



25th April Traffic Group Update



Dual Objectives

- ▶ To assess the impact on traffic for one or more of the site(s) selected for/by developers
- ▶ To assess a number of traffic management options that could be used in conjunction with housing sites selected
 - > Key question is whether a stand-alone traffic plan which does not take into account housing options is still valid

Traffic Team

- ▶ Rob Smith
 - ▶ Jim Simmie
 - ▶ Liz Cawood
 - ▶ Vivian Martin
 - ▶ Tom Bindolf
 - ▶ Richard Sibley
 - ▶ Sally
 - ▶ Keith Woofson
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- ▶ The team held a number of meetings in late November to early January identifying a range of traffic management approaches that could be tested
 - ▶ All of the meetings were similar in that a traffic management team was identified and a team was allocated the task to map out the approach
 - ▶ In addition a set of criteria were developed to assess the different traffic management approaches: These were pre-scored prior to the workshop
 - ▶ Prior to this the team provided 2 reports
 - > Review of all OCC & SODC legislation that impacts on traffic management
 - > C1 & C2 review focused on traffic impact
 - > Data was collected but not reported regarding the previous traffic assessments and AQMA impact



Workshop Traffic Options Tested



Workshop Summary: 30th January

- ▶ The purpose of the workshop was to provide an opportunity for the Forum Coordination Group, the Traffic Group and the WPC NP Steering Committee to meet to discuss options for managing traffic. PB chaired the workshop and the scribe was GB.
- ▶ PB introduced the workshop. The Forum Traffic Group had worked up six different schemes ranging from a full bypass to a town centre proposal. The schemes are for discussion purposes, and are works in progress. They are not fully worked up proposals and, at this stage, do not relate to sites for development. The Workshop will help to define key issues and guide future work. The overall aim of the Forum is to develop a traffic management strategy for Watlington which links to the NP and contributes to the assessment of sites considered for development.
- ▶ DC outlined the approach taken by the Traffic Group.
 - > The Group has reviewed all the existing data including the responses to the NP Consultations 1 and 2 and District and County Council plans.
 - > Feedback is sought on each of the options as well as on the criteria for assessing them. This will help to prioritise the options and identify those which will not be taken forward. So far, the group has worked on solutions for the town but has not yet looked at implications for on and off road parking or for traffic management options for other settlements in the parish.
- ▶ The options were laid out on tables as a carousel and workshop attendees moved round to discuss each one in detail. Notes of all responses/suggestions were taken and will be recorded and circulated. Members of the Traffic Group were very pleased with the positive and constructive comments made. This stage of the workshop ran for about one hour. There was a strong consensus that the options had been worked up very thoroughly and provided a very useful basis for progress.

Comments and Proposals

Attendees re-assembled for a plenary session. Comments and proposals were made as follows:

1. The assessment criteria are along the right lines but need to be more tightly focused. It is important not to 'weight' the criteria.
2. The Forum Development Sites Group is working on site assessment criteria and need criteria relating to traffic as soon as possible
3. A priority is to protect the character of the town centre. The options for this presented at the workshop are impressive and viable
4. Impact assessment of the schemes is needed to assess whether they are likely to increase or reduce the level of through traffic
5. The 'Dorset Model' of traffic management could be introduced in the long term and has been used in other towns with a similar traffic flow.
6. The outcomes of Consultation 2 are significant. They have been taken into account in developing the options
7. The focus on new/linked cycle routes is important and needs to be carried forward
8. Some research is available which indicates that the reduction of road capacity reduces the volume of traffic and does not just displace it
9. The aim is to stop/reduce through traffic but not onto inappropriate alternative routes
10. It is a fundamental principle that roads designed to act as relief roads for through traffic should not be planned through new housing developments

Next Steps Agreed:

1. More information is needed about the traffic implications for Watlington of development in the wider South Oxfordshire area. SODC is looking at this and OCC has general strategic plans but not Watlington specific ones. It was noted that the traffic survey produced for the Henley and Harpsden NP calculated that 450 new homes would generate a 12% increase in traffic.
2. SODC and OCC need to be closely involved in discussions about testing the options developed by the Traffic Group
3. Proposals for managing traffic in Watlington need to be checked to ensure that they are in line with local and national planning policies.
4. The criteria developed by the Traffic Group will be reviewed and will be incorporated into site assessment criteria.
5. Plans for informing local residents about traffic proposals will be developed. This is especially important in view of the outcomes of Consultation 2
6. The 7.5t weight restriction zone for HGVs needs to be discussed with neighbouring communities with a view to reducing its size in order to make enforcement much more effective.
7. A survey needs to be carried out to establish how many HGVs need to access Watlington to provide services/support businesses
8. Proposals will be developed to improve the impact of through traffic at Christmas Common
9. Further work will be done to develop a network of routes for cycling

Matters raised but not taken further at the Workshop:

1. On and off road parking
2. Investigation of toll systems
3. Investigation of 'gated' systems

Evaluation Criteria

Criteria	Positive impact	Negative impact	No Impact
HGV through traffic controlled			
Alternative route for HGV traffic included			
Traffic density reduced			
Alternative route for through traffic			
Town parking spaces increased			
Additional pedestrian routes			
Additional cycle routes			
Improved pedestrian experience			
Watlington landscape considered			
Decreased risk to public			
Impact on local business			
Wear & tear on existing roads			
Wear & tear on existing buildings			
Impact on air pollution			
Reduced attractiveness of Watlington as route for through traffic			
Improved implementation of AQMA policy			
Funding possible within CIL budget			
Impact on neighbouring Parishes			
Includes 20 mph zone			
Redistribution of traffic from one part of Watlington to another			
Reduces through traffic			



