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Watlington
Option Assessment Report (OAR)

Oxfordshire County Council

Project number: 60635885

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Quality information

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1. Introduction

1.1 Background

1.1.1 AECOM has been commissioned by Oxfordshire County Council (OCC) to undertake a feasibility study for a potential new transport scheme in the Watlington area. Watlington is a small, rural market town in South Oxfordshire district, which is currently experiencing traffic-related challenges due to several factors that will be further explored in this report. Current traffic conditions are expected to worsen as the town accommodates planned housing development and could act as a barrier to much needed housing growth in the wider area, demonstrating the need for an intervention to help alleviate future traffic-related challenges.

1.1.2 Watlington has population of around 2,397 people (ONS 2019 Mid Year Estimate). The town's population has increased by 12% between 2001 and 2019, and with planned housing growth coming forward, is expected to increase further.

1.1.3 Historically, the town expanded around the crossroads between two cross-country roads which traverse South Oxfordshire: the B4009 which follows in part the ancient Icknield Way and broadly links Little Kimble near Princes Risborough with Benson near Wallingford; and the B480, which broadly links Oxford with Henley on Thames. Watlington's neighbouring parishes are Pyrton and Shirburn, two small and historical villages and large civil parishes in Oxfordshire. Pyrton is located around 1.5km north of Watlington, while Shirburn is situated around 1.8km northeast of Watlington.

1.1.4 Watlington has a compact town centre mainly comprising smaller independent retailers and key local services, including a library. A fire station is located within the town. There is a small industrial estate on the north-western edge of the town, whilst education centres, such as Icknield Community College and Watlington Primary School, are located on the northern edge of the town. Watlington and District Nursing Home and The Chiltern Surgery are both located on the Watlington Hospital Site on the south-eastern edge of the town. Leisure facilities, including a Squash and Racketball Blub and Watlington Cricket Club, are located on the recreation ground on the north-eastern edge of the town. Watlington does not include many workplaces, thus approximately 60% of people living in Watlington travel outside for work.

1.1.5 Watlington lies approximately 21km as the crow flies from the centre of Oxford, 10km from Wallingford, 10km from Thame, 15km from Princes Risborough, 14km from Henley-on-Thames and 18km from High Wycombe. From a transport perspective, Watlington is connected to the surrounding area by the aforementioned B-roads, more rural unclassified lanes, a network of public rights of way and some rural bus services. The nearest strategic transport corridor, namely the M40, lies to the north of Watlington. There is no access to rail services in Watlington.

1.2 Report Purpose

1.2.1 This Option Assessment Report (OAR) summarises the option development process and how the decision making was carried out to reach the recommended shortlisted options to be taken forward to the next stage of development.

1.2.2 This report sets out the study context; provides details of the adopted approach; discusses current and future conditions, and objectives for the study; provides details of the long list of options that have been identified which could address issues in the Watlington area and meet the objectives; sets out the criteria for an initial sift of the long list of options to derive a more refined list of options; summarises the results of the initial sifting and provides a more detailed assessment against a range of criteria

in line with best practice and Government guidelines; and recommends the option(s) which should be taken forward.

1.3 Report Structure

1.3.1 The OAR follows the Department for Transport's (DfT) Transport Appraisal Guidance (TAG), as illustrated in DfT's Transport Appraisal Process (TAP)[1] (**Figure 1.1**). It provides a summary of steps one to six in Stage 1 - Option Development of the appraisal process, including the review and summary of the work to date undertaken by or for OCC.

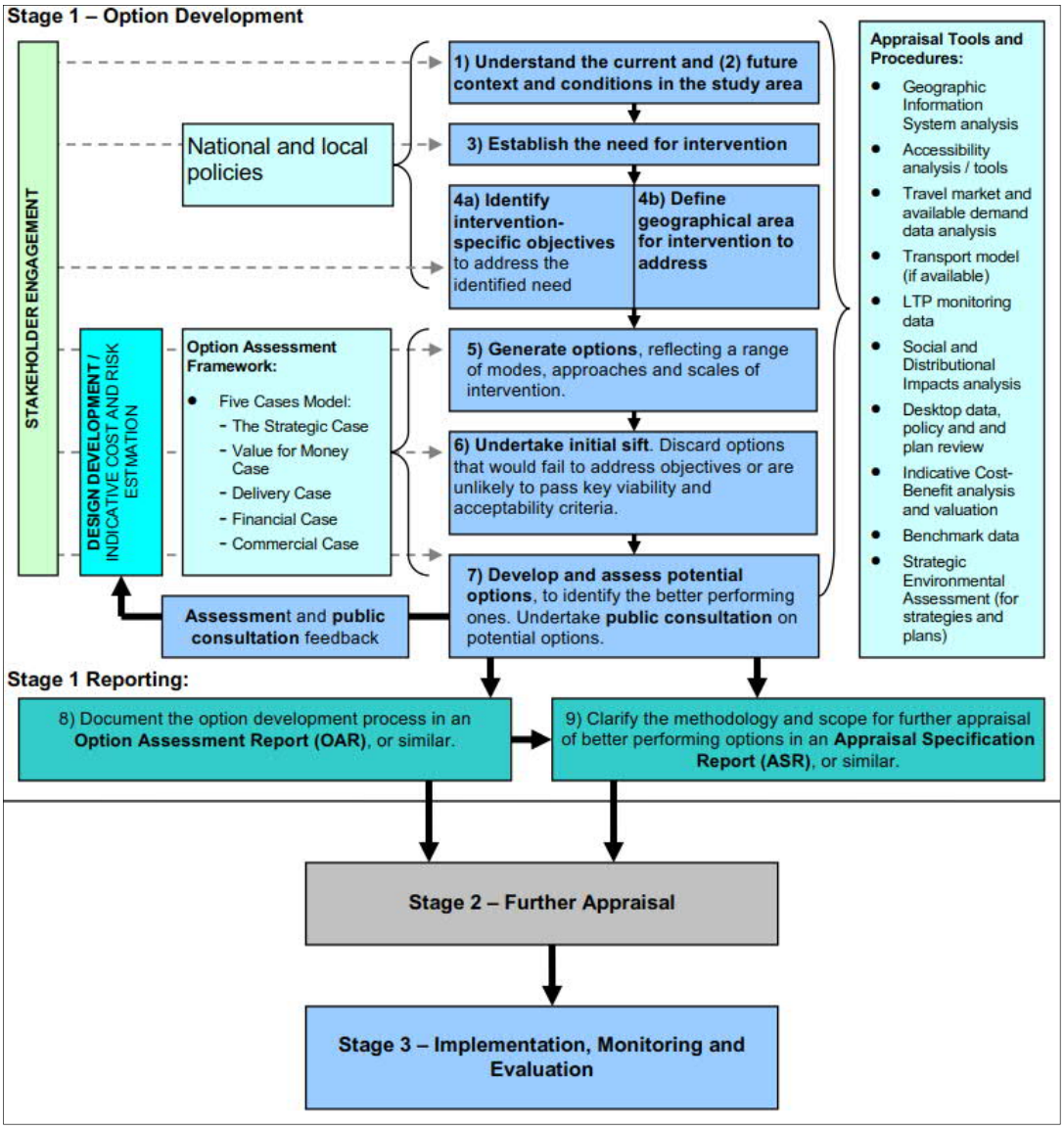

Figure 1.1. DfT's Transport Appraisal Process

Source: Transport Appraisal Process (DfT, 2018)

1.3.2 An Appraisal Specification Report has not been prepared at the time of writing.

1.3.3 Following this introductory section, this report is structured as follows:

- Section 2: Baseline and Future Conditions Analysis;

[1] Department for Transport (2018) Transport Analysis Guidance: The Transport Appraisal Process. *https://www.gov.uk/government/publications/webtag-transport-appraisal-process-may-2018*

- Section 3: Policy Context and Objectives;
- Section 4: Option Generation;
- Section 5: Option Sifting; and
- Section 6: Conclusions and Next Steps.

2. Baseline and Future Conditions Analysis

2.1 Introduction

2.1.1 This section of the report provides a summary of the existing data and previous work reviewed in order to identify key challenges in the study area, which would help inform the development of objectives. These objectives will be critical in later stages to assess and sift options, as well as becoming a key component against which the final proposed solution will be appraised and, following implementation, evaluated.

2.2 Geographic Context

2.2.1 Watlington is situated in the south east of Oxfordshire, in South Oxfordshire District, as seen in **Figure 2.1**. It is rurally situated with the larger settlements of Wallingford to the south west, Princes Risborough to the north east and Oxford to the north west.

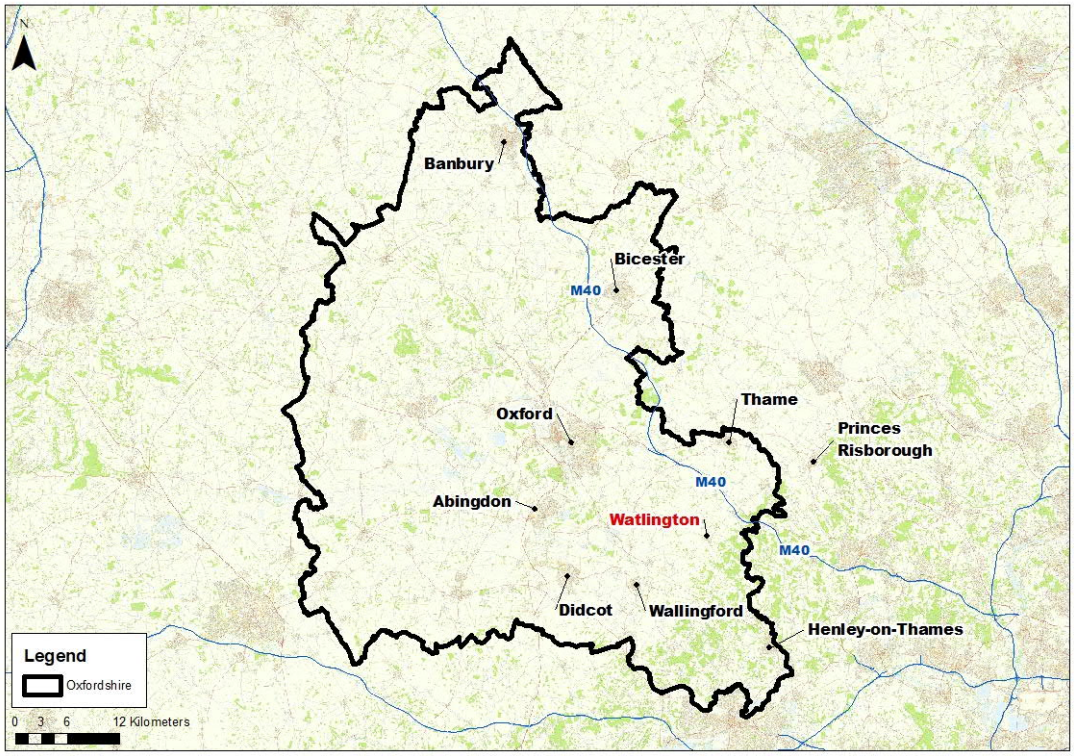

Figure 2.1.Watlington situated in South Oxfordshire District

2.2.2 The following parishes surround Watlington, as shown in **Figure 2.2**:

- Pyrton;
- Shirburn;
- Britwell Salome;
- Cuxham and Easington.

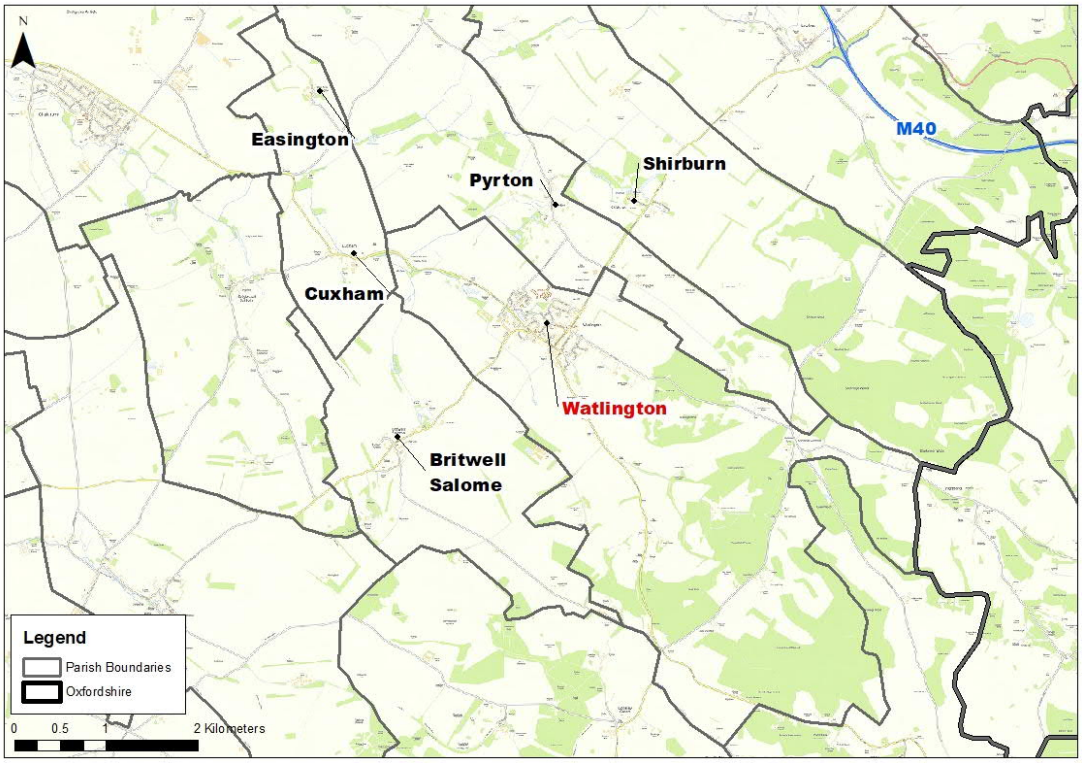

Figure 2.2. Watlington and surrounding parishes

2.3 Data Review

2.3.1 A series of existing studies, strategies and data have been used to understand the local context. Given the significant amount of work already undertaken to understand and assess current and future issues in the area, as well as potential solutions, only a summary of the most pertinent points is presented in this report. The key sources of information are as follows:

- Watlington Neighbourhood Development Plan[2]
- Pyrton Neighbourhood Plan[3]
- South Oxfordshire Local Plan 2011-2034[4]
- Watlington Traffic Study 2014[5]
- Watlington Parking Study 2016[6][7]
- Watlington Air Quality[8]
- Watlington Statement of Case[9]

[2] http://www.watlingtonnp.org.uk/Watlington-Neighbourhood-Plan/UserFiles/Files/WNDP1%20Watlington%20Neighbourhood%20Development%20Plan%20MADE%20VERSION.pdf
[3] http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/neighbourhood-plans/pyrton-neighbourhood-p
[4] http://www.watlingtonnp.org.uk/Watlington-Neighbourhood-Plan/UserFiles/Files/SODC%20LP2034%20Publication%20document%20jan%202019.pdf
[5] http://www.watlingtonnp.org.uk/Watlington-Neighbourhood-Plan/UserFiles/Files/TPP%20Watlington%20Traffic%20Study%20Report%20(final).pdf
[6] http://www.watlingtonnp.org.uk/Watlington-Neighbourhood-Plan/surveys-15290.aspx
[7] https://www.researchgate.net/profile/Mohamed_Mourad_Lafifi/post/Exit-of-Vehicle-parking-in-VISSIM/attachment/5eaf1fd1f155db0001f94192/AS%3A887195288215553%401588535248967/download/Watlington+Traffic+Modelling+240223+v2.pdf
[8] Watlington Air Quality.pdf
[9] Watlington Statement of Case.pdf

- Watlington Traffic Case[10]
- Watlington Relief Road - Flood Risk & Mitigation[11][12][13]
- Oxfordshire County Council Local Transport Plan 4 2015-2031[14]
- Department for Transport Trip End Model Presentation Program (TEMPro)[15]
- Department for Transport National Trip End Model (NTEM) – traffic growth estimates[16]
- Department for Transport Road Traffic Statistics – traffic count information for Strategic Road Network[17]
- Highways England Webtris – traffic count information for the Strategic Road Network[18]
- Bus timetable information – Oxfordshire County Council and Stagecoach[19][20]
- Department for Environment, Food and Rural Affairs, UK Air Information Resource[21]
- Department for Environment, Food and Rural Affairs MAGIC geographical information on the natural environment[22]
- Natural England / Defra open data[23]
- Crashmap road collision data[24]
- Office for National Statistics - UK Census 2011[25][26]
- Oxfordshire Definitive Map – public rights of way[27].

2.3.2 Additionally, the following technical notes and data were used:

- Watlington Relief Road Traffic Modelling[28]
- Land Acquisition Strategy[29]
- Watlington Relief Road events[30]
- Watlington Relief Road HLC report[31]
- Watlington Relief Road monuments report[32]

[10] Watlington Traffic Case.pdf
[11] Watlington Relief Road Product 4 Data_2016.pdf
[12] THM_172472 Product 4.pdf
[13] 127706-02.pdf
[14] https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshirevol1policyandoverallstrategy.pdf
[15] https://data.gov.uk/dataset/11bc7aaf-ddf6-4133-a91d-84e6f20a663e/national-trip-end-model-ntem
[16] https://www.gov.uk/government/publications/tempro-downloads
[17] https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints
[18] https://webtris.highwaysengland.co.uk/
[19] https://www.oxfordshire.gov.uk/residents/roads-and-transport/public-transport
[20] https://bustimes.org/localities/watlington-oxon
[21] https://uk-air.defra.gov.uk/aqma/maps/
[22] https://magic.defra.gov.uk/
[23] https://naturalengland-defra.opendata.arcgis.com/maps/edit?content=Defra%3A%
[24] https://www.crashmap.co.uk/
[25] https://www.ons.gov.uk/census
[26] https://www.ons.gov.uk/census/2011census/2011censusdata/originanddestinationdata
[27] https://www.oxfordshire.gov.uk/residents/environment-and-planning/countryside/countryside-access/public-rights-way/public-rights-way-online
[28] Watlington Relief Road Traffic Modelling Technical Note (TNA01-A), prepared by AECOM and issued to OCC on 23/10/2020
[29] Watlington Relief Road Material to inform Land Acquisition Strategy, prepared by OCC on 02/10/2020
[30] HER 20-69 Watlington Relief Road events report, issued on 02/10/2020
[31] HER 20-69 Watlington Relief Road HLC report, issued on 02/10/2020
[32] HER 20-69 Watlington Relief Road monuments report, issued on 02/10/2020

- Oxfordshire County Council - transport projects screening[33]

2.3.3 Alignment and site drawings were also provided to AECOM by OCC:

- Beechcroft Red Line
- Topographical Survey Data
- Site Layout Colour[34]
- Cuxham Road S278 Works General Arrangement Plan[35]
- Britwell Road Phase 1 S278 Works General Arrangement[36]

2.4 Current and Future Conditions

2.4.1 As part of the initial stage of option development, it is important to understand the current and future context, and transport conditions in the study area, including the main issues and the proposals that have been put forward in recent years to address these issues.

2.4.2 The local context and, where appropriate, current and future trends for the following are discussed in this section:

- Current transport related problems
- Environmental issues
- Travel patterns and mode share
- Cycle network and public rights of way
- Public transport
- Access to the Strategic Road Network (M40)
- Collisions
- Future growth.

Current transport related problems

2.4.3 In 2014, the Watlington Traffic Study[5] was carried out in order to establish the more critical traffic-related issues there were present at the time and which largely persist today. Key observations from the study include that the main arterial routes through the town centre – the B4009 Couching Street and B480 Brook Street – are theoretically operating within capacity, however traffic queues and delays are caused by obstruction of traffic movements due to on-street parking, in particular on Couching Street.

2.4.4 Secondly, Pyrton Lane, which feeds into the north-western part of Watlington, in conjunction with Station Road, which connects Pyrton village with the B4009 Shirburn Road, were observed as being used by motorists as a ‘rat run’, especially in the AM period, to avoid congestion through Watlington.

2.4.5 The study also reports that Automatic Traffic Counters (ATC) were installed to collect traffic flow data on four key roads: B4009 Shirburn Road, B480 Howe Road, B4009 Britwell Road and B480 Cuxham Road. **Table 2.1** and **Table 2.2** present the results included in the Watlington Traffic Study[5].

[33] 127200 (OCC transport projects screening).pdf
[34] 25788 SM000-SL-003e(Site Layout Colour) ISSUED.pdf
[35] JKK10252_100-P1-Cuxham Road S278 Works General Arrangment Plan.pdf
[36] JKK10252_120-P1-Britwell Road Phase 1 S278 Works General Arrangement.pdf

2.4.6 **Table 2.1** shows that most traffic routes through Shirburn Road, especially in the 07:00-08:00 AM peak. This accounts for approximately 45% of all traffic counted on the four key roads. Additionally, the study reports that 85% of traffic in the AM peak and 82% of traffic in the PM peak in Watlington is through-traffic.

2.4.7 **Table 2.2** shows that Shirburn Road and Britwell Road have the highest number of large Heavy Goods Vehicles (HGVs). HGV counts on Cuxham Road were very low, indicating that HGVs tend not to go through Watlington. They are potentially using an alternative route to reach the M40 and other key destinations. No HGVs were recorded in the PM peak on any road.

Table 2.1. Average total weekday traffic flows

Link	AM Peak (07:00- 08:00)	AM Peak (08:00- 09:00)	PM Peak (17:00- 18:00)	12-hour (07:00- 19:00)	24-hour
B4009 Shirburn Road	1,017	993	986	8,583	10,454
B480 Howe Road	302	328	319	2,978	3,495
B4009 Britwell Road	568	524	561	4,763	5,788
B480 Cuxham Road	247	266	283	2,455	2,937

Table 2.2. Average weekday ATC counts of large HGVs

Link	AM Peak (07:00- 08:00)	AM Peak (08:00- 09:00)	PM Peak (17:00- 18:00)	12-hour (07:00- 19:00)	24-hour
B4009 Shirburn Road	7	10	0	53	58
B480 Howe Road	2	1	0	10	11
B4009 Britwell Road	3	5	0	39	46
B480 Cuxham Road	3	3	0	13	15

2.4.8 In 2016, the Watlington Parking Study[6] was carried out in order to understand the impacts of proposals to remove on-street parking on traffic congestion in the town centre. The collected data revealed that congestion issues occur in both AM and PM peak periods: “In the AM period the queues extended to the Gorwell junction in the southbound direction, occasionally reaching back as far as the Cuxham Road junction and around the sharp bends onto Ingham Road in the northbound direction and onto side roads not included in the model. In the PM period, the southbound queue was not seen to extend past Davenport Place, the northbound queue was similar in extent to the AM and extended around the bends onto Ingham Road”. It is also stated that HGVs are travelling through the town centre’s narrow roads creating concerns around noise, air quality and safety.

2.4.9 VISSIM modelling[7] was undertaken to test journey times and junction delays on three junctions: B4009 / Cuxham Road, B480 / Couching Street and B4009 / High Street / Hill Road. The modelling exercise assessed a base year of 2016 and forecast year of 2033 with and without on-street parking. The results showed that removing on-street parking would reduce average journey times by 60 seconds in the AM peak and by 30 seconds in the PM peak along Couching Street in the northbound direction in 2033. Average journey times in the southbound direction increased by 150 seconds towards the end of the AM and PM peaks in 2033 when on-street parking is removed. The study concluded that removing the on-street parking by 2033 will result in a significant increase in average queues along Couching Street, reaching 430m

southbound and 320m northbound in the AM peak and 474m southbound and 156m northbound in the PM peak.

2.4.10 The above show that junction delays by 2033 would be significantly higher than the delays experienced in 2016, even without the on-street parking. Total network delay in the AM peak was suggested to be 223 hours higher peak between the 2016 and 2033 Do Minimum scenarios and 43 hours between the Do Something scenarios. Similar results were derived for the PM peak. Thus, the level of delay will still increase significantly by 2033 and a more drastic intervention would be necessary to address the issue of vehicle delay.

2.4.11 Using the DfT's Trip End Model Presentation Programme (TEMPro), the study reports that it was estimated that between 2014 and 2031, there would be a 6%-8% increase in background traffic growth. The study concluded that this traffic growth would intensify the existing traffic congestion issues, thus escalating concerns around noise, air quality and safety.

2.4.12 Further checks on traffic growth have been undertaken by AECOM using TEMPro v7.2 (the most recent version available at the time of writing). National projections consider that trip end productions and attractions relating to the South Oxfordshire 008 Middle Super Output Area (MSOA), where Watlington is situated, will grow by approximately 12% between 2020 and 2034 (the horizon year for the South Oxfordshire Local Plan). This is believed to negatively impact the current traffic conditions in the area if a scheme to mitigate traffic-related challenges was not implemented.

Environmental issues

Air Quality

2.4.13 In 2009, the Watlington area was found to have high levels of the pollutant Nitrogen Dioxide (NO_2), which led to sections of roads through Watlington being declared as an Air Quality Management Area (AQMA) by Defra. The key areas of concern included the B480 Brook Street between the Gorwell junction (B480/B4009) to the Watcombe Road junction (adjacent to St Edmund Campion Roman Catholic Church) as well as the length of the B4009 along Counching Street and Shirburn Road.

2.4.14 As can be seen in **Figure 2.3** the AQMA covers a large part of the B4009, which is the key road running through the centre of Watlington. Measures to manage traffic movements could help improve air quality in the area.

Figure 2.3. AQMA Watlington[37]

Water Environment and Flood Risk

2.4.15 Baseline water environment and flood risk could potentially impact and restrict scheme options.

2.4.16 The UK Government's Flood Risk Map for Planning website[38] indicates that, with regard to fluvial flooding, the study area is mainly in Flood Zone 1 (see **Figure 2.4.**). This is land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1% Annual Exceedance Probability (AEP)). The exception is to the south of the B480 (Cuxham Road), where Chalgrove Brook is marked as Flood Zone 3 (1 in 100 or greater annual probability of river flooding (>1% AEP)). There are patches of Flood Zone 2 and Flood Zone 3 in the field belonging to Bloor Homes to the south of Chalgrove Brook river (between 0.1% and 1% AEP).

2.4.17 The UK Government's Long Term Flood Risk website[39] indicates that the study area is generally at Very Low risk of surface water flooding (each year this area has a chance of flooding of less than 0.1%). However, south of the B480 (Cuxham Road) there are areas of High Risk (annual chance of flooding of greater than 3.3%) in the immediate vicinity of Chalgrove Brook, and low (annual chance of flooding of between 0.1% and 1%) and medium risk (chance of flooding of between 1% and 3.3%) within the field owned by Bloor Homes.

2.4.18 According to the Highways Agency Drainage Data Management System website (HADDMS)[40], there is limited potential for groundwater flooding across the majority of the study area. However, the Watlington Neighbourhood Development Plan Strategic Flood Risk Assessment (SFRA)[41] indicates that there have been

[37] Defra: https://uk-air.defra.gov.uk/aqma/details?aqma_ref=583
[38] https://flood-map-for-planning.service.gov.uk/
[39] https://flood-warning-information.service.gov.uk/long-term-flood-risk
[40] https://data.gov.uk/dataset/bb85340f-7f98-445f-b56c-70018151bdcf/highways-agency-drainage-data-management-system-haddms
[41] http://www.watlingtonnp.org.uk/Watlington-Neighbourhood-Plan/UserFiles/Files/23-10-17/WNDP14%20Flood%20Risk%20Assessment%20and%20Sequential%20Test%20Oct%202017.pdf

groundwater flooding issues within Watlington. This describes that Chalgrove Brook river is fed by groundwater stored within the underlying chalk geology, which may rise to the ground surface as spring flows after prolonged rainfall. This was most notable in February 2014, where following months of prolonged rainfall, groundwater levels in the underlying chalk bedrock rose. Severe flooding affected parts of the town (e.g. the roads of Station Road, Brook Street, Spring Lane, Gorwell and The Goggs) for several weeks. Groundwater formed a continuous stream of water from Lower Hill Road to the junction between the High Street and Shirburn Road. Properties were evacuated and internally flooded in The Goggs and Shirburn Street, while property gardens on Hill Road were flooded by spring flows from fields to the south.

2.4.19 Overall, Watlington is not at risk from reservoir flooding or of flooding from canals as indicated by the studies available for the area.

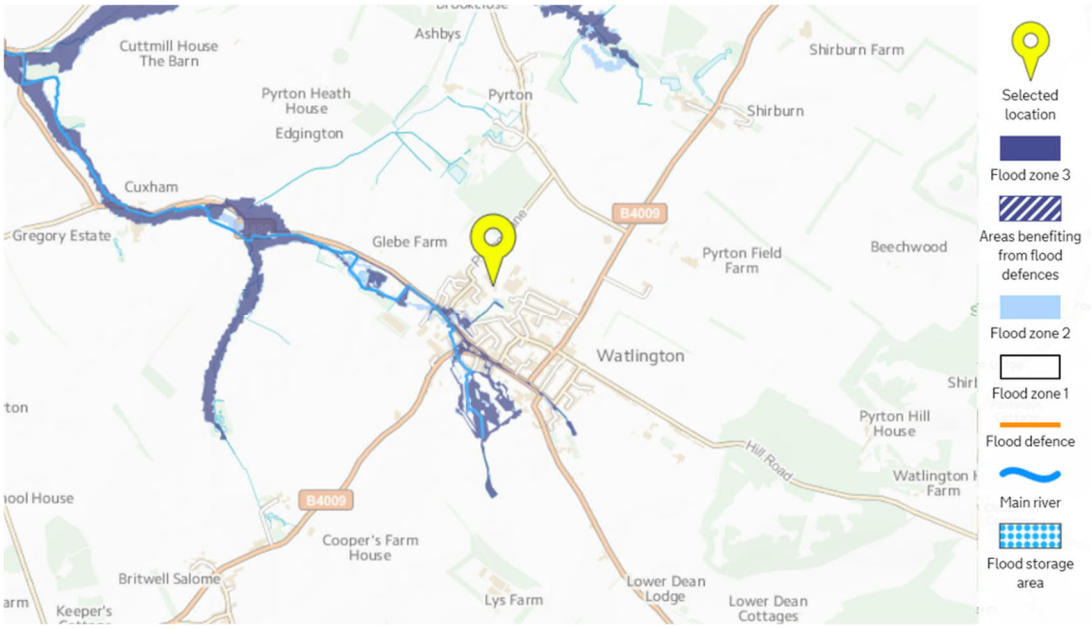

Figure 2.4. Flood Zones near Watlington[42]

Landscape

2.4.20 Watlington is not covered by any landscape related designations; nor is it within a Conservation Area or Registered Historic Park and Garden. As shown in **Figure 2.5** Sites of Special Scientific Interest (SSSI) are situated south east and north east of the town, however no land directly in Watlington is classed as a SSSI.

[42] https://flood-map-for-planning.service.gov.uk/confirm-location?easting=468633&northing=194858&placeOrPostcode=Watlington

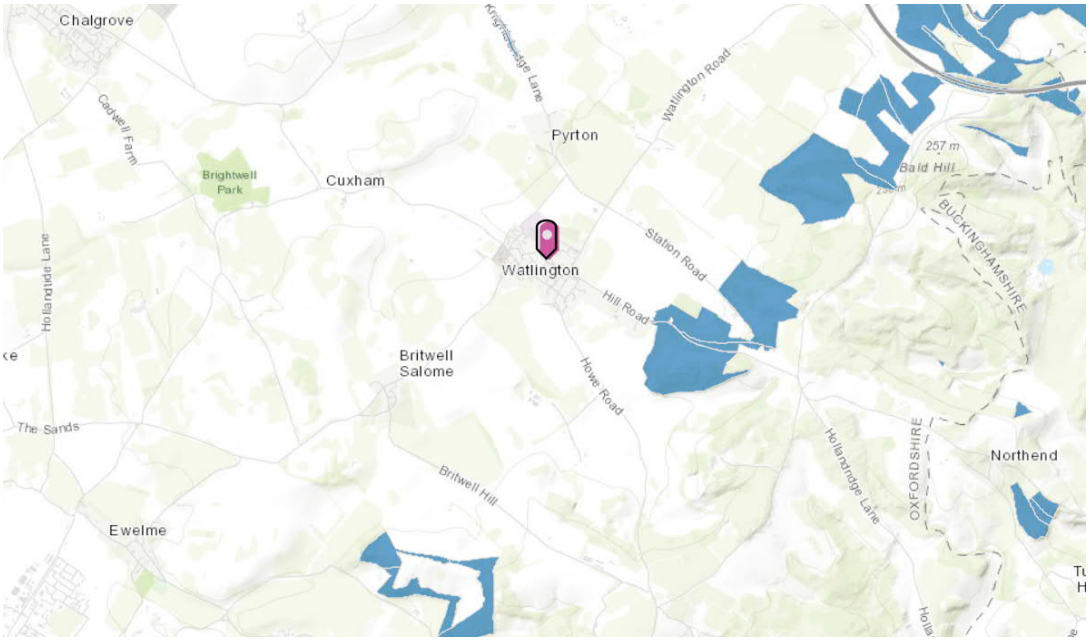

Figure 2.5. Sites of Special Scientific Interest (shown in blue)[43]

2.4.21 Watlington Conservation Area[44] covers most of the village, with many listed buildings in the southern part of the village. Pyrton Conservation Area[45] is the immediate north-west of the eastern part of the Site (Pyrton Manor) and the designation extends across Pyrton. Shirburn Conservation Area is to the immediate north-east of the eastern part of the Site, on the opposite side of Pyrton Lane (shown in **Figure 2.6**).

[43] https://naturalengland-defra.opendata.arcgis.com/maps/edit?content=Defra%3A%3Asites-of-special-scientific-interest-units-england
[44] http://www.watlingtonnp.org.uk/Watlington-Neighbourhood-Plan/UserFiles/Files/23-10-17/WNDP9%20Photographs%20Watlington%20Conservation%20Area%20Views.pdf
[45] https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/09/Pyrton-Conservation-Area-Appraisal.pdf

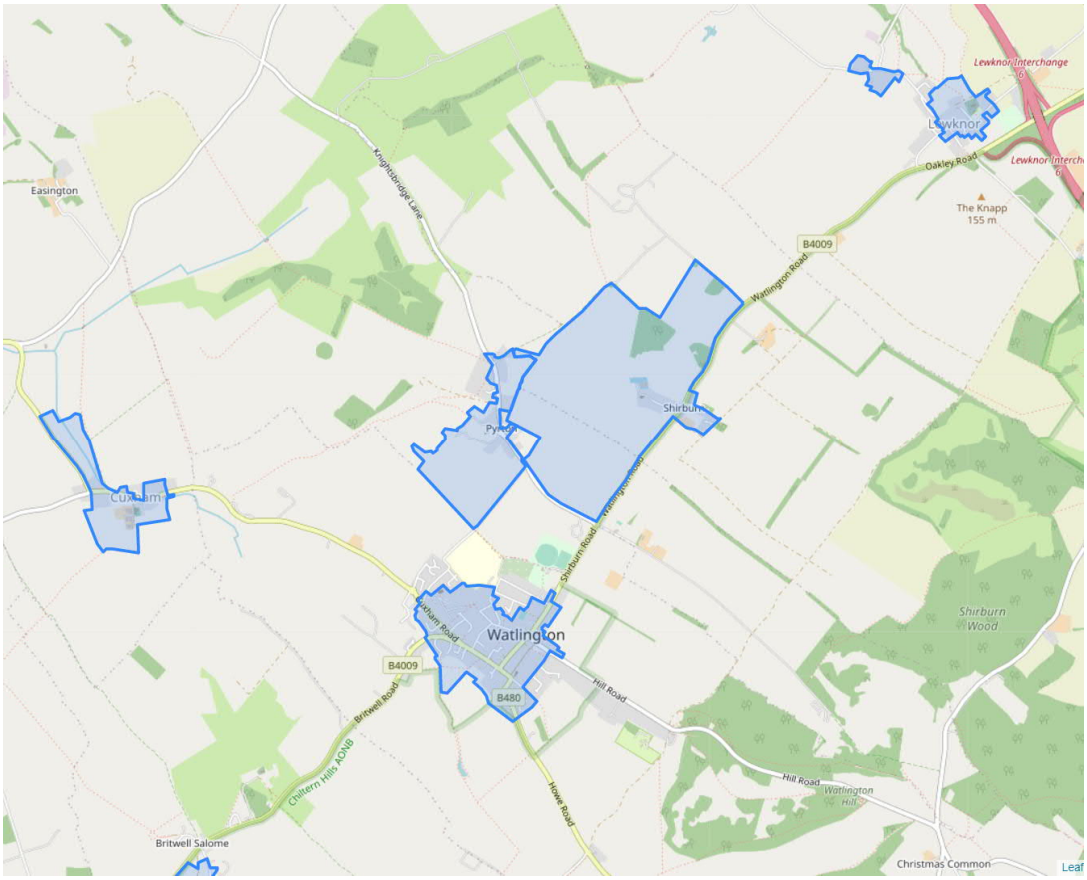

Figure 2.6. Conservation Areas around Watlington (marked in blue)[46]

2.4.22 The Chilterns Area of Outstanding Natural Beauty (AONB) is to the immediate south of the eastern part of the site (see **Figure 2.7**). The AONB extends from the elevated land to the south of Watlington, to the B4009. Given the town's proximity to the AONB, it is considered to form part of the AONB setting.

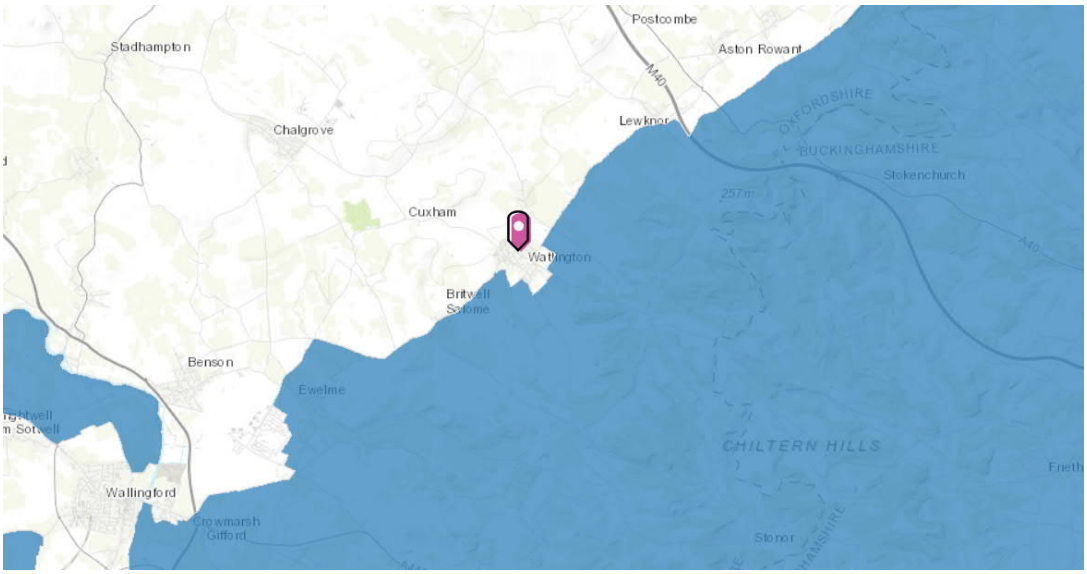

Figure 2.7. Area of Outstanding Natural Beauty (shown in blue)[47]

2.4.23 The Chilterns AONB Management Plan[48] identifies that there is increasing pressure for both large and small-scale development within the setting of the AONB and that "development and land management proposals, by virtue of their nature, size, scale,

[46] https://www.homipi.co.uk/conservation-areas/south-oxfordshire/#map
[47] https://naturalengland-defra.opendata.arcgis.com/maps/edit?content=Defra%3A%
[48] https://www.chilternsaonb.org/conservation-board/management-plan.html

siting, materials or design could be considered to have an impact, either positive or negative, on the natural beauty and special qualities of the Chilterns AONB".

