

Comments by Paper - Consultation 3 - Traffic

Reference	Plan Comment
2	* The new route for the B4009 needs to be complete first * No large HGV and building vehicles to cone down Shirburn/Couching St. - high risk of damaging historical buildings * 238 houses from 79 is a massive jump. I understand we all need to give our share but 238 sounds like too much with no planning* What about infrastructure? Doctors, schools and shops to cope the extra population moving into 238 houses * What about village parking to cope with the extra cars from 238 houses
3	How many houses currently in Watlington? Seems we will lose forever our "small town" feel We cannot stop 240 dwellings. But hope our Plan will stop any more. Otherwise roads will not be fit for purpose
8	Plan seems vague about pedestrianisation or the "piazza-style" management of the town centre. There should be a stated commitment to preserve street parking for those who cannot afford garages
10	In a nutshell I do not agree with 3 developments of housing within 6 miles of each other i.e. Watlington, Benson (already going ahead 500 houses) & Chalgrove airfield development of upward of 2.5 thousand houses. The infrastructure is not there to cope with all the extra cars, 4 x 4's and vans - at least 2 per household. This is a tiny Oxfordshire village loved by all its inhabitants & would be completely ruined by all 3 developments of housing
11	Proposed road will increase traffic. Only provides a new rat-run through housing estates. Housing proposals are poor quality and design.
14	We support the Plan subject to the B4009 being fully diverted as planned around Watlington
15	But the new bypass B4009 MUST be built BEFORE the houses or there will be mayhem [- if not I object Very well done. Congratulations to the the team and thank you for all your incredibly hard work
19	We commend the consultation process and level of thought given to it and communication of the Plan. We are particularly encouraged by the plans for the new bypass road and 20 mph limit through the town (which we'd want to see implemented asap)
22	No comment on any till. Positive plans on new route through Watlington. There is a weight restriction which is totally ignored!!

24 Has sufficient attention be paid to the need for extra school places, doctor's surgeries & care workers

Appreciate the work put in already, but feel there is still a lot of points to be cleared up
Urgent need for a by-pass road!!

26 Main concern is traffic through roads around Watlington

28 We feel that the junction of the B4009 with the new by-pass road should be clear of the existing houses on the Britwell Road.

Also very concerned about the type of housing units, the appearance of them, the amount of people who may be employed and the traffic generated

31 I support this plan but obviously for it to work we need the field in Pyrton Parish to also be developed - SODC must ensure it completes the jigsaw (it is in Pyrton's interests or they could face a lot of traffic using the inadequate existing roads that virtually enter Pyrton itself. I would still like to see the plan include more foot and cycle paths in particular connecting Marlbrook to the schools - currently people have to do a massive loop, as well as the removal of on-street parking in Couching Street in particular and an additional car park area in the town centre.

33 More work needs to be done to ensure the delivery of the road (street) and to understand the character of the road. i.e there should be a limit on the number of houses that can be built before the road is complete. How can you prevent Pyrton lane being used as a rat run in the interim? There should be a detailed phasing plan and design guidance/proposal for the street before any housing is built. My understanding is that this is not a by-pass and traffic will simply have a choice of Couching Street or the new route - I support this approach if it can be achieved.

38 Priority:

1. Road around town

2. Surgery

3. Schools

4. More shops

As little building as possible

41 We must not lose sight of the fact that although is planned, we will probably have an increase of 300 + cars.

Schools need to be increased in size & staff. The current doctors surgery would be in dire straits without a very much increased footprint.

42 Traffic! Many surveys have been done regarding TRAFFIC - all with the same conclusion! The biggest problem is parked cars - some people believe these cards are a way to slow traffic, but in fact cars/homes cause pollution. We should start by reversing the priority in Shirburn Street/Couching Street allowing traffic out of the town before allowing more in.

Regarding speed!. The Police should step up to the mark on this issue. Also, if we had some sort of relief road, then maybe a 20mph could be introduced in the town centre, Couching Street and High Street/Gorwell

44 We feel this is a good way to start the process of improving traffic and much needed affordable housing as long as this benefits Watlington people first.

45 I support the plan in principle but have concerns that in its current form it is not realistic.

The re-aligned road is integral to the Plan - but nowhere does the plan say how it will be funded. 238 houses are not enough to fund the road

54 I support the idea of an alternative route for through traffic

55 CONDITIONAL SUPPORT - our support is dependant on satisfactory traffic management and infrastructure. At the moment we do not feel either of these is sufficient (see relevant sections)

56 The proposed new route for the B4009 does not resolve the problem of traffic to and from Henley/Nettlebed/Reading using the B480.

B480 traffic will still use Brook Street, Couching Street and Shirburn Street, so Watlington will still suffer from traffic and associated problems caused by vehicles still passing through the town. This needs to be resolved.