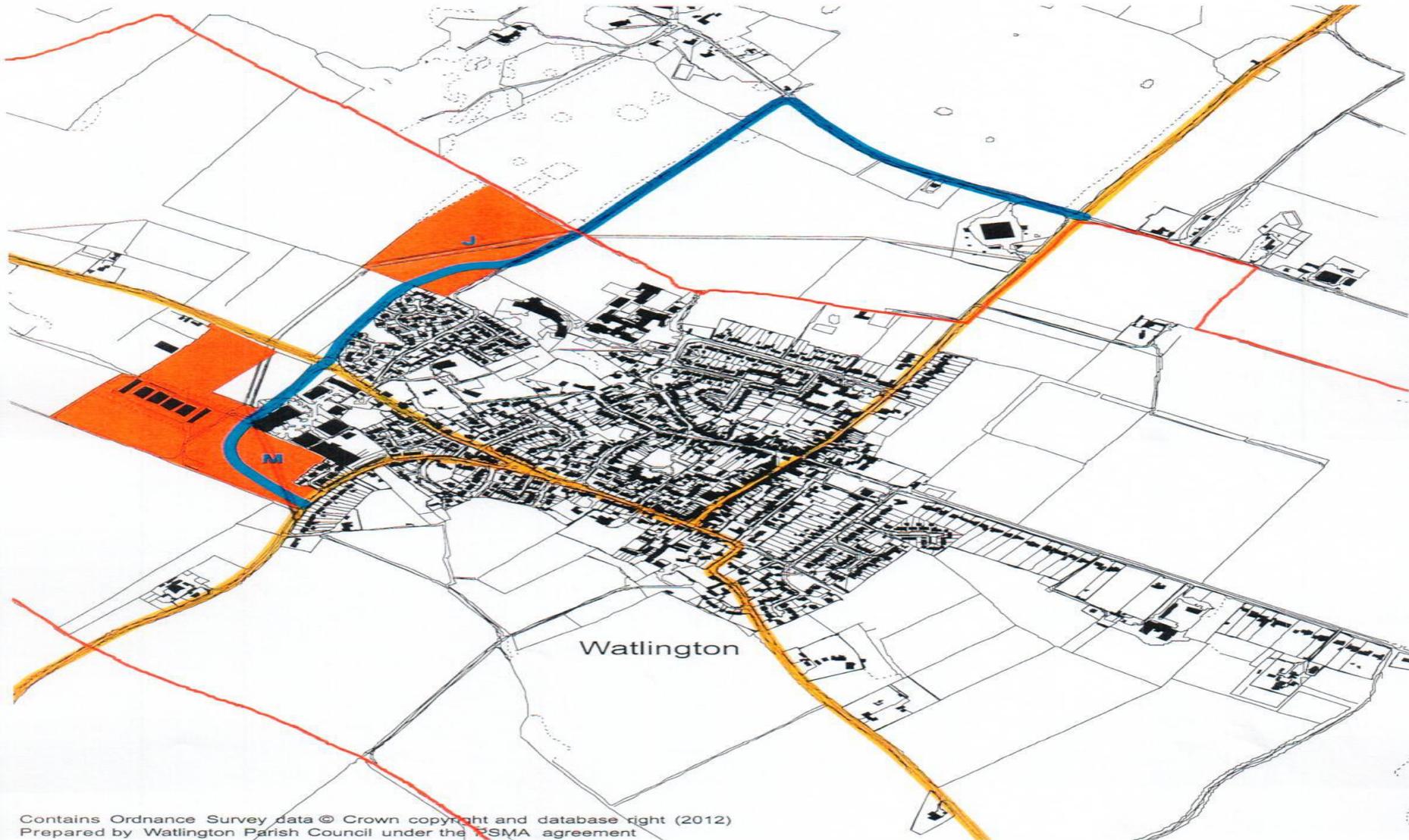
Options Tested



Watlington Development - Western Expansion Option

OPTION 1A

- Watlington Neighbourhood Plan Area
- Existing classified (main) roads
- Proposed new route



LARGE HOUSING
ADDITION, WITH
FULL RELIEF ROAD

OPTION B

PYRTON LANE: ONE-WAY ONLY.
PAVEMENT ADDED. FOOTPATH TO SCHOOL
& COLLEGE ALONG EXISTING SCHOOL BOUNDARY.
FOOTPATH FROM MADDERBANK ESTATE INTO PYRTON LANE

