East Northamptonshire Council
Oundle 2020
Transport Study Report

September 2011
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1. INTRODUCTION

1.1 Transport Planning Practice was appointed by East Northamptonshire Council to undertake a Transport Study to review the current traffic management of Oundle and potential conditions for transport in 2020 and consideration of the period beyond this. The Transport Study forms part of the wider Oundle 2020 initiative that is seeking to provide an overall plan and vision for the town for the next ten years.

1.2 The Transport Study Report has been produced in consultation with officers from East Northamptonshire Council and Northamptonshire County Council as well as Oundle Town Councillors working as part of Oundle 2020.

1.3 The allocated future development for Oundle is outlined in the Adopted Core Strategy for North Northamptonshire, which is currently under review, and the Rural North, Oundle and Thrapston Plan, recently adopted by East Northamptonshire Council. In line with current government policy, to encourage localism, Oundle Town Council have initiated the Oundle 2020 Project to seek to develop a strategy for the future of Oundle.

Oundle 2020

1.4 In 2010, Oundle Town Council initiated the concept of Oundle 2020 to provide a positive vision for the future of the town; a framework for related town council activities and to ensure that Oundle can deal with expected growth. Oundle 2020 is being led by a series of focus groups examining different issues affecting the town. The focus groups are made up of key stakeholders including local councillors, residents and business owners.

1.5 At the Oundle Town Council Annual General Meeting on 28th April 2011, the Town Council presented an update to residents on the Oundle 2020 project. The presentation included a vision for Oundle 2020 as follows:

“Our vision for Oundle in 2020 is a stunningly beautiful thriving market town renowned for being a fantastic place to live and work and a joy to visit.”
1.6 The presentation also set out the following objectives:

- The protection and preservation of the heritage of the town;
- An expanded tourist economy built on the rich and diverse cultural identity that it [Oundle] already has;
- Increased recreational use of the countryside and riverside amenities;
- A re-designed infrastructure to accommodate current growth in housing and population;
- Improved and developed services for all the population.

1.7 As part of the Oundle 2020 process, a questionnaire survey was undertaken in Autumn 2010 to understand the issues affecting people in the town. Approximately 2,200 questionnaires were issued, with 802 responses received, a response rate of 36%.

1.8 The survey covered a range of subject areas including general opinions of Oundle, shopping, the town centre, tourism, transport, buildings, leisure and recreation. With regards to transport matters the results highlighted a number of issues that residents consider to be a problem, which included traffic congestion and parking.

1.9 Oundle 2020 is expected to result in the preparation of two key documents that will set out the future strategy for the town. These are the ‘Design Statement’ and the ‘Town Plan’.

**Study brief**

1.10 The purpose of this Transport Study is to identify and investigate existing transport issues within the town and also potential conditions in 2020. This has been based on the growth scenario set out in the Core Strategy (currently under review) and the Oundle 2020 vision, resident feedback and aspirations for the town. In addition, the brief required consideration to be given to the post 2021 period.

1.11 The brief for the study set out that the project would require the investigation of possible options and areas for improving traffic movements and levels together with parking arrangements. The study was also to include consideration of: prioritising traffic movements; mitigating congestion; road safety; the impact of school traffic; one way systems; vehicle free zones/pedestrianisation; modal shift opportunities; cycleways; public transport; Oundle as a Rural Network Centre and external influences from surrounding villages.
Report structure

1.12 The remainder of the report is structured as follows:

- **Chapter 2: Study methodology** – sets out the approach to the study and the work undertaken.

- **Chapter 3: Transport policy context** – reviews and summarises relevant national and local policy documents that could affect future development and transport conditions in Oundle.

- **Chapter 4: Existing transport conditions** – describes the existing local facilities and transport infrastructure in Oundle, public transport services, operation of the local highway network and the existing travel patterns.

- **Chapter 5: Identified transport issues** – outlines the key existing transport issues that have been identified in Oundle as part of the study.

- **Chapter 6: Possible transport improvements and solutions** – considers possible measures to resolve the existing transport issues in Oundle. Solutions for the short, medium and long-term have been identified.

- **Chapter 7: Future development and transport impacts** – considers proposed developments that could have an impact on transport conditions in Oundle.

- **Chapter 8: Summary and conclusions** - provides a summary of the report and its conclusions.
2. STUDY METHODOLOGY

2.1 At the inception meeting on 11th April 2011, the objectives and methodology for the Transport Study were discussed. At the meeting it was agreed that TPP would apply a practical approach to assessing the existing and future transport problems in Oundle seeking to provide practical solutions that could be implemented over the short, medium and long term. This work would also make use of existing data and analysis in previous studies.

2.2 The early stages of the study included seeking to further refine the scope of work and approach to the study. This was considered to be essential to its success, to make sure that the study provides a practical basis for taking forward the wider Oundle 2020 initiative. The work for the study has been undertaken over a number of stages, which are outlined below.

Stage 1 - Background information review

2.3 There are a number of existing documents that provide helpful information to support this Transport Study. As such, the first stage of the study was a comprehensive review of the existing documents and assessments.

2.4 Existing policy documents define the spatial and transport strategies for development in the wider area. The documents reviewed included the North Northamptonshire Core Strategy (June 2008); Rural North, Oundle and Thrapston Plan (January 2008) and the Northamptonshire County Council LTP (March 2011). These documents also set out some of the existing issues and perceived problems. The policy documents are supported by evidence base documents that have informed the strategy set out in the policy documents.

2.5 Other documents, such as the Oundle Healthcheck and the background information for the Oundle 2020 initiative were also reviewed including the previous presentations by Oundle 2020 to residents and the town questionnaire. TPP also undertook some independent research to provide further background on the activities and history of the town. As part of the study TPP also attended the Town Council AGM.
2.6 Publicly available information regarding the major planning applications at Creed Road and Herne Road in Oundle was also reviewed as part of the study. This included Transport Assessment reports as well as correspondence and comments on the applications from the various statutory consultees and local residents.

2.7 The background review showed that traffic and parking surveys were undertaken as part of the recent planning applications and the Oundle Healthcheck process. Therefore, it was considered that these were suitable for the purpose of the study and that no new surveys would need to be commissioned.

2.8 During the study, Oundle Town Council has also provided a number of e-mails and letters from residents and businesses relating to transport issues in the town. These have helped to identify some of the perceived issues and to develop suitable solutions to the identified problems.

**Stage 2 - Identify problems**

2.9 As part of the study, TPP has undertaken a series of comprehensive site visits. During the site visits, observations were made of the operation of the highway network and junctions, the general patterns of travel in the town, pedestrian activity in the town centre including the market, activity and transport patterns around the primary and secondary schools, the nature of any servicing activity and the parking capacity. The observations have taken place throughout the day both at peak and off peak times and on market and non-market days.

2.10 The site visits have contributed to understanding the transport issues in the town and how they impact on the sense of place and character. Many photographs were taken to record and capture any issues identified and enable further consideration during the later stages of the study.

2.11 In addition to the comprehensive site observations, TPP has engaged with the key stakeholders including representatives from Oundle Town Council, East Northamptonshire Council, Northamptonshire County Council and the Oundle 2020 Steering Group. This helped to inform the site visits and identify what needed to be observed in terms of the perceived issues.
**Stage 3 – Define and agree scope and objectives of study**

2.12 Based on the background review and initial site visits TPP met with representatives of Oundle Town Council, East Northamptonshire Council and Northamptonshire County Council on 9th May 2011 to refine the scope and objectives for the study. At the meeting a list of the key issues within the town that needed to be assessed was agreed.

**Stage 4 – Assess agreed problems and identify solutions**

2.13 Further site visits were undertaken and desktop assessments were made of the key issues to understand these in more detail. This included a site visit on a Thursday market day. During this stage of the work a number of solutions were considered and assessed against the objectives of the study.

**Stage 5 - Prepare draft study report**

2.14 A draft report was prepared and discussed with members of Oundle Town Council and officers at East Northamptonshire Council (ENC) and Northamptonshire County Council (NCC).

**Stage 6 – Prepare final study report**

2.15 The comments from the Stage 5 consultation have been incorporated into this final copy of the report.
3. **TRANSPORT POLICY CONTEXT**

3.1 This chapter reviews the key policy documents at a national and local level from a transport perspective. It also considers how these could influence the overall strategy within Oundle, in particular in relation to transport matters.

**National policy**

3.2 Transport policy at a national level is focused on delivering more sustainable patterns of transport, particularly in relation to new development. Planning Policy Guidance 13: Transport (PPG13), sets out the key principles in this regard.

*Planning Policy Guidance 13: Transport, January 2011*

3.3 The key aim of PPG13 is to seek better integration within and between different types of transport as well as between transport and other areas of policy. In particular, this focuses on integration between transport and land use planning.

3.4 The objectives of the guidance are to integrate planning and transport at the national, regional and local level to promote more sustainable transport choices for both people and freight; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking, cycling; and to reduce the need to travel, especially by car.

3.5 Developments should be located in areas with good access to public transport, walking and cycling so as to reduce the need to travel and reduce reliance on the private car. In rural areas, it is recognised that delivering this may be more difficult but development can be focused around service centres which provide essential amenities for the surrounding rural areas and villages.

3.6 The guidance states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. It is suggested that local authorities prepare local walking strategies and review the existing provision for pedestrians, as well as promoting developments near to town centres and through the review of development proposals, help to promote walking as a prime means of access.

