Environmental Statement – Transport Chapter

Introduction

This chapter of the Environmental Statement provides an assessment of the likely significant environment effects of the Proposed Development on the transport network and people.

The chapter describes the assessment methodology, the baseline conditions; the likely significant environmental effects during the construction and operation phases, the mitigation measures that the Proposed Development will bring forward, and the likely residual effects after the proposed mitigation measures been employed. This chapter has been prepared by i-Transport LLP.

This chapter is intended to be read alongside the standalone Transport Assessment (i-Transport report reference ITL14308-003 R) as well as the Framework Travel Plan covering the North Witney SDA as a whole (i-Transport report reference ITL14308-005 R) and the site specific Full Travel Plan (i-Transport report reference ITL14308-006 R) which have been prepared to assess the compliance of the Proposed Scheme with transport policy. These form Appendices 2.1, 2.2, and 2.3 respectively.

Legislative Framework and Guidance

The following guidance has been used as the basis for the method of assessment of the environmental effects of traffics in this chapter:

- Guidelines for the Environmental Assessment of Road Traffic – Institute of Environmental Management and Assessment (1993)

Scope of the Assessment

Likely Significant Effects

The following effects (**Table 3.1**) have the potential to be significant and are reported within this chapter:

Table 3.1: Likely Significant Effects

Likely Significant Effect	**Applicable Phase**
Severance	Operation / Construction
Driver Delay	Operation / Construction
Pedestrian Delay	Operation / Construction
Pedestrian Amenity	Operation / Construction
Fear and Intimidation	Operation / Construction
Accidents and Safety	Operation / Construction

Effects which are Not Significant

The following identified effects[1] are not considered to be significant. They have not been considered further as part of the EIA or reported in the ES. A factual evidence base has been provided below to support this.

[1] As informed by The Institute of Environmental Assessment (now IEMA) guidelines *'The Environmental Assessment of Road Traffic' (1993)*

Hazardous Loads

The Proposed Scheme is not of a nature where hazardous materials are required on the Site and thus is not expected to generate any hazardous loads during either construction or operation. This effect is therefore considered to be unlikely and not significant.

Extent of the Study Area

The following links comprise the Transport Assessment's study area, i.e. they are the extent of the highway network that will potentially experience material changes in traffic flow:

- B4022 Hailey Road;
- B4022 West End;
- A4095 Bridge Street;
- High Street;
- A4095 Woodgreen; and
- B4022 Newland.

This study area has been re-used for the assessment of environmental impacts of road traffic. As evidenced in Tables 3.8 and 3.11, beyond this study area dispersal of generated traffic will mean that the thresholds identified by the IEMA Guidelines (see 'Assessment Methodology' below) will not be exceeded.

The extent of the study area is shown on Figure 3.1.

Background Studies to Inform the ES

The following background studies have informed this Chapter:

- Transport Assessment completed in November 2019 (i-Transport report reference ITL14308-003 R);
- Framework Travel Plan completed in November 2019 (i-Transport report reference ITL14308-005 R); and
- Full Travel Plan (i-Transport report reference ITL14308-006 R).

Assessment Methodology

The IEMA Guidelines for the Environmental Assessment of Road Traffic sets out that **"highway links should be assessed when traffic flows have increased by more than 30% or other sensitive areas are affected by traffic increases of at least 10%".**

Identification of Sensitive Receptors

To determine the extent of the local highway network to be assessed within this chapter, the following thresholds have been applied in accordance with IEMA guidelines:

- Include links where traffic flows are expected to increase by more than 30%, or where HGV flows are expected to increase by more than 30% because of the Proposed Development; and
- Include links in proximity to sensitive receptors as defined previously, where traffic flows are expected to increase by more than 10% because of the Proposed Development.

Paragraph 3.20 of the IEMA guidelines sets out that 'sensitive' locations include:

"accident blackspots, conservation areas, hospitals, links with high pedestrian flows, etc. Normally it would not be appropriate to consider links where traffic flows have changed by less than 10% unless there are a significant changes in the composition of traffic, e.g. a large increase in the number of Heavy Goods Vehicles."

Having regard to the above, in transport terms the locations which are considered to be sensitive receptors include:

- Accident blackspots;
- Conservation areas;
- Schools;
- Health facilities (such as GP surgeries / Dental Practices etc.); and
- Community facilities (such as parks, community centres etc).

The B4022 West End, A4095 Bridge Street, A4095 Woodgreen, B4022 Newland, as well as the majority of the town centre, form part of the Witney and Cogges Conservation Area.

The Witney Air Quality Management Area (AQMA) comprises an area incorporating Bridge Street, Witney and the junctions with New Yatt Road, Newland, Mill Street and High Street.

Against this background the sensitive receptors identified within the study area are presented in **Table 3.2** below along with the distance to the closest link to the model.

Table 3.2: Sensitive Receptors Within the Study Area

Sensitive Receptor	Closest Link in Study Area	Distance to Link (m)*	Sensitivity
Witney and Cogges Conservation Area	B4022 West End A4095 Woodgreen B4022 Newland A4095 Bridge Street High Street	0m	High
Witney AQMA	A4095 Bridge Street High Street A4095 Woodgreen	0m	High
Witney Community Primary School	B4022 Hailey Road	140m	High
Broadhill Pre School	B4022 Hailey Road	70m	High
Wood Green School	A4095 Woodgreen	160m	High
Farmers Close Allotment Gardens	B4022 Hailey Road	90m	Medium
Abingdon & Witney College	A4095 Woodstock Road	120m	High
High Street Dental	High Street	10m	High
Rowlands Pharmacy	High Street	130m	High

Note: * Distance are measured from the nearest point of the sensitive receptor to the road.

As a result, the assessment of the environmental impacts of both construction and operational traffic has therefore been undertaken where links within the study area meet the following criteria:

- Where traffic flows will increase by more than 30% compared with baseline traffic conditions; and/or
- Where HGV volumes will increase by more than 10% compared with baseline traffic conditions.

Reporting of the Environmental Effect and Significance Criteria

The assessment of likely significant effects to sensitive receptors has considered the sensitivity of the receptor on a scale of high, medium, low and negligible and the magnitude of change on a scale of large, medium, small and negligible to determine significance on a scale of major, moderate, minor and negligible. Significant effects have been determined through professional judgment.

The assessment of likely significant environmental effects as a result of the Proposed Scheme has taken into account the construction and operational phases.

The duration of the effect has been assessed as either 'short-term', 'medium-term' or 'long-term'. Short-term is considered to be up to 1 year, medium-term is considered to be between 1 and 10 years and long-term is considered to be greater than 10 years.

The sensitivity of affected receptors has been considered on a scale of **high, medium, low** or **negligible**. The sensitivity of receptors is based on professional judgement, and an example of how this has been applied is set out in **Table 3.3**.