57 It is imperative that any development is conditional on a relief road being in place. Cuxham Road has issues at peak times with speeding and large lorries which frequently mount the pavement to avoid parked cars as the road in places is very narrow.

60 As long as sufficient new road goes along with it. We already have big traffic issues

61 Appears to be well thought through. Key is to minimise traffic through town.
Is there a way that residents can approve the look of the houses being built?

62 Would like to see work on proposed B4009 starting to ensure additional traffic is not going through town

71 Traffic - The new road through A,B,C is good and will cater for traffic between Britwell and Pyrton in both directions. But little thought seems to have been given to traffic from Nettlebed and Henley (which is considerable) and expects to continue through to Shirburn. If roundabouts are adequately built at each end of the new road then Nettlebed and Henley traffic could be used to bypass the town centre completely.

- 73 Plan does not deal satisfactorily with either traffic or housing.
- 74 We overall support the Plan - we have no option but to build & this seems to be an acceptable solution. Traffic will rise particularly as we have no good public transport from this town. Every house nowadays has 2 cars therefore a by pass is essential
- 76 * I think Watlington needs more residents in order to have a thriving shopping street
*The re-routing of the B4009 is essential to the success of the addition of new housing
* Affordable housing must be a significant part of the Plan (40%) BUT those houses must be retained as affordable indefinitely (ie no sold off subsequently for profiteering)
- 77 New affordable homes are needed for young families and first time buyers. Watlington already has enough high end property but little for buyers at the other end.
- The new road and 20 mph limit on existing roads would also make it much safer and improve air quality
- 79 The proposed re-aligned B4009 must be seen to be deliverable with finance for all the route from Britwell Road to Shirburn Road.
- 84 We strongly support the proposed new route of the B4009 and the decision to develop sites A,B,C as the most sensible option to deliver the agreed objectives
- 85 Housing commitment is significantly higher than the initial consultation. Proposed relief road is not completed as part of Watlington plan. It ignores the most obvious relief road option using the existing roundabout (therefore requiring more houses than otherwise needed) Furthermore the road runs through the sites not around the edge and therefore doesn't create a perimeter to the town.
- 90 Calming measures in Britwell Road and Cuxham Road would add to pollutions as traffic slows to negotiate them. Speed warning signs should be used in the first instance.
- Can the possibility be examined for the school buses to pick up and drop off at rear of school to avoid coming through town and Love Lane on the new re-directed route
- 91 see Policy 2 - sharply opposed to a by pass around Watlington. It will ruin the open spaces around Watlington & impact severely on the latter with Pyrton
- it has the potential to draw more traffic and heavy good vehicles to the town area
- 95 The Parish Council and the Neighbourhood Development Group are to be greatly thanked for their commitment, professionalism and sheer hard work in moving this forward
- Concern about the possibility of greatly increased traffic through Cuxham in particular and also Britwell
- Concern about the Primary School being able to accommodate the additional pupil numbers

- 98 The very large amount of land for development would completely alter the character of Watlington, changing the size of the community beyond recognition.
All three parcels of land are required to enable the alternative route, so if only one or two sites are developed, there would be the increased traffic without the means of mitigating it.
- 101 Yes - I agree with protecting scale and character of Watlington

Traffic management is very important. Enhancing natural environment

Larger/new schools needed of housing increases
- 104 We would support the proposals in the Plan ONLY if the by pass is built. Otherwise the number of houses will cause significantly worse traffic & environmental health problems in the town centre regardless of any town centre traffic measures
- 108 We agree with the Plan, but are concerned about pedestrian access to Watlington centre as it may generate a large number of short car journeys. Efforts should be made to restrict traffic through the High Street and to restrict HGV movements through Couching Street
- 109 The relief road needs to go from the existing roundabout to minimise the length of the road necessary and thus minimise the number of houses needed to pay for it.
- 113 But very concerned at the prospect of 400 houses to fund a by-pass and the effect on schools/traffic and parking
- 118 I do not object to sites A,B & C - they seem to be in the most obvious areas but I find the siting of a new road through all 3 sites to extremely short sighted. What is the point of redirecting traffic from the town centre only to run it through 3 heavily populated estates with all the pollution that will undoubtedly ensue?