ACCESS TO
COLLEGE

B480
To Oxford

Cuxham Road

Pyrtan Lane

Shirburn Road

HOUSING

HOUSING

EXTRA
PLAYING FIELD
36 FOOT
ASTON PITCH
SPORTS
PARKING



- ALL ON-STREET PARKING
REMOVED (WHERE APPLICABLE)
- 20 MPH ZONE

INVESTIGATE POTENTIAL
FOR PARKING HERE

Hill Road

Road

5

Option1: Comments

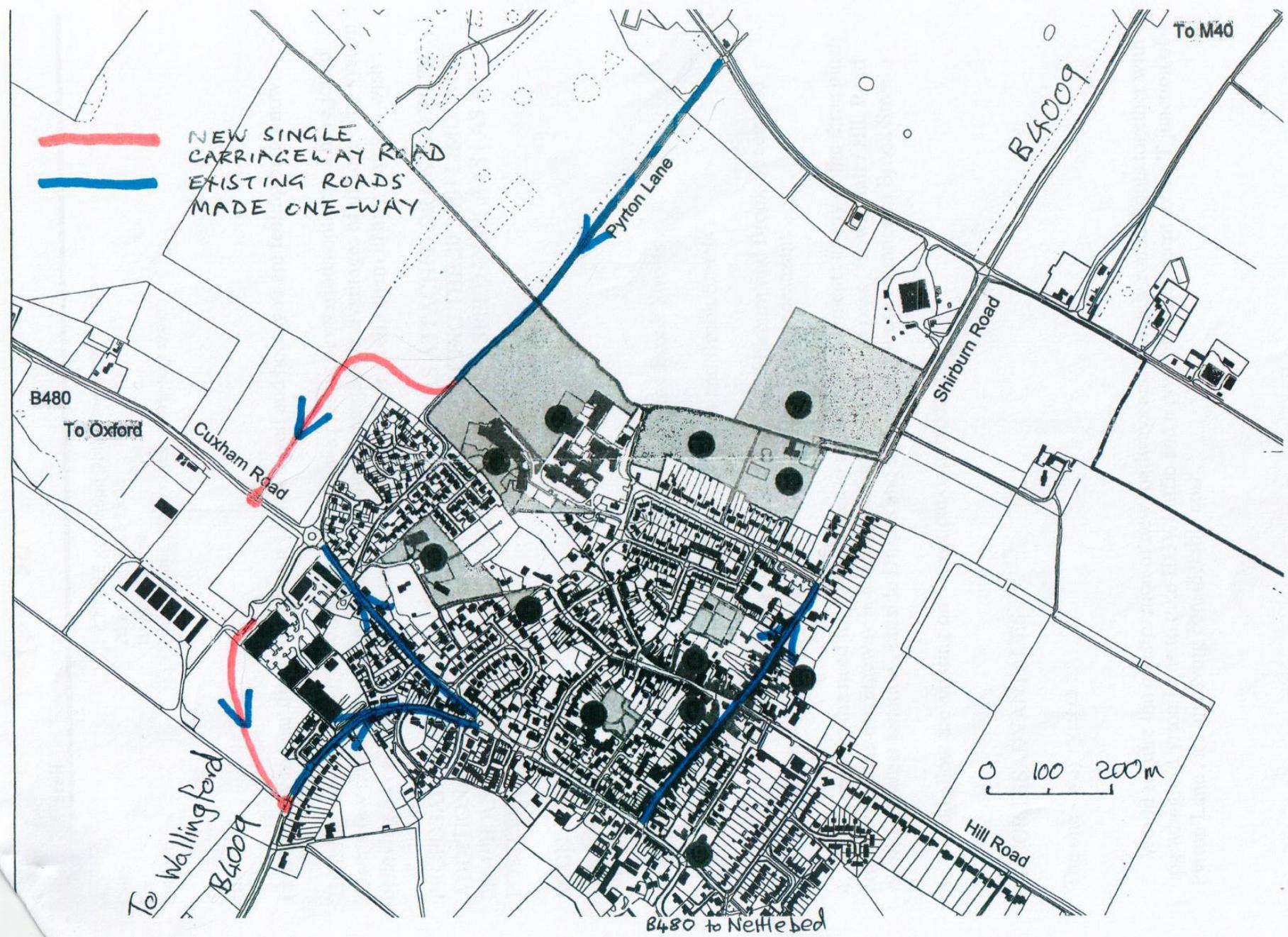
Overall comments on the plan

- ▶ Should consider WE option
- ▶ Need to include the relief road options
- ▶ Need to link to Howe Road/Hill Road
 - > Completes the circle
 - > Extended up to Howe Road
- ▶ Doesn't take into account Christmas Common/Howe Hill
- ▶ Define boundaries on the town
- ▶ Significant impact on other local areas – huge impact on Watlington, sustaining character – interface with the Countryside
- ▶ Impact on business high

OPTION 2



NEW SINGLE
CARRIAGEWAY ROAD
EXISTING ROADS
MADE ONE-WAY



To M40

B4009

Pyrfon Lane

Shirburn Road

B480
To Oxford

Cuxham Road

To Wallingford
B4009

0 100 200m

Hill Road

B480 to Nettled

Option 2

Overall comments on the plan

- ▶ Good flow diagram
- ▶ Overall increase in through traffic
- ▶ Opens up some housing possibilities especially by Windmill Piece
- ▶ Will increase through traffic
- ▶ Overall negatives from Residents
- ▶ Too complex one way system around Britwell Road/Cuxham Road
- ▶ Risk of increasing traffic on small internal roads
- ▶ Current foundations along Pyrton Lane may not be sufficient

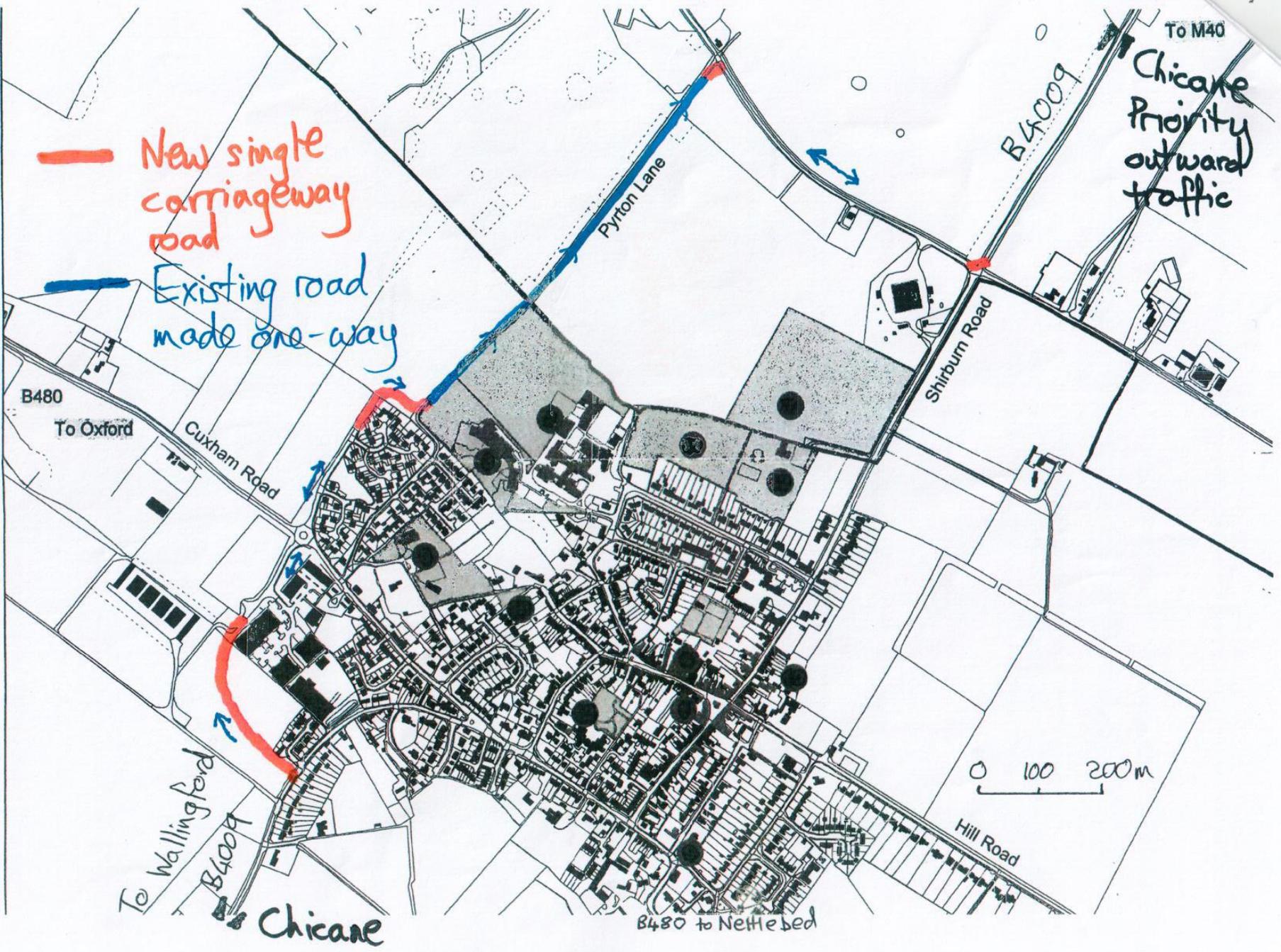
Adjustments and suggested adaptations to the plan

