



# Oundle Town Council

## Oundle 2022 Transport Study Report

January 2023



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# 1 INTRODUCTION

1.1.1 This report presents the results of the Oundle 2022 Transport Study the objectives of which are to identify and investigate existing transport issues within the town and potential conditions in the next 10 years. The study is based on growth scenarios set out in local and national policy, resident feedback and aspirations for the town. The study has been undertaken by Transport Planning Practice (TPP) in coordination with Oundle Town Council and the Oundle Town Council Transport Study Group.

1.1.2 Oundle is a historic market town and is recognised as a nice place to live because of 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 provides a good environment for pedestrians and cyclists and provides a very sustainable environment in terms of travel given its size and the selection of local facilities. However a range of new residential developments are proposed that will increase traffic levels that could damage the sustainable nature of the town and potentially lead to residents travelling greater distances outside of the town for their day to day needs. Having said this, Oundle has the potential to provide an even better environment for pedestrians and cyclists and build on its already sustainable nature provided the good aspects of the town are preserved and built on with careful investment. Therefore the proposed residential developments should be expected to make appropriate S106 contributions towards mitigating their impacts and preserving the sustainable nature of the town. This report considers what these measures should consist of.

## 1.2 Study Brief

1.2.1 The Oundle Town Council Transport Study Group report of 21st October 2021 notes that in the intervening 10-year period, since the original 2011 Transport Study, the expansion of housing stock in the town, both now and planned for the future, will need a level of infrastructure including transport to support the Council's vision namely:

*'Oundle Town Council's vision for Oundle is that it remains a beautiful thriving market town renowned for being a fantastic place to live, work and a joy to visit'*

1.2.2 This Transport Study investigates possible options and areas for improving conditions for pedestrians and cyclists in the town and managing traffic

movements and levels together with parking arrangements. The Oundle Town Council Transport Study Group report highlighted the study should include the following:

- Modal shift opportunities; cycleways; public transport; Oundle as a Rural Network Centre and external influences from surrounding villages.
- Vehicle free zones/pedestrianisation.
- Road safety.
- The impact of school traffic.
- Mitigating congestion.
- One-way systems.

1.2.3 The Study considers possible transport improvements sub divided into 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 would 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.

## **1.3 Report structure**

1.3.1 The remainder of this 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 transport conditions, 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 transport issues that have been identified in Oundle as part of the study.
- **Chapter 6: Future development** – considers proposed and planned developments that could have an impact on future transport conditions in Oundle.
- **Chapter 7: Possible transport improvements and solutions** – considers possible measures to resolve the existing transport issues in Oundle, mitigate the impacts of new developments and preserve the sustainable nature of the town.
- **Chapter 8: Summary and conclusions** - provides a summary of the report and its conclusions.

## **2 STUDY METHODOLOGY**

- 2.1.1 In 2021, Oundle Town Council (OTC) Transport Study Group met to revisit the issues of transport within Oundle. It was decided that since 10 years had passed from the original 2011 Transport Study that a further review should take place.
- 2.1.2 Transport Planning Practice (TPP) have been appointed to carry out the Oundle 2022 Transport Study and held initial discussions with members of OTC at a meeting on the 20<sup>th</sup> January 2022 to discuss the objectives and methodology of the study. 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.
- 2.1.3 The early stages of the study included seeking to further refine the scope of work and approach to the study through the initial work and discussions with OTC. This was considered essential to its success to make sure that the study provides a practical basis to meet the objectives of OTC. The work for the study has been undertaken over a number of stages, which are outlined below:

### **2.2 Stage 1 – Background information review**

- 2.2.1 There are a number of existing documents that provide helpful information to support this Transport Study. As such, the first stages of the study included a comprehensive review of existing documents and assessments.
- 2.2.2 The previous transport studies undertaken by TPP (2011 Transport study and 2014 Transport Study 2) allowed TPP to track the progress of previously implemented measures in the town and developments which have been brought forward since 2011. Other transport focused reports prepared as part of the 2014 review (car parking analysis and Oundle School bus routing optimisation) provided evidence of previous transport conditions within the town.
- 2.2.3 Existing policy documents define the spatial and transport strategies for development in the wider area. The documents reviewed included the National Planning Policy Framework (2021), North Northamptonshire Core Spatial Strategy (2008), North Northamptonshire Joint Core Strategy (2016), Submission Version of the Local Plan Part 2 (2021), Rural North, Oundle and Thrapston Plan (2011), Northamptonshire Local Transport Plan (2012) and The Oundle Neighbourhood Plan (2019). These documents 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.

- 2.2.4 Other documents were reviewed such as the updated town questionnaire undertaken in September 2021. TPP also undertook some independent research to provide further background on activities and history in the town.
- 2.2.5 TPP met with members of OTC while undertaking a site visit in Oundle on the 24<sup>th</sup> March to discuss the progress of the study, and to identify any additional points of interest for the study while out in the town.
- 2.2.6 Publicly available information regarding major planning applications that have been built since the previous study at Creed Road and Herne Road have been reviewed. New planning applications such as St Christophers Drive, Land off Cotterstock Road and rear of Cemetery Stoke Doyle Road have also been reviewed as part of this study. This included reviewing the Transport Assessment reports for each of the applications.

### **2.3 Stage 2 - Review existing transport conditions**

- 2.3.1 As with the previous studies TPP has undertaken a series of comprehensive site visits. These have allowed us to understand the transport conditions in the town and how these have evolved since 2011. 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 car and cycle parking capacity. The observations have taken place throughout the day both at peak and off peak times and on market and non-market days.
- 2.3.2 The site visits have contributed to understanding the transport issues in the town and how this has evolved and the 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.
- 2.3.3 TPP has also engaged with the key stakeholders in particular representatives from Oundle Town Council and had a series of meetings as well as communicating by phone and email. This has broadened our understanding of transport conditions in the town

2.3.4 Traffic surveys were also commissioned. These comprised a series of Automatic Traffic Counter (ATC) surveys, which were laid at various key locations initially for a 7 day period from the 17<sup>th</sup> March – 24<sup>th</sup> March although some of the surveys were extended where damage had occurred to the counters. The ATC surveys recorded the number of vehicles, type (car, lorries etc) and the speed these were travelling at.

## **2.4 Stage 3 – Define and agree scope and objectives of study**

2.4.1 TPP liaised with OTC throughout the study to review the scope of the study and refine this as required to meet the Council’s objectives.

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

2.5.1 Following the initial work, meetings and site visits a range of possible solutions were identified. These were discussed with OTC and assessed against the objectives of the study before further site visits were undertaken and the possible solutions refined.

## **2.6 Stage 5 - Prepare draft study report**

2.6.1 A draft report was prepared and discussed with Oundle Town Council. This was presented by OTC the town meeting on 28<sup>th</sup> April.

## **2.7 Stage 6 – Prepare final study report**

2.7.1 Following Stage 5 and comments received from OTC, the report and conclusions have been finalised with all supporting evidence compiled within the figures, drawings and appendices.

### **3 TRANSPORT POLICY CONTEXT**

3.1.1 This chapter reviews the key policy documents at a national, regional 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.

3.1.2 The following documents have been reviewed as set out below:

- National Planning Policy Framework (NPPF) 2021
- North Northamptonshire Core Spatial Strategy (2008)
- North Northamptonshire Joint Core Strategy (2016)
- Submission Version of the Local Plan Part 2 (2021)
- Rural North, Oundle and Thrapston Plan (July 2011)
- Northamptonshire Transportation Plan (2012)
- The Oundle Neighbourhood Plan (December 2019)
- Oundle Cycle Network Study (June 2015)

#### **3.2 National Planning Policy Framework (July 2021)**

3.2.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The document was published on 24th July 2018 and updated on 19th February 2019 and 20<sup>th</sup> July 2021. This replaced the first NPPF published in March 2012.

3.2.2 The NPPF recognises that the transport system should be balanced in favour of sustainable transport modes so that people are given a real choice about how they travel. It encourages solutions which support reductions in both greenhouse gas emissions and congestion.

3.2.3 Chapter 9 sets out measures to promote sustainable transport and aims for transport issues to be considered at the earliest stages of plan-making and development proposals so that:



- The potential impacts of development on the transport network can be assessed.
- Opportunities from existing or proposed transport infrastructure and changing transport technology and usage, are realised.
- Opportunities to promote walking, cycling and public transport use are identified and pursued.
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects and for net environmental gains.
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

#### 3.2.4 Paragraph 105 adds

*The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.*

#### 3.2.5 Paragraph 106, states planning policies should:

*a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*

#### 3.2.6 Any new development should give priority first to pedestrian and cycle movements and facilitate access to high quality public transport and appropriate facilities that encourage public transport use. The needs of people with disabilities and reduced mobility should be addressed and allow for efficient delivery of goods and access by service and emergency vehicles.

### **3.3 Regional Policy**

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

- 3.3.1 North Northamptonshire Joint Core Strategy (JCS) was adopted on 14 July 2016. The JCS is now formally part of the Development Plan for North Northamptonshire and supersedes the 2008 Core Spatial Strategy in its entirety and also the saved Local Plans policies listed at Appendix 3 of the Plan.

