

## WIDER IMPACTS

- 5.45 The levels of growth planned for Witney can also be expected to have traffic impacts outside of the immediate urban area of the town; as such an initial review of the expected changes in the levels of traffic through a number of the villages surrounding the town was carried out. **Table 12** below provides a summary of the difference between the number of trips predicted to pass through each village under each development option and the predicted future situation if no major sites were developed.

**Orange = increase in traffic**

**Table 12 – Change in flows through villages (in PCU)**

Scenario		Difference in number of two way trips from the 'Do-Nothing' Scenario:				Total
		Hailey	Crawley	New Yatt	South Leigh	
Sc2	AM	20	45	-5	77	331
	PM	-2	-211	246	161	
Sc3	AM	8	-135	-57	63	<b>-499</b>
	PM	27	-477	76	-4	
Sc4	AM	179	-59	-187	58	362
	PM	204	-207	197	177	
Sc5	AM	131	-187	-94	81	93
	PM	138	-244	140	128	
Sc6	AM	6	-128	-34	83	<b>-337</b>
	PM	27	-418	78	49	
Sc7	AM	10	-112	-53	12	<b>-291</b>
	PM	-2	-343	169	28	
Sc8	AM	25	-148	-135	137	<b>-152</b>
	PM	49	-319	108	131	
Sc9	AM	75	-31	-193	64	240
	PM	129	-244	219	221	

- 5.46 In most Scenarios a degree of increase in the levels of traffic passing through the nearest villages to either the major growth site or related infrastructure is predicted, with increases in South Leigh expected in most scenarios. Increased numbers of trips through Hailey are also predicted in most scenarios, whilst trips through Crawley are generally predicted to decrease (potentially due to the infrastructure proposals associated with the major development sites helping to reduce rat running to the north of the town).
- 5.47 Changes in flows through New Yatt appear to be largely tidal in nature, with a general reduction in flows in the morning peak and some predicted increase in the evening, this may