



South East Strategic Reservoir Option
Preliminary Environmental Information Report

Appendix 1 2.3 - Preliminary assessment of effects for Traffic and transport

Date: October 2025

Contents

1	Preliminary assessment of effects	1
1.1	Introduction	1
1.2	Likely significant construction effects	2
1.3	Likely significant operation effects	5
1.4	Likely not significant construction effects	7
1.5	Likely not significant operation effects	75

List of tables

Table 1.1	Initial likely significant effects during construction (with embedded and standard good practice mitigation applied, but prior to additional mitigation)	2
Table 1.2	Initial likely significant effects during construction (with embedded and standard good practice mitigation applied, but prior to additional mitigation)	5
Table 1.3	Initial likely non-significant effects during construction (with embedded and standard good practice mitigation applied, but prior to additional mitigation)	7
Table 1.4	Initial likely non-significant effects during operation (with embedded and standard good practice mitigation applied, but prior to additional mitigation)	75

1 Preliminary assessment of effects

1.1 Introduction

- 1.1.1 This Appendix sets out the preliminary assessment of effects for Traffic and transport, receptor by receptor, for the construction and operation stages respectively. The appendix is split into tables that list effects that are initially anticipated to be significant and tables that list effects that are not initially anticipated to be significant. The judgement of significance has been made assuming that embedded design mitigation and standard good practice mitigation relevant to Traffic and transport is applied (these are summarised in this Appendix with further detail provided in the Draft commitments register in Appendix 2.2). Nevertheless, the assessment assumes that additional mitigation is not applied, as the viability, nature and extent of any additional mitigation measures is not confirmed at this stage in the EIA process. As a result, consideration of residual effects (those that remain after the implementation of all mitigation, including additional mitigation) has not been completed for the PEI report.
- 1.1.2 Each receptor assessed for this aspect in the preliminary assessment is listed in the 'Baseline conditions' section of the associated PEI Report chapter, and also within the tables in this appendix. Each receptor has been assigned an Area ID which relates to the spatial extent of the receptor assessed. Where these have been spatially defined for the PEI Report, these are shown in figures cross-referenced from the 'Baseline conditions' section.
- 1.1.3 Each effect assessed has been assigned a unique identifier, the Effect ID.
- 1.1.4 The tables identify the following for each effect:
- Receptor name, Effect ID and sensitivity category
 - Project components and activities giving rise to the effect
 - Relevant embedded design mitigation and standard good practice mitigation (with unique Commitment ID, which relates to Appendix 2.2: Draft commitments register)
 - Magnitude of impact category and narrative (if reported)
 - Initial category of effect significance, including whether it is adverse, beneficial or neutral (taking account of embedded design mitigation and standard good practice measures)
 - Description and duration of the effect
- 1.1.5 Any additional mitigation and monitoring identified at this stage (with unique Commitment ID, to enable cross reference to the measures noted in Section 12.10: Next steps of applicable aspect chapters).

1.2 Likely significant construction effects

Table 1.1 Initial likely significant effects during construction (with embedded and standard good practice mitigation applied, but prior to additional mitigation)

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A415 Marcham Road between Marcham and Faringdon Road (east of proposed site access) [TT-37] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Small Magnitude of impact based on change in peak hour traffic flow of between 30% and 60% due to the Project.	Moderate (Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	(AM-08) Highways improvements to reduce effects on the wider transport network. Highway improvements in this location can consider the provision of improved NMU crossing facilities to provide safer crossing opportunities and mitigate effects on severance.
NMU on NCN Route 5 [TT-105] (High)	Most / all project components	Most / all project activities (construction)	(SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions.	Small Magnitude of impact based on journey length changing by between 50m and 250m due to the Project.	Moderate (Significant) Adverse	NMU delay due to changes to the PROW network. (Long-term)	No additional mitigation has been confirmed at this stage, however, mitigation measures are being actively explored as the design and EIA progresses. The extent and nature of the works required for the Project mean that existing PROW will need to be closed. Providing safe and consistent alternative routes across the site will be difficult given the scale of construction activity anticipated. The scale of the site necessarily means that most diversion routes are likely to be substantially longer than the existing routes.
NMU on PROW between A338 and Drayton [TT-101] (High)	Reservoir (including embankment and directly associated infrastructure, such as pipes in the base) Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision Site compounds, haul routes, temporary bridges or culverts	Most / all project activities (construction)	(SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction. (SGP-49) Temporary mitigation for Public	Large Magnitude of impact based on journey length changing by more than 500m due to the Project.	Major (Significant) Adverse	NMU delay due to changes to the PROW network. (Long-term)	No additional mitigation has been confirmed at this stage, however, mitigation measures are being actively explored as the design and EIA progresses. The extent and nature of the works required for the Project mean that existing PROW will need to be closed. Providing safe and consistent alternative routes across the site will be difficult given the scale of construction activity anticipated. The scale of the site necessarily means that most diversion routes are likely to be substantially longer than the existing routes.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			Rights of Way and active travel route diversions.				
NMU on PROW between Abingdon and Reading Road [TT-99] (Low)	Reservoir (including embankment and directly associated infrastructure, such as pipes in the base) Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision Steventon to East Hanney road diversion Site compounds, haul routes, temporary bridges or culverts	Most / all project activities (construction)	(SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions.	Large Magnitude of impact based on journey length changing by more than 500m due to the Project.	Moderate (Significant) Adverse	NMU delay due to changes to the PROW network. (Long-term)	No additional mitigation has been confirmed at this stage, however, mitigation measures are being actively explored as the design and EIA progresses. The extent and nature of the works required for the Project mean that existing PRoW will need to be closed. Providing safe and consistent alternative routes across the site will be difficult given the scale of construction activity anticipated. The scale of the site necessarily means that most diversion routes are likely to be substantially longer than the existing routes.
NMU on PROW between East Hanney and Steventon [TT-104] (Moderate)	Reservoir (including embankment and directly associated infrastructure, such as pipes in the base) Steventon to East Hanney road diversion Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision Site compounds, haul routes, temporary bridges or culverts	Most / all project activities (construction)	(SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions.	Large Magnitude of impact based on journey length changing by more than 500m due to the Project.	Moderate (Significant) Adverse	NMU delay due to changes to the PROW network. (Long-term)	No additional mitigation has been confirmed at this stage, however, mitigation measures are being actively explored as the design and EIA progresses. The extent and nature of the works required for the Project mean that existing PRoW will need to be closed. Providing safe and consistent alternative routes across the site will be difficult given the scale of construction activity anticipated. The scale of the site necessarily means that most diversion routes are likely to be substantially longer than the existing routes.
NMU on PROW between Marcham and Drayton [TT-100] (Moderate)	Reservoir (including embankment and directly associated infrastructure, such as pipes in the base) Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision	Most / all project activities (construction)	(SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction.	Large Magnitude of impact based on journey length changing by more than 500m due to the Project.	Moderate (Significant) Adverse	NMU delay due to changes to the PROW network. (Long-term)	No additional mitigation has been confirmed at this stage, however, mitigation measures are being actively explored as the design and EIA progresses. The extent and nature of the works required for the Project mean that existing PRoW will need to be closed. Providing safe and consistent alternative routes across the site will be difficult given the scale of construction activity anticipated. The scale of the site necessarily means that most diversion routes are likely to be substantially longer than the existing routes.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Site compounds, haul routes, temporary bridges or culverts		(SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions.				
NMU on PROW between Marcham and Steventon [TT-103] (High)	Reservoir (including embankment and directly associated infrastructure, such as pipes in the base) Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision Steventon to East Hanney road diversion Site compounds, haul routes, temporary bridges or culverts	Most / all project activities (construction)	(SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions.	Large Magnitude of impact based on journey length changing by more than 500m due to the Project.	Major (Significant) Adverse	NMU delay due to changes to the PROW network. (Long-term)	No additional mitigation has been confirmed at this stage, however, mitigation measures are being actively explored as the design and EIA progresses. The extent and nature of the works required for the Project mean that existing PROW will need to be closed. Providing safe and consistent alternative routes across the site will be difficult given the scale of construction activity anticipated. The scale of the site necessarily means that most diversion routes are likely to be substantially longer than the existing routes.
River vessel users on River Thames between Nag's Head Island and Culham Cut [TT-239] (High)	Intake/outfall structure	Most / all project activities (construction)	(SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction.	Small Magnitude of impact based on change of navigable width of less than 25% due to the Project.	Moderate (Significant) Adverse	River vessel due to changes to navigable width. (Permanent)	(AM-11) Measures to reduce effects to navigation on the River Thames. Measures will be developed to ensure that the effect on vessel users resulting from the reduced width of the river during construction of the intake/outfall is minimised as far as possible.
Vehicle users at A415 / A34 Marcham Interchange [TT-60] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Large The maximum V/C with Project in peak hours would vary between 62% and 106%. The change in V/C caused by the Project would be an increase of between two and 24 percentage points. The greatest magnitude of impact in any peak hour is assessed to be Large.	Moderate (Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	(AM-08) Highways improvements to reduce effects on the wider transport network. Highway improvements may be required at this location to ensure that the network in this location continues to function satisfactorily during the construction period, as this junction will be used by the greatest proportion of construction materials and worker vehicles. (AM-10) Encourage the use of sustainable modes of transport for workforce travel. Measures to encourage workers to use sustainable travel modes will assist in reducing the number of car trips, in turn reducing the additional demand on the highway network. Such measures will be contained in the Construction Workforce Travel Strategy.

