11 Pedestrians, Cyclists, Equestrians and Community Effects

11.1 Introduction

The purpose of this Chapter as defined in the Design Manual for Roads and Bridges (DMRB) is to assess the Proposed Scheme’s impact on the journeys which people make in its locality. The assessment considers journeys made by pedestrians (including ramblers and joggers), and “other users” (DMRB includes cyclists and equestrians within this category). Consideration is given to any changes in journey length or amenity, as well as community severance: this includes significant changes in journey lengths or travel patterns within a community and effects on access to facilities for non-motorised users.

11.2 Assessment Methodology

11.2.1 Approach

The overall approach follows that set out in DMRB Volume 11, Section 3, Part 8 - Pedestrians and Others and Community Effects.

DMRB guidance requires that consideration is given to changes in:

- Journey length;
- Amenity; and
- Travel patterns experienced by pedestrians and others.

11.2.2 Policy

The Northamptonshire County Council Draft Rights of Way Improvement Plan (2005) sets out the Council’s objective to increase general accessibility in the County. Both the County Council and Northampton Borough Council wish to encourage the protection and greater use of the existing Public Rights of Ways (PROWs) system. This includes the promotion and introduction of new PROWs, particularly in the countryside, and to accommodate the reasonable needs of all potential users.
11.2.3 Study Area
For the purposes of the assessment, the study area is taken as being the Proposed Scheme corridor, 500m either side of the scheme. Consideration is given to the following:

- Do minimum: No Proposed Scheme
- Do something 1: The Proposed Scheme
- Do something 2: The Proposed Scheme and associated development
- Do something 3: The Proposed Scheme and associated development including CVLR and SLIN

11.2.4 Receptors
PROWs affected by the Proposed Scheme (see ES Drawing 11.1a) include the following routes:

- Bridleway KP16;
- Footpath LB1; and
- Footpath LB8.

Bridleway KP16 traverses the Proposed Scheme, its proximity to motorised traffic is likely to affect amenity.

Key communities potentially affected by the Proposed Scheme are: the communities of Harpole (approximately 500m to the west); the proposed communities at Berrywood Fields and Norwood Farm; the existing community to the North of Berrywood Road and the community at St Crispins Estate.

Community facilities potentially affected by the Proposed Scheme include the following:

- The proposed Country Park as part of the Upton Lodge development, to the west of the Proposed Scheme;
- The existing schools (Ryelands Middle School and Quinton House School);
- St Crispins Social Club; and
- St Crispins Hospital.
11.2.5  
*Information Sources and Surveys*

Information sources have included Ordnance Survey mapping, Land Registry data in respect of land owners and the Northampton Local Plan (1997).

In addition a company called ‘Count on Us’ were commissioned to undertake a PROW’s survey of the following routes affected by the Proposed Scheme:

- KP16
- LB1
- LB8

Surveys were undertaken on Friday 14th July 2006 and Saturday 22nd July 2006 between 7am and 7pm. The time and direction of journeys were noted as well as the age of the PROW users. Users were also asked to provide information about their origins and destinations, the purpose of their journeys, and frequency of use of the route. Full survey results are provided in Appendix 11A.

Survey locations were identified as being the point where the PROW affected will be severed by the Proposed Scheme.

11.2.6  
*Consultation*

Contact with Northamptonshire County Council confirmed that the Council hold limited information as to PROW usage in the area.