2.4.24 The Watlington Design Guide[49], which sets out design guidance for the settlement, acknowledges relevant specific constraints relating to the National Trust property at Watlington Hill, which lies to the south of the town.

2.4.25 The primary constraints around landscape are the proximity of the AONB, the proximity of the scheme to Conservation Areas and Registered Historic Parks and Garden and the perception of coalescence with Pyrton. These aspects, but particularly the impact to the setting of the AONB, have the potential to result in significant landscape and visual effects.

Travel patterns and mode share

2.4.26 As can be seen in **Figure 2.8** overleaf, Watlington is situated in a rural location at least 10 miles from the nearest larger settlement with a higher concentration of key services. It is surrounded in the more immediate area by an assortment of smaller settlements which could generate trips to, from and through Watlington.

2.4.27 Further afield, there are larger settlements which may attract journeys from Watlington, or potentially through the town such as Wallingford and Princes Risborough. However, as will be discussed in more detail in following section, the travel options to and from Watlington are limited in part due to its rural location. **Table 2.3.** shows the journey times between Watlington and nearby settlements during a weekday AM peak.

Table 2.3. Travel times by car to key surrounding settlements from Watlington (weekday AM peak)

Destination	Journey time	Approximate Crow Fly Distance
High Wycombe (Centre)	18-35 minutes	15 miles
Oxford centre	35-55 minutes	21 miles
Thame	14-22 minutes	10 miles
Chinnor	10-18 minutes	6 miles
Princes Risborough	20-30 minutes	10 miles
Benson	7-10 minutes	5 miles
Chalgrove	6-8 minutes	4 miles
Wallingford	14-22 minutes	10 miles
Henley-on-Thames	20-30 minutes	14 miles

Source Google Maps, Tuesday 07.45 am

2.4.28 Census 2011 Journey to Work data was reviewed in order to understand the patterns of journeys to and from Watlington. **Figure 2.9** shows commuting journeys travelling from Watlington to other areas for work (excluding any internal journeys of people living and working in Watlington). The darker shade of green indicates a higher number of journeys and so Henley-on-Thames and Wallingford are identified as key places where Watlington residents travel to for work. Other key areas include the

[49] http://www.watlingtonnp.org.uk/Watlington-Neighbourhood-Plan/UserFiles/Files/WNDP11%20Watlington%20Design%20Guide%20-Referendum%20version%20(2).pdf

directly adjacent surrounding rural areas both within Oxfordshire and over the border in Buckinghamshire, as well as the county town of Oxford.

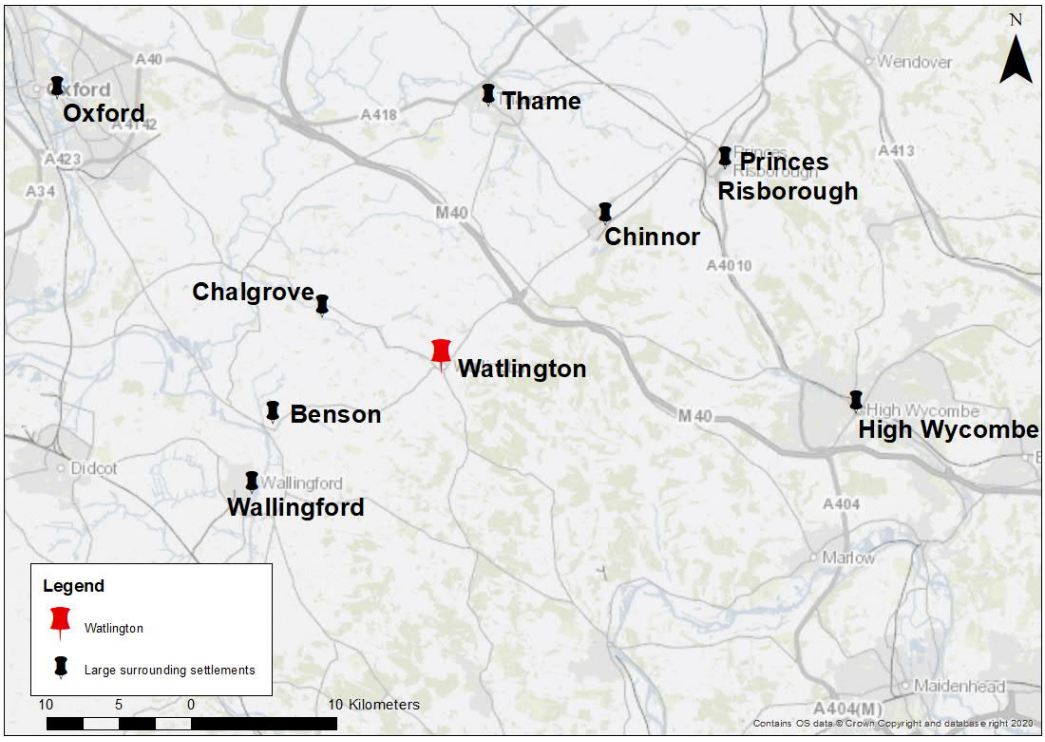

Figure 2.8. Surrounding settlements

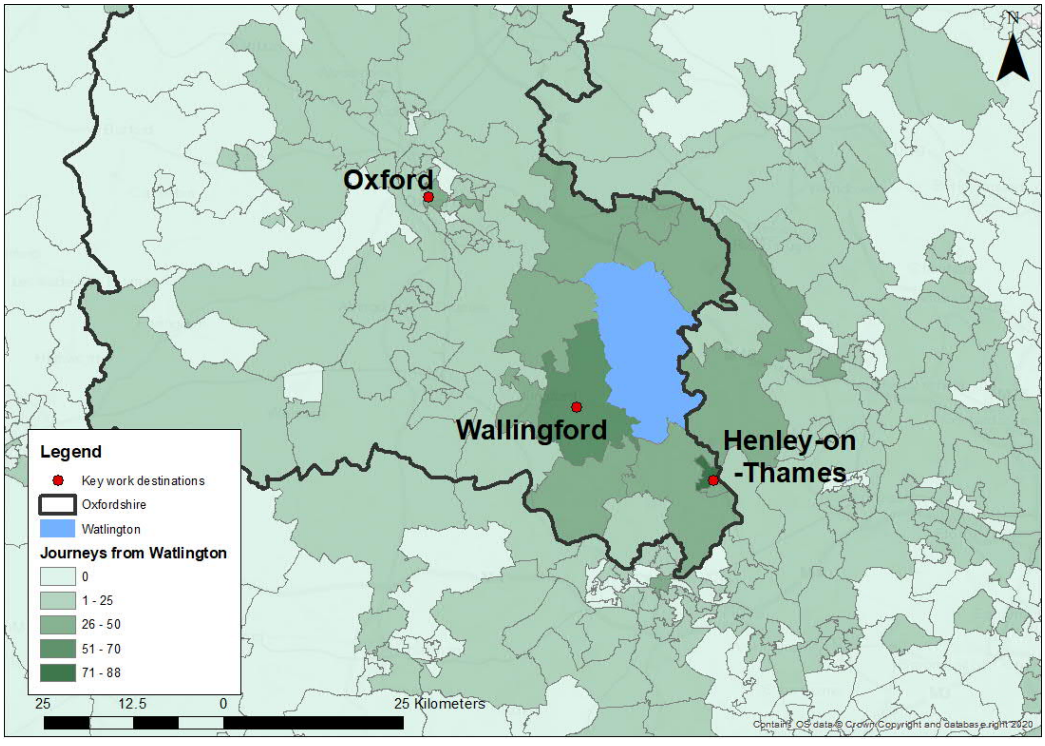

Figure 2.9. Journeys from Watlington to places of work (no internal journeys) - Census 2011 JTW

2.4.29 **Figure 2.10** shows journeys travelling from outside to Watlington for work (again excluding any internal journeys of people working and living in Watlington). Most trips can be seen to originate from Stadhampton, a village to the west of Watlington. Other key places generating work journeys to Watlington include Thame, Wallingford and Mapledrum. A considerable number of journeys are shown to be generated in two additional zones adjacent to Thame; these concern a portion of Thame combined

with a rural area, and Stokenchurch which is in an area outside of the Oxfordshire boundary. Overall, journeys to work from Watlington generate more trips to further out areas, whereas dense numbers of trips to Watlington for work come from Wallingford and an assortment of villages and hamlets which surround the town (although these are not significant in number). Generally, the highest number of work-related journeys come from adjacent or areas geographically located close by.

2.4.30 It is recognised that this analysis is limited to journeys to work, and that there are other trip purposes that may generate different spatial patterns. Icknield Community College draws in pupils not only from Watlington but the wider surrounding rural area but is unlikely to extend as far as other larger towns which accommodate their own schools. Given the limited scale and range of key services and retail in Watlington, this is expected to generate trips to larger settlements including Wallingford as not everyone's needs will be fully met within the town.

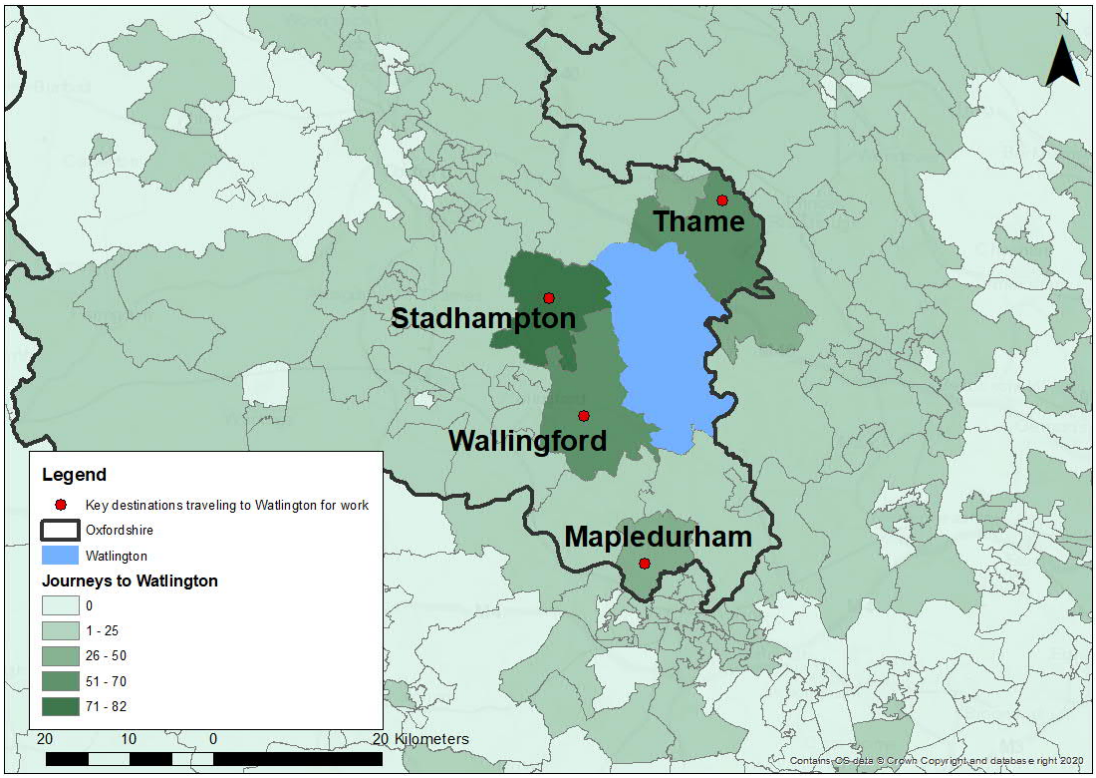

Figure 2.10. Journeys to Watlington for work (no internal journeys) - Census 2011 JTW

Vehicle trips through Watlington

2.4.31 In the absence of strategic transport modelling, it is not possible to easily identify where trips, which neither begin nor end in Watlington but are using roads through the town, are routing to and from. As referenced in the Watlington Traffic Study, a high proportion of traffic in Watlington is thought to be through trips. Given that Watlington lies on two cross-country B-roads linking a range of towns and villages, it is likely these roads will facilitate some longer distance trips. Neither of these B-roads are considered to be major arteries, however they will represent the shortest route between settlements and also, crucially, the B4009 provides access to the M40 motorway.

Transport mode share

2.4.32 Census journey to work (JTW) data was broken down further in order to understand the mode in which people were travelling to work. The breakdown of modes can be seen in **Table 2.4.** All journeys of people both living and working in Watlington have been removed, the reason being the zone, which data is made available for in the

Census, is much larger than the town of Watlington and includes surrounding countryside and will therefore influence mode share.

2.4.33 For journeys from Watlington to work, 82% are made by car, and for journeys to Watlington for work 86% are made by car. These figures indicate there is very high car dependency in Watlington, which is due the town's rural location, the dispersed pattern of trips in multiple directions (as discussed earlier, i.e. no one major origin or destination of trips) and poor public transport connections (discussed later). Such high car use is not surprising when the level of car ownership in the area is considered. In South Oxfordshire, the percentage of households with a car or van in 2012 was 88.4%, whereas in comparison, the percentage in Oxford was 66.5%. The district is currently highly dependent on cars and, given the projected housing and population growth in the area, journeys by car would increase even more if alternative transport solutions are not considered for the mitigation of transport related challenges.

2.4.34 In order to benchmark Watlington's car dependency, Census JTW mode share was calculated for surrounding areas. When comparing high car use to surrounding areas, mode share calculations showed that for journeys from the larger settlement of Wallingford to work, 60% were made by car, and 66% for the town of Thame. For journeys going to Wallingford for work 76% travelled by car compared with 79% for Thame. In comparing Watlington results to Wallingford and Thame, overall car use is higher for outbound than inbound trips. This points to the fact that car dependency is much higher in Watlington than it is in surrounding areas. Wallingford and Thame are larger settlements, neither of which are on the national rail network but are likely to support additional bus services.

Table 2.4. Journeys between Watlington and workplaces and mode share (no internal journeys)

Mode	Outbound from Watlington to work		Inbound to Watlington for work	
	Journeys	Mode share %	Journeys	Mode share %
Work mainly at or from home	0	0%	0	0%
Underground-metro-light rail-tram	17	1%	5	1%
Train	77	4%	3	0%
Bus-minibus-coach	66	4%	22	2%
Taxi	2	0%	1	0%
Motorcycle-scooter-moped	16	1%	1	0%
Driving a car or van	**1,503**	**82%**	**807**	**86%**
Passenger in a car or van	71	4%	54	6%
Bicycle	30	2%	5	1%
On foot	48	3%	33	4%
Other method of travel to work	8	0%	3	0%
Total	**1,838**	**100%**	**934**	**100%**

Cycle network and public right of way

2.4.35 **Figure 2.11**, **Figure 2.12** and **Figure 2.13** show the surrounding cycle and public rights of way networks around Watlington. From these maps it can be seen that there are no dedicated cycle lanes or cycle trails in Watlington town and the only cycle friendly roads are outside the periphery of the town, including The Ridgeway. It can also be seen that Watlington has no designated National Cycle Routes in the local area. South Oxfordshire in general is not well connected through the national cycle network, with the closest national network running through Wallingford, approximately 7 miles south-west or Princes Risborough and 11 miles north-east.

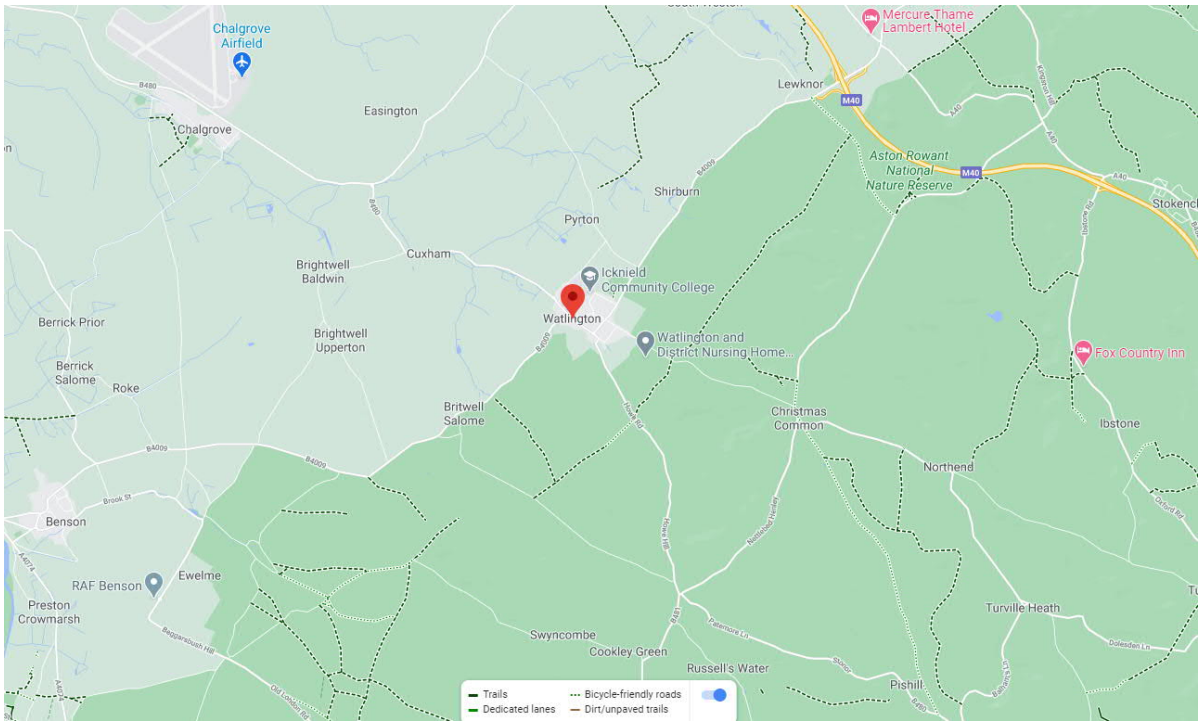

Figure 2.11. Local Cycle Network (Google Maps)

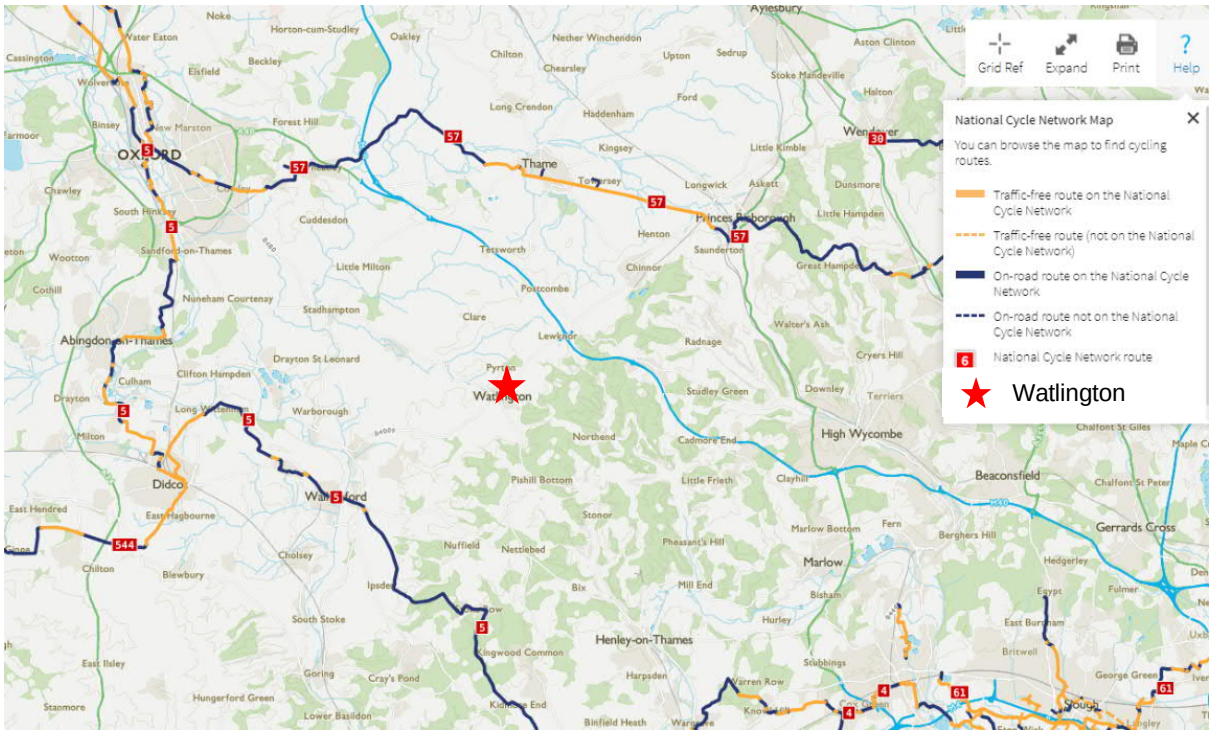

Figure 2.12. National Cycle Network (Sustrans)[50]

[50] https://www.sustrans.org.uk/national-cycle-network

2.4.36 **Figure 2.13** shows the public rights of way around Watlington. A series of designated public footpaths lead across and out of Watlington including a route around the north-eastern edge of Icknield Community College across to Pyrton Lane. There are no footway facilities on the majority of roads leading out of Watlington.

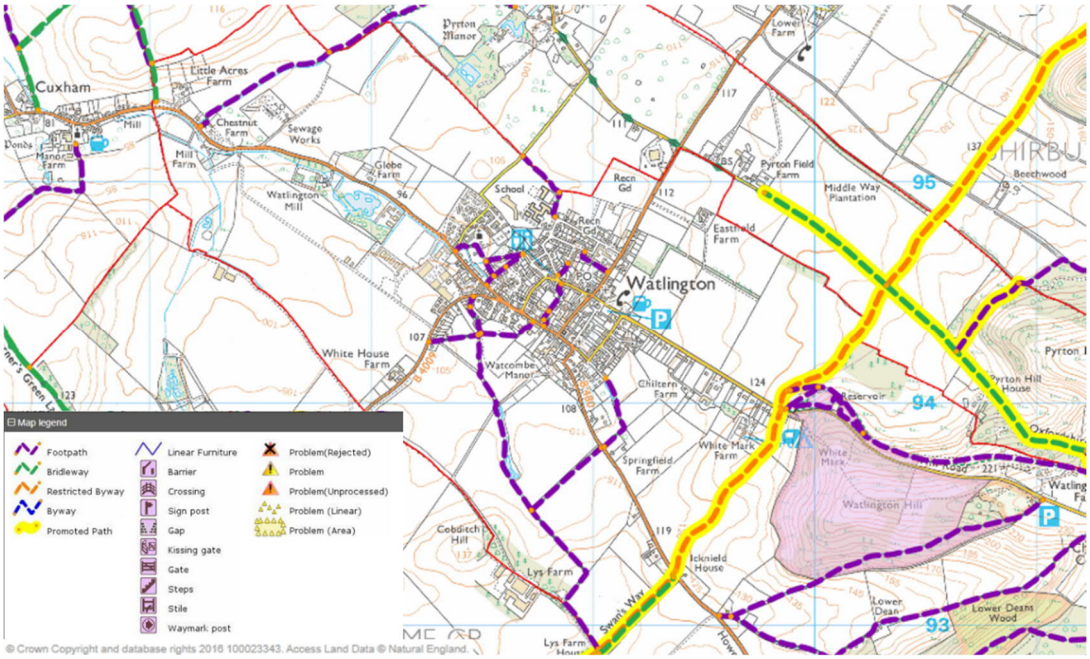

Figure 2.13. Public Rights of Way (OCC)[51]

Public transport

2.4.37 **Table 2.5.** and **Figure 2.14.** to **Figure 2.16.** provide information of the bus services that operate through Watlington. Bus service number 11 connects Watlington to Oxford through Chalgrove and Stadhampton and is considered the most frequent as it travels up to 8 times a day Monday to Saturday and 4 times on Sundays. However, its frequency is variable, which is likely to make it a less appealing choice for travel. The RL30 service is primarily for Icknield Community College, bringing students into Watlington from other areas and only operates from Monday to Friday. Finally, service 137 only operates on Fridays, with two journeys connecting Watlington to Wallingford. With only three bus services and limited running of each, this means overall Watlington is poorly connected to surrounding areas to the east, west and south and could be a reason why car dependency is so high in the area. When this is considered in the context of commuting patterns, the bus services do not align well with the key destinations for journeys to work, such as Wallingford.

Table 2.5. Watlington bus services[52]

Provider	Service	Route	Times
Thames Travel	11	Watlington - Chalgrove - Cowley - Oxford	Monday to Friday 8 times a day from 6 am to 7 pm. Saturday 8 times (different time intervals from Monday to Friday) 8 am to 6.45 pm Sundays 4 times a day 8.25am to 6pm

[51] https://www.gov.uk/right-of-way-open-access-land/use-public-rights-of-way
[52] https://bustimes.org/localities/watlington-oxon

Provider	Service	Route	Times
Redline	RL30	Icknield Community College (Watlington) - Henton	Schooldays only once a day 3 pm
Going Forward Buses	137	Watlington - Ewelme - Wallingford	Only on Friday 10.05 am and 1pm

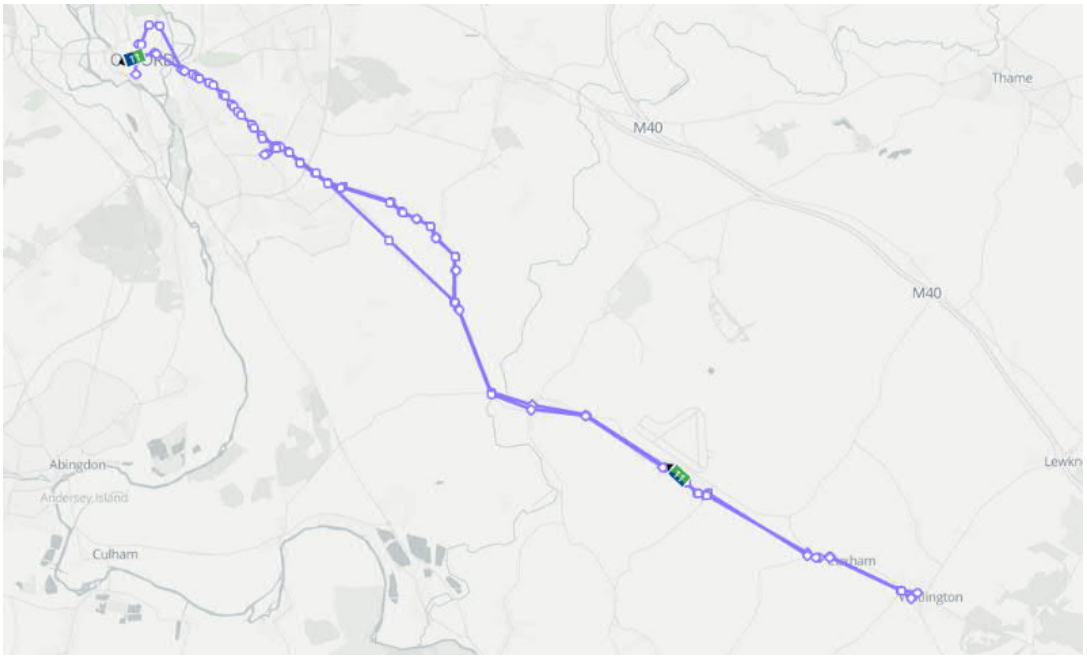

Figure 2.14. Bus service no. 11[53]

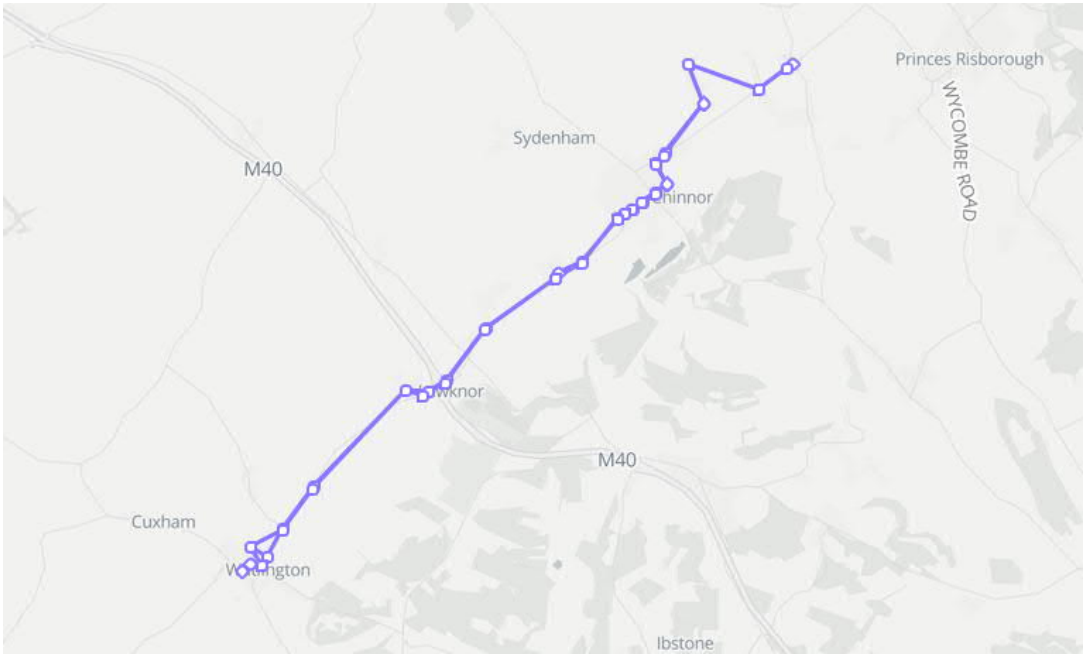

Figure 2.15. Bus service no. RL30[54]

[53] https://bustimes.org/localities/watlington-oxon
[54] https://bustimes.org/localities/watlington-oxon

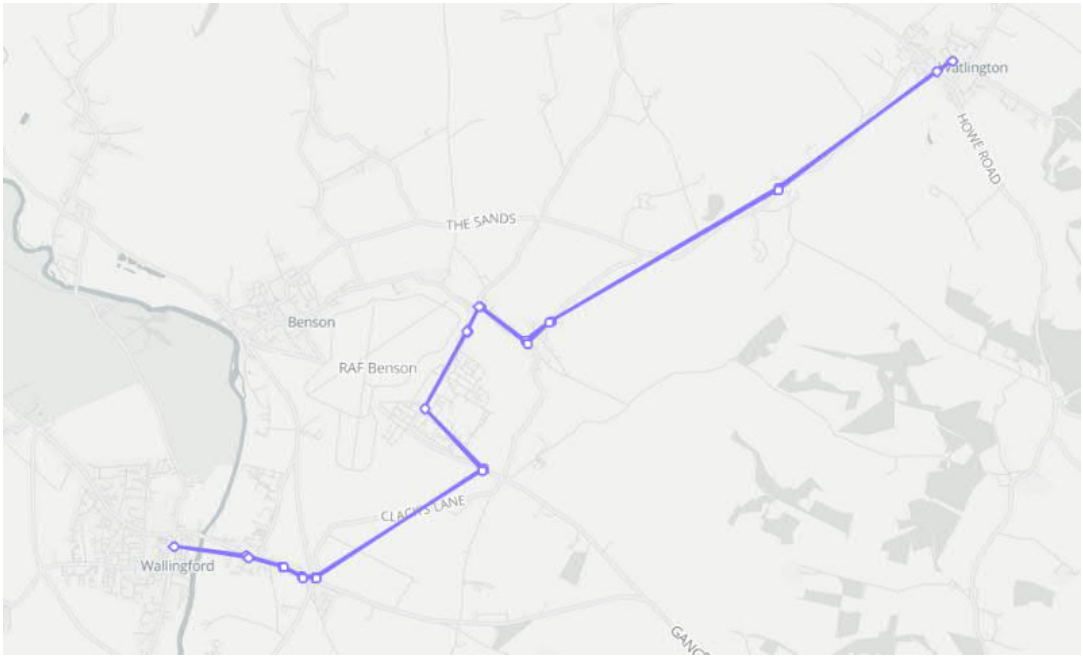

Figure 2.16. Bus service no.137[55]

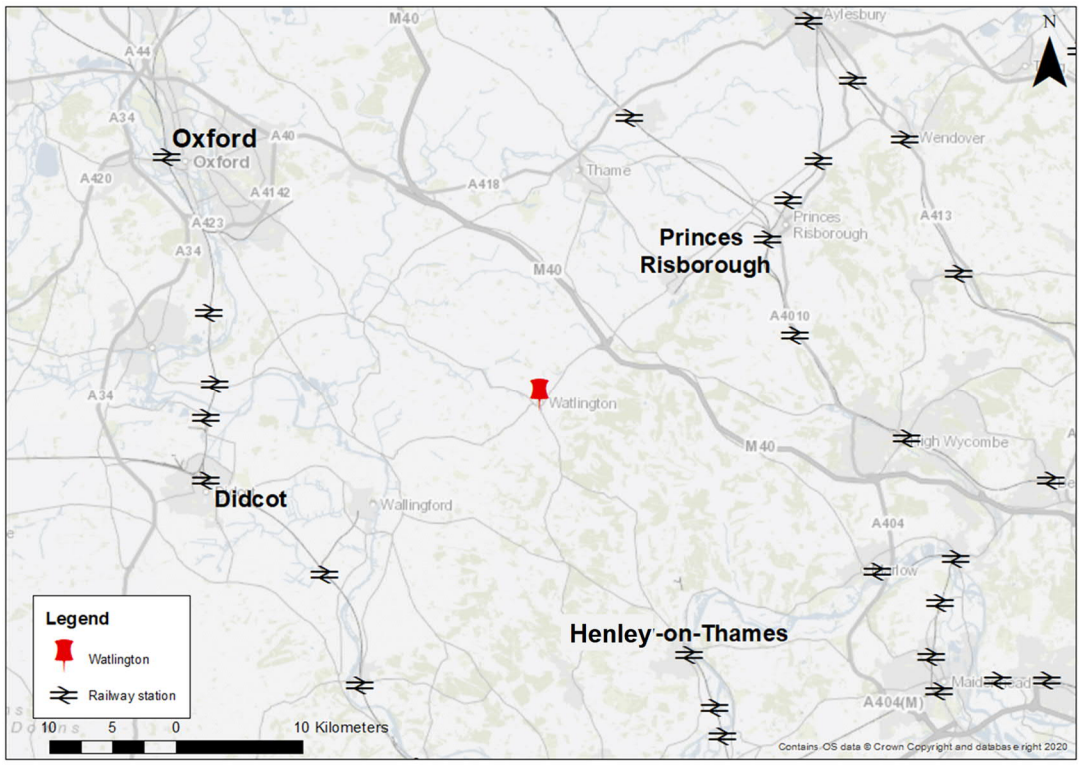

Figure 2.17. Surrounding railway links

2.4.38 **Figure 2.17** shows a map of the nearest railway stations to Watlington. The closest stations that can be seen on the map are Princes Risborough to the east (on the Chiltern Main Line which runs between London Marylebone, High Wycombe, Bicester, the West Midlands and Oxford via a branch), Didcot to the west (on the Great Western Main Line between London Paddington, Oxford, Swindon, the west country and South Wales), and Henley-on-Thames to the south (on a short branch line off the Great Western Main Line). As has already been discussed above, there

[55] https://bustimes.org/localities/watlington-oxon

are limited bus services travelling in these directions and no direct bus links to any of these railway stations, so it can only be assumed that car would be the most viable means of getting to these stations. The only station that is accessible via bus is Oxford, although this also requires a change of bus in the city centre. This station is much further than the highlighted stations on the map, and if the prevailing direction of travel by rail is to the south (e.g. to London), this would mean double backing on the journey.

Access to the Strategic Road Network

2.4.39 Watlington is located very near to the M40, as shown in **Figure 2.18**. The M40 forms part of the Strategic Road Network which is managed by Highways England. Access to the M40 can be gained from Junction 6, which is approximately 3 miles east and takes 5 minutes by car along the B4009. The M40 serves as a gateway to both regional and national locations. To the south, the M40 provides access to High Wycombe, London and the South East along with access to the M25 corridors and also connections to Heathrow airport. To the north, the M40 links to Oxford and Birmingham.

2.4.40 Regular coach services to Oxford, London, Heathrow Airport and Gatwick Airport stop at an interchange located at M40 Junction 6, but there are currently no useful public transport services from Watlington to this point and car parking is limited.

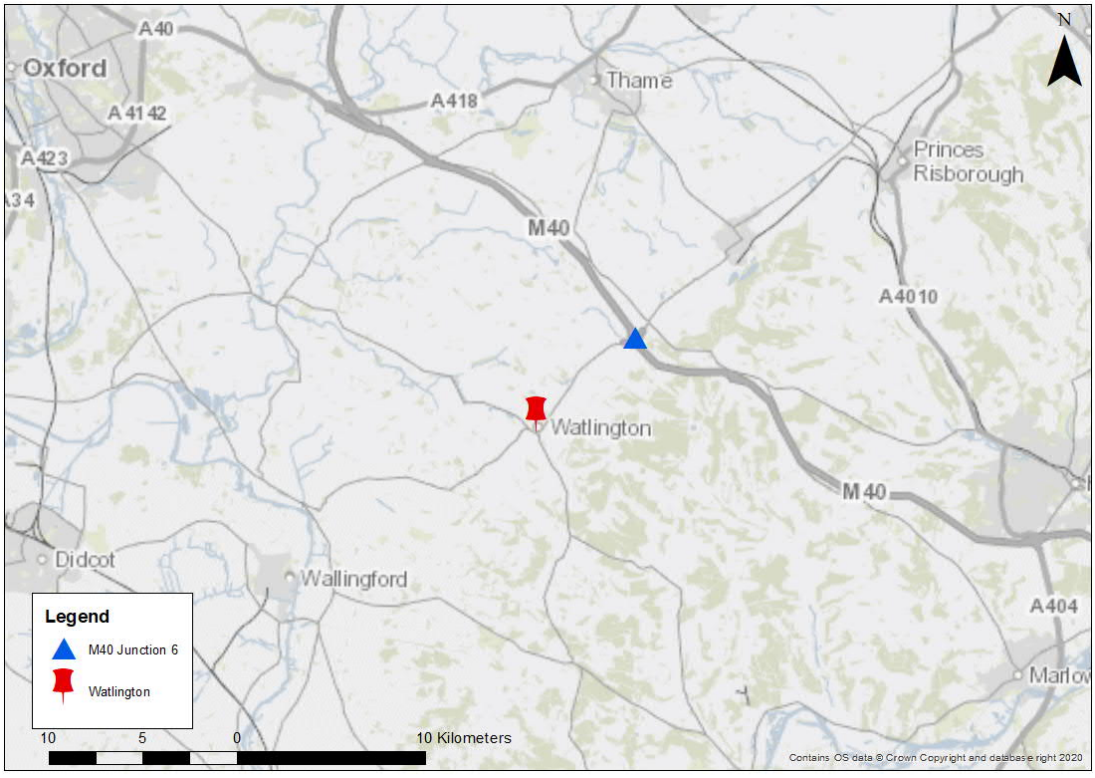

Figure 2.18. Watlington in relation to the M40 Junction 6

2.4.41 Traffic counts from M40 junction 6 slip roads can be seen in **Table 2.6**. Overall, it can be concluded from these counts that the south-facing slip roads to the M40 experience more trips than the north-facing slip roads. A key destination connected to the M40 north is Oxford, which is likely to be easier to reach by car via the B480 out of Watlington.

Table 2.6. Traffic flows from WebTRIS counts - M40 Junction 6 slip roads

Year	M40 North		M40 South	
	Exit	Entry	Exit	Entry
2015	2,397	2,103	3,660	6,859
2016	2,272	2,169	3,879	4,608
2017	2,339	2,220	3,810	4,308
2018	2,411	2,243	3,745	4,146
2019	2,596	2,174	3,807	4,357

Collisions

2.4.42 Collision analysis was undertaken on roads within and around Watlington town from 2015 to 2019 using data available from Crashmap[56]. The locations where collisions have occurred during this period are shown in **Figure 2.19**.

