

Stage 1 Environmental Impact Assessment of Alternative Route Corridors

In 2007 Oxfordshire Highways completed a Stage 1 Environmental Impact Assessment of six alternative route corridors following the methodology set out in the Highway Agency's Guidance in the Design Manual for Roads and Bridges (DMRB) current at the time. The six alternative route corridors comprised of an eastern, western and central route with a variation on each. The relative merits of each route corridor was assessed against 12 areas of interest and scored and ranked as shown in the table below.

Areas of Interest Considered	Route Corridors					
	Red	Red/ Purple	Orange	Yellow	Blue	Green
	East		Central		West	
1. Traffic Appraisal	3	6	4	4	2	1
2. Policies & Plans	6	5	4	3	2	1
3. Air Quality	2	4	5	6	3	1
4. Noise & Vibration	2	5	4	6	1	2
5. Geology & Soil	6	3	3	1	5	2
6. Archaeology & Cultural Heritage	3	4	5	6	2	1
7. Ecology & Nature Conservation	6	3	5	4	2	1
8. Landscape, Visual & Townscape	6	5	3	4	2	1
9. Agriculture	6	4	2	1	5	3
10. Road Drainage & the Water Environment	6	5	4	3	2	1
11. Pedestrians, Cyclists, Equestrians & Community Effects	6	5	4	3	2	1
12. Vehicle Travellers	3	6	4	4	1	2
Score*	55	55	47	45	29	17
Ranking (From 1 to 5, with 1 most preferred)	5	5	4	3	2	1

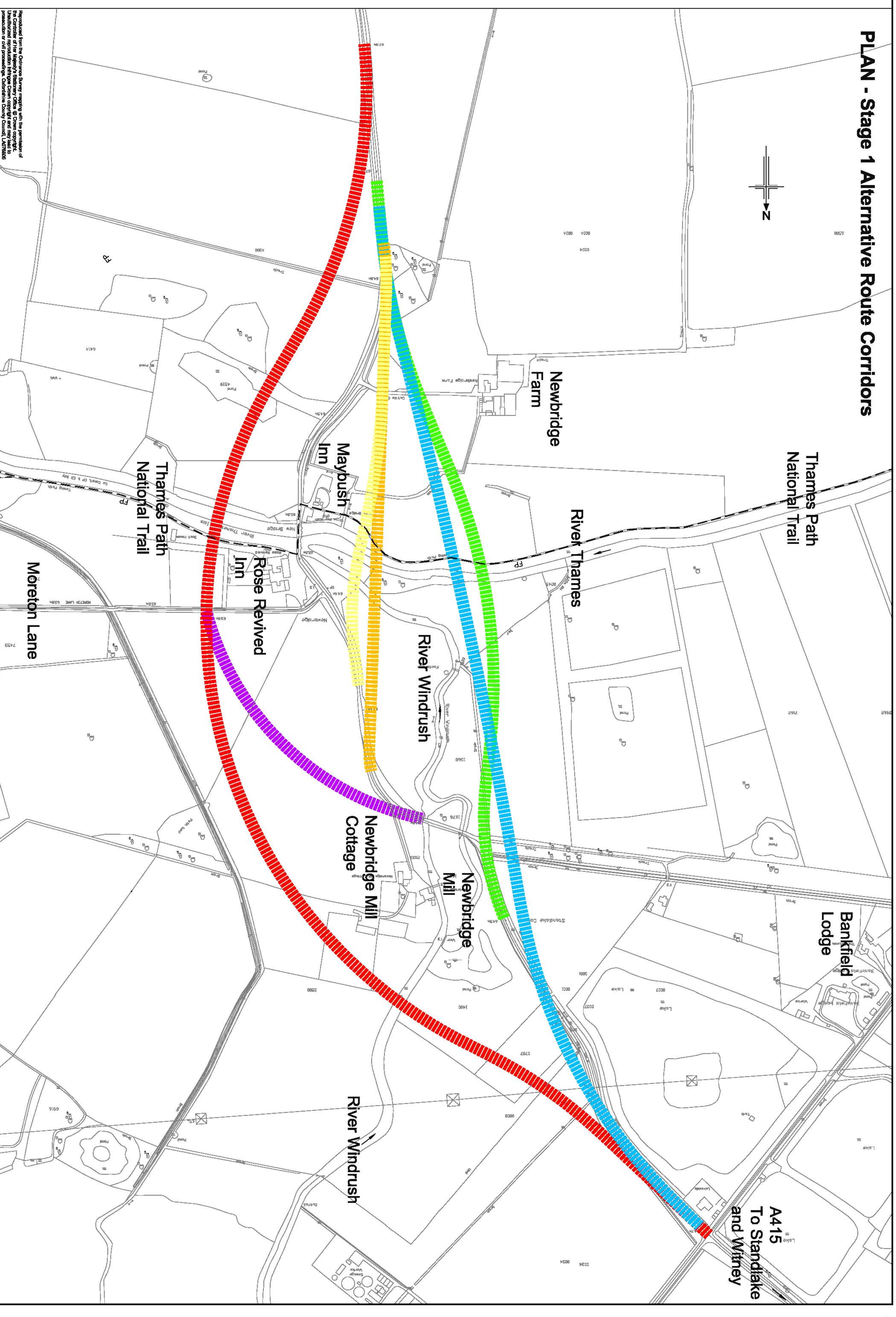
Note: *The score number represents the cumulative value of the ranking given at the end of each topic chapter in the Stage 1 Report plus the amended scores recommended in the addendum Report. A high number represents a high cumulative impact for that route corridor. Conversely a low score equates to a low cumulative impact.

Selection of a Preferred Route Corridor

It can be seen from the results in the table above that the Green route has the least environmental impact in 8 out of the 12 categories examined, and has the second least impact in 3 out of the remaining 4 categories.

In light of the overwhelmingly positive results for the Green Route it was concluded that a scheme based on the green route corridor should be developed and that no other route corridors options should be considered further.

PLAN - Stage 1 Alternative Route Corridors



The Preferred Route Selection Process