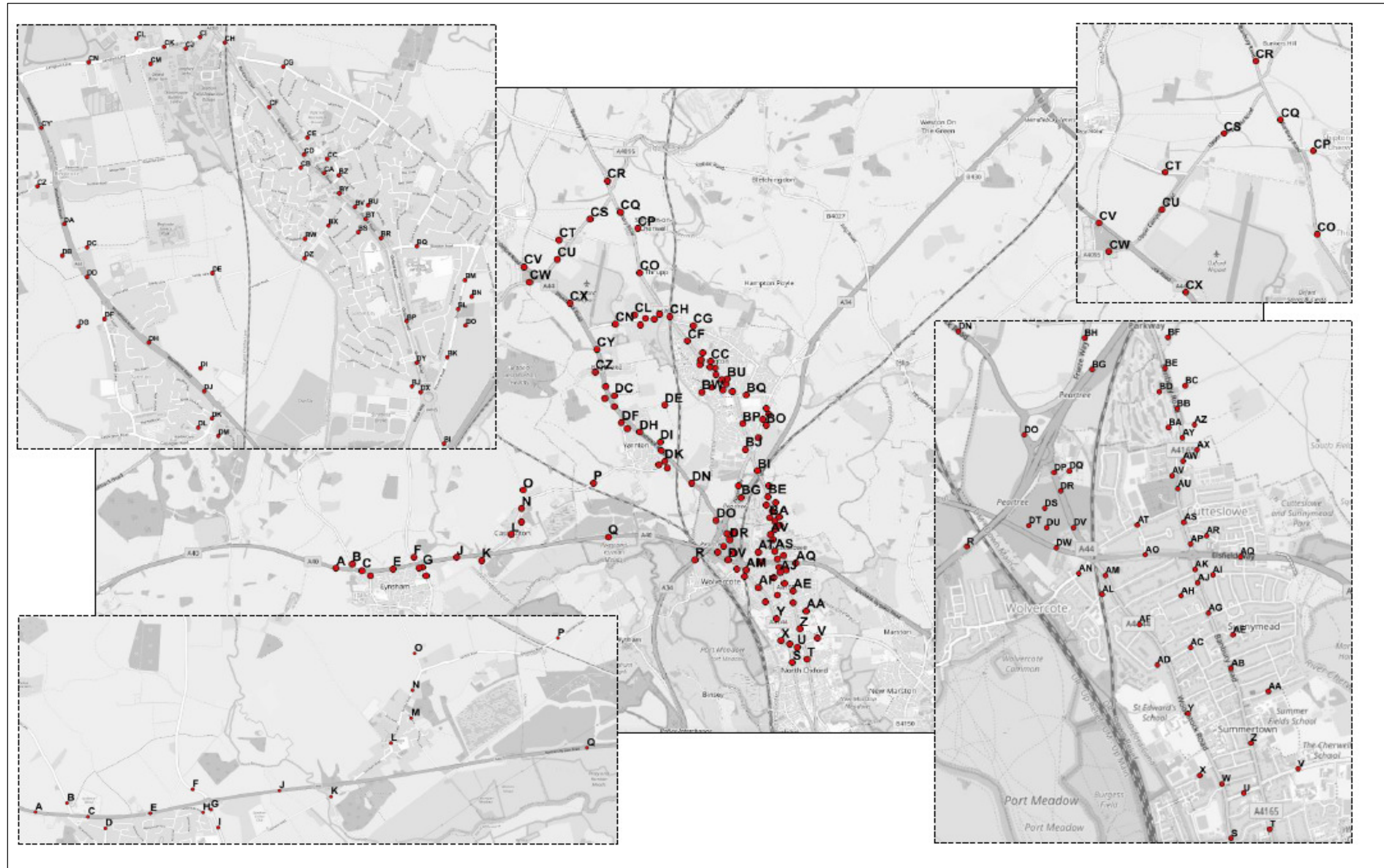




Appendix 9.5

LINK DIAGRAM AND SENSITIVITY OF RECEPTORS

Link Diagram



| High | Receptor Type |
|----------|---|
| High | High sensitive receptors (e.g. hospitals, schools, nurseries, nursing homes, a high concentration of residential dwellings and facilities and amenities, areas with high tourist footfall, significant pedestrian/cycle desire line Or No / limited separation provided by the highway environment (e.g. no footway provision / cycle provision) in an area where there are significant pedestrian / cycle desire lines. |
| Medium | Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and Public Footpaths). Or No / limited separation from traffic provided by the highway environment (e.g. narrow, intermittent footway provision close to carriageway, substandard pedestrian and cycle provision) in an area where there are some pe |
| Low | Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc) Or A highway environment that can accommodate changes in volume of traffic (e.g. adequate (i.e. to standard) footway provision / cycle provision, well separated provision from carriageway) with few pedestrian / cycle des |
| Very Low | No sensitive receptors (e.g. no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area. Or A highway environment that can accommodate changes in volume of traffic (e.g. adequate (i.e. to standard) footway provision / cycle provision, well separated provision from carriageway) with no sensitive receptors (ve |

| Summary Split | Count |
|---------------|-------|
| High | 8 |
| Medium | 47 |
| Low | 49 |
| Very Low | 21 |
| N/A | 5 |

| Link Ref. | Link Name | Sensitivity | Reasoning |
|-----------|----------------------------|-------------|---|
| A | A40 West | Low | Adequate footway and cycle way offroad with some carriageaway separation. Pedestrian crossing intersects link - possible desire line. |
| B | Cuckloo Lane | Very Low | No residential dwellings, amenities etc. |
| C | A40 East | Low | Adequate footway and cycle way offroad with some carriageaway separation. Pedestrian crossing intersects link - possible desire line. |
| D | Witney Road | Low | Adequate footways on both sides of the carriageway with verge separation. |
| E | A40 East | Low | Footway and cycle way offroad with some carriageaway separation. Only amenity is petrol station, unlikely to be significant pedestrian activity. |
| F | Lower Road | Very Low | No residential dwellings, amenities etc. |
| G | B4449 | Low | No residential dwellings, amenities etc. |
| H | Hanborough Road | Medium | Bus stops but limited adequate footway provision. |
| I | B4449 | Low | No residential dwellings, amenities etc. |
| J | A40 East | Low | Footway and cycle way offroad with some separation. Unlikely to be significant pedestrian activity. |
| K | Cassington Road | Very Low | No pedestrian desirability on this road. Also a no through road. Industrial unit to the west. Heavies already operating. |
| L | Yarnton South | High | Medium Concentration residential dwellings. Limited footway provision. Multiple facilities e.g., pub, village hall, care home access. |
| M | Bell Lae | Medium | Medium concentration of residential dwellings. Footway on one side of the carriageway, with verge separation. |
| N | Yarnton North | Low | County road. No cycle or pedestrian facilities. |
| O | Burleigh Road | Very Low | No pedestrian desirability on this road. No facilities, amenities or services. |
| P | Yarnton Road | Low | No residential dwellings/facilities and limited desire lines. No footway facilities |
| Q | A40 East | Very Low | separated pedestrian facilities both sides of carriageway. |
| R | A34 South | Very Low | - |