Table 3.3: Sensitivity of a Receptor

Sensitivity	Description
High	A link carrying a main pedestrian desire line used by a significant number of pedestrians, e.g., a busy high street or a main route between a housing area and a nearby school**.**
Medium	A link well used by pedestrians, e.g., a street with secondary shopping frontage street or a local centre, or a link that is well used relatively infrequently such as a link that serves a modest sports stadium.
Low	A link with few pedestrians, e.g., a residential street or a country lane connecting reasonably well used public rights of way.
Negligible	A link with very few pedestrians.

Determining the Magnitude of Change

The magnitude of change has been considered as the change experienced from the baseline conditions at the receptor and has been considered on a scale of **large**, **medium**, **small** or **negligible**. This has been informed through the application of the thresholds set out within the IEMA Guidance and as set out in more detail above.

Determining the Level of Effect

The level of effect attributed has been assessed based on the magnitude of change due to the Proposed Scheme and the evaluation of the sensitivity of the affected receptor. The level of effect has been based on professional judgement and the criteria set out above.

For each effect, it has been concluded whether the effect is '*beneficial*' or '*adverse*'. A statement is also made as to whether the level of effect is '**Significant**' or '**Not Significant'**, again based on professional judgement**.**

The following terms have been used to define the significance of the effects identified and these can be 'beneficial' or 'adverse':

- **Major effect**: where the Proposed Scheme is likely to cause a considerable change from the baseline conditions and the receptor has limited adaptability, tolerance or recoverability or is of the highest sensitivity. This effect is considered to be 'Significant';
- **Moderate effect**: where the Proposed Scheme is likely to cause either a considerable change from the baseline conditions at a receptor which has a degree of adaptability, tolerance or recoverability or a less than considerable change at a receptor that has limited adaptability, tolerance or recoverability. This effect is considered more likely to be 'Significant' but will be subject to professional judgement;
- **Minor effect**: where the Proposed Scheme is likely to cause a small, but noticeable change from the baseline conditions on a receptor which has limited adaptability, tolerance or recoverability or is of the highest sensitivity; or where the Proposed Scheme is likely to cause a considerable change from the baseline conditions at a receptor which can adapt, is tolerant of the change or/and can recover from the change. This effect is considered less likely to be 'Significant' but will be subject to professional judgement; and
- **Negligible**: where the Proposed Scheme is unlikely to cause a noticeable change at a receptor, despite its level of sensitivity or there is a considerable change at a receptor which is not considered sensitive to a change. This effect is 'Not Significant'.

Environmental Effects

The IEMA Guidance identifies a number of environmental effects that could arise from changes in vehicular travel demand. The following paragraphs provide a narrative on the assessment method for each of these indicators and the methodology has been used to determine magnitude of effect:

Severance

Severance is the perceived division that can occur within a community when it becomes separated by a major traffic route. The assessment of severance pays full regard to specific local conditions, in particular the location of pedestrian routes to key local facilities and whether crossing facilities are provided or not.

The IEMA Guidelines suggest that a 30%, 60% and 90% increase in traffic flow will respectively have a 'slight', 'moderate' and 'substantial' change in severance. However, allowance needs to be made from the presence of existing crossing facilities. For the purpose of the assessment of severance effects within this chapter:

- Less than 30% increase in traffic flow equates to a negligible effect;
- A 30% to 60% increase in traffic flow equates to a small effect;
- A 60% to 90% increase in traffic flow equates to a medium effect; and
- A greater than 90% increase in traffic flow equates to large effects.

Driver Delay

Traffic delays to non-development traffic can occur:

- At the site entrances where there will be additional turning movements;
- On the highways passing the site where there may be additional flow; and
- At key junctions on the nearby highway network.

Values for delay are based upon computer junction assessment programmes. In agreement with Oxfordshire County Council (OCC), as local highway authority, a Paramics micro simulation model of the A4095 Bridge Street corridor has been developed. For junctions within the study area but outside

the scope of the Paramics model, i.e. the B4022 Hailey Road / West End / Crawley Road mini-roundabout junction, the TRL program Junctions 9 has been used. This assessment is based on the results presented in the Transport Assessment (see **Appendix 3.1**).

The magnitude of effect has been based on professional judgment, considering how individual junctions will operate without and without the Proposed Scheme, and how this will change with OCC's proposed highway infrastructure requirements for the full North Witney SDA.

Pedestrian Delay

The Proposed Development will bring about an increase in the number of vehicle and pedestrian movements. In general, increases in traffic levels are likely to lead greater increases in delay to pedestrians seeking to cross roads. The IEMA Guidelines recommended that rather than rely on thresholds of pedestrian delay, the assessor should use judgement to determine where there will be a significant impact on pedestrian delay.

Therefore, professional judgement has been used to determine the magnitude of the effect based on the change in traffic flow volume and the availability of pedestrian crossing facilities.

Pedestrian Amenity

The IEMA Guidelines broadly define this as the relative pleasantness of a journey. It is affected by traffic flows, traffic composition, pavement width and separation from traffic. A tentative threshold for changes in pedestrian amenity is where traffic flow are halve or doubled.

Where traffic flows are less than halved or doubled, the effect is judged to be negligible. Where the magnitude of effect is greater than this, professional judgement has been used taking into account the magnitude of change in traffic flow, the proportion of HGVs, the availability of footways, and separation of pedestrian of pedestrian desire lines from the carriageway.

Fear and Intimidation

A further effect that traffic may have on pedestrians is fear and intimidation. This effect is dependent on the volume of traffic, its Heavy Good Vehicle (HGV) composition and its proximity to people and/or the lack of protection caused by factors such as narrow footways widths. The IEMA Guidelines suggest thresholds based on 18-hour daily flow, 18-hour HGV flow and vehicle speed, as shown on **Table 3.4**.

Table 3.4 – Fear and Intimidation Thresholds

Degree of Hazard	Average Traffic Flow Over 18-Hour Day (vehicle / hour)	Total 18-hour HGV Flow	Average Speed Over 18-Hour Day (mph)
Major	1,800+	3,000+	20+
Moderate	1,200-1,800	2,000-3,000	15-20
Minor	600-1,200	1,000-2,000	10-15
Negligible	Less than the above		

Accidents and Safety

Personal injury accident data for the most recently available five-year period has been obtained and assessed within Section 4 of the Transport Assessment, a copy of which is provided in **Appendix 3.1.**

The magnitude of effect of the additional traffic from the Proposed Development has been assessed using professional judgement based on the magnitude of the change in traffic flow, the existing accident record and the effect of off-site highway and transport works.

Baseline Conditions

Section 4 of the Transport Assessment provides a detailed description of the local highway network including the provision for walking, cycling and public transport in the local area. A summary of the existing transport conditions in the local area are outlined below.