1.3 Likely significant operation effects

Table 1.2 Initial likely significant effects during construction (with embedded and standard good practice mitigation applied, but prior to additional mitigation)

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on PROW between A338 and Drayton [TT-583] (High)	Reservoir (including embankment and directly associated infrastructure, such as pipes in the base) Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision	Use of publicly accessible areas and recreation facilities	(ED-25) Permanent reinstatement or realignment of PRoW.	Large Magnitude of impact based on journey length changing by more than 500m due to the Project.	Major (Significant) Adverse	NMU delay due to changes to the PROW network. (Permanent)	No additional mitigation has been confirmed at this stage, however, mitigation measures are being actively explored as the design and EIA progresses. The nature and size of the reservoir means that the new PRoW network across the site may involve longer distances than the existing network.
NMU on PROW between Abingdon and Reading Road [TT-581] (Low)	Reservoir (including embankment and directly associated infrastructure, such as pipes in the base) Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision Steventon to East Hanney road diversion	Use of publicly accessible areas and recreation facilities	(ED-25) Permanent reinstatement or realignment of PRoW.	Large Magnitude of impact based on journey length changing by more than 500m due to the Project.	Moderate (Significant) Adverse	NMU delay due to changes to the PROW network. (Permanent)	No additional mitigation has been confirmed at this stage, however, mitigation measures are being actively explored as the design and EIA progresses. The nature and size of the reservoir means that the new PRoW network across the site may involve longer distances than the existing network.
NMU on PROW between East Hanney and Steventon [TT-586] (Moderate)	Reservoir (including embankment and directly associated infrastructure, such as pipes in the base) Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision Steventon to East Hanney road diversion	Use of publicly accessible areas and recreation facilities	(ED-25) Permanent reinstatement or realignment of PRoW.	Large Magnitude of impact based on journey length changing by more than 500m due to the Project.	Moderate (Significant) Adverse	NMU delay due to changes to the PROW network. (Permanent)	No additional mitigation has been confirmed at this stage, however, mitigation measures are being actively explored as the design and EIA progresses. The nature and size of the reservoir means that the new PRoW network across the site may involve longer distances than the existing network.
NMU on PROW between Marcham and Drayton [TT-582] (Moderate)	Reservoir (including embankment and directly associated infrastructure, such as pipes in the base) Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision	Use of publicly accessible areas and recreation facilities	(ED-25) Permanent reinstatement or realignment of PRoW.	Large Magnitude of impact based on journey length changing by more than 500m due to the Project.	Moderate (Significant) Adverse	NMU delay due to changes to the PROW network. (Permanent)	No additional mitigation has been confirmed at this stage, however, mitigation measures are being actively explored as the design and EIA progresses. The nature and size of the reservoir means that the new PRoW network across the site may involve longer distances than the existing network.
River vessel users on River Thames between Nag's Head Island and	Intake/outfall structure	Operation	No embedded design or standard good	Small Magnitude of impact based on change of navigable width of less	Moderate (Significant) Adverse	River vessel due to changes to navigable width. (Permanent)	(AM-11) Measures to reduce effects to navigation on the River Thames. Measures will be developed to ensure that the effect on vessel users resulting from

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
Culham Cut [TT-715] (High)			practice mitigation identified at this stage.	than 25% due to the Project.			the reduced width of the river resulting from the intake/outfall is minimised as far as possible.

1.4 Likely not significant construction effects

Table 1.3 Initial likely non-significant effects during construction (with embedded and standard good practice mitigation applied, but prior to additional mitigation)