3.7 Cycling is also an important mode that has potential to replace shorter car journeys, particularly those under 5km. Local authorities should seek to promote cycling by reducing traffic volumes on key routes, traffic calming to reduce
speeds, introducing priority for cyclists where possible and the provision of convenient, safe and secure cycle parking in town centres.

**Local policy**

**North Northamptonshire Core Spatial Strategy (2008)**

3.8 The Core Spatial Strategy (CSS), adopted in June 2008, provides the development strategy for North Northamptonshire for the period up to March 2021. This area includes the areas defined by the Boroughs of Corby, Kettering and Wellingborough and the district of East Northamptonshire. The overall strategy seeks to focus development in the ‘growth towns’ of Corby, Kettering and Wellingborough.

3.9 Within the rural north east of East Northamptonshore, the Core Strategy identifies Oundle as a Rural Service Centre providing the main focus for amenities and services for the surrounding rural areas and villages. The objectives for Oundle include the consolidation and enhancement of the successful town centre and diversification of employment and service base.

3.10 Paragraph 3.18 of the Core Strategy identifies the necessary modal shift away from the car and towards more sustainable travel modes. It outlines the need to improve travel choices and, where feasible, to manage parking supply so that alternative travel options are considered. Paragraph 3.20 recognises that the availability of car parking at a destination will affect people's choice of travel mode.

3.11 Policy 4 ‘Enhancing local connections’ refers to strengthening the connections between rural hinterlands and their most accessible service centre. It outlines measures such as improving the bus network, upgrading bus facilities and improving walking and cycling networks, to help strengthen connections.

3.12 The Core Strategy is currently subject to a review looking at the period from 2021 to 2026 and beyond. The current programme is for a replacement plan to be published by the end of 2011 and following examination in public it is expected to be adopted late 2012.
Rural North, Oundle and Thrapston Plan

3.13 East Northamptonshire Council submitted the Rural North, Oundle and Thrapston Plan (RNOTP) to the Secretary of State in 2008. This area-wide plan covers the period up to 2021, and includes policies for development and planned growth in Oundle. The plan was declared sound by an inspector in July 2009 but was only recently formally adopted by East Northamptonshire Council on 18th July 2011.

3.14 Paragraph 2.14 identifies employment sites within Oundle such as the Nene Valley Business Park. It also identifies the two major employers as Fairline Boats and Oundle School.

3.15 Paragraph 2.20 recognises that there is no secondary school in either Thrapston or King’s Cliffe, and as such pupils from these areas currently travel by school bus to Oundle.

3.16 Oundle is identified as serving an extensive rural hinterland. Paragraph 7.14 refers to national guidance which stresses the importance of ‘maintaining the vitality and viability of town centres’. The strategy therefore seeks to:

“...positively and proactively support the town centres by encouraging uses, activities and investment that will sustain or enhance their character, attractiveness, vitality and viability” (paragraph 7.17).

3.17 Paragraph 8.1 states that:

"Oundle is well placed to meet the demands of business and widen access to employment opportunities in the rural north of the District."

3.18 Paragraph 8.2 states that:

"Infrastructure requirements will need to be looked at holistically to ensure that development in one part of the town does not lead to adverse impacts in other areas."

3.19 The RNOTP recognises that both Oundle CE Primary School and Prince William School (PWS) are physically constrained and will need to expand to accommodate the anticipated increase in pupil numbers. It is suggested that whilst there is space for PWS to expand further east or west on its site, the expansion of Oundle CE Primary School would not be possible given its central location.
8.14 states that there is a need to address the likely future need to relocate Oundle CE school.

3.20 Paragraph 8.17 refers to Policy OUN1 which relates to the requirement for a town wide traffic strategy to be developed. Within this, the parking situation needs to be assessed and innovative solutions that provide additional parking capacity need to be put forward.

3.21 Paragraph 8.19 refers to Policy OUN5 which deals with the need for Milton Road primary school to be relocated, and the possibility of providing additional car parking within the vacated site.

**Interim Local Transport Plan**

3.22 Northamptonshire County Council (NCC) published their interim third Local Transport Plan (LTP) in March 2011. This sets out the key policies and priorities across Northamptonshire. The objectives of the second LTP have been carried forward to the interim strategy. These are as follows:

1. To maintain the county’s highway assets in the most economically and environmentally sustainable long-term manner;

2. To reduce the number and severity of casualties in road collisions;

3. To reduce the congestion experienced by road users essential to the prosperity of Northamptonshire;

4. To improve access to workplaces, education, health, shopping and other facilities for all the population;

5. To provide the transport system necessary to support and manage growth in the county, ensuring it is integrated with the planning system to create a sustainable and viable future environment;

6. To minimise and wherever possible reduce the effect of traffic and transport on the built and natural environment; and

7. To encourage healthier travel choices by the people of Northamptonshire

3.23 Policy GR7 sets out that financial contributions towards public transport improvements in Oundle and Thrapston will be sought from developers.
4. **EXISTING TRANSPORT CONDITIONS**

Background

4.1 Oundle is a historic market town and one of the main centres within East Northamptonshire. The town and acts as a rural service centre for a number of the smaller villages in the surrounding area, which have limited services and rely on Oundle in particular for shopping and education.

4.2 There are a number of larger centres located close to Oundle. It is approximately 20km south-west of Peterborough and 15km to the east of Corby. Kettering, Rushden and Wellingborough are all between 25km and 30km to the southwest. Oundle is approximately 10km north of Thrapston, one of the other main centres within East Northamptonshire. The town and its surrounding areas are shown on Figure 4.1.

4.3 Oundle town centre is compact and provides a good range of services. These include a Co-op supermarket, a number of public houses, cafes, restaurants, banks and a range of smaller shops including a Tesco Express, Boots, optician, travel agent, bookshop, hairdresser, baker and butcher. A local market is held every Thursday in the town centre and there is a farmers market on the second Saturday of the month. The facilities in the town are suitable to serve the typical day-to-day needs of its residential community. Observations made throughout the study show that the town centre attracts a good level of pedestrian activity throughout the day.

4.4 The largest residential areas in Oundle are to the north of the town centre, served by Glapthorn Road. There are also areas of residential development to the south, south-east and west of the town. The 2001 Census recorded a population of over 5,000 people in the Oundle Ward, with an estimated population of 5,775 in 2009/2010.

4.5 In terms of healthcare, there is a medical centre on Glapthorn Road and two dentists located on West Street. The nearest hospitals are within the main towns with hospitals at Corby, Peterborough and Kettering although only Peterborough and Kettering offer A&E services.

4.6 The town is characterised by a significant school population with several schools located within Oundle. There are state primary, middle and secondary schools as well as the private Laxton Junior School and Oundle School.
provides for boarding and day pupils over the age of 11 with a number of sites spread across the town. This gives Oundle the character of a historic university town and the central area of the town is defined as a conservation area. A plan showing the location of the key facilities and schools is shown as Figure 4.2.

4.7 The town hosts a number of festivals throughout the year including an international festival, literary festival and food festival. The world conker championships are also held nearby. These together with the town’s historic nature and pleasant environment attract a significant number of tourists as well as visitors related to the boarding school.

4.8 Oundle is an attractive market town and is recognised as a nice place to live due to its friendly atmosphere and historic architecture and public realm. It has an active and vibrant town centre that serves a significant rural catchment as well as the town itself. The town and particularly its transport issues are influenced by the significant school population.

**Travel patterns**

4.9 A local car ownership of 1.38 cars per household was recorded for the Oundle Ward in the 2001 Census. Only 15.5% of households had no access to a car and over 40% had more than one car. This is in line with the average ownership recorded for East Northamptonshire (1.38) but higher than the average for Northamptonshire (1.26) and England (1.11). This high level of car ownership is partly explained by the rural location as the private car is the only realistic option for many longer journeys outside of the town due to the limited public transport services.

4.10 According to the 2001 census, the proportion of journeys to work on foot or by bicycle was higher than for the rest of East Northamptonshire, Northamptonshire and the England as a whole. This may be explained by data from the census that shows a significant proportion of the resident population also worked in the local area. Approximately 56% of those living in the Oundle Ward also worked within the ward. The other main employment locations included areas around Peterborough (approximately 20%), and Corby (approximately 5%).
4.11 Two thirds of work journeys were by car, taxi or motorcycle with only 3% travelling by public transport. The car mode share is lower than the average for both East Northamptonshire and Northamptonshire although the public transport share is also lower and almost half the county average.

4.12 The proportion of residents working in the town may have reduced due to the reduction in employment within Oundle since the 2001 census. Therefore, once data from the 2011 census is available, a comparison should be undertaken. However, the 2001 census does show that Oundle can deliver sustainable patterns of travel and that there is significant potential for walking and cycling within the town for work, leisure, shopping and education.

4.13 The compact nature of the settlement and attractiveness of the town, both in terms of the range of services and setting, make Oundle a sustainable development from a transport perspective. Therefore, any changes to the town should be sensitive to the existing character, setting and vitality of the town centre because if these are unduly affected then this could lead to people not visiting the town centre for their day-to-day needs and choosing to visit one of the larger centres instead. This would result in longer journeys, most likely by car which would not support policy objectives at a local and national level.

**Highway network**

4.14 The classified routes in the local area are the A605 and A427. The A605 operates locally as a bypass to Oundle connecting Peterborough to Thrapston. It is mostly a single carriageway road, with occasional widening to allow for features such as ghost islands for right-turning vehicles and climbing lanes. At Thrapston, the A605 meets the A14 and A45 which provide routes to Kettering, Rushden, Wellingborough, Huntingdon and Cambridge.

