**WATLINGTON NEIGHBOURHOOD DEVELOPMENT PLAN**

**NP ADVISORY BOARD – TRAFFIC GROUP**

**Notes of the meeting held on Monday 12th November 2018.**

**Present:** David Cotterell (for part of the meeting), Tom Bindoff (notes), Terry Jackson, Vivien Martin, Richard Sibly

**Apologies:** Sally Stewart

1. Notes of the meeting held on 1st November and the Walk Around on 3rd November 2018.

These were agreed as a correct record with the following addition:

Notes of 3rd November Item 3: add ‘It was also thought that a chicane could be trialled on the Cuxham Road at the crossing point between Sites A and B.’

1. Review of the outcomes of the meeting on 1st November and the Walk Around on 3rd November:

It was agreed that the following recommendations (based on the Watlington Traffic Management Plan) will be made to the Advisory Board and Watlington Parish Council. These are in order of priority:

1. Improvement to safety for pedestrians on Britwell Road near The Goggs
2. New crossing points at Britwell Road by Windmill Piece and Hurdlers Green
3. The introduction of a 20mph limit throughout the residential streets in the town – including the installation of reinforcement signage showing vehicle speed and registration number
4. A trial of chicanes at Shirburn Road as a priority and either at Britwell or Howe Road.
5. Improved signage including ‘Access only’ at the Town Hall entrance to the High Street
6. Research use of ANPR cameras – can these be used to control unauthorised use of the town centre by HGVs? If this can be done how can they be funded?
7. Consideration of traffic mitigation proposals in the Archstone planning application for Site A:
8. The introduction of a 20mph limit is prioritised as above
9. Proposals at the junction of Cuxham Road and Pyrton Lane are supported
10. Proposals at Cuxham Road on the Marlbrook side: these are supported. It was noted that it may be more suited to a rural location to install a canopy for the proposed bus stop rather than a full size bus shelter.
11. Crossing point by the roundabout is supported
12. Proposals at Cuxham Road on the Industrial estate side are not supported:

* The location of the proposed bus stop needs to be reviewed to ensure that it is most convenient for bus users and has the least impact on the chalk stream, the green verge and the tree cover.
* If the bus stop can be re-located nearer to the roundabout there will be no need for a formal path for pedestrians so far along Cuxham Road and a second pedestrian crossing may not be required.
* Proposals for an off road cycleway along part of Cuxham Road are not supported

1. Proposals for access road to the Industrial Estate:

* The proposal to provide an off road cycleway is not supported
* The proposal to remove some mature trees is not supported

1. Proposals for enhancement of the area around the Town Hall:
2. It is essential that the whole area around the Town hall is considered rather than piecemeal proposals for improvement. However, in order to improve safety at the pedestrian crossing it may be possible to extend the paved area on the Couching Street side and re-locate the crossing point by 10m.
3. Proposals for a raised area at the Town Hall crossroads – similar to a ‘Dorset Model’ scheme are not supported at this stage but would need to be discussed with the Town Hall Committee and Historic England.
4. Proposals for the junction of Brook Street and Couching Street: the proposal to re-locate three parking spaces from Couching Street to Brook Street is not supported.
5. Research required:
6. Dorset Model – how can this be applied to the area in the town centre around the Town Hall?
7. Next Steps:

A meeting is urgently needed with OCC Highways to discuss all the items identified above:

If possible, the following timescale should be adopted:

1. Consideration by the NP Advisory Board on 19th November
2. Consideration by the WPC Strategy Committee on 27th November
3. Consideration by WPC Full Council (if required) on 11th December
4. Meeting with OCC in January 2019 to include Parish Councillors, members of the NP Advisory Board and members of the Traffic Group
5. Investigation of the possibility of OCC Trading Standards carrying out 7.5t limit checks in Watlington - this may require funding from WPC.