2.4.43 In the four-year period, a total of 14 collisions were recorded, of which two resulted in serious injury severity and 12 in slight injuries.

2.4.44 Both of the serious injury collisions took place at the Pyrton Lane junction with the B4009, of which one involved a car and the other a motorcycle. The majority of slight injury severity collisions occurred within central Watlington, half of which involved a cycle pedal and three involving conflict with a pedestrian. Several collisions occurred on and around the B4009 junction with Hill Street.

2.4.45 **Table 2.7** presents the number of collisions that occurred by year and the number of vehicles involved in those accidents by year and accident severity. It can be seen that most accidents occurred in 2016 and have been reducing ever since.

[56] https://www.crashmap.co.uk/

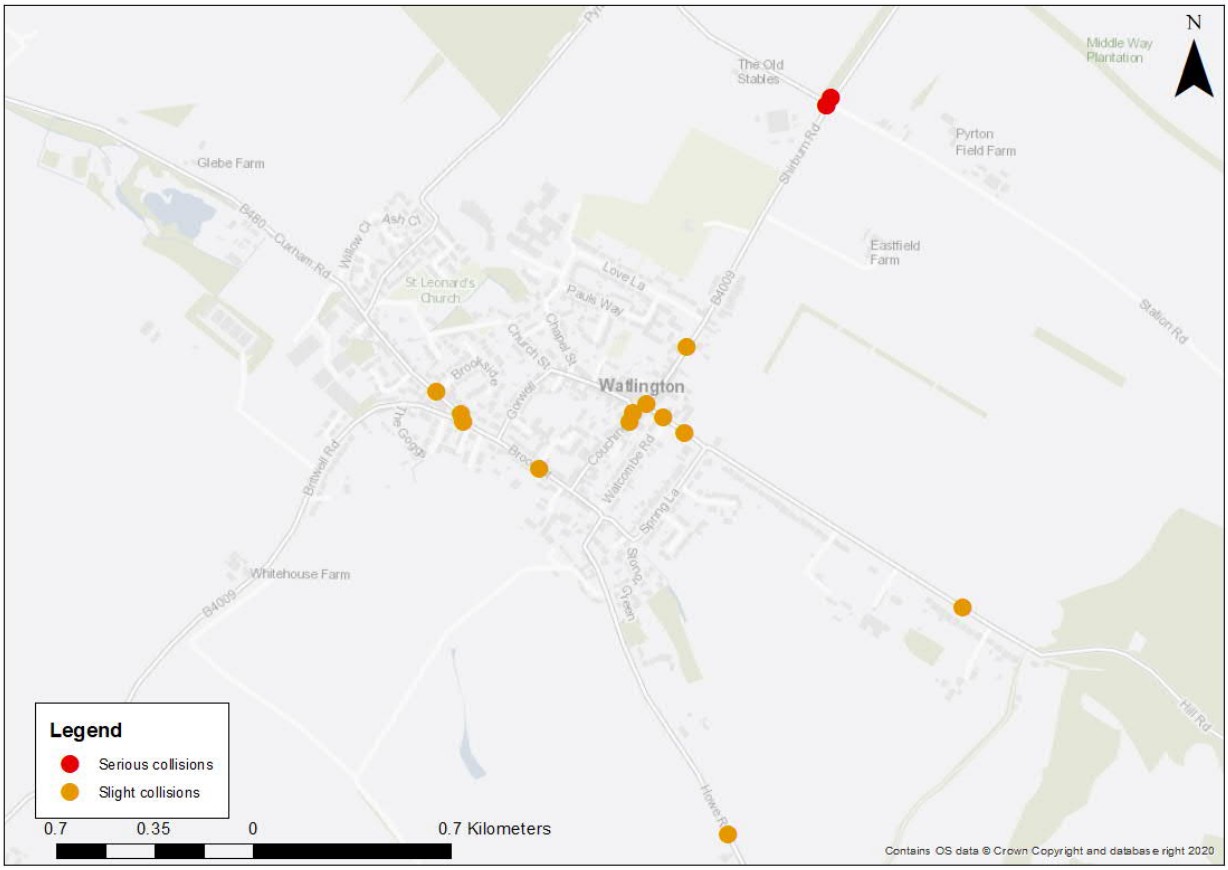

Figure 2.19. Collision locations for the 4-year period from 2015 to 2019

Table 2.7. Number of collisions and vehicles involved in accidents in Watlington 2015 to 2019

Year	Collisions	Number of vehicles involved by accident severity		
		Slight	Serious	Fatal
2015	4	6	0	0
2016	6	12	2	0
2017	2	2	2	0
2018	1	2	0	0
2019	1	1	0	0
Total	**14**	**23**	**4**	**0**

Future housing growth

2.4.46 Watlington Neighbourhood Development Plan[2] (published in April 2019) allocates three major proposed developments in the Watlington area (highlighted in orange on **Figure 2.20** overleaf):

- **Site A** is situated on land between Britwell Road and Cuxham Road and represents a total area of around 9.67 hectares (ha). The development includes a mix of residential, workshops and offices, with a total of 183 dwellings proposed[57].
- **Site B** is situated on land off Cuxham Road and Willow close and represents an area of 6.4 ha. The development is solely residential with 70 dwellings planned[58].
- **Site C** is situated on land off Pyrton Lane and represents an area of 4.6 ha. The developments are solely residential with a planned 60 dwellings[58].

2.4.47 With a total of roughly 20.7 ha of land allocated for development and 313 dwellings to be built, the level of growth proposed is expected to require increased transport access onto existing routes into Watlington and to the wider surrounding areas.

2.4.48 Other planned development sites, mentioned in both the Watlington Neighbourhood Development Plan and the Pyrton Neighbourhood Plan[3] (published in January 2019), refer to the neighbouring Pyrton parish area and are located directly beside the previously discussed sites. These are PYR1 and PYR2, both of which are highlighted in green in **Figure 2.20**.

- **PYR1** refers to the redevelopment of the former Ministry of Defence (MoD) site which is located 650m to the north-east of Watlington town centre. The site has planning consent for warehouse use and considers 37 assisted living units, a care home, as well as 4 staff accommodation[59].
- **PYR2** is identified as a “local gap” between Pyrton and Watlington and the planning application for this site proposes up to 100 dwellings with associated car parking, public open space, and landscaping[60].

2.4.49 Overall, five main development sites are proposed in and around the Watlington area. With any type of development, there will inevitably be an increase in traffic flow. Transport Assessments have been prepared for development sites A, B and C, along with PYR1 and PYR2. Trip generation calculations for all development proposals are summarised in **Table 2.8** to **Table 2.11**.

[57] Transport Assessment, Land at Britwell Road, Watlington, Bloor Homes and Archstone Projects Ltd, Report No: WB03178-TA02, Issued on 01/08/18 (Planning Applications: P17/ S3231/O and P19/ S0818/O).
[58] Transport Assessment, Proposed Residential Development Sites B and C, Watlington, Oxfordshire, Origin Transport Consultants Ltd, Issued in Dec 2018 (Planning Appications: P19/S1928/O and P19/S1927/O).
[59] Transport Assessment, Shirburn Road, Watlington, Beechcroft Developments Ltd, Report No. TR8170916/MB/DW/009 – Issue 2, Issued on 15/12/2017 (Planning Application: P18/S0002/O).
[60] Transport Assessment, Land off Pyrton Lane, Watlington, David Tucker Associates, Issued on 15/07/2016 (Planning Application: P16/S2576/O)

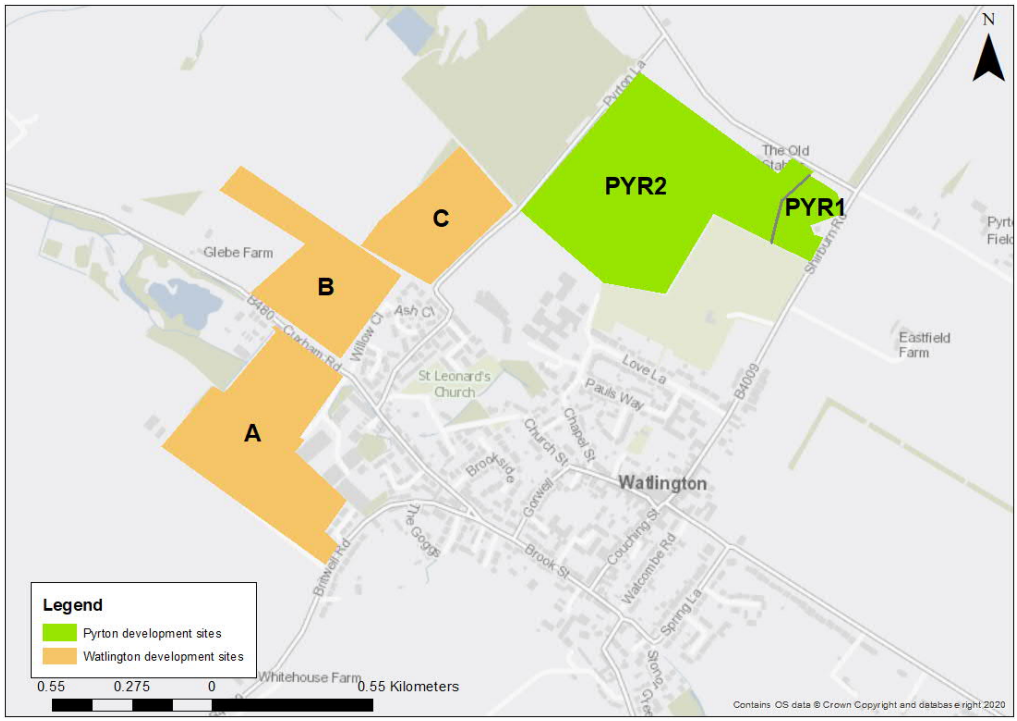

Figure 2.20. Proposed development sites in Watlington and Pyrton

2.4.50 The calculations show the additional number of vehicle trips the existing roads would need to accommodate if the developments were built[61]. For site A, 870 additional vehicle trips have been estimated (during the 12 hour period 07:00-19:00), while for sites, B and C combined, 519 additional vehicle trips (daily) have been calculated. PYR1 would generate an additional 202 vehicle trips (daily), and PYR2 would generate an additional 465 vehicle trips (over a 12 hour period).

2.4.51 Overall, all developments combined could generate approximately 2,056 additional vehicle trips on a daily basis, which the existing road infrastructure would need to accommodate if no additional transport infrastructure/scheme was implemented. It is also important to note that given the rural location and the limited local employment opportunities, the options for trips being undertaken by transport modes other than the private car are considered to be limited although there may be opportunities for minor enhancements to bus services.

Table 2.8. Vehicle trip generation for site A

Time Period	Number of Trips		
	Arrive	Depart	Total
AM Peak Hour (08:00-09:00)	34	65	99
PM Peak Hour (17:00-18:00)	65	43	108
12-Hour (07:00-19:00)	433	437	870

[61] Watlington Relief Road TA Review

Table 2.9. Vehicle trip generation for Site B and C

Mode	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily Trips
Vehicles	59	59	519

Table 2.10. Vehicle trip generation for PYR1

Time Period	Vehicle Trip Generation		
	Inbound	**Outbound**	**Two-Way**
AM Peak Hour (08:00-09:00)	7	6	13
PM Peak Hour (17:00-18:00)	5	8	13
Daily*	97	105	202

*the Transport Assessment does not indicate if this is a 12-hour or 24-hour period.

Table 2.11. Vehicle trip generation for PYR2

Time Period	Vehicle Trips		
	Arrive	**Depart**	**Total**
AM Peak Hour (08:00-09:00)	15	37	53
PM Peak Hour (17:00-18:00)	33	19	52
12-Hour (07:00-19:00)	230	235	465

2.4.52 The Watlington Parking Study[7] (2016) assessed the impact of removing on-street parking on traffic congestion in the town centre. One of the future modelled scenarios analysed as part of the study shows congestion performance in future years if an alternative 'Edge Road' were provided around the north of Watlington linking the B4009 west to east. The results of the modelling show that the provision of this 'Edge Road' (even with additional traffic flows from other developments) would result in significant journey time benefits for northbound and southbound journeys in a forecast year of 2033, in comparison to a 'do-nothing' scenario.

2.4.53 As has been mentioned in paragraph 2.4.13, the Watlington area (specifically the arterial routes running through Watlington) has high levels of pollutants and is classed as an AQMA. With proposed developments likely to increase the number of cars on the road and the traffic flow data showing an increase year on year, the possible future implications of this can only be assumed to affect air quality, specifically along Couching Street and Brook Street.

2.4.54 The South Oxfordshire Local Plan (2020) [62] sets out a requirement for 775 new homes a year between 2011 and 2035, or a total plan requirement of 18,600 homes. This is in the context of the commitment by all district authorities across Oxfordshire to plan for 100,000 new homes between 2011 and 2031.

2.4.55 It should be noted, in return for this commitment the Government has granted some flexibilities with regard to local housing land supply in the short term, as well as

[62] https://www.southoxon.gov.uk/south-oxfordshire-district-council/planning-and-development/local-plan-and-planning-policies/forthcoming-planning-policies/our-forthcoming-local-plan/

committing to £150m worth of infrastructure funding for the first five years of the deal in order to facilitate development.

2.4.56 The emerging Local Plan sets out minimum housing growth requirements across settlements which surround Watlington, including at least 1,285 new homes in Henley-on-Thames, 1,518 new homes in Thame and 1,070 new homes in Wallingford. Across the border in Buckinghamshire there are proposals for significant development in Princes Risborough of around 2,500 new homes[63]. Development across these settlements and other smaller settlements surrounding Watlington could potentially generate additional trip movements through Watlington.

2.4.57 The largest development proposed in the local area is the potential large-scale housing development at Chalgrove Airfield. Chalgrove Airfield is a former Second World War airfield located directly north of the village of Chalgrove, north east of the B480 approximately 3.5 miles north-west of Watlington.

2.4.58 This major housing development at Chalgrove will be developed to deliver approximately 3,000 new homes, with at least 2,025 dwellings to be delivered by 2034, 5ha of employment land, 3 pitches for Gypsies and Travellers and supporting services and facilities (e.g educational and health centres). According to the Watlington Neighbourhood Development Plan[2], it is with no doubt that this development will increase traffic travelling through Watlington, therefore increasing pressure on constrained town centre roads.

Identifying the Need for an Intervention

2.4.59 The analysis presented in this section has demonstrated that there are significant current and forecasted challenges (some interrelated) in the Watlington area. In particular:

- Allocated housing development as prescribed in planning policy, which will place additional pressure on the existing transport network including additional vehicle trips.
- Development growth across the wider area including around the towns of Wallingford and Princes Risborough, as well as the significant Chalgrove development. With roads through Watlington facilitating cross-county journeys, there is likely to be an increase in through traffic and/or use of less appropriate rural lanes such as Pyrton Lane and Station Road.
- Traffic congestion issues on streets in the centre of town.
- Air quality issues and the designation of an AQMA in Couching Street and Brook Street.
- Residents reliant upon jobs, retail, leisure and access to key services that are not available in Watlington, therefore necessitating trips to other settlements.
- Lack of public transport options to surrounding settlements.
- Existing high car dependency.

2.4.60 From these challenges listed, three broad scheme objectives were formed which have been used to identify options:

[63] https://www.wycombe.gov.uk/pages/Planning-and-building-control/Major-projects-and-reserve-sites/Princes-Risborough-expansion-plan.aspx

1. **Facilitate local housing growth around Watlington:** there are three key substantial housing developments planned for the west of the town, and two in the neighbouring Pyrton parish.

2. **Manage traffic growth across an expanded Watlington:** the current level of traffic in Watlington is already causing issues such as congestion, as is demonstrated in the Watlington Parking Study, and air quality issues as demonstrated through DEFRA's declaration of an AQMA site in Watlington. From Transport Assessments carried out for each proposed development site, in total it is predicted that there could be an extra 2,056 vehicle trips per day. This is likely to necessitate the need for additional infrastructure and services to mitigate the impacts on the surrounding transport network. Growth across the wider area could also impact the transport network in and around Watlington.

3. **Facilitate active travel within and around Watlington:** the current cycle network in and around Watlington is poor in comparison to surrounding (albeit larger) settlements. With government, regional and local objectives aiming to increase active and sustainable travel (as demonstrated in the next sections), infrastructure to facilitate such trips is needed.

3. Policy Context and Objectives

3.1 Introduction

3.1.1 A review of relevant national, regional and local policies was undertaken to ensure the objectives align with broad policy goals and to confirm whether existing policies and programmes are in favour of interventions in these circumstances, and of a similar type and scale.

3.1.2 As such, the objectives have been tailored to the need for an intervention or package of interventions for the Watlington area, but also to maintain consistency with the policy aspirations and objectives set out in this section.

3.2 National Policies

3.2.1 At a national level, Government policy endeavours to balance the need to deliver economic growth for a growing population, increased housing demand and increasingly congested transport networks with a longer-term vision of a sustainable and carbon neutral economy, making better use of available capacity and technology. These are reflected in the National Planning Policy Framework (NPPF), Industrial Strategy White Paper, the Housing White Paper, and the DfT's Transport Investment Strategy.

3.2.2 The **NPPF**[64] seeks to promote sustainable transport and states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. **Highways England's Delivery Plan**[65] also highlights the need for a shift towards sustainable travel, including improving cycling and pedestrian environments on roads.

3.2.3 The **Industrial Strategy**[66] states that the availability of high-quality infrastructure is essential for continued growth and prosperity. The Strategy's vision for a transformed economy is centred around productivity, and infrastructure is identified as one of the five foundations of this.

3.2.4 The **Housing White Paper**[67] – Fixing Our Broken Housing Market (2017) sets out initiatives that strive to reach a step-change in housing supply in England. There are four key proposals contained within the housing strategy:

- Planning for the right homes in the right places;
- Building homes faster;
- Diversifying the market; and
- Helping people now.

3.2.5 The role of transport in supporting local growth is highlighted in the **DfT's Transport Investment Strategy**[68], which states that transport investment must seek to create a better and more reliable transport network in order to build a stronger, more balanced economy, enhance productivity and respond to local growth priorities. Its objectives are:

[64] https://www.gov.uk/government/publications/national-planning-policy-framework--2
[65] https://www.gov.uk/government/publications/highways-england-delivery-plan-2020-2025
[66] https://www.gov.uk/government/topical-events/the-uks-industrial-strategy
[67] https://www.gov.uk/government/publications/fixing-our-broken-housing-market
[68] https://www.gov.uk/government/publications/transport-investment-strategy

- Create a more reliable, less congested, and better-connected transport network that works for the users who rely on it;
- Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities;
- Enhance the global competitiveness by making Britain a more attractive place to trade and invest; and
- Support the creation of new housing (the Housing White Paper recognises transport infrastructure as one of the keys to unlocking development and delivering places where people want to live).

3.3 Regional Policies

3.3.1 At a regional level, which in the context of this report is district and county level policies, **South Oxfordshire District Local Plan 2034**[4] states a set of strategic objectives coming under headings of: Settlements; Housing; Economy; Infrastructure; Design; Community; Natural and Built environment; and, Climate change. In the context of this report and in relation to the Watlington scheme, key strategic objectives include housing and infrastructure. Housing objectives, in summary, include aims to deliver a wide range of housing and to cater for housing needs of the community; support the regeneration of housing and facilities, and support meeting the economic housing needs of the country.

3.3.2 Policy STRAT2 states that the housing requirements for South Oxfordshire are approximately 23,000 new houses until 2034. Infrastructure objectives include ensuring that essential infrastructure is delivered to support residents, services and growth, and make sustainable transport, walking and cycling an attractive and viable choice for people, whilst recognising that car travel will continue to be important in this predominantly rural district. The plan requirements also state that 37.5 hectares of land until 2034 will be covered by employment growth, which will require transport infrastructure to facilitate and support this growth.

3.3.3 Policy STRAT7 from South Oxfordshire Local Plan specifically references expected transport infrastructure for Chalgrove Airfield which includes Watlington, and states that: '*improvements to highway infrastructure through direct mitigation or significant contributions to new or improved roads, such as a bypass or edge road, including sustainable transport improvements, and where appropriate in association with relevant Neighbourhood Development Plans and any wider County Council highway infrastructure strategy'.*

3.3.4 Policy TRANS3 acknowledges that transport demand from the proposed developments will increase and therefore safeguarding land for future transport infrastructure would be essential. The policy makes specific reference to a number of transport schemes within Oxfordshire, amongst which is a relief road around Watlington.

3.3.5 OxLEP's **Strategic Economic Plan**[69] (SEP) for Oxfordshire (2016) sets out a vision for Oxfordshire to be a vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise and research excellence. Whilst being strong in many areas, including innovation, enterprise and research, the SEP also refers to challenges around the lack of affordable housing, increasing congestion, sustainability and inclusion, and the need for greater resilience. The SEP is clear that the overall priority for Oxfordshire's places is to plan simultaneously for both jobs and housing growth, putting in place the infrastructure required for both, whilst also protecting and where possible enhancing environmental quality and social inclusion. These priorities are

[69] https://www.oxfordshirelep.com/about/our-strategies/our-strategic-economic-plan-sep

consistent with Government policy and the objectives set out in the TIS but adapted to suit Oxfordshire's own socio-economic and environmental challenges.

3.3.6 The **Oxfordshire's Housing and Growth Deal**[70] is an agreement between the national government and in the Oxfordshire area councils (Cherwell District Council; Oxford City Council; Oxfordshire County Council; South Oxfordshire District Council; Vale of White Horse District Council; West Oxfordshire District Council) and the Local Enterprise Partnership (OxLEP), to plan and support the delivery of 100,000 new homes between 2011 and 2031.

3.3.7 The **Connecting Oxfordshire Local Transport Plan 4**[71] (LTP4, 2016), is the overarching local plan for transport in Oxfordshire. The LTP4 is part of the Connecting Oxfordshire series of documents. LTP4 promotes the use of low and zero emission forms of transport, including electric vehicles and associated infrastructure, where appropriate. It also supports the provision of free or reduced parking for low or zero emission vehicles at Park & Ride sites. LTP4 supports trials of electric buses and supports further pilots, where appropriate. It is expected that new public transport vehicles will conform to high environmental standards. Air Quality actions plans are included in the LTP4 for several areas, including Watlington.

3.3.8 Policies from the LTP4 can be directly supported by a potential new transport scheme in Watlington (summarised in **Table 3.1**):

- Policy 1: Oxfordshire County Council will work to ensure that the transport network supports sustainable, economic and housing growth in the county, whilst protecting, and where possible enhancing, its environmental, creative and cultural heritage and tourism assets, and supporting the health and wellbeing of its residents;
- Policy 2: Oxfordshire County Council will manage and, where appropriate, develop the county's road network to reduce congestion and minimise disruption and delays, prioritising strategic routes.

Table 3.1.Oxfordshire LTP4 Themes, Goals and Objectives aligned with the proposed transport scheme in Watlington

Themes and Goals		Objective
Theme Supporting growth and economic vitality **Goal** **1)** To support jobs and housing growth and economic vitality	1.1	Maintain and improve transport connections to support economic growth and vitality across the county
	1.2	Make most effective use of all available transport capacity through innovative management of the network
	1.3	Increase journey time reliability and minimise end-to-end public transport journey times on main routes
	1.4	Develop a high-quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment
Theme Reducing emissions **Goal** **2)** To support the transition to a low carbon future	2.1	Minimise the need to travel
	2.2	Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive
	2.3	Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment

[70] Oxfordshire Housing and Growth Deal (2018, https://www.gov.uk/government/publications/oxfordshire-housing-deal)
[71] https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/policy-and-overall-strategy

Themes and Goals		Objective
	2.4	Reduce per capita carbon emissions from transport in Oxfordshire in line with UK Government targets
Theme Improving quality of life **Goal** **3)** To support social inclusion and equality of opportunity To protect and where possible enhance Oxfordshire's environment and improve quality of health To improve public health, safety and individual wellbeing	3.1	Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment
	3.2	Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services

3.4 Local Policies

3.4.1 The **Watlington Neighbourhood Development Plan 2017-2033**[2] (WNDP) sets out planned growth for the area and demonstrates local policies in line with European requirements, national planning policy and guidance and district strategic planning policies. Policies set out by the WNDP are as follows:

- P1: Protect and enhance the character of Watlington and the historic setting of the town
- P2: Transport
- P3: Conserve and enhance the natural environment
- P4: Green spaces
- P5: New housing development
- P6: Enhance Watlington as a service centre
- P7: Employment
- P8: Physical and social infrastructure

3.4.2 Development proposals will be required to take into consideration some of these policies in particular:

- Policy P1. Protect and enhance the character of Watlington and the historic setting of the town – This policy is applicable to all types of development and seeks to protect the character of the town and special quality of the surrounding landscape.
- Policy P2. Transport – One clause within this policy requires development proposals on allocated sites to the north and west of Watlington to provide land to safeguard a route for a re-aligned B4009 and in accordance with an indicative route set out in the WNDP.
- Policy P3. Conserve and enhance the natural environment – This policy sets out several criteria for new developments to comply with, which include: protecting views to and from the Chilterns Area of Outstanding Natural Beauty (AONB); protecting ponds, streams, springs and groundwater sources; assessing flood risk; achieving a biodiversity net gain and limiting the impact of light pollution.

- Policy P8. Physical and social infrastructure – This policy seeks to enhance Watlington's role as a service centre setting out support for development proposals which include (among others): transport connectivity and improved links and safety for non-motorised users.

3.4.3 **Pyrton Neighbourhood Plan**[3] was published in 2019, with the purpose to express the wishes of Pyrton's parishioners in relation to development and use of land. Future development proposals will be required to consider the following policies:

- Policy BNE1: Historic environment – This policy seeks to conserve and enhance the historic significance and importance of existing heritage assets.
- Policy BNE2: Landscape character – Covering development proposals that could have an impact on the adjacent AONB, this policy seeks to protect and enhance the parish's distinctive landscape character.
- Policy BNE4: Local Gap – The Land off Pyrton Lane (PYR2) is outlined as a 'local gap', and its development needs to ensure that the open character of the local gap is retained and provides a strong edge to Watlington settlement.
- Policy BNE6: Footpaths and bridleways – This policy sets out that new development should respect and conserve the parish's footpaths and bridleways. A footpath (reference: 325/6/10) runs along the edge of PYR2 and the parish boundary.
- Policy D1: Detailed design criteria – The purpose of this policy is to ensure high design standards for any development relating to the parish, its boundaries and surrounding area. Amongst several design criteria, the one of highest relevance to this report is the consideration of dark night skies, as the policy requires for all new roads not to feature street lighting.
- Policy SA1: Former MoD site (PYR1) - The policy concerns the redevelopment of the former MoD site (PYR1), for affordable residential development, along with associated landscape and infrastructure works.

3.5 Transport Policy Objectives

3.5.1 **Table 3.2** sets out the objectives of the proposed scheme based on the traffic-related challenges analysed in section 2, and demonstrates their alignment with national, regional and local policies and objectives.

Table 3.2 Watlington infrastructure scheme objectives to national, regional & local policies

Scheme objective	Aligned Documents	Policies/objectives
Facilitate local housing growth across an expanded Watlington	Housing White Paper	All four key proposals
	DfT Transport Investment Strategy	Main objectives 4: Supporting the creating of new housing
	South Oxfordshire District Local Plan 2034	Objective 2
	OxLEP's Strategic Economic Plan	Key action area- Place
	Oxfordshire Housing and Growth Deal	Delivering Oxfordshire's housing growth deal commitments
	Watlington Neighbourhood Development Plan 2017-2033	P5: new housing development
	Industrial Strategy	Foundation of productivity: Infrastructure

Scheme objective	Aligned Documents	Policies/objectives
Manage traffic growth across an expanded Watlington	DfT's Transport Investment Strategy	Main objective 1: create a more reliable, less congested, and better connected transport network
	South Oxfordshire District Local Plan 2034	Objective 4: Infrastructure
	OxLEP's Strategic Economic Plan	Key action area- Place
	Watlington Neighbourhood Development Plan 2017-2033	P2: Transport
Facilitate active travel within and around Watlington	Connecting Oxfordshire Local Transport Plan 4	Objectives 3.2
	South Oxfordshire District Local Plan 2034	Objective 4.2
	Watlington Neighbourhood Development Plan 2017-2033	P8: physical and social infrastructure

4. Option Generation

4.1 Introduction

4.1.1 This section discusses the development of an initial long list of broad transport options that could (to varying degrees) address the scheme objectives as these were set out in paragraph 2.4.60.

4.1.2 The options considered in this sifting exercise have been derived based on the following:

- Proposed housing developments and the need to provide access to them
- Assessment of current and forecast travel patterns, development objectives, growth, and identified challenges.
- Previous and current proposals from the relevant local authorities and stakeholders.
- Professional judgement based on experience within Oxfordshire and other similar Local Authorities.
- Discussions with OCC, developers, relevant local parish members and stakeholders.

4.1.3 The options considered at this initial stage are high level concepts and not substantiated with any in-depth assessment of feasibility, design or cost. The purpose however is to identify and dismiss options which are considered less realistic, not well aligned to the scheme objectives and/or out of proportion to the problems that need to be addressed. It is important at this stage to consider a wide range of transport modes as opposed to focusing too soon on one particular mode of transport.

4.1.4 Seven options were considered at this stage, as summarised in the following paragraphs.

4.2 Option A – Heavy Rail Link

4.2.1 Option A would comprise a new railway line, potentially taking the alignment of the former Watlington and Princes Risborough Railway, with an intermediate station at Chinnor (and therefore using the route of the existing heritage railway), or a new alignment to the nearest larger settlement on the existing national rail network such as Didcot via Wallingford. The railway would be considered a rural branch line, probably comprising a single track with potentially passing loops for train services heading in opposite directions. It may not need to be electrified considering the Chiltern Main Line is not itself electrified, and therefore would be operated by diesel trains. A station would be required on the outskirts of Watlington.

4.3 Option B – Light Rail Link

4.3.1 Option B would comprise a new light rail system linking Watlington to the nearest larger settlement and service centre, e.g. Princes Risborough, Wallingford and/or Thame. This could replace the existing heritage line towards Princes Risborough or adopt a new route. Whilst Light Rail Systems can route into urban areas (with examples in major cities such as Manchester, Birmingham and Sheffield) the constrained nature of roads within Watlington would not be conducive to a light rail or tram system operating on road. The system would therefore bypass the town with a new interchange on the outskirts of Watlington. Light right has an advantage over

heavy rail as it can navigate tighter alignments so it could potentially route closer to the edge of Watlington.

4.4 Option C – Enhanced Bus Link or Network

4.4.1 Option C would comprise a single route, or system, of enhanced bus services linking Watlington to at least one larger settlement or multiple destinations, including Wallingford, Didcot, Princes Risborough, Thame and/or Oxford. It could be formed of a rapid transit system, potentially on a dedicated highway with bus priority, where buses meet general traffic. Alternatively, it could be formed of an on-demand, flexible, demand-responsive transit service.

4.5 Option D – Road Link – higher speed bypass

4.5.1 Option D would comprise a new road designed to Design Manual for Roads and Bridges (DMRB) standards, with a higher speed limit of around 40-60mph, consisting of a single carriageway with limited junctions along its length to improve flow and maintain vehicle speeds, as well as limited or no provision for pedestrians or cyclists. The road would function more as a bypass around Watlington.

4.6 Option E – Road Link – lower speed distributor/edge road

4.6.1 Option E would comprise a new road designed to DfT's Manual for Streets [72] standards, e.g. lower speed (circa maximum 30mph speed limit), single carriageway with intermediate junctions along its length and high quality provision for pedestrians and cyclists, including crossing points and footways or shared use footways/cycle routes alongside it. The road would be more considerate and connected to its surroundings.

4.7 Option F – 'Do nothing'

4.7.1 Option F would comprise no additional improvements aside from providing the means of access to each development site onto the existing road network.

4.8 Option G – 'Do Minimum' Highway Improvements

4.8.1 Option G would comprise minimal improvements to facilitate movements through Watlington, including localised improvements to footways, additional crossings, potentially some other local highway enhancements, and some limited additional bus services.

[72] https://www.gov.uk/government/publications/manual-for-streets

5. Option Sifting

5.1 Introduction

5.1.1 This section discusses the assessment framework which has been developed to assess and sift the options based on a range of objectives, the value for money, as well as the wider impacts and risks.

5.1.2 The assessment framework has been developed based on a review of the Transport Appraisal Guidance from DfT, including TAG – The Transport Appraisal Process (DfT, 2014) and Early Assessment Sifting Tool (EAST) guidance (DfT, 2017).

5.2 Methodology

5.2.1 The scheme specific assessment framework is formed of two sifting stages, with the first stage entailing three sub level sifts. The two stages are described in **Table 5.1**.

Table 5.1. Sifting Stages

Sifting Stage	Sift Method
Stage 1 – High Level Sift	1. High Level Sift Part 1 is to assess an initial long list of broad multi-modal options against **high level scheme objectives** in addition to **affordability**, **feasibility** and **acceptability** criteria. 2. High Level Sift Part 2 is to represent a more detailed subset of the selected options from High Level Sift Part 1, and to assess them against **high level scheme objectives** in addition to **affordability**, **feasibility** and **acceptability** criteria. 3. High Level Sift Part 3 is to represent an even more detailed subset of the selected options from High Level Sift Part 2 and to assess them against **affordability**, **feasibility** and **acceptability** criteria.
Stage 2 – Detailed Sift	More detailed analysis and sift against HM Treasury five business case categories: strategic, economic, financial, management and commercial cases (using the DfT EAST tool) to get the most suitable Short List of options.

Stage 1 – High Level Sift

5.2.2 This stage of sifting entails scoring the initial long list of options introduced in the previous section against scheme objectives and additional criteria, and removing scheme options which are considered to have significant issues and therefore would not be appropriate to take forward. These initial issues can include potential lack of affordability (i.e. the scheme option could be very expensive and not proportionate to the problems being addressed), poor or uncertain feasibility (i.e. the scheme option is potentially highly complex to deliver, will carry significant risks and may not be deliverable) and low level of acceptability (i.e. the scheme option may not be considered acceptable to local communities and key stakeholders).

5.2.3 The options are scored on a scale of -2 to +2, as seen in **Table 5.2** against each criteria, with a negative score representing a poorer level of performance compared to a positive score. An overall score is then calculated from the individual criteria scores for each option. No weighting has been applied to the various scoring criteria across all High Level Sift Stage 1 Parts 1-3.

5.2.4 It is important at the outset to consider a more diverse range of modal options; therefore Part 1 covers public transport and highways options, as well as options to apply no intervention (do nothing) or to do very little to solve the problem (do minimum).

5.2.5 Where a scheme option achieves a negative or zero overall score, that option does not progress to the next sift because it suggests it would perform poorly against the objectives. Only options with an overall score above zero are considered in consecutive sifting steps.

Table 5.2. High Level Sift Scoring System

Scoring System	
+2	Very high/Very good
+1	High/Good
0	Moderate/Negligible
-1	Low/Poor
-2	Very low/Very poor

High Level Sift Part 1

5.2.6 The scheme options considered in Part 1 of the High Level Sift, as discussed earlier, are shown in **Table 5.3** (not expressed in any order of priority).

Table 5.3. High level Sift Part 1 Options

Option	Description
(Option A) Heavy Rail Link	A new railway, potentially taking the alignment of the former Watlington and Princes Risborough Railway, with an intermediate station at Chinnor, or a new alignment to the nearest larger settlement on the existing national rail network such as Didcot.
(Option B) Light Rail Link	A new light rail system linking Watlington to the nearest larger settlement and service centre, e.g. Princes Risborough, Wallingford and/or Thame.
(Option C) Enhanced Bus Link or Network	A single route or system of enhanced bus services linking Watlington to at least one larger settlement or multiple destinations including Wallingford, Didcot, Princes Risborough, Thames and/or Oxford.
(Option D) New Road – higher speed bypass	A new road designed to DMRB standards, e.g. 40-60mph speed limit, single carriageway with limited junctions along its length to improve flow and maintain vehicle speeds, limited or no non-motorised user (NMU) provision.
(Option E) New Road – lower speed relief/edge road	A new road designed to Manual for Streets standards, e.g. 30mph or less speed limit, single lane carriageway with potential interim junctions along its length and high quality NMU provision including crossing points and footways or shared us footways/cycle routes alongside it.
(Option F) Do Nothing	No improvements (planned development load onto existing roads but no wider improvements).
(Option G) Do Minimum	Minimal improvements to facilitate movements through Watlington including localised improvements to footways, removal/reallocation of parking, additional crossings and some limited bus service enhancements (e.g. increased frequency during peak hours).

5.2.7 Considering the challenges, the selected option would need to fulfil (paragraph 2.4.60), the seven scheme options were assessed as follows:

- **Option A - Heavy Rail Link** is not deemed to be proportionate to the level of housing growth in Watlington. Whilst it may encourage more sustainable travel, it would be an extremely expensive and inflexible option and is, therefore, not recommended to progress to High Level Sift Part 2.

- **Option B – Light Rail Link** is also not recommended to progress to High Level Sift Part 2. Similar to Option A, this option is deemed disproportionate to the growth projected for Watlington, is unlikely to be affordable or cater for all generated journeys.

- **Option C - Enhanced Bus Link or Network** is considered proportionate to the level of housing growth in Watlington, and could potentially be an affordable option, although creating a flexible service will increase costs. Services operating on dedicated routes will be less feasible and likely to require land acquisition and additional mitigation. It is uncertain that such infrastructure would be warranted and is, therefore, not recommended to progress to High Level Sift Part 2.

- **Option D – New Road – higher speed bypass** is not considered proportionate to the level of housing growth in Watlington. It is expensive and there may not be sufficient space to accommodate for a straight alignment to achieve higher traffic speeds. The option could decrease severance through the Watlington centre while it might increase severance for pedestrians, cyclists and equestrians around the bypass. The option does not encourage sustainable travel and could lead to air quality and noise issues. It is, therefore, not recommended to progress to High Level Sift Part 2.

- **Option E – New Road – lower speed relief/edge road** is considered proportionate to the level of housing growth in Watlington. The option would be expensive, but the alignment near the planned development sites could secure funding through developer contributions. It would enhance local connections and while it is likely to encourage car travel, the infrastructure provisions for pedestrians, cyclists and equestrians, such as crossings and cycling routes, cater for all road users and would reduce severance. It is, therefore, recommended this option progresses to High Level Sift Part 2.

- **Option F – Do Nothing** not only would worsen traffic management across Watlington, it would not promote active travel. It does not facilitate the planned housing developments in Watlington. It would be an affordable option as no infrastructure would need to be built, however current congestion and air quality conditions will worsen. It is, therefore, not recommended to progress to High Level Sift Part 2.

- **Option G - Do Minimum** does not fully facilitate the planned housing developments in Watlington. It is an affordable option as minimal construction or land purchase is needed, however, it would not have a significant impact in mitigating congestion and air quality challenges. It is, therefore, not recommended to progress to High Level Sift Part 2.

5.2.8 Based on the above, the highest scoring option from Part 1 of the High Level Sift was Option E ‘New Road – lower speed distributor/edge road’. This option scored highly against the assessed criteria, some of the key reasons being:

- The road would facilitate the traffic from planned housing growth;

- It would enhance local connections due to junctions being situated along the length of the road;

- It would facilitate active travel with Non-Motorised User (NMU) provisions being included;

- It would facilitate a lower speed traffic environment with an emphasis on accessibility and road safety;
- Due to facilitating key housing growth areas, developer contribution could cover some of the costs; and
- Land planned for development could be used to facilitate the road.

5.2.9 It is important to note that local people in Watlington had expressed the need for a relief road at a public consultation, hence public acceptability was highlighted at a consultation held by Watlington Parish Council (published in the Watlington Neighbourhood Development Plan[73]).

