but <i>negligible magnitude</i> impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include the link. Instead, a review of the last five years of publicly available data (accessed via crashmap.com) found one collision on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 204.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 205</p> <p>Oxford Road, south of Bletchington</p> <p>Sensitivity:</p> <p>High</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 205 comprises Oxford Road, south of Bletchington. The link runs between Islip Road in the north, to the A43</p>

	<p>on slip/Bicester Road in the south, a stretch that is approximately 3.2km. For the majority of the link, the road is rural and has limited WCH receptors adjacent to it. However, the link passes through the area of Hampton Poyle, where several private dwellings are found adjacent the link. In this location, the link benefits from a footway on its eastern side, although there is no opposing provision. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 10% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 732 vehicles on the link in the RC3A scenario, equivalent to one every 2 minutes on average. In the DS3A scenario, there would be 661 vehicles, equivalent to a similar frequency. Thus, between the scenarios, there would be no discernible change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 71 vehicles, or the equivalent of one less every 20 minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by the national (60mph) speed limit for its majority, and a 30mph limit within Hampton Poyle. Overall, it is considered that vehicles would average over 40mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 38 vehicles and the 18-hour HGVs is 54 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 35 vehicles and the 18-hour HGVs is 54 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 4% of capacity in the RC3A scenario, and at 3% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is a limited change between scenarios. Therefore, there would be a beneficial, but <i>negligible magnitude</i> impact in terms of driver delay.</p>
--	--

		In terms of road user safety, the PIC analysis undertaken as part of the TA did not include the link. Instead, a review of the last five years of publicly available data (accessed via crashmap.com) found one collision on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 205.
	Embedded Mitigation Effects (Significance)	None <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	None Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
Link 206 Middleton Road, Bucknell Sensitivity: Very High	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Middleton Road is a sensitive link within Bucknell, running for approximately 30m between the entries/exits of New Row, south of the link. Private dwellings are found north of the link and no footways are provided. Thus, pedestrians would walk on the carriageway of Middleton Road in both scenarios. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to a 22% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, in accordance with IEMA Guidelines. In absolute terms, there would be 2882</p>

		<p>vehicles on the link in the RC3A scenario, equivalent to one every 30 seconds on average. In the DS3A scenario, there would be 2243 vehicles, equivalent to one every 39 seconds. Thus, between the scenarios, there would be a slight change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve or double, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 639 vehicles, or the equivalent of one fewer vehicle every two minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 151 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 118 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 15% of capacity in the RC3A scenario, and at 11% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is limited change between scenarios. Therefore, there would be a <i>negligible magnitude</i> beneficial impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA found one collision on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 206.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	<p>Embedded highway work which would be constructed in the DS3A scenario has been modelled in the BTM. In the DS3A scenario, the MSRR is constructed, thus eliminating a potential rat-running effect discussed within the DS3A scenario. Nevertheless, in the DS3A scenario, said effect was successfully mitigated through other means, not accounted for in the BTM embedded mitigation. Primarily, the works to Middleton Road to reallocate road space over the M40 by implementing traffic signals on Middleton Road for shuttle working, and the reduction of the Middleton Road speed limit to 40mph, which would slow vehicles and increase journey times. Further detailed analysis of this is provided within the TA.</p> <p>In the DS3A scenario, this additional mitigation is not required to eliminate the rat-running issue, but would remain in place, nevertheless. Thus, traffic flows through Bucknell, and Link 206 may be reduced further – although this has not accounted for within the residual effects below.</p>
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 207</p> <p>Ardley Road, Ardley</p> <p>Sensitivity:</p> <p>Medium</p>	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 207 comprises Ardley Road, between the B430 and Russet Road. The link is approximately 220m in length and in terms of WCH receptors, private dwellings are found adjacent the link with footways provided on both sides of the carriageway. No formal crossing points are provided over the link. In terms of traffic flows, between</p>

		<p>the RC3A and DS3A scenarios, the link would be subject to a 13% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 3180 vehicles on the link in the RC3A scenario, equivalent to one every 27 seconds on average. In the DS3A scenario, there would be 2761 vehicles, equivalent to one every 31 seconds. Thus, between the scenarios, there would be a slight change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve or double, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 419 vehicles, or the equivalent of one fewer every two/three minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 167 vehicles and the 18-hour HGVs is 68 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 143 vehicles and the 18-hour HGVs is 70 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 31% of capacity in the RC3A scenario, and at 16% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is limited change between scenarios. Therefore, there would be a <i>negligible magnitude</i> beneficial impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA found one collision on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 207.</p>
	Embedded Mitigation	None

	Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
Link 208 South Street, Caulcott Sensitivity: Very High	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (beneficial) Driver Delay: negligible magnitude (beneficial) NMU Delay: negligible magnitude (beneficial) NMU Amenity: negligible magnitude (beneficial) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: no change <p>Link 208 comprises South Street, which serves the village of Caulcott. South Street extends south from the B4030 for approximately 400m into the centre of Caulcott where it runs into Greenway. The link is narrow with no NMU infrastructure provided at any point and several private dwellings directly front the link. A public house also lies off the B4030 at the link's northern most extent. Residents and visitors would have walk on the narrow carriageway to access these WCH receptors. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 11% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 1426 vehicles on the link in the RC3A scenario, equivalent to one every minute on average. In the DS3A scenario, there would be 1301 vehicles, equivalent to one every 66 seconds. Thus, between the scenarios, there would be no notable change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 163 vehicles, or the equivalent of one fewer every 8-9 minutes, on average. This would</p>

		<p>not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 30mph speed limit in both scenarios, and it considered that vehicles would average between 20mph and 30mph in both scenarios given the nature of the link. In RC3A the average vehicle/hour over 18 hours is 77 vehicles and the 18-hour HGVs is 11 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 68 vehicles and the 18-hour HGVs is 13 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 10 (0+0+10), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 9% of capacity in the RC3A scenario, and at 8% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there would be a beneficial, but <i>negligible magnitude</i> of impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 208.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 209</p> <p>Greenway, Caulcott</p> <p>Sensitivity:</p> <p>Very High</p>	<p>Potential Effects</p>	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: no change • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial) • Road User and Pedestrian Safety: no change <p>Link 209 comprises Greenway, which serves the village of Caulcott. Greenway extends east from Portway for approximately 875m into the centre of Caulcott where it runs into South Street. The link is narrow with no NMU infrastructure provided at any point. There are no adjacent WCH receptors adjacent the link other than within Caulcott where several private dwellings directly front the link. In this location, residents and visitors would have walk on the narrow carriageway to access these dwellings. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to a 21% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 926 vehicles on the link in the RC3A scenario, equivalent to one every 93 seconds on average. In the DS3A scenario, there would be 735 vehicles, equivalent to one every 117 seconds. Thus, between the scenarios, there would be no notable change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 191 vehicles, or the equivalent of one fewer every 7-8 minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a the national (60mph) speed limit outside of Caulcott and a 30mph speed limit within Caulcott, in both scenarios - although it considered that vehicles would average between 20mph and 30mph in both scenarios given the nature of the link. In RC3A the average vehicle/hour over 18 hours is 49 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of</p>

		<p>hazard score is 20 (0+0+20), which equates to a ‘Small’ level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 39 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 20 (0+0+20), which equates to a ‘Small’ level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 4% of capacity in the RC3A scenario, and at 4% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there would be <i>no change</i> in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 209.</p>
	Embedded Mitigation Effects (Significance)	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation Effect of Travel Plan	<p>None</p> <p>Not applied</p>
	Residual Effects (Significance)	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
Link 210 Port Way between Greenway and	Potential Effects	<ul style="list-style-type: none"> • Severance: negligible magnitude (beneficial) • Driver Delay: negligible magnitude (beneficial) • NMU Delay: negligible magnitude (beneficial) • NMU Amenity: negligible magnitude (beneficial) • Fear and Intimidation: negligible magnitude (beneficial)

<p>Northbrook junction</p> <p>Sensitivity:</p> <p>Low</p>	<ul style="list-style-type: none"> • Road User and Pedestrian Safety: no change <p>Link 210 runs north to south from Greenway to the junction serving Northbrook and is approximately 1.6km in length. There are no WCH receptors adjacent the link, other than two private dwellings at the link’s northern extent, and few NMU trips along and across the link are expected in the RC3A or DS3A scenarios. No WCH infrastructure is provided on the link. In terms of traffic flows, between the RC3A and DS3A scenarios, Link 210 would be subject to a 19% reduction in 24-hour total vehicle traffic flows (equating to 684 vehicles). Thus, in accordance with IEMA Guidelines, there may be a negligible change in severance. In absolute terms, there would be 3570 vehicles on the link in the RC3A scenario, equivalent to one every 24 seconds on average. In the DS3A scenario, there would be 2886 vehicles, equivalent to one every 30 seconds. Thus, between the scenarios, there would be no notable change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay. As traffic flows reduce, these impact are assessed as beneficial.</p> <p>Total traffic flows and HGV flows do not halve between the RC3A and DS3A scenarios, and therefore, in terms of NMU amenity, the changes in traffic flows are negligible in accordance with IEMA Guidelines. There would be a reduction of 684 vehicles in 24 hours, or the equivalent of circa one fewer vehicles every two minutes on the link. This is not deemed to be a substantial change and thus, it is considered that impact on NMU Amenity would be beneficial and of <i>negligible magnitude</i>.</p> <p>Although there are no points on Link 210 where vehicles can make turning movements; there would be a reduction in traffic flows on Link 210 between the two scenarios, indicating a reduction in congestion and delay on the link. The benefits of this reduction in flows would be realised at private dwellings that would meet the link and thus would be minimal. The BTM modelling shows that the link would operate at a maximum of 21% (southbound AM) in the RC3A scenario, and at a maximum of 12% (northbound PM) in the DS3A scenario. Overall, the BTM modelling shows the reduction in traffic flows would cause a reduction in driver delay on the link in both directions, but this is limited, and the link operates with plenty of spare capacity in both scenarios. Thus, the impact is considered to be of beneficial <i>negligible magnitude</i>.</p> <p>In both scenarios, the link would be governed by the national (60mph) limit, and it is considered that vehicles on the link would average over 40mph. In terms of traffic flows, in the RC3A scenario, the average vehicle/hour</p>
--	--