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
All road users at A34 / A4130 Milton Interchange [TT-237] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having more than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 30% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at A34 / A415 Marcham Interchange [TT-227] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at A34 near the Faringdon Road overpass [TT-229] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at A415 west of Millets Farm, Frilford [TT-224] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
All road users at A420 near junction with Digging Lane, Fyfield [TT-220] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude based on no change in traffic flows due to the Project.	None (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Chain Hill south of Wantage [TT-235] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at High Street at Steventon Bridge [TT-236] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Junction of A338 and Grove Park Drive, Grove [TT-234] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Junction of A338 and Main Street [TT-231] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.				
All road users at Junction of A420 and A338 [TT-222] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Junction of A420 and Abingdon Road [TT-221] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude based on no change in traffic flows due to the Project.	None (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Junction of A420 and Besselsleigh Road, Bessels Leigh [TT-223] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Junction of A420 and Lodge Lane, Kingston Bagpuize [TT-217] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
All road users at Junction of A420 and Witney Road [TT-219] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Adverse	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Junction of Abingdon Road and Wantage Road, Rowstock [TT-238] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Junction of Charlton Village Road and Reading Road [TT-233] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Junction of Farringdon Road and Hanney Road, Kingston Bagpuize [TT-218] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude based on no change in traffic flows due to the Project.	None (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Junction of Frilford Road and Church Street, Marcham [TT-226] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.				
All road users at Junction of Marcham Road and Nuffield Way [TT-228] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Junction of Ock Street and Bath Street, Abingdon [TT-230] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Ormond Road east of junction with Chain Hill, Wantage [TT-232] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
All road users at Wantage Road between Kingston Road and Frilford Road [TT-225] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
All road users on A34 between A415 Marcham Interchange and A4130 Milton Interchange [TT-244] (Negligible)	River tunnel and shafts	Off-site transport movements General construction activities	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction.	Negligible Magnitude of impact based on fewer than one hazardous or large load for the Project expected per month on average.	Neutral (Not Significant) Adverse	Hazardous or large loads effects on the highway network. (Long-term)	No additional mitigation required as the effect is not significant.
All road users on A34 north of A415 Marcham Interchange [TT-243] (Negligible)	River tunnel and shafts	Off-site transport movements General construction activities	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction.	Negligible Magnitude of impact based on fewer than one hazardous or large load for the Project expected per month on average.	Neutral (Not Significant) Adverse	Hazardous or large loads effects on the highway network. (Long-term)	No additional mitigation required as the effect is not significant.
All road users on A34 south of A4130 Milton Interchange [TT-245] (Negligible)	River tunnel and shafts	Off-site transport movements General construction activities	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on fewer than one hazardous or large load for the Project expected per month on average.	Neutral (Not Significant) Adverse	Hazardous or large loads effects on the highway network. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction.				
All road users on A415 Marcham Road between Nuffield Road roundabout and Colwell Drive roundabout [TT-246] (High)	River tunnel and shafts	Off-site transport movements General construction activities	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction.	Negligible Magnitude of impact based on fewer than one hazardous or large load for the Project expected per month on average.	Minor (Not Significant) Adverse	Hazardous or large loads effects on the highway network. (Long-term)	No additional mitigation required as the effect is not significant.
All road users on A415 Marcham Road between the A34 and Tesco access [TT-241] (High)	River tunnel and shafts	Off-site transport movements General construction activities	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction.	Negligible Magnitude of impact based on fewer than one hazardous or large load for the Project expected per month on average.	Minor (Not Significant) Adverse	Hazardous or large loads effects on the highway network. (Long-term)	No additional mitigation required as the effect is not significant.
All road users on B4017 Abingdon Road between Drayton and Abingdon [TT-242] (High)	River tunnel and shafts	Off-site transport movements	(ED-05) Use of rail to transport bulk construction materials, if practicable.	Negligible Magnitude of impact based on fewer than one hazardous or large load for the Project expected per month on average.	Minor (Not Significant) Adverse	Hazardous or large loads effects on the highway network. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
		General construction activities	(SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction.				
All road users on B4017 construction compound A6 [TT-247] (Negligible)	River tunnel and shafts	Off-site transport movements General construction activities	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction.	Negligible Magnitude of impact based on fewer than one hazardous or large load for the Project expected per month on average.	Neutral (Not Significant) Adverse	Hazardous or large loads effects on the highway network. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 between Frilford and South Oxfordshire Crematorium [TT-113] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A338 between Frilford and South Oxfordshire Crematorium [TT-168] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 between Frilford and South Oxfordshire Crematorium [TT-10] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 between Grove and Old Man's Lane [TT-29] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 between Grove and Old Man's Lane [TT-132] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A338 between Grove and Old Man's Lane [TT-187] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Medium Magnitude of impact based on change (increase) in footway / cycleway width of 1m to 2m, remaining at least 2m wide, and no change in level of fear and intimidation due to the Project.	Minor (Not Significant) Beneficial	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation has been identified at this stage as the effect is likely to be beneficial.
NMU on A338 between Old Man's Lane and East Hanney [TT-30] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 between Old Man's Lane and East Hanney [TT-133] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A338 between Old Man's Lane and East Hanney [TT-188] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 between South Oxfordshire Crematorium and Steventon Road (East Hanney) [TT-169] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 between South Oxfordshire Crematorium and Steventon Road (East Hanney) [TT-114] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 between South Oxfordshire Crematorium and Steventon Road (East Hanney) [TT-11] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A338 between Steventon Road and new proposed roundabout location [TT-53] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project. There would be a slight reduction in flows due to the redistribution of traffic from the realigned East Hanney to Steventon Road.	Neutral (Not Significant) Beneficial	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation has been identified at this stage as the effect is likely to be beneficial.
NMU on A338 between Steventon Road and new proposed roundabout location [TT-156] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 between Steventon Road and new proposed roundabout location [TT-211] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	Large Magnitude of impact based on change (increase) in footway / cycleway width of more than 2m, remaining at least 2m	Minor (Not Significant) Beneficial	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation has been identified at this stage as the effect is likely to be beneficial.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	wide, and no change in level of fear and intimidation due to the Project.			
NMU on A338 Grove Road between A417 and Harcourt Way (Wantage) [TT-43] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 Grove Road between A417 and Harcourt Way (Wantage) [TT-146] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 Grove Road between A417 and Harcourt Way (Wantage) [TT-201] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A338 Manor Road south of Wantage [TT-26] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 Manor Road south of Wantage [TT-129] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 Manor Road south of Wantage [TT-184] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 Oxford Road between A415 and Abingdon Road / Faringdon Road (Frilford Heath) [TT-112] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A338 Oxford Road between A415 and Abingdon Road / Faringdon Road (Frilford Heath) [TT-9] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A338 Oxford Road between A415 and Abingdon Road / Faringdon Road (Frilford Heath) [TT-167] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A34 between A415 Marcham Interchange and A4130 Milton Interchange [TT-34] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A34 between A415 Marcham Interchange and A4130 Milton Interchange [TT-137] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A34 between A415 Marcham Interchange and A4130 Milton Interchange [TT-192] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A34 north of A415 Marcham Interchange [TT-33] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A34 north of A415 Marcham Interchange [TT-136] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A34 north of A415 Marcham Interchange [TT-191] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A34 south of A4130 Milton Interchange [TT-35] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A34 south of A4130 Milton Interchange [TT-138] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A34 south of A4130 Milton Interchange [TT-193] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A4130 Abingdon Road between Milton Hill and Grove Road (Rowstock) [TT-21] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A4130 Abingdon Road between Milton Hill and Grove Road (Rowstock) [TT-124] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A4130 Abingdon Road between Milton Hill and Grove Road (Rowstock) [TT-179] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A4130 between the A34 and Milton interchange [TT-20] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A4130 between the A34 and Milton interchange [TT-123] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A4130 between the A34 and Milton interchange [TT-178] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 