5.2.10 Furthermore, according to the Watlington Parking Study[7], a modelling scenario considering 2033 and Chalgrove Airfield development traffic flows, indicates that the provision of an Edge Road will positively benefit the area with fewer junction delays, shorter traffic queues and improved journey times compared to the 2016 traffic conditions. It is also suggested that the Edge Road would provide significant traffic congestion and air quality benefits.

5.2.11 On the basis of the assessment in High Level Sift Part 1, Option E was then taken forward to Part 2 of the High Level Sift. No other option scored greater than zero and were therefore not taken forward to the Part 2 High level sift.

5.2.12 A detailed analysis and score of each option is provided in **Appendix A**.

High Level Sift Part 2 – Corridor Options

5.2.13 For Part 2 High Level Sift, Option E was broken down into three different potential corridor options, in order for a route to be assessed in more detail, as shown in the table below.

Table 5.4. High Level Sift Part 2 Options

Option	Description
(Option E1) New Road - lower speed distributor/edge road - full ring around Watlington:	A new road designed to Manual for Streets standards, e.g. 30mph or less speed limit, single carriageway with potential interim junctions along its length and NMU provision including crossing points and footways or shared us footways/cycle routes alongside it, linking all of the radial roads leading into Watlington.
(Option E2) New Road - lower speed distributor/edge road – west/north of Watlington	A new road designed to Manual for Streets standards, e.g. 30mph or less speed limit, single carriageway with potential interim junctions along its length and NMU provision including crossing points and footways or shared us footways/cycle routes alongside it, linking the B4009 Britwell Road, B480 Cuxham Road and B4009 Shirburn Road
(Option E3) New Road - lower speed distributor/edge road – east/south of Watlington	A new road designed to Manual for Streets standards, e.g. 30mph or less speed limit, single carriageway with potential interim junctions along its length and NMU provision including crossing points and footways or shared us footways/cycle routes alongside it, linking the B4009 Britwell Road, B480 Howe Road, Hill Road and B4009 Shirburn Road

5.2.14 Options E1, E2 and E3 were compared against the same criteria as High Level Sift Part 1, using the same scoring system (**Table 5.2**). The intention of using the same

[73] https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/10/WNDP1-Watlington-Neighbourhood-Development-Plan-MADE-VERSION.pdf

criteria was to interrogate permutations of Option E (from part 1) in more detail and identify the key differences between alignment options.

5.2.15 Overall, the highest scoring option from this stage of the sift was Option E2. The key reasons for this option scoring highly in High Level Sift Part 2 are:

- The alignment of the road in the west/north would mean it would directly serve the planned development sites in Watlington;
- This route would link together the B4009 north and south with the B480;
- The B4009 and B480 (Cuxham Road) are the more popular routes into/out of and through Watlington;
- As the road would likely take traffic away from the centre of Watlington this could encourage active travel within the town centre as it could create a quieter and more pleasant environment to walk and cycle;
- Situated in the west/north would mean the road will likely travel through or very near planned development sites, making developer contributions (financial and land availability) possible (presenting an opportunity);
- In engineering terms, it is a more feasible option due to available land and development sites which could accommodate the road;
- Due to addressing current issues in Watlington such as congestion in the town centre and AQMA, it is likely to be more acceptable than the other options; and
- Watlington local community had expressed their preference in Watlington expanding in the west rather than east of the parish[74].

5.2.16 A detailed analysis and score of each option is provided in **Appendix B**.

High level Sift Part 3 – Route sections (Long List)

5.2.17 As far as being situated to the west of Watlington, option E2 is expressed as a broad corridor and is therefore not considered in sufficient detail in terms of road alignment. At Part 3 of the High Level Sift, Option E2 is split down further into more detailed sub options which include the more precise route of the different sections of the edge road as it traverses the various development sites allocated around Watlington (introduced in Section 2 of the report).

5.2.18 These sections are based upon the development sites defined around the west and north of Watlington of which the edge road will run through – Sites A, B, C (as defined in the Watlington Neighbourhood Plan) and PYR1 and 2 (within the neighbouring parish of Pyrton).

5.2.19 Options have been defined through each development site and divided into route sections which align with the development sites. The options have been developed in recognition of an overall route alignment to ensure the sections could link together, although not all options across the various sites are compatible with each other in terms of alignment.

5.2.20 The sub options derived from option E2 in Part 2 can be seen in **Table 5.5**, with a diagram of the section option alignments provided in **Figure 5.1**.

[74] https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/10/WNDP1-Watlington-Neighbourhood-Development-Plan-MADE-VERSION.pdf

Table 5.5. Suboptions of Option E2 New Road considered in High Level Sift Part 3

Sub-option	Route Section	Section Option	
E2.1	A	**A1**	B4009 Britwell Road (priority give way junction - Junction 1) through Site A on most northerly alignment to B480 Cuxham Road (new roundabout - Junction 2)
E2.2	A	**A2&4**	B4009 Britwell Road (priority give way junction - Junction 1) through the southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (upgraded roundabout at Willow Close - Junction 2)
E2.3	A	**A3**	B4009 Britwell Road (priority give way junction - Junction 1) through Site A, taking a more northerly alignment before routing southwards to meet an upgraded roundabout at Cuxham Road/Willow Close - Junction 2)
E2.4	A	**A5**	B4009 Britwell Road (priority give way junction - Junction 1) through Site A on a northerly alignment to B480 Cuxham Road (new roundabout - Junction 2)
E2.5	B	**B1**	Linking Cuxham Road (at a new roundabout junction - Junction 2) through Site B on a northerly alignment
E2.6	B	**B2**	Linking Cuxham Road (at an existing, upgraded roundabout with Willow Close), taking the alignment of Willow Close, through Site B on a southerly alignment
E2.7	B	**B3**	Linking Cuxham Road (at an existing, upgraded roundabout with Willow Close) then through Site B on a more central alignment
E2.8	B	**B4**	Taking the alignment of Cuxham Road between the existing roundabout junction with Willow Close/Watlington Industrial Estate access to a new roundabout (Junction 2) NOTE - B4 would need to be combined with either B1 or B5 options)
E2.9	B	**B5**	Linking Cuxham Road (at a new roundabout junction - Junction 2) through Site B on a more central alignment
E2.10	C	**C1**	Through Site C on a more central alignment, taking a short section of the existing alignment of Pyrton Lane to the north of Icknield Community College
E2.11	C	**C2**	Through Site C on a more northerly alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site
E2.12	C	**C3**	Through Site C on a more southerly alignment, taking a longer section of the existing alignment of Pyrton Lane to the north of Icknield Community College
E2.13	P	**P1**	Taking the existing alignment of Pyrton Lane and Station Road to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads. An upgraded junction between Pyrton Lane and Station Road also likely as will widening along the length of both roads to facilitate two-way traffic and footway and cycleway provision
E2.14	P	**P2**	A new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.
E2.15	P	**P3**	A new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road, taking an alignment through the southern side of PYR1 site
E2.16	P	**P4**	A new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road, taking an alignment through the northern side of the Watlington Recreation Ground
E2.17	P	**P5**	A new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road, taking an alignment through the southern edge of PYR1
E2.18	P	**P6**	A new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads

Sub-option	Route Section	Section Option	
E2.19	C-P	**P7**	A new alignment around settlement edge of Watlington and along the southern edge of PYR1 to a new roundabout (Junction 3) on the B4009 Shirburn Road
E2.20	C-P	**P8**	A new alignment around settlement edge of Watlington and across the Watlington Recreation Ground (adjacent to Watlington Pavilion

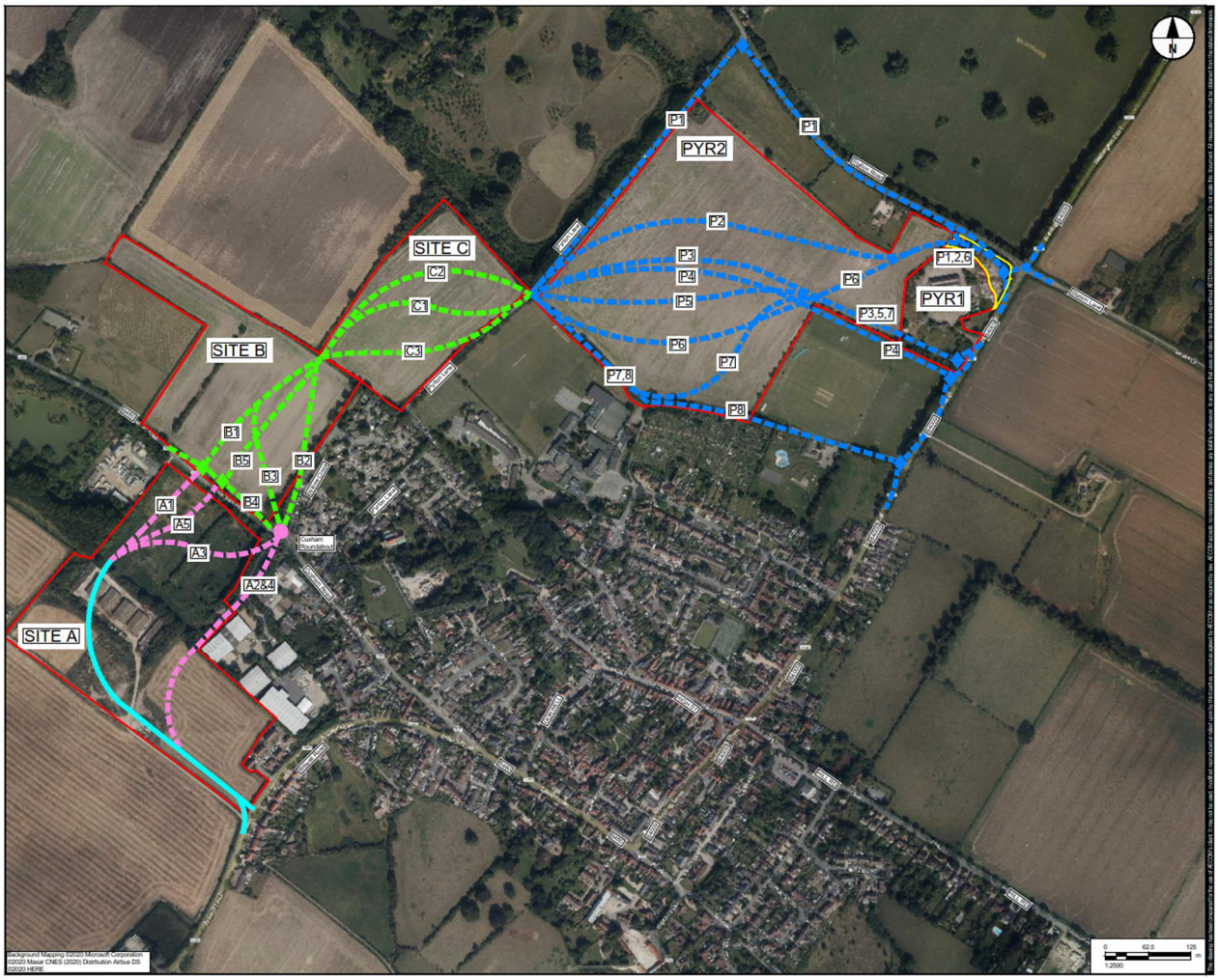

Figure 5.1. Alignment representation of Option E2 suboptions

5.2.21 As part of High Level Sift Part 3, suboptions of Option E2, as seen in **Table 5.5**, are compared only against affordability, feasibility and acceptability. The purpose of excluding objectives from this sift is that the options at Part 2 were considered sufficiently refined to assess against objectives and differentiate between options.

5.2.22 As with Parts 1 and 2, an option which achieves a negative or zero overall score in High Level Sifting Part 3 is not taken forward to Stage 2 Detailed Sift.

5.2.23 From this sift, several of the highest scoring options were taken forward. The highest scoring individual route options through sites A, B, C and P (PYR) were then matched up with a compatible option across sections A-B and C-P. The purpose of pairing sections occurs in recognition of the strong synergies between sections A and B, and between sections C and P.

5.2.24 Overall, the highest scoring options from this stage of the sift were:

- Route Section A -
  - o A1, A2&4, A5

- Route Section B -
  - B1, B3, B4 and B5
- Route Section C -
  - C1 and C2
- Route Section P -
  - P1, P2, P6 and P7

5.2.25 In summary, whilst issues were flagged for all of the selected options against at least one of the criteria, in overall terms they were all found to have the potential for more favourable outcomes, and suitable for more detailed assessment. These options scored higher against the assessed criteria, as they could be more affordable, feasible and acceptable to varying degrees compared to the other options.

5.2.26 Options A3, B2, P3-5 and P8 were sifted out because of concerns around potential feasibility (including land availability) and acceptability from stakeholders and local community groups. It is worth noting that, in the case the above constraints are overcome, these options could be considered at a later stage.

5.2.27 As noted earlier, not all options are geometrically compatible, therefore an additional check before progressing options to Stage 2 Detailed Sift, was to ensure that each selected option from High Level Sift Part 3 was compatible with at least one other option within the A-B and C-P combined sections.

5.2.28 A detailed analysis and score of each option is provided in **Appendix C**.

Stage 2 - Detailed Sift

5.2.29 The final list of options taken forward to Stage 2 Detailed Sift are presented in **Table 5.6**. Full details of each sift/scoring in the initial level sift can be seen in **Appendix E.**

Table 5.6. Options taken forward to detailed sift

Sections	Matched options	Description
A-B	A1-B1-	B4009 Britwell Road (priority give way junction - Junction 1) through Site A on most northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and through Site B on a northerly alignment
A-B	A5-B5-	B4009 Britwell Road (priority give way junction - Junction 1) through Site A on more northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and through Site B on a more central alignment
A-B	A2&4-B4-	B4009 Britwell Road (priority give way junction - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (existing roundabout at Willow Close) then using an existing upgraded section of the B480 Cuxham Road to a new roundabout (Junction 2) and into Site B via options B1 or B5
A-B	A2&4-B3-	B4009 Britwell Road (priority give way junction - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (upgraded roundabout at Willow Close - Junction 2) then into Site B on a more central alignment
C-P	-C1-P1	Through Site C on a more central alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking the alignment of Pyrton Lane and Station Road to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.
C-P	-C1-P2	Through Site C on a more central alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.

C-P	-C2-P6	Through Site C on a more northerly alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.
C-P	-C2-P7	Through Site C on a more northerly alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across broadly around the edge of Watlington and joining the B4009 Shirburn Road to the south of PYR1 and north of the Watlington Recreation Ground at a new roundabout junction (Junction 3)

5.2.30 At this point, the refined list of route section options (which have been paired within sections A-B and C-P) have been determined as a result of Stage 1 Parts 1-3 of the High Level Sift. Therefore, the list of route section options only consists of the most appropriate, detailed and potentially feasible options, although strengths and weaknesses are expected to be included in all options.

5.2.31 The purpose of the Stage 2 Detailed Sift is to compare and shortlist options against criteria set out in the HM Treasury's Five Case Model, as part of the strategic, economic, financial, management and commercial cases.

5.2.32 The Five Case Model is the required framework for considering the use of public resources, proportionally to the costs and risks involved whilst taking account of the context in which a decision is to be made (HM Treasury Green Book, 2020).

5.2.33 The DfT Early Assessment Sifting Tool (EAST) supports this process and identifies broad criteria aligned with DfT's Option Assessment Framework. It provides decision makers with relevant, high level, information to help form an early view of how options perform and compare.

5.2.34 The EAST tool is structured around the Five Case Model, with criteria and a scoring system that enable the shortlisting of options as shown in **Table 5.7**. The colour index used to present the scores in the table were identified for the purpose of this report. They are consistently used from this point throughout the report and provide a visual representation of problematic and acceptable criteria within options.

Table 5.7. Detailed Sift Criteria

Criteria	Description	Score
Strategic Case	Fit with project objectives and wider transport and government objectives	**5: Fully addresses the identified problem / Excellent fit** **4: Significant impact / Good fit** **3: Moderate Impact / Reasonable fit** **2: Minor Impact/ Low fit** **1: Very small overall Impact / Poor fit**
Economic Case	The scale of benefits arising from the improved transport network in terms of connectivity, reliability, resilience, housing, wider economic impacts, environmental and social impacts.	
Financial Case	Assessment of infrastructure capital costs, operating and maintenance costs	
Management Case	Assessment of option feasibility and stakeholder and public accessibility	
Commercial Case	Flexibility of an option, funding and income potential	

5.2.35 Within each of the detailed sift criteria described in **Table 5.7,** there are subcategories that allow finer details for each option to be assessed. The majority of subcategories are assigned a score between 1 and 5 (with a few exceptions), however, not all subcategories are scored. At the end, an overall score is calculated which can be used as a general guide for the potential performance of an option.

5.2.36 The EAST tool provides a plethora of subcategories to apply to a variety of schemes. Nonetheless, some of these subcategories are either not relevant to the options examined in this report (e.g. terrorism) or are including too much uncertainty and were hence excluded from the sifting process. It is not atypical at this stage for less information to be available, especially in relation to the Financial and Commercial cases. The subcategories considered in the assessment of options during detailed sift are shown in **Table 5.8.**

Table 5.8. Assessed Subcategories in Stage 2 Detailed Sift

Criteria	Subcategories
Strategic Case	- Identified problems and objectives - Scale of impact - Fit with wider transport and government objectives - Fit with other objectives - Key uncertainties - Degree of consensus over outcomes
Economic Case	- Economic growth - Carbon emissions - Socio-distributional impacts and the regions - Local environment - Well being - Expected value for money
Management Case	- Implementation timetable - Public acceptability - Practical feasibility - Quality of supporting evidence - Key risks
Financial Case	- Affordability - Capital costs - Cost profile
Commercial Case	- Flexibility of option - Funding source

5.2.37 Once all options from **Table 5.6** are scored, as per the detailed sift criteria discussed, the highest scoring option for Sections A-B and C-P separately, would be the options recommended for further development. Each matched A-B and C-P route section option is discussed in the following paragraphs in relation to potential benefits, issues and performance against the business case criteria.

5.2.38 With regard to the Financial Case in particular, it should be noted that the costings provided for each option, and therefore their relating scores, refer to the construction of alignment sections that OCC is responsible for. It is assumed that the developer will cover the costs for the remaining alignment sections, and are therefore not included in the cost estimates provided in the subsequent analysis.

5.2.39 Detailed scoring for each matched option against criteria subcategories is included in **Appendix D** with separate tables for each of the five cases.

5.3 Matched option A1-B1

5.3.1 **Option A1-B1** consists of the B4009 Britwell Road (priority give way - Junction 1) through Site A on most northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and through Site B on a northerly alignment.

Table 5.9. Potential benefits and issues of Option A1-B1

Potential Benefits	Potential Issues	Business case criteria
• Would unlock development sites • Situated farthest away from the edge of the town, minimising disruption to the local community • Reduce congestion and air quality in town centre • Protect the character of the town • Fits reasonably well with some local objectives • A1 will provide access to an activity centre and to the existing residential area of Watlington. • B1 will provide access to the existing residential area of Watlington • Traffic associated with Site A will not congest the existing roundabout on Cuxham Road • Preferable option due to moving the main junction further away from the Watlington Conservation Area and the Church of St Leonard	• Requires crossing a substantial flood zone • New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. • Planning permission unlikely to be achieved without support from Environment Agency. • Expensive as requires numerous structures (conveyance structures through flood plain for cross drainage, and single span structure across Charlgrove Brook).	**Strategic:** the option scores well against government and local objectives, with a medium degree of consensus. **Economic:** the option highly supports economic growth and scores highly for socio-distributional impacts and wellbeing. However, carbon emissions have scored in the middle and local environment has scored low. **Managerial:** the option scored in the middle for public acceptability and supporting evidence, however has scored low for practical feasibility. **Financial:** the option scored lower against affordability compared to other options, with total estimated costs for construction considered to reach £3,949,100 for the OCC section(s). **Commercial:** the option scored in the middle for flexibility.

5.4 Matched option A5-B5

5.4.1 Option A5-B5 consists of the B4009 Britwell Road (priority give way - Junction 1) through Site A on more northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and through Site B on a more central alignment.

Table 5.10. Potential benefits and issues of option A5-B5

Potential Benefits	Potential Issues	Business case summary
• Would unlock development sites • Less disruption to local community • Reduce congestion and air quality in town centre • Less impact to existing flood plain loss (reducing compensation required) • Protect character of the town • Fits well with local objectives • Highly supports economic growth areas • Traffic associated with Site A will not congest the existing roundabout on Cuxham Road • Preferable option due to moving the main junction further away from the Watlington Conservation Area and the Church of St Leonard	• New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur • Planning permission unlikely to be achieved without support from Environment Agency. • Expensive as requires numerous structures (conveyance structures through flood plain for cross drainage, and single span structure across Charlgrove Brook).	**Strategic:** the option scores highly against government objectives and well against local objectives, with a medium degree of consensus over outcomes. **Economic:** the option highly supports economic growth and scores highly for socio distributional impacts, it has also scored well against wellbeing. However, carbon emissions have scored in the middle and local environment has scored low. **Managerial:** the option has scored in the middle for public acceptability and quality of supporting evidence. **Financial:** the option lower against affordability compared to other options, with total estimated costs for construction considered to reach £4,243,000 for the OCC section(s). **Commercial:** the option has scored in the middle for flexibility.

5.5 Matched Option A2&4-B4

5.5.1 Option A2&4-B4 consist of B4009 Britwell Road (priority give way - Junction 1) through the southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (existing roundabout at Willow Close) then using an existing upgraded section of the B480 Cuxham Road to a new roundabout (Junction 2) and into Site B via options B1 or B5.

Table 5.11. Potential benefit and issues of option A2&4-B4

Potential Benefits	Potential Issues	Business case summary
• Unlock development sites • Reduce congestion and air quality in town centre • Low risk of flooding • Protect character of the town • Fits well with local objectives • Highly supports economic growth areas	• New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur • Route could increase journey time and reduce attractiveness • Could be more disruptive to existing road users on Cuxham Road • Potential congestion caused on Cuxham Road could affect air quality • The route contains two roundabout junctions which are likely to increase carbon emissions with stopping/starting. Also, reduced route continuity which may reduce attractiveness over alternative routes, e.g. through Watlington • Adverse traffic noise impacts for residents on Willow Close and Beech Close • Cuxham roundabout will require levels being raised due to flooding • Possible impact on existing utilities.	**Strategic:** the option scores in the middle against government objectives and scoring well against local objectives, with a medium degree of consensus over outcomes. **Economic:** the option highly supports economic growth and scores highly for socio distributional impacts, it also scores well against wellbeing. However, scores low on carbon emissions and scores in the middle for local environment. **Managerial:** the option has scored in the middle for public acceptability and supporting evidence, however, has scored low for practical feasibility. **Financial:** the option scored highly against affordability, with total estimated costs for construction considered to reach £2,838,900 for the OCC section(s). **Commercial:** the option scored low on flexibility of option

5.6 Matched option A2&4-B3

5.6.1 Option A2&4-B3 consists of B4009 Britwell Road (priority give way - Junction 1) through the southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (upgraded roundabout at Willow Close - Junction 2) then into Site B on a more central alignment.

Table 5.12. Potential benefits and issues of option A2&4-B3

Potential Benefits	Potential Issues	Business case summary
• Unlock development sites • Reduce congestion and air quality in town centre • Low risk of flooding • Protect character of the town • Fits well with local objectives • Highly supports economic growth	• New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. • Option is close to Watlington Conservation area and Church of St Leonard. • Could be more disruptive to existing road users on Cuxham Road. • Potential congestion caused on Cuxham Road could affect air quality. • The route contains two roundabout junctions which are likely to increase carbon emissions with stopping/starting. • Adverse traffic noise impacts for residents on Willow Close and Beech Close. • Cuxham roundabout will require levels being raised due to flooding • Possible impact on existing utilities.	**Strategic:** the option scores well against government and local objectives, with a medium degree of consensus over outcomes. **Economic:** the option highly supports economic growth and scores highly for socio distributional impacts, it also scores we against wellbeing. However, scores low on carbon emissions and scores in the middle for local environment. **Managerial:** the option has scored low for public acceptability and also scored low for practical feasibility, however has scored in the middle for quality of supporting evidence. **Financial:** the option scored highly against affordability, with total estimated costs for construction considered to reach £3,031,200 for the OCC section(s). **Commercial:** the option has scored low for flexibility of option.

5.8 Matched option C1-P1

5.8.1 Option C1-P1 runs through Site C on a more central alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking the alignment of Pyrton Lane and Station Road to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.

Table 5.13. Potential benefits and issues of option C1-P1

Potential Benefits	Potential Issues	Business case summary
• Unlock development sites • Reduce congestion and air quality in town centre • Furthest away from edge of town to less disruption to the local community • Protects character of the town • Meets some local objectives • Supports economic growth • P1 is aligned the farthest from Watlington and educational activity	• Not the most direct route and lacks continuity. • Positioning of P1 means current road will need to be widened and hedges removed, impacting environment and ecology. • Likely queueing along Pyrton Lane. • New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. • The alignment of C1 is closer to Pyrton Lane and Station Road, therefore is likely to have slightly greater adverse effect on noise for residents of Pyrton. • Opportunities to widen Station Road limited due to residential property. • New junction required at the intersection of Pyrton Lane with Station Road, requiring additional landtake.	**Strategic:** the option has scored in the middle against both government and local objectives, with a medium degree over consensus over outcomes. **Economic:** the option has scored well in supporting economic growth and has scored highly for socio distributional impacts. It has scored in the middle against local environment and wellbeing, however scored low for carbon emissions. **Managerial:** the option has scored low for public acceptability, practical feasibility and quality of supporting evidence. **Financial:** the option scored lower against affordability compared to other options, with total estimated costs for construction considered to reach £4,440,000 for the OCC sections(s). **Commercial:** the option has scored low for flexibility of option.

5.9 Matched option C1-P2

5.9.1 Option C1-P1 runs through Site C on a more central alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.

Table 5.14. Potential benefits and issues of option C1-P2

Potential Benefits	Potential Issues	Business case summary
• Unlock development sites • Reduce congestion and air quality in town centre • Furthest away from edge of town to less disruption to the local community • Protects character of the town • Higher degree of continuity • Fits some local objectives • Supports economic growth	• Higher disruption for residents in Pyrton. • Likely queueing along Station Road as it becomes a side-road linking into the new alignment. Queueing likely to have greater effect on air quality. • New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur.	**Strategic:** the option scores well against government objectives and had scored in the middle for local objectives with a medium degree of consensus over outcomes. **Economic:** the option has scored well in supporting economic growth and has scored highly for socio distributional impacts. It has scored well for local environment but scored in the middle for carbon emissions and wellbeing. **Managerial:** the option scored in the middle for public acceptability but scored low for practical feasibility and quality of supporting information. **Financial:** the option scored lower against affordability compared to other options, with total estimated costs for construction considered to reach £2,770,300 for the OCC section(s). **Commercial:** the option has scored in the middle for flexibility of option.

5.11 Matched option C2-P6

5.11.1 Option C2-P6 runs through Site C on a more northerly alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.

Table 5.15. Potential benefits and issues of option C2-P6

Potential Benefits	Potential Issues	Business case summary
• Unlock development sites • Reduce congestion and air quality in town centre • Furthest away from edge of town so less disruption to the local community in Watlington an Pyrton • Protects character of the town • Higher degree of continuity • Fits with some local objectives • Supports economic growth • Opportunity for transference of land by the developers of PYR1 to enable new roundabout junction.	• Likely queueing along Station Road as it becomes a side-road linking into the new alignment. Queueing likely to have greater effect on air quality • New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. • P6 aligned closer to residential and educational activities.	**Strategic:** the option scores well against government objectives but scored in the middle against local objectives, with a medium degree of consensus over outcomes. **Economic:** the option has scored well in supporting economic growth and local environment. It has scored very highly with socio distributional impacts. However had scored in the middle for carbon emissions and wellbeing. **Managerial:** the option has scored well with public acceptability but has scored low for practical feasibility and the quality of supporting evidence. **Financial:** the option scored highly against affordability, with total estimated costs for construction considered to reach £2,517,600 for the OCC section(s). **Commercial:** the option has scored in the middle for flexibility of option.

5.13 Matched option C2-P7

5.13.1 Option C2-P7 runs through Site C on a more northerly alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across broadly around the edge of Watlington and joining the B4009 Shirburn Road to the south of PYR1 and north of the Watlington Recreation Ground at a new roundabout junction (Junction 3).

Table 5.16. Potential benefits and issues of option C2-P7

Potential Benefits	Potential Issues	Business case summary
• Unlock development sites • Reduce congestion and air quality in town centre • Protects the character of the town • Fits with some local objectives • Likely to have slightly smaller effect on noise around Pyrton Lane	• New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. • Near school and recreational ground so likely to cause disruption and concerns for road safety. • Likely queueing along Pyrton Lane and Station Road. • More circuitous alignment may make the route less attractive and effective for its intended purpose. • Closer to Watlington boundary with concerns over environmental impacts, including air quality, noise, light spill and loss of hedgerow. • Queueing modelled on Station Road is likely to have greater effect on air quality. • Aligned closest to the residential and educational activities. • Constraints due to land access and ownership to the south of PYR1.	**Strategic:** the scored in the middle against government objectives and local objectives, with a medium degree of consensus over outcomes. **Economic:** the option has scored well in supporting economic growth, and highly against socio distributional impacts. However, has scored in the middle for carbon emissions, local environment and wellbeing. **Managerial:** the option scored in the middle for public acceptability but scored low for practical feasibility and quality of supporting evidence. **Financial:** the option scored highly against affordability, with total estimated costs for construction considered to reach £2,477,600 for the OCC section(s). **Commercial:** the option has scored low against flexibility.

5.14 Results: Short list of options

5.14.1 Following the analysis and score of each of the 8 route section options against all relevant criteria, the options can be ranked as follows in **Table 5.17**. It is important to repeat that ranking is based on a high-level score of the options. At this stage of developing scheme options, there remain many uncertainties that will not be entirely resolved until the schemes are developed in more detail. Taking this into account, it is not possible to fully differentiate between options against some of the criteria and therefore in some respects the scoring of options is closely matched.

5.14.2 The option ranking and more detailed discussion with scores is contained in **Appendix E** and summarised in **Appendix E.**

Table 5.17. Indicative ranking of route section options

Rank	Route Section A-B	Score	Route Section C-P	Score
1st	A1-B1 / A2&4-B4	50	C2-P6	49
2nd	A5-B5 / A2&4-B3	49	C2-P7	47
3rd			C1-P2	46
4th			C1-P1	43

6. Conclusions and Next Steps

6.1 Summary

6.1.1 This OAR for Watlington has provided evidence to support the need for a potential new infrastructure scheme as a response to a number of transport-related challenges related to future housing growth and regional and local aspirations for the area.

6.1.2 A high level list of different modal options was considered at first, including Heavy Rail, Light Rail, Bus Network, New Road, as well as options to do nothing and to do a minimum set of improvements. Their best fit against the wider objectives and challenges in the area was assessed as part of Stage 1 – High Level Sift Part 1, and through a high level comparison, a new road of lower speed configuration which is integral to housing development (Option E) was selected.

6.1.3 Progressing to Stage 1 – High Level Sift Part 2, Option E was expanded out to a number of possible broad corridor options that could potentially accommodate the new road link. The results of this process showcased that a road corridor to the west and north of Watlington seemed the most appropriate.

6.1.4 Progressing to Stage 1 – High Level Sift Part 3, corridor options in Part 2 were divided into more detailed route sections with sub-option alignments defined through each development site to the west and north of Watlington.

6.1.5 Each option was outlined, and potential benefits and issues were identified. Some options were discounted due to them being unfeasible. The remaining options were analysed and compared further, using the DfT EAST tool. Criteria and subcategories of criteria relating to the five case business model as defined by HM Treasury (strategic, economic, financial, management and commercial) were scored resulting in a list of shortlisted options of possible alignment.

6.1.6 The highest ranking option(s) (A1-B1 or A2&4-B4 within sites A and B and C2-P6 within sites PYR1 and PYR2) scored highly on feasibility and public acceptability, comply with national, regional and local objectives and are considered to respond appropriately to current and future traffic-related challenges in Watlington.

6.1.7 With regard to affordability, the cost estimates for each option have been compared, and although the two options within sites A-B have obtained the highest score overall based on the Detailed Sift, it is important to note that option A1-B1 represents the second most expensive of all the A-B options.

6.1.8 Analysis on affordability considered the cost of construction only for alignment sections that OCC is responsible for. The costs for the remaining alignment sections would be covered by the developer, and were therefore excluded from the cost estimates. It is worth noting that the affordability of a complete alignment should consider the combination of costs from the two parties, which could potentially alter the ranking of the examined options and result in a different preferred alignment.

6.2 Next Steps

6.2.1 In line with the TAG guidance on option appraisal, further assessment of the shortlisted options is required. The options will be assessed through modelling, using microsimulation and strategic transport modelling where appropriate. The method for assessing the schemes should be investigated as part of an Appraisal Specification Report as recommended by the DfT. The preferred scheme options will undergo a process of public consultation to seek local stakeholders and community views. The feedback from the public consultation exercise in conjunction with new transport modelling evidence will be used to inform the preliminary design of the scheme which will consider all aspects in more detail than have been considered to date. It is envisaged that in late 2021 a planning application will be submitted for the scheme, which will be supported by more detailed evidence.

6.2.2 It is important to note that whilst the alignment options considered as part of the Stage 2 Detailed Sift have been defined to a reasonable level of detail, they remain indicative having been based on an early assessment of engineering feasibility. The alignment(s) taken forward to public consultation and subsequently the preliminary design stage may therefore vary from the options considered in this OAR. It is not however expected that the alignments will significantly differ from those considered in this OAR, and therefore the report's assessment and conclusions should remain relevant.

Appendix A : Stage 1 - High Level Sift: Part 1

Sift ID	Option Name	Option Description	Objective 1 - Facilitate local housing growth around Watlington		Objective 2 - Manage traffic growth across an expanded Watlington		Objective 3 - Facilitate active travel within and around an expanded Watlington		Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
			Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary			
A	Heavy Rail Link	A new railway, potentially taking the alignment of the former Watlington and Princes Risborough Railway, with an intermediate station at Chinnor, or a new alignment to the nearest larger settlement on the existing national rail network such as Didcot	1	Heavy rail link would help facilitate planned growth, although it could be considered disproportionate to the level of growth proposed and may still lead to pressure placed on local roads.	-2	Heavy rail link may influence some traffic movements through Watlington, however it is unlikely to cater for all journeys, taking into consideration the dispersed pattern of trips across a wide catchment area which roads through Watlington are assumed to cater for.	-2	Heavy rail link may not facilitate active travel, except for accessing a station. It may cause severance (cutting off existing public rights of way, diverting roads) and therefore create longer routes for pedestrians, cyclists and equestrians.	-2	Heavy rail link would be very expensive. It may be feasible to reopen an old rail alignment between Watlington and Chinnor from which point a railway line exists towards Princes Risborough but for leisure/heritage use only. Evidence does not indicate that Princes Risborough or destination served along the Chiltern Main Line are a key direction of travel for Watlington residents and would not therefore generate sufficient passenger demand or revenue to justify high implementation and maintenance costs. A new rail alignment could be more expensive.	-2	Heavy rail link may be feasible to introduce along the former railway alignment between Watlington and Chinnor. New structures and some land purchase would be required along the closed section. Disruption and renewal costs would be required to upgrade the Chinnor and Princes Risborough heritage railway. A commercial service may or may not be able to operate alongside heritage services. Upgrades to Chiltern Main Line connection and Princes Risborough Station would be required. An alternative new alignment e.g. towards Didcot via Wallingford and/or Cholsey, potentially taking a section of the Wallingford-Cholsey heritage line could also be considered, but could potentially be even more challenging as it will require more land acquisition and new structures. Whilst Wallingford is identified as a key origin/destination for trips to/from Watlington, onward destinations served on the Great Western Main Line are not considered major destinations with the exception of Oxford. A new station would most likely be located some distance outside of Watlington.	0	Heavy rail link would promote more sustainable journeys and may be perceived as more acceptable than road-based options but could largely depend on the composition of service and destinations served. High cost, disruption during construction, visual and noise intrusion during construction and when operational may make this option less acceptable. Its potential minimal impact on traffic issues in Watlington may also increase the perception the rail link is not effective.	-7	6	In summary, this option is not considered proportionate to the level of housing growth in Watlington. Whilst it may encourage more sustainable travel, it would be an extremely expensive and inflexible option. It is therefore not recommended to take this option forward to the High Level Sift Part 2.

Sift ID	Option Name	Option Description	Objective 1 - Facilitate local housing growth around Watlington		Objective 2 - Manage traffic growth across an expanded Watlington		Objective 3 - Facilitate active travel within and around an expanded Watlington		Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
			Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary			
B	Light Rail Link	A new light rail system linking Watlington to the nearest larger settlement and service centre, e.g. Princes Risborough, Wallingford and/or Thame	1	Light rail / tram link would help facilitate planned growth, although it could be considered disproportionate to the level of growth proposed and may still lead to pressure placed on local roads.	-1	Light rail / tram link may influence some traffic movements through Watlington, however it is unlikely to cater for all journeys, taking into consideration the dispersed pattern of trips across a wide catchment area which roads through Watlington are assumed to cater for.	-2	Light rail link may not facilitate active travel, except for accessing a station. It may cause severance (cutting off existing public rights of way, diverting roads) and therefore create longer routes for pedestrians, cyclists and equestrians.	-2	Light rail link would be very expensive. It will require a new alignment therefore requiring significant land acquisition. It may not be compatible with the Chinnor-Princes Risborough Railway. It may not be efficient to operate it further than the nearest key town. Evidence does not indicate that Princes Risborough is a key direction of travel for Watlington residents and would not therefore generate sufficient passenger demand and revenue to justify high implementation and maintenance costs. A new light rail alignment could be more expensive.	-2	Light rail link likely to require new alignment. New structures and significant land purchase would be required. It may not be feasible to route light rail close enough to the nearest mainline railway to facilitate interchange therefore a separate interchange may be required. A new station would most likely be located some distance outside of Watlington.	-1	Light rail link would promote more sustainable journeys and may be perceived as more acceptable than road-based options. High cost, disruption during construction, visual and noise intrusion during construction and when operational may make this option less acceptable. Its potential minimal impact on traffic issues in Watlington may also increase the perception the rail link is not effective.	-7	6	In summary, this option may be considered not proportionate to the level of housing growth in Watlington. Whilst it may encourage sustainable travel, it would be an expensive option and is unlikely to cater for all journeys. It is therefore not recommended to take this option forward to the High Level Sift Part 2.
C	Enhanced Bus Link or Network	A single route or system of enhanced bus services linking Watlington to at least one larger settlement or multiple destinations including Wallingford, Didcot, Princes Risborough, Thames and/or Oxford	1	Enhanced bus link or network would help facilitate planned growth, and be better connected with homes	0	Enhanced bus link or network may influence some traffic movements through Watlington and could cater for a selection of journeys, taking into consideration the dispersed catchment area which roads through Watlington cater for.	-1	Enhanced bus link or network may not facilitate active travel but should not create severance if using existing roads.	0	Enhanced bus link or network could potentially be affordable if it can be supported by development (pump priming the funding of new vehicles and supporting infrastructure). To be a more flexible service, it would need to connect to different locations in multiple directions which could increase costs and may not generate sufficient demand. A Demand Responsive Transit system may be more affordable and proportionate as service levels and patterns would adjust according to the level of demand. A prominent direction of travel is desirable for such services to operate effectively. Wallingford or Oxford could be considered key destinations.	-1	Enhanced bus link or network could be very feasible to introduce depending on configuration, for example number of vehicles and supporting infrastructure. Services operating on dedicated routes or corridors, e.g. bus lanes, bus only roads or guided busway tracks, will be less feasible and likely to require land acquisition and additional mitigation costs. It is uncertain however that such infrastructure would be warranted, therefore services could mix with general traffic on public road with new, enhanced stops provided at key locations. Demand Responsive Transit typically operates using smaller vehicles which could be more easily accommodated on rural roads and narrow streets through Watlington. It may however dilute patronage on existing bus	1	Enhanced bus link or network would promote more sustainable journeys and may be perceived as more acceptable than private vehicle-based options. Depending on configuration, a potential high cost, disruption during construction (required), visual and noise intrusion during construction and when operational may make this option less acceptable. Its potential minimal impact on traffic issues in Watlington may also increase the perception bus services are not fully effective. However, a Demand	0	2	In summary, this option is considered proportionate to the level of housing growth in Watlington. It is potentially an affordable option although creating a flexible service will increase the price. Services operating on dedicated routes will be less feasible and likely to require land acquisition and additional mitigation. It is uncertain that such infrastructure would be warranted. It is therefore not recommended to take this option forward to the High Level Sift Part 2.

