

Precis of “Oundle 2022 - Transport Study Report” by TPP Jan 2023

TPP carried out the last full study of transport in Oundle c.2011, and have reflected on changes in the town since then, and also on potential conditions to 2032.

TPP visited Oundle, monitored traffic flows, reviewed the existing planning framework and publicly available info about forthcoming housing. Key elements to consider include –

- Oundle’s population has grown by over 20% since 2000 with little change of infrastructure (3.3.11)
- It seems likely that it will grow by as much to 2032 (3.3.14)
- Opportunities have been missed to link development to pedestrian/cycleway enhancements, public realm/highway improvements and transport/parking provision, all needed for “modal shift” . (3.4.6-3.5.1)
- Oundle is the centre of a wide rural catchment area.
- Cars (65%) were the most widely used form of transport in 2011, followed by walking (20%) and bike (5.3%). [N.B. the 2021 census may reveal changes here].
- Pedestrian routes - width of footpaths main issue, especially dealing with high flows around school peaks.
- Cycle routes – narrow roadways in places and limited defined cycle alternatives. Potholes a perceived issue.
- Roads – potholes. Concerns as to speed and weight limits being sufficiently observed. Whilst most junctions are deemed to operate within capacity by recent planning applications, other key issues were not dealt with. (6.5.2)
- Public transport – since Call Connect died, little joined up opportunity (LAP link?).
- Parking – often town centre parking is sufficient but at times especially Market Days, it reaches capacity. Little room for expansion, and most likely capacity will reduce by 2032. (ACV on Long Term Car park?)

March 2022 – week long traffic counts were held at West Street, Market Place, New Street, East Road, South Road, Glaphorn Road, New Road, East Road. Key points raised might include –

- Glaphorn Road had highest AM and PM peak flows and speeds (Table 4.4)
- Northbound on New Street had the highest % of speeding vehicles (35.98%) followed by westbound on West Street (28.53%) and Southbound on Glaphorn Road (24.64%).
- Glaphorn Road and New Street also have the highest percent of vehicles speeding 5mph and 10mph over the speed limit (Table 4.5).
- Traffic in town mainly Type 1 (cars and LGVs) – East Road (12.73%) and Glaphorn Road (10.12%) had highest Type 2 (2 axle HGVs) recorded – and South Road (1.87%) and West Street (1.3%) the highest Type 3 (above 7.5 tonnes) recorded.

TPP conclude “that there are transport issues in Oundle and if these remain unresolved they could impact on the character and vitality of the town and its current successful town centre. They are issues that cannot be properly identified or resolved using standard capacity modelling tools or within the typical approach to Transport Assessments. Further developments in the town and the surrounding area is likely to exacerbate these problems and therefore should be considered in any future Transport Assessments and appropriate mitigation included within Section 106 Agreements. Some suggested solutions have been put forward in Chapter 6 of this report and these will need to be investigated further and developed”. (6.5.2)

Those possible transport improvements and solutions include -

Short Term – the “easy wins”

- Extended 20mph zone in the conservation zone and joining up with South Road (7.2 - see Figure 10).
- Alterations to on street parking - changing Market place waiting time to 30 mins and Milton Road to 2 hours. (7.4)
- An ANPR system on Co-op car park to enforce 2 hour waiting times; better car park signage and real time displays; a resolution of the future of the East Road Long Stay Car park.
- Cycle parking (7.7)
- Second VAS sign inc one in 20mph area (7.12.4)
- Loading restrictions on Market Place at peak times. (7.11.1)

Medium Term

- Traffic calming and environmental improvements around Market Place and New Street (7.3 – see Figures 11-13)
- One Way roads – Blackpot Lane in its entirety; St Osyths Lane in part (7.8.2);
- Raise tables of zebra crossing on West Street and 4 zebra crossings on Glapthorn to slow traffic AND manage any impact on New Road (7.12.2)
- Cycle routes – widen western side footpath on Glapthorn Road for shared path; cycle cut through to North of Jesus Church; and aim to connect Benefield Road to Hillfield Road car-free path. (7.6)
- Gyratory route at Jesus Church (7.9)

Long Term

- Make bridleway from Herne Road into access road with traffic signal controlled junction on A605. (7.10)