4.15 The A427 is the main route into Oundle from the A605. The A427 runs through the centre of Oundle, forming the main high street (Market Place/West Street), providing an approximately east-west route through the town. There is a narrow section of carriageway on the A427 (North Street) between just north of Duck Lane and East Road where traffic signals are provided to allow traffic to travel single file.
4.16 To the west, the A427 provides a connection through to Corby. To the east it joins the A605 at a roundabout junction. Mill Road provides an alternative route into Oundle from the A605, from the south. This meets the A427 at the western end of the High Street.

4.17 During the course of the study, access into Oundle from Mill Road was closed due to structural problems with the bridge over the River Nene. This has not unduly affected the study but would have resulted in additional traffic having to pass through the centre of Oundle to access the A605. We understand that Northamptonshire County Council are currently considering options to strengthen the bridge to allow it to be re-opened to traffic.

4.18 The main route in from the north of Oundle is Glapthorn Road, which becomes New Road close to the town centre. Glapthorn Road meets Cotterstock Road at a priority junction and the road forks north-west and north-east respectively, providing access towards the neighbouring villages. The local highway network is shown on Figure 4.3.

Parking

4.19 The town centre is served by a number of public off-street car parking facilities. In addition to this, there is also on-street parking within the town centre. There are three off-street car parks:

- **Co-op** – this is located to the south-east of the town and is accessed from St Osyths Lane with vehicles exiting onto East Road. The car park provides 120 spaces limited to 2 hour duration of stay. The car park is monitored by volunteers on behalf of Oundle Town Council. However, there are currently problems with enforcement as the council is not allowed to issue penalty notices.

- **East Road** – this is located to the east of the town centre just off East Road within Herne Park. The car park provides a total of 56 spaces (including 4 disabled bays) with no limit on the duration of stay.

- **Drill Hall** – this is located to the west of the town centre on Benefield Road. The car park provides 38 spaces, with no limit on the duration of stay.
4.20 On-street parking is provided at the Market Place and along New Street and West Street. Within the main central area, there are approximately 100 on-street car parking spaces available. These spaces are limited to one hour duration of stay, Monday to Saturday 8.30am to 6pm, with no return within one hour. Outside of this area on-street car parking is generally unrestricted, except where there are yellow lines. A plan of the town centre parking is shown on Figure 4.4.

4.21 Observations on a number of site visits show that parking within the centre of the town (Market Place and New Street) is well used throughout the day. The Co-op car park is also busy, particularly on Market Days, when the Market Place car parking is not available. The long stay car park at the Drill Hall was observed to have spare capacity and there are also typically spaces available towards the western end of West Street.

4.22 The car parking capacity problems are exacerbated by issues with enforcement within the Co-op car park. Whilst the majority of users obey the restrictions on duration of stay, there are some users that park for significantly longer periods. This reduces the available capacity in the car park. Employees of the Co-op have previously been identified as parking in the car park for long periods but we understand that Oundle Town Council is working with the Co-op to prevent this. The Council is able to obtain details of the offenders and issues letters as well as leave notices on the cars. However, they are not able to issue penalty notices.

4.23 The observations made as part of this study are supported by parking surveys undertaken for the Oundle Healthcheck in 2007. These surveys were undertaken between 10am and 2pm on four separate days, a normal weekday, a normal Saturday, a Thursday Market day and during one of the Saturday Farmer’s Market days.

4.24 The results showed that market days typically resulted in the highest parking demand with the Saturday Farmer’s market day showing close to 100% occupancy for all car parking (short stay and long stay) between 10am and 12pm. The overall occupancy on the ‘normal days’ was closer to 80%. The surveys indicated a significant difference between the average occupancy of the short stay parking and the long stay parking. The recorded occupancy at the long stay car park at the Drill Hall was as low as 40% in one of the surveys whereas the short stay bays were typically over 80% occupied in all of the surveys.
Traffic flows

4.25 A number of traffic surveys have been undertaken in Oundle in the recent past as part of transport assessment work for development proposals in the town. A Baseline Transport Assessment was undertaken by Woods Hardwick in June 2008 to assess the operation of the highway network in Oundle. The assessment considered traffic flows and capacities at all of the main junctions within the town. The surveys included:

- A605/A427
- North Street/East Road/Blackpot Lane
- Ashton Road/East Road
- St Osyths Lane/East Road/South Road
- North Street/St Osyths Lane/Market Place
- South Road/Herne Road
- Mill Road/South Road
- West Street/New Street/Market Place

4.26 The assessment showed that the junctions currently operate within capacity. This was confirmed by observations during the site visits for this study. However, there is occasional queuing and congestion at the junctions and elsewhere in the town. This is caused by a number of issues including on-street parking, large vehicles manoeuvring, drop-off activity, pedestrian-vehicle conflict and on-street servicing.

4.27 The traffic flows on the main routes in the town were recorded at between 400 and 650 vehicles per hour (two-way). The highest flows appear to occur in the morning peak hour when school and commuter traffic occur concurrently.
Public transport

Rail

4.28 Oundle is not served directly by a railway station and therefore residents have to travel to nearby towns and cities to access rail services. The nearest station is located at Corby, which provides services to Kettering and London St Pancras, operated by East Midland Trains. Services into London operate hourly, calling at Wellingborough, Bedford and Luton with a journey time of an hour and 12 minutes into London.

4.29 There are more frequent services available at Peterborough Station, which is served by trains on the East Coast Mainline, National Express East Anglia and Cross Country services. These services provide access to many locations including Birmingham, Cambridge, Ipswich, Leeds, Leicester, London and Stansted Airport.

Bus

4.30 Oundle is served by a number of bus services with two routes (24 and X4) that operate throughout the week as well as a number of services that bring passengers into Oundle on Market days (Thursday).

4.31 Route X4 provides an hourly bus service that passes through Oundle which operates between Peterborough and Milton Keynes, serving Northampton, Corby, Wellingborough and Kettering. The route stops at various locations along the A427, including West Street, Market Place and North Street.

4.32 Route 24 operates between Peterborough and Thrapston, also serving Oundle on an hourly frequency. The route includes a loop through the residential areas to the north of Oundle and therefore takes a less direct route through the town. A plan showing the routes and stops is shown as Figure 4.5.

4.33 There are a number of other routes that operate either on a daily basis or on a Thursday for the market. The services are summarised below in Table 4.1:
Nothamptonshire County Council are launching a new demand responsive bus service, to serve the rural areas, known as County Connect. The service will enable people to book a seat on a special low-floor minibus service by phone, text or the internet that will enable journeys from designated stops. This will increase and improve access to public transport in rural areas and allow a range of journeys to be made including trips to rural centres, for medical appointments or regular trips to work or education.

**School bus services**

In addition to the scheduled public bus services, there are a number of school bus services that provide access into Oundle for pupils in the surrounding rural areas. As there are no secondary schools in Thrapston, Prince William School serves a significant catchment.

There are services that stop at Oundle and King’s Cliffe Middle School, Prince William and Oundle CE Primary School with many of the services stopping at more than one of the schools. Information has been provided by Northamptonshire County Council on the existing services into Oundle, this is summarised in Table 4.2:

### Table 4.1 – Bus services in Oundle

<table>
<thead>
<tr>
<th>Service (Operator)</th>
<th>Route</th>
<th>Days of operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 (Stagecoach)</td>
<td>Thrapston or Rockingham Hills – Oundle – Peterborough&lt;br&gt;Peterborough – Oundle – Thrapston or Rockingham Hills</td>
<td>Monday to Saturday&lt;br&gt;Monday to Saturday</td>
</tr>
<tr>
<td>180 (Mark Bland Travel)</td>
<td>Oundle – Kings Cliffe – Stamford&lt;br&gt;Stamford – Kings Cliffe – Oundle</td>
<td>Monday to Friday&lt;br&gt;Monday to Friday</td>
</tr>
<tr>
<td>209 (Centrebus)</td>
<td>Oundle circular via Barnwell, Lutton and Ashton&lt;br&gt;Oundle circular via Ashton, Lutton and Barnwell</td>
<td>Thursday&lt;br&gt;Thursday</td>
</tr>
<tr>
<td>210 (Centrebus)</td>
<td>Yarwell – Kings Cliffe – Southwick – Oundle&lt;br&gt;Oundle – Southwick – Kings Cliffe – Yarwell</td>
<td>Thursday&lt;br&gt;Thursday</td>
</tr>
</tbody>
</table>
Table 4.2 – School bus routes