| S | A4144 Woodstock Road | Medium | Adequate Footway provision on both sides of the carriageway. Off-road cycling infrastructure. Shared path. Medium concentration of residential dwellings. |
| T | A4165 Banbury Road | Medium | Wide Footway provision on both sides of the carriageway. On-road cycling infrastructure. Medium concentration of residential dwellings with some facilities and |
| U | Moreton Road | Medium | Higher concentration residential dwellings. Pedestrian facilities both sides of carriageway (no separation) - no cycle facilities. |
| V | B4495 Marston Ferry Road | High | The Cherwell School North site and South Site on link with other facilities e.g., Oxford City and County Bowls club and bus stops. Adequate, off-carriageway, |
| W | A4144 Woodstock Road North | Medium | High concentration of residential dwellings and other facilities. Very adequate offroad facilities for pedestrians and cyclists. |
| X | Elizabeth Jennings Way | Low | Footway provision on both sides of the carriageway with verge separation. 20mph speed limit. |
| Y | A4144 Woodstock Road North | Medium | High concentration of residential dwellings and other facilities. Very adequate offroad facilities for pedestrians and cyclists. |
| Z | A4165 Banbury Road | Medium | High concentration of residential dwellings. Suitable wide pedestrian facilities. Onroad designated cycle way. |
| AA | Hamilton Road | Medium | Medium concentration of residential dwellings. Footways on both sides of carriageway. No key facilities or amenities. |
| AB | A4165 Banbury Road North | High | High concentration of shops, residential dwellings and other facilities. Bus stop present on eastern side of link. Wide footway present. Close to d'Overbroeck |
| AC | Squitchey Lane | Low | Adequate footway on both sides of carriageway, but northern side footway 'thinner at points. Cycle route runs through here, but on road. No key amenities or |
| AD | Blenheim Drive | Low | Medium concentration of residential dwellings, but no key amenities or services. Footways on both sides of the carriageway. |
| AE | Hernes Road | Medium | Medium / High concentration of residential dwellings. Footways on both sides of carriageway. No key facilities or amenities. |
| AF | A4144 Woodstock Road North | Medium | Shared off-road walking and cycling way on both sides of carriageway. Medium concentration of residential dwellings. Minimal accident history. |
| AG | A4165 Banbury Road | High | High concentration of shops, residential dwellings and other facilities. Footways present. |
| AH | Upland Park | Low | Medium concentration of residential dwellings, but no key amenities or services. Footways on both sides of the carriageway. |
| AI | Carlton Road | Medium | Medium / High concentration of residential dwellings, but no key amenities or services. Footways on both sides of the carriageway with kerb separation. No c |
| AJ | A4165 Banbury Road | High | High concentration of residential dwellings. Footway provision and crossing provision. Access road to Oxford High School. On-road cycle paths |
| AK | A4165 Banbury Road | High | High concentration of residential dwellings. Footway provision and crossing provision. Access road to Oxford High School. On-road cycle paths |
| AL | First Turn | High | Primary School with other facilities e.g., Church. There is adequate footway provision on both sides of the carriageway. |
| AM | A4144 North | High | Woodstock Road Baptist Church, Health club and cricket ground with multiple bus stops. Residents will be wanting to cross. Close proximity to St Edwards |
| AN | Godstow Road | Medium | Footway provision with kerb on both sides of carriageway. Pedestrian crossing points present. Some facilities and amenities. |
| AO | A40 West | Medium | No footways as these are on smaller roads adjacent with cycleways too. Small cluster of slight accidents at eastern roundabout. Limited need to cross. |