11.2.7  
*Significance Criteria*

Significance Criteria in respect of impacts on pedestrians and other users and on community severance are set out overleaf. As no significance criteria is provided in DMRB the set of tables that follow are a result of developed best practice and the consultants experience in this field.
<table>
<thead>
<tr>
<th><strong>Major Adverse</strong></th>
<th>High value PROW, used on a daily basis is to be stopped up, with no alternative route available.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Moderate Adverse</strong></td>
<td>High to medium value PROW to be diverted resulting in an increase in journey length by 250 to 500m, or such that it is no longer usable by a particular mode or by vulnerable users (where it is currently used on a daily basis by such users/modes). Increase in traffic adjacent to a PROW will result in reduced amenity of the route, which is used on a daily basis, owing to noise and air quality impacts.</td>
</tr>
<tr>
<td><strong>Minor Adverse</strong></td>
<td>PROW to be diverted resulting in an increase in journey length of up to 250m or such that it creates a difficulty in its usage (e.g. owing to incline). Increase in traffic adjacent to a PROW will result in some loss of amenity as a result of noise.</td>
</tr>
<tr>
<td><strong>Neutral</strong></td>
<td>PROWs/amenity of routes not affected.</td>
</tr>
<tr>
<td><strong>Minor Beneficial</strong></td>
<td>Amenity of existing PROW to be improved.</td>
</tr>
<tr>
<td><strong>Moderate Beneficial</strong></td>
<td>Additional PROWs to be provided for non-motorised users, resulting in an increase in overall route options.</td>
</tr>
<tr>
<td><strong>Major Beneficial</strong></td>
<td>Improvements to existing PROWs and provision of new pedestrians, cycle and equestrian facilities, including provision for vulnerable users.</td>
</tr>
<tr>
<td><strong>Table 11.2: Significant Criteria - Community Severance</strong></td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Major Adverse</strong></td>
<td></td>
</tr>
<tr>
<td>Development will result in the loss of a community</td>
<td></td>
</tr>
<tr>
<td>facility or separation of residents from services they</td>
<td></td>
</tr>
<tr>
<td>currently use as a result of changes in traffic</td>
<td></td>
</tr>
<tr>
<td>flows/accessibility by non-motorised modes, with no</td>
<td></td>
</tr>
<tr>
<td>alternatives provided.</td>
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</tr>
<tr>
<td>Pedestrian at-grade crossing of the new road,</td>
<td></td>
</tr>
<tr>
<td>carrying over 16,000 vehicles per day (AADT) in</td>
<td></td>
</tr>
<tr>
<td>opening year.</td>
<td></td>
</tr>
<tr>
<td><strong>Moderate Adverse</strong></td>
<td></td>
</tr>
<tr>
<td>Development will result in barriers/difficulties in</td>
<td></td>
</tr>
<tr>
<td>accessing services and facilities by non-motorised</td>
<td></td>
</tr>
<tr>
<td>modes and/or for vulnerable users.</td>
<td></td>
</tr>
<tr>
<td>Pedestrian at-grade crossing of the new road carrying</td>
<td></td>
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<tr>
<td>between 8,000 to 16,000 vehicles per day (AADT) in</td>
<td></td>
</tr>
<tr>
<td>opening year.</td>
<td></td>
</tr>
<tr>
<td><strong>Minor Adverse</strong></td>
<td></td>
</tr>
<tr>
<td>Partial or temporary effect on local community</td>
<td></td>
</tr>
<tr>
<td>facilities or community access to facilities.</td>
<td></td>
</tr>
<tr>
<td>Pedestrian at-grade crossing of new road, carrying</td>
<td></td>
</tr>
<tr>
<td>fewer than 8,000 vehicles per day (AADT).</td>
<td></td>
</tr>
<tr>
<td><strong>Neutral</strong></td>
<td></td>
</tr>
<tr>
<td>Potential change is intangible.</td>
<td></td>
</tr>
<tr>
<td><strong>Minor Beneficial</strong></td>
<td></td>
</tr>
<tr>
<td>Improvements to the access and setting of existing</td>
<td></td>
</tr>
<tr>
<td>community facilities.</td>
<td></td>
</tr>
<tr>
<td><strong>Moderate Beneficial</strong></td>
<td></td>
</tr>
<tr>
<td>Improved sub-regional facility provision (including</td>
<td></td>
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<tr>
<td>public open space) with good non-motorised access</td>
<td></td>
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<tr>
<td>provision.</td>
<td></td>
</tr>
<tr>
<td><strong>Major Beneficial</strong></td>
<td></td>
</tr>
<tr>
<td>Substantial improvement in public facility provision,</td>
<td></td>
</tr>
<tr>
<td>with facilities well located relative to PROWs, which</td>
<td></td>
</tr>
<tr>
<td>are usable by vulnerable groups.</td>
<td></td>
</tr>
</tbody>
</table>
11.3 Baseline Conditions

11.3.1 Public Right of Ways and Other Routes

Results of PROW surveys undertaken for the routes affected are set out below:

<table>
<thead>
<tr>
<th>Route</th>
<th>Weekday Use (per day)</th>
<th>Weekend Use (per day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>KP16</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>LB1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>LB8</td>
<td>8</td>
<td>5</td>
</tr>
</tbody>
</table>

In general, the survey indicated relatively low levels of usage. LB8 is the most heavily utilised, with other routes tending to be used for round trip for dog walking and recreational walking.