#### ***North Northamptonshire Joint Core Strategy (July 2016)***

- 3.3.2 The Northamptonshire Joint Core Strategy (JCS) was adopted on 14 July 2016 and is now formally part of the Development Plan for North Northamptonshire. This supersedes the 2008 Core Spatial Strategy in its entirety and also the saved Local Plans policies listed at Appendix 3 of the Plan.
- 3.3.3 The JCS is the strategic part 1 Local Plan for Corby, East Northamptonshire, Kettering and Wellingborough and provides the basis for more detailed plans prepared by the District and Borough Councils and by Neighbourhood Planning Groups. It outlines the big picture for North Northamptonshire over the period to 2031, including making provision for a minimum 35,000 homes and 31,100 jobs and the necessary supporting infrastructure. The JCS sets out policies to guide this development, including focussing on how the places in North Northamptonshire can be changed for the better.
- 3.3.4 The amount of growth proposed is less than in previous plans and most of the development sites already have planning permission. The main 'new' proposals are for a sustainable urban extension with around 2,500 homes to the East of Rushden, and a number of strategic employment sites to be developed in more detail through the Part 2 Local Plan being prepared.
- 3.3.5 The Plan will create more sustainable places that are naturally resilient to future climate change. Carbon footprints will be minimised and sustainable transport choice will be improved. The Plan also identifies the requirements to make walking the first choice of transport to local services and jobs including increasing connectivity to and from new development and town centres. Improvements to public transport, cycling networks and travel information that will encourage a shift away from car use in the towns and increase transport choice in the rural area.

- 3.3.6 Policy 8 'North Northamptonshire Place Shaping Principles' states that new development should; integrate well with existing cycle, pedestrian, public transport and vehicular movement networks and links to these routes in the most direct and legible way possible.
- 3.3.7 Policy 12 'Town Centres and Town Centre Uses' states that the viability of town centres will be supported by enhancing the public realm and improving access to the town centres for pedestrians, cyclists and public transport users and supporting proposals to provide convenient, safe and secure car parking.
- 3.3.8 Policy 14 'Deenethorpe Airfield Area of Opportunity' states that; A road network that allows the village to be served by public transport with the minimum possible diversion of services from the A427 to deliver viable public transport services to Corby and Oundle should be considered at the earliest possible opportunity.

**East Northamptonshire Local Plan Part 2 – Submission Plan (March 2021)**

- 3.3.9 The Local Plan Part 2 will provide additional site-specific detail to support the North Northamptonshire Joint Core Strategy (Local Plan Part 1), which sets the overarching strategic policy framework. This will replace policies from the previous Local Plan Part 2 (Rural North, Oundle and Thrapston Plan 2011). The plan was submitted to the Secretary of State for Housing, Communities and Local Government for independent examination on the 29<sup>th</sup> March 2021. Examination hearing session commenced on the 6<sup>th</sup> April 2022. There is currently no target date for adoption.
- 3.3.10 The Plan states that Oundle is the main market town and service centre for the rural north of the district. It has functional relationships to other larger urban centres to the north and east, namely Stamford and Peterborough.
- 3.3.11 Paragraph 2.25 states that:

*Oundle has seen some population growth during the past 15 years (2001- 2016). The population has risen from just over 5,300 (5,345; 2001 Census) to nearly 6,200 (6,177; 2016 estimate) and further growth is anticipated during the remainder of the Plan period. The population fluctuates during the year due to the presence of Oundle School, increasing by approximately 1000 students during term time.*

3.3.12 Paragraph 5.11 states that:

*Proposals for a strategic approach for GI (Green Infrastructure) provision around the periphery of Oundle, to create a circular cycle/ pedestrian network, are set out in the Oundle Cycle Network Study (June 2015), which this Plan will support.*

3.3.13 Policy En18 states that towns should aspire to deliver pedestrian, cycle and public transport connections to adjacent businesses, residential areas and public open spaces, to maximise integration with the surrounding locality and allow for opportunities for future expansion in the medium/longer term.

3.3.14 Paragraph 8.20 states that Policy 29 of the Joint Core Strategy requires a minimum of 645 houses to be provided at Oundle over the plan period up to 2031. The following areas were identified for development in the plan:

- Land rear of Cemetery, Stoke Doyle Road – circa 70 dwellings
- Cotterstock Road/St Peter's Road – circa 130 dwellings
- St Christopher's Drive – circa 100 dwellings

***Rural North, Oundle and Thrapston Plan (July 2011)***

3.3.15 The Rural North, Oundle and Thrapston Plan (RNOTP) was Adopted on 18th July 2011 and is now the main site allocations plan for Oundle, Thrapston and the surrounding rural areas. This document currently forms part of the current Local Plan Part 2. It is expected to be superseded by the Replacement District-Wide Local Plan Part 2 when this is ready.

3.3.16 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).*

3.3.17 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."*

3.3.18 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."*

3.3.19 Policy OUN1 'Infrastructure' states that planning permission will be granted at outlined sites, provided they can demonstrate that any additional infrastructure, services and facilities required to support the development will be provided as it proceeds.

3.3.20 Policy OUN3 'Housing Allocation in Oundle' states that housing development until 2014 took place within the existing built up area of the town (Ashton Road/Herne Road). Additional developments will be urban extensions to the west of the town (Creed Road) and a small allocation at the south-west of the town (Dairy Farm, Stoke Hill). Since 2014, there was an additional release of allocated land north-west of the town, west of Galthorne Road.

3.3.21 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. Paragraph 8.14 states that there is a need to address the likely future need to relocate Oundle CE school.

### ***Northamptonshire Local Transport Plan (March 2012)***

3.3.22 Northamptonshire's Local Transport Plan was adopted in 2012 and sets out the strategic aims and goals in Northamptonshire. The aims of the Transport Plan can then be broken down into six objectives which are set out below:

- **Fit for..... the future** – creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County.
- **Fit for .....the community** – through the transport system help to maintain and create safe, successful, strong, cohesive and sustainable

communities where people are actively involved in shaping the places where they live.

- **Fit to..... choose** – ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make.
- **Fit for..... economic growth** – creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth.
- **Fit for the..... environment** – to deliver a transport system that minimises and wherever possible reduces the effect of travel on the built, natural and historic environment.
- **Fit for..... best value** – being clear about our priorities for investment and focusing on value for money by prioritising what we spend money on and how it can be beneficial for the county as a whole and search for alternative sources of funding.

### **3.4 Local Policy**

#### ***Oundle Neighbourhood Plan (December 2019)***

3.4.1 The Oundle Neighbourhood Plan covers the period 2011 to 2031. It includes a shared vision and objectives for Oundle together with planning policies and actions which will contribute to achieving this vision. In December 2019 the Plan Examiner concluded that

*“the plan does not meet the Basic Conditions, for two principal reasons: the approach to consultation (which is also probably unlawful); and the approach to site selection and appraisal which is flawed and the choices which are not substantiated by robust or appropriate evidence (and which is also probably unlawful).”*

3.4.2 Therefore the plan will remain unadopted. Nevertheless, a summary of the Oundle Neighbourhood Plan is provided below, which still raises key transport policy points that have been considered in Oundle and may be brought forward in a revision of local/regional policy in the future.

3.4.3 The plan sets out that; 'our vision is that Oundle remains a stunningly beautiful, thriving market town renowned for being a fantastic place to live and to work and a joy to visit'. The following objectives help to deliver the vision and the policies, proposals and supporting actions designed to contribute towards the achievement of this vision:

- To reduce traffic in the town centre and address parking concerns at key locations.
- To improve connections with community facilities and the countryside by introducing new cycleways and footpaths in and around the town.
- To propose the preferred site or sites for future residential development and promote the development new housing within 1 mile of the town centre to support connectivity and maintain the compact nature of the town.
- To maintain Oundle as a centre of educational excellence.

3.4.4 Supporting Action 3 'Transport and Parking Improvements' states that Oundle will work with partners to implement the solutions to highway issues identified from the Oundle Transport Study Reports.

3.4.5 Policy O14 'Circular Cycle/Pedestrian Network' states that the upgrade of existing footpath/cycleways and the creation of new sections of footway/cycleways will be provided in locations identified in the Oundle Cycle Network Study and if possible, would be provided within forthcoming development sites. Details of the cycle improvements in the Oundle Cycle Network Study are included in Appendix A.

3.4.6 Policy 023 'Developer Contributions' states that developments in Oundle will be supported by the timely delivery of infrastructure, services, and facilities to provide a balanced and sustainable community. Contributions towards the provision of local community facilities can assist with the delivery of the following projects:

- Pedestrian and cycleway enhancements outlined in Policy O14;
- Public realm and highway improvements within the town;

- Transport and parking provision, including cycle and school bus parking.

### ***Oundle Cycle Network Study (June 2015)***

- 3.4.7 Sustrans, on the behalf of OTC released a second draft of the Oundle Cycle Network Study in June 2015, with the aim of linking development sites, existing National Cycle Network (NCN) routes and key destinations. A cycle/walking route through Oundle was thought a key part to:

*Reduce traffic in the town centre and address parking concerns at key locations.  
To improve connection with community facilities and countryside by introducing new cycleways and footpaths in and around the town centre.*

- 3.4.8 The plan highlights a number of cycle improvements throughout the town, mostly on key radial routes such as Benefield Road, Glapthorn Road and Barnwell Road, which would help connect residential Oundle and surrounding villages to Oundles main attractors (i.e schools and shops).
- 3.4.9 The measures outlined in the study include 1.) widening the footways on Benefield Road and Glapthorn Road to create a shared pedestrians/cyclist environment 2.) extend the 20mph zone to make cycling on the carriageway more appealing 3.) providing cycle signage and additional cycle parking. A full list of policies considered are included in Appendix A. It should be noted that proposed measure 16 has been implemented, which upgraded the zebra crossing by the Glapthorn Road/Cotterstock Road junction to include priority cycle crossing.

