

# Cycling and walking in Oundle

## Introduction

This paper sets out the logic for developing cycling and walking infrastructure in Oundle and how this development might be achieved.

1. The population of Oundle Parish will continue to rise and the number of journeys made within the town will see a corresponding increase as people move around to meet a variety of needs. Oundle's population rose by 7 % from 2001 to 2011 (4588 to 4922 who are "normally resident"). This rate of rise will be almost 18% between 2011 and 2021 so that the "normally resident" population will increase to around 5800 by 2021. By 2031 the "normally resident" population is expected increase by around 14% from 2021 levels to around 6600.
2. The National Planning Policy Framework (2012) (NPPF 2012) sets out how the planning system should address the principles for sustainable development. NPPF 2012 promotes sustainable transport as a contributor to wider sustainability and health objectives. Development should give priority to pedestrian and cycle movements as a real alternative to journeys by car. Reducing the number of car journeys will also reduce congestion, parking requirements and atmospheric emissions.

- continued overleaf

## **Introduction (continued)**

3. In 2011, the Transport Planning Practice completed a Transport Study on Oundle (TS1) commissioned by East Northamptonshire Council. The following points were contained within the report:

1. Planning Policy Guidance 13 (January 2011) states that walking is the most important mode of travel at local level and offers the greatest potential to replace short car trips. The same applies to cycling for journeys under 5km. If short car trips can be reduced then traffic congestion and car parking requirements will also be reduced.
2. They noted that census data indicated that the number of people travelling to work on foot or by cycle was higher than the East Northamptonshire and the National average (for walking to work in the 2001 census 15.3% (Oundle), 9.5% (county), 10.0% (national)). The compact nature of the town makes Oundle a sustainable development from a transport perspective.
3. The footways are narrow in places but typically adequate for the observed pedestrian flows. However, significant peaks in pedestrian movements were observed as generally associated with Oundle School movements which led to footway capacity issues.
4. There are no defined cycle routes in Oundle though a small number of cyclists were observed during peak hours particularly on Glaphorn Road.

### **Recommendations:**

1. There is sufficient capacity in the pedestrian environment to suit existing numbers at most times.
2. No specific recommendations were made to deal with the pedestrian surges associated with Oundle School movements. However, it was recommended that public realm enhancements be considered at the bottom of New Street and in the Market Place as a means of improving flow and access for pedestrians. In particular, it was noted that the area around the War Memorial would benefit from improvements to its pedestrian environment.
3. Additional cycle parking should be provided in the centre of the town.
4. Glaphorn Road is one of the main routes into the centre and in order to encourage residents to walk or cycle into town there would be advantages in creating a shared cycle/footway along Glaphorn Road.
5. TPP noted that with the planned increases in the number of houses in the town, the traffic environment could deteriorate and deter walking and cycling. They noted that there were no issues with road or junction capacities but rather with periodic traffic congestion, traffic/pedestrian conflicts and parking utilisation. They noted that all of these could be ameliorated by systematically introducing a number of relatively minor changes to the traffic system.