		<p>flow over 18 hours is 187 and the total number of HGVs over 18 hours is 78. Accordingly, the RC3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. For DS3A, the average vehicle/hour flow over 18 hours is 151 and the total number of HGVs over 18 hours is 78. Accordingly, the DS3A fear and intimidation degree of hazard score is 30 (0+0+30), which equates to a 'Moderate' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i>. As traffic flows reduce, this impact is assessed as beneficial.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA identified one serious incident on the link. One incident in a 5-year period is not indicative of an underlying highway safety issue that would be affected by the changes in traffic flows; and thus, in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 210.</p>
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Neutral (No effect) Driver Delay: Neutral (No effect) NMU Delay: Neutral (No effect) NMU Amenity: Neutral (No effect) Fear and Intimidation: Neutral (No effect) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 211</p> <p>West Edge, Marsh Gibbon</p> <p>Sensitivity:</p> <p>Very High</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (beneficial) Driver Delay: negligible magnitude (beneficial) NMU Delay: negligible magnitude (beneficial) NMU Amenity: negligible magnitude (beneficial) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: no change <p>Link 211 comprises West Edge between Marsh Gibbon. West Edge is approximately 300m in length between Whales Street and Bicester Road. The link serves several private dwellings to its west, and although there are limited WCH receptors west of the link, a few dwellings here also. There is no NMU infrastructure provision on West Edge; thus, NMUs would have to walk/cycle on the carriageway. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would</p>

	<p>be subject to a 11% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 5424 vehicles on the link in the RC3A scenario, equivalent to one every 16 seconds on average. In the DS3A scenario, there would be 4819 vehicles, equivalent to one every 18 seconds. Thus, between the scenarios, there would be no notable change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 605 vehicles, or the equivalent of one fewer every 2 minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 30mph speed limit in both scenarios, although it considered that vehicles would average under 20mph in both scenarios given the nature of the link. In RC3A the average vehicle/hour over 18 hours is 284 vehicles and the 18-hour HGVs is 133 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 253 vehicles and the 18-hour HGVs is 133 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 47% of capacity in the RC3A scenario, and at 34% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is a beneficial, but <i>negligible impact</i> in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include the link. Instead, a review of the last five years of publicly available data (accessed via crashmap.com) found no collisions on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no</i></p>
--	--

		<i>change</i> in Road User and Pedestrian Safety on Link 211.
	Embedded Mitigation	None
	Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Slight permanent beneficial (Not Significant) NMU Delay: Slight permanent beneficial (Not Significant) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Slight permanent beneficial (Not Significant) Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Slight permanent beneficial (Not Significant) NMU Delay: Slight permanent beneficial (Not Significant) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Slight permanent beneficial (Not Significant) Road User and Pedestrian Safety: Neutral (No effect)
Link 212 Oxford Road, Bletchington Sensitivity: High	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (beneficial) Driver Delay: no change NMU Delay: negligible magnitude (beneficial) NMU Amenity: negligible magnitude (beneficial) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: no change <p>Link 212 comprises Oxford Road, within Bletchington. Oxford Road is situated within Bletchington for approximately 340m and runs south from Islip Road. In terms of WCH receptors, several private dwellings are found adjacent the link. The link benefits from footways on both sides, although these are substandard and no formal crossing points are provided. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 10% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 732 vehicles on the link in the RC3A scenario, equivalent to one every 2 minutes on average. In the DS3A scenario, there would be 661 vehicles, equivalent to a similar frequency. Thus, between the scenarios, there would be no discernible change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of</p>