- The B4022 Hailey Road forms a single carriageway road, approximately 6.5m wide, and is subject to a 30mph speed limit to the south of the site. The route becomes derestricted broadly centrally along the site boundary. There is a kerb-build out and associated priority working located along the site on the southbound approach to reinforce the 30mph speed limit on approach to the existing built-up area. There is a footway, approximately 1.3m-1.4m wide on the western side of Hailey Road along the site frontage.
- A zebra pedestrian crossing is located immediately to the south of the access to the Witney Community Primary School. A further zebra crossing is located to the north of the junction with Taphouse Avenue. Both crossings are located on a raised flat top speed hump.
- To the south of the site, Hailey Road continues towards Witney town centre with traffic calming in the form of speed cushions to assist in reducing vehicle speeds. A continuous footway extends the full length of B4022 on the western side of the carriageway towards Witney town centre, and is street lit. The footway varies in width but is typically a minimum of 1.6m wide, which is sufficient for a wheelchair user to pass a pedestrian. The footway on the western side of Hailey Road is set back from the mainline carriageway and is situated at the rear of a service road, as well as separated by a wide grass verge further to the south. A footway commences on the eastern side of Hailey Road immediately to the south of the junction with The Coppice, which is located along the southern boundary to the south and also provides a continuous link towards Witney town centre, typically a minimum of 1.5m in width. This is also separated from the carriageway by a grass verge along part of its route.
- To the east of Hailey Road, there are footways on both sides of Farmers Close which continue into Public Right of Way no. 410/2/20 to form a link to the pedestrian provision on the A4095 Woodstock Road for access to Wood Green School. The A4095 Woodstock Road has footways on both sides of the carriageway which are approximately 1.5m-2.0m in width and are separated from the carriageway via a grass verge. The route is street lit.
- Hailey Road forms a mini-roundabout junction with West End and Crawley Road approximately 850m to the south of the site. West End is a single lane carriageway varying between 5.2m and 6.5m in width. Dedicated on-street parking bays are provided along West End on both sides of the carriageway on approach to Witney town centre. Footways are provided on both sides of the carriageway. The footways are circa 1.5 – 2.5m in width and are well lit although there is a section where the footway narrows to approximately 0.9m in width, which is sufficient to accommodate a wheelchair or pushchair, or for two pedestrians to pass each other.
- The B4022 West End form a double mini-roundabout with the A4095 Bridge Street / A4095 Wood Green / B4022 Newland. The A4095 is subject to a 30mph speed limit and is circa 6.5-7.5m in width and provides a link to Long Hanborough and Woodstock. The B4022 Newland is some 6.8m wide and subject to a 30mph speed restriction as far as the signalised junction with Jubilee Way/Cogges Hill Road where it becomes derestricted. It forms a link to the A40 dual-carriageway at Shores Green for access to Oxford and the A34 via east facing slip roads only.
- The footways continue south west onto A4095 Bridge Street towards Witney town centre and are approximately 2m in width. A zebra crossing is provided with a central refuge island on the

approach to the mini-roundabout with High Street. From A4095 Bridge Street, good quality wide footways are provided along High Street into Witney town centre.

- To the south of the double mini-roundabout, the A4095 Bridge Street forms a link towards Witney town centre and also forms another mini-roundabout junction with High Street and the A4095 Burford Road some 200m to the south. The A4095 provides access to the A40 via an all-movements junction at Ducklington Lane to the south of the town centre and to the A415 for journeys southwards towards Abingdon.

A review of personal injury accident data is set out in Section 4 of the Transport Assessment. The pattern and number of accidents is not unusual for a busy urban highway network. It is important to note that the roads in the immediate vicinity of the site, including Hailey Road along the site frontage, have a good highway safety record. The overall number and cause of accidents does not suggest a specific issue at any particular location.

Baseline Traffic Flows

The local highway authority, Oxford County Council (OCC), has developed the Oxfordshire Strategic Model (OSM). It is a SATURN transport model and was developed to assess land use and transport interventions in Oxfordshire. The model is a variable demand model and is WebTAG compliant. From this, OCC has created The Witney Highways Model, which has been cordoned from the OSM. The Witney Highway Model is a fixed trip highway model for the AM, inter and PM peak periods with no variable demand modelling.

OCC has provided traffic flow data in the form of turning count for the junctions within the study area which has subsequently been used to calculate two-way link flows on the roads within the study area.

The annual average daily traffic flows (AADT) on the local highway network for the baseline has been estimated using the peak hours flows obtained from the Witney Highways Model and factored by available local Automatic Traffic Count (ATC) data on the A4095 Bridge Street and B4022 West End provided by OCC.

Against this background, the traffic data used in the assessment has therefore been derived directly from the OCC's own approved traffic model. These flows are summarised in **Table 3.5** below.

Table 3.5 Baseline AADT Traffic Flows

Point	Link Name	Speed Limit	Baseline		
			AADT	HGVs	%HGVs
1	B4022 Hailey Road (north of B4022 West End)	30	5,626	77	1.4%
2	B4022 West End (south of Woodgreen)	30	7,616	172	2.3%
3	A4095 (between B4022 West End and B4022 Newland)	30	22,560	1,506	6.7%
4	A4095 (Woodgreen north of B4022 Newland)	30	16,482	897	5.4%
5	B4022 Newland (east of A4095 Woodgreen)	30	10,614	719	6.8%
6	A4095 Bridge Street (south of B4022 West End)	30	28,498	1,683	5.9%
7	High Street (south of A4095 Bridge Street)	30	15,975	1,122	7.0%
8	A4095 Mill Street (north of High Street)	30	10,874	256	2.4%

Note: Peak Hour data from the Witney Highways Model has been factored using data from ATCs on the local highway network

Future Baseline

The Witney Highways Model also has an interim year of 2024, and a forecast year of 2031. It includes all allocated sites in the adopted WODC Local Plan and associated planned infrastructure provision, including the Shores Green Slip Roads, West End Link Road Phase 2, and Northern Distributor Road.

It is understood that developments benefitting from a valid planning permission which had not commenced or been completed at the time of the traffic surveys to establish the base model have been taken into account as committed developments within the Witney Highways Model to establish a robust 2024 reference case.

The principal committed development in the local area that have been included within the model are summarised as follows:

- Land at Downs Road/Curbidge Road, Witney (12/0084/P/OP) – 1,000 outstanding dwellings;
- West of Downs Road, Witney (17/03252/RES) – 257 outstanding dwellings;
- Land North of Burford Road, Witney (17/03338/RES) – 260 outstanding dwellings;
- Land North of Springfield Oval, Witney (16/00602/FUL) – 73 outstanding dwellings; and
- Land at Thorney Leys, Witney (15/00647/FUL) – 25 outstanding dwellings.

The forecast number of dwellings occupied by 2024 is based on the housing trajectory (i.e. number of completion per annum) set out in Appendix 2 of the West Oxfordshire Local Plan 2031 – Adopted September 2018.

In addition to the committed development summarised above, a traffic growth factor derived from TEMPRO/NTM between 2018 and 2031 has been applied to the trip matrix to represent background traffic growth.

The Planning Practice Guidance, which, in transport terms sets out the level of detail required and states the trips from all directly relevant committed and allocated development in the area should be considered where there is a reasonable degree of certainty it will proceed within the next three years. Therefore, due to the uncertainty, it could be argued that it is overly robust to include any development of the Local Plan allocations, including the East Witney SDA, where only up to 175 completions are expected by 2024.