- ▶ Gap on Ingham Lane/Henley Road (didn't regard Lys Mill area)
- ▶ Make two way up to Town Hall from Shirburn Street
- ▶ Add 20mph to the scheme
- ▶ Flashing speed signs are good
- ▶ Need "No Through Road" at Shirburn crossroads

— New single
carriageway
road

— Existing road
made one-way

To M40
Chicane
Priority
outward
traffic



B480
To Oxford

Cuxham Road

Pyton Lane

Shirburn Road

B4009

To Wallingford
B4009

Chicane

B480 to Nettlesed

Hill Road

0 100 200m

DPTON 3

Option 3

Overall comments on the plan

- ▶ 1-way S TH to Brook St. Better to reverse 1-way
- ▶ Perhaps seal Pyrton Lane dog leg and create a pedestrian area
- ▶ Access to schools and back access for busses to schools
- ▶ Make corners too high for HGV's
- ▶ Double up Willow Close to alleviate Marlbrook access
- ▶ Need rebuild Pyrton Lane with foundations and drainage
- ▶ Roundabouts 4009 || road to Willow close needed

Enforcement of Existing OCC and SODC Traffic Policies

Objectives

- Make Watlington less attractive as a route for through traffic
- Reduce current through traffic flows
- Reduce predicted growth in through traffic
- Meet legal requirements for air quality in central Watlington

Key



ANPR at revised boundaries of HGV weight-restriction area. Automatic police prosecution for HGVs below designated average time/speed.



One way chicanes at 30 mph limits.

Enforce 30 mph speed limit.

Priority for exiting traffic.



Flow control traffic lights at junctions.

Control flow into central Watlington during periods of peak traffic and air pollution.