		<p><i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 71 vehicles, or the equivalent of one less every 20 minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph in both scenarios. In RC3A the average vehicle/hour over 18 hours is 38 vehicles and the 18-hour HGVs is 54 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 35 vehicles and the 18-hour HGVs is 54 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 4% of capacity in the RC3A scenario, and at 4% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is no change between scenarios. Therefore, there would be <i>no change</i> in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include the link. Instead, a review of the last five years of publicly available data (accessed via crashmap.com) found one collision at the links northern junction with Islip Road. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 212.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Neutral (No effect) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none"> Road User and Pedestrian Safety: Neutral (No effect)
	Additional Mitigation	None
	Effect of Travel Plan	Not applied
	Residual Effects (Significance)	<ul style="list-style-type: none"> Severance: Slight permanent beneficial (Not Significant) Driver Delay: Neutral (No effect) NMU Delay: Slight permanent beneficial (Not Significant) NMU Amenity: Slight permanent beneficial (Not Significant) Fear and Intimidation: Slight permanent beneficial (Not Significant) Road User and Pedestrian Safety: Neutral (No effect)
<p>Link 216</p> <p>B4027, Islip</p> <p>Sensitivity:</p> <p>Very High</p>	Potential Effects	<ul style="list-style-type: none"> Severance: negligible magnitude (beneficial) Driver Delay: negligible magnitude (adverse) NMU Delay: negligible magnitude (beneficial) NMU Amenity: negligible magnitude (beneficial) Fear and Intimidation: negligible magnitude (beneficial) Road User and Pedestrian Safety: no change <p>Link 216 comprises the B4027 within Islip, running for approximately 200m between Church Close (Kidlington Road) and Middle Street. In terms of WCH receptors, several private dwellings are found adjacent the link and although footways are partially present, they are not complete and the link is very narrow in places. Thus, it is inevitable would be in close proximity vehicles. In terms of traffic flows, between the RC3A and DS3A scenarios, the link would be subject to an 11% reduction in 24-hour total vehicle traffic: indicating a negligible magnitude of impact upon severance, based on the IEMA Guidelines. In absolute terms, there would be 6430 vehicles on the link in the RC3A scenario, equivalent to one every 13 seconds on average. In the DS3A scenario, there would be 5752 vehicles, equivalent to one every 15 seconds. Thus, between the scenarios, there would be limited change in the opportunities to cross the link and therefore the impact is deemed to be beneficial, but of <i>negligible magnitude</i> in terms of severance and NMU delay.</p> <p>In terms of NMU amenity, neither total traffic flows nor HGV flows halve, and thus IEMA Guidelines indicate the impact is potentially negligible. The reduction in total vehicles comprises 678 vehicles, or the equivalent of one less every two-three minutes, on average. This would not provide a substantial change in the experience of pedestrians and cyclists on the link, and thus the conclusion that there would be a <i>negligible magnitude</i> beneficial impact on NMU amenity is suitable.</p> <p>The link would be governed by a 20mph speed limit, and it considered that vehicles would average under 20mph</p>

		<p>in both scenarios. In RC3A the average vehicle/hour over 18 hours is 337 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the RC3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. In DS3A the average vehicle/hour over 18 hours is 301 vehicles and the 18-hour HGVs is 0 vehicles. Accordingly, the DS3A fear and intimidation degree of hazard score is 0 (0+0+0), which equates to a 'Small' level of fear and intimidation. Therefore, there is no step change between scenarios and hence the impact is of <i>negligible magnitude</i> (beneficial).</p> <p>In terms of driver delay, there is a change of traffic flows that suggests a potential impact upon congestion and driver delay on the link. BTM modelling shows the link operating at a maximum of 32% of capacity in the RC3A scenario, and at 33% of capacity in the DS3A scenario. In both cases the link would operate well within capacity and there is limited change between scenarios. Therefore, there would be a <i>negligible magnitude</i> adverse impact in terms of driver delay.</p> <p>In terms of road user safety, the PIC analysis undertaken as part of the TA did not include the link. Instead, a review of the last five years of publicly available data (accessed via crashmap.com) found one collision on the link. Therefore, there is nothing indicative of an underlying highway safety issue that would be affected by the changes in traffic flows and thus in the DS3A scenario, there is deemed to be <i>no change</i> in Road User and Pedestrian Safety on Link 216.</p>
	<p>Embedded Mitigation Effects (Significance)</p>	<p>None</p> <ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant) • Fear and Intimidation: Slight permanent beneficial (Not Significant) • Road User and Pedestrian Safety: Neutral (No effect)
	<p>Additional Mitigation</p>	<p>None</p>
	<p>Effect of Travel Plan</p>	<p>Not applied</p>
	<p>Residual Effects (Significance)</p>	<ul style="list-style-type: none"> • Severance: Slight permanent beneficial (Not Significant) • Driver Delay: Slight permanent adverse (Not Significant) • NMU Delay: Slight permanent beneficial (Not Significant) • NMU Amenity: Slight permanent beneficial (Not Significant)

		<ul style="list-style-type: none">• Fear and Intimidation: Slight permanent beneficial (Not Significant)• Road User and Pedestrian Safety: Neutral (No effect)
--	--	---