<table>
<thead>
<tr>
<th>Operator</th>
<th>Origin</th>
<th>Stops</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soul Brothers Limited</td>
<td>Rushden</td>
<td>Prince William School</td>
</tr>
<tr>
<td>Rodgers Coaches</td>
<td>Yarwell</td>
<td>Oundle &amp; Kingscliffe Middle</td>
</tr>
<tr>
<td>Rodgers Coaches</td>
<td>Apethorpe</td>
<td>Oundle &amp; Kingscliffe Middle</td>
</tr>
<tr>
<td>Rodgers Coaches</td>
<td>Wigsthorpe</td>
<td>Oundle &amp; Kingscliffe Middle</td>
</tr>
<tr>
<td>JCS Coaches</td>
<td>Hemington</td>
<td>Oundle &amp; Kingscliffe Middle</td>
</tr>
<tr>
<td>Mark Bland Travel</td>
<td>Easton on the Hill</td>
<td>Prince William School</td>
</tr>
<tr>
<td>RB Travel</td>
<td>Lutton</td>
<td>Oundle &amp; Kingscliffe Middle</td>
</tr>
<tr>
<td>RB Travel</td>
<td>Thrapston</td>
<td>Prince William School</td>
</tr>
<tr>
<td>Lawsons Transport Services</td>
<td>Fineshade, Top Lodge</td>
<td>Oundle &amp; Kingscliffe Middle</td>
</tr>
<tr>
<td>Stagecoach Peterborough</td>
<td>West Hay Lodge</td>
<td>Oundle &amp; Kingscliffe Middle</td>
</tr>
<tr>
<td>Stagecoach Peterborough</td>
<td>Warmington</td>
<td>Oundle &amp; Kingscliffe Middle School</td>
</tr>
<tr>
<td>Stagecoach East</td>
<td>Sudborough</td>
<td>The King John Middle</td>
</tr>
<tr>
<td>Stagecoach East</td>
<td>Thrapston</td>
<td>The King John Middle</td>
</tr>
<tr>
<td>Stagecoach East</td>
<td>Denford</td>
<td>Prince William</td>
</tr>
</tbody>
</table>

4.37 Due to the locations of the schools and the existing highway network within the town, the majority of services pass through the town centre and make use of the junction of St Osyth’s Lane and Market Place as well as the junction of New Street/West Street/Market Place. As a result of the narrow carriageways and tight radii in places, some of these manoeuvres are very difficult for double decker buses and coaches. Therefore, this can cause congestion and delays to other vehicles. However, the journeys by school bus represent a significant number of equivalent car journeys, which could cause more problems than those caused by the buses.

Walking

4.38 There is significant potential for walking within Oundle, as demonstrated by the travel to work mode share for walking (15.3%) being above the national average (10.0%) and district and county-wide averages (both 9.5%). The whole of the town is within a 15-20 minute walk of the town centre. A plan showing the walking distances from the town centre is shown as Figure 4.6.
4.39 There are footways provided on at least one side of the road on all of the main pedestrian routes in the town, with footways provided on both sides in most cases. The footways are narrow in places, reducing down to around one metre, but typically adequate to accommodate the observed pedestrian flows. The town generally provides a pleasant environment for pedestrians as traffic flows and speeds are typically low and the historic architecture and environment makes Oundle a pleasant place to be.

4.40 During the site visits, significant peaks in pedestrian demand were observed. These typically related to trips to and from the schools either at the start and end of the school day, lesson changes at Oundle School or during breaks when pupils are attracted to the shops in the town centre. These surges can lead to footway capacity issues resulting in congestion on the footway and pedestrians having to reduce their walking speed or step out into the road.

4.41 There are several pedestrian crossing facilities provided around the town on the main desire lines in the town centre and also on Glapthorn Road between two adjacent Oundle School sites. These are provided as zebra crossings which provide pedestrian priority. Traffic flows and speeds have also been observed to be relatively low which is conducive to a good pedestrian environment and allows for safe informal crossing by pedestrians away from formal facilities.

4.42 At the junction of North Street/St Osyths Lane/Market Place issues were observed with conflicts between pedestrians trying to cross the road and vehicle movements at the junction. The pedestrian movements at the junction include pupils travelling to and from Prince William and Oundle schools. There are no pedestrian facilities or refuge islands provided at the junction.

**Cycling**

4.43 There are no defined cycle routes or specific facilities for cyclists within Oundle, such as cycle lanes and there is limited cycle parking. However, a small number of cyclists were observed during the peak hours, particularly using Glapthorn Road.

4.44 The majority of Oundle is relatively flat, although the route in and out of the town on Glapthorn Road has a gentle gradient heading out of town. In addition to this, traffic flows and speeds are relatively low within the town centre which is conducive to good cycling conditions. However, narrow sections of road can make
it difficult for cars to pass cyclists and therefore they may pass too close or follow closely behind which can be intimidating, particularly for those who are not regular cyclists.
5. IDENTIFIED TRANSPORT ISSUES

5.1 This section sets out the key transport issues that have been identified in Oundle. The first section sets out the issues raised in the responses to the town survey. This is followed by a description of the problems observed during site visits undertaken as part of this transport study.

Town survey responses

5.2 A survey of the town was undertaken in Autumn 2010 to understand people’s views of the town and how it could be improved. The survey obtained over 800 responses to the questionnaire. The majority of respondents lived within Oundle, although 6% lived in the surrounding areas.

5.3 Transport and development issues featured highly in the responses to a number of the questions. When asked what would make Oundle better, the highest response rate (72 responses) was to provide limited or no further development. Other responses that featured highly included improving traffic and congestion problems (47), more parking (47) and improved parking (37). There were also a number of responses (13) seeking improved public transport.

5.4 The important features of Oundle that people like are the friendly people (151), beautiful buildings and architecture (127), independent shops (123), community (119) and beauty character and atmosphere (106). Transport issues ranked highly when people were asked what they disliked about Oundle. Responses included traffic congestion (120) including related to schools (a further 27), parking issues (150) and development (67).

5.5 Question 20 sought to identify how much people would expect to pay for short stay parking in Oundle town centre. The majority of respondents (516) expected this to be free with more suggesting a two-hour limit would be appropriate (301) than providing no time limit on parking (215). In relation to long stay parking, the highest number of responses (283) suggested it should be free with 165 suggesting 20p per hour. With regard to paying for parking 56% of respondents said that this would discourage them from visiting the town.
5.6 The survey asked whether respondents found school buses a problem, to which 64% of respondents answered yes. In terms of resolving this problem, the highest response was to provide direct access to Prince William school from the A605 (96) with other ideas of providing a one-way system (34) and buses not travelling through the town centre (28).

**Identified problems**

5.7 As outlined in Chapter 2, TPP has undertaken a series of comprehensive site visits as part of this study. Through this process, a number of transport issues have been identified and assessed. These are discussed below in more detail.

**Traffic congestion**

5.8 The Oundle 2020 town survey identified traffic congestion as a problem, particularly on Market days. Analysis undertaken as part of recent Transport Assessments for the Creed Road and Herne Road/Ashton Road developments show that key junctions in Oundle operate within capacity. The conclusions from this analysis are consistent with the traffic flow data collected at these junctions and observations undertaken on site by TPP. However, there are a number of locations within the town where queues can form and traffic congestion has been observed for short periods of time. This is caused by a range of issues which cannot easily be reproduced in standard transport analysis packages.

5.9 There are a number of areas where narrow sections of road, in combination with on street parking, make it difficult for two vehicles to pass. This can lead to vehicles having to wait to give way and therefore queues forming. This should not cause significant problems provided that the traffic flows are relatively low and there is sufficient space for vehicles to wait to allow vehicles travelling in the opposite direction to pass. This issue does offer some benefits as it acts as a natural traffic calming measure, helping to keep the speed of traffic travelling through the town lower.

5.10 Other factors such as the location of pedestrian crossings, vehicles manoeuvring in and out of parking, on street servicing, vehicles stopping to drop-off school children and the presence of large vehicles can also lead to intermittent queuing and congestion. When vehicles have to give way in such a manner this can also lead to platoons of vehicles travelling together along routes. This can exacerbate
the problem further as it requires more space for vehicles to wait whilst giving way to opposing traffic when compared with a more evenly spread profile.

5.11 By its nature, this type of congestion is intermittent and can occur over short periods and can be difficult to measure. Although TPP has undertaken a number of site visits and made observations throughout the day there may be some locations where congestion occurs that have not been observed or recorded. However, a number of key locations where these problems have been observed to occur are shown in the photographs below:

![Northbound traffic on New Street blocked by queue at junction](image)

**Figure 5.1** – Northbound traffic on New Street blocked by queue at junction
Figure 5.2 – Car waiting on New Street giving way to northbound platoon

Figure 5.3 – Congestion on New Street caused by two opposing platoons
Figure 5.4 – Queuing on Glapthorn Road

Figure 5.5 – Congestion at Market Place
Figure 5.6 – Car turning into Oundle School

Figure 5.7 – Congestion at St Osyth’s Lane/Market place junction
5.12 The areas with limited queuing capacity for opposing vehicles, or in close proximity to junctions or crossings represent the biggest risk in terms of creating more serious congestion. There are sections on New Street, Glapthorn Road, St Osyth’s Lane and South Road where this is particularly the case and the study has considered options to improve this.

Car parking

5.13 A number of issues have been identified in relation to car parking in Oundle. The town centre provides a number of opportunities for parking. There is on-street car parking on West Street, New Street and within the Market Place which provide parking for up to an hour. The off-street car park adjacent to the Co-op permits parking for up to two hours. In addition to this, there are also two long stay car parks a short walk from the town centre at the Drill Hall and East Road, which have no limit on the duration of stay.

Car parking capacity

5.14 Previous surveys undertaken in the town and observations during the site visits suggest that there is sufficient overall car parking capacity within walking distance of the town centre to meet demand for the majority of the time. However, during the monthly farmer’s market, demand can reach capacity. During the rest of the month the short stay parking bays and the Co-op car park are much more heavily used than the long stay parking, which normally has spare capacity. Double parking has also been observed to occur as well as parking on yellow lines across the town, particularly in close proximity to the shops and town centre businesses.