## **3.5 Policy Summary**

- 3.5.1 The general tenant of the above policies is to discourage travel by private car and encourage the greater use of sustainable travel modes such as walking, cycling and public transport. This has been taken on board in this Transport Study and the measures proposed will seek to safeguard the sustainable nature of the town and the environment for residents, pedestrians and cyclists. To achieve this it is essential that future housing developments do not harm the sustainable nature of the town and contribute towards appropriate measures to mitigate their impacts and promote sustainability.



## 4 EXISTING TRANSPORT CONDITIONS

### *Background*

- 4.1.1 Oundle is an attractive market town and is recognised as a nice place to live because of its friendly atmosphere and historic architecture and public realm. The town provides a good environment for pedestrians and cyclists and has the potential to provide a very sustainable environment in terms of travel given it size a range of local facilities. The town and particularly its transport issues are influenced by the significant school population and through traffic. Oundle is one of the main centres within East Northamptonshire. The town 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, education and health facilities.
- 4.1.2 There are a number of larger centres that are close to Oundle, it is approximately 10km north of Thrapston, one of the main centres within East Northamptonshire, Peterborough is approximately 20km from Oundle, Corby 15km, Kettering 25km Rushden 25km and Wellingborough 30km. The town and the surrounding areas are shown on Figure 1.
- 4.1.3 Oundle town centre is compact and provides a good range of amenities and 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, Barclays bank, art gallery, travel agent, bookshop, hairdressers, bakers and butchers. A Waitrose supermarket opened in 2013 to the north-east of the town centre. Other noteworthy shops and services in the town include Gorilla Firm Cycling, Oundle Library, Oundle Rugby Club, Oundle Tennis Club and Oundle Football Club. The facilities in the town are suitable to serve the typical day-to-day needs of its residential community. A local market is held every Thursday in the town centre and there is a farmers' market on the second Saturday of the month.
- 4.1.4 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. 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.

- 4.1.5 In terms of healthcare, Oundle Medical Practice and Lakeside Healthcare are located on Glapthorn Road and Medicspot Clinic is on Market Place. There are also two dentists located on West Street. The nearest hospitals are within the main towns at Corby (Minor Injuries Unit), Peterborough and Kettering although only Peterborough and Kettering offer A&E services. Patients may also be referred to Stamford Hospital.
- 4.1.6 Oundle also provides a range of employment opportunities. These include Fairline Yachts and a number of smaller businesses with access off of the A605 and at Oundle Marina Village in addition to those in the town.
- 4.1.7 A plan showing the location of the key facilities and schools is shown as Figure 2.
- 4.1.8 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. OTC has confirmed that the population in Oundle was 6,500 in 2022.
- 4.1.9 The town hosts a number of festivals throughout the year including an international festival, Oundle Fringe festival, Soundle Weekend, literary festival, music and drama festival, food festival and a Christmas market which is held on the first Saturday of December. 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.

## **4.2 Travel Pattens**

- 4.2.1 A local car ownership of 1.37 cars per household was recorded in Oundle in the 2011 Census. This has remained consistent with the 1.38 cars per household recorded in Oundle during the 2001 Census. In 2011 only 14% of households has no access to a car and over 40% had more than one car. This is below the average recorded for East Northamptonshire (1.47) but higher than the average for Northamptonshire (1.33) and England (1.15). 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.
- 4.2.2 The 2011 Census travel to work modal split is outlined in Table 4.1.

**Table 4.1 - 2011 Census Travel to Work modal split**

<b>Travel Mode</b>	<b>Modal Split</b>
Train	2.4%
Bus	1.8%
Taxi	0.2%
Motorcycle	0.6%
Car driver	65.1%
Car passenger	4.6%
Bicycle	5.3%
On-foot	20%

- 4.2.3 The proportion of journeys to work on foot or by bicycle was higher than the rest of East Northamptonshire, Northamptonshire, East Midlands and England as a whole. This may be explained by data from the census that a significant proportion of the resident population also worked in the local area. Approximately 38% of those living in the Oundle also worked in Oundle. The other main employment locations included Peterborough (approximately 21%) and Corby (3%).
- 4.2.4 Two thirds of work journeys were by car, taxi or motorcycle with only 1.8% travelling by bus and 2.4% travelling by train. Those travelling by train will have to drive to a nearby station such as Peterborough or Corby. The car mode share (65%) is lower than the average for both East Northamptonshire (78%) and East Midlands (69%). The mode share for buses is just above the average for East Northamptonshire (1.52%) but is lower than Northamptonshire (4.1%) and East Midlands (6.54%) and the rail mode share is higher than the average at the district (1.78%), county (1.9%) and regional level (1.42%).

### **4.3 Walking**

- 4.3.1 The compact nature of the settlement and attractiveness of the town, both in terms of the range of services and setting makes Oundle a sustainable town from a transport perspective. This needs to be preserved because if the character is adversely 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 that are 10km to 25km from the town instead. This would result in longer journeys, most likely by car, which would not support policy objectives at a local and national level.
- 4.3.2 Observations made through the study show that the town centre attracts a good level of pedestrian activity throughout the day from residents, visitors and the local schools. The town centre provides an attractive environment for pedestrians

and activity is particularly busy on market days and at school arrival and departure times.

- 4.3.3 There is a significant potential for walking in Oundle, as demonstrated by the travel to work mode share for walking (20%) being above the national average (11.9%), county average (10.3%) and district average (9.92%). The whole of the town is within a 15–20 minute walk of the town centre which helps to encourage walking trips consistent with national and local policies. A plan showing the walking distances from the town centre is shown in Figure 3.
- 4.3.4 The pedestrian environment within the town is generally good and conducive to pedestrian activity. The town generally provides a pleasant environment for pedestrians as traffic flows and speeds are typically low, especially within the 20mph zone and the historic architecture and environment makes Oundle a pleasant place to be and walk. However there are some locations that experience some speeding of vehicles in particular on Benefield Road and Glapthorn Road on the approach to the town. There is also occasional speeding on High Street, West Street and New Street. Traffic speed data for key roads throughout Oundle has been collected in ATC surveys and is outlined in section 4.7 and 4.8.
- 4.3.5 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 but typically adequate to accommodate the observed pedestrian flows. However during the site visits, 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.
- 4.3.6 The eastern section of the footway on St Osyths Lane between the Co-op and Market Place was observed sometimes to be too narrow to accommodate the level of pedestrian movements at peak times. Pedestrians walking between the Co-op car park and local shops and also to and from the Prince William School along Herne Road regularly walk on the road, as the footway was not generally wide enough for two-way movements or to accommodate more than a pushchair and a pedestrian. The footpaths through the grounds of St Peter’s Church were also observed to be busy when pupils travelled for lesson changes. Insets 1 below show

the narrow footway on St Osyths Lane, high pedestrian flows on the footpaths through the grounds of St Peter’s Church and high pedestrian flows along Herne Road.

**Inset 1 - Photos of high pedestrian flows**



4.3.7 Similar issues have previously been observed at the Market Place/New Street junction during site visits.

4.3.8 There are pedestrian crossing facilities provided in the town centre with Zebra crossings on Market Place close to the junction with New Street, West Street by the Ship Inn and North Street near to Duck Lane. These crossings are well used by shoppers and school children. The introduction of a 20mph speed limit zone in Oundle town centre has further increased the chances for safer informal crossing by pedestrians away from formal facilities. There are also further crossings on Glaphorn Road between two adjacent Oundle School sites north of Blackpot Lane and at Cotterstock Road which has recently been improved with the addition of a bicycle crossing facility. These crossings are well used and provide particular benefits to pupils and parents.



- 4.3.9 In 2020 the County Council received additional funding (as part of an Active Travel Fund) to implement short term measures to encourage walking and cycling. Part of this fund went to temporary widening of the footway on the east side of St Osyths Lane from the Post Office to the Co-op. The funds were also used to put in cycle racks outside of the Tesco Express Store on Market Place.
- 4.3.10 There are a number of car-free pedestrian routes in Oundle which were observed to be frequently used by pupils walking to school. These routes could be improved and promoted as safe routes segregated from traffic but there could be rights of way and / or land ownership issues that would need to be explored. Some of the routes pass through green spaces in Oundle including on the western side of New Street which leads to Milton Road and the route through the grounds of St Peter's Church which links New Street with North Street. There is also a pedestrian route which connects West Street with South Road. Inset 2 shows the car-free pedestrian routes through the ground of St Peter's Church and the route between New Street and Milton Road mentioned above.

#### **Inset 2 - Off-road walking routes**



## **4.4 Cycling**

- 4.4.1 There are currently no defined cycle routes or specific facilities within Oundle, such as cycle lanes, except for limited cycle parking in the town centre. However traffic flows and speeds are relatively low within the town centre and cyclists were observed during the peak hours on road in the primary position riding in the centre of the lane. Children were also observed cycling on footways with guardians to schools. Inset 3 shows illustrate the cycling environment in the town centre.

### Inset 3 - Cycle parking and infrastructure



- 4.4.2 The majority of Oundle is relatively flat, although Glapthorn Road has a gentle gradient heading out of town. In addition to this, the introduction of the 20mph speed limit through the town centre is conducive to good cycling conditions.
- 4.4.3 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.
- 4.4.4 Northamptonshire County Council have surveyed and recorded the cycling routes in Oundle and graded them according to the skill required by cyclists to use them safely. Oundle is covered by the 2013 East Northants cycle map. Much of the high street as well as South Road and Glapthorn Road are identified as being busy roads with mostly low speeds with some complicated traffic movements where a medium to high level of skill is required for trouble-free cycling. New Street / Market Place junction has been identified to be a complex junction only suitable for highly skilled commuting cyclists. New Road, Blackpot Lane, Herne Road and many of the residential roads are identified as through routes with moderate traffic and low speeds, which are suitable for well-trained school children. A bridleway runs from

Herne Road to the A605, however this may be unsuitable for cycling, especially on a road bike in wet weather.