- 119 The Plan is inherently flawed, as it based on an assumption - or perhaps an imposition that Watlington needs to "grow", whereas in my view it does not. Organic growth is one thing but the growth outlined in this Plan is clearly designed to attract a larger population, rather than coping with local demand. The proposed infrastructure changes will be pitifully inadequate.
- The town needs a by-pass at its edge. The claim that the new route will limit further development is preposterous, given that it will pass through (not around) the proposed development in any case, therefore the limit on development will already have been breached! The thinking behind the new route also appears to be flawed - 1 The claim that "HGV's needing access to.... Lys Mill ...will be able to use the new road and avoid the town centre is ludicrous. 2. A 20 mph limit will be useless, as it will not be enforced any more than the 30 mph limit or the HGV ban are currently enforced. The fact is that cars and vans pass through Watlington as fast as the vehicle in front will allow them to 3. Unless the new route is a proper more attractive proposition to passing through the town (ie a proper by pass) all that will happen will be that the volume of traffic will "split" at the Pyrton crossroads and merge back together at Britwell Road/Cuxham Road. Drivers will take the route that they perceive as the quickest, therefore "through town" will become a "rat run" for people who see the new road as adding a few precious seconds to their journeys
- 132 There doesn't appear to be any consideration to the increase in traffic in the villages outside of Watlington - Cuxham in particular is a significant concern with the current levels of traffic and this will increase significantly - this is just not viable
- Watlington Primary School & Icknield College are near capacity - what is the plan to accommodate the increase in students?
- 133 As a whole, this plan seems sensible. It can only work, though., if plans for the massive expansion of Chalgrove include a dedicated new access road. Any increase in traffic on the B4009 would be socially and environmentally disastrous - the Watlington by pass would only marginally mitigate its impact
- 134 I am a first time buyer, when and how do we know who will be building the new houses?
I am keen to be involved from the start buying pre-build if possible
- 140 The consideration of a by pass of traffic around Watlington is the most important issue that's needs to be addressed in this town!
- 142 I can find no reference to timescale in this report.
I would be particularly keen to to know the time scale concerning the realignment of the B4009
I think it is essential this is carried out BEFORE any housing development

Reference

Plan Comment

143 This fantastic new B4009 isn't going to be so good for our neighbouring villages as the increased traffic from Benson & Chalgrove has got to come through Cucham & Britwell Salome to reach the super new road. Then poor Shirburn!

Is it not possible to situate the road further towards Benson cut through and join the A40

148 How will 30 mph be enforced?

I live in a 30 mph and cars go down it at over 50 mph

Never seen a Police trap in 3 years I lived here. Hope it improves

149 * By pass would need more than 238 houses in order to be funded

* Plan doesn't take into account increased traffic that would come from Benson and Chalgrove

* Plan doesn't take account of negative impact on Pyrton and Shirburn

* Plan would have negative impact of surrounding landscape, listed and historic sites and AONB

* Plan would shift pollution from one site to another

157 Too much new housing in one area

Massive increase in traffic pressure - particularly in north & south

Potential flooding of the Marlbrook

161 So long as the enhanced roads will cope with a larger percentage of all types of vehicles- keeping them out of Watlington centre - otherwise we will have SERIOUS ACCIDENTS

175 CONDITIONAL SUPPORT - Support dependant on traffic and infrastructure issues (see relevant sections)

182 Traffic Important points for planners :

1. Aim to reduce to an absolute minimum through traffic using the centre of the town making certain streets semi-pedestrianised

2. Encourage traffic to avoid central Watlington with 20mph restrictions and signage to use the bypass

3. Even stronger prohibition of the 7.5t limit

4. Signage at the top of Howe Road to follow the road through Christmas Common to the A40 and in the opposite direction

194 - Greatly support the proposed route for the re-aligned B4009 particularly as it will remove considerable traffic from Couching Street & Shirburn Street

- The design of the new homes should be traditional in appearance as the houses in the Lilac Place development using traditional materials where possible

Reference

Plan Comment

- 203 We would like to see the re-aligned B4009 extended to Howe Road, otherwise traffic from Nettlebed, Henley and Reading may go through the town centre.
- 211 What will happen to Pyrton Lane when the B4009 is re-aligned
- 212 * Alternative route must be built first before any development
* No developer traffic through Shirburn/Couching Street
* By pass first!!
* Residents to be asked first on what type of calming measures to be put in centre of town
* Air quality must improve on Shirburn/Couching Street
- 215 I still have concerns about HGV's through town centre
- 217 Even if not a single new house were to be built, a new road is essential. Traffic SHOULD be kept well away from houses - new and existing. Once the new road is in place the necessary work on (eg) Brook Street can be carried out, otherwise that street is likely to collapse [for "should" see Policy 1]
- 218 Main policy should be traffic management. Re-aligned B4009 will bring more traffic, If built should be on edge of new development.
High St should be pedestrianised
- 220 Enforcement of Weight/Size limits should still be a priority
- 221 Having had a recent semi-pedestrianised High Street imposed on us, I would suggest applying for a 15 to 20 mph speed limit on the street, residents and delivery traffic & shopper parking, but make a no right turn from Shirburn Street into the High Street. That's the direction of the "rat run" and drivers tend to speed if they're using that route
- 222 This is essential to ensure AIR QUALITY - v poor at present
- 223 Ensure that the B4009 is improved upon in all aspects
- 224 1. Will there be increased car parking space in the centre of town to accommodate traffic coming from housing development to shops?
2. There will be increased chaos at the junction of Couching St. & Brook St. until the new road is open
- 225 2a is it possible that realigned B4009 does not actually run through development, or that a wide swathe is taken to distance the traffic (& pollution) from the housing