Figure 5.8 – Parking in restricted areas
5.15 In the immediate town centre area there are some high levels of parking stress. However, capacity has still been observed, even on market days, within some of the on-street bays on West Street further out of town as well as at the long stay car parks, particularly adjacent to the Drill Hall. This may be caused by a perception that the long stay car parks are a long walk from the town centre. The Drill Hall car park on Benefield Road is approximately 500m walk (5-6 minutes) from the centre of Oundle and the East Road car park is 450m walk (4-6 minutes).

![Figure 5.9 – Available parking capacity on West Street](image)

**Car park signage**

5.16 There is an issue of signage and wayfinding in relation to the long-stay car parks in Oundle. These car parks are poorly signed from the main entry points into the town. This issue is particularly important for less regular visitors such as tourists who can be more readily influenced in terms of where they choose to park by good signage.
Enforcement

5.17 The parking problems are also, in part, caused by problems with enforcement. There are difficulties for Oundle Town Council in enforcing the parking restrictions within the Co-op car park, as they are unable to issue penalty notices. This means that some people, including employees from the Co-op, park for longer than the two hour limit. Whilst the council can issue warning notices, it is not possible to issue penalty notices for vehicles overstaying the limit. We understand the Oundle Town Council are currently investigating ways to resolve this issue.

Parking time limits

5.18 The current time limits for parking within the town centre do not always reflect the relative convenience of the parking. This is particularly relevant to the on-street parking on West Street where all of the parking bays are limited to one hour but their distance from the town centre varies considerably. Some of the on-street parking restricted to only one hour on West Street is further from the town centre than the Co-op car park, which permits visitors to park for up to two hours.

5.19 A number of the business owners in Oundle have requested that the car parking in the town centre be increased from one hour maximum duration of stay to two hours to allow their customers to visit their business, which requires longer than the one hour duration permitted for the current on-street town centre parking. This was also highlighted as a problem for less mobile visitors to the town who are unable to park in close proximity to the businesses for longer than one hour.

Pedestrian environment

5.20 The pedestrian environment within the town is generally good and conducive to pedestrian activity. Traffic flows and speeds are generally low and there are crossing facilities provided on most of the key desire lines, although some of the crossing points are missing drop kerb and/or tactile paving. Whilst there are parts of the town where the footways are narrow, they generally have sufficient width to accommodate the existing pedestrian movements at most times.
5.21 Observations in the town show that there are periods when there are surges in pedestrian activity. This is often caused by groups of school children either at the start or end of the school day or during breaks when they are attracted to the shops within the town centre. During this heightened activity the footways can become congested, which can cause pedestrians to significantly reduce their walking speed or step out into the road.

![Figure 5.10 – Pedestrian demand from schools](image)

5.22 The area around the war memorial on New Street would benefit from improvements to its pedestrian environment. There are no crossing facilities for pedestrians travelling between the Market and the businesses on the western side of New Street which generate a relatively high level of pedestrian activity. This area can also appear to be car dominated and therefore uninviting to pedestrians due to the large areas of carriageway, car parking and long crossing distances.
5.23 Across the town there are areas where the footways and carriageways are cracked and in need of maintenance or repair. These would benefit from a renewal of the materials to enhance the pedestrian environment in the town centre.

**School travel**

5.24 The large school population in Oundle generates travel demand in the town in particular at the start and end of the school day. From observations, it would appear that traffic conditions are worst in the weekday morning peak hour. This is likely to be caused by an overlap in the peak in demand for both school and commuter traffic.

5.25 There can also be problems, caused by the large number of pedestrians travelling to and from schools, on footways generally around the town. At the junction of Market Place and St Osyth’s Lane pedestrians have to cross where there are no formal crossing facilities, often on their way to and from the local schools. This, together with drop-off activity and servicing on market days, can lead to congestion in the area.
5.26 Some of the traffic congestion issues in the town are exacerbated by the significant number of school buses that travel through the town when the school day starts and ends. These larger vehicles have difficulty manoeuvring through some of the narrower streets and they are also more difficult for other vehicles to pass. However, it should be noted that the school buses replace a large number of cars which could create more significant problems than the buses.

5.27 School bus manoeuvres cause particular problem in the town centre in the vicinity of the junction of West Street/Market Place/New Street as well as St Osyth’s Lane/Market Place. The photos below demonstrate the manoeuvring difficulties or areas where a bus prevents vehicles travelling in the opposite direction from being able to pass:

![Figure 5.12 – Buses and coaches in Oundle](image-url)
6. POSSIBLE TRANSPORT IMPROVEMENTS AND SOLUTIONS

6.1 As part of the study, a range of possible improvements to resolve the existing transport issues within the town have been investigated. It is recognised that any transport improvements need to be considered in the context of the existing character of Oundle, its historic architecture and pleasant environment and not adversely impact on these.

6.2 The transport improvements have been considered in three categories:

- **Short term** – proposals that could be implemented almost immediately with minimal funding.
- **Medium term** – improvements that could be implemented in the medium-term and will need a source of funding to be identified.
- **Long term** – improvements that are considered to be long-term options that are either more difficult in technical terms or likely to require significant financial investment.

6.3 Extracts of the figures showing some of the possible solutions are included in the text for ease of reference. Full size copies of the drawings are included at the end of the report.

**Short term transport improvements**

6.4 Transport improvements that could be implemented in the short-term are considered below. These are measures that it is anticipated could be introduced almost immediately with minimal funding.

**Easing traffic flow**

6.5 To ease traffic congestion in the town centre, improvements have been considered that rationalise the existing on-street car parking at two locations where there is currently difficulty with vehicles passing. The improvements aim to make it easier for two cars to pass and increase the waiting space available for vehicles that are giving way.
6.6 The first location is on New Street. This would require the loss of four on-street parking spaces providing additional space for both northbound and southbound vehicles to wait. This should help to ease congestion in this location. The proposals are shown on Figure 6.1.

![Figure 6.1 – Possible changes to parking on New Street](image)

6.7 The parking spaces lost as part of this proposal could be regained on West Street, with some initial proposals shown in Figure 6.2.

![Figure 6.2 – Possible changes to parking on West Street](image)
6.8 The second location is on Glapthorn Road, just north of Milton Road and the zebra crossing. Vehicles currently park on Glapthorn Road, close to the zebra crossing which reduces the width of the road to single way working. The parking occurs over a significant distance which makes visibility between the traffic arriving from each direction more difficult. This makes it difficult for vehicles to judge whether they need to give way and can increase delays. The queuing traffic also interacts with activity on the zebra crossing.

6.9 Observations suggest this parking occurs for most of the day and it is not just parents dropping-off. There appear to be two options. The first would be to introduce waiting restrictions along the whole section of road to remove the parking altogether. This may not be practical and could displace the problem to another location which could be worse. The second option is shown in Figure 6.3:
6.10 The proposal would be to move the parking further away from the zebra crossing and split it into two sections. This would reduce the visibility problems and allow vehicles to pull in if they met a vehicle coming the other way.

**St Osyths Lane/ South Road**

6.11 Parked cars along St Osyths Lane and South Road can cause difficulty and restrict the road to one way operation in places. However, because of the relatively light traffic flows on this road (around 350-400 vehicles two-way in the peak hour) this was only observed to be an occasional and intermittent problem. Resolving this issue would result in a considerable loss of car parking for relatively minimal gains although future increases in traffic flow could exacerbate the problem.

**Parking zones**

6.12 The town could benefit from the implementation of a parking zone strategy to accommodate the different trip purposes of visitors to the town. The initial principles of this are set out below and these would require development in consultation with local residents and businesses. Figure 6.4 shows a possible zoning plan, with parking in three zones:

![Figure 6.4 – Parking zone plan](image-url)
• **Zone 1 - Central Area** – Zone 1 would be the immediate central area around New Street and Market Place adjacent to the shop frontages. This would provide for short term parking to enable shoppers to visit a small number of stores. The parking limit in this zone would be the current one hour limit, which would allow for a steady turnover throughout the day and allow more people to visit the town. Zone 1 could also provide a small number of two-hour disabled spaces to allow easy access to the town centre for visitors with reduced mobility.

• **Zone 2 - Town Centre Fringe** – Zone 2 is the area within a 2-5 minute walk of the town centre and would allow for parking up to two hours. This parking is still a short walk from the very centre of the town and would allow for longer visits for instance to businesses, such as the travel agent or optician. It could also cater for those visitors that wish to spend more time in the town centre and perhaps visit a greater number of shops, the market and cafés or restaurants.

• **Zone 3 - Long Stay Parking** – This zone incorporates the long stay car parks and would cater for those who wish to stay longer than two hours. Both car parks are within a 5-6 minute walk of the town centre which should be an acceptable distance for most longer term visitors and shoppers. These car parks would also be the main parking location for tourists and long-stay business users.

6.13 The Chartered Institution of Highways and Transportation has produced guidance on the acceptable walking distances for shoppers parking for different durations of stay. This supports the suggested zoning within Oundle and is set out below in Table 6.1:

**Table 6.1 – CIHT acceptable walking distances of car borne shoppers**

<table>
<thead>
<tr>
<th>Parking duration</th>
<th>Acceptable walking distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 minutes</td>
<td>100m</td>
</tr>
<tr>
<td>1 hour</td>
<td>200m</td>
</tr>
<tr>
<td>2 hours</td>
<td>400m</td>
</tr>
<tr>
<td>4 hours</td>
<td>800m</td>
</tr>
<tr>
<td>8 hours</td>
<td>1000m</td>
</tr>
</tbody>
</table>
Signage and wayfinding

6.14 The long stay car parks in particular would benefit from a coherent signage and wayfinding strategy for both vehicles and pedestrians. Vehicles should be directed towards the long stay car parks on entering the outskirts of the town and the car parks should also be clearly signed at the entry points. Ideally, car parks would be provided on all of the main routes into the town and the provision of new car parks is considered under the medium-term improvements.