- 4.4.5 The Oundle Cycle Network Study (2015) identified a range of cycle improvements and proposed routes throughout Oundle. A list of the cycle improvements is included in Appendix A. It was envisaged that future development sites would incorporate sections of cycle route/infrastructure, funded through S106 agreements/Community Infrastructure Levies, to form part of the Oundle circular cycle/pedestrian network as outlined in Policy O14 in the Oundle Neighbourhood Plan. However as the plan will not be adopted, individual improvements from the Oundle Cycle Network Study (2015) will be targeted, such as measure 16 which has been implemented which upgraded the zebra crossing by the Glapthorn Road/Cotterstock Road junction to include priority cycle crossing.
- 4.4.6 The development at Land off Cotterstock Road will provide cycle improvements to the surrounding area, in-line with the aspiration of Policy O14 of the Oundle Neighbourhood Plan. A 2.5m shared cycle/footway will be provided along the west of Cotterstock Way and will upgrade public right of way UF-1 to a standard to accommodate cycles and pedestrians to link the site to Occupation Road.
- 4.4.7 Cycle parking is currently provided in the town centre which will encourage local residents to cycle to the town. Two Sheffield stands were provided outside of Tesco in 2020 as part of the 2020 Active Travel Fund. There are also six cycle parking spaces located in the market square on specialised 'cycle parking' bollards, four cycle parking spaces attached to a planter and a horse stand cycle rack, which can hold circa 6 bikes on the corner between North Street and Market Place. A house stand cycle rack is also provided outside of Fletton House, where OTC office is located. There are also four covered Sheffield stands at the Waitrose store on East Street and three cycle stands located outside of Co-op, however these were temporarily restricted during refurbishment work during the market day site visit.
- 4.4.8 The East Northamptonshire Greenway is currently being developed in phases some of which are already complete and others will follow in the next few years. The Greenway will run from Wellingborough Railway Station to Peterborough Station. Options are being explored to join Oundle to the Welland Valley Railway cycle route to the north, and to connect to other sections of the route to the south at Thrapston.



## 4.5 Highway Network

- 4.5.1 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 carriage 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, Northampton and Cambridge. Traffic signals have recently been installed on the Barnwell Road/A605 junction, these appeared to operate well during the site visit.
- 4.5.2 The A427 is the main route into Oundle. The A427 runs from the A605 through the centre of Oundle, forming the main high street (Market Place and West Street) providing an approximately east-west route through the town. There is a mini-roundabout between East Street, A427 and Blackpot Lane which includes a pedestrian crossing island. East Street provides access to the Waitrose food store.
- 4.5.3 To the north of East Street there is a narrow section of carriageway on the A427 (North Street) between East Road and north of Duck Lane and where traffic signals are provided to allow traffic to travel single file. This helps to slow down vehicle speeds and limits the capacity of traffic through the town. This is shown in Inset 4. From the signal controlled section the A427 passes through Market Place before becoming West Street. On-street parking is provided along West Street and vehicles sometimes have to give-way to oncoming traffic. However this appears to serve a benefit in that it helps to keep vehicle speeds low. To the west, the A427 becomes Benefield Road provides a connection through to Corby.

### Inset 4 - Narrow section and signals on East Street

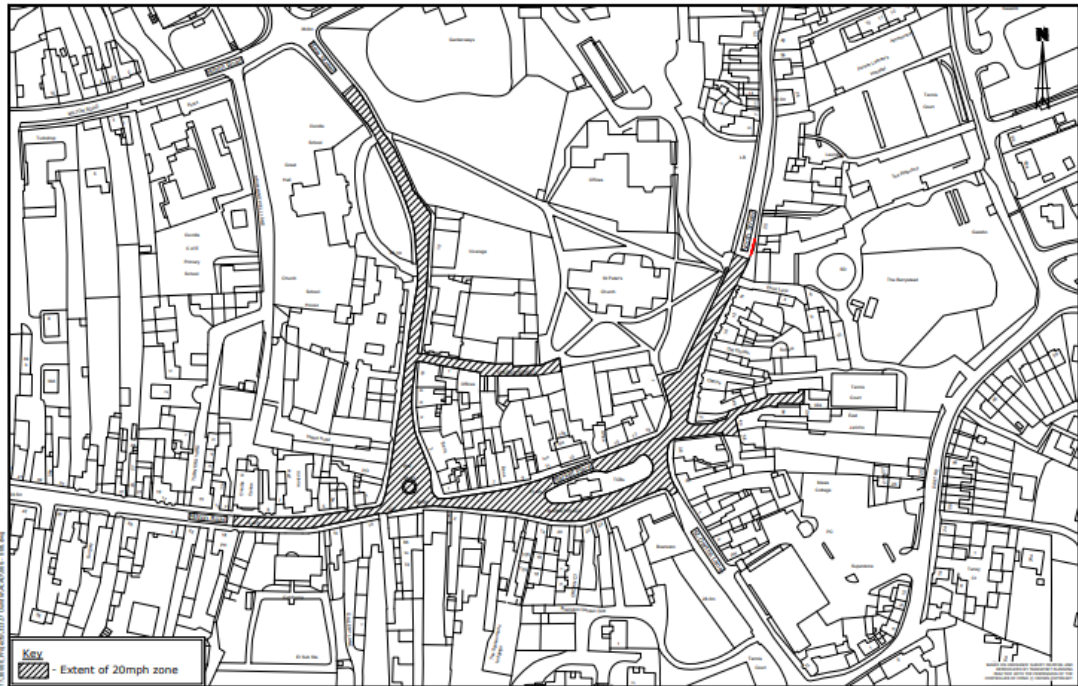


- 4.5.4 Barnwell Road/Mill Road provides an alternative route into Oundle from the south and joins the A605 at a recently installed traffic signal junction. Mill Road meets the A427 at the West Street/Stokes Hill junction.
- 4.5.5 Access into Oundle from Mill Road is via a bridge over the River Nene. The bridge, which was strengthened eight to nine years ago now has a weight restriction of 18 tonnes and a width restriction of 2.1m. The bridge is signal controlled to allow vehicles to travel single file. The access to the bridge is shown in Inset 5. Mill Road provides access to the Oundle Marina which has a variety of employment and Marina developments.

**Inset 5 - Bridge on Mill Road over the River Nene**



- 4.5.6 The main route in from the north of Oundle is Glaphorn Road, which becomes New Street close to the town centre. Glaphorn Road meets Cotterstock Road at a priority junction and the road forks north-west and north-east respectively, providing access to neighbouring villages. There is a width restriction on New Street just to the south of Blackpot Lane which limits vehicles flows to one way with priority to northbound traffic. The local highway network is shown on Figure 4.
- 4.5.7 There is a 20mph zone in Oundle town centre, covering the whole of Market Place and sections of New Street, West Street and North Street. The extent of the 20mph zone is shown in Figure 5 and is shown below.



- 4.5.8 The main highway route through the town centre is North Street, Market Place and West Street (A427). There are alternative routes in the town which are East Road, St Osyths Lane, South Road, Milton Road, Blackpot Lane and New Street.
- 4.5.9 East Road provides access to the Waitrose store, Laxton Junior School and the Central Short Stay car park and is fronted by residential properties particularly at the southern end.
- 4.5.10 St Osyths Lane is between Market Place and East Road and turns into South Road to the South. There is no footway or frontage on the western side and the Co-op and retail properties are on the eastern side. St Osyths Lane also provides access to the Co-op short stay car park.
- 4.5.11 South Road is largely residential in nature and provides access to Prince William School and Sixth Form on Herne Road.
- 4.5.12 Milton Road is a quiet route with on-street parking and some Oundle School properties. The road is also fronted by residential properties in places.
- 4.5.13 Blackpot Lane is one-way eastbound between North Street and the Oundle School access to the west of King’s Road. The road is fronted by residential properties in places and has on-street parking on the northern side.

- 4.5.14 New Street connects West Street / Market Place with Milton Road, Blackpot Lane and Glaphorn Road. New Street provides access to Oundle School. The road has on-street parking and the 20mph gateway feature just south of Blackpot Lane means vehicles give-way to oncoming traffic at the northern end of New Street.
- 4.5.15 A 7.5 tonne weight restriction is in place through Oundle approximately between the A605 and Mill Road, including all of North Street, Market Place, West Street, East Road, South Road and Milton Road and most of Glaphorn Road and Cotterstock Road. The extent of this is shown in Figure 6 and the restriction bans lorries over 7.5 tonne in weight along these routes except for access. Section 4.9 highlights the percent of traffic breaking the 7.5 tonne weight restriction on roads across Oundle. South Road, West Street and Market Place have been identified as the roads with the highest amount of traffic breaking the weight limit.

## 4.6 Parking

4.6.1 The town centre is served by a number of off-street car parks and on-street parking bays. The location of these car parks are shown in Figure 7. All car parking in Oundle is free of charge. There are four off-street car parks:

- **Central Short Stay/Co-op** – this is located by the Co-op to the south-east of the town and is accessed from St Osyths Lane via a one way access, as well as a two-way access onto East Road. The Central Short Stay car park provides 120 spaces limited to 2 hour duration of stay. The car park is leased to Co-op from Oundle Town Council. Co-op are responsible for its maintenance, management and enforcing the minimum-stay period. However the minimum stay period is not currently enforced.