between the A420 and Newbridge [TT-5] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 between the A420 and Newbridge [TT-163] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 between the A420 and Newbridge [TT-108] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A415 between the River Thames and The Burycroft (Culham) [TT-15] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 between the River Thames and The Burycroft (Culham) [TT-118] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 between the River Thames and The Burycroft (Culham) [TT-173] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A415 Frilford Road between A338 and Marcham [TT-36] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Frilford Road between A338 and Marcham [TT-139] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Frilford Road between A338 and Marcham [TT-194] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Kingston Road between Kingston Bagpuize and Frilford [TT-7] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A415 Kingston Road between Kingston Bagpuize and Frilford [TT-165] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Kingston Road between Kingston Bagpuize and Frilford [TT-110] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Faringdon Road and the A34 [TT-38] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A415 Marcham Road between Faringdon Road and the A34 [TT-141] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Faringdon Road and the A34 [TT-196] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Marcham and Faringdon Road (east of proposed site access) [TT-140] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A415 Marcham Road between Marcham and Faringdon Road (east of proposed site access) [TT-195] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Marcham and Faringdon Road (west of proposed site access) [TT-12] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Marcham and Faringdon Road (west of proposed site access) [TT-170] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Marcham and Faringdon Road (west of proposed site access) [TT-115] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A415 Marcham Road between Nuffield Road and Colwell Drive (Abingdon) [TT-39] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Nuffield Road and Colwell Drive (Abingdon) [TT-142] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Nuffield Road and Colwell Drive (Abingdon) [TT-197] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A415 Marcham Road between the A34 and Nuffield Way (Abingdon) [TT-13] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between the A34 and Nuffield Way (Abingdon) [TT-116] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between the A34 and Nuffield Way (Abingdon) [TT-171] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A417 Denchworth Road between Mably Way and Mill Street (Wantage) [TT-41] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A417 Denchworth Road between Mably Way and Mill Street (Wantage) [TT-144] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A417 Denchworth Road between Mably Way and Mill Street (Wantage) [TT-199] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A417 Faringdon Road between East Challow and Circourt Road [TT-28] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A417 Faringdon Road between East Challow and Circourt Road [TT-131] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A417 Faringdon Road between East Challow and Circourt Road [TT-186] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A417 Reading Road between Harwell and Harwell Link Road roundabout [TT-22] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A417 Mably Way between A338 and Denchworth Road (Wantage) [TT-42] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A417 Reading Road between Harwell and Harwell Link Road roundabout [TT-125] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A417 Mably Way between A338 and Denchworth Road (Wantage) [TT-145] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A417 Reading Road between Harwell and Harwell Link Road roundabout [TT-180] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A417 Mably Way between A338 and Denchworth Road (Wantage) [TT-200] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A417 Reading Road between Rowstock and Wantage [TT-24] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A417 Reading Road between Rowstock and Wantage [TT-127] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A417 Reading Road between Rowstock and Wantage [TT-182] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A4183 Oxford Road between the A34 and Dunmore Road roundabout (Abingdon) [TT-14] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A4183 Oxford Road between the A34 and Dunmore Road roundabout (Abingdon) [TT-117] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A4183 Oxford Road between the A34 and Dunmore Road roundabout (Abingdon) [TT-172] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A4185 Newbury Road south of Rowstock [TT-23] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A4185 Newbury Road south of Rowstock [TT-126] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A4185 Newbury Road south of Rowstock [TT-181] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A420 between A338 and Besselsleigh Road (Bessels Leigh) [TT-111] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A420 between A338 and Besselsleigh Road (Bessels Leigh) [TT-166] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A420 between A338 and Besselsleigh Road (Bessels Leigh) [TT-8] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-21) On-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A420 between the A415 and Abingdon Road (Fyfield) [TT-6] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A420 between the A415 and Abingdon Road (Fyfield) [TT-164] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A420 between the A415 and Abingdon Road (Fyfield) [TT-109] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A420 between the A415 and B4508 (Pusey) [TT-4] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on A420 between the A415 and B4508 (Pusey) [TT-162] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on A420 between the A415 and B4508 (Pusey) [TT-107] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4016 Drayton Road between Drayton and Sutton Courtenay [TT-17] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures.				
NMU on B4016 Drayton Road between Drayton and Sutton Courtenay [TT-120] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4016 Drayton Road between Drayton and Sutton Courtenay [TT-175] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4017 Abingdon Road between Drayton and Abingdon [TT-16] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on B4017 Abingdon Road between Drayton and Abingdon [TT-119] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4017 Abingdon Road between Drayton and Abingdon [TT-174] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4017 High Street between Steventon and A4130 [TT-19] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4017 High Street between Steventon and A4130 [TT-122] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on B4017 High Street between Steventon and A4130 [TT-177] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4017 High Street between Steventon and Drayton [TT-18] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4017 High Street between Steventon and Drayton [TT-121] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on B4017 High Street between Steventon and Drayton [TT-176] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4494 Chain Hill between Wantage and Farnborough [TT-25] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4494 Chain Hill between Wantage and Farnborough [TT-128] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on B4494 Chain Hill between Wantage and Farnborough [TT-183] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ickleton Road between A338 Newbury Street and Ham Road (Wantage) [TT-50] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ickleton Road between A338 Newbury Street and Ham Road (Wantage) [TT-153] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ickleton Road between A338 Newbury Street and Ham Road (Wantage) [TT-208] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on B4507 Ickleton Road between Wantage and Letcombe Hill (East Challow) [TT-27] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ickleton Road between Wantage and Letcombe Hill (East Challow) [TT-130] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ickleton Road between Wantage and Letcombe Hill (East Challow) [TT-185] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on B4507 Ormond Road between Charlton Road and Chain Hill (Wantage) [TT-49] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ormond Road between Charlton Road and Chain Hill (Wantage) [TT-152] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ormond Road between Charlton Road and Chain Hill (Wantage) [TT-207] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Charlton Road between Garston Lane and Charlton Village Road (Charlton) [TT-45] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on Charlton Road between Garston Lane and Charlton Village Road (Charlton) [TT-148] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Charlton Road between Garston Lane and Charlton Village Road (Charlton) [TT-203] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Faringdon Road between A415 Marcham Road and Gozzard's Ford [TT-52] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures.				
NMU on Faringdon Road between A415 Marcham Road and Gozzard's Ford [TT-155] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Faringdon Road between A415 Marcham Road and Gozzard's Ford [TT-210] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Ham Road between B4507 and A417 (Wantage) [TT-51] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures.				
NMU on Ham Road between B4507 and A417 (Wantage) [TT-154] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Ham Road between B4507 and A417 (Wantage) [TT-209] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Hanney Road at Steventon [TT-32] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (ED-19) Reduce transport disruption between Steventon and East Hanney. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions.				
NMU on Hanney Road at Steventon [TT-135] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Hanney Road at Steventon [TT-190] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (ED-19) Reduce transport disruption between Steventon and East Hanney. (ED-20) Reduce the impact of the Steventon to East Hanney road	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			diversion on environmental receptors. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on Harcourt Road between A338 and Charlton Village Road (Wantage) [TT-44] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Harcourt Road between A338 and Charlton Village Road (Wantage) [TT-147] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Harcourt Road between A338 and Charlton Village Road (Wantage) [TT-202] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures.				
NMU on Ock Street between Spring Road and Stratton Way (Abingdon) [TT-40] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Ock Street between Spring Road and Stratton Way (Abingdon) [TT-143] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Ock Street between Spring Road and Stratton Way (Abingdon) [TT-198] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on PROW between East Hanney and railway lines [TT-102] (Low)	Rail siding and material handling facility Site compounds, haul routes, temporary bridges or culverts	Most / all project activities (construction)	(SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions.	Medium Magnitude of impact based on journey length changing by between 250m and 500m due to the Project.	Minor (Not Significant) Adverse	NMU delay due to changes to the PROW network. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Seesen Way between Little Lane and Wallingford Street (Wantage) [TT-48] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Seesen Way between Little Lane and Wallingford Street (Wantage) [TT-151] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on Seesen Way between Little Lane and Wallingford Street (Wantage) [TT-206] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Steventon Road at the A338 (East Hanney) [TT-31] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (ED-19) Reduce transport disruption between Steventon and East Hanney. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Steventon Road at the A338 (East Hanney) [TT-134] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions				