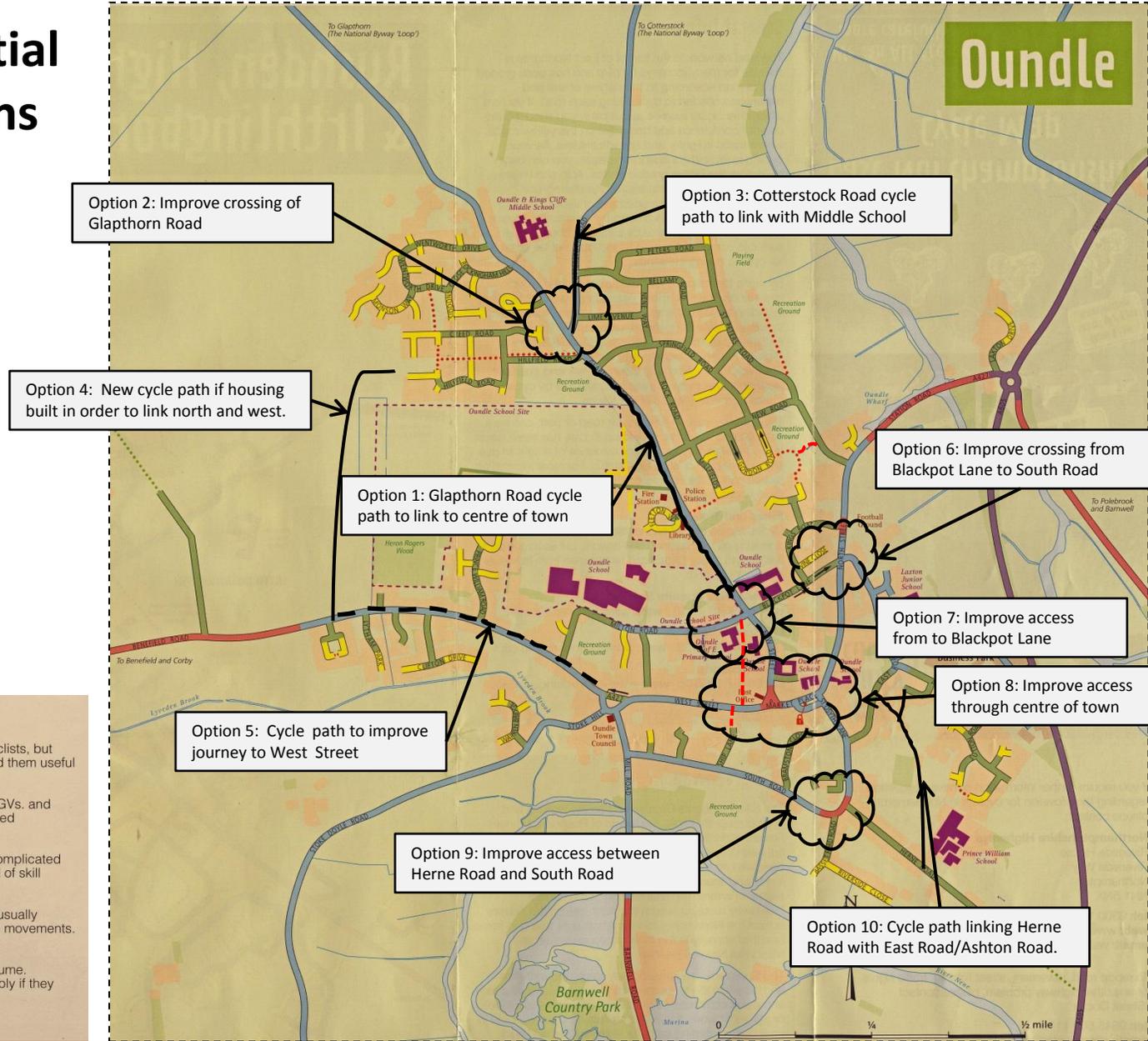


# Cycling route potential improvement options

Areas have been identified where improvements to the existing cycling routes could be investigated in order to improve access across the town for less experienced cyclists.

**Key**

-  Roads that are normally hazardous for cyclists, but experienced adult highway users may find them useful especially in quiet periods.
-  Busy principal roads with high speeds, HGVs. and complex junctions. Suitable for highly skilled commuting cyclists.
-  Busy roads mostly lower speeds, some complicated traffic movements. A medium to high level of skill is required for trouble-free cycling.
-  Through routes with moderate traffic and usually low speeds, but often turning and parking movements. Well trained school children should cope.
-  Quiet roads with low traffic speed and volume. Suitable for all cyclists behaving responsibly if they have some training.
-  Private roads.



# Review of cycling route improvement options

The cycling improvement options were reviewed on site with the NCC Access Development Officer (Walking and Cycling) and a number of observations noted.

NB The possibility of a one way traffic circulatory system around the centre of the town was discussed. It was noted that it would be relatively easy to combine this with a separate two way cycle track.

Option	Comment
1: Glaphorn Road cycle path to link to centre of town	This is one of 7 projects currently being proposed by NCC to Sustrans. Requires detailed design and funding. Cyclists would need to dismount and proceed on foot at the pedestrian crossing.
2: Improve crossing of Glaphorn Road	It is envisioned that cyclists from the estates west of Glaphorn Road (Creed Road etc should emerge along Hillfield Road. The current crossing could be adjusted to improve access to Cotterstock Road.
3: Cotterstock Road cycle path to link with Middle School	It may be possible to create a new cycle path along the south side of Cotterstock Road with final access to the school on foot via the pedestrian crossing
4: New cycle path if housing built in order to link north & west.	If approval is given for new housing along the north of Benefield Road, then a new cycle path could be included to link the west and north of Oundle.
5: Cycle path to improve journey to West Street	It would be possible though challenging to include a new cycle path along the north of Benefield Road.
6: Improve crossing from Blackpot Lane to South Road	No simple way of improving this junction. Currently requires cyclists to dismount and use pedestrian crossings.
7: Improve access from Milton Road to Blackpot Lane	No simple way of improving this junction. Currently requires cyclists to dismount and use pedestrian crossings.
8: Improve access through centre of town	No simple way of improving cycling access.
9: Improve access between Herne Road and South Road	No simple way of improving this junction.
10: Cycle path linking Herne Rd with East Road/Ashton Rd	Provision has already been made as part of the Herne Road housing development. However, further refinement is possible.

# Review of walking route improvement options

No improvements have been identified beyond those highlighted in the 2011 TPP TS1 report.

Option (same locations as cycling)	Comment
1: Glapthorn Road cycle path to link to centre of town	Creating a new cycle path would remove cyclists from the east side pathway on Glapthorn Road and consequentially improve pedestrian access.
2: Improve crossing of Glapthorn Road	None
3: Cotterstock Road cycle path to link with Middle School	None
4: New cycle path if housing built in order to link north & west.	This route would also be available for pedestrians and would effectively form the start of an off road route around the town.
5: Cycle path to improve journey to West Street	None
6: Improve crossing from Blackpot Lane to South Road	NB No simple way was identified to improve access for pedestrians in these areas. Similar areas were identified by TPP as being subject to both pedestrian and traffic induced congestion. They proposed that pedestrian realm enhancements could be introduced as a means of ameliorating the issues
7: Improve access from Milton Road to Blackpot Lane	
8: Improve access through centre of town	
9: Improve access between Herne Road and South Road	
10: Cycle path linking Herne Rd with East Road/Ashton Rd	This route would also be available for pedestrians .

# Cycling and walking route recommendations

## Recommendations

1: Implement Glapthorn Road cycle path to link to centre of town with Hillfield Road

2: Improve crossing of Glapthorn Road at Hillfield Road/Cotterstock Road as a part of implementing cycle path along Cotterstock Road to the Middle School

3: If new housing development is implemented on the north west of Benfield Road, ensure that it includes a cycle path to the north west of town.

4: Evaluate potential to install a cycle path along the north side of Benefield Road through to West Street.

5: Evaluate the proposed cycle path linking Herne Rd with East Road/Ashton Rd to confirm that the design has been optimised.

6: Evaluate options for pedestrian realm enhancement in the centre of town. Consider all options including the possibility of extending to include one way traffic circulation around the town centre setting out advantages and disadvantages of taking this step.