During a site visit on a Thursday market day, the Co-op was observed in the morning peak (between 08:00-09:00) and there were 54 spaces available, with most of the disabled bays being unoccupied. However, it was observed the car park was close to capacity for much of the day.

- **Waitrose** – this is located on East Road to the east of the junction with North Street. The car park provides 157 spaces with a maximum 2 hour stay. The Waitrose car park is monitored and there is an attendant every Thursday, Friday and Saturday, and on alternate Tuesdays/Wednesdays.

The car park was observed to have ample capacity at all times on the Thursday market day site visit, with only 22 cars parked during a count in the morning peak (08:00-09:00).

- **East Long Stay** – this is located to the east of the town centre just off East Road. The car park provides a total of 85 spaces (including disabled bays) with no limit on the duration of stay. The car park is owned by a Pension fund and is leased to Oundle Town Council. There is approximately eight years left on the lease.

The car park was observed to be full for most of the market day for the site visit, with only 12 spaces unoccupied in the morning peak (08:00-09:00). It is understood that many of those parking in the East Long Stay car park worked at Fairline Yachts or in the surrounding area and would be parked all day.

- **West Long Stay, Drill Hall** – This is located to the west of the town centre on Benefield Road. This car park provides 35 spaces with no limit on the duration of the stay. The car park is owned and managed by Oundle Town Council.

The car park was observed as having capacity throughout the day, however did get busy mid-day. It was observed that only 14 cars were parked during the morning peak (08:00-09:00). It is understood that nearby residents and business also use Drill Hall for parking.

4.6.2 On-street parking is provided at Market Place and along New Street, North Street and West Street. These spaces are limited to a one hour maximum stay, Monday to Saturday 8.30am to 6pm, no return within one hour, with the restrictions relaxing to a two hour maximum outside of the 20-mph zone. Outside of the central area on-street car parking is generally unrestricted, except where there are yellow lines. Parking along the south of Milton Road, adjacent to St Anthony House is restricted to 20 minutes during traditional school pick-up times (08:00-09:30 and 15:00-16:30) Monday to Friday. However the restrictions in Milton Road are now deemed redundant as Oundle C Of E Primary School has been relocated located on Cotterstock Road.

4.6.3 On-street parking along New Street, North Street and West Street was observed to be busy on the market day site visit, however available spaces were observed

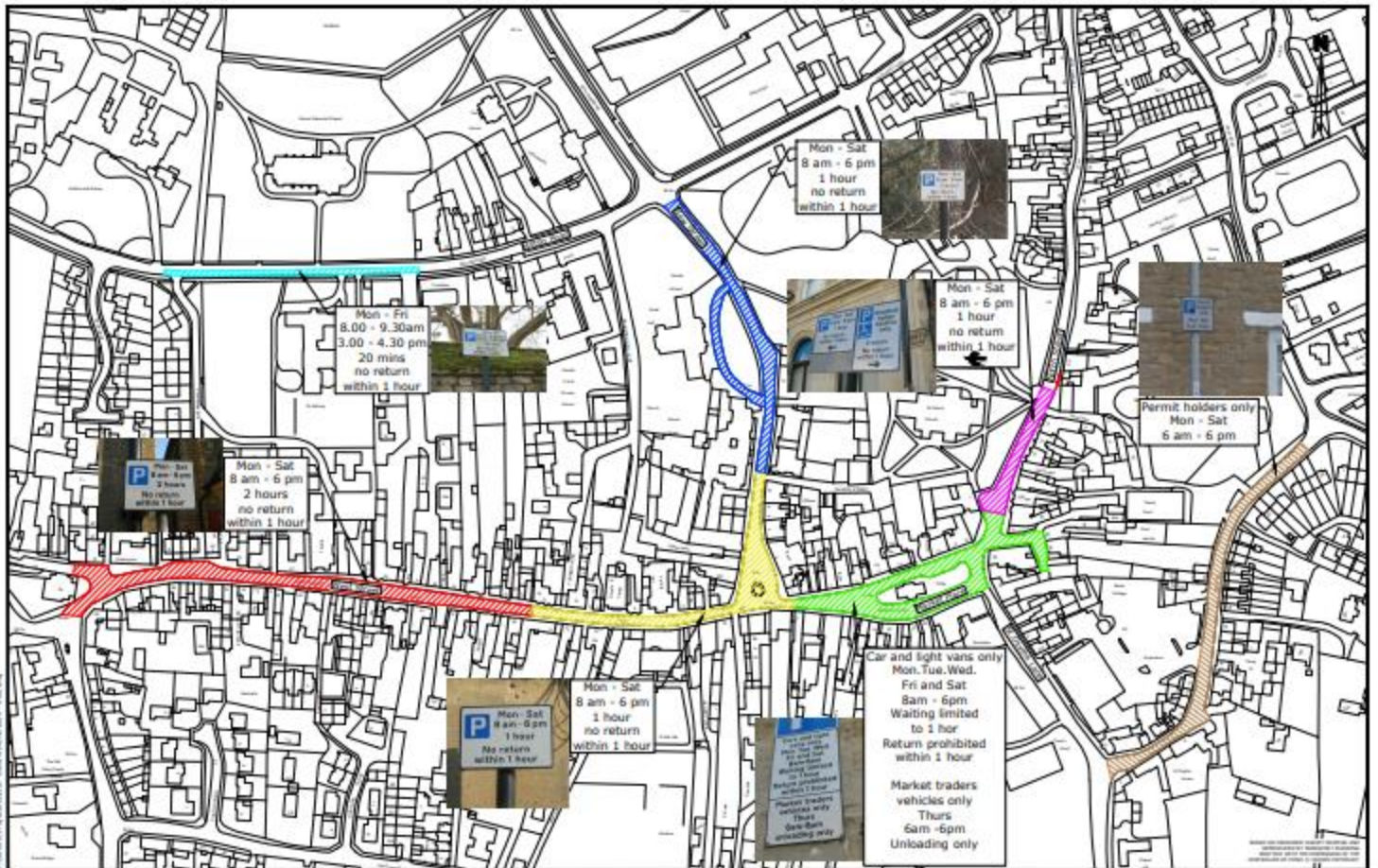


on each street throughout the day. In addition, much of the on-street parking along these roads had a high 'turn-over' which meant spaces were frequently becoming available, which was especially the case on New Street opposite Oundle School. Inset 6 below shows the on-street parking conditions along West Street and New Street.

**Inset 6 - On-street parking conditions in the town centre**



4.6.4 A plan of the town centre parking and restrictions is shown on Figure 8 and is shown below.



4.6.5 A weekly market takes place from 08:00 to 14:15 every Thursday and a farmers market takes place on the second Saturday of every month. These markets take place on Market Place and parking at this location is suspended during these times. There were circa 17 car parking bays suspended on Market Place to facilitate the market. It was observed on the Market Day site visit that the Market Place car park was almost full within 30 minutes of being reopened for parking after the market closed.

4.6.6 The long stay car parks may be perceived to be a long walk from the town centre. However the Drill Hall Long Stay 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). The Waitrose car park is approximately a 400m walk (4-5 minutes) along North Street.

4.6.7 The Chartered Institution of Highways and Transportation (CIHT) has produced guidance on the acceptable walking distances for shoppers parking for different durations of stay. This is set out in Table 4.2.

**Table 4.2 - CIHT acceptable walking distances of car borne shoppers**

Parking duration	Acceptable walking distance
30 minutes	100m
1 hour	200m
2 hours	400m
4 hours	800m
8 hours	1000m

4.6.8 During June 2014 a six-day survey of car parking in Oundle was carried out. The survey results are shown in Appendix B. It should be noted, this data is from circa eight years ago, however it still gives an accurate indication of the present parking conditions as they match observations from the market day site visit.

4.6.9 A summary of the observations from the survey are outlined below:

- Parking in Market Place is always well used. When overall utilisation is less than around 65% there are spaces on New Street.
- The Co-op car park has spaces up to around 85% utilisation. Thereafter, the system will feel full even though there are some places available
- Available parking always seems lowest at 11:00 each day.
- The take up of space in the East Road residents parking never exceeds 60% of capacity.
- The parking lane on Ashton Road is never more than 50% utilised.
- There is evidence that vans are parking 24/7 in the Drill Hall car park though at present the impact is low and no height barriers are deemed necessary.
- South Road parking is well used during weekdays and on Saturday mornings. There are reports that during large scale events (Food Festivals etc), South Road is used as a short term overflow parking



- It was concluded, parking within 5 minutes of the town-centre (mostly on-street parking and the Co-op parking) capacity is reached during Thursday Markets and on Saturdays.

## **4.7 Traffic Flows**

4.7.1 TPP commissioned Automatic Traffic Counters (ATCs) in Oundle from the 17<sup>th</sup> March 2022 – 24<sup>th</sup> March 2022 at locations agreed with OTC, some of the surveys were extended where damage had occurred to the counters. These have recorded traffic flows, vehicle classification and traffic speeds at the following locations:

- West Street (within the 20mph zone).
- Market Place (within the 20mph zone).
- New Street (within the 20mph zone).
- East Road (by the North Street mini roundabout).
- South Road (near Mill Road).
- Glapthorn Road (to the north of New Road).
- New Road (south of St Peters Road)
- East Road (near South Road)

4.7.2 Table 4.3 outlines the 5-day (weekday) average two-way traffic flows and average speed for the traditional AM traffic Peak (08:00-09:00) and PM traffic Peak (17:00-18:00), when it is expected roads will be busiest with people travelling to work for each of the ATC sites. The full survey results are included within Appendix C.