Against this background, two separate 2024 future year scenarios have been considered as follows:

1. 2024 excluding Local Plan allocations (excluding any development at the North Witney SDA and no associated transport infrastructure with East Witney SDA); and
2. 2024 including Local Plan allocations (and no associated transport infrastructure).

The second future year is the assessment of a future horizon period at the end of the Local Plan review period of 2031. The assessment establishes forecast 2031 local highway network conditions and includes appropriate background traffic growth and committed development traffic, as well as allocated sites within the adopted Local Plan, including both North Witney and East Witney SDAs and the associated transport infrastructure set out above.

In addition, the parcel of land within the North Witney SDA between New Yatt Road and the B4095 Woodstock Road is subject to a current planning application for up to 200 residential dwellings on behalf of Taylor Wimpey (planning application reference: 14/01671). The scheme has not yet been determined however, in order to undertake a robust assessment, this development has been included in the analysis.

Primary and Tertiary Mitigation

Construction Phase

A Construction Environmental Management Plan (CEMP) has been considered as primary mitigation during the construction phase. This will control:

- The routing of construction vehicles to keep them away from sensitive links, e.g., congested junctions, roads that are unsuitable to accommodate large vehicles, the centre of settlements (e.g. Hailey village), etc.
- The timing of deliveries, particularly those by vehicle to avoid sensitive periods, e.g., drop-off and pick-up times at the Witney Community Primary School
- Potentially the size of vehicles that can be used at particular times of the day.
- Provision for parking and turning, and holding, of construction vehicles on site;
- Provision for parking for contractors vehicles;
- Measures to prevent mud from being deposited on the highway (i.e. wheel wash facilities);
- Measures and monitoring regimes to ensure the CTMP is complied with.

The study area includes potential routes that construction vehicles will use to access principal routes.

Operational Phase

The Proposed Development will assist in bringing forward, via means of a proportionate financial contribution secured through a Section 106 Agreement directly related in scale to the impact of the development relative to the impact of the full North Witney SDA, the following measures identified in the Local Plan and supporting documents to mitigate the impact of traffic associated with the full North Witney SDA:

- The delivery of the West End Link;
- The provision of the Northern Distributor Road;
- Provision of appropriate financial contributions towards OCC LTP4 transport schemes;
- Provision of appropriate public transport (services and infrastructure) serving the site; and
- Provision of a comprehensive network for pedestrians and cyclists to serve the town centre and other key destinations.

Potential Impacts

Construction Phase

The likely build rate is currently unknown but it is currently estimated that the development will be completed within 3 years of construction commencing, subject to market conditions. As a worst case it has been assumed there will be a maximum of 50 completions per year.

This enables an estimate of the associated construction traffic details using data observed from an existing residential construction site at Cambourne, South Cambridgeshire. Survey data showed that 320 light vehicle movements and 118 Heavy Goods Vehicle (HGV) movements occurred at the construction site during which time the build rate was 260 dwellings per annum.

On this basis, during a typical working day assuming 50 completions per year, construction traffic movements at the Proposed Development would total some 85 vehicles daily two-way movements. The majority of these (i.e. 62) would be light vehicle movements associated with onsite personnel travelling

to and from the site. However, 23 movements per day are predicted to be HGV's transporting various materials to and from site.

Based on the likely routing of traffic that will be controlled by the CEMP (primary mitigation), the total construction traffic has been assigned to the local highway network in accordance with the following distribution and then added to the 2020 Baseline AADT Flows:

- B4022 Hailey Road / West End south towards Witney – 100%
  - Via A4095 south towards A40 – 80%
  - Via B4022 east towards A40 – 20%

Table 3.6 summarises the resulting impacts on the local road network during the construction phase:

Table 3.6: Construction Phase Impacts: Two-Way AADT Traffic Flows

Point	Link Name	Baseline		Baseline plus Construction		Change		% Change	
		AADT	HGVs	AADT	HGVs	AADT	HGVs	AADT	HGVs
1	B4022 Hailey Road (north of B4022 West End)	5,626	77	5,688	100	+62	+23	1.1%	29.9%
2	B4022 West End (south of Woodgreen)	7,616	172	7,678	195	+62	+23	0.8%	13.4%
3	A4095 (between B4022 West End and B4022 Newland)	22,560	1,506	22,572	1511	+12	+5	0.1%	0.3%
4	A4095 (Woodgreen north of B4022 Newland)	16,482	897	16,482	897	-	-	0.0%	0.0%
5	B4022 Newland (east of A4095 Woodgreen)	10,614	719	10,626	724	+12	+5	0.1%	0.7%
6	A4095 Bridge Street (south of B4022 West End)	28,498	1,683	28,548	1701	+50	+18	0.2%	1.1%
7	High Street (south of A4095 Bridge Street)	15,975	1,122	15,975	1,122	-	-	0.0%	0.0%
8	A4095 Mill Street (north of High Street)	10,874	256	10,924	274	+50	+18	0.5%	7.0%

Note: Peak Hour data from the Witney Highways Model has been factored using data from ATCs on the local highway network

With reference to the thresholds set out in the IEMA guidelines (see 'Assessment Methodology' earlier in this Chapter), **Table 3.6** identifies that no link will experience an increase in AADT of more than 10% due to overall construction traffic. When considering just HGV flows, the following links will experience an increase in HGVs of more than 10%:

- B4022 Hailey Road (north of B4022 West End) – 29.9% increase in HGVs; and
- B4022 West End (south of Woodgreen) – 13.4% increase in HGVs.

These links have been assessed in more detail, as set out below.

Severance

Severance is the perceived division that can occur within a community when it becomes separated by a major traffic route. As set out in the Assessment Methodology section of this chapter, a less than 30% increase will have a negligible impact in terms of severance.

With construction traffic, the B4022 Hailey Road and West End will experience an increase in AADT of just over 1%. There is likely to be an increase of 2-3 HGV movements per hour across the working day, equating to one additional HGV movement every 20-30 minutes. The magnitude of change is considered to be small to negligible. Therefore, there is likely to be a direct temporary short-term adverse effect which is considered to be minor.

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

As set out above, the effect remains as stated and is considered to be **Not Significant**.

Driver Delay

The impact of construction traffic during the peak hours of operation of the highway network will be low for two reasons:

- Firstly, construction workers commuting to the Site will mainly arrive before the morning peak hour, and similarly construction workers departing from the Site will mainly do so outside of the evening peak hour; and
- Secondly, the overall number of delivery vehicles, once spread across a day, results in a low impact in any peak hour period.

In driver delay terms, the sensitivity of the B4022 West End is medium because the double mini-roundabout with the A4095 Bridge Street / A4095 Wood Green / B4022 Newland is congested in peak times. The magnitude of change is considered to be small. Therefore, there is likely to be a direct temporary medium-term adverse effect which is considered to be minor.

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

The effect is as stated above and is considered to be **Not Significant**.

