



Consultation 2 Question 32

If you disagreed with the Objectives listed on Page 17 38/40 - we asked for your comments and your exact responses are shown as received

5th bullet - don't agree that environment is "intimidating"

A by-pass would kill business in town.

A good traffic management plan is worth considering in the short term.

Actively look at ways to pedestrianise the High Street

Add "plan should seek to review and remove on street parking that is severely restricting movement through the town and resulting in well known pollution problems"

Add public transport to decrease traffic

Additional roads would be expensive and could easily destroy the centre of Watlington by making the shops non commercial.

Again these objectives could be summed up as 'get the traffic out of the town centre'. No more needs to be said.

Agree we should reduce HGV's not convinced on reducing cars and subsequent impact

As long as its not a major bypass

Be sure not creating new air pollution problem - objectives seem to be focused on town centre and must include all of Watlington for best outcome

Better traffic routes to school not necessary Pedestrian cycle routes not needed - More parking needed plus enforcement of weight limits

Bullet 3 should ensure 'alternative routes' for traffic don't impact current or planned residential areas. Plan should seek to avoid 'alternative route'. Strategies which would increase traffic should consider other measures.

Centre of Watlington should still have traffic flow

Closure of J6 M40 north and south - minimal financial cost and maximum impact on rat run traffic - increase use of A40

Concern is to reduce traffic through town but worried it will have a negative effect on shops operating on a narrow profit margin. By pass could make it a "ghost town"

CONSEQUENCES OF ADDITIONAL ROADS SHOULD BE CAREFULLY INVESTIGATED, POSSIBLE THAT A BY-PASS ATTRACTS MORE TRAFFIC , LINKING A34 TO M40. ALTERNATIVES TO NEW ROADS SHOULD BE EXPLORED

Could Watlington become a 20 mph town? Could Watlington install its own 24 hour traffic cameras sharing income with County who would administer them - 3 cameras would suffice

Cycle trail along old railway line

Cycling is to be encouraged BUT there needs to be better education of children and their parents to ensure safety. Parents are often very poor safety models.

Delete all references to the potential impacts of alternative routes. Aim to manage and control through traffic in such a way as to minimise future growth and avoid traffic jams and standing traffic in Shirburn, Brook and Couching St.

Do not require new cycle routes

Do we need new roads to reduce through traffic?

If you disagreed with the Objectives listed on Page 17 38/3 - we asked for your comments and your exact responses are shown as received

Doesn't discuss other options besides offering new routes, e.g discouraging through traffic. Doesn't mention the Dorset Model with pedestrianisation. Doesn't consider innovations in transport that can be utilised in the future.

EFFICIENT TRAFFIC LIGHT SYSTEM WILL NEGATE THE NEED AND MASSIVE COST OF NEW ROAD, BUT MUST STOP ON STREET PARKING NEAR LIGHTS.

Emphasis placed of reducing heavy traffic through Watlington. Cars must be able to access the town centre for shopping otherwise shops will close

Enforce HGV ban more vigorously

Enforcement of rules

Extensive traffic free periods in town (except emergency) - through traffic to south - Britwell Road to Howe road worth investigating

Great emphasis on need to pedestrianise the High Street to help traffic and air pollution and getting around for pedestrians

I strongly object to supporting the building of 300 or more houses. Such an increase in population would swamp Watlington's amenities and facilities. A relief road will not solve the problem of lorries, traffic lights were effective.

I would have integration of pedestrians, cycles and vehicles more clearly defined. It implies that there will be "ghetto" routes for anything other than vehicles

If the first objective is met the second may not be needed also further pedestrian and cycle routes may not be needed. Encourage road improvements through OCC ie Handy Cross and J6/7 of M40

Improvements to existing roads could be made. Much cheaper to create a sensible traffic system through the town than build a bypass.

Include parking on Site F or at back of Chequers site D

More car parking - no parking of side of road through town

Mostly don't fully agree about cycle and pedestrian route in town centre.

Moving location of industrial estate could resolve problems. How many local people employed there? Claims that it generates local jobs appear not to have been fulfilled

New roads are very expensive. If the roads are partially funded by housing development it will fundamentally change the nature of Watlington. The current roads act as a natural constraint to more traffic development.