Sift ID	Option Name	Option Description	Objective 1 - Facilitate local housing growth around Watlington		Objective 2 - Manage traffic growth across an expanded Watlington		Objective 3 - Facilitate active travel within and around an expanded Watlington		Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
			Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary			
												services as there may not be sufficient overall demand in such a rural location.		Responsive Transit type system may offer the flexibility and proportionality required.			
D	Road Link - higher speed bypass	A new road designed to DMRB standards, e.g. 40-60mph speed limit, single carriageway with limited junctions along its length to improve flow and maintain vehicle speeds, limited or no NMU provision	0	Road Link of high-speed bypass configuration would help facilitate development, however it may not enhance local connections as development traffic may still need to route through Watlington. It would not be considered proportionate to the problem and opportunities in Watlington	-1	Road Link of high-speed bypass configuration may not enhance local connections as development traffic may still need to route through Watlington. It may induce traffic from across a wide area including trips which would not occur by car or take a different route. Potentially transfer of traffic from less appropriate rural routes as well as through Watlington	-1	Road Link of high-speed bypass configuration could increase severance for pedestrians, cyclists and equestrians, depending on frequency and quality of crossings. This could be slightly offset by a reduction in severance through the centre of Watlington where traffic volumes may reduce.	-1	High speed bypass would be expensive, but more affordable with developer contributions. As it would only benefits car users and not NMU's, other schemes would need to be implemented in conjunction in order to facilitate all road users, which could result in higher costs. In order to serve all new developments, it would need to be positioned very carefully near Site A and at the end of PYR1, meaning it would also require rural land purchase.	0	Being a bypass, this would mean it would not need to be built through the town and would preserve the character of the town. New structures and significant land purchase would be required. There may not be sufficient space to accommodate sufficient structures such as bridges and grade separated junctions to facilitate a straight, faster alignment for traffic.	-2	As the new bypass would result in higher car use and no NMU facilities, this would not be accepted by all road users and does not support sustainable travel. Could also lead to air quality issues with high speed limit. The construction would result in noise, high costs, and the final structure could also result in a lot of noise from fast travelling vehicles and visually it would not be pleasing or fitting with the local environment.	-5	5	In summary, this option is not considered proportionate to the level of housing growth in Watlington. It is expensive and there may not be sufficient space to accommodate for a straight, faster alignment. The option could decrease severance through the Watlington centre while it might increase severance for pedestrians, cyclists and equestrians around the bypass. The option does not encourage sustainable travel and could lead to air quality and noise issues. It is therefore not recommended to take this option forward to the High Level Sift Part 2.

Sift ID	Option Name	Option Description	Objective 1 - Facilitate local housing growth around Watlington		Objective 2 - Manage traffic growth across an expanded Watlington		Objective 3 - Facilitate active travel within and around an expanded Watlington		Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
			Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary			
E	Road Link - lower speed distributor/edge road	A new road designed to MfS standards, e.g. max 30mph mph speed limit, single carriageway with potential interim junctions along its length and NMU provision including crossing points and footways or shared us footways/cycle routes alongside it	2	Road link/edge road of lower speed would help facilitate planned development growth for both vehicle and NMU. Junctions would also allow for enhanced local connections.	2	Road link / edge road would enhance local connections with junctions to facilitate movements at different places along the road. Potentially transfer of traffic from less appropriate rural routes as well as through Watlington. Would also help facilitate traffic growth	0	Edge road with NMU provisions does facilitate active travel and reduces severance. The road may also take traffic away from Watlington centre and could improve environment for NMUs in the town centre.	1	Edge road would be expensive but costs would be less than other options. The alignment and route of the edge road would have an impact on the costs of the road. Edge road going through or near the planned development sites could secure funding through developer contributions. Some land purchase may be necessary but could be covered by routing through development sites, therefore clear opportunity for developers to help fund it.	1	An edge road would potentially require land purchase, most likely rural or agricultural to be used for the construction of the road around the edge of the town, however proposed developments in the area could facilitate this due to where they are situated	0	A new road would likely encourage higher car use in an already high car dependant town, however with NMU provisions such as crossings and cycle routes these could open up connections for all road users in Watlington and also to further destinations.	6	1	In summary, this option is considered proportionate to the level of housing growth in Watlington. The option is expensive but the alignment near the planned development sites could secure funding through developer contributions. The option would enhance local connections and while it is likely to encourage car travel the NMU provisions such as crossings and cycling routes cater for all road users and reduces severance. It is therefore recommended to take this option forward to the High Level Sift Part 2.
A	Do Nothing	No improvements (planned development load onto existing roads but no wider improvements)	-2	A do nothing option would not help facilitate housing development, and may in fact hinder the development. No improvements would result in more traffic travelling through the streets of Watlington and the current road infrastructure would be required to facilitate the growing number of vehicle trips from developments.	-2	A do nothing option would worsen traffic management across Watlington as the current road infrastructure would be required to facilitate traffic growth.	-2	A do nothing option would not improve active travel around Watlington. It also may worsen active travel and traffic growth will mean more vehicle trips, increasing severance and a potentially unsafe active mode environment	2	A do nothing option would be affordable.	2	A do nothing option would mean no infrastructure needs to be built or planned	-2	A do nothing option would mean current issues such as congestion and air quality will worsen.	-4	4	In summary, a do nothing option would worsen traffic management across Watlington and not improve active travel. It would be an affordable option as no infrastructure needs to be built but current issues as congestion and air quality will worsen. It is therefore not recommended to take this option forward to the High Level Sift Part 2.

Sift ID	Option Name	Option Description	Objective 1 - Facilitate local housing growth around Watlington		Objective 2 - Manage traffic growth across an expanded Watlington		Objective 3 - Facilitate active travel within and around an expanded Watlington		Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
			Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary			
H	Do Minimum highway improvement	Minimal improvements to facilitate movements through Watlington including localised improvements to footways, additional crossings and some limited bus service enhancements (e.g. increased frequency during peak hours).	-1	Minimal improvements could potentially facilitate a small amount of growth, however it does not facilitate the scale of planned housing growth developments in Watlington.	-1	Minimal improvements would not manage the traffic growth fully and would not address current issues such as congestion that are likely to intensify in the future.	-1	Minimal improvements such as additional crossings may slightly improve the current environment for active travel, however it is unlikely that it will make a huge difference and will not encourage further active travel	2	Minimal improvements would not cost a lot of money nor would the maintenance costs be high. Additional bus services would create income and so some of those costs may be covered if demand is high enough.	2	Minimal improvements would not require a lot of construction or land use, as it would be within the existing highway	-1	Do minimum would results in only slight if any improvement to current issues like congestion and air quality and may be perceived as being ineffective and poor value for money given the scale of development proposed.	0	2	In summary, a do minimum option does not facilitate the planned housing developments in Watlington. It is an affordable option as no a lot of construction or land purchase Is needed. However, the option would result only to slight if any improvements to current issues like congestion and air quality.

Appendix B : Stage 1 - High Level Sift Part 2

Sift ID	Option Name	Option Description	Objective 1 - Facilitate local housing growth around Watlington		Objective 2 - Manage traffic growth across an expanded Watlington		Objective 3 - Facilitate active travel within and around an expanded Watlington		Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
			Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary			
E1	New Road - lower speed distributor/edge road - full ring around Watlington	A new road designed to MfS standards, e.g. max 30mph speed limit, single carriageway with potential interim junctions along its length and NMU provision including crossing points, footways or shared us footways/cycle routes alongside it. Completely encircling Watlington with junction links onto the B4009S, B480W, B4009N, Hil Road, B480E	1	A new road all around Watlington would help facilitate housing development by providing additional transport capacity although it could be considered disproportionate to the scale and location of growth.	1	A new road would provide additional road capacity around Watlington, linking together each key radial route leading into/out of the town. By providing additional capacity, it could serve to induce traffic around Watlington.	-1	A new road encircling Watlington could increase severance, making it more difficult for people to cross roads on foot and by bike to access the countryside or Watlington.	-2	A new road all around Watlington would be considered less affordable and not in proportion to the defined problem and level of housing growth proposed on the edges of Watlington. It would require significant land purchase and potentially purchase and demolition of properties particularly on the eastern side of the town.	0	A new road all around Watlington might be feasible in engineering terms, assuming all required land could be secured to achieve a sensible alignment.	-2	A new road encircling Watlington is unlikely to be acceptable as it will likely have significant detrimental impacts on the environment, and is considered a disproportionate solution to the problem.	-4	3	In summary, the option is not proportionate to the level of housing growth in Watlington. Whilst it would provide additional road capacity it is likely to increase severance and have significant detrimental impacts on the environment. It is therefore not recommended to take this option forward to the High Level Sift Part 3.
E2	New Road - lower speed distributor/edge road - west of Watlington	A new road designed to MfS standards, e.g. max 30mph mph speed limit, single carriageway with potential interim junctions along its length and NMU provision including crossing points and footways or shared us footways/cycle routes alongside it. Routes around the west of Watlington only, with junction links onto the B4009S, B480W and B4009N	2	A new road west of Watlington would help facilitate housing development by providing additional transport capacity.	1	A new road would provide additional road capacity west of Watlington, linking together B4009 north and south of Watlington and B480 leading into/out of the town from the west (the main rural route towards Oxford)	0	A new road is likely to relieve some traffic within Watlington and therefore in turn could facilitate an increase in active travel if roads are quieter and safer. However, overall a relief road could encourage car use and not active or sustainable travel (sustainable travel – NPPF and government climate change objectives). A new road could increase severance for active travel outside of Watlington, depending on frequency and quality of crossings.	2	A new road west of Watlington would be relatively affordable and in proportion to the defined problem and level of housing growth proposed on the edges of Watlington. Due to the positioning to the west of Watlington, it would potentially travel through development sites meaning strong likelihood for contributions from developers (either through reserving land or construction of sections themselves).	2	A new road west of Watlington is likely to be feasible in engineering terms, assuming all required land could be secured to achieve a sensible alignment which complies with standards.	1	A new road west of Watlington is more likely to be acceptable as it is a proportionate solution to the problem and has less impacts on environmentally sensitive areas. There are likely to be concerns regarding potential knock-on impacts, including induced traffic, noise and visual intrusion which could make the scheme less acceptable.	5	1	In summary, the option is proportionate to the level of housing growth in Watlington and has less detrimental impacts on the environment. The option is more affordable and developer contribution to the cost is likely. It is not likely to encourage active travel and it might increase severance for active travel outside of Watlington depending on frequency and quality of crossings. It is therefore recommended to take this option forward to the High Level Sift Part 3.

Sift ID	Option Name	Option Description	Objective 1 - Facilitate local housing growth around Watlington		Objective 2 - Manage traffic growth across an expanded Watlington		Objective 3 - Facilitate active travel within and around an expanded Watlington		Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
			Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary	Score	Commentary			
E3	New Road - lower speed distributor/edge road - east of Watlington	A new road designed to MfS standards, e.g. max 30mph mph speed limit, single carriageway with potential interim junctions along its length and NMU provision including crossing points and footways or shared us footways/cycle routes alongside it. Routes around the east of Watlington only, with junction links onto the B4009S, B480E (Howe Road), Hill Road and B4009N	0	A new road east of Watlington would not help facilitate housing development located west of Watlington	-1	A new road east of Watlington may relieve some pressure on roads in Watlington, although development traffic may not be attracted to use it and would instead use existing roads through Watlington and Pyrton.	0	A new road is likely to relief the traffic within Watlington and therefore encourage active travel. However, overall a relief road can be seen encouraging car use and not active or sustainable travel (sustainable travel – NPPF and government climate change objectives). A new road could increase severance for active travel outside of Watlington, depending on frequency and quality of crossings.	-1	A new road east of Watlington would be relatively affordable and in proportion to the defined problem and level of housing growth proposed on the edges of Watlington. It would require land purchase and potentially purchase and demolition of properties. There would be limited opportunity to directly fund the full link through planned developments	0	A new road west of Watlington is likely to be feasible in engineering terms, assuming all required land could be secured to achieve a sensible alignment which complies with standards.	-1	A new road east of Watlington is likely to have a low level of acceptability as it would impact on areas classified as "area of outstanding natural beauty" east of Watlington (Landscape Figure.pdf) and is on the opposite side of town to development	-2	2	In summary, the option is proportionate to the level of housing growth in Watlington and has less detrimental impacts on the environment. However, it would require land purchase and demolition of properties while developer contribution to the cost would be limited. The option is not likely to encourage active travel and it might increase severance for active travel outside of Watlington depending on frequency and quality of crossings. It is therefore not recommended to take this option forward to the High Level Sift Part 3.

Appendix C : Stage 1 - High Level Sift Part 3

Sift ID	Section	Option	Option Description	Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
				Score	Commentary	Score	Commentary	Score	Commentary		Note: ranking considers each section (A, B, C and P) separately)	
E2.1	A	A1	B4009 Britwell Road (priority give way - Junction 1) through Site A on most northerly alignment to B480 Cuxham Road (new roundabout - Junction 2)	0	Awaiting cost estimation for section(s) to be funded by OCC. Likely to be more expensive that other A-section options as it requires numerous structures (conveyance structures through flood plain for cross drainage, and single span structure across Charlgrove Brook)	1	The option is considered reasonably feasible, subject to EA approval and sufficient structures capable of addressing flooding risks.	1	The option's acceptability is considered positive given that it will have benefits in terms of connectivity and knock-on improvements on existing roads, however crossing an environmentally sensitive area could reduce its acceptability.	2	2	The option is likely to be relatively expensive as it requires numerous structures to address flooding risk. Its acceptability is considered positive and it is likely reasonably feasible. Therefore, it is recommended to take this option forward to the Detailed Assessment.
E2.2	A	A2&4	B4009 Britwell Road (priority give way - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (upgraded roundabout at Willow Close - Junction 2)	2	Awaiting cost estimation for section(s) to be funded by OCC. Utilises a section of existing road (access to Watlington Industrial Estate) which could reduce costs. Cuxham Roundabout will require levels being raised due to flooding but no floodplain storage or conveyance structures would be required. Possible impact on existing utilities.	1	The option is considered reasonably feasible, subject to sufficient structures capable of addressing flooding risks.	1	The option's acceptability is considered positive given that it will have benefits in terms of connectivity and knock-on improvements on existing roads. The option may cause congestion on the Cuxham Road roundabout which may have an adverse effect on the acceptability. (Environmental Baseline Report). It may cause more disruption to businesses although conversely, they may benefit from improved connectivity (quicker journey times by car around Watlington)	4	1	The option is likely to be more affordable due to utilisation of existing road. Its acceptability is considered positive and it is likely reasonably feasible. Therefore it is recommended to take this option forward to the Detailed Assessment.
E2.3	A	A3	B4009 Britwell Road (priority give way - Junction 1) through Site A , taking a more northerly alignment before routing southwards to meet an upgraded roundabout at Cuxham Road/Willow Close - Junction 2)	-1	Awaiting cost estimation for section(s) to be funded by OCC. Cuxham Rbt will require levels being raised due to flooding. Possible impact on existing utilities which would need to be mitigated with conveyance structures and floodplain storage.	-2	The option is considered not feasible given the issues around flood protection, land ownership and access.	0	The option's acceptability is considered neutral given that it will have benefits in terms of connectivity and knock-on improvements on existing roads, but conversely it may cause congestion on Cuxham Road roundabout which may have an adverse effect on its acceptability. (Environmental Baseline Report).	-3	4	The option is likely to be relatively expensive due to required flood protection structures. It is not considered feasible given the problems around flood protection, land ownership and access. Therefore it is recommended not to take this option forward to the Detailed Assessment.

Sift ID	Section	Option	Option Description	Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
				Score	Commentary	Score	Commentary	Score	Commentary		Note: ranking considers each section (A, B, C and P) separately)	
E2.4	A	A5	B4009 Britwell Road (priority give way - Junction 1) through Site A on a northerly alignment to B480 Cuxham Road (new roundabout - Junction 2)	0	Awaiting cost estimation for section(s) to be funded by OCC. Expensive as requires numerous structures (conveyance structures through flood plain for cross drainage, and single span structure across Charlgrove Brook) but less costly compared to A3 and A1.	1	The option is considered reasonably feasible, subject to EA approval and sufficient structures capable of addressing flooding risks.	1	The option's acceptability is considered positive given that it will have benefits in terms of connectivity and knock-on improvements on existing roads, however crossing an environmentally sensitive area could reduce its acceptability.	2	2	The option is likely to be relatively expensive as it requires numerous structures to address flooding risk. Its acceptability is considered positive and it is likely reasonably feasible. Therefore it is recommended to take this option forward to the Detailed Assessment.
E2.5	B	B1	Linking Cuxham Road (at a priority give way junction - Junction 1) through Site B on a northerly alignment	2	Awaiting cost estimation for section(s) to be funded by OCC. Requires construction of compact roundabout with 28m ICD	2	The option is considered feasible. The option has been safeguarded in the Watlington Neighbourhood Plan as well as the emerging South Oxfordshire District Local Plan.	2	The option's acceptability is considered positive given that it will have benefits in terms of connectivity and knock-on improvements on existing roads. The option may cause congestion on the Cuxham Road roundabout which may have an adverse effect on the acceptability. (Environmental Baseline Report).	6	1	The option is likely to be relatively affordable. The option's acceptability and feasibility are considered positive given it is safeguarded in the Watlington Neighbourhood Plan as well as the emerging South Oxfordshire District Local Plan. Therefore it is recommended to take this option forward to the Detailed Assessment.
E2.6	B	B2	Linking Cuxham Road (at an existing, upgraded roundabout with Willow Close), taking the alignment of Willow Close, through Site B on a southerly alignment	2	Awaiting cost estimation for section(s) to be funded by OCC.	0	The option is considered less feasible given the close alignment to Willow Close. The option has been safeguarded in the emerging South Oxfordshire District Local Plan.	-2	The option's acceptability is considered low given the close proximity to the residential properties on Willow Close. The option may cause congestion on the Cuxham Road roundabout which may have an adverse effect on the acceptability. (Environmental Baseline Report).	0	5	The option is likely to be relatively affordable. The option is likely to be less acceptable and feasible given its close proximity to residential properties on Willow Close and adverse affect on traffic on Cuxham Road. Therefore it is recommended not to take this option forward to the Detailed Assessment.
E2.7	B	B3	Linking Cuxham Road (at an existing, upgraded roundabout with Willow Close) then through Site B on a more central alignment	2	Awaiting cost estimation for section(s) to be funded by OCC. Land purchase required at roundabout. Levels of existing roundabout will need to be raised.	2	The option is considered reasonably feasible, subject to land purchase at roundabout.	0	The option's acceptability is considered neutral given that it will have benefits in terms of connectivity and knock-on improvements on existing roads. The option may cause congestion on the Cuxham Road roundabout which may have an adverse effect on the acceptability. It would also be more disruptive to Willow Close residents (Environmental Baseline Report).	4	3	The option is likely to be more disruptive to the residents on Willow Close and it may affect traffic on Cuxham Road. However, it is likely to be relatively affordable and feasible option. Therefore it is recommended to take this option forward to the Detailed Assessment.

Sift ID	Section	Option	Option Description	Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
				Score	Commentary	Score	Commentary	Score	Commentary		Note: ranking considers each section (A, B, C and P) separately)	
E2.8	B	B4	Taking the alignment of Cuxham Road between the existing roundabout junction with Willow Close/Watlington Industrial Estate access to a priority give way junction (Junction 1) NOTE - B4 would need to be combined with either B1 or B5 options)	1	Awaiting cost estimation for section(s) to be funded by OCC. Likely more costly than Options B2 and B3. Will require construction of compact roundabout with 28m ICD. It would need to be combined with either B1 or B5 therefore reducing affordability.	2	The option is considered reasonably feasible as improvements could be secured within the existing highway boundary or through adjacent development land.	1	The option's acceptability is considered positive given that it will have benefits in terms of connectivity and knock-on improvements on existing roads. The option may cause congestion on the Cuxham Road roundabout which may have an adverse effect on the acceptability. (Environmental Baseline Report).	4	3	The option is likely to be relatively affordable although it would need to be combined with either B1 or B5 reducing affordability. The option's acceptability and feasibility are considered positive although the option may affect the traffic on Cuxham Road. It is recommended to take this option forward to the Detailed Assessment.
E2.9	B	B5	Linking Cuxham Road (at a priority give way junction - Junction 1) through Site B on a more central alignment	2	Awaiting cost estimation for section(s) to be funded by OCC. Requires construction of compact roundabout with 28m ICD	2	The option is considered feasible.	2	The option's acceptability is considered positive given that it will have benefits in terms of connectivity and knock-on improvements on existing roads. The option may cause congestion on the Cuxham Road roundabout which may have an adverse effect on the acceptability. (Environmental Baseline Report).	6	1	The option is likely to be relatively affordable. The option's acceptability and feasibility are considered positive although the option may affect the traffic on Cuxham Road. It is recommended to take this option forward to the Detailed Assessment.
E2.10	C	C1	Through Site C on a more central alignment, taking a short section of the existing alignment of Pyrton Lane to the north of Icknield Community College	2	Awaiting cost estimation for section(s) to be funded by OCC.	2	The option is considered feasible, subject to purchase or CPO of the Icknield college playing fields. Issue regarding reserved land on PYR2 - safeguarded for possible expansion of Icknield College. This route is safeguarded in the Watlington Neighbourhood Plan as well as the emerging South Oxfordshire District Local Plan	2	The option's acceptability is considered positive given that it will have benefits in terms of connectivity and knock-on improvements on existing roads. It is aligned the furthest from the residential properties on Willow Close which is likely to improve the acceptability. (Environmental Baseline Report).	6	1	The option is likely to be relatively affordable. The option's acceptability is considered positive although the option may affect the traffic on Cuxham Road. It is likely a feasible option subject to purchase or CPO of the Icknield college playfields. It is recommended to take this option forward to the Detailed Assessment.
E2.11	C	C2	Through Site C on a more northerly alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site	2	Awaiting cost estimation for section(s) to be funded by OCC.	1	The option is considered reasonably feasible, subject to purchase or CPO of the Icknield college playing fields. Issue regrading reserved land on PYR2 - safeguarded for possible expansion of Icknield College. The option is not aligned with the Providence masterplan which is currently awaiting determination	1	The option's acceptability is considered positive given that it will have benefits in terms of connectivity and knock-on improvements on existing roads (Environmental Baseline Report).	4	2	The option is likely to be relatively affordable. It is likely a feasible option subject to purchase or CPO of the Icknield college. The option's acceptability is likely positive although it may affect the traffic on Cuxham Road. It is recommended to take this option forward to the Detailed Assessment.

Sift ID	Section	Option	Option Description	Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
				Score	Commentary	Score	Commentary	Score	Commentary		Note: ranking considers each section (A, B, C and P) separately)	
E2.12	C	C3	Through Site C on a more southerly alignment, taking a longer section of the existing alignment of Pyrton Lane to the north of Icknield Community College	2	Awaiting cost estimation for section(s) to be funded by OCC.	-1	Issue regrading reserved land on PYR2 - safeguarded for possible expansion of Icknield College. Not aligned with the Providence masterplan which is currently awaiting determination	-1	The option will have benefits in terms of connectivity and knock-on improvements on existing roads. However, the option is close to Watlington Primary School and Icknield college which may have an adverse effect on the acceptability. (Environmental Baseline Report).	0	3	The option is likely to be relatively affordable. However, its feasibility and acceptability are considered low given the close proximity to educational properties and issues with reserved land on PYR2. Therefore, it is recommended not to take this option forward to the Detailed Assessment.
E2.13	P	P1	Taking the existing alignment of Pyrton Lane and Station Road to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads. An upgraded junction between Pyrton Lane and Station Road also likely as will widening along the length of both roads to facilitate two-way traffic and footway and cycleway provision	1	Awaiting cost estimation for section(s) to be funded by OCC. Widening along Pyrton Lane would require land purchase. Compact rbt would require land purchase of private lane in norther corner. Although widening of existing road may initially seem to provide cost savings, two 28m ICD roundabout likely to be required (1x at Station Road / Pyrton Lane and 1x Station Lane/Station Road/ B4009)	2	The option is considered feasible, subject to land purchase to widen Pyrton Lane. Widening of Station Road may not be possible due to presence of private residence.	-2	The option will have benefits in terms of connectivity and knock-on improvements on existing roads. The option is likely to affect the environment and is close to Pyrton Conservation Area which may have an adverse effect on the acceptability. (Environmental Baseline Report).	1	3	The option is likely to be relatively affordable given the utilisation of existing roadway. However, construction work to widen Pyrton Lane is needed. In addition, the option may have an adverse affect on the Pyrton Conservation Area. It is recommended not to take this option forward to the Detailed Assessment.
E2.14	P	P2	A new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	2	Awaiting cost estimation for section(s) to be funded by OCC.	2	The option is considered feasible, subject to development of PYR1 proceeding with the planning permission whereby land will be transferred to OCC. The route is safeguarded in the emerging South Oxfordshire District Local Plan.	1	The option's acceptability is considered neutral given that it will have benefits in terms of connectivity and knock-on improvements on existing roads however it would reduce the green gap between Watlington and Pyrton and may therefore be considered less acceptable to Pyrton residents.	5	1	The option is likely to be affordable and feasible. The option's acceptability is considered positive although the option may be considered less acceptable to Pyrton residents. It is recommended to take this option forward to the Detailed Assessment.

Sift ID	Section	Option	Option Description	Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
				Score	Commentary	Score	Commentary	Score	Commentary		Note: ranking considers each section (A, B, C and P) separately)	
E2.15	P	P3	A new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road, taking an alignment through the southern side of PYR1 site	1	Awaiting cost estimation for section(s) to be funded by OCC. Proposals will require 28m ICD compact roundabout at junction with B4009 (furthering loss of playing fields and potentially impacting PYR1). Would require third party land acquisition or CPO.	-1	Alignment would require land from PYR1 site which would rely on the redesign of the Masterplan and the resubmission of the Planning Application (at the developers cost, which is likely to draw objection). OCC are reliant on the landowner releasing land to OCC, which is likely to be difficult if the developer has to bear the cost of the renewed Masterplan and Planning Application	0	The option's acceptability is considered neutral given that it will have benefits in terms of connectivity and knock-on improvements on existing roads however it would reduce the green gap between Watlington and Pyrton and may therefore be considered less acceptable to Pyrton residents. It would also create an additional junction on the B4009 which could cause more disruption and inconvenience.	0	4	The option is likely to be affordable. It is not considered feasible due to need to redesign the Masterplan and resubmit the planning application. The option may be considered less acceptable to Pyrton residents and would require creation of additional junction. It is recommended not to take this option forward to the Detailed Assessment.
E2.16	P	P4	A new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road, taking an alignment through the northern side of the Watlington Recreation Ground	1	Awaiting cost estimation for section(s) to be funded by OCC. Proposals will require 28m ICD compact roundabout at junction with B4009 (furthering loss of playing fields and potentially impacting PYR1). Would require third party land acquisition or CPO.	-1	Alignment would require land from the existing cricket ground/playing fields, which is potentially difficult to argue in planning policy terms.	-1	The option's acceptability is considered neutral given that it will have benefits in terms of connectivity and knock-on improvements on existing roads however it would reduce the green gap between Watlington and Pyrton and may therefore be considered less acceptable to Pyrton residents. It would require land from the Recreation Ground which could impact local communities. It would also create an additional junction on the B4009 which could cause more disruption and inconvenience.	-1	6	The option is likely to be affordable. It is not considered feasible due to utilisation of land from the existing playing fields. The option may be considered less acceptable to Pyrton residents and would require creation of additional junction. It is recommended not to take this option forward to the Detailed Assessment.
E2.17	P	P5	A new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road, taking an alignment through	1	Awaiting cost estimation for section(s) to be funded by OCC.	-1	Alignment would require land from PYR1 site which would rely on the redesign of the Masterplan and the resubmission of the Planning Application (at the developers cost, which is likely to draw objection). OCC are reliant on the landowner releasing land to OCC, which is likely to be difficult if the developer has to bear the cost of the renewed Masterplan and Planning Application	0	The option's acceptability is considered neutral given that it will have benefits in terms of connectivity and knock-on improvements on existing roads however it would reduce the green gap between Watlington and Pyrton and may therefore be considered less acceptable to Pyrton residents. It would also create an additional junction on the B4009 which could cause more disruption and inconvenience.	0	4	The option is likely to be affordable. It is reliant on the landowner releasing land which might be difficult. The option may be considered less acceptable to Pyrton residents and would require creation of additional junction. It is recommended not to take this option forward to the Detailed Assessment.

Sift ID	Section	Option	Option Description	Affordability		Feasibility		Acceptability		Total Score	Rank	Summary
				Score	Commentary	Score	Commentary	Score	Commentary		Note: ranking considers each section (A, B, C and P) separately)	
E2.18	P	P6	A new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	2	Awaiting cost estimation for section(s) to be funded by OCC.	2	The option is considered feasible, subject to development of PYR1 proceeding with the planning permission whereby land will be transferred to OCC. The route is safeguarded in the emerging South Oxfordshire District Local Plan.	1	The option's acceptability is considered positive given that it will have benefits in terms of connectivity and knock-on improvements on existing roads however it would reduce the green gap between Watlington and Pyrton and may therefore be considered less acceptable to Pyrton residents.	5	1	The option is likely to be affordable and feasible. The option's acceptability is considered positive although the option may be considered less acceptable to Pyrton residents. It is recommended to take this option forward to the Detailed Assessment.
E2.19	P	P7	A new alignment around settlement edge of Watlington and along the southern edge of PR1 to a new roundabout (Junction 3) on the B4009 Shirburn Road	1	Awaiting cost estimation for section(s) to be funded by OCC.	-1	Alignment would require land from PYR1 site which would rely on the redesign of the Masterplan and the resubmission of the Planning Application (at the developers cost, which is likely to draw objection). OCC are reliant on the landowner releasing land to OCC, which is likely to be difficult if the developer has to bear the cost of the renewed Masterplan and Planning Application	-1	The option's acceptability is considered low that it will route close to Watlington and route through PYR1 thus requiring an additional junction on the B4009 which could cause more disruption and inconvenience.	-1	6	The option is likely to be affordable. It is not considered feasible due to need to redesign the Masterplan and resubmit the planning application. The option may be considered less acceptable due to close alignment to Watlington and need for an additional junction. It is recommended not to take this option forward to the Detailed Assessment.
E2.20	P	P8	A new alignment around settlement edge of Watlington and across the Watlington Recreation Ground (adjacent to Watlington Pavilion.	2	Awaiting cost estimation for section(s) to be funded by OCC. Proposals will require 28m ICD compact roundabout at junction with B4009 (furthering loss of playing fields). Would require third party land acquisition or CPO	-1	Alignment would require land from the existing cricket ground/playing fields (including separating clubhouse from playing fields), which is potentially difficult to argue in planning policy terms.	-2	The option's acceptability is considered very low as it will dissect Watlington Recreation Ground	-1	6	The option is likely to be affordable. It is not considered feasible due to need to redesign the Masterplan and resubmit the planning application. The option is likely not to be accepted as it will dissect Watlington Recreation Ground. It is recommended not to take this option forward to the Detailed Assessment.

Appendix D : Stage 2 - Detailed Sift

Score Categories (as defined in DfT EAST)

1	Very Poor
2	Poor/Low
3	Negligible/No Change
4	Good/High
5	Very Good/Very High

				Strategic Case									
Sift ID	**Section**	**Option Name**	**Option Description**	**Identified problems and objectives of the option**	**Scale of impact**	**Scale of impact - Comments**	**Fit with wider transport and government objectives**	**Wider transport and government objectives - Comments**	**Fit with other objectives**	**Fit with other objectives - Comments**	**Key uncertainties**	**Degree of consensus over outcomes?**	**Degree of consensus over outcomes? - Comments**
E2.1.1.1	A-B	A1-B1-B4009 Britwell Road (priority give way junction - Junction 1) through Site A on most northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and into Site B	The key identified problem (opportunity) is to provide a transport solution which unlocks housing development around Watlington which is identified in the South Oxfordshire Local Plan and the Watlington Neighbourhood Plan. The following objectives are identified for this option: 1. To unlock development and increase the availability of affordable homes 2. To relieve congestion in the Watlington centre and make alternative provision for some through traffic 3. To improve air quality and to reduce the risk of flooding 4. To protect the character of Watlington as the town grows 5. To support the viability of the Town Centre shops and local businesses and to optimise opportunities for local employment	5	This alignment option would **unlock development** in sites A and B and in turn help facilitate an alignment through Sites C and PYR1 & 2. Both A1 and B1 links are situated farthest away from the edge of the town so could mean **less disruption to the local community** although they would be closer to a traveller's site on Cuxham Road. The link will divert some through traffic from the town centre and potentially **reduce congestion**. This alignment could **improve air quality** in the town centre of Watlington (environmental report). The site of this link will be built in a flood zone 1, meaning there will be **low to very low risk of flooding**, however this link will also need to be built crossing the main river (Environmental report appendix E). Removing traffic from the centre and redirecting it through the link would help **protect the character of the town**. Through increasing connectivity it will **support the viability of local businesses**.	4	In no particular order: 1. Supports rural economy with the aid of new infrastructure (Industrial strategy). 2. Supports the creation of new housing (white paper). 3. Aids in creating a more reliable, less congested and better connected network (DfT Transport Investment Strategy). 4. Helps build a stronger, more balanced economy by responding to local growth priorities. (DfT Transport Investment Strategy). 5. Conversely, however, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel – NPPF, government climate change objectives including the Ten Point Plan for a Green Industrial Revolution, Walking and Cycling Investment Strategy, Gear Change - a bold vision for cycling and walking).	4	1. Enhances social inclusion and tackles increasing congestion (OxLEP's SEP). However, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel - OxLEP SEP). 2. Takes traffic away from key AQMA streets in the town centre (Defra). **3. OCC Transport Plan 2015 - 2031:** 3a. Maintains and improves transport connections to support economic growth and vitality across the county 3b. Makes most efficient use of all available transport capacity through innovative management of the network 3b. Increases journey time reliability 3c. Develops a high-quality, resilient integrated transport system that is attractive to customers and generates inward investment 3d. Improves public health and reduces transport emissions (town centre). **4. Watlington Neighbourhood plan:** 4a. Protects and enhances the special features of Watlington, such as its historic character, natural beauty, landscape and rural setting 4b. Resolves traffic issues, such as safety by reducing traffic speeds, reduction of the impact of traffic generated by new development, reduction of the number of unauthorised HGVs using the town centre as a through route, reduction of congestion by better managing through traffic including the development of an edge road to the north and west of the town 4c.Makes good provision for new and existing residents by providing a well-balanced mix of housing to meet identified local needs and affordable homes, by making sure that there is good access for all from new housing	The main uncertainties include: **1. Impacts on air quality and noise:** although the alignment has the potential to improve air quality (environmental report), the actual environmental impacts are uncertain and could depend on the eventual composition of development, the attractiveness of the entire scheme (not only for local traffic but also its wider impacts) **2. Impact on journey times:** this will depend on the volume of traffic attracted onto the road and the operation of junctions (although initial modelling indicates that they should operate within capacity). The level of active frontage onto the road may influence reliability. Less active frontage from side roads and properties will reduce the potential for disruption. **3. Level of trips diverted away from Watlington town centre:** although this is not the primary purpose of the scheme, the volume of traffic switching routes will influence the function, performance and impacts of the proposed scheme. 4.Planning permission unlikely to be achieved without support from Environment Agency. 5.Expensive as requires numerous structures (conveyance structures through flood plain for cross drainage, and single span structure across Charlgrove Brook).	3	The broad concept of the scheme and indicative alignment corridor has gone through public consultation (through South OX local plan and Watlington neighbourhood plan). Local relevant councils have been engaged (Watlington, Pyrton and Shirburn) in road alignment discussions, as have developers. However there is less consensus over the need for the overall (all sections through sites A, B, C and PYR) scheme which has been expressed by Pyrton Parish Council, or on the preferred alignments (differing views from all parties)

				Strategic Case										
Sift ID	**Section**	**Option Name**	**Option Description**	**Identified problems and objectives of the option**	**Scale of impact**	**Scale of impact - Comments**	**Fit with wider transport and government objectives**	**Wider transport and government objectives - Comments**	**Fit with other objectives**	**Fit with other objectives - Comments**	**Key uncertainties**	**Degree of consensus over outcomes?**	**Degree of consensus over outcomes? - Comments**
										development into the town centre, to other services and facilities and into the surrounding countryside, by creating a network of cycling and walking paths and routes and by supporting initiatives to improve public transport 4d. Helps the local economy to grow and 4e. Ensures that local infrastructure is in place to meet the needs of a growing population			

				Strategic Case										
Sift ID	**Section**	**Option Name**	**Option Description**	**Identified problems and objectives of the option**	**Scale of impact**	**Scale of impact - Comments**	**Fit with wider transport and government objectives**	**Wider transport and government objectives - Comments**	**Fit with other objectives**	**Fit with other objectives - Comments**	**Key uncertainties**	**Degree of consensus over outcomes?**	**Degree of consensus over outcomes? - Comments**
E2.1.1.2	A-B	A5-B5-	B4009 Britwell Road (priority give way junction - Junction 1) through Site A on more northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and into Site B	The key identified problem (opportunity) is to provide a transport solution which unlocks housing development around Watlington which is identified in the South Oxfordshire Local Plan and the Watlington Neighbourhood Plan. The following objectives are identified for this option: 1. To unlock development and increase the availability of affordable homes 2. To relieve congestion in the Watlington centre and make alternative provision for some through traffic 3. To improve air quality and to reduce the risk of flooding 4. To protect the character of Watlington as the town grows 5. To support the viability of the Town Centre shops and local businesses and to optimise opportunities for local employment	5	This alignment would **unlock development** in sites A and B and in turn help facilitate an alignment through Sites C and PYR1 & 2. Links A5 and B5 are closer to the town edge but still a distance away that could mean **less disruption to the local community** although they would be closer to a traveller's site on Cuxham Road (but not as close as A1-B1). The link will divert some through traffic from the town centre and potentially **reduce congestion**. This link could **improve air quality** in the town centre of Watlington (environmental report). The site of this link will be built in a flood zone 1, meaning there will be **low to very low risk of flooding**, however this alignment will also need to be built crossing the main river (Environmental report appendix E). Removing traffic from the centre and redirecting it through the link would help **protect the character of the town**. Through increasing connectivity it will **support the viability of local businesses**.	4	In no particular order: 1. Supports rural economy with the aid of new infrastructure (Industrial strategy). 2. Supports the creation of new housing (white paper). 3. Aids in creating a more reliable, less congested and better connected network (DfT Transport Investment Strategy). 4. Helps build a stronger, more balanced economy by responding to local growth priorities. (DfT Transport Investment Strategy). 5. Conversely, however, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel – NPPF, government climate change objectives including the Ten Point Plan for a Green Industrial Revolution, Walking and Cycling Investment Strategy, Gear Change - a bold vision for cycling and walking).	4	1. Enhances social inclusion and tackles increasing congestion (OxLEP's SEP). However, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel - OxLEP SEP). 2. Takes traffic away from key AQMA streets in town centre (Defra). **3. OCC Transport Plan 2015 - 2031 :** 3a. Maintains and improves transport connections to support economic growth and vitality across the county 3b. Makes most efficient use of all available transport capacity through innovative management of the network 3b. Increases journey time reliability 3c. Develops a high-quality, resilient integrated transport system that is attractive to customers and generates inward investment 3d. Improves public health and reduces transport emissions (town centre). **4. Watlington Neighbourhood plan:** 4a. Protects and enhances the special features of Watlington, such as its historic character, natural beauty, landscape and rural setting 4b. Resolves traffic issues, such as safety by reducing traffic speeds, reduction of the impact of traffic generated by new development, reduction of the number of unauthorised HGVs using the town centre as a through route, reduction of congestion by better managing through traffic including the development of an edge road to the north and west of the town 4c.Makes good provision for new and existing residents by providing a well-balanced mix of housing to meet identified local needs and affordable homes, by making sure that there is good access for all from new housing development into the town centre, to other services and facilities and into the surrounding countryside, by creating a network of cycling and walking paths and routes and by supporting initiatives to improve public transport 4d. Helps the local economy to grow and 4e. Ensures that local infrastructure is in place to meet the needs of a growing population	The main uncertainties include: **1. Impacts on air quality and noise:** although the alignment has the potential to improve air quality (environmental report), the actual environmental impacts are uncertain and could depend on the eventual composition of development, the attractiveness of the entire scheme (not only for local traffic but also its wider impacts) **2. Impact on journey times:** this will depend on the volume of traffic attracted onto the road and the operation of junctions (although initial modelling indicates that they should operate within capacity). The level of active frontage onto the road may influence reliability. Less active frontage from side roads and properties will reduce the potential for disruption. **3. Level of trips diverted away from Watlington town centre:** although this is not the primary purpose of the scheme, the volume of traffic switching routes will influence the function, performance and impacts of the proposed scheme. 4.Planning permission unlikely to be achieved without support from Environment Agency. 5.Expensive as requires numerous structures (conveyance structures through flood plain for cross drainage, and single span structure across Charlgrove Brook).	3	The broad concept of the scheme and indicative alignment corridor has gone through public consultation (through South OX local plan and Watlington neighbourhood plan). Local relevant councils have been engaged (Watlington, Pyrton and Shirburn) in road alignment discussions, as have developers. However there is less consensus over the need for the scheme the overall (all sections through sites A, B, C and PYR) which has been expressed by Pyrton Parish Council, or on the preferred alignments (differing views from all parties)