6.15 Routes from the west and south-west are currently provided for by the Drill Hall car park and routes from the east by the existing East Road car park. However, both of these can be difficult to find. From the north, there are no long stay car parks which can be accessed without driving through the town centre. We understand that Northamptonshire County Council are working with Oundle Town Council to develop an improved parking signage strategy. This should be developed on the basis of the principles set out in this report.

6.16 Information boards could be provided within the car parks to include local history and pedestrian routes. Directional signs would then assist visitors in finding the town centre. Enforcement will also help to encourage greater use of the longer stay bays and ensure that the one hour bays remain available for shoppers.

Cycle parking

6.17 Additional cycle parking should be provided within the town centre. There are potential locations within the Market Place and also on New Street to the rear of the War Memorial which could be delivered in a sensible and sensitive manner. The locations should ideally be close to the existing shops and facilities, which make Market Square and New Street ideal locations. It is good practice to provide spaces in small clusters which are easily visible and overlooked to ensure security.

6.18 In the first instance, between 5 and 10 Sheffield Stands should be provided, which would enable 10-20 cycles to be parked. Usage could then be monitored to determine whether further additional spaces should be provided. Cycle parking at New Street would probably need to be implemented as part of a wider public realm enhancement. Possible locations are indicated in Figure 6.5.
6.19 One way to promote more walking and cycling in Oundle could be to organise an Oundle car-free day or organised cycle ride. This could be a major event within the town where people could visit a car-free town centre and would be encouraged to walk or cycle. Such events have been popular in other towns, for example the Sky Ride in London. This could be an independent event for Oundle or linked to the wider European campaign ‘In Town Without My Car’.

**On street cycle lanes**

6.20 There is limited opportunity to provide on-street cycle lanes in the town due to the narrow carriageways. There are parked vehicles on most stretches of road and this is not conducive to providing cycle lanes.

6.21 Alternative means of improving conditions for cyclists, such as traffic calming and public realm improvements are more realistic opportunities and are discussed later in this chapter. An option for an off-street cycle lane on Glapthorn Road has also been included in the medium-term transport improvements section.
Travel planning initiatives

6.22 Travel planning initiatives can help to reduce traffic flows by encouraging walking, cycling, public transport and car sharing. The study has identified two key areas where these measures may be beneficial.

Car sharing

6.23 Given the limited opportunity for travel by public transport and the small community, car sharing has potential in a town like Oundle. One option is to promote a public car sharing database such as Liftshare.com. This is free to join and enables people to match their journey to others. Alternatively, for a small cost, a private group could be set up for the Town which would allow only residents in the town to make use of the scheme.

School travel planning

6.24 The schools in Oundle generate significant volumes of traffic. Therefore, there may be an opportunity to further develop the existing School Travel Plans or implement new Travel Plans where they do not exist. This could offer significant benefits in terms of reducing traffic in Oundle.

6.25 It is not necessary to deliver a step change in behaviour to achieve a noticeable difference. If people were to travel by alternative modes once in every ten journeys, then traffic and parking demand could reduce by 10%.

Market place traffic arrangements

6.26 As part of the study, TPP were asked to review the traffic management arrangements around Market Place. There would be merit in providing a one way system through the car parking on Market Place to simplify traffic movements and reduce potential conflicts. The proposed solution would involve providing entry via Market Place, with vehicles exiting via St Osyth’s Lane.
Medium term transport improvements

6.27 Transport improvements that could be implemented in the medium-term are set out below. These are measures that it is anticipated will require some planning and for which funding needs to be identified.

Additional parking capacity

6.28 There is limited opportunity to expand car parking facilities within the central area, therefore, any future increase in car parking is likely to be outside the centre. A number of possible options have been identified for new long stay car parks within Oundle. Other planning issues such as heritage and loss of open space will need to be considered, in addition to the transport issues, if the proposals are taken forward. The suggested options are outlined below and are shown in Figure 6.6.

Figure 6.6 – Possible future long stay parking locations
Fletton House

6.29 It may be possible to provide a new long stay car park as part of the redevelopment of Fletton House, on Glapthorn Road. One potential issue is that the car park is approximately 600m walk (6-7 minutes) from the town centre. This is slightly beyond the ‘acceptable’ distance of 400m set out in IHT guidance on providing for journeys on foot but within the ‘preferred maximum’ of 800m.

Oundle football club

6.30 The site of the existing football club could provide a good alternative long stay car park to take traffic from the east of the town. It is easily visible on the approach to the town and is approximately 400m walk (4-5 minutes) from the town centre. The site adjacent to this has been put forward as a potential development site within the initial Oundle 2020 plans with an improved provision of public car parking. With good signage, this could also be a feasible solution. In all options, the football club and pitches would need to be retained.

South Road

6.31 The third option would be to provide a new car park in the recreation ground at South Road. The key difficulties would be providing access to the site due to the existing stone wall, although there is a gate at the western end of the site.

6.32 This site is approximately 400m walk (4-5 minutes) from the town centre using a route via Ship Lane. However, Ship Lane is narrow and shared with cars exiting the Ship Inn car park. Pedestrian access could therefore be considered dangerous, particularly in the darker winter months. Amendments to the entry and exit arrangements for the Ship Inn would probably be required to make this acceptable. An alternative route through the Amps Wines Car Park could also be considered but as this is private land, further discussions with the land owner would be required.

Parking charges

6.33 At the present time, there does not appear to be a compelling case for the introduction of parking charges in the town centre. The Oundle Town survey suggested that this is likely to discourage visitors from Oundle and therefore could affect the viability and vitality of the town centre. There would also be a
requirement for greater enforcement and revenue collection which may result in additional costs. The option of introducing parking charges should, however, be kept under review.

20 mph zone

6.34 The narrow carriageways and pinch points currently act as natural traffic calming features and therefore existing traffic speeds are low. To improve the environment for pedestrians and cyclists, a 20mph limit could be formally introduced in the town centre. Figure 6.7 shows a number of options for possible cordon locations. These vary from a wider scheme covering a larger area of the town to a smaller scheme focused on the core town centre area.

6.35 To reinforce the 20 mph zone it would be sensible to provide gateway features at its entry points. This could include signs, a narrowing of the carriageway, decorative posts or bollards and a change of material to draw attention to the change in speed limit for drivers. Care will need to be taken to ensure that the design and materials are sympathetic to the historic character and heritage interest of the area.

Figure 6.7 – Options for 20mph cordon points
Pedestrian environment

6.36 As part of the wider development and improvement of the town, public realm improvements for the town centre should be developed. Further work would be required to develop the proposals as they would need input from a landscape architect and conservation professional. The proposals could, for instance, focus on the area between New Street and St Osyth’s Lane and involve introducing traffic calming features, high-quality materials for the footway and carriageway and soft landscaping features.

6.37 In transport terms this would seek to improve the pedestrian facilities and environment on New Street and the area around the junction of St Osyths Lane and Market Place. These areas currently provide relatively poor facilities for pedestrians and the provision of raised tables, for instance, could assist with pedestrian crossing movements.

6.38 Some possible options have been indicated in Figure 6.8, to highlight the key problems but this will need to be developed in conjunction with a landscape architect and conservation professional.

Figure 6.8 – Indicative public realm enhancements
**Glapthorn Road traffic calming and cycle lane**

6.39 Glapthorn Road is one of the major routes into Oundle. To help encourage more residents to walk and cycle into Oundle Town Centre from the residential areas to the north, TPP has investigated the potential for improvements to the pedestrian and cycle environment on Glapthorn Road. Indicative proposals are shown in Figure 6.9.

6.40 The proposals show a traffic calming scheme on Glapthorn Road, which would include measures to reduce traffic speeds, such as narrowings, raised tables/crossings. Alongside this, there would be a new segregated two-way cycle route provided alongside the carriageway between Hillfield Road and Fletton Way. This route would also provide a better connection from the residential areas to the facilities at Fletton House.
6.41 TPP also investigated providing a shared cycleway/footway along the eastern side of Glapthorn Road. However, the delivery of this would be dependent on the loss of the grassed areas alongside the existing footway and the removal of existing on-street parking. At this stage, it is not considered practical due to the loss of car parking, which appeared to be well used.
**Improvements to public transport**

6.42 The current public transport services in Oundle are relatively limited and do not appear to be particularly well used. Whilst improvements to existing services might help to increase passenger numbers, it is unlikely to provide a viable alternative to private car use for longer journeys to areas outside Oundle. Therefore, in TPP’s view, investment to increase the frequency of services or to change the routes through the town would not represent the best value for money when compared to other improvements.

6.43 The focus of improvements for journeys within Oundle should be on measures to improve conditions for pedestrians and cyclists. For longer journeys, the private car is likely to continue to be used, although car sharing initiatives may help to encourage mode shift away from single occupancy car use.

**Long term solutions**

6.44 The following proposals have been indentified through the initial development of the Oundle 2020 transport concept, either through responses to the questionnaire, work by the focus groups or raised by individuals through the wider consultation process. These are improvements that are considered to be long-term options that are either more difficult in technical terms or likely to require significant financial investment.