Watlington



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Option 4

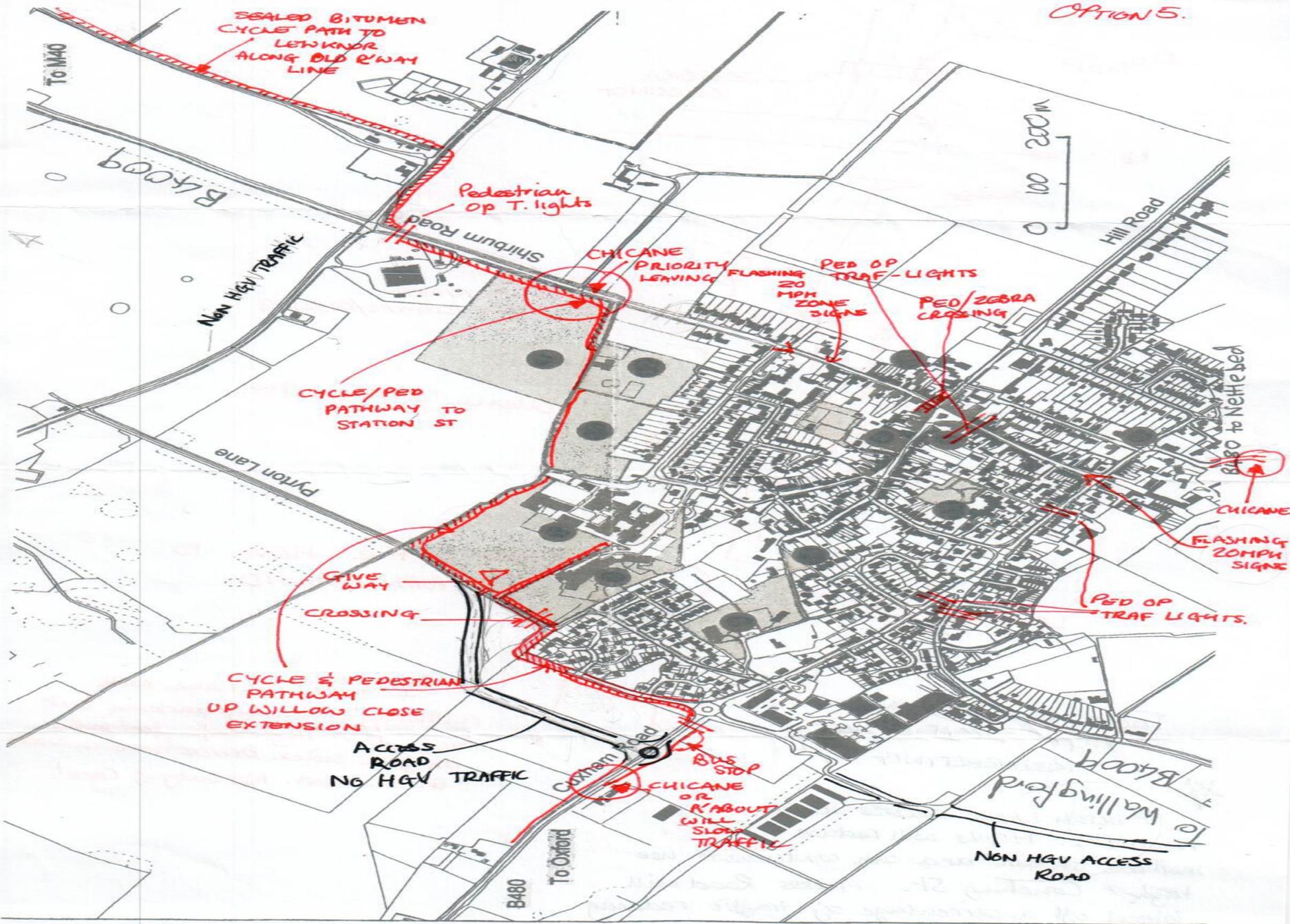
Overall comments on the plan

- ▶ Definitely worth looking at further – some modelling will be needed to investigate tail back situations, the principle is this would definitely reduce the amount of through HGV traffic
- ▶ Sensible take on current policies. Boundary chicanes are a proven mechanism
- ▶ Consider sharing ANPR with other committees
- ▶ Some modelling and experiments required
- ▶ Do all we can to make it difficult for traffic in Town
- ▶ The big win is to reduce the 85% through traffic. That is the top prize

Adjustments and suggested adaptations to the plan

- ▶ Possible re-think to remove parked cars close to Couching Street/Brook Street/Ingham Lane junction
- ▶ Traffic lights – possibly just for peak periods
- ▶ Reduce traffic speed limit in town centre to 20mph
- ▶ Bring in the HGV boundaries to a smaller area and ENFORCE it

OPTION 5.



ROB'S BLUESKY

50/10

Option 5

Overall comments on the plan

- ▶ Pretty good – like cycle path and chicanes – discourage HGV's is good and through traffic. Like encouraging cycling and walking – should improve air quality
- ▶ Green route good idea, offers options for green route expansion (big advantage). Good for pollution reduction. Pyrton Lane needs upgrading but keep as unsuitable for HGV's. Big improvement – 20mph zone is good, should start from Pyrton Lane somewhere. We need more pedestrian crossings tend to agree with pedestrian operated lights
- ▶ Plan is good. Like it
- ▶ Against any signs/crossings/markings that lose the character of Watlington. Applaud plan in general
- ▶ Good
- ▶ Anything that provides better pedestrian access is a plus

Adjustments and suggested adaptations to the plan

- ▶ 20mph zone extended. Upgrade to Pyrton Lane (No HGV)
- ▶ Solar lighting for cycle path – Access to West Meadows from SW housing. Pedestrianizing up towards Howe Hill
- ▶ Use chicanes instead of pedestrian operated crossing at Pyrton/Shirburn I/S
- ▶ Use an area of land off Pyrton lane for school bus parking/drop off
- ▶ Signage for alleyways required

at town

- 4 Retain foot steps into New Road behind the houses on the left. Used to be an old gate in the village which is 130ft. Consider making yards. This will improve drainage and the larger barrier was a major engineering project. Consider and work on this. The barrier should be retained in the garden.
- 5 Use the foot steps to work with covered to work on the road. The "March" on the left will be a new wall on the left side of the road. Consider the wall on the left side of the road. Use the wall on the left side of the road.

Watlington Town Centre

Ref. notes from EC + SS 11/1/16



chicane + HGV traffic control camera to

Benson

6

- = Pedestrian crossing - ideally raised, to slow traffic. Cobble with flat top, suitable for wheelchairs + prams
- TL = Traffic lights
- = widen pavement
- = Loading bays - for deliveries only. In same place as existing parking spaces.

Between traffic lights make single lane traffic by widening pavement.

Option 6

Overall comments on the plan

- ▶ Suggest perhaps aiming towards pedestrianizing (shared space) of Town Hall and High Street. Initially lights may cause idling in centre – combine with other maps
- ▶ Something needed at Brook Street Cuxham Road triangle?
- ▶ Excellent plan – combine with option 4 with chicanes and traffic lights
- ▶ Why not all raised crossing but no parking. Pedestrian priority. Traffic lights good
- ▶ Why not 2 pairs of traffic lights: Queue outside the town. Measured batches go through but are prevented from speeding by the inner set of lights. Through traffic have two sets to cross. Internal traffic only one set

Adjustments and suggested adaptations to the plan

- ▶ 20mph Britwell Road. Cuxham before mini roundabout. Shirburn before Love Lane
- ▶ It is necessary to model the potential tail back at the new traffic lights
- ▶ Good idea to use raised pedestrian crossings but the potential for this may be limited
- ▶ A very good idea to widen the pavements at the most well used part of the town