				Strategic Case										
Sift ID	**Section**	**Option Name**	**Option Description**	**Identified problems and objectives of the option**	**Scale of impact**	**Scale of impact - Comments**	**Fit with wider transport and government objectives**	**Wider transport and government objectives - Comments**	**Fit with other objectives**	**Fit with other objectives - Comments**	**Key uncertainties**	**Degree of consensus over outcomes?**	**Degree of consensus over outcomes? - Comments**
E2.1.1.3	A-B	A2&4-B4-	B4009 Britwell Road (priority give way junction - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (existing roundabout at Willow Close) then using an existing upgraded section of the B480 Cuxham Road to a new roundabout (Junction 2) and into Site B	The key identified problem (opportunity) is to provide a transport solution which unlocks housing development around Watlington which is identified in the South Oxfordshire Local Plan and the Watlington Neighbourhood Plan. The following objectives are identified for this option: 1. To unlock development and increase the availability of affordable homes 2. To relieve congestion in the Watlington centre and make alternative provision for some through traffic 3. To improve air quality and to reduce the risk of flooding 4. To protect the character of Watlington as the town grows 5. To support the viability of the Town Centre shops and local businesses and to optimise opportunities for local employment	5	This alignment would **unlock development** in sites A and B and in turn help facilitate an alignment through Sites C and PYR1 & 2. Link A2&4 is closer to the edge of the town partly on an existing route through the industrial estate. Alterations required on the industrial estate access road, on Cuxham Road and to the Willow Close roundabout (if required) could **potentially disturb the local community**. The alignment through Site A will not match the alignment through Site B, therefore requiring a dog-leg which could increase journey time, **reduce attractiveness and route continuity**, and could be more disruptive to existing users of Cuxham Road. The link will divert some through traffic from the town centre and potentially **reduce congestion**. This link could **improve air quality** in the town centre of Watlington (environmental report). The site of this alignment will be built in a flood zone 1, meaning there will be **low to very low risk of flooding**, however this link will also need to be built crossing the main river (Environmental report appendix E). Removing traffic from the centre and redirecting it through the link would help **protect the character of the town**. Through increasing connectivity it will **support the viability of local businesses.**	4	In no particular order: 1. Supports rural economy with the aid of new infrastructure (Industrial strategy). 2. Supports the creation of new housing (white paper). 3. Aids in creating a more reliable, less congested and better connected network (DfT Transport Investment Strategy). 4. Helps build a stronger, more balanced economy by responding to local growth priorities. (DfT Transport Investment Strategy). 5. Conversely, however, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel – NPPF, government climate change objectives including the Ten Point Plan for a Green Industrial Revolution, Walking and Cycling Investment Strategy, Gear Change - a bold vision for cycling and walking).	4	1. Enhances social inclusion and tackles increasing congestion (OxLEP's SEP). However, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel - OxLEP SEP). 2. Takes traffic away from key AQMA streets in town centre (Defra). **3. OCC Transport Plan 2015 - 2031 :** 3a. Maintains and improves transport connections to support economic growth and vitality across the county 3b. Makes most efficient use of all available transport capacity through innovative management of the network 3b. Increases journey time reliability 3c. Develops a high-quality, resilient integrated transport system that is attractive to customers and generates inward investment 3d. Improves public health and reduces transport emissions (town centre). **4. Watlington Neighbourhood plan:** 4a. Protects and enhances the special features of Watlington, such as its historic character, natural beauty, landscape and rural setting 4b. Resolves traffic issues, such as safety by reducing traffic speeds, reduction of the impact of traffic generated by new development, reduction of the number of unauthorised HGVs using the town centre as a through route, reduction of congestion by better managing through traffic including the development of an edge road to the north and west of the town 4c.Makes good provision for new and existing residents by providing a well-balanced mix of housing to meet identified local needs and affordable homes, by making sure that there is good access for all from new housing development into the town centre, to other services and facilities and into the surrounding countryside, by creating a network of cycling and walking paths and routes and by supporting initiatives to improve public transport 4d. Helps the local economy to grow and 4e. Ensures that local infrastructure is in place to meet the needs of a growing population	The main uncertainties include: **1. Impacts on air quality and noise:** although the alignment has the potential to improve air quality (environmental report), the actual environmental impacts are uncertain and could depend on the eventual composition of development, the attractiveness of the entire scheme (not only for local traffic but also its wider impacts). The alignment contains two roundabout junctions which are likely to increase carbon emissions with stopping/starting. Also, the reduced route continuity may reduce attractiveness over alternative routes, e.g. through Watlington. With the alignment being close to Willow Close and Beech Close, traffic noise could negatively impact residents. **2. Impact on journey times:** this will depend on the volume of traffic attracted onto the road and the operation of junctions (although initial modelling indicates that they should operate within capacity). The level of active frontage onto the road may influence reliability. Less active frontage from side roads and properties will reduce the potential for disruption. • . Also, reduced route continuity which may reduce attractiveness over alternative routes, e.g. through Watlington **3. Level of trips diverted away from Watlington town centre:** although this is not the primary purpose of the scheme, the volume of traffic switching routes will influence the function, performance and impacts of the proposed scheme. 4.**General impacts**: Cuxham roundabout will require levels being raised due to flooding. This alignment could have a possible impact on existing utilities.	3	The broad concept of the scheme and indicative alignment corridor has gone through public consultation (through South OX local plan and Watlington neighbourhood plan). Local relevant councils have been engaged (Watlington, Pyrton and Shirburn) in road alignment discussions, as have developers. However there is less consensus over the need for the overall scheme (all sections through sites A, B, C and PYR) which has been expressed by Pyrton Parish Council, or on the preferred alignments (differing views from all parties)

				Strategic Case										
Sift ID	**Section**	**Option Name**	**Option Description**	**Identified problems and objectives of the option**	**Scale of impact**	**Scale of impact - Comments**	**Fit with wider transport and government objectives**	**Wider transport and government objectives - Comments**	**Fit with other objectives**	**Fit with other objectives - Comments**	**Key uncertainties**	**Degree of consensus over outcomes?**	**Degree of consensus over outcomes? - Comments**
E2.1.1.4	A-B	A2&4-B3-B4009 Britwell Road (priority give way junction - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (upgraded roundabout at Willow Close - Junction 2) then into Site B on a more southerly alignment.	The key identified problem (opportunity) is to provide a transport solution which unlocks housing development around Watlington which is identified in the South Oxfordshire Local Plan and the Watlington Neighbourhood Plan. The following objectives are identified for this option: 1. To unlock development and increase the availability of affordable homes 2. To relieve congestion in the Watlington centre and make alternative provision for some through traffic 3. To improve air quality and to reduce the risk of flooding 4. To protect the character of Watlington as the town grows 5. To support the viability of the Town Centre shops and local businesses and to optimise opportunities for local employment	5	This alignment would **unlock development** in sites A and B and in turn help facilitate an alignment through Sites C and PYR1 & 2. Link A2&4 runs closer to the edge of the town on an existing route through Watlington Industrial Estate. Alterations required on this road and at the roundabout with Cuxham Road and Willow Close could potentially **disturb the local community**. The alignment will divert some through traffic from the town centre and **reduce congestion**. This link could **improve air quality** in the town centre of Watlington (environmental report). The site of this link will be built in a flood zone 1, meaning there will be **low to very low risk of flooding** (Environmental report appendix E). Removing traffic from the centre and redirecting it through the link would help **protect the character of the town**. Through increasing connectivity it will **support the viability of local businesses**.	4	In no particular order: 1. Supports rural economy with the aid of new infrastructure (Industrial strategy). 2. Supports the creation of new housing (white paper). 3. Aids in creating a more reliable, less congested and better connected network (DfT Transport Investment Strategy). 4. Helps build a stronger, more balanced economy by responding to local growth priorities. (DfT Transport Investment Strategy). 5. Conversely, however, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel – NPPF, government climate change objectives including the Ten Point Plan for a Green Industrial Revolution, Walking and Cycling Investment Strategy, Gear Change - a bold vision for cycling and walking).	4	1. Enhances social inclusion and tackles increasing congestion (OxLEP's SEP). However, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel - OxLEP SEP). 2. Takes traffic away from key AQMA streets in town centre (Defra). **3. OCC Transport Plan 2015 - 2031 :** 3a. Maintains and improves transport connections to support economic growth and vitality across the county 3b. Makes most efficient use of all available transport capacity through innovative management of the network 3b. Increases journey time reliability 3c. Develops a high-quality, resilient integrated transport system that is attractive to customers and generates inward investment 3d. Improves public health and reduces transport emissions (town centre). **4. Watlington Neighbourhood plan:** 4a. Protects and enhances the special features of Watlington, such as its historic character, natural beauty, landscape and rural setting 4b. Resolves traffic issues, such as safety by reducing traffic speeds, reduction of the impact of traffic generated by new development, reduction of the number of unauthorised HGVs using the town centre as a through route, reduction of congestion by better managing through traffic including the development of an edge road to the north and west of the town 4c.Makes good provision for new and existing residents by providing a well-balanced mix of housing to meet identified local needs and affordable homes, by making sure that there is good access for all from new housing development into the town centre, to other services and facilities and into the surrounding countryside, by creating a network of cycling and walking paths and routes and by supporting initiatives to improve public transport 4d. Helps the local economy to grow and 4e. Ensures that local infrastructure is in place to meet the needs of a growing population	The main uncertainties include: **1. Impacts on air quality and noise:** although the alignment has the potential to improve air quality (environmental report), the actual environmental impacts are uncertain and could depend on the eventual composition of development, the attractiveness of the entire scheme (not only for local traffic but also its wider impacts) **2. Impact on journey times:** this will depend on the volume of traffic attracted onto the road and the operation of junctions (although initial modelling indicates that they should operate within capacity). The level of active frontage onto the road may influence reliability. Less active frontage from side roads and properties will reduce the potential for disruption. **3. Level of trips diverted away from Watlington town centre:** although this is not the primary purpose of the scheme, the volume of traffic switching routes will influence the function, performance and impacts of the proposed scheme. 4.**General impacts**: Cuxham roundabout will require levels being raised due to flooding. This alignment could have a possible impact on existing utilities.	3	The broad concept of the scheme and indicative alignment corridor has gone through public consultation (through South OX local plan and Watlington neighbourhood plan). Local relevant councils have been engaged (Watlington, Pryton and Shirburn) in road alignment discussions, as have developers. However there is less consensus over the need for the overall scheme (all sections through sites A, B, C and PYR) which has been expressed by Pyrton Parish Council, or on the preferred alignments (differing views from all parties)

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Sift ID	**Section**	**Option Name**	**Option Description**	**Identified problems and objectives of the option**	**Scale of impact**	**Scale of impact - Comments**	**Fit with wider transport and government objectives**	**Wider transport and government objectives - Comments**	**Fit with other objectives**	**Fit with other objectives - Comments**	**Key uncertainties**	**Degree of consensus over outcomes?**	**Degree of consensus over outcomes? - Comments**
E2.1.1.5	C-P	-C1-P1	Through Site C on a more southerly alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking the alignment of Pyrton Lane and Station Road to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	The key identified problem (opportunity) is to provide a transport solution which unlocks housing development around Watlington which is identified in the South Oxfordshire Local Plan and the Watlington Neighbourhood Plan. The following objectives are identified for this option: 1. To unlock development and increase the availability of affordable homes 2. To relieve congestion in the Watlington centre and make alternative provision for some through traffic 3. To improve air quality and to reduce the risk of flooding 4. To protect the character of Watlington as the town grows 5. To support the viability of the Town Centre shops and local businesses and to optimise opportunities for local employment	5	This alignment would **unlock development** in sites C, PYR2 and PYR1 and in turn help facilitate development in Sites A and B. The alignment is situated farthest away from the edge of the town so could mean **less disruption to the local community**. It will divert through traffic from the town centre and could **reduce congestion**. This alignment could **improve air quality** in the town centre of Watlington however it would increase traffic in close proximity to schools. Due to the positioning of P1 this will mean **the current road will need to be altered and hedges to be removed**. The existing route is not the most direct one so may **lack continuity** and could be less attractive. Removing traffic from the centre and redirecting it through the link would help **protect the character of the town**. Through increasing connectivity it will support the **viability of local businesses.**	3	In no particular order: 1. Supports rural economy with the aid of new infrastructure (Industrial strategy). 2. Supports the creation of new housing (white paper). 3. Aids in creating a more reliable, less congested and better connected network (DfT Transport Investment Strategy). 4. Helps build a stronger, more balanced economy by responding to local growth priorities. (DfT Transport Investment Strategy). 5. Conversely, however, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel – NPPF, government climate change objectives including the Ten Point Plan for a Green Industrial Revolution, Walking and Cycling Investment Strategy, Gear Change - a bold vision for cycling and walking).	3	1. Enhances social inclusion and tackles increasing congestion (OxLEP's SEP). However, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel - OxLEP SEP). 2. Takes traffic away from key AQMA streets in town centre (Defra). **3. OCC Transport Plan 2015 - 2031 :** 3a. Maintains and improves transport connections to support economic growth and vitality across the county 3b. Makes most efficient use of all available transport capacity through innovative management of the network 3b. Increases journey time reliability 3c. Develops a high-quality, resilient integrated transport system that is attractive to customers and generates inward investment 3d. Improves public health and reduces transport emissions (town centre). **4. Watlington Neighbourhood plan:** 4a. Protects and enhances the special features of Watlington, such as its historic character, natural beauty, landscape and rural setting 4b. Resolves traffic issues, such as safety by reducing traffic speeds, reduction of the impact of traffic generated by new development, reduction of the number of unauthorised HGVs using the town centre as a through route, reduction of congestion by better managing through traffic including the development of an edge road to the north and west of the town 4c.Makes good provision for new and existing residents by providing a well-balanced mix of housing to meet identified local needs and affordable homes, by making sure that there is good access for all from new housing development into the town centre, to other services and facilities and into the surrounding countryside, by creating a network of cycling and walking paths and routes and by supporting initiatives to improve public transport 4d. Helps the local economy to grow and 4e. Ensures that local infrastructure is in place to meet the needs of a growing population **5. Pyrton Neighbourhood Plan:** 5a. Protects heritage features by avoiding traffic moving through PYR1 site	The main uncertainties include: **1. Impacts on air quality and noise:** although the alignment has the potential to improve air quality (environmental report), the actual environmental impacts are uncertain and could depend on the eventual composition of development, the attractiveness of the entire scheme (not only for local traffic but also its wider impacts) **2. Impact on journey times:** this will depend on the volume of traffic attracted onto the road and the operation of junctions (although initial modelling indicates that they should operate within capacity). The level of active frontage onto the road may influence reliability. Less active frontage from side roads and properties will reduce the potential for disruption. **3. Level of trips diverted away from Watlington town centre:** although this is not the primary purpose of the scheme, the volume of traffic switching routes will influence the function, performance and impacts of the proposed scheme. **4. Level of impact on Pyrton Village:** this option runs close to Pyrton village as it will use existing roads which will be upgraded. This could have more of an immediate impact on local communities, causing additional disruption, noise and severance. 5.Generalimpacts: Opportunities to widen Station Road limited due to residential property and the new junction required at the intersection of Pyrton Lane with Station Road, requiring additional landtake.	3	The broad concept of the scheme and indicative alignment corridor has gone through public consultation (through South OX local plan and Watlington neighbourhood plan). Local relevant councils have been engaged (Watlington, Pyrton and Shirburn) in road alignment discussions, as have developers. However there is less consensus over the need for the overall scheme (all sections through sites A, B, C and PYR) which has been expressed by Pyrton Parish Council, or on the preferred alignments (differing views from all parties)

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Sift ID	**Section**	**Option Name**	**Option Description**	**Identified problems and objectives of the option**	**Scale of impact**	**Scale of impact - Comments**	**Fit with wider transport and government objectives**	**Wider transport and government objectives - Comments**	**Fit with other objectives**	**Fit with other objectives - Comments**	**Key uncertainties**	**Degree of consensus over outcomes?**	**Degree of consensus over outcomes? - Comments**
										5b. Manages sensitively any redevelopment or re-use of the former Ministry of Defence (MoD) site (PYR1) at the junction of the Shirburn Road (B4009) with the unnamed road leading down to Pyrton 5c. Establishes the principles for the future of planning policy for Pyrton charity lands and PYR2; 5d. However, it could be seen as not managing and minimising traffic movements, nor safeguarding Pyrton from any adverse impact from increased levels of through-traffic			
E2.1.1.6	C-P	-C1-P2	Through Site C on a more southerly alignment, taking part of the existing alignment of Pyrton Lane and Station Road to the north of Icknield Community College and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	The key identified problem (opportunity) is to provide a transport solution which unlocks housing development around Watlington which is identified in the South Oxfordshire Local Plan and the Watlington Neighbourhood Plan. The following objectives are identified for this option: 1. To unlock development and increase the availability of affordable homes 2. To relieve congestion in the Watlington centre and make alternative provision for some through traffic 3. To improve air quality and to reduce the risk of flooding 4. To protect the character of Watlington as the town grows 5. To support the viability of the Town Centre shops and local businesses and to optimise opportunities for local employment	5	This alignment would **unlock development** in sites C, PYR2 and PYR1 and in turn help facilitate development in Sites A and B. The alignment is situated farthest away from the edge of the town so could mean **less disruption to the local community in Watlington but higher disruption to residents in Pyrton**. It will divert through traffic from the town centre and could **reduce congestion**. This link could **improve air quality** in the town centre of Watlington however it would increase traffic in close proximity to schools. Removing traffic from the centre and redirecting it through the link would help **protect the character of the town**. Through increasing connectivity it will **support the viability of local businesses.** There should be a higher degree of route continuity therefore it should perform better for its intended purpose.	4	In no particular order: 1. Supports rural economy with the aid of new infrastructure (Industrial strategy). 2. Supports the creation of new housing (white paper). 3. Aids in creating a more reliable, less congested and better connected network (DfT Transport Investment Strategy). 4. Helps build a stronger, more balanced economy by responding to local growth priorities. (DfT Transport Investment Strategy). 5. Conversely, however, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel – NPPF, government climate change objectives including the Ten Point Plan for a Green Industrial Revolution, Walking and Cycling Investment Strategy, Gear Change - a bold vision for cycling and walking).	3	1. Enhances social inclusion and tackles increasing congestion (OxLEP's SEP). However, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel - OxLEP SEP). 2. Takes traffic away from key AQMA streets in town centre (Defra). **3. OCC Transport Plan 2015 - 2031 :** 3a. Maintains and improves transport connections to support economic growth and vitality across the county 3b. Makes most efficient use of all available transport capacity through innovative management of the network 3b. Increases journey time reliability 3c. Develops a high-quality, resilient integrated transport system that is attractive to customers and generates inward investment 3d. Improves public health and reduces transport emissions (town centre). **4. Watlington Neighbourhood plan:** 4a. Protects and enhances the special features of Watlington, such as its historic character, natural beauty, landscape and rural setting 4b. Resolves traffic issues, such as safety by reducing traffic speeds, reduction of the impact of traffic generated by new development, reduction of the number of unauthorised HGVs using the town centre as a through route, reduction of congestion by better managing through traffic including the development of an edge road to the north and west of the town 4c.Makes good provision for new and existing residents by providing a well-balanced mix of housing to meet identified local needs and affordable homes, by making sure that there is good access for all from new housing development into the town centre, to other services and facilities and into	The main uncertainties include: **1. Impacts on air quality and noise:** although the alignment has the potential to improve air quality (environmental report), the actual environmental impacts are uncertain and could depend on the eventual composition of development, the attractiveness of the entire scheme (not only for local traffic but also its wider impacts). Queueing is likely to have greater effect on air quality. **2. Impact on journey times:** this will depend on the volume of traffic attracted onto the road and the operation of junctions (although initial modelling indicates that they should operate within capacity). The level of active frontage onto the road may influence reliability. Less active frontage from side roads and properties will reduce the potential for disruption. **3. Level of trips diverted away from Watlington town centre:** although this is not the primary purpose of the scheme, the volume of traffic switching routes will influence the function, performance and impacts of the proposed scheme. **4. Level of impact on Pyrton Village:** this option runs fairly close to Pyrton village which the existing Pyrton Lane and Station Road expected to feed into the new road as minor side arms. This could have some impact on local communities, causing additional disruption, noise and severance.	3	The broad concept of the scheme and indicative alignment corridor has gone through public consultation (through South OX local plan and Watlington neighbourhood plan). Local relevant councils have been engaged (Watlington, Pyrton and Shirburn) in road alignment discussions, as have developers. However there is less consensus over the need for the overall scheme (all sections through sites A, B, C and PYR) which has been expressed by Pyrton Parish Council, or on the preferred alignments (differing views from all parties)

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										the surrounding countryside, by creating a network of cycling and walking paths and routes and by supporting initiatives to improve public transport 4d. Helps the local economy to grow and 4e. Ensures that local infrastructure is in place to meet the needs of a growing population **5. Pyrton Neighbourhood Plan:** 5a. Protects heritage features by avoiding traffic moving through PYR1 site 5b. Manages sensitively any redevelopment or re-use of the former Ministry of Defence (MoD) site (PYR1) at the junction of the Shirburn Road (B4009) with the unnamed road leading down to Pyrton 5c. Establishes the principles for the future of planning policy for Pyrton charity lands and PYR2; 5d. However, it could be seen as not managing and minimising traffic movements, nor safeguarding Pyrton from any adverse impact from increased levels of through-traffic			
E2.1.1.7	C-P	-C2-P6	Through Site C on a more central alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	The key identified problem (opportunity) is to provide a transport solution which unlocks housing development around Watlington which is identified in the South Oxfordshire Local Plan and the Watlington Neighbourhood Plan. The following objectives are identified for this option: 1. To unlock development and increase the availability of affordable homes 2. To relieve congestion in the Watlington centre and make alternative provision for some through traffic 3. To improve air quality and to reduce the risk of flooding 4. To protect the character of Watlington as the town grows 5. To support the viability of the Town Centre shops and local businesses and to optimise opportunities for local employment	5	This alignment would **unlock development** in sites C, PYR2 and PYR1 and in turn help facilitate development in Sites A and B. The alignment is situated farthest away from the edge of the town so could mean **less disruption to the local community of Watlington and to Pyrton (in comparison to Options P1 and P2)**. It will divert some through traffic from the town centre and could **reduce congestion**. This link could **improve air quality** in the town centre of Watlington. Removing traffic from the centre and redirecting it through the link would help **protect the character of the town**. Through increasing connectivity it will **support the viability of local businesses**. There should be a higher degree of **route continuity** therefore it should perform better for its intended purpose.	4	In no particular order: 1. Supports rural economy with the aid of new infrastructure (Industrial strategy). 2. Supports the creation of new housing (white paper). 3. Aids in creating a more reliable, less congested and better connected network (DfT Transport Investment Strategy). 4. Helps build a stronger, more balanced economy by responding to local growth priorities. (DfT Transport Investment Strategy). 5. Conversely, however, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel – NPPF, government climate change objectives including the Ten Point Plan for a Green Industrial Revolution, Walking and Cycling Investment Strategy, Gear Change - a bold vision for cycling and walking).	3	1. Enhances social inclusion and tackles increasing congestion (OxLEP's SEP). However, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel - OxLEP SEP). 2. Takes traffic away from key AQMA streets in town centre (Defra). **3. OCC Transport Plan 2015 - 2031 :** 3a. Maintains and improves transport connections to support economic growth and vitality across the county 3b. Makes most efficient use of all available transport capacity through innovative management of the network 3b. Increases journey time reliability 3c. Develops a high-quality, resilient integrated transport system that is attractive to customers and generates inward investment 3d. Improves public health and reduces transport emissions (town centre). **4. Watlington Neighbourhood plan:** 4a. Protects and enhances the special features of Watlington, such as its historic character, natural beauty, landscape and rural setting 4b. Resolves traffic issues, such as safety by reducing traffic speeds, reduction of the impact of traffic generated by new development, reduction of the number of	The main uncertainties include: **1. Impacts on air quality and noise:** although the alignment has the potential to improve air quality (environmental report), the actual environmental impacts are uncertain and could depend on the eventual composition of development, the attractiveness of the entire scheme (not only for local traffic but also its wider impacts). Queueing is likely to have greater effect on air quality. **2. Impact on journey times:** this will depend on the volume of traffic attracted onto the road and the operation of junctions (although initial modelling indicates that they should operate within capacity). The level of active frontage onto the road may influence reliability. Less active frontage from side roads and properties will reduce the potential for disruption. **3. Level of trips diverted away from Watlington town centre:** although this is not the primary purpose of the scheme, the volume of traffic switching routes will influence the function, performance and impacts of the proposed scheme. **4. Level of impact on Pyrton Village:** this option runs fairly	3	The broad concept of the scheme and indicative alignment corridor has gone through public consultation (through South OX local plan and Watlington neighbourhood plan). Local relevant councils have been engaged (Watlington, Pyrton and Shirburn) in road alignment discussions, as have developers. However there is less consensus over the need for the overall scheme (all sections through sites A, B, C and PYR) which has been expressed by Pyrton Parish Council, or on the preferred alignments (differing views from all parties)

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										unauthorised HGVs using the town centre as a through route, reduction of congestion by better managing through traffic including the development of an edge road to the north and west of the town 4c.Makes good provision for new and existing residents by providing a well-balanced mix of housing to meet identified local needs and affordable homes, by making sure that there is good access for all from new housing development into the town centre, to other services and facilities and into the surrounding countryside, by creating a network of cycling and walking paths and routes and by supporting initiatives to improve public transport 4d. Helps the local economy to grow and 4e. Ensures that local infrastructure is in place to meet the needs of a growing population **5. Pyrton Neighbourhood Plan:** 5a. Protects heritage features by avoiding traffic moving through PYR1 site 5b. Manages sensitively any redevelopment or re-use of the former Ministry of Defence (MoD) site (PYR1) at the junction of the Shirburn Road (B4009) with the unnamed road leading down to Pyrton 5c. Establishes the principles for the future of planning policy for Pyrton charity lands and PYR2; 5d. However, it could be seen as not managing and minimising traffic movements, nor safeguarding Pyrton from any adverse impact from increased levels of through-traffic	close to Pyrton village which the existing Pyrton Lane and Station Road expected to feed into the new road as minor side arms. This could have some impact on local communities, causing additional disruption, noise and severance.		
E2.1.1.8	C-P	-C2-P7	Through Site C on a more central alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across broadly around the edge of Watlington and joining the B4009 Shirburn Road	The key identified problem (opportunity) is to provide a transport solution which unlocks housing development around Watlington which is identified in the South Oxfordshire Local Plan and the Watlington Neighbourhood Plan. The following objectives are identified for this option: 1. To unlock development and increase the availability of affordable homes 2. To relieve congestion in the Watlington centre and make alternative	5	This alignment would unlock development in sites C, PYR2 and PYR1 and in turn help facilitate development in Sites A and B. P7 link runs close to the edge of Watlington, near schools and on the edge of the recreation ground, **so likely to cause disruption.** The link will divert some through traffic from the town centre and could **reduce congestion**. This alignment would **improve air quality** in the town centre of Watlington but could create new air quality issues around the edge of the town. Removing traffic from the centre and redirecting it through the link would help **protect the character of the town**. Through increasing connectivity it will **support the viability of local businesses.** The **more circuitous alignment** may make the route less attractive and effective for its intended purpose.	3	In no particular order: 1. Supports rural economy with the aid of new infrastructure (Industrial strategy). 2. Supports the creation of new housing (white paper). 3. Aids in creating a more reliable, less congested and better connected network (DfT Transport Investment Strategy). 4. Helps build a stronger, more balanced economy by responding to local growth priorities. (DfT Transport Investment Strategy). 5. Conversely, however, it could be seen as	3	1. Enhances social inclusion and tackles increasing congestion (OxLEP's SEP). However, it could be seen as encouraging car use and not encouraging active or sustainable travel (sustainable travel - OxLEP SEP). 2. Takes traffic away from key AQMA streets in town centre (Defra). **3. OCC Transport Plan 2015 - 2031 :** 3a. Maintains and improves transport connections to support economic growth and vitality across the county 3b. Makes most efficient use of all available transport capacity through innovative management of the network 3b. Increases journey time reliability 3c. Develops a high-quality, resilient integrated transport system that is attractive to customers and	The main uncertainties include: **1. Impacts on air quality and noise:** although the alignment has the potential to improve air quality (environmental report), the actual environmental impacts are uncertain and could depend on the eventual composition of development, the attractiveness of the entire scheme (not only for local traffic but also its wider impacts). Queueing modelled on Station Road is likely to have greater effect on air quality. **2. Impact on journey times:** this will depend on the volume of traffic attracted onto the road and the operation of junctions (although initial modelling indicates that they should	3	The broad concept of the scheme and indicative alignment corridor has gone through public consultation (through South OX local plan and Watlington neighbourhood plan). Local relevant councils have been engaged (Watlington, Pyrton and Shirburn) in road alignment discussions, as have developers. However there is less consensus over the need for the overall scheme (all sections through sites A, B, C and PYR) which has been expressed by

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			to the south of PYR1 and north of the Watlington Recreation Ground at a new roundabout junction (Junction 3)	provision for some through traffic 3. To improve air quality and to reduce the risk of flooding 4. To protect the character of Watlington as the town grows 5. To support the viability of the Town Centre shops and local businesses and to optimise opportunities for local employment				encouraging car use and not encouraging active or sustainable travel (sustainable travel – NPPF, government climate change objectives including the Ten Point Plan for a Green Industrial Revolution, Walking and Cycling Investment Strategy, Gear Change - a bold vision for cycling and walking).		generates inward investment 3d. Improves public health and reduces transport emissions (town centre). **4. Watlington Neighbourhood plan:** 4a. Protects and enhances the special features of Watlington, such as its historic character, natural beauty, landscape and rural setting 4b. Resolves traffic issues, such as safety by reducing traffic speeds, reduction of the impact of traffic generated by new development, reduction of the number of unauthorised HGVs using the town centre as a through route, reduction of congestion by better managing through traffic including the development of an edge road to the north and west of the town 4c.Makes good provision for new and existing residents by providing a well-balanced mix of housing to meet identified local needs and affordable homes, by making sure that there is good access for all from new housing development into the town centre, to other services and facilities and into the surrounding countryside, by creating a network of cycling and walking paths and routes and by supporting initiatives to improve public transport 4d. Helps the local economy to grow and 4e. Ensures that local infrastructure is in place to meet the needs of a growing population **5. Pyrton Neighbourhood Plan:** 5a. Protects heritage features by avoiding traffic moving through PYR1 site 5b. Manages sensitively any redevelopment or re-use of the former Ministry of Defence (MoD) site (PYR1) at the junction of the Shirburn Road (B4009) with the unnamed road leading down to Pyrton 5c. Establishes the principles for the future of planning policy for Pyrton charity lands and PYR2; 5d. However, it could be seen as not managing and minimising traffic movements, nor safeguarding Pyrton from any adverse impact from increased levels of through-traffic	operate within capacity). The level of active frontage onto the road may influence reliability. Less active frontage from side roads and properties will reduce the potential for disruption. **3. Level of trips diverted away from Watlington town centre:** although this is not the primary purpose of the scheme, the volume of traffic switching routes will influence the function, performance and impacts of the proposed scheme.		Pyrton Parish Council, or on the preferred alignments (differing views from all parties)

				Economic Case											
Sift ID	**Section**	**Option Name**	**Option Description**	**Economic Growth**	**Economic growth - Comments**	**Carbon emissions**	**Carbon emissions - Comments**	**Socio-distributional impacts and the regions**	**Socio-distributional impacts and the regions - Comments**	**Local environment**	**Local environment - Comments**	**Well being**	**Wellbeing - Comments**	**Expected VfM Category**	**Expected VfM Category - Comments**
E2.1.1.1	A-B	A1-B1-	B4009 Britwell Road (priority give way junction - Junction 1) through Site A on most northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and into Site B	5	**1. Connectivity:** the scheme will provide faster connections between new developments and areas south of Watlington as well as the M40 **2. Reliability:** the scheme junctions will operate within capacity and acceptable queueing will be observed. Journey times will be improved (transport modelling report). However, as it is a new road, accidents may occur. **3. Wider Economic Impacts:** this can only be assessed at a later stage. An area of influence (AoI) will have to be defined so this alignment is assessed. **4. Resilience:** the alignment will be built for flood resistance would increase resilience of the local network. It is unlikely to be affected by terrorism, however climate change, such as extreme snow/ice/adverse weather, may have an effect. **4. Delivery of housing:** the scheme will directly aid the delivery of housing as it is essential for the connection of local development sites A, B, C, PYR1 and PYR2	3	**1. Activity:** New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. **2. Embedded Carbon:** No evidence found. **3. Carbon Efficiency:** There is no clear indication that the option would lead to increased carbon efficiencies	5	The proposed scheme is expected to increase accessibility between areas and will increase attraction for previously undeveloped parts of Watlington. As any new construction, it is expected to reduce affordability, however, Watlington's objective to develop affordable housing will alleviate this risk.	3	**1. Air quality**: The residential area on Willow Close is less likely to be impacted. Traffic associated with Site A will not congest the existing roundabout on Cuxham Road. (Environmental Baseline Report) **2. Noise:** Given the distance of the properties from the proposed route and the intervening housing development noise increases are not likely to be large (Environmental Baseline Report). May result in some noise increases at the traveller site to the west of Site A (Noise Comments.docx). **3. Natural environment, heritage and landscape**: Proposed roundabout in the western part of Site A would reduce the visibility of the proposed road for residents in Watlington and retain the vegetated boundary adjacent to Willow Close (Environmental Baseline Report). The alignment of A1 is through poor semi-improved grassland whereas B1 is aligned through arable field. (Wood Ecology Plans.pdf) In terms of heritage, alignment A1-B1 is a preferable option due to moving the main junction further away from the Watlington Conservation Area and the Church of St Leonard (Environmental Baseline Report) In terms of water environment, alignment A1-B1 requires a large increase in impermeable area close to Chalgrove Brook, has watercourse crossings and crosses a substantial area of Flood Zone 3. (Environmental Baseline Report, Water Environment Comments.docx and https://flood-map-for-planning.service.gov.uk/confirm-location?easting=468633&northing=194858&placeOrPostcode=watlington) **4. Streetscape and urban environment**: No significant impact on streetscape and urban environment (Based on own judgment; no evidence found from reports).	4	**1. Severance:** No interference with Public Rights of Way are expected for this option (https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx) **2. Physical activity:** New relief road will provide an alternative route to cars, LGVs and HGVs, which will help create better conditions for walking and cycling and improve bus journey times in Watlington. However, the new link road will likely encourage car travel elsewhere. **3. Injury or deaths:** As for every new road, local road users will require a period of adjustment, which could possibly result in creating new risks, such as accidents. However, these risks would be expected to reduce as local people get familiar with the new road system. **4. Crime:** No evidence found. **5. Enjoying access:** A1 will provide access to an activity centre and to the existing residential area of Watlington. B1 will provide access to the existing residential area of Watlington.	Medium - 1.5-2	Value for Money cannot be fully judged at this stage therefore a mid-estimate has been made. Value for money could be higher as the private sector is completing part of the route therefore costs to the UK tax payer will be lowered.

				Economic Case											
Sift ID	**Section**	**Option Name**	**Option Description**	**Economic Growth**	**Economic growth - Comments**	**Carbon emissions**	**Carbon emissions - Comments**	**Socio-distributional impacts and the regions**	**Socio-distributional impacts and the regions - Comments**	**Local environment**	**Local environment - Comments**	**Well being**	**Wellbeing - Comments**	**Expected VfM Category**	**Expected VfM Category - Comments**
E2.1.1.2	A-B	A5-B5-B4009	B4009 Britwell Road (priority give way junction - Junction 1) through Site A on more northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and into Site B	5	**1. Connectivity:** the scheme will provide faster connections between new developments and areas south of Watlington as well as the M40 **2. Reliability:** the scheme junctions will operate within capacity and acceptable queueing will be observed. Journey times will be improved (transport modelling report). However, as it is a new road, accidents may occur. **3. Wider Economic Impacts:** this can only be assessed at a later stage. An area of influence (AoI) will have to be defined so this alignment is assessed. **4. Resilience:** the alignment will be built for flood resistance would increase resilience of the local network. It is unlikely to be affected by terrorism, however climate change, such as extreme snow/ice/adverse weather, may have an effect. **4. Delivery of housing:** the scheme will directly aid the delivery of housing as it is essential for the connection of local development sites A, B, C, PYR1 and PYR2	3	**1. Activity:** New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. **2. Embedded Carbon:** No evidence found. **3. Carbon Efficiency:** There is no clear indication that the option would lead to increased carbon efficiencies	5	The proposed scheme is expected to increase accessibility between areas and will increase attraction for previously undeveloped parts of Watlington. As any new construction, it is expected to reduce affordability, however, Watlington's objective to develop affordable housing will alleviate this risk.	3	**1. Air quality**: The residential area on Willow Close is less likely to be impacted. Traffic associated with Site A will not congest the existing roundabout on Cuxham Road. (Environmental Baseline Report) **2. Noise**: Given the distance of the properties from the proposed route and the intervening housing development noise increases are not likely to be large (Environmental Baseline Report). May result in some noise increases at the traveller site to the west of Site A (Noise Comments.docx). **3. Natural environment, heritage and landscape**: Proposed roundabout in the western part of Site A would reduce the visibility of the proposed road for residents in Watlington and retain the vegetated boundary adjacent to Willow Close (Environmental Baseline Report). However, B5 is a preferred option on the Site B as it provides a direct alignment across the Site without the loss of key vegetation and is sited away from the residents. (Landscape Comments.docx). In terms of heritage, alignment A5-B5 is preferable due to moving the main junction further away from the Watlington Conservation Area and the Church of St Leonard (Environmental Baseline Report). In terms of water environment, alignment A5-B5 requires a large increase in impermeable area close to Chalgrove Brook, has watercourse crossings and crosses a substantial area of Flood Zone 3. (Water Environment Comments.docx and https://flood-map-for-planning.service.gov.uk/confirm-location?easting=468633&northing=194858&placeOrPostcode=watlington) **4. Streetscape and urban environment**: No significant impact on streetscape and urban environment (Based on own judgment; no evidence found from reports).	4	**1. Severance:** No interference with Public Rights of Way are expected for this option (https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx) **2. Physical activity:** New relief road will provide an alternative route to cars, LGVs and HGVs, which will help create better conditions for walking and cycling and improve bus journey times in Watlington. However, the new link road will likely encourage car travel elsewhere. **3. Injury or deaths:** As for every new road, local road users will require a period of adjustment, which could possibly result in creating new risks, such as accidents. However, these risks would be expected to reduce as local people get familiar with the new road system. **4. Crime:** No evidence found. **5. Enjoying access:** A1 will provide access to an activity centre and to the existing residential area of Watlington. B1 will provide access to the existing residential area of Watlington and religious centres.	Medium - 1.5-2	Value for Money cannot be fully judged at this stage therefore a mid-estimate has been made. Value for money could be higher as the private sector is completing part of the route therefore costs to the UK tax payer will be lowered.