NMU on Steventon Road at the A338 (East Hanney) [TT-189] (Negligible)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (ED-19) Reduce transport disruption between Steventon and East Hanney. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	Large Magnitude of impact based on new footway / cycleway provision and no change in level of fear and intimidation due to the Project.	Minor (Not Significant) Beneficial	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation has been identified at this stage as the effect is likely to be beneficial.
NMU on Thames Path [TT-106] (High)	River Thames flood compensation (eastern bank)	Most / all project activities (construction)	(SGP-20) Off-site Construction Traffic Management Measures. (SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions.	Negligible Magnitude of impact based on journey length changing by less than 50m due to the Project.	Minor (Not Significant) Adverse	NMU delay due to changes to the PROW network. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on Wallingford Street between B4507 and Seesen Way (Wantage) [TT-46] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Wallingford Street between B4507 and Seesen Way (Wantage) [TT-149] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Wallingford Street between B4507 and Seesen Way (Wantage) [TT-204] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Wallingford Street between Partridge Close and Seesen Way (Wantage) [TT-47] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
NMU on Wallingford Street between Partridge Close and Seesen Way (Wantage) [TT-150] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
NMU on Wallingford Street between Partridge Close and Seesen Way (Wantage) [TT-205] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-20) Off-site Construction Traffic Management Measures.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Long-term)	No additional mitigation required as the effect is not significant.
River vessel users on Culham Cut between Culham Lock and River Thames [TT-240] (Low)	Intake/outfall structure	Most / all project activities (construction)	(SGP-21) On-site Construction Traffic Management Measures. (SGP-27) Liaison with communities prior to and during construction.	Negligible Magnitude of impact based on no change in navigable width due to the Project.	Neutral (Not Significant) Adverse	River vessel due to changes to navigable width. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at A338 Grove Street north / Harcourt Way, Wantage [TT-66] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	Negligible The maximum V/C with Project in peak hours would vary between 72% and 91%. The change in V/C caused by the Project would be an increase of between zero and two percentage points. The greatest	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	magnitude of impact in any peak hour is assessed to be Negligible.			
Vehicle users at A338 Newbury Street / B4507 Ormond Road, Wantage [TT-72] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 65% and 85%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be negligible.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at A338 Oxford Road / A415 Frilford Road, Frilford [TT-59] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Small The maximum V/C with Project in peak hours would vary between 82% and 95%. The change in V/C caused by the Project would be an increase of between zero and six percentage points. The greatest magnitude of impact in any peak hour is assessed to be Small.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
Vehicle users at A338 Oxford Road / Abingdon Road, Frilford Heath [TT-73] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 69% and 100%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at A4130 / A34 Milton Interchange [TT-62] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Medium The maximum V/C with Project in peak hours would vary between 71% and 96%. The change in V/C caused by the Project would vary between a decrease of one and an increase of three percentage points. The greatest magnitude of impact in any peak hour is assessed to be Medium.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at A4130 Abingdon Road / A417 Reading Road, Rowstock [TT-63] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	Negligible The maximum V/C with Project in peak hours would vary between 33% and 72%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures.				
Vehicle users at A4130 Abingdon Road / B4017 High Street, Steventon [TT-68] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 63% and 84%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at A4130 Abingdon Road / Grove Road, Rowstock [TT-78] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 20% and 72%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at A415 Frilford Road / Mill Road, Marcham [TT-85] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on	Negligible The maximum V/C with Project in peak hours would vary between 14% and 22%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
Vehicle users at A415 Marcham Road / Colwell Drive, Abingdon [TT-84] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Small The maximum V/C with Project in peak hours would vary between 90% and 99%. The change in V/C caused by the Project would vary between a decrease of one and an increase of three percentage points. The greatest magnitude of impact in any peak hour is assessed to be Small.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at A415 Marcham Road / Nuffield Way, Abingdon [TT-83] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 67% and 91%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at A415 Stratton Way / A415 Ock Street, Abingdon [TT-82] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 95% and 105%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
Vehicle users at A415 Stratton Way / A4183 Vineyard, Abingdon [TT-81] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Small The maximum V/C with Project in peak hours would vary between 42% and 61%. The change in V/C caused by the Project would be an increase of between zero and six percentage points. The greatest magnitude of impact in any peak hour is assessed to be Small.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at A420 / A338 roundabout, Tubney Wood [TT-76] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 46% and 85%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at A420 / A415 Witney Road, Kingston Bagpuize [TT-75] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	Negligible The maximum V/C with Project in peak hours would vary between 46% and 81%. The change in V/C caused by the Project	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	would be an increase of between zero and two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.			
Vehicle users at A420 / Abingdon Road, Tubney [TT-74] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 59% and 87%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at B4017 Abingdon Road / High Street, Drayton [TT-69] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 66% and 73%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
Vehicle users at B4017 High Street / Hanney Road, Steventon [TT-61] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Small The maximum V/C with Project in peak hours would vary between 42% and 81%. The change in V/C caused by the Project would be an increase of between one and 20 percentage points. The greatest magnitude of impact in any peak hour is assessed to be Small.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at Charlton Village Road / A417 Reading Road , Charlton [TT-64] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 79% and 113%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at Crown Meadow (A338) / The Green and Main Street, East Hanney [TT-67] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	Small The maximum V/C with Project in peak hours would vary between 50% and 65%. The change in V/C caused by the Project would be an increase of between zero and four percentage points. The greatest magnitude of impact in any peak hour is assessed to be Small.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures.				
Vehicle users at Garston Lane / Charlton Rd, Wantage [TT-71] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 91% and 99%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Beneficial	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation has been identified at this stage as the effect is likely to be beneficial.
Vehicle users at High Street / Stert Street, Abingdon [TT-79] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 18% and 25%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at Malby Way / Denchworth Road, Wantage [TT-70] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on	Negligible The maximum V/C with Project in peak hours would vary between 44% and 67%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
Vehicle users at Seesen Way / A417 Wallingford Street, Wantage [TT-65] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 57% and 95%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at Spring Rd / Ock Street, Abingdon [TT-77] (High)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible The maximum V/C with Project in peak hours would vary between 91% and 109%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Vehicle users at Stert Street / Bridge Street, Abingdon [TT-80] (Low)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 15% and 29%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
Bus users on route 33 [TT-86] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Bus users on route 33A [TT-87] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Bus users on route 35 [TT-88] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.				
Bus users on route 44 [TT-89] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Bus users on route S9 [TT-90] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Bus users on route ST1 [TT-91] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(SGP-20) Off-site Construction Traffic Management Measures.				
Bus users on route X1 [TT-92] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Bus users on route X15 [TT-93] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Bus users on route X2 [TT-94] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
Bus users on route X3 [TT-95] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Bus users on route X32 [TT-96] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Bus users on route X35 [TT-97] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.
Bus users on route X36 [TT-98] (Moderate)	Most / all project components	Most / all project activities (construction)	(ED-05) Use of rail to transport bulk construction materials, if practicable.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes due to the Project.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Long-term)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
			(ED-19) Reduce transport disruption between Steventon and East Hanney. (SGP-19) Standard good practice measures to reduce impact of construction traffic on communities and the environment. (SGP-20) Off-site Construction Traffic Management Measures. (SGP-49) Temporary mitigation for Public Rights of Way and active travel route diversions				