**Distributor road**

6.45 Oundle 2020 has put forward proposals for a distributor road between New Road and Cotterstock Road to the north of the town. The purpose of the road would be to take traffic that is destined for the A605 out of the town centre. The approximate location of the road is shown in Figure 6.10:
At this stage, the concept of the proposals has been considered and an initial indicative alignment sketched up. No detailed engineering assessments have been undertaken at this stage to consider issues such as vertical alignments, junction design, flood risk or ground conditions.

The proposals offer potential benefits of taking some through traffic out of the town centre. If the distributor road was taken forward options for downgrading the A427 through the town centre or further pedestrian improvements and traffic calming measures could be considered. Provided that the bridge on Mill Road had re-opened, there may be potential to consider part or full pedestrianisation of the Market Place.

One option for delivering the road would be as part of a significant residential development in that part of the town to generate the funding through developer contributions. Alternative sources of funding could also be investigated if the proposals are taken forward.
**Bus drop-off**

6.49 Oundle 2020 has also identified that there may be benefits in the provision of a new bus drop-off facility for Prince William School accessed from the A605. Due to the routing of buses, unless it was delivered alongside the new distributor road, most school buses would not be removed from the town centre.

6.50 Pupils would need to be escorted from the facility to the school. The walking distance is approximately 400m to the school, which is considered to be well within the acceptable walking distance for secondary school children. A new footway material will need to be provided along the route to the school as well as lighting for safety in the winter months.

6.51 The options for access have been reviewed. A priority ghost island junction, traffic signal junction and a roundabout have been considered. Given the limited use of the junction, traffic signals do not appear to offer a sensible option as they will be turned off for most of the day. A roundabout junction would require significant land take and therefore could be significantly more expensive than the other options. Therefore, the most financially viable solution is expected to be a priority junction.

6.52 An initial sketch option of a possible priority junction arrangement has been prepared and is shown in Figure 6.11. This would need to be developed further and assessed in relation to traffic speeds, safety and capacity to determine whether it is feasible.
6.53 Initial consultation NCC indicated that they would have concerns with the proposed layout due to safety concerns of buses having to turn across the A605. Therefore, further assessment of the access to the bus drop-off from the A605 will be needed and further discussions with Northamptonshire County Council will be required.

6.54 If the proposals for the bus drop-off cannot be taken forward, alternative options to reduce the impact will need to be considered. This may include changes to the routing of buses through the town or possible alternative drop-off locations, slightly further from the school with escorted pedestrian routes to Prince William School.
**Park and ride**

6.55 As part of the study, TPP were asked to consider options for park and ride within the town. The walking distances from the existing and proposed long-stay car parks to the town centre are short enough to make ‘park and walk’ a reasonable option.

6.56 However, some form of park and ride is still considered to be a future aspiration for Oundle 2020 and therefore will continue to be an option that will be considered moving forward. Possible options would be the provision of an electric buggy scheme operating between the long stay car parks with stops at Market Square. This would most likely require the charge of a fare towards the cost of operating the scheme.

6.57 An alternative option would be the provision of some form of cycle hire scheme operating from the long stay car parks. This could provide a quicker alternative route into the town centre than walking.

**One-way system**

6.58 One of the proposals that came out of the Oundle 2020 town survey was to provide a one-way system in the town. Whilst this would resolve the issue of vehicles having to pass on narrow carriageways, there would be some potentially negative consequences. The narrow carriageways currently act as a natural traffic calming feature and therefore a one-way system may result in higher vehicle speeds. This could be resolved by further narrowing the carriageways but this would have significant cost implications.

6.59 A one-way system would also increase car journey distances, as vehicles would not be able to take the shortest route. This would have a negative impact in terms of vehicle emissions and nuisance.

6.60 One of the proposals put forward, which was reviewed by TPP, included Milton Road within a one-way loop around the town. This would have the negative effect of attracting more traffic past the Primary School. Any large scale one-way system could potentially draw additional traffic either through the town centre or past one of the schools.
7. **FUTURE DEVELOPMENT AND TRANSPORT IMPACTS**

7.1 Within the North Northamptonshire Core Strategy, Oundle is identified as a location for an indicative 610 additional homes between 2001 and 2021. Whilst approximately 250 of these new homes have already been completed, a further 360 new homes will need to be accommodated within the town. There are two allocated sites, that are expected to deliver approximately 325 further new homes, with the remaining 35 required from other sites coming forward.

7.2 The two allocated sites which are currently progressing through the planning process are at Creed Road and the Herne Road/Ashton Road. This report does not however seek to critique the methodology or details of the assessment, but provides a brief summary for information.

**Creed Road**

7.3 The development site is located off Creed Road, in the north-western part of Oundle. It is located adjacent to an existing area of housing and the proposals seek to provide 145 new dwellings. Vehicular access onto the wider highway network is via the existing Hillfield Road/Glapthorn Road junction.

7.4 A Transport Assessment was prepared by Woods Hardwick to accompany the planning application. The most recent version of this was in January 2011, which considers the impact on the local highway network in terms of junction capacity. The site is predicted to generate approximately 90 vehicle movements in each of the peak hours. The detailed capacity assessment considers the following junctions:

- Glapthorn Road/Hillfield Road
- New Street/Market Place/West Street

7.5 The assessment considers the operation of these junctions allowing for traffic growth up to 2019. The assessment shows that both junctions would continue to operate within capacity, for the future scenario. The maximum ratio of flow to capacity was shown to be approximately 0.5 at both junctions, which suggests that there is a significant spare capacity in the junction.
**Herne Road/Ashton Road**

7.6 The site is located between Herne Road and Ashton Road close to the site of Prince William School. The proposals are to provide 180 residential units, served from both Herne Road (130 units) and Ashton Road (50 units).

7.7 A Transport Assessment has been prepared by Woods Hardwick, that considers the transport issues associated with the development. The development is expected to generate approximately 110 vehicle trips in each of the peak hours.

7.8 As part of the assessment, a number of junction assessments have been undertaken which show that the existing junctions operate within theoretical capacity, with the exception of Blackpot Lane/North Street/East Road. The assessments include a ten year horizon assessment, allowing for background growth.

7.9 The proposals include improvements to the Blackpot Lane junction with widening to the carriageway on North Street and introduction of a flare to create a short second exit lane from East Road. There are also two options to change the layout of the Herne Road/South Road junction.

**Other development sites**

7.10 As discussed earlier in the report, proposals are being investigating to redevelop Fletton House. There are no definite proposals for the site but they may include a small shop and other community uses.

7.11 We understand that there are early feasibility proposals being developed for a site on East Road. This is being considered by a supermarket operator who are believed to have an option on the site. Early discussions with Northamptonshire County Council regarding access to the site are currently in progress.

7.12 There are likely to be other sites coming forward through the planning process, to meet the targets set out in the Core Strategy. This allows for a further 35 homes up to the period to 2021. Given the attractiveness of Oundle to developers, there is also likely to be further demand for development within the town and surrounding areas.

7.13 Within the wider area, there will be other developments coming forward in nearby towns and cities, which could have an effect on transport in Oundle. Impacts
could include additional through traffic in Oundle, using the A427, or additional parking demand from visitors from these surrounding areas. Therefore, the Transport Assessment work for these proposals should consider the likely impact on traffic flows on the A427 and Oundle Town Centre.

**Potential impacts**

7.14 The development in and around Oundle is likely to have two main effects. The first would be an increase in traffic flows on the main routes through the town (A427 and Glapthorn Road). The second would be an increase in parking demand from additional visitors to the town centre.

7.15 The main junctions within the town have been tested as part of the recent planning applications and shown to operate within capacity, allowing for traffic growth to 2021. However, as identified earlier in the report, the problems typically do not relate to junction capacity but are caused by on-street parking, narrow carriageways, on street servicing and pedestrian-vehicle conflicts.

7.16 Unless the proposed solutions, set out in Chapter 6, are implemented, an increase in traffic is likely to result in the existing problems becoming worse. The results of this could include additional congestion, at peak times in particular, and a deterioration in the pedestrian and town centre environment. This could deter walking in the town centre and lead to longer journeys as people choose to travel to more distant destinations instead of Oundle for activities such as shopping.

7.17 There are already pressures on the short stay parking within Oundle, as well as the long stay parking on market days. Therefore, any development that could result in additional visitor demand to Oundle, could impact on this. The proposals for an improved parking strategy and additional long stay parking would then need to be implemented to mitigate the impact of the wider development proposals in the area.

7.18 Any measures to help reduce parking demand, such as encouraging modal shift for existing and future residents (e.g. pedestrian improvements and cycle parking) would also help to mitigate the impact of the development.

7.19 This report has identified 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 easily identified...
or resolved using standard capacity modelling tools or within the typical approach to Transport Assessments. Further development in the town and the surrounding area is likely to exacerbate these localised problems in the future and therefore they should be considered in any future Transport Assessments and appropriate mitigation included in 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.
8. SUMMARY AND CONCLUSIONS

Background

8.1 Transport Planning Practice (TPP) was appointed by East Northamptonshire Council to undertake a transport study of Oundle to identify the existing transport issues and consider how future development within the town could affect these issues.

8.2 The purpose of the study is to inform the wider proposals for Oundle 2020, which is an initiative to develop a ten year plan for the town. The approach agreed with the councils was to undertake a pragmatic review supported by existing information, comprehensive site observations and photographs to identify existing problems and review options for possible solutions.

