

Watlington Traffic Impact Assessment Nov 2017: Mode Transport

Objectives

- Introduction of traffic control measures to improve congestion within the town centre
 - Independent of a realignment of the B4009 (relief road)
 - The focus was on the here and now
- Impact of the measures to be reassessed if a potential relief road is built (see report)
- Identification of key issues that the WNP should raise regarding the potential relief road (see report for details)
- To provide improvement in pedestrian connectivity within the town centre

Process

- Residents were consulted to identify potential traffic control measures coordinated by the WNP traffic group
- Review of potential options was carried out by Mode Transport
- An interim report was provided to allow feedback by residents
- Finalisation of the report was carried out with technical input from WNP regarding current planning policy

Key Considerations

- Measures should better manage the traffic that uses Watlington as a portal to South Oxfordshire
- The report must consider Air Quality issues for the town centre
- Improvements in both traffic flow and traffic speed are important for residents
 - There is a desire for a 20mph limit from residents
- Measures introduced should act as a deterrent for "cut-through" traffic to and from the M40: Particularly HGVs
- Traffic measures must consider key pinch-points within the town
- There is a strong desire from residents that on-street parking is maintained as parking is limited in the town centre

Important Requirements/Deliverables

- The report was commissioned to test all options identified by the residents traffic group
 1. Chicanes on the out-side of the town centre
 2. Traffic lights (single and multiple coordinated systems)
 3. Pedestrian operated crossings (note traffic bay build-outs were considered to be a better option by Mode Transport)
 4. 20mph speed limit
 5. Improvements in signage
- To provide case studies that confirm the potential usage of the chosen traffic management options
- To provide intended costs for the schemes (see report)
- To provide a micro-simulation modelling proposal to test the functionality of the chosen options (see separate proposal)

Report Feedback: Principals

- Many of the traffic issues are caused by limited road widths which cannot be changed
- Clearer guidance needs to be provided for traffic approaching these parts of the town
- The focus of the suggested measures is to slow vehicles entering Watlington creating more gaps in the traffic
 - To better manage existing levels of traffic in the town

- To reduce the incidence of standing traffic to result in an improvement in air quality

Report Feedback: Practical Measures

- Introduction of “multiple” chicanes on three approaches to Watlington
 - B480 Cuxham Road before the round-about (as you approach Watlington)
 - B480 Howe Road before the Ingham Lane S-Bend (as you approach Watlington)
 - B4009 Shirburn Road
 - Location of the chicanes on the B4009 Shirburn Road is critical with the first positioned on the M40 side of the B4009/Station Road crossroad to discourage drivers from using Pyrton Lane as a rat-run
 - All three sets of chicanes will stagger speeds from 50mph to 30mph and then to 20mph in the town centre (regulated by ANPR)
- Each set of 3 chicanes are designed to allow traffic to have priority out of Watlington in all three directions for the first and last chicane
- Introduction of new and improved speed cushions (humps) on B4009 Britwell Road to slow traffic to and from Benson
 - Note that chicanes cannot be introduced on this road
 - The speed cushions will be extended further along Brook St to the Brook St/Couching St junction
- Re-organisation of existing parking bays
 - Move bay to opposite side of Couching Street at junction with Brook St (from left to right side if driving towards the M40) – with double yellow lines introduced on the left-hand side
- Build-out parking bays with dropped curb crossing at 3 locations
 - After garage on left side of Couching Street if driving towards M40
 - On Shirburn Road to provide priority to cars leaving town towards M40
 - Before the junction of Love Lane and B4009 if driving towards M40
 - Please note existing Zebra crossings will be maintained
- Additional dropped curve crossing across Hill Road close to the car park exit
 - To link with the build out at Love Lane to provide better access to the school and recreation ground
- Potential introduction of traffic lights at 2-3 locations
 - Love Lane/B4009 Shirburn Road T-Junction
 - B480 Brook Street/B4009 Couching Street T-Junction
 - Potentially on Cuxham Road beyond the round-about
 - This requires further investigation by TRL so not included in the benefits for Watlington table (Page 3)
- Improvements to High Street
 - No Entry sign “except for access” by the Town Hall in both directions leading onto High St with 7.5T weight restriction signage
 - 20mph speed limit for High St (as for all major roads within Watlington)
 - Proposal for shared space improvements to provide priority for pedestrians
- Improvements in signage
 - At all pinch points explaining that “oncoming traffic in the middle of the road”
 - To state very clearly where there are speed cushions (humps)
 - Priority sign positioning at Town Hall junctions
 - Visibility splays to demonstrate to drivers (including bus drivers) to be aware of pedestrians crossing at some build out locations

Benefits for Watlington

Traffic Measure	Benefits for Watlington
Introduction of "multiple" chicanes on approach to Watlington	<ul style="list-style-type: none"> • To allow a managed flow of traffic into the Town centre at rush hour periods • To minimise the build-up of long queues in the Town centre and therefore having a positive impact on air quality particularly in the designated AQMA areas • To allow driving residents to have priority to leave Watlington • To act as a deterrent for drivers using the B4009 as a cut through to and from the M40 • To act as a deterrent for unauthorised HGVs as system is regulated by ANPR (automatic number plate regulation)
Introduction of new and improved speed cushions (humps) on B4009 Britwell Road	<ul style="list-style-type: none"> • As an alternative to chicanes the speed humps will slow the traffic to and from Benson • To act as deterrent for cut through and HGV traffic
Re-organisation of existing parking bays and build-outs to some existing parking bays	<ul style="list-style-type: none"> • To provide a more logical flow of traffic at the Brook St / Couching St junction • To provide in-town formal mini-chicanes with the advantage of three additional pedestrian crossing points
Additional dropped curve crossing across Hill Road close to the car park	<ul style="list-style-type: none"> • From the exit of the Hill Rd car-park to provide a safe crossing towards the right-hand side of Shirburn St (towards M40) to link with better road crossing near to Love Lane
Improvements to High Street	<ul style="list-style-type: none"> • To deter unauthorised access using the High St as a short cut to Brook St • To ultimately give pedestrians the right of way to improve access to shops and amenities
Improvements in signage	<ul style="list-style-type: none"> • To provide drivers with a better awareness of narrow roads/pinch points, 20mph speed limit and to ensure that the pedestrians of Watlington have an improved priority vs. motorised vehicles