- 226 A suggestion:-
Provide an integrated traffic light system located at circa the entrance to the Sports field and on the Howe Hill approach.
This would reduce idling pollution in the town centre and move it to outside areas away from habitation
Needs careful thought
- 227 Traffic access to town parking etc. Increase of traffic to schools and surgery and communal areas
- 228 Reinforcement of the 7.5t limit is key
- 229 Zebra crossings are needed on Britwell Road
- 230 The new road must be designed carefully to ensure the new housing remains attractive too. But if it is too arduous to use much traffic could continue to pass through the town centre. Traffic between Henley and the M40 would have to do a large lopp to avoid the town centre. The new road design would need to offer a better alternative to using the old B4009 route. I think Wallingford and Thame are fairly successful examples of an incomplete circle offering an 'alternative route'. There is a risk of increased traffic between M40 and Henley using the town part of Cuxham Road as part of this route avoiding the congested Couching St/Shirburn Road. A 20 mph zone in central Watlington would be better than the awful chicane system operating now, this often causes complete gridlock. The spaces next to the garage must be removed.
- 231 Why is it appropriate for the realigned B4009 to have grass verges, hedgerow and hedgerow trees? It will be running through a development. The current alignment through Couching Street has development on both sides with no setbacks from the pavement edge. Street proportions are important in creating a human scale environment and controlling traffic speeds. The new road should be 20mph not 30 mph. Speeds within the town centre should be 20 mph irrespective of any new development.
- 232 Why not impose a height restriction for lorries going through the High Street as well as the weight restriction?
Think this would help with "calming" & "environment"
- 233 Without addressing the heavy traffic issues on the B480 (Brook Street, Ingham Lane, Howe Road) - issues which only increase as a result of the proposed scheme - we create a lop sided solution. The B480 from Couching Street junction to the Cuxham Rd junction is dangerously narrow, to the extent that two larger vehicles cannot pass without mounting the pavement. This is a road on which children live, walk to school and cross the street.
- The alrernative route should be extended to complete a loop (following the existing path) from Britwell Road to Howe Road, and generate a real and complete solution
- 234 Vital to work in conjunction with Benson

235 Would like to see the Town Centre as a shared space scheme. This would create more amenity for residents and provide a more natural traffic calming scheme.
A 20mph limit should also be applied.

Shirburn Street and Couching Street should be one way preventing traffic from Brook St. turning right into town.
Petrol station should be relocated to Cuxham Road junction with new B4009 by pass road. Shirburn St into Brook St. left only

236 Support with reservations. No development before the route around Watlington complete.

We have had the proposal before when houses have been built and industrial places made and traffic increased

237 There must be other ways of easing the traffic problem.

238 It is essential that provision should be made for heavy traffic destined for Henley using Watlington as a short cut.

239 See Page 1 for my views on transport issues.

After the fire at DG Homecare, maybe the High Street could become access only, once an alternative B4009 was constructed

240 I believe there should be more emphasis on traffic management

242 * Ensure sufficient FREE car parking is provided

* Remove existing speed bumps & don't add any more - they are dangerous & damaging. Provide space for mobile police camera van if necessary

* Don't obstruct bypass with too many crossings

* Include a re-surface of existing roads in CIL

* Add dedicated cycle paths through remodelled centre

244 The school needs access via the new route to take the buses out of town.

245 Air quality in Watlington is extremely poor due to traffic using the village as a link to the M40.

The housing developments should only be approved if the traffic problems are resolved and the air quality improved.

246 This will just move traffic from town, which currently flows quite slowly, to nearby housing estate with families, elderly and pets, and the traffic will be faster regardless of speed limits

248 The proposed by pass addresses increased traffic going from Wallingford/Cuxham to M40. However it does not address increased traffic from Wallingford/Cuxham to Reading or reverse direction. There is already severe congestion.