| AP | Banbury Road | Medium | Medium concentration of residential dwellings. Few facilities. Adequate, separated footway and cycle provision. |
| AQ | A40 East | Very Low | Dual Carriageway. separated cycle facilities. |
| AR | Harefields | Medium | High concentration of shops, residential dwellings and other facilities. Footways present. |
| AS | A4165 Banbury Road | Medium | Medium concentration of residential dwellings. Few facilities. Adequate, separated footway and cycle provision. |
| AT | Five Mile Drive | Low | Residential dwellings on one side of the carriageway. Separated footways on both, with wide verges. No key services or facilities. |
| AU | Banbury Road | Medium | Medium concentration of residential dwellings. Few facilities. Adequate footway provision and separated bike lane and shared bicycle/bus lane. |
| AV | Jordan Hill | Low | Some employment buildings with a medium concentration of residential dwellings. Footways are provided on both sides of carriageway, with limited desire li |
| AW | A4165 Banbury Road North | Low | Med-Low concentration of residential dwellings but no direct frontage on the road. Few facilities. Adequate footway provision off-road with some carriageway |
| AX | St Frideswide Farm | Medium | To be access for new development. Hard to Judge. Medium in as placeholder. |
| AY | A4165 Oxford Road North | Low | Medium concentration of residential dwellings. Few facilities. Adequate footway provision off-road with some carriageway separation. |
| AZ | PR6a Southern Access | Medium | To be access for new development. Hard to Judge. Medium in as placeholder. |
| BA | PR6a Southern Access | Medium | To be access for new development. Hard to Judge. Medium in as placeholder. |
| BB | A4165 Oxford Road North | Low | Medium concentration of residential dwellings. Few facilities. Adequate footway provision off-road with some carriageway separation. |
| BC | PR6a Northern Access | Medium | To be access for new development. Hard to Judge. Medium in as placeholder. |
| BD | PR6b Northern Access | Medium | To be access for new development. Hard to Judge. Medium in as placeholder. |
| BE | A4165 Oxford Road North | Low | Low concentration of residential dwellings. Footway provision on both sides of carriageway. No/minimal desire lines of crossing. |
| BF | Water Eaton Park and Ride | Low | Footway provision. No designated cycling infrastructure. Oxford parkway site access. One PROW intersects link. |
| BG | A34 North | Very Low | - |
| BH | A4260 Frieze Way | Very Low | - |
| BI | Oxford Road North | Low | Footway provision on both sides of carriageway - carriageway separation. Likely ped route between Oxford Parkway and Kidlington |
| BJ | N/A | N/A | N/A |
| BK | Bicester Road | Very Low | Adequate footway and cycleway provision - carriageway separation. |
| BL | Bicester Road | Very Low | Adequate footway and cycleway provision - carriageway separation. |
| BM | Bicester Road | Very Low | Adequate footway and cycleway provision - carriageway separation. |
| BN | PR7a Northern Access | Medium | To be access for new development. Hard to Judge. Medium in as placeholder. |
| BO | PR7a Northern Access | Medium | To be access for new development. Hard to Judge. Medium in as placeholder. |
| BP | A4260 Oxford Road | Medium | High concentration of residential dwellings. Multiple other key facilities e.g., school, church, bus stop. However, Oxford Road is flanked by two quieter routes significant separation from main road. |
| BQ | Bicester Road | Low | Medium concentration of residential dwellings adequate footway provision |
| BR | A4260 Oxford Road | Medium | Medium concentration residential dwellings. Bus stops. Footway provision - limited separation. |