Site Section Issues & Traffic Impact Assessment



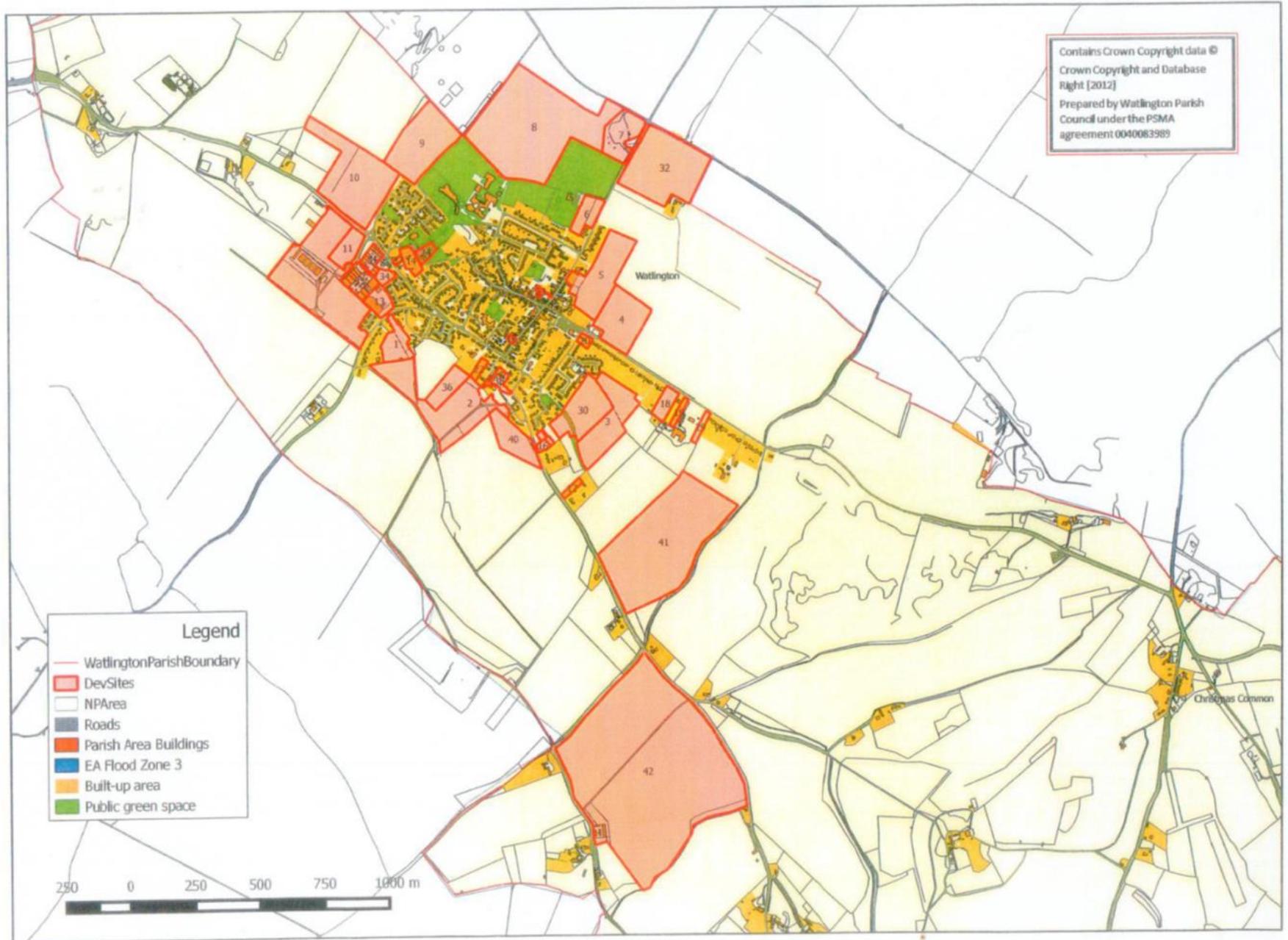
A Dilemma for the Traffic Group

- ▶ By mid February the Traffic Group had reviewed a number of options and had feedback from the workshop
 - ▶ The issue going forward was how to test some of these options and also in the long run establish how some of the options would be funded
 - ▶ In addition it was clear that the multi-site development options could introduce road schemes that would have a significant impact on the traffic management options chosen
 - ▶ The team are happy for the results to be shared to the broader NP team but were concerned that wider dissemination could be misleading – as the group had only identified untested options that had not been costed
 - ▶ As potential site scenarios are starting to emerge from the NP process and developers it is now the time to start the evaluation process in more detail
-
- ▶ Note that the potential removal of on-street parking to improve AQMA and the car-park survey have not been taken into account to date

Traffic Impact Assessments

- ▶ Based on discussions with SODC (James Gagg) the following approach is being reviewed
 - > 2 separate assessments will be required
 - > A: Site(s) Specific Assessment & B: Traffic Management “Options” Assessment
- ▶ Next step is to send out a briefing document to a number of agencies to obtain quotes for traffic impact assessments for a range of site options (A): To include any current Dev. Plans
 - > Didcot/ Milton Park:
 - <http://www.glanvillegroup.com>
 - <http://www.rpsgroup.com>
 - > Oxford:
 - <http://www.modetransport.co.uk>
 - <http://www.peterbrett.com>
 - <http://www.transportplanningassociates.co.uk>
- ▶ However there are a number of confounding issues:
 - > Whether or not WAT-8 is included in the site specific brief
 - > Whether or not Pyrton carryout an independent traffic impact assessment
 - > How many sites and combinations of sites should be included
- ▶ It is also important to look at the 2 assessments separately as the budgets to assess them and fund will come from different sources
- ▶ SODC suggest that initially to get the site specific assessment (A) briefed and commissioned and in parallel start discussions with OCC regarding the traffic management options (B)
 - > For the latter (B) the budget for assessment and build is clearly influenced by OCC
 - > If the assessment for A goes well it could be extended to cover B

10 MARCH 2016



WAT 1.