- 249 Traffic using the B480 to and from Nettlebed, Henley and Reading will still pass through the town regardless of the new route proposed for the B4009. The new route should connect with the B480 or else the town will still suffer from traffic congestion, noise and pollution. Traffic using the B480 should be included in the Plan.
- 250 Will signage be vastly improved to manage and re-route the traffic and in particular HGV's and farm vehicles? Because the so-called ban on heavy vehicles is clearly not working at present.
- How soon will all SATNAV companies be instructed to divert traffic through the new road system?
- 251 The outer road on the alternate route through sotes sound much better idea than going through Markbrook road as the cars park down there as nowhere to park our cars at our parental house
- 252 Whichever site is chosen. We feel the realignment of the B4009 should be the first priority. There is a danger that once the development is realised, the badly needed new road will not be built. We need this new road NOW, even before any new development takes place. Heavy traffic should be banned from the town centre as soon as by pass is complete.
- 254 All new permissions should have some of the CIL contributions allocated to the relief road & all major permissions should be tied by legal agreement to the provision of the new road.
The introduction of traffic management to prevent/deter large vehicles using Couching Street/Shirburn Street is also essential
Pedestrianisation of part or all of the High Street should be an aim, providing adequate parking for residents & businesses can be found.
- 255 Happy in all proposed housing plans.
Imperative is diversion of traffic around the village to improve traffic flow, air quality and noise. Not to mention safety.
See opposite the fish & chip shop where a lorry has damaged fascia
- 256 Plan well thought out, concern if lorries redirected through existing town to Lys Mill, as a lot of children cross this road for school and it is currently difficult to see from one side of the road.
- 257 It should still be possible for through/passing traffic using the ring road to access the shops in the centre of Watlington by ensuring enough parking and signage
- 258 I think there should be minimal adverse impact rather than allowing up to 'severe adverse impact'. If the traffic is routed through a realigned B4009 this should be possible alongside other measures. I think this should be slightly reworded if possible.
- 259 Absolutely vital

Reference

Plan Comment

- 260 I assume there will be a small roundabout at both ends of the relief road, with clear signs and weight restrictions. Will there be signage for traffic from Nettlebed direction for M40 via relief road and the entrance to Couching St saying town centre only?
- 262 When housing is finally decided the roads must be put in first to protect existing roads from demolition by more traffic. Surely the High Street could be pedestrianised
- 263 Be BOLD !
How about a new road from Howe Hill direct to the Britwell Salome end of the new B4009 detour. Most of the relatively small fields north of the Willow Pond are now devoid of cattle and it would take up only a small section of the COPAS large arable field.
- 264 Watlington desperately needs this western bypass let's just get on with it !
- 265 Do not agree with the routing of the B4009 through new housing developments. It should utilise the current roundabout as originally planned for the 'ring road'
- 267 It is of paramount importance to have the B4009 realigned for air quality & dealing with the inevitable growth of traffic that will happen with more housing.
- 268 This policy does not go far enough. No development can be allowed without a realigned B4009. We already have an unsustainable position in terms of air quality and risks to pedestrians and pavements are inadequate.
- 269 Enforcement of the 7.5t limit and parking on double yellow lines is badly needed
- 270 As a resident of Cuxham Road, my concern is that traffic from Chalgrove to Henley - or vice versa - would utilise Cuxham Road as opposed to the realigned routes. Potentially a "reasobably quiet road" at present could become busier, an additional concern being the Chalgrove airfield development and further potential for traffic
- 271 HGV's should be eliminated from Watlington centre, except for HGV's loading and unloading the CO-op. If the re-aligned B4009 does not take the HGV's away from the centre, then the HGV limit should be changed to enforce this.
- 272 * I totally support this proposal
* I hope that the by-pass could be extended towards the Nettlebed Road via Copas Farm land to alleviate heavy traffic using the fragile Brook Street