Pedestrian Delay

The impact of construction traffic on pedestrian delay will be low because there are existing dedicated crossing facilities located along Hailey Road in the form of two zebra crossings and site observations show that there are adequate gaps in the Hailey Road traffic flow to enable pedestrians to cross the road even at the busiest times of the day. The effect of construction of the Proposed Scheme is judged to result in a small increase in the number of vehicles along the B4022 corridor such that any change to the delay in crossing the road is unlikely to be noticeable.

The magnitude of change is considered to be negligible. Therefore, there is likely to be a direct temporary medium-term adverse effect which is considered to be negligible.

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

The effect is therefore as stated above and is considered to be **Not Significant**.

Pedestrian Amenity

As set out in the assessment methodology in this chapter, changes in pedestrian amenity can occur where traffic flows are halved or doubled. Even just considering the forecast increase in HGV in isolation the construction phase will fall significantly below this threshold.

The footway on the western side of Hailey Road is set back from the mainline carriageway and is situated at the rear of a service road, as well as separated by a wide grass verge further to the south. Pedestrians will therefore be travelling some distance from the construction vehicles and one additional HGV movement every 20-30 minutes is unlikely to be noticeable.

The magnitude of change on the relative pleasantness of a pedestrian journey is considered to be negligible. Therefore, there is likely to be a direct temporary medium-term adverse effect which is considered to be negligible.

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

The effect is as stated above and is considered to be **Not Significant**.

Fear and Intimidation

The IEMA Guidelines suggest thresholds based on 18-hour daily flow / hour, 18-hour HGV flow and vehicle speeds. The results for the links where there is a greater than 10% increase in traffic flow as a result of the Proposed Development are summarised in **Table 3.7**.

Table 3.7: Construction Phase Impacts: Fear and Intimidation

Point	Link Name	Average traffic flow over 18-hour day (Vehicles per hour)		Total 18-hour HGV Flow		Degree of Hazard	
		Base	Base plus Con	Base	Base plus Con	Base	Base plus Con
1	B4022 Hailey Road (north of B4022 West End)	297	300	77	100	Negligible	Negligible
2	B4022 West End (south of Woodgreen)	402	405	172	195	Negligible	Negligible

Note: It has been assumed 18-Hour Flows are 95% of the AADT flows

Table 3.7 demonstrates the degree of hazard for pedestrians on the links assessed is below the threshold identified by the IEMA Guidelines where pedestrians will experience any fear and intimidation. The Proposed Development will not result in increases to the degree of hazard for fear and intimidation as a result of the proposed increases in vehicle movements during the construction phase.

The magnitude of change in fear and intimidation is considered to be negligible. Therefore, there is likely to be a direct temporary medium-term adverse effect which is considered to be negligible.

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

The effect is as stated above and is considered to be **Not Significant**.

Accidents and Safety

Personal injury accident data for the most recently available five-year period has been obtained and assessed - see **Appendix 3.1.** This demonstrates that the B4022 Hailey Road and West End do not have an existing safety problem. The sensitivity of the B4022 corridor is therefore low.

The magnitude of change is considered to be small due to the small increase in traffic flow on the B4022 during construction of the Proposed Scheme. Therefore, there is likely to be a direct temporary medium-term adverse effect which is considered to be minor.

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

The effect is therefore as stated above and is considered to be **Not Significant**.

Operational Phase – 2024 ahead of the delivery of the full North Witney SDA

Section 8 of the Transport Assessment (**Appendix 3.1** of this report) sets out how operational phase AADT flows for 2024 prior to the delivery of the full North Witney SDA and associated infrastructure have been derived and the results are set out in **Table 3.8**.

In order to undertake a robust assessment; the 2024 baseline excluding Local Plan allocations and no transport infrastructure/highway improvements has been used in the analysis as this will result in slightly lower baseline flows and consequently the proportionate impact of the development will be at its greatest.

Table 3.8: Operational Phase Impacts: 2024 Two-Way AADT Traffic Flows

Point	Link Name	2024 Baseline*		Baseline plus Development		Change		% Change	
		AADT	HGVs	AADT	HGVs	AADT	HGVs	AADT	HGVs
1	B4022 Hailey Road (north of B4022 West End)	5,997	88	6,450	88	+453	+0	7.6%	-
2	B4022 West End (south of Woodgreen)	9,540	219	9,363	203	-177	-16	-1.9%	-7.3%
3	A4095 (between B4022 West End and B4022 Newland)	25,250	1,570	25,935	1,282	+685	-288	2.7%	-18.3%
4	A4095 (Woodgreen north of B4022 Newland)	18,842	994	18,538	641	-304	-353	-1.6%	-35.5%
5	B4022 Newland (east of A4095 Woodgreen)	11,127	688	9,828	688	-1,299	0	-11.7%	-
6	A4095 Bridge Street (south of B4022 West End)	32,584	1,795	33,345	1,490	+761	-305	2.3%	-17.0%
7	High Street (south of A4095 Bridge Street)	19,071	1,106	19,692	1,106	+621	0	3.3%	0.0%

8	A4095 Mill Street (north of High Street)	13,234	369	13,640	385	+406	+16	3.1%	4.3%

Note: 2024 Baseline excluding Local Plan allocations

It is acknowledged that some links show a slight decrease in traffic flow after development. This is consistent with the dynamic nature of the Witney Highways Model and reflects existing and forecast vehicle trips modified route choices in response to physical and demand changes to conditions across the network as a whole.

Notwithstanding this, based on the thresholds identified by the IEMA guidance, i.e. a 10% increase in AADT and/or a 10% increase in HGVs (see the 'Assessment Methodology' section of this chapter), **Table 3.8** identifies that no links within the study area exceed either of these thresholds as a result of the Proposed Development. On this basis, the environmental impact of increased vehicle movements on most local roads will be negligible. There is therefore no statutory requirement to undertake any further assessment.

However, in order to undertake a robust assessment, the links within the study area have been assessed against the potential environmental effects of road traffic as set out in the methodology above.

Severance

Severance is the perceived division that can occur within a community when it becomes separated by a major traffic route. As set out in the Assessment Methodology section of this chapter, a less than 30% increase will have a negligible impact in terms of severance.

The B4022 Hailey Road to the south of the site is forecast is to experience an increase in AADT of approximately 8%. The other links in the study area will experience a maximum increase in AADT of 3-4%.

Allowing for the slight change in vehicle flows, as well as the existing pedestrian infrastructure (see 'Baseline Conditions') including the provision of dedicated crossing facilities on Hailey Road, and on A4095 Bridge Street, pedestrians will continue to be able to cross the road safely.

The magnitude of change is therefore considered to be small. Therefore, there is likely to be a direct medium-term adverse effect which is considered to be minor.

The impacts are summarised in **Table 3.9** as follows:

Table 3.9: Operational Phase – 2024 ahead of the delivery of the full North Witney SDA: Severance Effects

Link	Sensitivity	Magnitude of Change	Effect	Scale
1. B4022 Hailey Road (north of B4022 West End)	High	Small	Direct medium term adverse	Minor
2. B4022 West End (south of Woodgreen)	High	Small	Direct medium term adverse	Minor
6. A4095 Bridge Street (south of B4022 West End)	High	Negligible	Direct medium term adverse	Negligible

7. High Street (south of A4095 Bridge Street)	High	Negligible	Direct medium term adverse	Negligible
8. A4095 Mill Street (north of High Street)	High	Negligible	Direct medium term adverse	Negligible

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

As set out above, the effect remains as stated and is considered to be **Not Significant**.