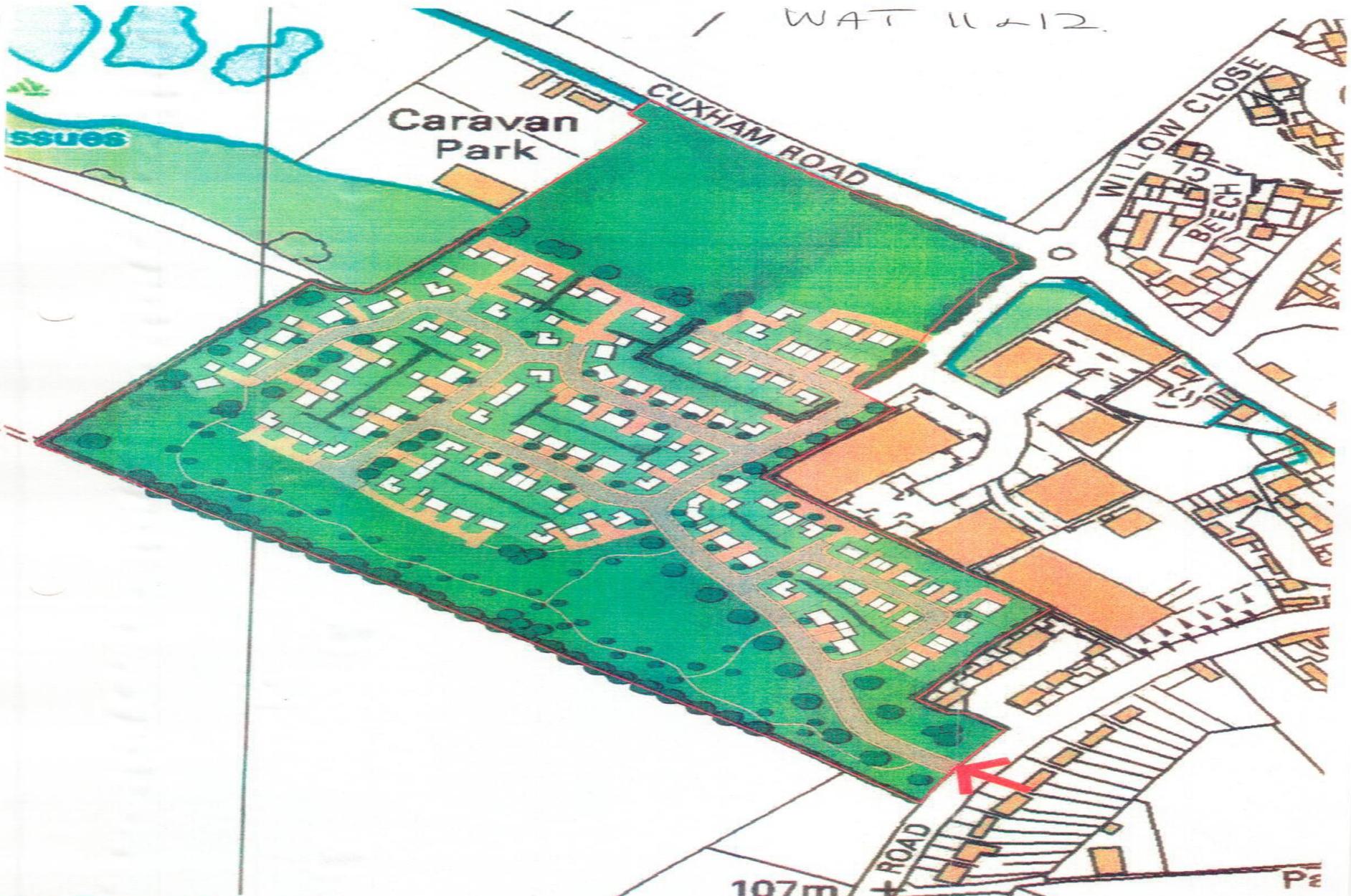
Figure 37 - masterplan concept

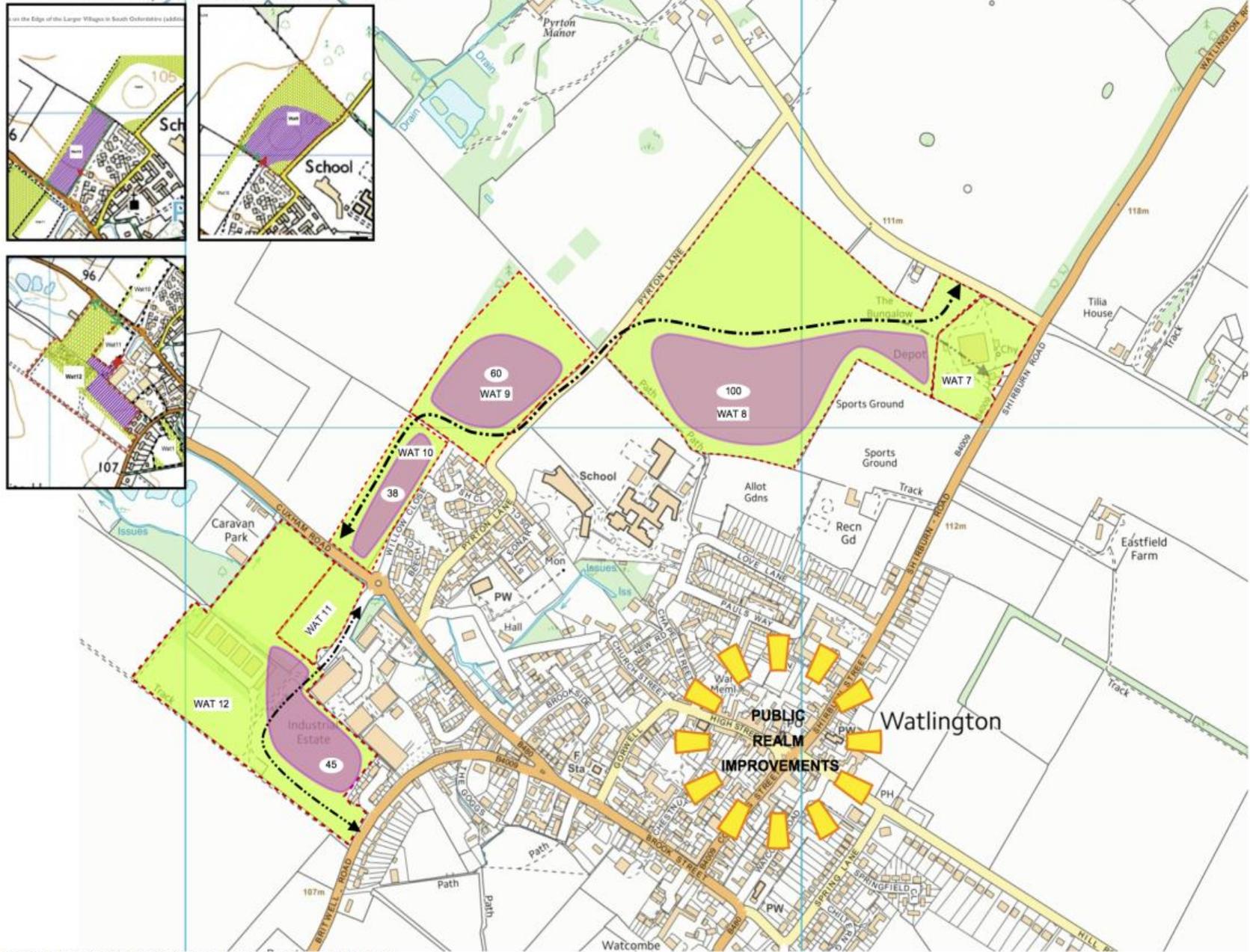
Design concept

WAT 9



WAT 11212





Overall Approach

- ▶ Study 1: A phased approach evaluating at least 3 potential sites with overall traffic density measurements and site impact assessment – at this stage we are not sure which combination of sites to choose for the “multi-option”:
- ▶ Study 2: Focused on a number (3) of traffic management approaches: Intelligent traffic lights, chicanes and pedestrian operated zebra crossings. This still needs additional work and funding might be more difficult as it isn’t part of the NP.
 - > SODC suggested that we engage with OCC regarding this request as the budget for doing anything would come from them
 - > Jason Shirwood and Cathy Champion at OCC have been identified as contacts by SODC

Data support

- ▶ Snap-shot traffic survey carried out by OCC over a 12 hour period to include both rush-hour periods and traffic movement at all junctions/access roads within Watlington
- ▶ Traffic management report carried out by TPP to support Consultation 2
- ▶ Census statistic information may be useful to look at commuting patterns.
 - > <http://insight.oxfordshire.gov.uk/cms/travel-3>

Site specific traffic impact & access appraisal

- ▶ This assessment would review the traffic impact from a number of sites
 - > Key sites are 8, 9, 10, 11, 12 & 1
 - > Sites 1, 11& 12, 9, 8 (includes 8, 9, 10 & 12) have had previous developer plans submitted
- ▶ Precise number of sites and combination of sites for evaluation to be agreed

Requirements

- ▶ A high level assessment of distribution of trips from the development locations should be carried out
 - > We would need to understand trip-rates and number of travellers from the dwellings
 - > The number of commuters vs. local trips again could be estimated again covered in the estimation of trip rates
- ▶ The additional traffic flow vs. the snap shot traffic survey would be required
- ▶ To determine whether the additional traffic associated with these developments impacts significantly on the roads/ junctions through Watlington.
 - > To assess this properly, junction modelling will be required.
 - > We would like to have a cumulative impact modelling approach with additional modelling at key junctions – these can be prioritised if required