1.5 Likely not significant operation effects

Table 1.4 Initial likely non-significant effects during operation (with embedded and standard good practice mitigation applied, but prior to additional mitigation)

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
All road users at A34 / A4130 Milton Interchange [TT-713] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having more than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 30% due to the Project.	Minor (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at A34 / A415 Marcham Interchange [TT-703] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at A34 near the Faringdon Road overpass [TT-705] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at A415 west of Millets Farm, Frilford [TT-700] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at A420 near junction with Digging Lane, Fyfield [TT-696] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude based on no change in traffic flows due to the Project.	None (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
All road users at Chain Hill south of Wantage [TT-711] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at High Street at Steventon Bridge [TT-712] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of A338 and Grove Park Drive, Grove [TT-710] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of A338 and Main Street [TT-707] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of A420 and A338 [TT-698] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of A420 and Abingdon Road [TT-697] (Low)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	(SGP-01) Road safety audits.	No Change Magnitude based on no change in traffic flows due to the Project.	None (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre	and recreation facilities					
All road users at Junction of A420 and Besselsleigh Road, Bessels Leigh [TT-699] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of A420 and Lodge Lane, Kingston Bagpuize [TT-693] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of A420 and Witney Road [TT-695] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of Abingdon Road and Wantage Road, Rowstock [TT-714] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude based on no change in traffic flows due to the Project.	None (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of Charlton Village Road and Reading Road [TT-709] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude based on no change in traffic flows due to the Project.	None (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of Farringdon Road and Hanney Road, Kingston Bagpuize [TT-694] (Low)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	(SGP-01) Road safety audits.	No Change Magnitude based on no change in traffic flows due to the Project.	None (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre	and recreation facilities					
All road users at Junction of Frilford Road and Church Street, Marcham [TT-702] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of Marcham Road and Nuffield Way [TT-704] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Junction of Ock Street and Bath Street, Abingdon [TT-706] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Minor (Not Significant) Adverse	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Ormond Road east of junction with Chain Hill, Wantage [TT-708] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
All road users at Wantage Road between Kingston Road and Frilford Road [TT-701] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible Magnitude based on location having fewer than nine personal injury accidents in the five year period and a change in traffic flow of between 0% to 60% due to the Project.	Neutral (Not Significant) Neutral	Road safety due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between Frilford and South Oxfordshire Crematorium [TT-647] (High)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre	and recreation facilities					
NMU on A338 between Frilford and South Oxfordshire Crematorium [TT-595] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between Frilford and South Oxfordshire Crematorium [TT-495] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between Grove and Old Man's Lane [TT-514] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between Grove and Old Man's Lane [TT-614] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between Grove and Old Man's Lane [TT-666] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Medium Magnitude of impact based on change (increase) in footway / cycleway width of 1m to 2m, remaining at least 2m wide, and no change in level of fear and intimidation due to the Project.	Minor (Not Significant) Beneficial	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation has been identified at this stage as the effect is likely to be beneficial.
NMU on A338 between Old Man's Lane and East Hanney [TT-515] (High)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre	and recreation facilities					
NMU on A338 between Old Man's Lane and East Hanney [TT-615] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between Old Man's Lane and East Hanney [TT-667] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between South Oxfordshire Crematorium and Steventon Road (East Hanney) [TT-648] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between South Oxfordshire Crematorium and Steventon Road (East Hanney) [TT-596] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between South Oxfordshire Crematorium and Steventon Road (East Hanney) [TT-496] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between Steventon Road and new proposed roundabout location [TT-538] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project. There would be a slight reduction in flows due to the	Neutral (Not Significant) Beneficial	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation has been identified at this stage as the effect is likely to be beneficial.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre Highways improvements	and recreation facilities		redistribution of traffic from the realigned East Hanney to Steventon Road.			
NMU on A338 between Steventon Road and new proposed roundabout location [TT-638] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(ED-19) Reduce transport disruption between Steventon and East Hanney. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 between Steventon Road and new proposed roundabout location [TT-690] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(ED-19) Reduce transport disruption between Steventon and East Hanney. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits.	Large Magnitude of impact based on change (increase) in footway / cycleway width of more than 2m, remaining at least 2m wide, and no change in level of fear and intimidation .due to the Project.	Minor (Not Significant) Beneficial	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation has been identified at this stage as the effect is likely to be beneficial.
NMU on A338 Grove Road between A417 and Harcourt Way (Wantage) [TT-528] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 Grove Road between A417 and Harcourt Way (Wantage) [TT-628] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A338 Grove Road between A417 and Harcourt Way (Wantage) [TT-680] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 Manor Road south of Wantage [TT-511] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 Manor Road south of Wantage [TT-611] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 Manor Road south of Wantage [TT-663] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 Oxford Road between A415 and Abingdon Road / Faringdon Road (Frilford Heath) [TT-646] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A338 Oxford Road between A415 and Abingdon Road / Faringdon Road (Frilford Heath) [TT-594] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A338 Oxford Road between A415 and Abingdon Road / Faringdon Road (Frilford Heath) [TT-494] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A34 between A415 Marcham Interchange and A4130 Milton Interchange [TT-519] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A34 between A415 Marcham Interchange and A4130 Milton Interchange [TT-619] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A34 between A415 Marcham Interchange and A4130 Milton Interchange [TT-671] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A34 north of A415 Marcham Interchange [TT-518] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A34 north of A415 Marcham Interchange [TT-618] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A34 north of A415 Marcham Interchange [TT-670] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A34 south of A4130 Milton Interchange [TT-520] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A34 south of A4130 Milton Interchange [TT-620] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A34 south of A4130 Milton Interchange [TT-672] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A4130 Abingdon Road between Milton Hill and Grove Road (Rowstock) [TT-506] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A4130 Abingdon Road between Milton Hill and Grove Road (Rowstock) [TT-606] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A4130 Abingdon Road between Milton Hill and Grove Road (Rowstock) [TT-658] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A4130 between the A34 and Milton interchange [TT-505] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A4130 between the A34 and Milton interchange [TT-605] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A4130 between the A34 and Milton interchange [TT-657] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 between the A420 and Newbridge [TT-490] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 between the A420 and Newbridge [TT-590] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A415 between the A420 and Newbridge [TT-642] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 between the River Thames and The Burycroft (Culham) [TT-500] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 between the River Thames and The Burycroft (Culham) [TT-600] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 between the River Thames and The Burycroft (Culham) [TT-652] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Frilford Road between A338 and Marcham [TT-521] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Frilford Road between A338 and Marcham [TT-621] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A415 Frilford Road between A338 and Marcham [TT-673] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Kingston Road between Kingston Bagpuize and Frilford [TT-644] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Kingston Road between Kingston Bagpuize and Frilford [TT-592] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Kingston Road between Kingston Bagpuize and Frilford [TT-492] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Faringdon Road and the A34 [TT-523] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Faringdon Road and the A34 [TT-623] (High)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre Highways improvements	and recreation facilities					
NMU on A415 Marcham Road between Faringdon Road and the A34 [TT-675] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Marcham and Faringdon Road (east of proposed site access) [TT-522] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Marcham and Faringdon Road (east of proposed site access) [TT-622] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Marcham and Faringdon Road (east of proposed site access) [TT-674] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Marcham and Faringdon Road	Recreational lakes centre (including visitors centre)	Workforce and visitor vehicle movements	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change	None (Not Significant) Neutral	NMU amenity due to changes in footway /	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
(west of proposed site access) [TT-649] (High)	Water sports centre Nature education centre Highways improvements	Use of publicly accessible areas and recreation facilities		in level of fear and intimidation due to the Project.		cycleway provision. (Permanent)	