KP16, approximately 0.6km long, runs through the Proposed Scheme traversing the boundary of South Northamptonshire from Larkhall Lane, west of the Proposed Scheme, to a point that it connects with an existing PROW (LB1) to the east of the Proposed Scheme. The results of the PROW surveys indicate that the route is primarily used by dog walkers from Harpole. A low level of usage was recorded on the weekend (3 users) and no users were recorded on the weekday. All users of KP16 reported using this PROW as part of a round trip. The majority of users surveyed walked the footpath for the first time (2 users). Only 1 user who used the route walked the footpath on average 3 times a week. Users commented that they were bored with other walks. The survey also indicated that the route is used by teenagers (11 to 17).

LB1 is approximately 1.4km long. It connects with KP16 and follows a route south eastwards of the Proposed Scheme to meet the A4500 Weedon Road. LB1 was diverted several years ago alongside the road that joins the A4500 Weedon Road. The footpath is primarily used by dog walkers from St Crispin, Harpole and Duston. A low level of usage was recorded on both weekday (2 users) and weekend (2 users). All dog walkers on the footpath reported using the LB1 as part of a round trip. 1 user commented that the route was poor, overgrown and uneven. 2 users commented that the route was quiet and scenic. The results of
the PROW survey indicate that the users on weekdays were adult (17 to 60) and the usage on the weekend indicate that the route is used by vulnerable users (60 and over).

LB8, approximately 1.0km long, commences at the point that KP16 and LB1 join and runs northwards to the east of the Proposed Scheme to meet Berrywood Road. The results of the PROW survey indicate that LB8 is the most heavily utilised of the 3 PROW surveyed. LB8 was used by a total of 13 non-motorised users, with the majority being dog walkers and part of a round trip. Most users reported using the route everyday for recreational purposes. The majority of the users are adults (17 to 60) and 3 users were classified as vulnerable (aged 60 and over). The majority commented that the footpath is safe but slightly muddy, quiet and scenic. However, 2 users commented that the paths were spoilt by the adjacent development.

Based on relative levels of usage, it is considered that LB8, which provides a direct north-south link, is of very high importance, being the most significant PROW. Nevertheless, other routes LB1 and KP16 make an important contribution to the PROW network, facilitating the use of the PROWs for round trips, favoured by recreational users in the area. Although these routes have relatively low levels of utilisation, they are considered to be high importance as there are few alternatives.

The survey information is a snapshot on particular days. Such surveys are not able to determine the level of suppressed demand as a result of amenity or severance. The consultations with user groups undertaken in parallel with the surveys provide an insight into the potential level of suppressed demand.

11.3.2 Consultation with Northamptonshire Local Access Forum

In order to supplement the survey information as described, the Local Access Forum was consulted in July 2006 to determine the nature of the use of the PROWs within the study area and any difficulties encountered under the existing situation.

Based on their response, the Forum strongly supports the proposals for the Pegasus crossing on KP16. They feel that those wishing to gain access to the proposed Country Park (do something 2 and 3) by means other than motorised vehicle should be able to do so in a safe and sustainable way. They are satisfied that the proposed Pegasus crossing will allow this to happen.
Local Businesses

In order to assess the effects the Proposed Scheme may have on local businesses, consultation exercises have been undertaken with local businesses within the study area. These were undertaken in July 2006 with the aim to ascertain details of local businesses and to establish the type of impacts the scheme may have in both positive and negative ways. It involved direct contact with businesses that might be potentially affected. Local businesses are illustrated on Drawing ES 11.2.

2 responses from local businesses were received.

T&S Threadgold Limited is situated to the west of the Proposed Scheme, adjacent to Sandy Lane Nurseries. They are the freeholders of the land their premise occupies. Their concern over the Proposed Scheme is that they will lose all passing trade and will become remote.

Upton Lodge Farm is situated to the north of A4500 Weedon Road. They are the tenants of the land. Their concern over the Proposed Scheme is that the road will cut their business in half.

11.4 Potential Impacts

This section outlines the potential impacts (both during construction and operation) of the Proposed Scheme.

11.4.1 Construction Impacts

Construction of the Proposed Scheme would potentially have three types of relevant effects:

- the temporary severance or disruption of routes used by pedestrian and cyclists;
- potential effects on traffic movements within and around the Proposed Scheme as a result of construction activity and the impact of this for pedestrians and cyclists; and
- the impact on local businesses.