**Table 4.3 - ATC survey results; two-way traffic flows and average speed**

<b>Road/ATC</b>	<b>Time</b>	<b>Two-way traffic flow</b>	<b>Average speed</b>
<b>ATC 1 - West Street</b>	AM Peak	329	17.97
	PM Peak	300	18.65
<b>ATC 2 - Market Place</b>	AM Peak	349	17.26
	PM Peak	315	18.41
<b>ATC 3 - New Street</b>	AM Peak	341	18.2
	PM Peak	304	17.74
<b>ATC 4 - East Road</b>	AM Peak	272	12.01
	PM Peak	269	11.76
<b>ATC 5 - South Road</b>	AM Peak	212	20.41
	PM Peak	142	20.19
<b>ATC 6 - Glaphorn Road</b>	AM Peak	596	27.2
	PM Peak	480	27.71
<b>ATC 7 - New Road</b>	AM Peak	370	23.86
	PM Peak	325	23.34
<b>ATC 8 - East Road</b>	AM Peak	154	16.97
	PM Peak	146	17.46

## **4.8 Speeding**

4.8.1 Table 4.4 outlines the average percent of vehicles speeding at each survey location throughout the day on weekdays. It should be noted that ATC 1, 2 and 3 have a speed limit of 20mph with the remaining ATCs having a speed limit of 30mph. Speeding has been shown as 1) percent of vehicles over the speed limit, 2) percent of vehicles 5mph above the speed limit and 3.) percent of vehicles 10mph above the speed limit. Vehicles speeding by more than 10mph is considered excessive and extremely dangerous especially in locations with high pedestrian flows.

**Table 4.4 - ATC results; speeding vehicles**

Road/ATC	Speed limit	Direction	% of speeding vehicles	% of vehicles 5mph above speed limit	% of vehicles 10mph above speed limit
<b>ATC 1 - West Street</b>	20mph	Eastbound	19.54%	3.09%	0.63%
		Westbound	28.53%	2.86%	0.37%
<b>ATC 2 - Market Place</b>	20mph	Eastbound	20.31%	1.89%	0.21%
		Westbound	16.08%	1.05%	0.04%
<b>ATC 3 - New Street</b>	20mph	Northbound	35.98%	6.56%	0.71%
		Southbound	23.04%	3.46%	0.26%
<b>ATC 4 - East Road</b>	30mph	Eastbound	0.12%	0.09%	0.09%
		Westbound	0.13%	0.08%	0.08%
<b>ATC 5 - South Road</b>	30mph	Eastbound	0.17%	0.00%	0.00%
		Westbound	0.61%	0.02%	0.00%
<b>ATC 6 - Glapthorn Road</b>	30mph	Northbound	19.39%	3.22%	0.37%
		Southbound	24.64%	3.69%	0.54%
<b>ATC 7 - New Road</b>	30mph	Northbound	1.71%	0.07%	0.01%
		Southbound	3.20%	0.28%	0.02%
<b>ATC 8 - East Road</b>	30mph	Eastbound	0.07%	0.00%	0.00%
		Westbound	0.02%	0.00%	0.00%

4.8.2 The table above indicates that the roads with the highest amount of speeding are West Street, Market Place, New Street and Glapthorn Road. The high levels of speeding on West Street, New Street and Market Place is likely due to the 20mph speed limit. West Street, Glapthorn Road and New Street also have the highest percent of vehicles speeding 5mph and 10mph over the speed limit.

#### 4.9 Overweight vehicles

4.9.1 There is a weight restriction of 7.5t except for access on each of the roads surveyed. The ATC surveys recorded a classification breakdown of vehicles. The classification of vehicles recorded within the survey are outlined in Appendix C. Classification 1 accounts for cars and LGVs which are under 7.5t. Classification 2 accounts for rigid 2 axle heavy goods vehicles, however these vehicles can be above and below 7.5t. Classification 3 and above accounts for larger vehicles above 7.5t. The breakdown of vehicle classification for each ATC for the daily weekday flow is shown in Table 4.5.

**Table 4.5 - ATC results; vehicle classification**

<b>Road/ATC</b>	<b>Class 1 vehicles</b>	<b>Class 2 vehicles</b>	<b>Class 3+ vehicles</b>
<b>ATC 1 - West Street</b>	90.36%	8.34%	1.30%
<b>ATC 2 - Market Place</b>	88.92%	10.06%	1.02%
<b>ATC 3 - New Street</b>	90.66%	8.56%	0.78%
<b>ATC 4 - East Road</b>	90.67%	9.04%	0.29%
<b>ATC 5 - South Road</b>	90.05%	8.07%	1.87%
<b>ATC 6 - Glaphorn Road</b>	89.00%	10.12%	0.87%
<b>ATC 7 - New Road</b>	89.99%	9.47%	0.54%
<b>ATC 8 - East Road</b>	86.73%	12.73%	0.54%

4.9.2 East Road, Glaphorn Road and Market Place have the highest percent of traffic which are class 2 vehicles, which may be over the 7.5t limit. However class 2 vehicles over 7.5t are anticipated to just be over the weight limit and are likely to have less of an impact on the towns amenity compared to class 3 + vehicles.

4.9.3 South Road, West Street and Market Place have over 1% of their total average traffic as class 3 and above vehicles, all of which would be able the 7.5t weight limit. The high level of class 3+ traffic on West Street and Market Place could be attributed to deliveries for the high street and for South Road could be due to school buses exiting Prince William School via South Road.

## **4.10 Public Transport**

### ***Bus***

4.10.1 Oundle is served by one regular bus route, the X4 which operates throughout the week. The X4 provides circa one service an hour in each direction. The service operates between Peterborough and Northampton, serving Corby, Kettering, Wellingborough and Earls Barton. The route stops at various locations in Oundle along the A427, including West Street, Market Place and North Street.

### ***School traffic - Drop off and pick up***

4.10.2 The town seems to cope well with the high demands at school drop off and pick up times. Pedestrian activity in the town centre and routes to the schools is noticeably busier and there are a few issues on St Osyths Lane and Herne Road because of the narrow footpath.

- 4.10.3 At Prince William School we spoke to the deputy head whose main concern is the width of the footpaths on Herne Road, with students spilling out onto the road while buses/cars approach the school and confirmed that the school wants to reopen the second entrance onto St Christopher Drive. This would significantly shorten the walking distance for some pupils and encourage walking and could also relieve some of the footway congestion along Herne Road. The school buses seem to be well organised with about 6 buses parked on site all day. There were circa 15 buses parked in the site ready for school pick up at 15:15, all of which departed just prior to 15:30. Car drop-off and pick-up also seems to be well controlled.
- 4.10.4 Drop-off and pick-up at Oundle C of E School on Cotterstock Road seemed to work well with a majority of parents seeming to walk. The pedestrian crossing on Glaphorn Road was well used. There were some issues with cars parking on the verge close to the school however except for this, the drop-off and pick-up caused few problems given the number of pupils arriving and departing. This is an improvement to the pick-up/drop-off conditions compared to when the school was located on Milton Road, which experienced high levels of congestions from parents picking up/dropping-off and school buses, all of which would have to have travelled and stopped close to the town centre.

### ***School bus services***

- 4.10.5 Oundle has a significant number of school buses arriving and departing every day from the surrounding rural areas. There are over 3,000 pupils in Oundle and almost 2,000 attend the two state schools: Oundle C of E Primary School and Prince William School and Sixth Form. As there are no secondary schools in Thrapston, Prince William School serves a significant catchment area.
- 4.10.6 The latest information from the NPWP Connectivity paper shows that there are circa 17 buses into Oundle every day and they all serve Prince William School, Oundle School and Laxton Junior School.
- 4.10.7 These school buses arrive and depart over a short window of time in the morning and afternoon and can cause disruption as they travel through the narrow roads in Oundle. Journeys by school bus are more sustainable and represent a significant number of equivalent car journeys, which could cause greater problems than those caused by the buses.

4.10.8 School buses were observed passing through the town centre and making use of the junction of St Osyths Lane and Market Place as well as the junction of New Street/West Street/Market Place and South Road. However, during the market day site visit, it was observed that the school buses did not cause significant delays or congestion throughout the town and the arrival/departure of the school buses looked to be well co-ordinated with the schools. It was also observed that a small number of school buses would wait on the school premises throughout the day and that all buses would be on the school premises just prior to pick up.

### ***Rail***

4.10.9 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 (approximately 20 minutes by car) which provides services to Kettering and London St Pancras, operated by East Midlands Railway. Services into London operate twice an hour, calling at Kettering, Wellingborough, Bedford and Luton, with a journey time of 1 hour and 11 minutes into London.

4.10.10 There are more frequent services available at Peterborough Station (approximately 30 minutes by car) which is served by Cross County, East Midlands Railway, Great Northern, Thameslink, Greater Anglia and London North Eastern Railway (LNER) services. These services provide access to many locations including London Kings Cross, Liverpool Lime Street, Cambridge, Birmingham New Street, Edinburgh, Leeds, Norwich and more. There are approximately six services from Peterborough into London an hour, with a journey time ranging from 52 minutes to 1 hour 18 minutes.

4.10.11 An alternative station is Huntingdon (approximately 35 minutes by car) which is served by Great Northern trains between Horsham and Peterborough via London Kings Cross and London St Pancras International. There are approximately 3 trains an hour from Huntingdon to London, with a journey time of circa 1 hour 3 minutes

## **5 IDENTIFIED TRANSPORT ISSUES**

5.1.1 This section sets out the key transport issues that have been identified in Oundle. The first section outlines the issues raised in the responses in the town survey. This is followed up by a description of the problems observed during site visits and raised during discussions with OTC as part of the transport study.