NEW ROADS FAR TOO COSTLY AND ADDRESS A PROBLEM WHICH HAS BEEN EXAGGERATED

No alternative route so deal with traffic in different ways No to bullets 1,3,6,7 - not about traffic flows exc ept maybe HGV's just reducing speed and getting good traffic behaviour

No new cycle routies

No new roads

Not included - add correct info if you want to get information

Objective 1 should define the problem not give the answer. Perhaps " the plan will seek to reduce the level of traffic flows in the town". Obj 2 "The plan should explore the possibility of better routes"

If you disagreed with the Objectives listed on Page 17 38/4 - we asked for your comments and your exact responses are shown as received

OBJECTIVES DISREGARD CONSEQUENCES OF ADDITIONAL ROAD COSTS. 1S OBJECTIVE SURELY TO REDUCE IMPACT OF THROUGH TRAFFIC WHICH MAY NOT NECESSARILY MEAN NEW ROADS

Objectives disregard consequences of the cost of additional roads. First objective should be reducing impact of through traffic which may not mean new roads

Of major concern is pedestrian safety. Even if traffic flows don't change what plans can be proposed for widening pavements, pedestrian protection?

Opposed to any relief road since this will damage or change character of countryside around Watlington - attract more traffic to use through route - create demand for a full ring road around town

P 17 Vision - do not believe NP will be able to make a huge improvement to traffic problems - unrealistic expectation

Please drop "gateway" - it is planner's buzzword

Primary objective is to infill small areas and remove congestion in Couching Street. Town is bottleneck not suitable for the current volume and size of vehicle

Re surface the old railway track to J6 - B4009 is very dangerous discouraging cycling particularly for commuters. Boost to Watlington economy from cycle tourism using Oxford Tube

Reduce traffic by discouraging entry to town - creation of relief road likely to encourage more traffic - alternative routes acceptable but not relief road

Relief road not necessary - recent traffic lights have improved area near Town Hall (and air quality). Lights permanent and remove on street parking in Shirburn Rd & Couching St. Keep Spring Lane 2 way from Stonor Green to Carriers ph

Re-write objectives but add that no-one should have the impact of 63 HGVs per hour and 800 cars passing through their housing estate. Objective should be a complete bypass.

Re-write objectives but add that one one should have the impact of 63 HGVs and 800 cars passing through any estate, objective should be a complete by-pass and not just shift the traffic from A-B.

Seek more rigid enforcement of existing regulations - possibly of local enforcement

Simplify take the traffic out of the town and build houses and jobs by the new road then thoroughly repair existing roads and clean up

Small pockets of houses arounds edges and maintain green spaces to ensure bigger roads not needed

Support removal of HGV, through traffic essential for trade & by pass would adversely affect local business particularly High St Removal of HGV's would improve cycle and pedestrian safety & air quality. Xtra cycle & pedestrian routes no

The objectives do not take into account the consequences of any additional roads. The impact of through traffic should be reduced because the pollution levels in Watlington are already above safety levels. HGVs from Wallingford should use the A329

The recent traffic lights in the town appear to have had a positive effect on the town - this would appear to a considered option

The true implications of actually meeting those objectives are not made clear so this is a false question.

There are plenty of pedestrian routes, no more needed. A by-pass will impact badly on businesses.

These objective disregard the consequences of the additional cost of additional roads. The 1st objective should be reducing the impact of through traffic which may not necessarily mean new roads.

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This does not consider the true cost of building additional roads. Traffic control is the form of removing on street parking and putting in traffic lights should be tried.

Through traffic is needed for the shops. Trade has suffered while there has been traffic lights.

Traffic Lights system for road works recently worked quite well from all angles. Perhaps keep on a trial 12 months basis

Traffic management may be a better alternative to a relief road

Traffic reduction measures are required to improve through traffic. New roads would be prohibitively expensive and would encourage not diminish traffic issues.

Unforeseen consequences of making it attractive to yet more traffic = more congestion and pollution.

Water courses not protected now - always flooding

Way forward should be to reduce impact of through traffic which may not mean new roads

Weight limit SHOULD and MUST be enforced to reduce HGV traffic

What are the on costs to the surrounding villages to pay for the roads you think necessary? You need to reduce through traffic by using alternative routes.

Words "alternative routes" suggest a diversion of traffic. Wording needs to more strongly state that "new roads" are the only solution to the traffic problem