Construction works would inevitably cause some disruption to users. Temporary severance and disruption would be experienced during construction for users of routes within the Proposed Scheme. During construction PROW KP16 is likely to be subject to temporary diversion. PROW KP16 will be temporarily diverted south
along the existing Sandy Lane until A4500 Weedon Road where it will run eastwards until Upton Lodge Farm. At this point the diversion will follow the existing vehicular route northwards, until it reaches PROW LB1. The diversion of KP16 will potentially result in a temporary impact upon ramblers and dog walkers using this route as an additional 2,200 metres would be added to the journey length and thus likely to cause inconvenience. Although the PROW survey indicated low usage, KP16 is assessed as being of high importance due to lack of alternatives available and its closure would result in a Major Adverse impact prior to mitigation.

Whilst it is recognised that there will be a delay to cyclists during the construction of the Proposed Scheme this delay is unknown at the present time but is likely to be the same as those experienced by motorised users. Cyclists are generally seen to be less susceptible to severance because they can travel more quickly than people on foot, although there may still be a significant impact on this group as a result of construction activities.

As a part of construction there would be an increased activity, generating noise and visual impact which may deter some visitors to the Upton Lodge area and have a temporary impact on local businesses, thus resulting in a Minor Adverse impact for a temporary period.

However, there would be considerable opportunities for increased trade during the construction period, including pubs and restaurants, as a result of the activities of the contractor's workforce being on site for 12 months. This would be likely to be of benefit to the local economy on a temporary basis.

11.4.2

Operational Impacts

Public Rights of Way

Under the do minimum scenario, no development would take place relating to road infrastructure. From the results of the pedestrian surveys, some users indicated that the PROWs were uneven, slightly overgrown and bad in the winter. 2 users indicated that the paths were spoilt by adjacent developments in the vicinity. Thus under the do minimum scenario, amenity is poor and likely to deteriorate further, however, for the purpose of this assessment is considered as Neutral.

Under the do something 1 scenario, a new 1.8m footpath will be provided on the western side and a 3.0m combined footpath/cyclepath on the eastern side of the
Proposed Scheme, as illustrated in Drawing ES 11b. This is expected to result in significant benefits to non-motorised users (primarily pedestrians and cyclists), providing a north-south link which is separated from traffic. This is expected to result in impacts which are Major Beneficial to users travelling in a north-south direction.

The do something 1 scenario will provide an at grade signalised pedestrian and equestrian (Pegasus) crossing over the Proposed Scheme at the location with Bridleway KP16. This is expected to improve the safety for non-motorised users thus considered Major Beneficial to users travelling in a west to east direction. Additional Toucan crossings will be provided at approximately 100m from the proposed Sandy Lane Link Road and at the point where the proposed Park and Ride development will be, further enhancing safety. See ES Drawing 11.1b for proposed crossing points.

Furthermore, as part of the do something 1 scenario a new footpath is proposed to the south of South View, on the A4500 Weedon Road. A Toucan crossing is to be provided at this footpath for safe crossing across the A4500 Weedon Road as illustrated in Drawing ES 11b. It is anticipated that the proposed footpath will provide a link to the community of Kislingbury and the adjacent Country Park to the south of the A4500 Weedon Road. The new footpath will provide safe connections and results in overall route options between the Country Park and the Park & Ride site at Upton. Thus the impacts are considered to be Moderate Beneficial.

The overall impact for do something 1 is considered to be Major Beneficial.

Under the do something 2 scenario, the Upton Lodge development together with the Proposed Scheme is considered. Established footpaths and bridleways of the site will be maintained and enhanced within the scope of the development. The primary route runs east to west across the residential areas and links across the Country Park to areas to the west. As part of the Upton Lodge development, it is anticipated that all streets within the community will incorporate footpaths. Where it is possible to do so, the new footpaths fronting access roads from the spine road into the development areas will extend to link up to the established footpath network. At the same time, as part of the Upton Lodge development, PROW's are to be enhanced and the number of routes increased. This will have the effect of improving connectivity, route options and legibility/ease of use. In addition as a new shared footpath and cycleway is proposed to the west of the Proposed
scheme. The proposed footpath/cycleway is largely in South Northamptonshire and traverses Bridleway KP16 and connects to the Park and Ride site and into Upton Lodge, as illustrated in Drawing ES 11b. The new shared footpath and cycleway provides an additional north-south route for non motorised users, resulting in an increase in overall route options. The overall effects of the Proposed Scheme and Upton Lodge development are thus considered to be Major Beneficial. There would be no direct effect on the footpaths within the scope of the development.