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Sift ID	Section	Option Name	Option Description	Economic Growth	Economic growth - Comments	Carbon emissions	Carbon emissions - Comments	Socio-distributional impacts and the regions	Socio-distributional impacts and the regions - Comments	Local environment	Local environment - Comments	Well being	Wellbeing - Comments	Expected VfM Category	Expected VfM Category - Comments
E2.1.1.3	A-B	A2&4-B4-	B4009 Britwell Road (priority give way junction - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (existing roundabout at Willow Close) then using an existing upgraded section of the B480 Cuxham Road to a new roundabout (Junction 2) and into Site B	5	**1. Connectivity:** the scheme will provide faster connections between new developments and areas south of Watlington as well as the M40 **2. Reliability:** the scheme junctions will operate within capacity and acceptable queueing will be observed. Journey times will be improved. Additional traffic from the proposed residential development will not cause any major concerns for the existing roundabout (transport modelling report). However, as it is a new road, accidents may occur. **3. Wider Economic Impacts:** this can only be assessed at a later stage. An area of influence (AoI) will have to be defined so this alignment is assessed. **4. Resilience:** the alignment will be built for flood resistance would increase resilience of the local network. It is unlikely to be affected by terrorism, however climate change, such as extreme snow/ice/adverse weather, may have an effect. **4. Delivery of housing:** the scheme will directly aid the delivery of housing as it is essential for the connection of local development sites A, B, C, PYR1 and PYR2	2	**1. Activity:** New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. **2. Embedded Carbon:** No evidence found. **3. Carbon Efficiency:** Use of the existing industrial estate road for access to Site A may cause congestion on the existing Cuxham Road roundabout (Environmental Baseline Report). The route contains two roundabout junctions which are likely to reduce the average speed and increase carbon emissions through the starting/stopping car phases (Own judgment).	5	The proposed scheme is expected to increase accessibility between areas and will increase attraction for previously undeveloped parts of Watlington.	3	**1. Air quality:** Use of the existing industrial estate road for access to Site A may cause congestion on the existing Cuxham Road roundabout which could affect air quality. The road also brings vehicles closer to new residential properties within Site B development. (Environmental Baseline Report) **2. Noise:** This option would result in adverse traffic noise impacts for residents on Willow Close and Beech Close. It would also likely result in adverse construction noise impacts at these locations during the works. **3. Natural environment, heritage and landscape:** The alignment is mainly through plain ground and arable fields (A2&4) and on the existing Cuxham Road (B4). (Wood Ecology Plans.pdf) The option is closer to the Watlington Conservation Area and the Church of St Leonard compared to A1-B1 and A5-B5 (Environmental Baseline Report). In terms of water environment, A2&4 includes little change in impermeable area at the south of the scheme south (Environmental Baseline Report) **4. Streetscape and urban environment:** No significant impact on streetscape and urban environment (Based on own judgment; no evidence found from reports).	4	**1. Severance:** No interference with Public Rights of Way are expected for this option (https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx) **2. Physical activity:** New relief road will provide an alternative route to cars, LGVs and HGVs, which will help create better conditions for walking and cycling and improve bus journey times in Watlington. However, the new link road will likely encourage car travel elsewhere. **3. Injury or deaths:** As for every new road, local road users will require a period of adjustment, which could possibly result in creating new risks, such as accidents. However, these risks would be expected to reduce as local people get familiar with the new road system. **4. Crime:** No evidence found. **5. Enjoying access:** A1 will provide access to an activity centre and to the existing residential area of Watlington. B1 will provide access to the existing residential area of Watlington	Medium - 1.5-2	Value for Money cannot be fully judged at this stage therefore a mid-estimate has been made. Value for money could be higher as the private sector is completing part of the route therefore costs to the UK tax payer will be lowered.

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Sift ID	Section	Option Name	Option Description	Economic Growth	Economic growth - Comments	Carbon emissions	Carbon emissions - Comments	Socio-distributional impacts and the regions	Socio-distributional impacts and the regions - Comments	Local environment	Local environment - Comments	Well being	Wellbeing - Comments	Expected VfM Category	Expected VfM Category - Comments
E2.1.1.4	A-B	A2&4-B3-	B4009 Britwell Road (priority give way junction - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (upgraded roundabout at Willow Close - Junction 2) then into Site B on a more southerly alignment.	5	**1. Connectivity:** the scheme will provide faster connections between new developments and areas south of Watlington as well as the M40 **2. Reliability:** the scheme junctions will operate within capacity and acceptable queueing will be observed. Journey times will be improved (transport modelling report). However, as it is a new road, accidents may occur. **3. Wider Economic Impacts:** this can only be assessed at a later stage. An area of influence (AoI) will have to be defined so this alignment is assessed. **4. Resilience:** the alignment will be built for flood resistance would increase resilience of the local network. It is unlikely to be affected by terrorism, however climate change, such as extreme snow/ice/adverse weather, may have an effect. **4. Delivery of housing:** the scheme will directly aid the delivery of housing as it is essential for the connection of local development sites A, B, C, PYR1 and PYR2	2	**1. Activity:** New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. **2. Embedded Carbon:** No evidence found. **3. Carbon Efficiency:** Use of the existing industrial estate road for access to Site A may cause congestion on the existing Cuxham Road roundabout (Environmental Baseline Report). The route contains two roundabout junctions which are likely to reduce the average speed and could increase carbon emissions through the starting/stopping car phases	5	The proposed scheme is expected to increase accessibility between areas and will increase attraction for previously undeveloped parts of Watlington.	3	**1. Air quality:** Use of the existing industrial estate road for access to Site A may cause congestion on the existing Cuxham Road roundabout which could affect air quality. The road also brings vehicles closer to new residential properties within Site B development. (Environmental Baseline Report) **2. Noise:** This option would result in adverse traffic noise impacts for residents on Willow Close and Beech Close. It would also likely result in adverse construction noise impacts at these locations during the works. **3. Natural environment, heritage and landscape:** The alignment of A2&4 is mainly through plain ground and arable fields while B3 is aligned through arable fields. (Wood Ecology Plans.pdf) The option is closer to the Watlington Conservation Area and the Church of St Leonard compared to A1-B1 and A5-B5 (Environmental Baseline Report). In terms of water environment, A2&4 includes little change in impermeable area at the south of the scheme south (Environmental Baseline Report) **4. Streetscape and urban environment:** No significant impact on streetscape and urban environment (Based on own judgment; no evidence found from reports).	4	**1. Severance:** No interference with Public Rights of Way are expected for this option (https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx) **2. Physical activity:** New relief road will provide an alternative route to cars, LGVs and HGVs, which will help create better conditions for walking and cycling and improve bus journey times in Watlington. However, the new link road will likely encourage car travel elsewhere. **3. Injury or deaths:** As for every new road, local road users will require a period of adjustment, which could possibly result in creating new risks, such as accidents. However, these risks would be expected to reduce as local people get familiar with the new road system. **4. Crime:** No evidence found. **5. Enjoying access:** A1 will provide access to an activity centre and to the existing residential area of Watlington. B1 will provide access to the existing residential area of Watlington	Medium - 1.5-2	Value for Money cannot be fully judged at this stage therefore a mid-estimate has been made. Value for money could be higher as the private sector is completing part of the route therefore costs to the UK tax payer will be lowered.

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Sift ID	Section	Option Name	Option Description	Economic Growth	Economic growth - Comments	Carbon emissions	Carbon emissions - Comments	Socio-distributional impacts and the regions	Socio-distributional impacts and the regions - Comments	Local environment	Local environment - Comments	Well being	Wellbeing - Comments	Expected VfM Category	Expected VfM Category - Comments
E2.1.1.5	C-P	-C1-P1	Through Site C on a more southerly alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking the alignment of Pyrton Lane and Station Road to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	4	**1. Connectivity:** the scheme will provide faster connections between new developments and areas south of Watlington as well as the M40 **2. Reliability:** the scheme junctions will operate within capacity and acceptable queueing will be observed. Journey times will be improved, however there will likely be queuing along Pyrton Lane. It is anticipated that this junction will be converted to a roundabout, which would resolve the issues predicted at present. (transport modelling report). However, as it is a new road, accidents may occur. **3. Wider Economic Impacts:** this can only be assessed at a later stage. An area of influence (AoI) will have to be defined so this alignment is assessed. **4. Resilience:** the alignment will be built for flood resistance would increase resilience of the local network. It is unlikely to be affected by terrorism, however climate change, such as extreme snow/ice/adverse weather, may have an effect. **4. Delivery of housing:** the scheme will directly aid the delivery of housing as it is essential for the connection of local development sites A, B, C, PYR1 and PYR2	2	**1. Activity:** New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. **2. Embedded Carbon:** No evidence found. **3. Carbon Efficiency:** P1 is slightly longer compared to other P options and run along Pyrton Ln for which queueing has been modelled. The sharp right turn it includes will require significant change of speed for safe manoeuvring, thus this alignment is likely to increase carbon emissions. (Own judgment)	5	The proposed scheme is expected to increase accessibility between areas and will increase attraction for previously undeveloped parts of Watlington.	3	**1. Air quality:** Queueing modelled on Pyrton Lane is likely to have greater effect on air quality. P1 utilizes the existing Pyrton Lane and is aligned the farthest from Watlington and educational activity south and south-west to the Site PYR2 development. (Based on own judgment; no evidence found from reports for C1-P1). **2. Noise:** The alignment of C1 is closer to Pyrton Lane than C2 and therefore is likely to have slightly greater adverse effect on noise for residents of Pyrton. P1 is aligned the farthest from the residential and educational activity south and south-west to the Site PYR2 development. (Based on own judgment; no evidence found from reports for C1-P1). **3. Natural environment, heritage and landscape:** The alignment is mainly through arable fields and existing Pyrton Lane. (Wood Ecology Plans.pdf). Potential loss of vegetation due to widening of Pyrton Lane. (Based on own judgment). P1 is located close to Pyrton Conservation Area and Shirburn Castle Conservation Area. (F1 - HER Assets.pdf) **4. Streetscape and urban environment:** No significant impact on streetscape and urban environment (Based on own judgment; no evidence found from reports).	3	**1. Severance:** Some interference with Public Rights of Way are expected for this option (https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx) **2. Physical activity:** New relief road will provide an alternative route to cars, LGVs and HGVs, which will help create better conditions for walking and cycling and improve bus journey times in Watlington. However, the new link road will likely encourage car travel elsewhere. **3. Injury or deaths:** As for every new road, local road users will require a period of adjustment, which could possibly result in creating new risks, such as accidents. However, these risks would be expected to reduce as local people get familiar with the new road system. **4. Crime:** No evidence found. **5. Enjoying access:** This section will provide access to educational institutions such as the Watlington Primary school and the Icknield Community College, a Recreation Centre and to other residential areas around Watlington.	Medium - 1.5-2	Value for Money cannot be fully judged at this stage therefore a mid-estimate has been made. Value for money could be higher as the private sector is completing part of the route therefore costs to the UK tax payer will be lowered.

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Sift ID	Section	Option Name	Option Description	Economic Growth	Economic growth - Comments	Carbon emissions	Carbon emissions - Comments	Socio-distributional impacts and the regions	Socio-distributional impacts and the regions - Comments	Local environment	Local environment - Comments	Well being	Wellbeing - Comments	Expected VfM Category	Expected VfM Category - Comments
E2.1.1.6	C-P	-C1-P2	Through Site C on a more southerly alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	4	**1. Connectivity:** the scheme will provide faster connections between new developments and areas south of Watlington as well as the M40 **2. Reliability:** the scheme junctions will operate within capacity and acceptable queueing will be observed. Journey times will be improved, however there will likely be queuing along Pyrton Lane and Station Road. It is anticipated that this junction will be converted to a roundabout, which would resolve the issues predicted at present. (transport modelling report). However, as it is a new road, accidents may occur. **3. Wider Economic Impacts:** this can only be assessed at a later stage. An area of influence (AoI) will have to be defined so this alignment is assessed. **4. Resilience:** the alignment will be built for flood resistance would increase resilience of the local network. It is unlikely to be affected by terrorism, however climate change, such as extreme snow/ice/adverse weather, may have an effect. **4. Delivery of housing:** the scheme will directly aid the delivery of housing as it is essential for the connection of local development sites A, B, C, PYR1 and PYR2	3	**1. Activity:** New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. **2. Embedded Carbon:** No evidence found. **3. Carbon Efficiency:** There is no clear indication that the option would lead to increased carbon efficiencies	5	The proposed scheme is expected to increase accessibility between areas and will increase attraction for previously undeveloped parts of Watlington.	4	**1. Air quality:** Queueing modelled on Pyrton Lane is likely to have greater effect on air quality, however this alignment is utilising Pyrton Lane partially. P2 is aligned closer to the residential and educational activities south and south-west to the Site PYR2 development compared to P1 but noticeably farther than P6 or P7. (Based on own judgment; no evidence found from reports for C1-P2). **2. Noise:** The alignment of C1 is closer to Pyrton Lane than C2 and therefore is likely to have slightly greater adverse effect on noise around Pyrton Lane. P2 is closer to the residential and educational activities south and south-west to the Site PYR2 development compared to P1 but noticeably farther than P6 or P7. (Based on own judgment; no evidence found from reports for C1-P2). **3. Natural environment, heritage and landscape:** The alignment is mainly through arable fields. (Wood Ecology Plans.pdf) **4. Streetscape and urban environment:** No significant impact on streetscape and urban environment (Based on own judgment; no evidence found from reports).	3	**1. Severance:** Some interference with Public Rights of Way are expected for this option (https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx) **2. Physical activity:** New relief road will provide an alternative route to cars, LGVs and HGVs, which will help create better conditions for walking and cycling and improve bus journey times in Watlington. However, the new link road will likely encourage car travel elsewhere. **3. Injury or deaths:** As for every new road, local road users will require a period of adjustment, which could possibly result in creating new risks, such as accidents. However, these risks would be expected to reduce as local people get familiar with the new road system. **4. Crime:** No evidence found. **5. Enjoying access:** This section will provide access to educational institutions such as the Watlington Primary school and the Icknield Community College, a Recreation Centre and to other residential areas around Watlington.	Medium - 1.5-2	Value for Money cannot be fully judged at this stage therefore a mid-estimate has been made. Value for money could be higher as the private sector is completing part of the route therefore costs to the UK tax payer will be lowered.

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Sift ID	Section	Option Name	Option Description	Economic Growth	Economic growth - Comments	Carbon emissions	Carbon emissions - Comments	Socio-distributional impacts and the regions	Socio-distributional impacts and the regions - Comments	Local environment	Local environment - Comments	Well being	Wellbeing - Comments	Expected VfM Category	Expected VfM Category - Comments
E2.1.1.7	C-P	-C2-P6	Through Site C on a more central alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	4	**1. Connectivity:** the scheme will provide faster connections between new developments and areas south of Watlington as well as the M40 **2. Reliability:** the scheme junctions will operate within capacity and acceptable queueing will be observed. Journey times will be improved, however there will likely be queuing along Pyrton Lane. It is anticipated that this junction will be converted to a roundabout, which would resolve the issues predicted at present. (transport modelling report). However, as it is a new road, accidents may occur. **3. Wider Economic Impacts:** this can only be assessed at a later stage. An area of influence (AoI) will have to be defined so this alignment is assessed. **4. Resilience:** the alignment will be built for flood resistance would increase resilience of the local network. It is unlikely to be affected by terrorism, however climate change, such as extreme snow/ice/adverse weather, may have an effect. **4. Delivery of housing:** the scheme will directly aid the delivery of housing as it is essential for the connection of local development sites A, B, C, PYR1 and PYR2	3	**1. Activity:** New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. **2. Embedded Carbon:** No evidence found. **3. Carbon Efficiency:** There is no clear indication that the option would lead to increased carbon efficiencies	5	The proposed scheme is expected to increase accessibility between areas and will increase attraction for previously undeveloped parts of Watlington.	4	**1. Air quality:** Queueing modelled on Pyrton Lane is likely to have greater effect on air quality, however this alignment is utilising Pyrton Lane the least. P6 is aligned closer to the residential and educational activities south and south-west to the Site PYR2 development compared to P1 and P2 but slightly farther compared to P7. (Based on own judgment; no evidence found from reports for C2-P6). **2. Noise:** The alignment of C2 is further from Pyrton Lane than C1. P6 is closer to the residential and educational activities south and south-west to the Site PYR2 development compared to P7. (Based on own judgment; no evidence found from reports). **3. Natural environment, heritage and landscape:** The alignment is mainly through arable fields. (Wood Ecology Plans.pdf) **4. Streetscape and urban environment:** No significant impact on streetscape and urban environment (Based on own judgment; no evidence found from reports).	3	**1. Severance:** Some interference with Public Rights of Way are expected for this option (https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx) **2. Physical activity:** New relief road will provide an alternative route to cars, LGVs and HGVs, which will help create better conditions for walking and cycling and improve bus journey times in Watlington. However, the new link road will likely encourage car travel elsewhere. **3. Injury or deaths:** As for every new road, local road users will require a period of adjustment, which could possibly result in creating new risks, such as accidents. However, these risks would be expected to reduce as local people get familiar with the new road system. **4. Crime:** No evidence found. **5. Enjoying access:** This section will provide access to educational institutions such as the Watlington Primary school and the Icknield Community College, a Recreation Centre and to other residential areas around Watlington.	Medium - 1.5-2	Value for Money cannot be fully judged at this stage therefore a mid-estimate has been made. Value for money could be higher as the private sector is completing part of the route therefore costs to the UK tax payer will be lowered.

				Economic Case												
Sift ID	Section	Option Name	Option Description	Economic Growth	Economic growth - Comments	Carbon emissions	Carbon emissions - Comments	Socio-distributional impacts and the regions	Socio-distributional impacts and the regions - Comments	Local environment	Local environment - Comments	Well being	Wellbeing - Comments	Expected VfM Category	Expected VfM Category - Comments
E2.1.1.8	C-P	-C2-P7	Through Site C on a more central alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across broadly around the edge of Watlington and joining the B4009 Shirburn Road to the south of PYR1 and north of the Watlington Recreation Ground at a new roundabout junction (Junction 3)	4	**1. Connectivity:** the scheme will provide faster connections between new developments and areas south of Watlington as well as the M40 **2. Reliability:** the scheme junctions will operate within capacity and acceptable queueing will be observed along Pyrton Lane and Station Road. Journey times will be improved, however there will likely be queuing along Pyrton Lane. It is anticipated that this junction will be converted to a roundabout, which would resolve the issues predicted at present. (transport modelling report). However, as it is a new road, accidents may occur. **3. Wider Economic Impacts:** this can only be assessed at a later stage. An area of influence (AoI) will have to be defined so this alignment is assessed. **4. Resilience:** the alignment will be built for flood resistance would increase resilience of the local network. It is unlikely to be affected by terrorism, however climate change, such as extreme snow/ice/adverse weather, may have an effect. **4. Delivery of housing:** the scheme will directly aid the delivery of housing as it is essential for the connection of local development sites A, B, C, PYR1 and PYR2	3	**1. Activity:** New link road likely to facilitate car traffic and therefore potentially an increase in emissions will occur. **2. Embedded Carbon:** No evidence found. **3. Carbon Efficiency:** There is no clear indication that the option would lead to increased carbon efficiencies	5	The proposed scheme is expected to increase accessibility between areas and will increase attraction for previously undeveloped parts of Watlington.	3	**1. Air quality:** Queueing modelled on Pyrton Lane is likely to have greater effect on air quality, however this alignment is utilising Pyrton Lane the least. P7 reaches the southern border of the Site PYR2 development and is aligned closest to the residential and educational activities south and south-west to the Site PYR2 development. (Based on own judgment; no evidence found from reports for C2-P7). **2. Noise:** The alignment of C2 is farther from Pyrton Lane than C1 and therefore is likely to have slightly smaller effect on noise around Pyrton Lane. P7 reaches the southern border of the Site PYR2 development and is aligned closest to the residential and educational activities south and south-west to the Site PYR2 development. (Based on own judgment; no evidence found from reports for C2-P7). **3. Natural environment, heritage and landscape:** The alignment is mainly through arable fields. The alignment of P7 is close to the southern border of site PYR2 with rich hedge and trees vegetation. (Wood Ecology Plans.pdf) **4. Streetscape and urban environment:** No significant impact on streetscape and urban environment (Based on own judgment; no evidence found from reports).	3	**1. Severance:** Some interference with Public Rights of Way are expected for this option (https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx) **2. Physical activity:** New relief road will provide an alternative route to cars, LGVs and HGVs, which will help create better conditions for walking and cycling and improve bus journey times in Watlington. However, the new link road will likely encourage car travel elsewhere. **3. Injury or deaths:** As for every new road, local road users will require a period of adjustment, which could possibly result in creating new risks, such as accidents. However, these risks would be expected to reduce as local people get familiar with the new road system. **4. Crime:** No evidence found. **5. Enjoying access:** This section will provide access to educational institutions such as the Watlington Primary school and the Icknield Community College, a Recreation Centre and to other residential areas around Watlington.	Medium - 1.5-2	Value for Money cannot be fully judged at this stage therefore a mid-estimate has been made. Value for money could be higher as the private sector is completing part of the route therefore costs to the UK tax payer will be lowered.

				Managerial Case									
Sift ID	**Section**	**Option Name**	**Option Description**	**Implementation timetable**	**Implementation timetable - Comments**	**Public acceptability**	**Public acceptability - Comments**	**Practical feasibility**	**Practical feasibility - Comments**	**What is the quality of the supporting evidence?**	**What is the quality of the supporting evidence? - Comments**	**Key risks**
E2.1.1.1	A-B	A1-B1-B4009 Britwell Road (priority give way junction - Junction 1) through Site A on most northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and into Site B	1-5 years	Whole scheme is aimed to be completed by March 2023. Scheme will be developed in advance of or in conjunction with planned development in Site A and Site B. 2023 is a reasonable estimate for completion as development sites surrounding scheme to be completed by 2025 - https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2_jasedit.pdf	3	Scheme has been through some level of public consultation as it is acknowledged in both the Watlington Neighbourhood Plan and South Oxfordshire local plan. In a consultation carried out in March 2014, in which the main topics for the Watlington Neighbourhood Development Plan were defined, local people expressed that a relief road is the 4th most vitally important improvement needed for Watlington under the Traffic and Environment topic - https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/10/WNDP1-Watlington-Neighbourhood-Development-Plan-MADE-VERSION.pdf The scheme also does not require any behavioural changes and so public acceptability is not expected to be an issue. There may be a slightly higher level of public acceptability for more northerly alignments such as A1-B1 which have less effect on existing roads on the edge of Watlington and in terms of noise, air quality and visual intrusion, although it may be viewed as less acceptable from an environmental perspective as it will route through countryside.		The option has been determined as being feasible in engineering terms. More detailed feasibility work will be required to fully determine the option's feasibility and any mitigation requirements.	3	The option has been assessed in relation to constraints and engineering feasibility. More detailed engineering feasibility and impacts assessment will be required for subsequent stages where options will be further refined. Transport modelling evidence is limited to junction models and Transport Assessments prepared for individual sites. The overall transport network effects of the scheme are not fully understood therefore more detailed, wider-scale transport modelling evidence is required to support the development of the scheme and further refinement of options. The level of evidence available for section A-B is considered slightly higher than section C-P.	Key risks for **Site A** involve the following: - If the discharge conditions aren't approved, that the developer won't implement and therefore their section of road does not get built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - The developer doesn't get approval for their first application and submits an alternative planning application, which delays any start on site and instigates fresh negotiations regarding land - If OCC needs more land for Link 3 (alignment in Site A) than is currently safeguarded (e.g. for flood compensation storage), that the developer isn't required to dedicate land outside the safeguarded area and they don't agree to dedicate for a peppercorn. OCC may have to purchase the extra land for a higher cost, CPO the land or deem this highway section as unfeasible - If a technically viable option is not possible at Link 3 (alignment in Site A), options are too expensive, or technically viable options are not supported by stakeholders due to other impacts Key risks for **Sites B and C** involve the following: - There may only be a short turn-around time to write the s106 if the applications go to committee on 4th November and OCC have yet to agree internally the preferred wording agreement. If agreement takes longer this may delay the application going to committee. - That the s106 is agreed at outline before the detailed access arrangements are agreed upon and that the clauses won't sufficiently allow for the eventual preferred design or the access arrangements are pre-determined by the s106 before detailed work is complete. - That the s106 doesn't allow for the developer to build the junction, with a compensation mechanism. Thus requiring OCC to build and synchronise works with both the WAT A (Site A) and WAT B (Site B) developers. If OCC were to build instead of the developer, this may increase the cost of this section. - Developer does not receive full planning consent, does not therefore implement and their section of road is not built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - A viable option at Link 3 (alignment in Site A) is delayed, which the access to WAT B (Site B) relies upon to a certain degree, and this impacts being able to make a decision on this site. - Stakeholders object strongly to the route off Willow Close, leaving only a new roundabout as a possible option. If the option for Link 3 (alignment in Site A) was found to be that via the industrial estate road rather than across the safeguarded land, the new roundabout may be more than is required. (Evidence taken from "2020 10 02 - Land acquisition and site status_updated 2020 10 22.docx" provide by OCC)

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Sift ID	**Section**	**Option Name**	**Option Description**	**Implementation timetable**	**Implementation timetable - Comments**	**Public acceptability**	**Public acceptability - Comments**	**Practical feasibility**	**Practical feasibility - Comments**	**What is the quality of the supporting evidence?**	**What is the quality of the supporting evidence? - Comments**	**Key risks**
E2.1.1.2	A-B	A5-B5-	B4009 Britwell Road (priority give way junction - Junction 1) through Site A on more northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and into Site B	1-5 years	Whole scheme is aimed to be completed by March 2023. Scheme will be developed in advance of or in conjunction with planned development in Site A and Site B. 2023 is a reasonable estimate for completion as development sites surrounding scheme to be completed by 2025 - https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2_jasedit.pdf	3	Scheme has been through public consultation in being included in both Watlington Neighbourhood Plan and South Oxfordshire local plan. In a consultation carried out in March 2014, in which the main topics for the Watlington Neighbourhood Development Plan were defined, local people expressed that a relief road is the 4th most vitally important improvement needed for Watlington under the Traffic and Environment topic - https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/10/WNDP1-Watlington-Neighbourhood-Development-Plan-MADE-VERSION.pdf The scheme also does not require any behavioural changes and so public acceptability is not expected to be an issue. There may be a slightly higher level of public acceptability for more northerly alignments such as A5-B5 which have less effect on existing roads on the edge of Watlington and in terms of noise, air quality and visual intrusion, although it may be viewed as less acceptable from an environmental perspective as it will route through countryside.	2	The option has been determined as being feasible in engineering terms. More detailed feasibility work will be required to fully determine the option's feasibility and any mitigation requirements.	3	The option has been assessed in relation to constraints and engineering feasibility. More detailed engineering feasibility and impacts assessment will be required for subsequent stages where options will be further refined. Transport modelling evidence is limited to junction models and Transport Assessments prepared for individual sites. The overall transport network effects of the scheme are not fully understood therefore more detailed, wider-scale transport modelling evidence is required to support the development of the scheme and further refinement of options. The level of evidence available for section A-B is considered slightly higher than section C-P.	Key risks for **Site A** involve the following: - If the discharge conditions aren't approved, that the developer won't implement and therefore their section of road does not get built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - The developer doesn't get approval for their first application and submits an alternative planning application, which delays any start on site and instigates fresh negotiations regarding land - If OCC needs more land for Link 3 (alignment in Site A) than is currently safeguarded (e.g. for flood compensation storage), that the developer isn't required to dedicate land outside the safeguarded area and they don't agree to dedicate for a peppercorn. OCC may have to purchase the extra land for a higher cost, CPO the land or deem this highway section as unfeasible - If a technically viable option is not possible at Link 3 (alignment in Site A), options are too expensive, or technically viable options are not supported by stakeholders due to other impacts Key risks for **Sites B and C** involve the following: - There may only be a short turn-around time to write the s106 if the applications go to committee on 4th November and OCC have yet to agree internally the preferred wording agreement. If agreement takes longer this may delay the application going to committee. - That the s106 is agreed at outline before the detailed access arrangements are agreed upon and that the clauses won't sufficiently allow for the eventual preferred design or the access arrangements are pre-determined by the s106 before detailed work is complete. - That the s106 doesn't allow for the developer to build the junction, with a compensation mechanism. Thus requiring OCC to build and synchronise works with both the WAT A (Site A) and WAT B (Site B) developers. If OCC were to build instead of the developer, this may increase the cost of this section. - Developer does not receive full planning consent, does not therefore implement and their section of road is not built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - A viable option at Link 3 (alignment in Site A) is delayed, which the access to WAT B (Site B) relies upon to a certain degree, and this impacts being able to make a decision on this site. - Stakeholders object strongly to the route off Willow Close, leaving only a new roundabout as a possible option. If the option for Link 3 (alignment in Site A) was found to be that via the industrial estate road rather than across the safeguarded land, the new roundabout may be more than is required. (Evidence taken from "2020 10 02 - Land acquisition and site status_updated 2020 10 22.docx" provide by OCC)

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Sift ID	Section	Option Name	Option Description	Implementation timetable	Implementation timetable - Comments	Public acceptability	Public acceptability - Comments	Practical feasibility	Practical feasibility - Comments	What is the quality of the supporting evidence?	What is the quality of the supporting evidence? - Comments	Key risks
E2.1.1.3	A-B	A2&4-B4-	B4009 Britwell Road (priority give way junction - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (existing roundabout at Willow Close) then using an existing upgraded section of the B480 Cuxham Road to a new roundabout (Junction 2) and into Site B	1-5 years	Whole scheme is aimed to be completed by March 2023. Scheme will be developed in advance of or in conjunction with planned development in Site A and Site B. 2023 is a reasonable estimate for completion as development sites surrounding scheme to be completed by 2025 - https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2_jasedit.pdf	3	Scheme has been through public consultation in being included in both Watlington Neighbourhood Plan and South Oxfordshire local plan. In a consultation carried out in March 2014, in which the main topics for the Watlington Neighbourhood Development Plan were defined, local people expressed that a relief road is the 4th most vitally important improvement needed for Watlington under the Traffic and Environment topic - https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/10/WNDP1-Watlington-Neighbourhood-Development-Plan-MADE-VERSION.pdf The scheme also does not require any behavioural changes and so public acceptability is not expected to be an issue. There may be a lower level of public acceptability for more southerly alignments such as A2&4-B4 which could have more effects on existing roads on the edge of Watlington and in terms of noise, air quality and visual intrusion, although it may be viewed as slightly more acceptable from an environmental perspective as it will route through less countryside.	2	The option has been determined as being feasible in engineering terms. More detailed feasibility work will be required to fully determine the option's feasibility and any mitigation requirements. Assessment of the condition of the culvert structure (Number 1076), located above Willow Close roundabout, will be required before proceeding. No additional work is expected to be carried out due to the specifications of the structure, however this needs to be validated.	3	The option has been assessed in relation to constraints and engineering feasibility. More detailed engineering feasibility and impacts assessment will be required for subsequent stages where options will be further refined. Transport modelling evidence is limited to junction models and Transport Assessments prepared for individual sites. The overall transport network effects of the scheme are not fully understood therefore more detailed, wider-scale transport modelling evidence is required to support the development of the scheme and further refinement of options. The level of evidence available for section A-B is considered slightly higher than section C-P.	Key risks for **Site A** involve the following: - If the discharge conditions aren't approved, that the developer won't implement and therefore their section of road does not get built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - The developer doesn't get approval for their first application and submits an alternative planning application, which delays any start on site and instigates fresh negotiations regarding land - If OCC needs more land for Link 3 (alignment in Site A) than is currently safeguarded (e.g. for flood compensation storage), that the developer isn't required to dedicate land outside the safeguarded area and they don't agree to dedicate for a peppercorn. OCC may have to purchase the extra land for a higher cost, CPO the land or deem this highway section as unfeasible - If a technically viable option is not possible at Link 3 (alignment in Site A), options are too expensive, or technically viable options are not supported by stakeholders due to other impacts Key risks for **Sites B and C** involve the following: - There may only be a short turn-around time to write the s106 if the applications go to committee on 4th November and OCC have yet to agree internally the preferred wording agreement. If agreement takes longer this may delay the application going to committee. - That the s106 is agreed at outline before the detailed access arrangements are agreed upon and that the clauses won't sufficiently allow for the eventual preferred design or the access arrangements are pre-determined by the s106 before detailed work is complete. - That the s106 doesn't allow for the developer to build the junction, with a compensation mechanism. Thus requiring OCC to build and synchronise works with both the WAT A (Site A) and WAT B (Site B) developers. If OCC were to build instead of the developer, this may increase the cost of this section. - Developer does not receive full planning consent, does not therefore implement and their section of road is not built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - A viable option at Link 3 (alignment in Site A) is delayed, which the access to WAT B (Site B) relies upon to a certain degree, and this impacts being able to make a decision on this site. - Stakeholders object strongly to the route off Willow Close, leaving only a new roundabout as a possible option. If the option for Link 3 (alignment in Site A) was found to be that via the industrial estate road rather than across the safeguarded land, the new roundabout may be more than is required. (Evidence taken from "2020 10 02 - Land acquisition and site status_updated 2020 10 22.docx" provide by OCC) - The culvert structure (Number 1076), located above Willow Close roundabout, was designed and built by Rendell and Sons in 1984. It is a 40T/44T HA loading and 30 units of HB abnormal loading, that has not had any detailed inspection since built. Inspections will be required to assess its condition before proceeding.

				Managerial Case								
Sift ID	Section	Option Name	Option Description	Implementation timetable	Implementation timetable - Comments	Public acceptability	Public acceptability - Comments	Practical feasibility	Practical feasibility - Comments	What is the quality of the supporting evidence?	What is the quality of the supporting evidence? - Comments	Key risks
E2.1.1.4	A-B	A2&4-B3-	B4009 Britwell Road (priority give way junction - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (upgraded roundabout at Willow Close - Junction 2) then into Site B on a more southerly alignment.	1-5 years	Whole scheme is aimed to be completed by March 2023. Scheme will be developed in advance of or in conjunction with planned development in Site A and Site B. 2023 is a reasonable estimate for completion as development sites surrounding scheme to be completed by 2025 - https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2_jasedit.pdf	2	Scheme has been through public consultation in being included in both Watlington Neighbourhood Plan and South Oxfordshire local plan. In a consultation carried out in March 2014, in which the main topics for the Watlington Neighbourhood Development Plan were defined, local people expressed that a relief road is the 4th most vitally important improvement needed for Watlington under the Traffic and Environment topic - https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/10/WNDP1-Watlington-Neighbourhood-Development-Plan-MADE-VERSION.pdf The scheme also does not require any behavioural changes and so public acceptability is not expected to be an issue. There may be a lower level of public acceptability for more southerly alignments such as A2&4-B3 which could have more effects on existing roads on the edge of Watlington and in terms of noise, air quality and visual intrusion, although it may be viewed as slightly more acceptable from an environmental perspective as it will route through less countryside.	2	The option has been determined as being feasible in engineering terms. More detailed feasibility work will be required to fully determine the option's feasibility and any mitigation requirements. Assessment of the condition of the culvert structure (Number 1076), located above Willow Close roundabout, will be required before proceeding. No additional work is expected to be carried out due to the specifications of the structure, however this needs to be validated.	3	The option has been assessed in relation to constraints and engineering feasibility. More detailed engineering feasibility and impacts assessment will be required for subsequent stages where options will be further refined. Transport modelling evidence is limited to junction models and Transport Assessments prepared for individual sites. The overall transport network effects of the scheme are not fully understood therefore more detailed, wider-scale transport modelling evidence is required to support the development of the scheme and further refinement of options. The level of evidence available for section A-B is considered slightly higher than section C-P.	Key risks for **Site A** involve the following: - If the discharge conditions aren't approved, that the developer won't implement and therefore their section of road does not get built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - The developer doesn't get approval for their first application and submits an alternative planning application, which delays any start on site and instigates fresh negotiations regarding land - If OCC needs more land for Link 3 (alignment in Site A) than is currently safeguarded (e.g. for flood compensation storage), that the developer isn't required to dedicate land outside the safeguarded area and they don't agree to dedicate for a peppercorn. OCC may have to purchase the extra land for a higher cost, CPO the land or deem this highway section as unfeasible - If a technically viable option is not possible at Link 3 (alignment in Site A), options are too expensive, or technically viable options are not supported by stakeholders due to other impacts Key risks for **Sites B and C** involve the following: - There may only be a short turn-around time to write the s106 if the applications go to committee on 4th November and OCC have yet to agree internally the preferred wording agreement. If agreement takes longer this may delay the application going to committee. - That the s106 is agreed at outline before the detailed access arrangements are agreed upon and that the clauses won't sufficiently allow for the eventual preferred design or the access arrangements are pre-determined by the s106 before detailed work is complete. - That the s106 doesn't allow for the developer to build the junction, with a compensation mechanism. Thus requiring OCC to build and synchronise works with both the WAT A (Site A) and WAT B (Site B) developers. If OCC were to build instead of the developer, this may increase the cost of this section. - Developer does not receive full planning consent, does not therefore implement and their section of road is not built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - A viable option at Link 3 (alignment in Site A) is delayed, which the access to WAT B (Site B) relies upon to a certain degree, and this impacts being able to make a decision on this site. - Stakeholders object strongly to the route off Willow Close, leaving only a new roundabout as a possible option. If the option for Link 3 (alignment in Site A) was found to be that via the industrial estate road rather than across the safeguarded land, the new roundabout may be more than is required. (Evidence taken from "2020 10 02 - Land acquisition and site status_updated 2020 10 22.docx" provide by OCC) - The culvert structure (Number 1076), located above Willow Close roundabout, was designed and built by Rendell and Sons in 1984. It is a 40T/44T HA loading and 30 units of HB abnormal loading, that has not had any detailed inspection since built. Inspections will be required to assess its condition before proceeding.