NMU on A415 Marcham Road between Marcham and Faringdon Road (west of proposed site access) [TT-597] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Marcham and Faringdon Road (west of proposed site access) [TT-497] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Nuffield Road and Colwell Drive (Abingdon) [TT-524] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Nuffield Road and Colwell Drive (Abingdon) [TT-624] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between Nuffield Road and Colwell Drive (Abingdon) [TT-676] (High)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre	and recreation facilities					
NMU on A415 Marcham Road between the A34 and Nuffield Way (Abingdon) [TT-498] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between the A34 and Nuffield Way (Abingdon) [TT-598] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A415 Marcham Road between the A34 and Nuffield Way (Abingdon) [TT-650] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Denchworth Road between Mably Way and Mill Street (Wantage) [TT-526] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Denchworth Road between Mably Way and Mill Street (Wantage) [TT-626] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A417 Denchworth Road between Mably Way and Mill Street (Wantage) [TT-678] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Faringdon Road between East Challow and Circourt Road [TT-513] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Faringdon Road between East Challow and Circourt Road [TT-613] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Faringdon Road between East Challow and Circourt Road [TT-665] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Mably Way between A338 and Denchworth Road (Wantage) [TT-527] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Reading Road between Harwell and Harwell Link Road roundabout [TT-507] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A417 Reading Road between Harwell and Harwell Link Road roundabout [TT-607] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Mably Way between A338 and Denchworth Road (Wantage) [TT-627] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Reading Road between Harwell and Harwell Link Road roundabout [TT-659] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Mably Way between A338 and Denchworth Road (Wantage) [TT-679] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Reading Road between Rowstock and Wantage [TT-509] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A417 Reading Road between Rowstock and Wantage [TT-609] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A417 Reading Road between Rowstock and Wantage [TT-661] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A4183 Oxford Road between the A34 and Dunmore Road roundabout (Abingdon) [TT-499] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A4183 Oxford Road between the A34 and Dunmore Road roundabout (Abingdon) [TT-599] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A4183 Oxford Road between the A34 and Dunmore Road roundabout (Abingdon) [TT-651] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A4185 Newbury Road south of Rowstock [TT-508] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A4185 Newbury Road south of Rowstock [TT-608] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A4185 Newbury Road south of Rowstock [TT-660] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A420 between A338 and Besselsleigh Road (Bessels Leigh) [TT-645] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A420 between A338 and Besselsleigh Road (Bessels Leigh) [TT-593] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A420 between A338 and Besselsleigh Road (Bessels Leigh) [TT-493] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A420 between the A415 and Abingdon Road (Fyfield) [TT-491] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A420 between the A415 and Abingdon Road (Fyfield) [TT-591] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on A420 between the A415 and Abingdon Road (Fyfield) [TT-643] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A420 between the A415 and B4508 (Pusey) [TT-489] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A420 between the A415 and B4508 (Pusey) [TT-589] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on A420 between the A415 and B4508 (Pusey) [TT-641] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4016 Drayton Road between Drayton and Sutton Courtenay [TT-502] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4016 Drayton Road between Drayton and Sutton Courtenay [TT-602] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on B4016 Drayton Road between Drayton and Sutton Courtenay [TT-654] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4017 Abingdon Road between Drayton and Abingdon [TT-501] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4017 Abingdon Road between Drayton and Abingdon [TT-601] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4017 Abingdon Road between Drayton and Abingdon [TT-653] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4017 High Street between Steventon and A4130 [TT-504] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4017 High Street between Steventon and A4130 [TT-604] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on B4017 High Street between Steventon and A4130 [TT-656] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4017 High Street between Steventon and Drayton [TT-503] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4017 High Street between Steventon and Drayton [TT-603] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4017 High Street between Steventon and Drayton [TT-655] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4494 Chain Hill between Wantage and Farnborough [TT-510] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4494 Chain Hill between Wantage and Farnborough [TT-610] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on B4494 Chain Hill between Wantage and Farnborough [TT-662] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ickleton Road between A338 Newbury Street and Ham Road (Wantage) [TT-535] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ickleton Road between A338 Newbury Street and Ham Road (Wantage) [TT-635] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ickleton Road between A338 Newbury Street and Ham Road (Wantage) [TT-687] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ickleton Road between Wantage and Letcombe Hill (East Challow) [TT-512] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ickleton Road between Wantage and Letcombe Hill (East Challow) [TT-612] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on B4507 Ickleton Road between Wantage and Letcombe Hill (East Challow) [TT-664] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ormond Road between Charlton Road and Chain Hill (Wantage) [TT-534] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ormond Road between Charlton Road and Chain Hill (Wantage) [TT-634] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on B4507 Ormond Road between Charlton Road and Chain Hill (Wantage) [TT-686] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Charlton Road between Garston Lane and Charlton Village Road (Charlton) [TT-530] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Charlton Road between Garston Lane and Charlton Village Road (Charlton) [TT-630] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on Charlton Road between Garston Lane and Charlton Village Road (Charlton) [TT-682] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Faringdon Road between A415 Marcham Road and Gozzard's Ford [TT-537] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Faringdon Road between A415 Marcham Road and Gozzard's Ford [TT-637] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Faringdon Road between A415 Marcham Road and Gozzard's Ford [TT-689] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Ham Road between B4507 and A417 (Wantage) [TT-536] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Ham Road between B4507 and A417 (Wantage) [TT-636] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on Ham Road between B4507 and A417 (Wantage) [TT-688] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Hanney Road at Steventon [TT-517] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Hanney Road at Steventon [TT-617] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(ED-19) Reduce transport disruption between Steventon and East Hanney. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Hanney Road at Steventon [TT-669] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(ED-19) Reduce transport disruption between Steventon and East Hanney. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Harcourt Road between A338 and Charlton Village Road	Recreational lakes centre (including visitors centre)	Workforce and visitor vehicle movements	No embedded design or standard good practice	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows.	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
(Wantage) [TT-529] (High)	Water sports centre Nature education centre	Use of publicly accessible areas and recreation facilities	mitigation identified at this stage.			(Permanent)	
NMU on Harcourt Road between A338 and Charlton Village Road (Wantage) [TT-629] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Harcourt Road between A338 and Charlton Village Road (Wantage) [TT-681] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on NCN Route 5 [TT-587] (High)	Intake/outfall structure River tunnel and shafts	Use of publicly accessible areas and recreation facilities	(ED-25) Permanent reinstatement or realignment of PROW.	No Change Magnitude of impact based on no change in journey length due to the Project	None (Not Significant) Neutral	NMU delay due to changes to the PROW network. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Ock Street between Spring Road and Stratton Way (Abingdon) [TT-525] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Ock Street between Spring Road and Stratton Way (Abingdon) [TT-625] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Ock Street between Spring Road and Stratton Way (Abingdon) [TT-677] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
		and recreation facilities					
NMU on PROW between East Hanney and railway lines [TT-584] (Low)	Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision	Use of publicly accessible areas and recreation facilities	(ED-25) Permanent reinstatement or realignment of PRoW.	Medium Magnitude of impact based on journey length changing by between 250m and 500m due to the Project.	Minor (Not Significant) Adverse	NMU delay due to changes to the PROW network. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on PROW between Marcham and Steventon [TT-585] (High)	Reservoir (including embankment and directly associated infrastructure, such as pipes in the base) Active travel routes, additional footpaths and non-motorised vehicles (NMU) provision Steventon to East Hanney road diversion	Use of publicly accessible areas and recreation facilities	(ED-25) Permanent reinstatement or realignment of PRoW.	Negligible Magnitude of impact based on journey length changing by less than 50m due to the Project.	Minor (Not Significant) Beneficial	NMU delay due to changes to the PROW network. (Permanent)	No additional mitigation has been identified at this stage as the effect is likely to be beneficial. The nature and size of the reservoir means that the new PRoW network across the site may involve longer distances than the existing network.
NMU on Seesen Way between Little Lane and Wallingford Street (Wantage) [TT-533] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Seesen Way between Little Lane and Wallingford Street (Wantage) [TT-633] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Seesen Way between Little Lane and Wallingford Street (Wantage) [TT-685] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