Driver Delay

The Transport Assessment provides a comprehensive assessment of the Proposed Scheme on the local highway network prior to the delivery of the full North Witney SDA and associated infrastructure. A summary of the results is outlined below:

- The proposed site access junction on the B4022 Hailey Road will operate with minimal levels of queuing and delay;
- Overall the journey times on the B4022 Hailey Road to High Street corridor (southbound) are forecast to increase by 37 seconds in the weekday morning peak and approximately 3-minutes in the evening peak as a result of the Proposed Development in comparison to the 2024 base situation. The impact on the northbound journey times is negligible with a small increase of less than 15 seconds predicted in both the morning and evening peak hour periods;
- The analysis indicates there will be an increase in journey times on the B4022 Hailey Road to B4022 Newland corridor (eastbound) of 14 seconds in the weekday morning peak and approximately 3-minutes in the evening peak as a result of the Proposed Development in comparison to the 2024 base situation. The westbound journey time is forecast to increase by 1 ¾ minutes in the morning peak and will remain broadly unchanged in the evening peak;
- The impact of the additional traffic generated by the Taylor Wimpey development at Land at Woodstock Road on the above journey times is negligible;
- In isolation, the B4022 Hailey Road / West End / Crawley Road junction will operate will ample spare capacity in the peak hour periods in the 2024 design year and the additional development generated traffic will result in negligible increases to forecast queuing and delay;

The local highway network is sensitive to traffic impacts – the B4022 West End / A4095 Bridge Street / A4095 Wood Green / B4022 Newland double mini-roundabout currently experiences queuing and delay in the morning and evening peak periods.

The impact of the proposal will not be noticeable on the highway network for the majority of local junction/approaches However, there are some modest increases to the forecast queuing on some arms on some of the junctions within the study area as a result of the Proposed Development.

On this basis, the sensitivity of the local highway network is high. The magnitude of change is considered to be medium. Therefore, prior to the delivery of the planned strategic infrastructure, there is likely to be a direct medium-term adverse effect which is considered to be moderate.

Secondary Mitigation or Enhancement

As set out above, the Proposed Development is key to being part of the solution to deliver the identified strategic infrastructure in Witney and a proportionate financial contribution is the appropriate mitigation. Short term or interim capacity enhancements ahead of the implementation of the strategic infrastructure is not desired by OCC and therefore no secondary mitigation is proposed.

Residual Effect

The effects are set out above and is considered to be **Significant**.

Pedestrian Delay

The impact of the Proposed Development on pedestrian delay will be low because there are existing dedicated crossing facilities located along Hailey Road in the form of two zebra crossings, as well as a further zebra crossing located on the A4095 Bridge Street, and site observations show that there are adequate gaps in the Hailey Road traffic flow to enable pedestrians to cross the road even at the busiest times of the day. The small increase in the number of vehicles along the B4022 corridor with the Proposed Scheme is such that it will still be possible to cross the road albeit with a small increase in delay during the peak hours.

The magnitude of change is considered to be small. Therefore, there is likely to be a direct medium-term adverse effect which is considered to be minor.

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

The effect is therefore as stated above and is considered to be **Not Significant**.

Pedestrian Amenity

As set out in the assessment methodology in this chapter, changes in pedestrian amenity can occur where traffic flows are halved or doubled. The forecast increase in vehicle movements as a result of the Proposed Development across the study area will fall significantly below this threshold.

The footway on the western side of Hailey Road is set back from the mainline carriageway and is situated at the rear of a service road, as well as separated by a wide grass verge further to the south. Pedestrians will therefore be travelling some distance from the additional vehicle movements.

It is accepted there is a section on the B4022 West End where the footway narrows to approximately 0.9m in width but it remains sufficient to accommodate a wheelchair or pushchair, or for two pedestrians to pass each other, and vehicle speeds are generally low through this section.

The magnitude of change on the relative pleasantness of a pedestrian journey is considered to be small. Therefore, there is likely to be a direct medium-term adverse effect which is considered to be minor.

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

The effect is as stated above and is considered to be **Not Significant**.

Fear and Intimidation

The IEMA Guidelines suggest thresholds based on 18-hour daily flow / hour, 18-hour HGV flow and vehicle speeds. The results for the links where there is a greater than 10% increase in traffic flow as a result of the Proposed Development are summarised in **Table 3.10.**

Table 3.10: Operational Phase – 2024 ahead of the delivery of the full North Witney SDA: Fear and Intimidation Effects

Point	Link Name	Average traffic flow over 18-hour day (Vehicles per hour)		Total 18-hour HGV Flow		Degree of Hazard	
		Base	Base plus Dev	Base	Base plus Dev	Base	Base plus Dev
1	B4022 Hailey Road (north of B4022 West End)	317	340	88	88	Negligible	Negligible
2	B4022 West End (south of Woodgreen)	504	494	219	203	Negligible	Negligible
3	A4095 (between B4022 West End and B4022 Newland)	1,333	1,369	1,570	1,282	Moderate	Moderate
4	A4095 (Woodgreen north of B4022 Newland)	994	978	994	641	Minor	Minor
5	B4022 Newland (east of A4095 Woodgreen)	587	519	688	688	Negligible	Negligible
6	A4095 Bridge Street (south of B4022 West End)	1,720	1,760	1,795	1,490	Moderate	Moderate
7	High Street (south of A4095 Bridge Street)	1,007	1,039	1,106	1,106	Minor	Minor
8	A4095 Mill Street (north of High Street)	698	720	369	385	Minor	Minor

Note: It has been assumed 18-Hour Flows are 95% of the AADT flows

The degree of hazard for pedestrians on the links assessed is below the threshold identified by the IEMA Guidelines where pedestrians will experience any fear and intimidation. The Proposed Development will not result in increases to the degree of hazard for fear and intimidation as a result of the proposed increases in vehicle movements.

The magnitude of change in fear and intimidation is considered to be negligible. Therefore, there is likely to be a direct medium-term adverse effect which is considered to be negligible.

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

The effect is as stated above and is considered to be **Not Significant**.

Accidents and Safety

Personal injury accident data for the most recently available five-year period has been obtained and assessed - see **Appendix 3.1.** This demonstrates that within the study area, overall the number and cause of accidents does not suggest a specific issue at any particular location. Furthermore, the roads in the immediate vicinity of the site, including Hailey Road along the site frontage, have a good highway safety record.

The magnitude of change is considered to be small due to the relatively small increase in traffic flow in the study area as a result of the Proposed Development. Therefore, there is likely to be a direct medium-term adverse effect which is considered to be minor.

Secondary Mitigation or Enhancement

No secondary mitigation is proposed.

Residual Effect

The effect is therefore as stated above and is considered to be **Not Significant**.