### **5.2 Town survey response**

5.2.1 A transport survey of the town was undertaken in September 2021 to understand people's views of transport in Oundle. The survey obtained over 150 responses, which is less than the survey undertaken in 2010 (over 800 responses) but is still considered a good indicator of residents views/concerns about transport in the town. The majority of respondents lived in Oundle, although 19% lived in the surrounding areas.

5.2.2 The questions asked were broken down by mode (i.e walking, cycling and driving).

#### ***Cycling***

5.2.3 In total 105 of the survey respondents (66%) answered questions about cycling. Question 4 asked what is important to the respondent about cycling in Oundle. 60% selected dedicated cycle paths and 54% selected safer speed limits. The remaining responses, one-way sections of road, pedestrianised areas and other had a similar level of response (37%-23%).

5.2.4 Individual responses were also given about cycling in Oundle. Some noteworthy responses are outlined below:

- Safe crossing point over the A605.
- Roads are too narrow to allow for safe cycling and parked cars are problematic.
- More cycle racks in the town centre. Co-op cycle parking is often blocked by store displays. In addition, bikes parked against shop windows blocks pedestrians getting past.
- Improve the road surfaces/reduce the amount of potholes.



- Provision of dedicated cycle routes/paths. Glapthorn Road has been identified as a road which would benefit from this.

### ***Walking***

5.2.5 A total 126 of the survey respondents (79%) answered questions about walking in Oundle. Question 7 asked what is important to the respondent about walking in Oundle, 72% answered safer pavements, 52% safer speed limits and 42% of pedestrianised areas, 29% one-way sections of road and 26% 'local bus services offering regular trips'.

5.2.6 Individual responses were also given about walking in Oundle. Some noteworthy responses are outlined below:

- Call connect bus service to be reintroduced.
- Several pavements are in poor condition and narrow sections of footway are dangerous. Little to no dropped kerbs on Springfield Road and surrounding roads.
- Speeding vehicles are off concern on Glapthorn Road and Benefield Road.
- Cars parking on pavement which block footpaths from the residential peripheries to the town centre. This means wheelchair users/pedestrians with buggies have to enter the road to pass parked vehicles.
- HGV's overhang and damage the footway.
- Reduce the speed limit through the town.

### ***Driving***

5.2.7 In total 145 of the survey respondents (91%) answered questions about driving in Oundle. Question 10 asked what is important to the respondents about driving in Oundle and 60% answered 'better parking', 57% 'safer speed limits', and 53% 'improved traffic flow through the town', 'one-way sections of roads' (41%), 'dedicated cycle paths' (24%) and 'pedestrianised areas' (22%).

5.2.8 Individual responses were also given about driving in Oundle. Noteworthy responses are outlined below:

- Speeding is an issue on Benefield Road and Glapthorn Road.
- Lack of suitable parking means on-street parking has become problematic. On-street parking causes delays along the high street and South Road.
- Better signage for visitors to easily find parking.
- Parking in the town centre/market place to have the maximum stay time reduced, to allow more 'quick visits' and discourages staff from parking in the town centre.
- Cars parking on double yellow lines.
- Pinch points caused by parking. Also, visibility is a problem for single file sections of roads.
- Issues of heavy vehicles driving through the town.

### **5.3 TPP site visits and discussions with OTC**

5.3.1 The main issues that were identified from the TPP site visits and discussions with OTC are explored above in section 4 and summarised below.

- Pedestrian activity in the town centre is busy particularly on Market days and when the schools arrive and leave. There are issues with the width of the footpath on St Osyths Lane and Herne Road with pedestrians having to use the carriageway at times.
- Car park capacity on market days, except for the Waitrose car park which had capacity throughout the day.
- Width of Market Place/New Street junction is excessive for pedestrians crossing the road.
- Width of West Street junction by Holy Name of Jesus Church is excessive for pedestrians crossing.
- Speeding on parts of West Street, Glapthorn Road and Benefield Road.

- HGV traffic ignoring the 7.5 tonne weight limit, especially on East Road.
- Low number of local and inexperienced cyclists (i.e people visiting the town and parents with young children), with most cyclists observed during the site visits being leisure cyclist.
- On-street parking was busy, however there was capacity throughout the day and there was a high turnover in on-street parking.

## **6 FUTURE DEVELOPMENT**

6.1.1 Within the East Northamptonshire Local Plan Part 2 (Submission Plan 2021), Oundle is identified as a location for in the order of 645 homes within the period between 2011-2031.

6.1.2 Figure 9 shows the location of the completed developments and the approved developments currently in the planning process. The plan also shows sites that have been previously identified in the Oundle Neighbourhood Plan, which would be supported for development over the next 10 or 20 years.

### **6.2 Completed developments**

#### ***Creed Road***

6.2.1 The Creed Road development was approved in 2011 and is now complete and occupied. The development is located off Creed Road in the north west part of Oundle and provides 145 dwellings. Vehicular access onto the wider highway network is via the Hillfield Road/Glaphorn Road junction.

#### ***Herne Road/Ashton Road***

6.2.2 The Herne Road/Ashton Road development was approved in 2014 and is now complete and occupied. The development is located on land between Herne Road and Ashton Road, including Herne Lodge. The development provides 86 dwellings and has a vehicular access from Herne Road and Ashton Road.

6.2.3 TPP visited the completed development during a site visit. During the visit, it was observed that parking took place mostly on-plot, with little on-street parking. No parking problems have been reported from the completed developments. The site also provided a useful cut-through from Herne Road to East Road via Churchill Walks, which was well utilised by pupils coming out of Prince William School.

### **6.3 Forthcoming development**

6.3.1 The following developments have either been approved, have outline permission, or are currently in the planning process.

#### ***Land off St Christophers Drive/Ashton Road***

6.3.2 The development site is located off St Christophers Drive, in the eastern part of Oundle, bordering the A605 to the east. Outline planning approval was granted in

2019 for 65 residential dwellings and 65-unit extra care. Vehicular access to the site would be provided by the continuation of St Christophers Drive into the site to the east, including a continuation of the footpaths on either side of St Christophers Drive into the site.

6.3.3 The Transport Assessment prepared by Markides Associates in 2019 outlined that the development would generate 41 and 45 vehicular trips in the AM and PM peaks respectively. Junction modelling of the following junctions was undertaken:

- Glapthorn Road/Hillfield Road
- Market Place/New Street/West Street
- North Street/St Osyths Lane/Market Place
- St Osyths Lane/East Road/South Road
- South Road/Herne Road
- Mill Road/South Road
- East Road/Ashton Road
- North Street/East Road/Blackpot Lane
- East Road Mini Roundabout
- A605/A427 Station Road/Nene Way

6.3.4 The junction modelling results for the 2031 base plus committed development plus development demonstrated that all junctions assessed operate well in 2031 with all expected development and background traffic growth taken into account.

***Land of Cotterstock Road/St Peter Road***

6.3.5 The development is located off Cotterstock Road, in the northern part of Oundle. Approval was granted for 130 residential units in 2019, with a Reserved Matters Application being approved in 2021. The site will be accessed from Cotterstock Road via a three-arm priority junction, with a secondary access provided via the extension of the existing St Peter Road cul-de-sac.

- 6.3.6 The Transport Assessment prepared by I-Transport in 2019 outlines that the development would generate 68 and 70 vehicle trips in the AM and PM peaks respectively.
- 6.3.7 Junction modelling was undertaken to assess the developments impact on the nearby junction and the proposed site access junction. The maximum ratio of flow to capacity was shown to be below 0.5 at all junctions assessed for the 2025 'do something' scenario, which suggests that there is a significant spare capacity in the junction.

***Land Rear of Cemetery Stoke Doyle Road***

- 6.3.8 The development is located on land to the rear of the Cemetery of Stoke Doyle Road and is bordered to the north by Clifton Drive, the east by residential units and Warren Bridge, the south by Stoke Doyle Cemetery and Stoke Doyle Road and the west by arable land. The site is located in the west of Oundle.
- 6.3.9 An application for 53 residential units was validated in 2021 and is awaiting a decision on approval. The development would be accessed via a priority T-junction with Stoke Doyle Road, with a section of Stoke Doyle Road being widened to 5.5m. Pedestrian access will be via footpaths either side of the vehicular access. In addition, a 2.0m footpath is proposed on the northern side of Stoke Doyle Road to improve connectivity to Oundle, plus a signalised crossing is proposed at the bridge over Lyveden Brook to provide a continuous footpath.
- 6.3.10 A Transport Assessment prepared in 2022 outlines that the development is expected to generate 45 and 48 vehicle trips in the AM and PM peaks respectively. The maximum ratio of flow to capacity was shown to be below 0.5 at all junctions assessed, including the site access junction for the 2031 plus development scenario, which suggests that there is a significant spare capacity in the junction.

***1 Station Road***

- 6.3.11 An application to restore the Pick Arthey garage to its original use as a dwelling, and provide an additional seven dwellings was validated on the 15<sup>th</sup> November 2021. The site is located on the corner between Station Road and New Road. However given the sites existing use as a petrol station and vehicle repair shop, it is expected the proposed redevelopment would reduce the number of vehicular trips associated with the site.