Under the do something 3 scenario, the proposed CVLR and Sandy Lane SLIN schemes, together with the Upton Lodge development and the Proposed Scheme are considered. The proposed CVLR scheme will provide a direct road link to the Proposed Scheme and in addition between residential and employment land being developed on either side of the River Nene floodplain, which will contribute to the regeneration aspirations of English Partnerships and Northamptonshire County Council. The proposed CVLR scheme also provides significant benefits by creating new footway and cycleway access (north to south) across the River Nene floodplain which allows safe crossing of the River Nene in all weather conditions. Footways will be provided on both sides of the proposed road and a cycleway provided on the east side. Although the proposed CVLR scheme severs a number of PROWs, the provision of new routes throughout the study area and the improvement in amenity through lighting, landscaping and vegetation together with improved connections north to south, will make the area much more attractive to walkers, horse riders and cyclists. In summary, under the do something 3 scenario, the overall effects on pedestrians and other users are thus considered to be Major Beneficial.

Under the do something scenarios impacts on the amenity and safety along the PROWs will be affected owing to proximity to the Proposed Scheme. Noise and air quality impacts associated with road traffic is likely to deter users and possibly undermine the perception of safety of the PROWs. This may also have a potential effect on the use of other routes as part of a network accommodating round trips. Users of KP16 will be particularly impacted on by the Proposed Scheme. The amenity of this route will be adversely affected, particularly at the point of crossing, owing to the noise and air pollution impacts of traffic. Although a signalised crossing is proposed, it is considered that potential impacts on safety, particularly of vulnerable users, may arise. Overall, it is considered that the impacts will be Moderate Adverse.
In totality, taking into account potential improvements to PROWs as a result of the Country Park proposals, the beneficial impacts of the proposed road schemes and the Upton Lodge development on the individual PROWs, against the adverse impacts on amenity and safety it is considered that the effects of all 3 Do Something scenarios will be Moderate Beneficial.

**Community Severance**

Under the do minimum scenario, PROWs within the study area play a significant role in providing east to west and north to south links to communities of Harpole, St Crispins and Duston. It is likely that the use of PROW for non-recreational uses (for example to access school facilities, employment and recreational opportunities) will be maintained. It is anticipated that traffic flows will be maintained and no improvements to crossing facilities made. Therefore, journey lengths and travel patterns will be as at present and will therefore be of neutral impact.

Under all 3 do something scenarios, it is considered that local businesses will be severed as a result of the Proposed Scheme such as T&S Threadgold Limited and Upton Lodge Farm will suffer from a loss of existing business owing to severance impacts.

Under the do something scenarios, traffic for the new road scheme was modelled at 2 points, first being the mid point and the second being the point at the Park and Ride site. The average was taken, so that all vehicles are taken into account. Under the Do Something (1) scenario, traffic flows in the opening year (2008) of the proposed SLRR scheme are estimated at 4,119 Annual Average Daily Traffic (AADT), increasing to 6,136 AADT in 2023. Under the Do Something (2) scenario where the Upton Lodge development is considered, traffic flows in the opening year (2008) are estimated 8,453 AADT, increasing to 12,645 AADT. Furthermore, under the Do Something (3) scenario where Upton Lodge, CVLR and SLIN are considered, traffic flows are estimated at 10,028 AADT, increasing to 15,928 AADT in 2023. Although a signalised crossing of the proposed SLRR scheme is proposed along bridleway KP16, it is likely that vulnerable groups, (particular children from Harpole and the residential areas of Upton to the east of the proposed SLRR scheme) may be deterred from using these routes for walking and/or cycling to school owing to ramps and traffic levels. Overall, based on Table 11.2, the severance impacts will be Minor Adverse in 2008 and 2023 for do something 1 and Moderate Adverse in 2008 and 2023 for do something 2 and 3.
However, this needs to be considered against improved access and reduced north-south severance as a result of the Proposed Scheme. The associated footways and cycleway proposed alongside the Proposed Scheme will result in reduced severance. The impacts in terms of overcoming north south severance under the do something 1 scenario are thus considered to be Major Beneficial.

Under the do Something 2 scenario, Upton Lodge is considered, where footpaths are incorporated into the community. Established footpaths and bridleways are found along the boundaries and are enhanced within the scope of the development enabling movements north to south and east to west. Thus the impacts of overcoming north-south and east-west severance are considered to be Major Beneficial.

Similarly, under the do Something 3 scenario, the proposed CVLR and SLIN schemes are considered in addition to the Proposed Scheme and Upton Lodge development. Footpaths and cycleways are also found alongside the proposed road schemes. However, some PROWs will be permanently lost due to development. The impacts in terms of overcoming north south severance under the do Something 3 scenario are thus considered to be Moderate Beneficial.