Transport characteristics

8.3 There is significant potential for walking within Oundle, as demonstrated by the 2001 census travel to work mode share for walking (15.3%) being above the national average (10.0%) and district and county-wide averages (both 9.5%). The whole of the town is within a maximum 15-20 minute walk of the town centre and the facilities in the town are suitable to serve the typical day-to-day needs of its local community.

8.4 Observations made throughout the study show that the town centre attracts a good level of pedestrian activity throughout the day. The town generally provides a pleasant environment for pedestrians as traffic flows and speeds are typically low and the historic architecture and environment make it a pleasant place to be.

8.5 Local car ownership of 1.38 cars per household was recorded for the Oundle Ward in the 2001 Census. This is in line with the average ownership for East Northamptonshire but higher than the average for Northamptonshire and England. This high level of car ownership is partly explained by the rural location as the private car is the only realistic option for many longer journeys.

8.6 Only 3% of journeys to work in the 2001 Census were by public transport which is almost half the county average. This is explained by the town's relatively poor public transport connections and its location in a rural area. In addition to the scheduled public bus services, there are a number of school bus services that provide access into Oundle for pupils in the surrounding rural areas.
**Transport issues**

8.7 The study has highlighted that there are a number of existing transport issues in the town. Observations and recent analysis show that the existing junctions operate within capacity. However, there is congestion on parts of the highway network in Oundle. This is caused by a combination of pinch points in the carriageway, on-street parking, servicing activity, pedestrian crossing movements and large vehicles manoeuvring.

8.8 A number of issues have also been identified in relation to car parking. Surveys and observations show that there is sufficient car parking serving the town centre for the majority of the time. However on the market days, in particular the monthly Saturday Farmer’s Market demand can reach capacity. On non market days there is a substantial difference in the typical occupancy of the short stay and long stay car parking. This results in high parking stress in the central core of the town centre whilst there is spare capacity in the long stay car parks.

8.9 The majority of school bus services pass through the town centre. As a result of the narrow carriageways and tight radii some manoeuvres are very difficult for buses and coaches. Therefore, this can cause congestion and delays to other vehicles. However, the journeys by school bus represent a significant number of equivalent car journeys, which could cause more problems than those caused by the buses.

8.10 The study has also identified that there are problems with the pedestrian environment in the town centre. There are particular locations on New Street and the Market Place where the pedestrian facilities are particularly poor.

**Possible transport improvements**

8.11 The report has set out a number of potential solutions to the existing transport issues which are summarised below.

**Short term transport improvements**

8.12 These are measures that it is anticipated could be introduced almost immediately with minimal funding.
Easing traffic flow

8.13 To ease traffic congestion in the town centre, improvements have been considered that rationalise the existing on-street car parking at two locations where there is currently difficulty with vehicles passing. On New Street this would require the loss of four on-street parking spaces providing additional space for both northbound and southbound vehicles to wait. The parking spaces lost could be regained on West Street.

8.14 The second location is on Glapthorn Road, just north of Milton Road and the zebra crossing where there appear to be two options. The first would be to introduce waiting restrictions along the whole section of road to remove the parking altogether. This may not be practical and could displace the problem to another location which could be worse. The second option would be to move the parking further away from the zebra crossing and split it into two sections. This would reduce the visibility problems and allow vehicles to pull in if they met a vehicle coming the other way.

Parking zones

8.15 The town could benefit from the implementation of a parking zone strategy to accommodate the different trip purposes of visitors to the town. Three zones have been identified.

- **Zone 1** would be the area immediate central area around New Street and Market Place adjacent to the shop frontages. This would provide for one hour parking to enable shoppers to visit a small number of stores.

- **Zone 2** is the area within a 2-5 minute walk of the town centre and would allow for parking up to two hours. This parking is still a short walk from the very centre of the town and would allow for longer visits for instance to businesses, such as the travel agent or optician.

- **Zone 3** incorporates the two long stay car parks and would cater for those who wish to stay longer than two hours. Both car parks are within a 5-6 minute walk of the town centre which should be an acceptable distance for these visitors.
Signage and wayfinding

8.16 The long stay car parks in particular would benefit from a coherent signage and wayfinding strategy for both vehicles and pedestrians. Vehicles should be directed towards the long stay car parks on entering the outskirts of the town and the car parks should also be clearly signed at the entry points. Ideally, car parks would be provided on all of the main routes into the town.

8.17 Information boards could be provided within the car parks to include local history and pedestrian routes. Directional signs would then assist visitors in finding the town centre.

Cycle parking

8.18 Additional cycle parking should be provided within the town centre. There are potential locations within the Market Place and also on New Street to the rear of the War Memorial.

Travel planning initiatives

8.19 Travel planning initiatives can help to reduce traffic flows by encouraging walking, cycling, public transport and car sharing. The study has identified two key areas where these measures may be beneficial being car sharing and school travel plans.

Medium term

8.20 These are measures that it is anticipated will require some planning and for which funding needs to be identified.

Additional parking capacity

8.21 A number of possible options have been identified for new long stay car parks within Oundle. These are at Fletton House, Oundle football club and the recreation ground at South Road.

20 mph zone

8.22 The narrow carriageways and pinch points currently act as natural traffic calming features and therefore existing traffic speeds are low. To improve the environment for pedestrians and cyclists, a 20mph limit could be introduced in the
town centre. To reinforce the 20 mph zone it would be sensible to provide gateway features at its entry points.

**Pedestrian environment**

8.23 As part of the wider development and improvement of the town, public realm improvements for the town centre should be developed. The proposals could focus on the area between New Street and St Osyth’s Lane and involve introducing traffic calming features, high-quality materials for the footway and carriageway and soft landscaping features.

**Traffic calming and cycleway on Glapthorn Road**

8.24 To encourage more residents to walk or cycle into Oundle Town Centre, proposals for traffic calming on Galphtorn Road have been put forward. A detailed scheme would need to be developed with residents and Northamptonshire County Council but this could include features such as narrowings and raised tables. The proposals also include a segregated cycleway between Hillfield Road and Fletton way.

**Long term solutions**

8.25 These are improvements that are either more difficult in technical terms or likely to require significant financial investment.

**Distributor road**

8.26 Oundle 2020 has put forward proposals for a distributor road between New Road and Cotterstock Road to the north of the town. Although there are currently no design details for the road, the proposals could bring benefits to the town by helping to reduce traffic through the town centre.

**Bus drop-off**

8.27 Another proposal that has been put forward as part of Oundle 2020 is the provision of a new bus drop-off facility for Prince William School accessed from the A605. Due to the routing of buses, unless it was delivered alongside the new distributor road, most school buses would not be removed from the town centre. Northamptonshire County Council have raised concerns with buses turning across the A605, therefore further work will be needed to assess this.
Future development

8.28 New development in and around Oundle is likely to have two main effects. The first would be an increase in traffic flows on the main routes through the town (A427 and Glapthorn Road). The second would be an increase in parking demand from additional visitors to the town centre.

8.29 This report has identified 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 currently successful town centre. They are not typical problems that can be identified or resolved using standard capacity modelling tools or within the typical approach to Transport Assessments. Any further development in the town and the surrounding area is likely to exacerbate these problems and therefore these issues should be considered carefully as part of any future Transport Assessments and appropriate mitigation included in section 106 agreements.

Conclusion

8.30 Overall, the study has shown that Oundle is a successful, thriving Market town that fulfils many of the objectives set out in national policy for sustainable development. The whole of the town is within walking distance of the town centre and there are a good range of facilities available to serve the day-to-day needs of the local community.

8.31 The proposed solutions within this report are intended to protect the current character and vitality of the town, whilst seeking to improve and build on its success. If suitable mitigation for future development proposals is not provided, then this could be to the detriment of Oundle and its town centre which would also have a significant negative impact on sustainable transport objectives by discouraging the use of local services, increasing the length of journeys and increasing the use of the private car.
## Car parking in Oundle

![Map of Oundle with parking locations and duration of stay]

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>No. of spaces</th>
<th>Duration of stay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Co-op (short stay)</td>
<td>St Osyths Lane</td>
<td>120 (including 6 disabled + 4 family parking)</td>
<td>Two hours</td>
</tr>
<tr>
<td>East Road (long stay)</td>
<td>East Road</td>
<td>56 (including 4 disabled)</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Drill Hall (long stay)</td>
<td>Benefield Road,</td>
<td>38 (including 2 disabled)</td>
<td>Unlimited</td>
</tr>
<tr>
<td>On street (short stay)</td>
<td>-</td>
<td>100 (approximately)</td>
<td>One hour</td>
</tr>
</tbody>
</table>

Figure 4.4
Local bus services

Figure 4.5
KEY:
Approximate walking distance to Town Centre

- 400m (4-5 minutes)
- 800m (8-10 minutes)
- 1600m (16-20 minutes)
Possible changes to parking on New Street

Figure 6.1
Possible changes to parking on West Street

Figure 6.2
Proposals for waiting restrictions on
Glapthorne Road
Figure 6.3
Figure 6.5

Possible cycle parking locations

Drawing number 30398/016AC

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SCALE @ A3  1:500

Possible cycle parking locations
Indicative public realm enhancements

Figure 6.8
Possible traffic calming option on Glapthorn Road

Figure 6.9
Figure 6.10

Possible future distributor road
Indicative layout for A605 school bus drop-off

Enhanced pedestrian route to Prince William School

Field access