NMU on Steventon Road at the A338 (East Hanney) [TT-516] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Neutral (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Steventon Road at the A338 (East Hanney) [TT-616] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(ED-19) Reduce transport disruption between Steventon and East Hanney. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Steventon Road at the A338 (East Hanney) [TT-668] (Negligible)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(ED-19) Reduce transport disruption between Steventon and East Hanney. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits.	Large Magnitude of impact based on new footway / cycleway provision and no change in level of fear and intimidation due to the Project.	Minor (Not Significant) Beneficial	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation has been identified at this stage as the effect is likely to be beneficial.
NMU on Thames Path [TT-588] (High)	River Thames flood compensation (eastern bank)	Use of publicly accessible areas and recreation facilities	(ED-25) Permanent reinstatement or realignment of PRow.	No Change Magnitude of impact based on no change in journey length due to the Project	None (Not Significant) Neutral	NMU delay due to changes to the PRow network. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Wallingford Street between B4507 and Seesen Way (Wantage) [TT-531] (High)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in peak hour traffic flow of between 0% and 30% due to the Project.	Minor (Not Significant) Adverse	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre	and recreation facilities					
NMU on Wallingford Street between B4507 and Seesen Way (Wantage) [TT-631] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Wallingford Street between B4507 and Seesen Way (Wantage) [TT-683] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Wallingford Street between Partridge Close and Seesen Way (Wantage) [TT-532] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	No Change Magnitude of impact based on no change in peak hour traffic flow due to the Project.	None (Not Significant) Neutral	Severance effect due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Wallingford Street between Partridge Close and Seesen Way (Wantage) [TT-632] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no step change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	Fear and intimidation due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
NMU on Wallingford Street between Partridge Close and Seesen Way (Wantage) [TT-684] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	No Change Magnitude of impact based on no change in footway / cycleway provision and no change in level of fear and intimidation due to the Project.	None (Not Significant) Neutral	NMU amenity due to changes in footway / cycleway provision. (Permanent)	No additional mitigation required as the effect is not significant.
River vessel users on Culham Cut between Culham Lock and River Thames [TT-716] (Low)	Intake/outfall structure	Operation	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on no change in navigable width due to the Project.	Neutral (Not Significant) Adverse	River vessel due to changes to navigable width. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
Vehicle users at A338 Grove Street north / Harcourt Way, Wantage [TT-548] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 74% and 94%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A338 Newbury Street / B4507 Ormond Road, Wantage [TT-554] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 68% and 88%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A338 Oxford Road / A415 Frilford Road, Frilford [TT-541] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 84% and 95%. The change in V/C caused by the Project would be an increase of between zero and two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A338 Oxford Road / Abingdon Road, Frilford Heath [TT-555] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 75% and 110%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A4130 / A34 Milton Interchange [TT-544] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 76% and 98%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A4130 Abingdon Road / A417 Reading Road, Rowstock [TT-545] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 35% and 76%. The change in V/C caused by the Project would be an increase of less than percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
Vehicle users at A415 / A34 Marcham Interchange [TT-542] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Small The maximum V/C with Project in peak hours would vary between 80% and 91%. The change in V/C caused by the Project would be an increase of between two and 16 percentage points. The greatest magnitude of impact in any peak hour is assessed to be Small.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A4130 Abingdon Road / B4017 High Street, Steventon [TT-550] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Small The maximum V/C with Project in peak hours would vary between 71% and 89%. The change in V/C caused by the Project would be an increase of between one and five percentage points. The greatest magnitude of impact in any peak hour is assessed to be Small.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A4130 Abingdon Road / Grove Road, Rowstock [TT-560] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 32% and 76%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A415 Frilford Road / Mill Road, Marcham [TT-567] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 15% and 23%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A415 Marcham Road / Colwell Drive, Abingdon [TT-566] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 92% and 100%. The change in V/C caused by the Project would be a small decrease or a small increase, both of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A415 Marcham Road / Nuffield Way, Abingdon [TT-565] (Low)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 70% and 98%. The change in V/C caused by the Project would be an increase of less than two percentage	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre	and recreation facilities		points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.			
Vehicle users at A415 Stratton Way / A415 Ock Street, Abingdon [TT-564] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 100% and 109%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A415 Stratton Way / A4183 Vineyard, Abingdon [TT-563] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 45% and 63%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A420 / A338 roundabout, Tubney Wood [TT-558] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 48% and 89%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A420 / A415 Witney Road, Kingston Bagpuize [TT-557] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 49% and 85%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at A420 / Abingdon Road, Tubney [TT-556] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 41% and 94%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at B4017 Abingdon Road / High Street, Drayton [TT-551] (Low)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 69% and 76%. The change in V/C caused by the Project would be an increase of less than two percentage	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre	and recreation facilities		points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.			
Vehicle users at B4017 High Street / Hanney Road, Steventon [TT-543] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(ED-19) Reduce transport disruption between Steventon and East Hanney. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits.	Medium The maximum V/C with Project in peak hours would vary between 53% and 87%. The change in V/C caused by the Project would be an increase of between nine and 21 percentage points. The greatest magnitude of impact in any peak hour is assessed to be Medium.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at Charlton Village Road / A417 Reading Road , Charlton [TT-546] (High)	Recreational lakes (east and west) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 79% and 117%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at Crown Meadow (A338) / The Green and Main Street, East Hanney [TT-549] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(ED-19) Reduce transport disruption between Steventon and East Hanney. (ED-20) Reduce the impact of the Steventon to East Hanney road diversion on environmental receptors. (SGP-01) Road safety audits.	Small The maximum V/C with Project in peak hours would vary between 51% and 73%. The change in V/C caused by the Project would be an increase of between zero and four percentage points. The greatest magnitude of impact in any peak hour is assessed to be Small.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at Garston Lane / Charlton Rd, Wantage [TT-553] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 98% and 104%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
Vehicle users at High Street / Stert Street, Abingdon [TT-561] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 18% and 26%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at Malby Way / Denchworth Road, Wantage [TT-552] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 46% and 71%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at Seesen Way / A417 Wallingford Street, Wantage [TT-547] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 60% and 99%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at Spring Rd / Ock Street, Abingdon [TT-559] (High)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 95% and 113%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Minor (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Vehicle users at Stert Street / Bridge Street, Abingdon [TT-562] (Low)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	(SGP-01) Road safety audits.	Negligible The maximum V/C with Project in peak hours would vary between 15% and 30%. The change in V/C caused by the Project would be an increase of less than two percentage points. The greatest magnitude of impact in any peak hour is assessed to be Negligible.	Neutral (Not Significant) Adverse	Driver delay effects due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Bus users on route 33 [TT-568] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
Bus users on route 33A [TT-569] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Bus users on route 35 [TT-570] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Bus users on route 44 [TT-571] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Bus users on route S9 [TT-572] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Bus users on route ST1 [TT-573] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Bus users on route X1 [TT-574] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre	Workforce and visitor vehicle movements Use of publicly accessible areas	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
	Nature education centre Highways improvements	and recreation facilities					
Bus users on route X15 [TT-575] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Bus users on route X2 [TT-576] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Bus users on route X3 [TT-577] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Bus users on route X32 [TT-578] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.
Bus users on route X35 [TT-579] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.

Receptor name [Effect ID] (Sensitivity of receptor)	Project component(s)	Project activity(ies)	Embedded design / standard good practice mitigation applied	Magnitude of impact category and commentary	Initial significance category (Initial significance) / Direction of effect	Description of effect (including duration)	Additional mitigation identified (including monitoring)
Bus users on route X36 [TT-580] (Moderate)	Recreational lakes centre (including visitors centre) Water sports centre Nature education centre Highways improvements	Workforce and visitor vehicle movements Use of publicly accessible areas and recreation facilities	No embedded design or standard good practice mitigation identified at this stage.	Negligible Magnitude of impact based on change in bus journey time of up to three minutes.	Minor (Not Significant) Adverse	Public transport user delay due to changes in traffic flows. (Permanent)	No additional mitigation required as the effect is not significant.



It's everyone's water