Operational Phase – 2031 With Full North Witney SDA

Section 8 of the Transport Assessment (**Appendix 3.1** of this report) sets out how operational phase AADT flows for 2031 have been derived, which includes the full delivery of the allocated sites within the adopted Local Plan, including both North Witney and East Witney SDAs and associated infrastructure (i.e. (Shores Green Slips Roads, West End Link Road Phase 2, and Northern Distributor Road, as well as improved pedestrian and cycle connectivity, and enhancements to public transport services), and the results are set out in **Table 3.11.**

For the purpose of this assessment, a 2031 baseline has been calculated assuming background traffic growth and committed developments only (i.e. those sites benefitting from a valid planning permission) with no delivery of the Local Plan.

Table 3.11: Operational Phase Impacts – 2031 Two-Way AADT Traffic Flows

Point	Link Name	2031 Baseline*		Baseline plus Development		Change		% Change	
		AADT	HGVs	AADT	HGVs	AADT	HGVs	AADT	HGVs
1	B4022 Hailey Road (north of B4022 West End)	6,799	87	10,811	184	4,012	97	59.0%	111.5%
2	B4022 West End (south of Woodgreen)	9,203	172	8,450	235	-754	63	-8.2%	36.4%
3	A4095 (between B4022 West End and B4022 Newland)	27,263	1,506	18,601	1,346	-8,662	-160	-31.8%	-10.6%
4	A4095 (Woodgreen north of B4022 Newland)	19,918	897	14,731	817	-5,187	-80	-26.0%	-8.9%
5	B4022 Newland (east of A4095 Woodgreen)	12,827	719	12,907	688	80	-31	0.6%	-4.3%
6	A4095 Bridge Street (south of B4022 West End)	34,439	1,683	19,705	1,474	-14,734	-208	-42.8%	-12.4%

7	High Street (south of A4095 Bridge Street)	19,305	1,122	15,213	1,138	-4,092	16	-21.2%	1.4%
8	A4095 Mill Street (north of High Street)	13,141	256	6,065	304	-7,076	48	-53.8%	18.8%
9	West End Link (south of Hailey Road)	-	-	11,530	143	-	-	-	-

Note: Background traffic growth calculated from Tables 3 to 5 of the Witney Highways Model Future Year Forecasting Report Ref: RT101212-1-003, December 2018, WYG

The analysis demonstrates that when the West End Link and Northern Distributor Road are delivered (which the Proposed Development will assist in bringing forward), as well as when the Shores Green west facing slips are implemented, there will be a general reduction in vehicle movements within the study area, including along the A4095 Bridge Street corridor and High Street.

There is forecast to be an increase in vehicle movements on the B4022 Hailey Road as a result of the re-routing of through-traffic out of the town centre onto more appropriate peripheral routes (notably the Northern Distributor Road and A40 via both Shores Green and the new Downs Road junctions) as more traffic routes to utilise the new West End Link.

Based on the thresholds identified by the IEMA guidance, i.e. a 10% increase in AADT and/or a 10% increase in HGVs (see the 'Assessment Methodology' section of this chapter), **Table 3.11** identifies that the following links require assessment:

- Link 1: B4022 Hailey Road (north of B4022 West End) – AADT > 10% and HGVs > 10%; and
- Link 2: B4022 West End (south of Woodgreen) – HGVs > 10%.

These links have been assessed against the potential environmental effects of road traffic as set out in the methodology above.

Severance

As set out in the Assessment Methodology section of this chapter, between a 30% and 60% increase in traffic flow will have a small impact in terms of severance.

The B4022 Hailey Road to the south of the site is forecast is to experience an increase in AADT of some 59%. On the basis of existing pedestrian infrastructure (see 'Baseline Conditions') including the provision of dedicated crossing facilities on Hailey Road, as well as the improved pedestrian and cycle connectivity that the full North Witney SDA will bring forward, including a potential new shared-use footway/cycleway facility, pedestrians will have enhanced routes to access key local facilities and will continue to be able to cross the road safely.

The magnitude of change on this link is considered to be small. Therefore, there is likely to be a direct long-term adverse effect which is considered to be minor.

The other links in the study area will generally experience a reduction in vehicle flows over a 24-hour period which will have a small beneficial impact in terms of reducing severance in those areas.

The magnitude of change on these links is considered to be small. Therefore, there is likely to be a direct long-term beneficial effect which is considered to be minor.

Residual Effect

The effect is as stated above and is considered to be **Not Significant**.

Driver Delay

When the full North Witney SDA is built-out, and its proposed primary mitigation (i.e. the West End Link and Northern Distributor Road) is delivered, as well as when the Shores Green west facing slips are implemented, there will be a noticeable overall improvement in the operation of the network, including reduced journey times and less driver delay in comparison to the 2024 base (and less than 2019 existing situation). The Proposed Scheme will resolve existing congestion issues at the B4022 West End / A4095 Bridge Street / A4095 Wood Green / B4022 Newland double mini-roundabout.

The traffic modelling undertaken therefore clearly shows the proposed highway infrastructure will more than mitigate the cumulative impact of the committed and planned development in the local area.

The sensitivity of the local highway network is high. The magnitude of change is considered to be medium. Therefore, there is likely to be a direct long-term beneficial effect which is considered to be moderate.

Residual Effect

The residual effects are as set out above. This effect is considered to be **Significant.**

Pedestrian Delay

The impact of the Proposed Development on pedestrian delay will be low because there are existing dedicated crossing facilities located along Hailey Road in the form of two zebra crossings. The proposed scheme will also bring forward improved pedestrian and cycle connectivity along Hailey Road and the forecast increase in the number of vehicles along the B4022 corridor is such that it will still be possible to cross the road albeit with a small increase in delay during the peak hours.

The magnitude of change on this link is considered to be small. Therefore, there is likely to be a direct long-term adverse effect which is considered to be minor.

The other links in the study area will generally experience a reduction in vehicle flows over a 24-hour period which will have a small beneficial impact in terms of reducing pedestrian delay in those areas.

The magnitude of change on these links is considered to be small. Therefore, there is likely to be a direct long-term beneficial effect which is considered to be minor.

Residual Effect

The residual effects are as set out above. This effect is considered to be **Not Significant**.

Pedestrian Amenity

As set out in the assessment methodology in this chapter, changes in pedestrian amenity can occur where traffic flows are halved or doubled. The forecast 59% increase in in AADT on the B4022 Hailey Road as a result of the Proposed Development will fall below this threshold.

The footway on the western side of Hailey Road is set back from the mainline carriageway and is situated at the rear of a service road, as well as separated by a wide grass verge further to the south. Pedestrians will therefore be travelling some distance from the additional vehicle movements. Furthermore, the Proposed Development will also bring forward a comprehensive network for pedestrians and cyclists with good connectivity from the site to adjoining areas including the town centre and other key destinations.

The magnitude of change on the relative pleasantness of a pedestrian journey on these links is considered to be small. Therefore, there is likely to be a direct long-term adverse effect which is considered to be minor.

The other links in the study area will generally experience a reduction in AADT which will have a small beneficial impact in terms of improving pedestrian amenity in those areas.