- 273 Re B4009 enforcement of 7.5t limit - how? A Parish councillor stated in a meeting that the 7.5t limit was unenforceable. If so how can this be done? This also applies to the smaller villages around Watlington (ie its villages)
* There's a definite need to liaise with Pyrton PC * Rather concerned that a road carrying heavy traffic through the new housing areas will:
a. Prove dangerous especially for youngsters and elderly. Significant money & thought will need to be put in to numerous & various types of crossings at frequent points along the road (schools, sports areas, town centre after all are across the road) b. Residents on the outer (west) may feel alienated. c. However, if numerous speed bumps are incorporated, drivers may feel it is not worth the time by passing the town & so go through the centre as now - congestion & pollution d. What effect will this have on town centre businesses/retail? e. Negative effect of traffic from these houses & new ones in Chalgrove on these small villages? Eg Cuxham f. Effect on Xmas Common road? (more traffic there) g. PC told us that 7.5 ton weight limit is unenforceable so what's the point of signage
- 274 Traffic to Lys Mill in particular must be encouraged to use new by pass, especially the large HGV's. Placing pinch points may assist
- 275 A new road is vital for development as the current road network cannot cope with increased population & road usage
- 276 The alternative road is inevitable given the extensive housing development already approved in South Oxfordshire. The traffic issues and air quality challenges in the centre of town will not be resolved through other measures. The suggested route of the alternative road is logical and the best option for the environment and setting. The challenge will be to persuade SODC and OCC to fund much of the cost to keep housing numbers appropriate and acceptable.
- 277 It is important that planning permission is not granted to any other development that would have an adverse impact on the traffic, particularly the B4009. The narrow width of this road and footpath especially at the Goggs means that this is already the most dangerous road in Watlington. It is vital that there is no development that will add weight of traffic at this point. It would be better if the alternative route for the B4009 could start at a position just beyond the town boundary on Britwell Road so that residents at the top of Britwell Road are not adversely affected by the noise and pollution caused by having a new junction in front of their homes.
- 278 I may be stating the obvious but unless traffic is managed a good deal better than at present the reasons for living in such a lovely town will be nullified, we must have a by-pass.
- 279 Must ensure the road is in place early
Use CIL money to install ANPR cameras to enforce HGV limit
- 281 But not at the detriment of outlying villages e.g Christmas Common and Howe Hill
- 282 Development of roads has been long needed. The existing 7.5t limit through the town centre has never been implemented and congestion has got worse and worse. So new road layout for B4009 is essential. Flood damage potential needs to be looked at especially with the loss of green areas

- 284 B4009 needs to be made no parking to stop stationary engines polluting the town
- 285 - and the road will generate more traffic around Watlington with negative environmental impacts
- if Chalgrove development goes ahead there is a potential increase in traffic
- currently cars try to avoid Watlington as it is a bottleneck - negative impact on Oxfordshire Way footpath
- no other solutions to traffic issues explored eg traffic lights
- contribution costs from developers could be much better spent on other community projects eg sports facilities, school expansion
- 286 A by pass is a must for Watlington to take traffic away from Couching and Brook Street
- 287 The proposed re-aligned route of the B4009 should run through the western edge of the site and not through it
- 288 - concern about the possibility of removing all parking Couching Street with the risk of this becoming a rat run to the motorway
- 289 It is impossible to see how the building of 238 houses, all to the West of the town can fail to have a severe adverse impact on existing traffic pressures and air quality on the houses in the west. While something needs to be done to improve the air quality and volume of traffic in the centre of town, lumping all the houses in the West, irrespective of whether the road cuts through the new Pyrtton Lane houses or not, means that the brunt of improving the centre of town will be borne by solely the residents in the west.
Earlier plans pointed to a variety of site options, which were to the north, south and east of town, as well as in the west. I can only assume that the residents who live in the north, south and east outnumber those in the West.
- 290 Housing development will inevitably mean more traffic, and along with extensive planned development in Chalgrove, the infrastructure development needs to be a key priority as Watlington expands
- 291 Concerns as to whether this will be possible without an alternative route, and that alternative route is only possible with over development
- Alternative route should include cycle/pathway alongside if possible
- 292 Consideration should also be given to the Brook Street/Couching Street T junction. There are 2 lines of traffic feeding into the junction from the Henley side with long queues, whilst those waiting from the Britwell side do nothing to ease the problems of the other direction. Also parking on Couching Street contributes to the congestion. The pressure on this junction will be made worse with increased housing, even if there is a new road
- 293 Create access to Lys farm from Britwell Road to remove more traffic from centre of Watlington
- 294 I agree B4009 needs to move out of the centre of Watlington
Air quality is very important

- 295 I am more interested in air quality & pollution. It is not safe to take small children down Couching Street.
How much CIL will we get?
- 296 Reference alternative route through sites A B C - alternative to which route?
- 297 Reduce speed of vehicles leaving town and heading to Cuxham/Benson
- 298 Walkways & speeding especially at blind corners eg Benson Road coming into the village where there is a split to Cuxham
- 299 Besides re-aligning the B4009m I think it is essential to introduce weight restrictions on HGV lorries passing through the town centre. This will assist in reducing congestion and bring pollution down in areas around town centre
- 300 This will aid the ongoing traffic buildup through the town
- 301 I support the proposal of the realignment of the B4009. I am not sure that I fully agree with traffic management for the town centre. A. Will it be necessary when the alternate route is available and B. Would it be counter productive in getting people to shop in the town centre.
- 302 Given the fact that we already have traffic pressure and air pollution according to 2b there can be no development without delivery of the by-pass. Traffic management within the town has been shown to be ineffective and not applied or enforced.
We must not allow this to be used by developers any agreement must be based on successful outcome and not simple financial contribution.
- 303 It should be emphasised that the chosen 'safeguarded' line of the new route provides both a boundary for new development and enables existing roads such as Willow Close and Pyrton Lane to provide new safe green routes to the town. This improves the connectivity with the town of the new and existing developments. One way system with chicanes to relieve pressure on the pinch points and stop large vehicles mounting the pavements.
- 304 Some concern over the additional traffic created following housing development in Chalgrove. Effect of air quality and noise near new developments. Pyrton Lane is currently useful as a means of reaching the M40 without going through the town centre. What are the future risks of actually creating two bottlenecks - town route and new access to B4009. Traffic calming should be mandatory on all three sites plans.
- 305 Anything to minimise traffic through Watlington will be a very good thing. So many children in children have to use inhaler for asthma and in my opinion the flow of traffic through the town is one of the causes