| BS | Churchill Road | Medium | Footway provision. No key amenities and services, just a low/ medium concentration of residential dwellings. |
| BT | A4260 Oxford Road | Medium | Medium concentration residential dwellings. Bus stops. Footway provision - limited separation. |
| BU | Green Road | Low | Footway provision. No key amenities and services, just a low/ medium concentration of residential dwellings. |
| BV | A4260 Oxford Road | Medium | Medium concentration residential dwellings. Some with carriageway frontage. Some shops. Signalised crossings present |
| BW | Grovelands | Medium | Footway provision. No key amenities and services, just a low/ medium concentration of residential dwellings. |
| BX | Yarnton Road | Medium | PROW intersects link. Access to Kidlington football club. Footway is present on one side of carriageway for whole link, but slightly limited on southern side. |
| BY | A4260 Oxford Road | Medium | Medium concentration residential dwellings and other facilities. Bus stops. Footway provision - limited separation. |
| BZ | Sterling Road | Low | Facilities and services nearby, but there is footways on both side of the carriageway. Medium Concentration of residential dwellings. |
| CA | A4260 Oxford Road North | Medium | Medium concentration residential dwellings and other facilities. Bus stops. Footway provision - limited separation. |
| CB | Lyne Road | Medium | Mixed use of residential dwellings and commercial. No cycle infrastructure, but there is footways on both sides of the carriageway. The facilities are not key (|
| CC | High Street | Medium | Multiple amenities and services nearby, but there is footway on both sides of the carriageway present. |
| CD | A4260 Banbury Road North | Medium | Medium concentration residential dwellings. Bus stops. Footway provision - limited separation. |
| CE | Benmead Road | Medium | Possible access to park / play area. Adequate footways present though. |
| CF | A4260 Banbury Road North | Low | Medium concentration of residential dwellings. Footway on either side of carriageway with additional separation. |
| CG | The Moors | Medium | Medium concentration residential dwellings. Bus stops. Footway provision - limited separation. |
| CH | A4260 Banbury Road North | Very low | Separated footways by verge and barrier on one side. Off-road shared cycleway too. |
| CI | Langford Lane | Medium | No cycle infrastructure. Range of services. Footway only on one side of carriageway. PROW intersects. |
| CJ | Langford Locks | Low | Commercial / Office space. Footways both side of carriageway. |
| CK | Langford Lane West | Low | Low density employment space, with a hotel. Footway on one side of the carriageway. |

| | | | |
|----|-----------------------------|----------|---|
| CL | The Blvd | Low | Bus stop, but footways both side of carriageway with informal crossing points. Lower speed environment. |
| CM | Oxford Motor Park | Low | Footways on both sides of the carriageway. Low density Car garages etc, but no key amenities or services. |
| CN | Langford Lane West | Low | No residential dwellings/facilities and limited desire lines. Limited footway facilities |
| CO | A4260 Banbury Road North | Low | footway provision on one side of carriageway. Pub/resturant on link with frontage - possible desire line. |
| CP | Cherwell Turn | Low | Rural. Limited desire lines. Ped footway one on side of carriageway if required. |
| CQ | A4260 Banbury Road North | Very Low | Rural and no desire lines. |
| CR | A4260 Banbury Road North | Very Low | Rural and no desire lines. |
| CS | A4095 Upper Campsfield Road | Very Low | Rural and no desire lines. |
| CT | Shipton Road | Very Low | Rural and no desire lines. |