- ▶ An assessment of access for each of the sites against a common criteria, including:
 - > High-level feasibility/ assessment of highway access
 - > Assessment of walk/ cycle and public transport access, with reference to likely mitigation measures required to make the site sustainable from a transport access perspective (e.g. are new footways needed, how far is it from bus routes/ stops etc.)

Traffic management options: Feasibility Study

We would like to test the impact of a number of traffic management approaches – before we discuss with OCC

- ▶ We accept that some of these options may not be feasible or affordable
- ▶ The main options are
 - > Smart flow-control traffic lights that manage traffic through the town
 - > Use of chicanes on the out-skirts of the town
 - > Use of pedestrian controlled traffic lights
 - > Impact of a 20mph speed limit
 - > Impact of road narrowing to assist pedestrians
 - > Lower cost urban realm improvements that would help manage traffic impact and speeds through the town
 - > Assessment of the measures proposed in the Low Emission Report, section 3.3 for improving air quality in Watlington
- ▶ We would choose 3 of these options for assessment
- ▶ We don't at this stage need to understand operational feasibility but would like to understand the overall costs associated with each option (range is fine)
 - > It will be useful to get plan showing indicative location of measures, if not full engineering feasibility drawings?
- ▶ The involvement of a transport planner and an engineer is logical
- ▶ The outcome would be an impact assessment again using the previous traffic survey data
 - > This may require some sort of modelling/ assessment of existing traffic flow/ queuing data?
- ▶ The focus is on feasibility and likely impact of these systems used individually and/or in combination: High level scoping rather than implementation

Options Evaluation: Draft



Single Developer	
Site 8 Available	Site 8 Unavailable
Traffic Impact based on Max. 8, 9, 10 (11) & 12	Traffic Impact based on Max. 9, 10 (11) & 12
Link Road From B4009 to Cuxham Rd	Upgrade of Pyrton Lane Required
Maximum Houses for Impact Assessment = X & Y	
Multiple Developers	
Site 8 Available	Site 8 Unavailable
Traffic Impact based on Max. 8, 9, 10 (11) & 12	Traffic Impact based on Max. 9, 10 (11) & 12
Link Road From B4009 to Cuxham Rd	Upgrade of Pyrton Lane Required
Maximum Houses for Impact Assessment = A & B	