- 307 20 mph limit through Watlington
The re-routed B4009 really needs to be in place prior to development so the increased traffic due to development does not add to the pollution levels that already exist in the centre of Watlington.
NO FREIGHT CLEARWAY THROUGH WATLINGTON PLEASE - ALSO COACHES SHOULD BE INCLUDED IN THE WEIGHT RESTRICTIONS THROUGH THE CENTRE AS WELL AS THE EXISTING LIMIT ON LORRIES OVER 7.5ton.
SCHOOL COACHES NOT AFFECTED AS LEGITIMATELY TRAVELLING TO WATLINGTON. THE 7.5 ton SIGN HAS TO SHOW COACHES & LORRIES
- 308 Watlington will greatly benefit from an edge street which will reduce the amount & size of vehicles passing through the town centre.
Local residents outside the will also benefit if their routes through Watlington are eased. However, it's critical that measures are put in place to manage additional traffic passing through surrounding villages - Britwell, Cuxham, Shirburn and Pyrton in particular
- 309 But very important that the pollution by the Town Hall is kept to a minimum & certainly improved greatly from now - it is not acceptable
- 310 I am concerned that a by pass will kill off trade to town centre. I approve 20 mph - would like to see High Street pedestrians with vehicular access
- 311 The focus appears to be heavily weighted on the benefits for the centre of town. However if care is not taken the issue will be transferred to the edge of existing town but with the new housing they will just take on town centre pollution.
Alternative routes eg via Gt Milton needs to be promoted especially with Chalgrove development.
Any new road must be sheltered by tall hedges & trees to prevent noise & light pollution and better enforcement of weight restriction.
A path needs to be considered as would a cycle way.
What is happening re Pyrton Lane access?
- 312 - How would the HGV limit be improved? It's not at present.
- Traffic route proposed is still close & cutting through new housing - This seems short sighted and just moving the traffic problem elsewhere

313 May I suggest that the route of the B4009 is agreed/established asap and that this is developed iniktially as a wide grassy ride having suoitable natrive trees planted as an avenue (Beech?). The ride should be wide enough to ensure that the developing trees are not damaged during later road construction and housing development. Local groups and individuals to be encouraged to donate or sponsor the trees and be involved with the planting - local ???(buy) and involved with development.

When the road is ultimately prepared (inc. parallel) services conduit - minimising future road closures) and hedgerow/grass verges are put in place there will already be a developing avenue of trees, that local people will recall planting, enhancing the landscape

314 Not wholly convinced that realigning the B4009 wil reduce air pollution on Couching St. Fast cars and vans and lorries will use "the straight through Watlington" more often if less traffic through Watlington because other cars on the "bypass"

315 Again any re-routing must be on the edge of any future development and not using Willow Close

Plus existing weight limit restrictions must be enforced. Approve of 20 mph limit to centre of town

316 Will we definitely have 238 houses? How do we finance the road otherwise?

As residents of Love Lane & previously Shirburn Street, the amount of through traffic has increased over the last 20 years resulting in gridlock at the beginning and end of the school day in Love Lane & poor air quality in Shirburn St & Couching St

Emergency services cannot get down Love Lane due to parking & increased use by carers visiting Orchard Walk

317 To accommodate any additional traffic from the proposed housing development the "new B4009" would need to be constructed first - which won't happen. The result will be an increase in traffic - no road built - chaos

I'm far from convinced that the original plan for Willow Close isn't the most cost effective and viable route

318 1. The proposed B4009 bypasse should form the boundary of the new sites for housing - not cut through the middle creating safety issues, noise and atmospheric pollution. Also clearly indicating the long term boundary of development

2. For years people have been asking for a cycle track to J6 M40 - using the track of the old railway. Regular cycle-commuters currently have to negotiate an appallingly dangerous congested road morning and evening

3. The proposal does not address the problem of traffic through the town en route to Henley

319 To number of houses and problems

The centre of the town is not the only place at risk of pollution. Watlington is the hub of a network between Heley, Reading, Oxford and London and as such will have vehicles coming from/to all these towns. Will these new roads be adopted by the County Council or left for householders to foot any bills which, in future, may occur

320 * Traffic calming along all the roads into Watlington is vital

* When it's dark, rarely in the morning, or late at night there is a total disregard of the 30 mph limit. All roads including Brook Street + Shirburn Road should be 20 mph

321 - Fully support the idea of a bypass Road which is desperately needed to preserve the environment, buildings and people's health in Watlington

322 2b Take out "severe" ...adverse impact ... Don't need adjectives in this context unless you want a ??? Adverse impact???