| CU | A4095 Upper Campsfield Road | Low | Rural and limited desire lines. Low concentration of residential dwellings and no footway facilities. |
| CV | A44 Oxford Road North | Low | Footway provision on western side of carriageway with separation. Minimal desire lines for it. |
| CW | A4095 Grove Road | Low | Low concentration of residential dwellings. Footway provision on both one side of carriageway. Two PROW intersect link. |
| CX | A44 Woodstock Road North | Very Low | Footway facilities provided. Rural conditions with highway designed to carry higher traffic volumes. |
| CY | A44 Woodstock Road North | Low | Dual carriageway. Footway provision, separated. Offroad cycleway provision begins during route (NCN link 5). Access into Begbroke village |
| CZ | Springhill Road | Low | Low concentration of residential dwellings. Some facilities e.g., church. |
| DA | A44 Woodstock Road North | Very Low | Footway facilities provided. Rural conditions with highway designed to carry higher traffic volumes. |
| DB | PR9 Northern Access | Medium | New development access. Medium in as a placeholder. |
| DC | Begbroke (Access Road) | Medium | New development access. Medium in as a placeholder. |
| DD | A44 Woodstock Road South | Very Low | Footway facilities provided. Rural conditions with highway designed to carry higher traffic volumes. |
| DE | Sandy lane | Medium | Some residential dwellings. Country road with no pedestrian or cycleway facilities. Subject to closure. Is known as local 'rat run'. Unsure on pedestrian usage |
| DF | Rutten Lane | Low | Low concentration of residential dwellings. Continuous footway on north side of carriageway, with some footway provision on the south. |
| DG | PR9 Southern Access | Medium | New development access. Medium in as a placeholder. |
| DH | A44 Woodstock Road North | Low | Dual carriageway. separated pedestrian facilities. Shop and some residential dwellings in proximity to link. |
| DI | PR8 Access | Medium | New development access. Medium in as a placeholder. |
| DJ | A44 Woodstock Road South | Low | Pedestrian facilities both sides of carriageway. No footway provision separation. Minimal / low desire lines |
| DK | Cassington Road | Low | Medium concentration of residential dwellings. There is footways on both side of carriageway which continues into surrounding cul de sacs. Limited facilities |
| DL | Cresswell Close | Low | Low / Medium concentration of residential dwellings. Sufficient footway both sides of the carriageway. Streets have traffic calming features. |
| DM | Cresswell Close | Low | Low / Medium concentration of residential dwellings. Sufficient footway both sides of the carriageway. Streets have traffic calming features. |
| DN | A44 Woodstock Road South | Low | Pedestrian facilities both sides of carriageway. No footway provision separation. Minimal / low desire lines |
| DO | A44 South | Very Low | Offroad and separated pedestrian facilities. Dual carriageway. |
| DP | A44 North | Medium | Limited pedestrian/cycle facilities. Park and Ride site present |
| DQ | Park and Ride | Medium | Peatree Park and Ride. Offroad shared cycle and footway, but lacks adequate dimensions at points and limited verge separation. |
| DR | A44 South | Low | Offroad and separated pedestrian facilities. Dual carriageway. Bus stops. Crossing facilities |
| DS | Oxford North Link Road | Low | Proposed link road through development site. |
| DT | Oxford North Link Road | Low | Proposed link road through development site. |
| DU | Access Northbound | N/A | Unsure of road - does not exist. |
| DV | A4144 Southbound | Low | Offroad pedestrian facilities No separation. Dual carriageway. |
| DW | N/A | N/A | N/A |
| DX | N/A | N/A | N/A |
| DY | N/A | N/A | N/A |
| DZ | Yarnton Road South | Low | Rural, limited desire lines. |