The magnitude of change on the relative pleasantness of a pedestrian journey on these links is considered to be small. Therefore, there is likely to be a direct long-term beneficial effect which is considered to be minor.

Residual Effect

The effect is as stated above and is considered to be **Not Significant**.

Fear and Intimidation

The IEMA Guidelines suggest thresholds based on 18-hour daily flow / hour, 18-hour HGV flow and vehicle speeds. The results for the links where there is a greater than 10% increase in traffic flow as a result of the Proposed Development are summarised in **Table 3.12.**

Table 3.12: Operational Phase – 2031 With Full North Witney SDA: Fear and Intimidation Effects

Point	Link Name	Average traffic flow over 18-hour day (Vehicles per hour)		Total 18-hour HGV Flow		Degree of Hazard	
		Base	Base plus Dev	Base	Base plus Dev	Base	Base plus Dev
1	B4022 Hailey Road (north of B4022 West End)	359	571	87	184	Negligible	Negligible
2	B4022 West End (south of Woodgreen)	486	446	172	235	Negligible	Negligible
3	A4095 (between B4022 West End and B4022 Newland)	1,439	982	1,506	1,346	Moderate	Minor
4	A4095 (Woodgreen north of B4022 Newland)	1,051	777	897	817	Minor	Minor
5	B4022 Newland (east of A4095 Woodgreen)	677	681	719	688	Minor	Minor
6	A4095 Bridge Street (south of B4022 West End)	1,818	1,040	1,683	1,474	Major	Minor
7	High Street (south of A4095 Bridge Street)	1,019	803	1,122	1,138	Minor	Minor
8	A4095 Mill Street (north of High Street)	694	320	256	304	Minor	Negligible

Note: It has been assumed 18-Hour Flows are 95% of the AADT flows

The degree of hazard for pedestrians on the links that will experience 10% increase in AADT and/or a 10% increase in HGVs as a result of the Proposed Development will remain below the threshold identified by the IEMA Guidelines where pedestrians will experience any fear and intimidation.

The magnitude of change in fear and intimidation on these links is considered to be negligible. Therefore, there is likely to be a direct long-term adverse effect which is considered to be negligible.

The Proposed Development will however result in a reduction to the degree of hazard for fear and intimidation as a result of the proposed highway improvements on the A4095 Bridge Street corridor.

The magnitude of change in fear and intimidation on these links is considered to be small. Therefore, there is likely to be a direct long-term beneficial effect which is considered to be minor.

Residual Effect

The effect is as stated above and is considered to be **Not Significant**.

Accidents and Safety

Personal injury accident data for the most recently available five-year period has been obtained and assessed - see **Appendix 3.1.** This demonstrates that within the study area, overall the number and cause of accidents does not suggest a specific issue at any particular location.

The magnitude of change within the study area as a whole as a result of the Proposed Development is considered to be negligible as a result of the forecast increase in AADT on the B4022 Hailey Road (which has a particularly good highway safety record and therefore the sensitivity of the corridor is low) coupled with a general reduction in vehicle movements on the other links assessed.

The magnitude of change on accidents and safety is considered to be negligible. There is likely to be a direct medium-term adverse effect which is considered to be negligible.

Residual Effect

The effect is therefore as stated above and is considered to be **Not Significant**.

Limitation and Assumptions

To ensure transparency within the EIA process, the following limitations and assumptions have been identified.

- The assessment relies on available data supplied by Oxfordshire County Council from the cordoned Witney Highways Model.

The full outcome of Covid-19 on transport/travel behaviour is still unknown at present, emerging data indicates that there is likely to be a sustained reduction in travel particularly during the traditional weekday morning and evening peak hours as a result of increased levels of working from home and on-line shopping. However, to ensure a robust assessment at this stage, the assessment has been based on the traffic modelling undertaken by OCC prior to the commencement of the Covid-19 Pandemic.

Summary

This chapter has assessed the environmental effects of the predicted increases in traffic associated with the construction and operation of the Proposed Development.

Overall, the environmental effects are predicted to be negligible with the increases in traffic generally below the threshold where environmental effects are likely to be significant. Effects on Driver Delay (during operation) has been determined to be **Significant** – the local highway network is sensitive to queuing and delay and there will be a medium-term adverse impact prior to the delivery of the strategic infrastructure. The Proposed Development is key to being part of the solution to deliver the identified

strategic infrastructure in Witney and a proportionate financial contribution is the appropriate mitigation.

Once implemented, the proposed highway infrastructure will more than mitigate the cumulative impact of the committed and planned development in the local area there is likely to be a direct long-term moderate beneficial effect.

All other effects considered are determined to be **Not Significant.**

Table 3.13 provides a summary of the effects, receptors, residual effects and a conclusion as to whether the effect is significant or not significant

Table 3.13: Summary of Residual and Significant Effects

Effect	Receptor	Residual Effect	Is the Effect Significant?
Construction Phase			
Severance	Pedestrians / Local Communities	Minor Adverse	No
Driver Delay	Drivers / Other Road Users	Minor Adverse	No
Pedestrian Delay	Pedestrians	Negligible	No
Pedestrian Amenity	Pedestrians	Negligible	No
Fear and Intimidation	Pedestrians	Negligible	No
Accidents and Safety	All Road Users	Minor Adverse	No
Operational Phase – 2024 ahead of the delivery of the full North Witney SDA			
Severance	Pedestrians / Local Communities: B4022 Hailey Road and West End	Minor Adverse	No
Driver Delay	Drivers / Other Road Users: B4022 West End / A4095 Bridge Street / A4095 Wood Green / B4022 Newland double mini-roundabout	Moderate Adverse	Yes
Pedestrian Delay	Pedestrians: B4022 Hailey Road and West End	Minor Adverse	No
Pedestrian Amenity	Pedestrians	Minor Adverse	No
Fear and Intimidation	Pedestrians	Negligible	No
Accidents and Safety	All Road Users	Minor Adverse	No
Operational Phase – 2031 With Full North Witney SDA			
Severance	Pedestrians / Local Communities: B4022 Hailey Road and West End	Minor Adverse	No
	Pedestrians / Local Communities: A4095 Bridge Street Corridor	Minor Beneficial	No
Driver Delay	Drivers / Other Road Users	Moderate Beneficial	Yes
Pedestrian Delay	Pedestrians: B4022 Hailey Road and West End	Minor Adverse	No
	Pedestrians: A4095 Bridge Street Corridor	Minor Beneficial	No
Pedestrian Amenity	Pedestrians: B4022 Hailey Road and West End	Minor Adverse	No
	Pedestrians: A4095 Bridge Street Corridor	Minor Beneficial	No
Fear and Intimidation	Pedestrians: B4022 Hailey Road and West End	Negligible	No
	Pedestrians: A4095 Bridge Street Corridor	Minor Beneficial	No
Accidents and Safety	All Road Users	Negligible	No

References

1. The Institute of Environmental Assessment (now IEMA) (1993). The Environmental Assessment of Road Traffic.