2d Is't inclusive

323 2a Sounds wonderful BUT unless the weight limit is properly enforced with a camera policing system it will not improve the traffic problem

2b as above

2c As above but this time making sure the developer contributions actually come to fruition

325 We support the objectives of the Neighbourhood Plan to proactively improve and manage road traffic issues in the town. There is clearly an existing problem with traffic and poor air quality in the town. If through traffic can be reduced and managed more effectively, it can transform the town centre for the better. The town's shops and facilities will be easier to access and the environment will be more enjoyable for pedestrians and cyclists. This will encourage people to use the town centre's shops and facilities.

Archstone is promoting Site A (land between Britwell and Cuxham Road)

We confirm that the proposals will include the safeguarded route for the re-aligned B4009 to the west of Watlington, as well as measures to improve accessibility for pedestrians towards the town centre.

We consider that the policy objective of the Neighbourhood Plan to create the alternative route(which is supported by the emerging Local Plan)is based on firm evidence and is deliverable.

- 326 As before, these criteria are not being followed.
The by-pass and development will cause massive increase in traffic and poorer air quality
Huge increase directly by my property which I find totally unacceptable and extremely dangerous for myself and neighbouring families and young children
- 328 * Additional housing likely to be required to fund by pass
* Air quality problem moved to new housing sites
* More measures should be put in place to discourage traffic using B4009 as short cut to M40
- 329 By chip shop Right of Way signs need to be put in a better position or make it one way?
- 330 Putting in the road structure as it stands is very unfair, making it 30mph when the town is 20mph and all the "affordable housing" people with children will be in the new houses, we all know that what is proposed will not happen. Everybody will use that road - including HGV's - I understand the HGV's should not go through the centre - but they know they shouldn't therefore it is necessary to enforce the laws that already there but abused.
- The businesses of Watlington will cease to exist as there will be no passing trade - now they have already said they were affected by the closure of the road after the fire at Homecare - so passing trade is a must for them.
- They should not have allowed parking on Shirburn St - now I understand this would be unfair to the people who live there but a lot of them bought their houses knowing this.
Wallingford copes with the amount of traffic Watlington has including HGV's, with traffic lights. Why are not using the money to explore this idea?
- 331 Concern that any new road will increase local traffic & encourage more heavy goods vehicles.
Does WNDP have any influence on the route - any stretches of "straight" road will encourage high speeds (eg as has the Chalgrove straight)
Also opposed to any route that comes out at the current cross road ie thro' the old MOD site
What about weight limits? Enforcement?
- 338 Imperative Couching Street is made a no go area for HGV's and other heavy traffic excluding agricultural traffic
- 341 Pedestrianise High Street and/or traffic calming measures
- 349 CONDITIONAL SUPPORT - Support dependant on traffic and infrastructure issues being resolved (see relevant sections)
- 353 Natural Environment and historic setting of Watlington suffers from the blight of traffic

- 425 CONDITIONAL SUPPORT - Support dependant on traffic and infrastructure issues being resolved (see relevant sections)
- 532 Public transport needs major improvement. Regular shuttle between Watlington, J6 and Risborough station required. Bus connections to Oxford & High Wycombe need to be improved.
- 559 Building more houses will add to traffic congestion especially for narrow streets where traffic mounts the pavements to pass - this is a danger to pedestrians and also damaging listed buildings. These narrow streets should be made one way as they are not suitable for two way traffic
- 561 Waiting restrictions and double yellow lines to be enforced
- 562 I would like to see the weight limit reduced or a complete restriction on HGV's through Watlington town centre
- 569 Most people who move here will work outside of Watlington and using us as a commuter belt - as what extra will Watlington have to offer?
- There are no buses after 6pm
- There are no entertainment facilities for the children/young families
- 587 As usual all the above would be very acceptable but could we have better roads. The roads around Watlington area are holed & pock marked. I have fallen twice because of roads not maintained. The Council fill holes with inferior materials and only if they are 2 cm. Who is going to do this before any other improvements are made?
- 608 6e - 20mph or less speed limit throughout the whole of Watlington
- 617 No cycleways in Britwell Road. No extra traffic calming in Britwell Road as this increases pollution from standing vehicles. Has consideration been given to capacity of schools and medical services with all these proposed extra residents.