				Managerial Case								
Sift ID	Section	Option Name	Option Description	Implementation timetable	Implementation timetable - Comments	Public acceptability	Public acceptability - Comments	Practical feasibility	Practical feasibility - Comments	What is the quality of the supporting evidence?	What is the quality of the supporting evidence? - Comments	Key risks
E2.1.1.5	C-P	-C1-P1	Through Site C on a more southerly alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking the alignment of Pyrton Lane and Station Road to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	1-5 years	Whole scheme is aimed to be completed by March 2023. Scheme will be developed in following or in conjunction with Site B, and in conjunction or in advance of development in Site C, PYR1 and PYR2. 2023 is a reasonable estimate for completion as development sites surrounding scheme to be completed by 2025 - https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2_jasedit.pdf	2	Scheme has been through public consultation in being included in both Watlington Neighbourhood Plan and South Oxfordshire local plan. In a consultation carried out in March 2014, in which the main topics for the Watlington Neighbourhood Development Plan were defined, local people expressed that a relief road is the 4th most vitally important improvement needed for Watlington under the Traffic and Environment topic - https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/10/WNDP1-Watlington-Neighbourhood-Development-Plan-MADE-VERSION.pdf The scheme also does not require any behavioural changes and so public acceptability is not expected to be an issue. The scheme also does not require any behavioural changes and so public acceptability is not expected to be an issue. There may be a lower level of public acceptability for the C1-P1 alignment as it will adapt existing quiet rural lanes into a through route, running close to the village of Pyrton.	2	The option has been determined as being potentially feasible in engineering terms. More detailed feasibility work will be required to fully determine the option's feasibility and any mitigation requirements.	2	The option has been assessed in relation to constraints and engineering feasibility. More detailed engineering feasibility and impacts assessment will be required for subsequent stages where options will be further refined. Transport modelling evidence is limited to junction models and Transport Assessments prepared for individual sites. The overall transport network effects of the scheme are not fully understood therefore more detailed, wider-scale transport modelling evidence is required to support the development of the scheme and further refinement of options. The level of evidence available for section C-P is considered slightly lower than for section A-B.	Key risks for **Site C** involve the following: - There may only be a short turn-around time to write the s106 if the applications go to committee on 4th November and OCC have yet to agree internally the preferred wording agreement. If agreement takes longer this may delay the application going to committee. - That the s106 is agreed at outline before the detailed access arrangements are agreed upon and that the clauses won't sufficiently allow for the eventual preferred design or the access arrangements are pre-determined by the s106 before detailed work is complete. - That the s106 doesn't allow for the developer to build the junction, with a compensation mechanism. Thus requiring OCC to build and synchronise works with both the WAT A and WAT B developers. If OCC were to build instead of the developer, this may increase the cost of this section. - Developer does not receive full planning consent, does not therefore implement and their section of road is not built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - A viable option at Link 3 (alignment in Site A) is delayed, which the access to WAT B (Site B) relies upon to a certain degree, and this impacts being able to make a decision on this site. - Stakeholders object strongly to the route off Willow Close, leaving only a new roundabout as a possible option. If the option for Link 3 (alignment in Site A) was found to be that via the industrial estate road rather than across the safeguarded land, the new roundabout may be more than is required. Key risks for **Site PRY1** involve the following: - If OCC needs more land for Junction 3 than is currently safeguarded (e.g. for a larger roundabout), that the developer isn't required to dedicate land outside the safeguarded area and they don't agree to dedicate for a peppercorn. OCC may have to purchase the extra land for a higher cost, CPO the land, design a roundabout that departs from standard and get agreement from assets team, redesign the junction as signal controlled or other or deem this highway section as unfeasible - The developer does not implement and therefore the land for the junction does not get transferred - The parish community of Pyrton and Shirburn are not in favour of a new road or housing development. They would likely object to any alternative planning application if one was made. - The developer is not able to secure a care provider to take on the care unit component and they resubmit a planning application for an alternative scheme, which would require refreshed negotiations for the land and would delay the land being dedicated to OCC for the purposes of a junction - Opportunity: if the developer does submit a fresh application, the road alignment options and land area required could be renegotiated and might support any new route options that are developed through the Parish option exercise. Key risks for **Site PRY2** involve the following: -Given the current planning context, there is very little chance that the housing developer will get permission

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Sift ID	Section	Option Name	Option Description	Implementation timetable	Implementation timetable - Comments	Public acceptability	Public acceptability - Comments	Practical feasibility	Practical feasibility - Comments	What is the quality of the supporting evidence?	What is the quality of the supporting evidence? - Comments	Key risks
												for houses prior to the road being built. Therefore OCC may have to fund and build a larger section of road than initially budgeted for, that creates a connection from the outskirts of site WAT C (Site C) to B4009/Shirburn Road - The parish community of Pyrton and Shirburn are not in favour of a new road. They would likely object to the planning application. They don't support the current road alignment option and have requested other routes should be explored but these are limited and would require additional 3rd party land or take land from other community uses. - Opportunity: To explore other route options with the Parishes. More options would enable comparisons of the benefits and disbenefits to be made and may result in a more agreeable alignment being found. - Opportunity: If the developer sought permission for the road themselves, this may increase their chance of gaining permission for the houses and would mean OCC would not need to make the application. However it may be unaffordable for the developer to build – this would raise the question if OCC could contribute funds towards the road or build it using the developer's permission but this could trigger legal issues. - Opportunity: The Chalgrove Airfield development have shown through highway modelling that their development needs the Watlington Relief Road. If OCC were to take on the road at risk, this risk might be lowered if Chalgrove Airfield were to start their development and there was agreement that they would contribute additional funding. (Evidence taken from "2020 10 02 - Land acquisition and site status_updated 2020 10 22.docx" provide by OCC)

				Managerial Case								
Sift ID	**Section**	**Option Name**	**Option Description**	**Implementation timetable**	**Implementation timetable - Comments**	**Public acceptability**	**Public acceptability - Comments**	**Practical feasibility**	**Practical feasibility - Comments**	**What is the quality of the supporting evidence?**	**What is the quality of the supporting evidence? - Comments**	**Key risks**
E2.1.1.6	C-P	-C1-P2	Through Site C on a more southerly alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	1-5 years	Whole scheme is aimed to be completed by March 2023. Scheme will be developed in following or in conjunction with Site B, and in conjunction or in advance of development in Site C, PYR1 and PYR2. 2023 is a reasonable estimate for completion as development sites surrounding scheme to be completed by 2025 - https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2_jasedit.pdf	3	Scheme has been through public consultation in being included in both Watlington Neighbourhood Plan and South Oxfordshire local plan. In a consultation carried out in March 2014, in which the main topics for the Watlington Neighbourhood Development Plan were defined, local people expressed that a relief road is the 4th most vitally important improvement needed for Watlington under the Traffic and Environment topic - https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/10/WNDP1-Watlington-Neighbourhood-Development-Plan-MADE-VERSION.pdf The scheme also does not require any behavioural changes and so public acceptability is not expected to be an issue. There may be a lower level of public acceptability for the C1-P2 alignment as it will run closer to the village of Pyrton although not on the existing alignment of Pyrton Lane and Station Road.	2	The option has been determined as being potentially feasible in engineering terms. More detailed feasibility work will be required to fully determine the option's feasibility and any mitigation requirements.	2	The option has been assessed in relation to constraints and engineering feasibility. More detailed engineering feasibility and impacts assessment will be required for subsequent stages where options will be further refined. Transport modelling evidence is limited to junction models and Transport Assessments prepared for individual sites. The overall transport network effects of the scheme are not fully understood therefore more detailed, wider-scale transport modelling evidence is required to support the development of the scheme and further refinement of options. The level of evidence available for section C-P is considered slightly lower than for section A-B.	Key risks for **Site C** involve the following: - There may only be a short turn-around time to write the s106 if the applications go to committee on 4th November and OCC have yet to agree internally the preferred wording agreement. If agreement takes longer this may delay the application going to committee. - That the s106 is agreed at outline before the detailed access arrangements are agreed upon and that the clauses won't sufficiently allow for the eventual preferred design or the access arrangements are pre-determined by the s106 before detailed work is complete. - That the s106 doesn't allow for the developer to build the junction, with a compensation mechanism. Thus requiring OCC to build and synchronise works with both the WAT A and WAT B developers. If OCC were to build instead of the developer, this may increase the cost of this section. - Developer does not receive full planning consent, does not therefore implement and their section of road is not built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - A viable option at Link 3 (alignment in Site A) is delayed, which the access to WAT B (Site B) relies upon to a certain degree, and this impacts being able to make a decision on this site. - Stakeholders object strongly to the route off Willow Close, leaving only a new roundabout as a possible option. If the option for Link 3 (alignment in Site A) was found to be that via the industrial estate road rather than across the safeguarded land, the new roundabout may be more than is required. Key risks for **Site PRY1** involve the following: - If OCC needs more land for Junction 3 than is currently safeguarded (e.g. for a larger roundabout), that the developer isn't required to dedicate land outside the safeguarded area and they don't agree to dedicate for a peppercorn. OCC may have to purchase the extra land for a higher cost, CPO the land, design a roundabout that departs from standard and get agreement from assets team, redesign the junction as signal controlled or other or deem this highway section as unfeasible - The developer does not implement and therefore the land for the junction does not get transferred - The parish community of Pyrton and Shirburn are not in favour of a new road or housing development. They would likely object to any alternative planning application if one was made. - The developer is not able to secure a care provider to take on the care unit component and they resubmit a planning application for an alternative scheme, which would require refreshed negotiations for the land and would delay the land being dedicated to OCC for the purposes of a junction - Opportunity: if the developer does submit a fresh application, the road alignment options and land area required could be renegotiated and might support any new route options that are developed through the Parish option exercise. Key risks for **Site PRY2** involve the following: -Given the current planning context, there is very little chance that the housing developer will get permission

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Sift ID	Section	Option Name	Option Description	Implementation timetable	Implementation timetable - Comments	Public acceptability	Public acceptability - Comments	Practical feasibility	Practical feasibility - Comments	What is the quality of the supporting evidence?	What is the quality of the supporting evidence? - Comments	Key risks
												for houses prior to the road being built. Therefore OCC may have to fund and build a larger section of road than initially budgeted for, that creates a connection from the outskirts of site WAT C (Site C) to B4009/Shirburn Road - The parish community of Pyrton and Shirburn are not in favour of a new road. They would likely object to the planning application. They don't support the current road alignment option and have requested other routes should be explored but these are limited and would require additional 3rd party land or take land from other community uses. - Opportunity: To explore other route options with the Parishes. More options would enable comparisons of the benefits and disbenefits to be made and may result in a more agreeable alignment being found. - Opportunity: If the developer sought permission for the road themselves, this may increase their chance of gaining permission for the houses and would mean OCC would not need to make the application. However it may be unaffordable for the developer to build – this would raise the question if OCC could contribute funds towards the road or build it using the developer's permission but this could trigger legal issues. - Opportunity: The Chalgrove Airfield development have shown through highway modelling that their development needs the Watlington Relief Road. If OCC were to take on the road at risk, this risk might be lowered if Chalgrove Airfield were to start their development and there was agreement that they would contribute additional funding. (Evidence taken from "2020 10 02 - Land acquisition and site status_updated 2020 10 22.docx" provide by OCC)

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Sift ID	Section	Option Name	Option Description	Implementation timetable	Implementation timetable - Comments	Public acceptability	Public acceptability - Comments	Practical feasibility	Practical feasibility - Comments	What is the quality of the supporting evidence?	What is the quality of the supporting evidence? - Comments	Key risks
E2.1.1.7	C-P	-C2-P6	Through Site C on a more central alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	1-5 years	Whole scheme is aimed to be completed by March 2023. Scheme will be developed in following or in conjunction with Site B, and in conjunction or in advance of development in Site C, PYR1 and PYR2. 2023 is a reasonable estimate for completion as development sites surrounding scheme to be completed by 2025 - https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2_jasedit.pdf	4	Scheme has been through public consultation in being included in both Watlington Neighbourhood Plan and South Oxfordshire local plan. In a consultation carried out in March 2014, in which the main topics for the Watlington Neighbourhood Development Plan were defined, local people expressed that a relief road is the 4th most vitally important improvement needed for Watlington under the Traffic and Environment topic - https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/10/WNDP1-Watlington-Neighbourhood-Development-Plan-MADE-VERSION.pdf The scheme also does not require any behavioural changes and so public acceptability is not expected to be an issue. There may be a slightly higher level of public acceptability for the C2-P6 alignment as it will run further away from Pyrton village and also from Watlington.	2	The option has been determined as being feasible in engineering terms. More detailed feasibility work will be required to fully determine the option's feasibility and any mitigation requirements.	2	The option has been assessed in relation to constraints and engineering feasibility. More detailed engineering feasibility and impacts assessment will be required for subsequent stages where options will be further refined. Transport modelling evidence is limited to junction models and Transport Assessments prepared for individual sites. The overall transport network effects of the scheme is not fully understood therefore more detailed, wider-scale transport modelling evidence is required to support the development of the scheme and further refinement of options. The level of evidence available for section C-P is considered slightly lower than for section A-B.	Key risks for **Site C** involve the following: - There may only be a short turn-around time to write the s106 if the applications go to committee on 4th November and OCC have yet to agree internally the preferred wording agreement. If agreement takes longer this may delay the application going to committee. - That the s106 is agreed at outline before the detailed access arrangements are agreed upon and that the clauses won't sufficiently allow for the eventual preferred design or the access arrangements are pre-determined by the s106 before detailed work is complete. - That the s106 doesn't allow for the developer to build the junction, with a compensation mechanism. Thus requiring OCC to build and synchronise works with both the WAT A and WAT B developers. If OCC were to build instead of the developer, this may increase the cost of this section. - Developer does not receive full planning consent, does not therefore implement and their section of road is not built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - A viable option at Link 3 (alignment in Site A) is delayed, which the access to WAT B (Site B) relies upon to a certain degree, and this impacts being able to make a decision on this site. - Stakeholders object strongly to the route off Willow Close, leaving only a new roundabout as a possible option. If the option for Link 3 (alignment in Site A) was found to be that via the industrial estate road rather than across the safeguarded land, the new roundabout may be more than is required. Key risks for **Site PRY1** involve the following: - If OCC needs more land for Junction 3 than is currently safeguarded (e.g. for a larger roundabout), that the developer isn't required to dedicate land outside the safeguarded area and they don't agree to dedicate for a peppercorn. OCC may have to purchase the extra land for a higher cost, CPO the land, design a roundabout that departs from standard and get agreement from assets team, redesign the junction as signal controlled or other or deem this highway section as unfeasible - The developer does not implement and therefore the land for the junction does not get transferred - The parish community of Pyrton and Shirburn are not in favour of a new road or housing development. They would likely object to any alternative planning application if one was made. - The developer is not able to secure a care provider to take on the care unit component and they resubmit a planning application for an alternative scheme, which would require refreshed negotiations for the land and would delay the land being dedicated to OCC for the purposes of a junction - Opportunity: if the developer does submit a fresh application, the road alignment options and land area required could be renegotiated and might support any new route options that are developed through the Parish option exercise. Key risks for **Site PRY2** involve the following: -Given the current planning context, there is very little chance that the housing developer will get permission

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Sift ID	Section	Option Name	Option Description	Implementation timetable	Implementation timetable - Comments	Public acceptability	Public acceptability - Comments	Practical feasibility	Practical feasibility - Comments	What is the quality of the supporting evidence?	What is the quality of the supporting evidence? - Comments	Key risks
												for houses prior to the road being built. Therefore OCC may have to fund and build a larger section of road than initially budgeted for, that creates a connection from the outskirts of site WAT C (Site C) to B4009/Shirburn Road - The parish community of Pyrton and Shirburn are not in favour of a new road. They would likely object to the planning application. They don't support the current road alignment option and have requested other routes should be explored but these are limited and would require additional 3rd party land or take land from other community uses. - Opportunity: To explore other route options with the Parishes. More options would enable comparisons of the benefits and disbenefits to be made and may result in a more agreeable alignment being found. - Opportunity: If the developer sought permission for the road themselves, this may increase their chance of gaining permission for the houses and would mean OCC would not need to make the application. However it may be unaffordable for the developer to build – this would raise the question if OCC could contribute funds towards the road or build it using the developer's permission but this could trigger legal issues. - Opportunity: The Chalgrove Airfield development have shown through highway modelling that their development needs the Watlington Relief Road. If OCC were to take on the road at risk, this risk might be lowered if Chalgrove Airfield were to start their development and there was agreement that they would contribute additional funding. (Evidence taken from "2020 10 02 - Land acquisition and site status_updated 2020 10 22.docx" provide by OCC)

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Sift ID	**Section**	**Option Name**	**Option Description**	**Implementation timetable**	**Implementation timetable - Comments**	**Public acceptability**	**Public acceptability - Comments**	**Practical feasibility**	**Practical feasibility - Comments**	**What is the quality of the supporting evidence?**	**What is the quality of the supporting evidence? - Comments**	**Key risks**
E2.1.1.8	C-P	-C2-P7	Through Site C on a more central alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across broadly around the edge of Watlington and joining the B4009 Shirburn Road to the south of PYR1 and north of the Watlington Recreation Ground at a new roundabout junction (Junction 3)	1-5 years	Whole scheme is aimed to be completed by March 2023. Scheme will be developed in following or in conjunction with Site B, and in conjunction or in advance of development in Site C, PYR1 and PYR2. 2023 is a reasonable estimate for completion as development sites surrounding scheme to be completed by 2025 - https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2_jasedit.pdf	3	Scheme has been through public consultation in being included in both Watlington Neighbourhood Plan and South Oxfordshire local plan. In a consultation carried out in March 2014, in which the main topics for the Watlington Neighbourhood Development Plan were defined, local people expressed that a relief road is the 4th most vitally important improvement needed for Watlington under the Traffic and Environment topic - https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/10/WNDP1-Watlington-Neighbourhood-Development-Plan-MADE-VERSION.pdf The scheme also does not require any behavioural changes and so public acceptability is not expected to be an issue. There may be a slightly higher level of public acceptability for the C2-P6 alignment as it will run further away from Pyrton village and also from Watlington.	2	The option has been determined as being potentially feasible in engineering terms. More detailed feasibility work will be required to fully determine the option's feasibility and any mitigation requirements.	2	The option has been assessed in relation to constraints and engineering feasibility. More detailed engineering feasibility and impacts assessment will be required for subsequent stages where options will be further refined. Transport modelling evidence is limited to junction models and Transport Assessments prepared for individual sites. The overall transport network effects of the scheme is not fully understood therefore more detailed, wider-scale transport modelling evidence is required to support the development of the scheme and further refinement of options. The level of evidence available for section C-P is considered slightly lower than for section A-B.	Key risks for **Site C** involve the following: - There may only be a short turn-around time to write the s106 if the applications go to committee on 4th November and OCC have yet to agree internally the preferred wording agreement. If agreement takes longer this may delay the application going to committee. - That the s106 is agreed at outline before the detailed access arrangements are agreed upon and that the clauses won't sufficiently allow for the eventual preferred design or the access arrangements are pre-determined by the s106 before detailed work is complete. - That the s106 doesn't allow for the developer to build the junction, with a compensation mechanism. Thus requiring OCC to build and synchronise works with both the WAT A and WAT B developers. If OCC were to build instead of the developer, this may increase the cost of this section. - Developer does not receive full planning consent, does not therefore implement and their section of road is not built. OCC would need to consider whether to purchase the land to directly build the additional section of road or determine that the project is partly/fully disbanded - A viable option at Link 3 (alignment in Site A) is delayed, which the access to WAT B (Site B) relies upon to a certain degree, and this impacts being able to make a decision on this site. - Stakeholders object strongly to the route off Willow Close, leaving only a new roundabout as a possible option. If the option for Link 3 (alignment in Site A) was found to be that via the industrial estate road rather than across the safeguarded land, the new roundabout may be more than is required. Key risks for **Site PRY1** involve the following: - If OCC needs more land for Junction 3 than is currently safeguarded (e.g. for a larger roundabout), that the developer isn't required to dedicate land outside the safeguarded area and they don't agree to dedicate for a peppercorn. OCC may have to purchase the extra land for a higher cost, CPO the land, design a roundabout that departs from standard and get agreement from assets team, redesign the junction as signal controlled or other or deem this highway section as unfeasible - The developer does not implement and therefore the land for the junction does not get transferred - The parish community of Pyrton and Shirburn are not in favour of a new road or housing development. They would likely object to any alternative planning application if one was made. - The developer is not able to secure a care provider to take on the care unit component and they resubmit a planning application for an alternative scheme, which would require refreshed negotiations for the land and would delay the land being dedicated to OCC for the purposes of a junction - Opportunity: if the developer does submit a fresh application, the road alignment options and land area required could be renegotiated and might support any new route options that are developed through the Parish option exercise. Key risks for **Site PRY2** involve the following: -Given the current planning context, there is very little chance that the housing developer will get permission

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Sift ID	Section	Option Name	Option Description	Implementation timetable	Implementation timetable - Comments	Public acceptability	Public acceptability - Comments	Practical feasibility	Practical feasibility - Comments	What is the quality of the supporting evidence?	What is the quality of the supporting evidence? - Comments	Key risks
												for houses prior to the road being built. Therefore OCC may have to fund and build a larger section of road than initially budgeted for, that creates a connection from the outskirts of site WAT C (Site C) to B4009/Shirburn Road - The parish community of Pyrton and Shirburn are not in favour of a new road. They would likely object to the planning application. They don't support the current road alignment option and have requested other routes should be explored but these are limited and would require additional 3rd party land or take land from other community uses. - Opportunity: To explore other route options with the Parishes. More options would enable comparisons of the benefits and disbenefits to be made and may result in a more agreeable alignment being found. - Opportunity: If the developer sought permission for the road themselves, this may increase their chance of gaining permission for the houses and would mean OCC would not need to make the application. However it may be unaffordable for the developer to build – this would raise the question if OCC could contribute funds towards the road or build it using the developer's permission but this could trigger legal issues. - Opportunity: The Chalgrove Airfield development have shown through highway modelling that their development needs the Watlington Relief Road. If OCC were to take on the road at risk, this risk might be lowered if Chalgrove Airfield were to start their development and there was agreement that they would contribute additional funding. (Evidence taken from "2020 10 02 - Land acquisition and site status_updated 2020 10 22.docx" provide by OCC)

				Financial Case									Commercial Case				
Sift ID	Section	Option Name	Option Description	Affordability	Affordability - Comments	Capital Cost (£m)	Capital Cost (£m) - Comments	Revenue Costs (£m)?	Revenue Costs (£m)? - Details	Cost Profile	Overall cost risk	Other costs	Flexibility of option	Flexibility of option - Comments	Where is funding coming from?	Any income generated? (Y/N)	If yes, how much income generated (£m)?
E2.1.1.1	A-B	A1-B1-	B4009 Britwell Road (priority give way junction - Junction 1) through Site A on most northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and into Site B	3	1.Cost for sections to be funded by OCC is estimated at £3,949,100 2.Affordability needs to be put in the context of the available budget for the overall scheme and relevant budget period 3.May be relevant to consider what sort of package of options is being put forward alongside the option under consideration 4.For this assessment, we consider that both the OCC and developers can afford construction of relevant road parts (eliminates weight of this score in total evaluation)	£3,949,100 – OCC funded section(s) only	This excludes the cost of sections to be funded by developers through their sites.	N/A	N/A	The estimated cost includes costs regarding building works, contractor's overheads and profit, design fee, land acquisition costs, statutory and other charges and risk allowance costs	N/A	N/A	3	Due to the scheme being made up of new road links split into different sections, with each section there is potentially some room for amendments to fit with changing circumstances. The A1-B1 alignment is fairly well fixed however and therefore less flexible.	Feasibility and design work has been funded through Oxfordshire Growth Board. Developers will fund the majority of sections through their sites with remaining sections funded through the Oxfordshire Housing and Growth Deal.	N/A	N/A
E2.1.1.2	A-B	A5-B5-	B4009 Britwell Road (priority give way junction - Junction 1) through Site A on more northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and into Site B	2	1. Cost for sections to be funded by OCC is estimated at £4,243,000 2.Affordability needs to be put in the context of the available budget for the overall scheme and relevant budget period 3.May be relevant to consider what sort of package of options is being put forward alongside the option under consideration 4.For this assessment, we consider that both the OCC and developers can afford construction of relevant road parts (eliminates weight of this score in total evaluation)	£4,243,000 – OCC funded section(s) only	This excludes the cost of sections to be funded by developers through their sites.	N/A	N/A	The estimated cost includes costs regarding building works, contractor's overheads and profit, design fee, land acquisition costs, statutory and other charges and risk allowance costs	N/A	N/A	3	Due to the scheme being made up of new road links split into different sections, with each section there is potentially some room for amendments to fit with changing circumstances. The A5-B5 alignment is fairly well fixed however and therefore less flexible.	Feasibility and design work has been funded through Oxfordshire Growth Board. Developers will fund the majority of sections through their sites with remaining sections funded through the Oxfordshire Housing and Growth Deal.	N/A	N/A

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Sift ID	Section	Option Name	Option Description	Affordability	Affordability - Comments	Capital Cost (£m)	Capital Cost (£m) - Comments	Revenue Costs (£m)?	Revenue Costs (£m)? - Details	Cost Profile	Overall cost risk	Other costs	Flexibility of option	Flexibility of option - Comments	Where is funding coming from?	Any income generated? (Y/N)	If yes, how much income generated (£m)?
E2.1.1.3	A-B	A2&4-B4-	B4009 Britwell Road (priority give way junction - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (existing roundabout at Willow Close) then using an existing upgraded section of the B480 Cuxham Road to a new roundabout (Junction 2) and into Site B	5	1. Cost for sections to be funded by OCC is estimated at £2,838,900 2.Affordability needs to be put in the context of the available budget for the overall scheme and relevant budget period 3.May be relevant to consider what sort of package of options is being put forward alongside the option under consideration 4.For this assessment, we consider that both the OCC and developers can afford construction of relevant road parts (eliminates weight of this score in total evaluation)	£2,838,900 – OCC funded section(s) only	This excludes the cost of sections to be funded by developers through their sites.	N/A	N/A	The estimated cost includes costs regarding building works, contractor's overheads and profit, design fee, land acquisition costs, statutory and other charges and risk allowance costs	N/A	N/A	2	Due to the scheme being made up of new road links split into different sections, with each section there is potentially some room for amendments to fit with changing circumstances. The A2&4-B4- alignment is quite fixed as it takes the alignment of some existing roads and therefore is less flexible.	Feasibility and design work has been funded through Oxfordshire Growth Board. Developers will fund the majority of sections through their sites with remaining sections funded through the Oxfordshire Housing and Growth Deal.	N/A	N/A
E2.1.1.4	A-B	A2&4-B3-	B4009 Britwell Road (priority give way junction - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (upgraded roundabout at Willow Close - Junction 2) then into Site B on a more southerly alignment.	4	1. Cost for sections to be funded by OCC is estimated at £3,031,200 2.Affordability needs to be put in the context of the available budget for the overall scheme and relevant budget period 3.May be relevant to consider what sort of package of options is being put forward alongside the option under consideration 4.For this assessment, we consider that both the OCC and developers can afford construction of relevant road parts (eliminates weight of this score in total evaluation)	£3,031,200 – OCC funded section(s) only	This excludes the cost of sections to be funded by developers through their sites.	N/A	N/A	The estimated cost includes costs regarding building works, contractor's overheads and profit, design fee, land acquisition costs, statutory and other charges and risk allowance costs	N/A	N/A	3	Due to the scheme being made up of new road links split into different sections, with each section there is potentially some room for amendments to fit with changing circumstances. The A2&4-B3 alignment is fairly well fixed as it takes the alignment of some existing roads however there is some flexibility with the alignment of the B3 section.	Feasibility and design work has been funded through Oxfordshire Growth Board. Developers will fund the majority of sections through their sites with remaining sections funded through the Oxfordshire Housing and Growth Deal.	N/A	N/A

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Sift ID	Section	Option Name	Option Description	Affordability	Affordability - Comments	Capital Cost (£m)	Capital Cost (£m) - Comments	Revenue Costs (£m)?	Revenue Costs (£m)? - Details	Cost Profile	Overall cost risk	Other costs	Flexibility of option	Flexibility of option - Comments	Where is funding coming from?	Any income generated? (Y/N)	If yes, how much income generated (£m)?
E2.1.1.5	C-P	-C1-P1	Through Site C on a more southerly alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking the alignment of Pyrton Lane and Station Road to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	2	1. Cost for sections to be funded by OCC is estimated at £4,440,000 2.Affordability needs to be put in the context of the available budget for the overall scheme and relevant budget period 3.May be relevant to consider what sort of package of options is being put forward alongside the option under consideration 4.For this assessment, we consider that both the OCC and developers can afford construction of relevant road parts (eliminates weight of this score in total evaluation)	£4,440,000 – OCC funded section(s) only	This excludes the cost of sections to be funded by developers through their sites.	N/A	N/A	The estimated cost includes costs regarding building works, contractor's overheads and profit, design fee, land acquisition costs, statutory and other charges and risk allowance costs	N/A	N/A	2	Due to the scheme being made up of new road links split into different sections, with each section there is potentially some room for amendments to fit with changing circumstances. The C1-P1 option is less flexible as it takes an existing alignment and will have to adapt to the constraints of this alignment. The transition between Sites C and PYR2 is very constrained with little room for flexibility.	Feasibility and design work has been funded through Oxfordshire Growth Board. Developers will fund the majority of sections through their sites with remaining sections funded through the Oxfordshire Housing and Growth Deal.	N/A	N/A
E2.1.1.6	C-P	-C1-P2	Through Site C on a more southerly alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	3	1. Cost for sections to be funded by OCC is estimated at £2,770,300 2.Affordability needs to be put in the context of the available budget for the overall scheme and relevant budget period 3.May be relevant to consider what sort of package of options is being put forward alongside the option under consideration 4.For this assessment, we consider that both the OCC and developers can afford construction of relevant road parts (eliminates weight of this score in total evaluation)	£2,770,300 – OCC funded section(s) only	This excludes the cost of sections to be funded by developers through their sites.	N/A	N/A	The estimated cost includes costs regarding building works, contractor's overheads and profit, design fee, land acquisition costs, statutory and other charges and risk allowance costs	N/A	N/A	3	Due to the scheme being made up of new road links split into different sections, with each section there is potentially some room for amendments to fit with changing circumstances. The C1-P2 option is reasonably flexible as it takes a new alignment across PYR2 although the transition between Sites C and PYR2 is very constrained with little room for flexibility.	Feasibility and design work has been funded through Oxfordshire Growth Board. Developers will fund the majority of sections through their sites with remaining sections funded through the Oxfordshire Housing and Growth Deal.	N/A	N/A

				Financial Case									Commercial Case				
Sift ID	Section	Option Name	Option Description	Affordability	Affordability - Comments	Capital Cost (£m)	Capital Cost (£m) - Comments	Revenue Costs (£m)?	Revenue Costs (£m)? - Details	Cost Profile	Overall cost risk	Other costs	Flexibility of option	Flexibility of option - Comments	Where is funding coming from?	Any income generated? (Y/N)	If yes, how much income generated (£m)?
E2.1.1.7	C-P	-C2-P6	Through Site C on a more central alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	4	1. Cost for sections to be funded by OCC is estimated at £2,517,600 2.Affordability needs to be put in the context of the available budget for the overall scheme and relevant budget period 3.May be relevant to consider what sort of package of options is being put forward alongside the option under consideration 4.For this assessment, we consider that both the OCC and developers can afford construction of relevant road parts (eliminates weight of this score in total evaluation)	£2,517,600- OCC funded section(s) only	This excludes the cost of sections to be funded by developers through their sites.	N/A	N/A	The estimated cost includes costs regarding building works, contractor's overheads and profit, design fee, land acquisition costs, statutory and other charges and risk allowance costs	N/A	N/A	3	Due to the scheme being made up of new road links split into different sections, with each section there is potentially some room for amendments to fit with changing circumstances. The C2-P6 option is reasonably flexible as it takes a new alignment across PYR2 although the transition between Sites C and PYR2 is very constrained with little room for flexibility.	Feasibility and design work has been funded through Oxfordshire Growth Board. Developers will fund the majority of sections through their sites with remaining sections funded through the Oxfordshire Housing and Growth Deal.	N/A	N/A
E2.1.1.8	C-P	-C2-P7	Through Site C on a more central alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across broadly around the edge of Watlington and joining the B4009 Shirburn Road to the south of PYR1 and north of the Watlington Recreation Ground at a new roundabout junction (Junction 3)	5	1. Cost for sections to be funded by OCC is estimated at £2,477,600 2.Affordability needs to be put in the context of the available budget for the overall scheme and relevant budget period 3.May be relevant to consider what sort of package of options is being put forward alongside the option under consideration 4.For this assessment, we consider that both the OCC and developers can afford construction of relevant road parts (eliminates weight of this score in total evaluation)	£2,477,600 – OCC funded section(s) only	This excludes the cost of sections to be funded by developers through their sites.	N/A	N/A	The estimated cost includes costs regarding building works, contractor's overheads and profit, design fee, land acquisition costs, statutory and other charges and risk allowance costs	N/A	N/A	2	Due to the scheme being made up of new road links split into different sections, with each section there is potentially some room for amendments to fit with changing circumstances. The C2-P7 option is less flexible. Whilst it takes a new alignment across PYR2 (close to the edge of Watlington) it needs to meet an alignment between the recreation ground and site PYR1. Furthermore, the transition between Sites C and PYR2 is very constrained with little room for flexibility.	Feasibility and design work has been funded through Oxfordshire Growth Board. Developers will fund the majority of sections through their sites with remaining sections funded through the Oxfordshire Housing and Growth Deal.	N/A	N/A

Appendix E : Stage 2 - Detailed Sift Summary

Sift ID	Section	Option Name	Option Description	Total Score	Ranking	Summary
				(Note: EAST does not provide a total score. This represents the total score for all score values entered. This does not take into account non-scored criteria and should not therefore be used as the sole basis for determining a preferred option)	(Note: The ranking, which is expressed separately for A-B and C-P sections, is based on the indicative scoring - see notes under Total Score)	
E2.1.1.1	A-B	A1-B1-	B4009 Britwell Road (priority give way - Junction 1) through Site A on most northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and into Site B	**50**	1	**Strategic**: the option is predicted to have a high scale of impact. Sscoresing well against government and local objectives, with a medium degree of consensus. **Economic**: the option highly supports economic growth and scores highly for socio-distributional impacts and wellbeing. However, carbon emissions have scored in the middle and local environment has scored low. **Managerial**: the option scored in the middle for public acceptability and supporting evidence, however has scored low for practical feasibility. **Financial**: the option scored highly lower against affordability compared to other options, with total estimated costs for construction considered to reach £3,949,100 for the OCC section(s). **Commercial**: the option scored in the middle for flexibility.
E2.1.1.2	A-B	A5-B5-	B4009 Britwell Road (priority goive way - Junction 1) through Site A on more northerly alignment to B480 Cuxham Road (new roundabout - Junction 2) and into Site B	**49**	3	**Strategic**: the option scores is predicted to have a high scale of impact. Scoring highly against government objectives and well against local objectives, with a medium degree of consensus over outcomes. **Economic**: the option highly supports economic growth and scores highly for socio distributional impacts, it has also scored well against wellbeing. However, carbon emissions have scored in the middle and local environment has scored low. **Managerial**: the option has scored in the middle for public acceptability and quality of supporting evidence. **Financial**: the option scored highlylower against against afaffordability compared to other options, with total estimated costs for construction considered to reach £4,243,000 for the OCC section(s). **Commercial**: the option has scored in the middle for flexibility.
E2.1.1.3	A-B	A2&4-B4-	B4009 Britwell Road (priority give way - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (existing roundabout at Willow Close) then using an existing upgraded section of the B480 Cuxham Road to a new roundabout (Junction 2) and into Site B	**50**	1	**Strategic**: the option scores the option is predicted to have a high scale of impact. Scoring in the middle against government objectives and scoring well against local objectives, with a medium degree of consensus over outcomes. **Economic**: the option highly supports economic growth and scores highly for socio distributional impacts, it also scores well against wellbeing. However, scores low on carbon emissions and scores in the middle for local environment. **Managerial**: the option has scored in the middle for public acceptability and supporting evidence, however, has scored low for practical feasibility. Financial: the option scored highly against affordability, with total estimated costs for construction considered to reach £2,838,900 for the OCC section(s). Commercial: the option scored low on flexibility of option
E2.1.1.4	A-B	A2&4-B3-	B4009 Britwell Road (priority give way - Junction 1) through southern part of Site A and Watlington Industrial Estate access road to B480 Cuxham Road (upgraded roundabout at Willow Close - Junction 2) then into Site B on a more southerly alignment.	**49**	3	Strategic: the option scores the option is predicted to have a high scale of impact. Scoring well against government and local objectives, with a medium degree of consensus over outcomes. Economic: the option highly supports economic growth and scores highly for socio distributional impacts, it also scores we against wellbeing. However, scores low on carbon emissions and scores in the middle for local environment. Managerial: the option has scored low for public acceptability and also scored low for practical feasibility, however has scored in the middle for quality of supporting evidence. Financial: the option scored highly against affordability, with total estimated costs for construction considered to reach £3,031,200 for the OCC section(s). Commercial: the option has scored low for flexibility of option.
E2.1.1.5	C-P	-C1-P1	Through Site C on a more southerly alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking the alignment of Pyrton Lane and Station Road to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	**43**	4	Strategic: the option is predicted to have a high scale of impact, however has scored in the middle against both government and local objectives., with a medium degree over consensus over outcomes. Economic: the option has scored well in supporting economic growth and has scored highly for socio distributional impacts. It has scored in the middle against local environment and wellbeing, however scored low for carbon emissions. Managerial: the option have scored low for public acceptability, practical feasibility and quality of supporting evidence. Financial: the option scored highly lower against affordability compared to other options, with total estimated costs for construction considered to reach £4,440,000 for the OCC sections(s). Commercial: the option has scored low for flexibility of option.

Sift ID	Section	Option Name	Option Description	Total Score	Ranking	Summary
				(Note: EAST does not provide a total score. This represents the total score for all score values entered. This does not take into account non-scored criteria and should not therefore be used as the sole basis for determining a preferred option)	(Note: The ranking, which is expressed separately for A-B and C-P sections, is based on the indicative scoring - see notes under Total Score)	
E2.1.1.6	C-P	-C1-P2	Through Site C on a more southerly alignment, taking part of the existing alignment of Pyrton Lane to the north of Icknield Community College and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	**46**	3	Strategic: the option is predicted to have a high scale of impact. It has scoreds well against government objectives and had scored in the middle for local objectives with a medium degree of consensus over outcomes. Economic: the option has scored well in supporting economic growth and has scored highly for socio distributional impacts. It has scored well for local environment but scored in the middle for carbon emissions and wellbeing. Managerial: the option scored in the middle for public acceptability but scored low for practical feasibility and quality of supporting information. Financial: the option scored lower highly against affordability compared to other options, with total estimated costs for construction considered to reach £2,770,300 for the OCC section(s). Commercial: the option has scored in the middle for flexibility of option.
E2.1.1.7	C-P	-C2-P6	Through Site C on a more central alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across PYR2 site to a new roundabout (Junction 3) on the B4009 Shirburn Road at the current location of the crossroads.	**49**	1	Strategic: the option is predicted to have a high scale of impact. It scoredscores well against government objectives but scored in the middle against local objectives, with a medium degree of consensus over outcomes. Economic: the option has scored well in supporting economic growth and local environment. It has scored very highly with socio distributional impacts. However had scored in the middle for carbon emissions and wellbeing. Managerial: the option has scored well with public acceptability but has scored low for practical feasibility and the quality of supporting evidence. Financial: the option scored highly against affordability, with total estimated costs for construction considered to reach £2,517,600 for the OCC section(s). Commercial: the option has scored in the middle for flexibility of option.
E2.1.1.8	C-P	-C2-P7	Through Site C on a more central alignment, crossing the existing Pyrton Lane at the northern most corner of the Icknield Community College site and then taking a new alignment across broadly around the edge of Watlington and joining the B4009 Shirburn Road to the south of PYR1 and north of the Watlington Recreation Ground at a new roundabout junction (Junction 3)	**47**	2	Strategic: the option is predicted to have a high scale of impact. It scored in the middle against government objectives and local objectives, with a medium degree of consensus over outcomes. Economic: the option has scored well in supporting economic growth, and highly against socio distributional impacts. However, has scored in the middle for carbon emissions, local environment and wellbeing. Managerial: the option scored in the middle for public acceptability but scored low for practical feasibility and quality of supporting evidence. Financial: the option scored highly against affordability, with total estimated costs for construction considered to reach £2,477,600 for the OCC section(s). Commercial: the option has scored low against flexibility.