In considering the new severance, as a result of the introduction of a new road, against the reduction in north to south severance, as a result of new and improved footways and cycleways, community severance is considered to be Moderate Beneficial overall for all 3 do something scenarios.

**Local Businesses**

One of the aims of the consultation process was to ascertain potential concerns of local businesses during the operational stages of the Proposed Scheme and to feed these comments into the mitigation strategy. A principal concern felt by T&S Threadgold Limited was that they will lose all passing trade as the present Sandy Lane would be partially closed, restored to grassland and a footpath formed on the line of the road.

Local businesses should be viewed wider than T&S Threadgold Limited. It is likely that whilst there will be an impact on businesses within the study area, there will additionally potential adverse impacts on nearby communities i.e. Harpole, Duston and Kislingbury. The worst case scenario is that local businesses will lose all passing trade upon the opening of the Proposed Scheme. This could result in loss
of jobs, even if the enterprise remains open. Thus under the all 3 do something scenarios, impacts on local businesses are considered Major Adverse.

11.5  
**Mitigation Measures**

11.5.1  
**General**

This section outlines a mitigation strategy against potential adverse impacts of the Proposed Scheme on local communities. Mitigation is discussed individually for PROWs, Community Severance and Local Businesses during construction and during operation.

Limited information has been provided as to mitigation approaches during construction and operational phases. The worst case scenario has therefore been assumed. Where appropriate, additional mitigation measures are suggested.

11.5.2  
**Construction Phase**

**Public Rights of Way and Community Severance**

As a result of construction activities PROW KP16 is likely to be subject to temporary closure. An alternative route has been proposed south along the existing Sandy Lane, and then east along the A4500 Weedon Road and north along the vehicular route of the existing Upton Lodge Farm. It is recommended that notices are placed at either end of the PROW, informing users of the temporary termination and diversion. Where the construction programme allows, it is proposed that public access along this route is re-instated, where possible, across the construction corridor on Sundays and Bank Holidays, providing it is both safe and practicable to do so.

**Local Businesses**

One of the aims of the consultation process was to ascertain potential concerns of local businesses during the construction stages of the Proposed Scheme and to feed these into the mitigation strategy. Where required, adequate and clear signage to local businesses must be provided.

11.5.3  
**Operational Phase**

**Public Rights of Way and Community Severance**

All PROWs affected by the Proposed Scheme will be maintained and where possible enhanced. In addition, significant benefits are anticipated as a result of the Proposed Scheme as well as associated development. As a result mitigation is not required.
Local Businesses
Where the Proposed Scheme allows, adequate and clear signing to all local businesses impacted upon should be provided during the operational phase.

11.6 Residual Impacts

11.6.1 Construction Phase
The proposed Scheme will result in a diversion due to the closure of KP16. Residual impacts are considered to be Moderate adverse.

11.6.2 Operational Phase
The Proposed Scheme will affect the existing local businesses at the site and impacts are considered adverse. Opportunities for clear signage will be considered.

Overall, the Proposed Scheme is expected to bring about long term benefits to the South West District area of Northampton and the wider community which should last well beyond the date that the development is completed.

11.7 Summary

11.7.1 Public Right of Ways
The operation of the Proposed Scheme has been assessed. Under the do minimum scenario, impacts on PROW will be Neutral. Under the do something scenarios, the Proposed Scheme will result in beneficial impacts associated with new and improved PROWs. However increase in traffic will result in a reduction in amenity of existing routes, as well as perceived safety issues which may deter vulnerable users. Thus impacts are considered to be Moderate Beneficial overall with mitigation.

11.7.2 Community Severance
During construction of the proposed Scheme KP16 will be subject to temporary closure. To mitigate this closure a temporary diversion will be put in place. Impacts are considered to be Moderate Adverse.

The operation of the road has been assessed. Under the do minimum scenario, impacts are considered to be Neutral, the expectation is that traffic flows will remain the same and no improvements to PROWs. Under the do something scenarios, although improved north south access is provided for cyclists and pedestrians, severance impacts as a result of the Proposed Scheme will reduce the positive impacts. Thus impacts are considered to be Moderate Beneficial overall.
11.7.3  \textit{Local Businesses}

It is likely that there will be a loss in trade to local businesses due to loss of passing trade. Thus impacts are considered to be Major Adverse. However, there would be considerable opportunities for increased trade during the construction period, including pubs and restaurants, as a result of the activities of the contractor’s workforce being on site for 12 months.

11.8  \textit{References}


Count-on-Us Public Right of Way Surveys, (July 2006)