## 6.4 Land outlined for development

- 6.4.1 Policy 29 (Distribution of new homes) of the Joint Core Strategy requires Oundle to accommodate 645 new dwellings between 2011 and 2031. While developments completed since 2011 and sites with planning permission will help achieve this goal, it is understood further development sites would be required to come forward.
- 6.4.2 The Oundle Neighbourhood Plan identified five sites which would be supported for development within one mile of Oundle town centre. While the Oundle Neighbourhood Plan and consequently the sites identified within the plan were not adopted, it is likely these sites could be revisited in a future iteration of the local/neighbourhood plan and be brought forward for development in the coming years. These sites are outlined in Table 6.1. One of these sites is Land Rear of Cemetery Stoke Doyle Road which is currently been taken forward for development.

**Table 6.1 - Development sites outlined in the Oundle Neighbourhood Plan**

Site location	Dwelling allocation	Comments/transport impact
Land South of Herne Road	120	The site is located on the south-east side of Oundle and adjacent to the A605. Access is anticipated to be from Herne Road. The site will upgrade footpath UF7 along the development boundary, to link with footpath with UF6 to form part of a Oundle circular route.
Millers Field, Benefield Road	14	The site is located on the south-side of Benefield Road, which is currently a meadow. Any development should have its own vehicular access (not shared with the allotment land) and provide a new cycle pedestrian/cycle route between informal recreational space and Benefield Road.
Land south of Wakerley Close	10	The site is located in the west side of Oundle to the rear of Wakerley Close, off Benefield Road. Vehicular access to Benefield should be provided to the west of Wakerley Close. A cycle and pedestrian route should be provided between the public footpath (UF6) along the eastern boundary and Benefield Road. Also upgrade footpath UF3 creating a useable pedestrian route between Stoke Doyle Road and Benefield Road to form part of the circular cycle/pedestrian network
Land north of Benefield Road	130	The site is located in the west side of Oundle to the north of Benefield Road. The site should deliver a festival field/community site, which should have a separate vehicle access to the residential access from Benefield Road. Any development should upgrade footpath UF10 and create a new footpath traversing north-east at the boundary of the site to facilitate a link to footpath UF11 as part of the circular cycle/pedestrian network.



## 6.5 Potential Impacts

- 6.5.1 The proposed 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.
- 6.5.2 The main junctions within the town have been tested as part of the recent planning applications and shown to operate within capacity. However, as identified earlier in the report, the problems in Oundle typically do not relate to junction capacity but are caused by on-street parking, narrow carriageways, on street servicing and pedestrian-vehicle conflicts. None of these issues were considered in the Transport Assessments but the increase in traffic from development would have a detrimental impact on the environment in the town and sustainable transport which could lead to fewer walking and cycling trips. This in turn could result in longer journeys as people choose to travel to more distant destinations instead of Oundle for activities such as shopping. It is essential therefore that the impact of the above developments is properly mitigated. This is considered together with other transport improvements for the town in the next section of this report.
- 6.5.3 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. 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 help mitigate the impact of the development.
- 6.5.4 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 properly identified or resolved using standard capacity modelling tools or within the typical approach to Transport Assessments. Further developments in the town and the surrounding area is likely to exacerbate these problems and therefore should be considered in any future Transport Assessments and appropriate mitigation included within Section 106 Agreements. Some suggested solutions have been put forward in Chapter 6 of this report and these will need to be investigated further and developed.

## **7 POSSIBLE TRANSPORT IMPROVEMENTS AND SOLUTIONS**

7.1.1 As a result of the above work a range of solutions are proposed for consideration by OTC in this report. These solutions are explored below:

### **7.2 20mph zone**

7.2.1 The 20mph zone in Oundle has been successful in reducing vehicle speeds and improving conditions for pedestrians and cyclists. An extension of the 20mph zone would provide further benefits for pedestrians and cyclists with no disadvantages for vehicle traffic and would also help to mitigate the impact of future residential development. Therefore, we are suggesting that the 20mph zone be extended as shown on Figure 10 and is described below.

- For vehicles coming in from the north on the A427 the 20mph zone would be extended to start from just north of the East Road/North Street roundabout with gateway feature at existing signals that restrict traffic flows to one way because of the narrowness of North Steet at this point. The 30mph sign on Station Road at the A605 junction should also be relocated to be more visible and a gateway feature could be introduced at the bridge.
- To the southwest the zone would now start at the St Osyths Lane/East Road junction. This could also potentially be extended to include all of south Road, East Road and Herne Road.
- For vehicles coming in on Barnwell Road the 20mph zone would start from the Mill Road bridge over the river.
- On the A427 to the west the zone would begin at the Most Holy name of Jesus gyratory junction or could potentially start further to the west with appropriate gateway treatment. Milton road could also become a 20mph street.
- From the north on Glaphorn Road the 20mph zone could start at the Blackpot Lane junction with gateway treatment. This could be extended further north on Glaphorn Road. Blackpot Lane would also become 20mph.

### **7.3 Market Place / New Street**

- 7.3.1 The centre of town around Market Place and New Street experiences very high levels of pedestrian traffic associated with local businesses, shops, schools, and the market. Maintaining the character of this area and the ability for pedestrians to freely walk around the town is essential to promote sustainable transport in Oundle and would also help to mitigate the impact of proposed residential development.
- 7.3.2 To help preserve the ability for pedestrians to freely walk around the town we are recommending a series of improvements which should help to manage the flow of traffic, improve pedestrian safety and reduce vehicle speeds. These include traffic calming and environmental improvements on North Street, St Osyths Lane, Market Place, West Street and New Street. The indicative potential improvements in the town centre are shown in Figure 11, with a more detailed plan of the improvements on the New Street/Market Place Junction shown in Figure 12. Figure 12 includes swept path analysis, showing a 12.0m coach manoeuvre around the amended junction.

### **7.4 On street parking**

- 7.4.1 The on-street parking in Oundle seemed to work well for most of the time during site visits and this has been confirmed by OTC. However there was a high demand for the spaces in Market Place and to provide for the businesses that depend on this the waiting time could be reduced to 30 minutes.
- 7.4.2 The primary school has now been relocated to Cotterstock Road and therefore the 20 minute car parking restriction on Milton Road is no longer relevant. This could be either removed totally providing more long stay car parking in the town or a 2-hour time limit imposed.

### **7.5 Car parks**

#### ***Co-op Car park***

- 7.5.1 Oundle has two long stay car parks and two short stay car parks, which are identified in Figure 7. The Co-op car park was observed to be at capacity throughout the day and has a maximum stay period of 2 hours. It is understood parking duration in the Co-op car park is not regularly enforced/monitored by OTC. To increase short stay parking capacity in the Co-op car park, an ANPR system

could be employed, which would track vehicles entering and exiting the car park. This would allow the duration of stay to be monitored, and the 2-hour maximum stay limit to be enforced, with visitors parking for longer than 2 hours receiving a fixed penalty.

### ***Car park signage***

7.5.2 Signage towards Oundle's car parks could be revised to reduce traffic driving into the town centre looking for parking spaces. Parking signage could be provided in the following locations, reducing traffic through the town centre:

- Along North Street to the north of the North Street/East Road/Blackpot Lane roundabout. The signage would indicate to turn left onto East Road to access short stay parking in the Waitrose car park and long stay parking on East Road.
- Along Glapthorn Road to the north of Glapthorn Road/Blackpot Lane/New Street/Milton Road junction. The signage would indicate to turn left down Blackpot Lane to access short stay car parking in the Waitrose car park, and to turn right along Milton Road to access parking in Drill Hall.
- Along Benefield Road, which could clearly identify the Drill Hall car park.

### ***Real time displays***

7.5.3 Real time displays and appropriate equipment could be displayed on each of the approaches to Oundle (North Street, Glapthorn Road, Benefield Road and Mill Road) to indicate when the Market Place and car parks in Figure 7 are full. This will limit visitors driving towards the town centres or car parks if they are full.

### ***East Long Stay car park***

7.5.4 The East Long Stay car park is well used through the day and the lease is due to expire in about 6 to 8 years. Before this happens the car park needs to be surveyed to determine the impact of its loss and OTC need to determine how important it is to retain the car park or can it be replaced.

## 7.6 Cycle Routes

7.6.1 To encourage cycling within Oundle, the following measures could be explored:

- Widen the footpath along the western side of Glapthorn Road from Pavillion Drive to the Glapthorn Road/Blackpot Lane/New Street/Milton Road junction to create a shared pedestrian/cyclist path. This will encourage cycling, especially inexperienced cyclists as it would be off-road and connects Wyatt House and the town centre.
- If a shared pedestrian/cyclist path cannot be achieved, on road cycle markings should be provided along Glapthorn Road, which will indicate Glapthorn Road is a well-used cycle route, boosting inexperienced cyclists confidence and acting as a reminder to drivers to watch out/slow down for cyclists.
- Speed calming measures introduced throughout the town such as extending the 20mph zone and raised crossings will slow general traffic and make the roads more amenable to cyclists.
- A cycle cut-through can be provided on the one-way section around the Most Holy Name of Jesus Church, for cyclists approaching Oundle from Benefield Road.
- If land north of Benefield Road is developed (as shown in Figure 9), then a cycle route could be provided through the site to connect Benefield Road to the car-free path near Hillfield Road. This could be funded through S106/CIL and would help fulfil the aspirations of Policy O14 in the Oundle Neighbourhood Plan.

7.6.2 Options to provide a cycle route along Blackpot Lane have been explored, however Blackpot Lane is considered too narrow to provide a dedicated/contra-flow cycle lane and would require the removal of on-street parking.

## 7.7 Cycle parking

7.7.1 Additional cycle parking could be added in the town centre, which encourages a move away from cars to bikes when travelling in from the periphery of Oundle.

7.7.2 The following locations that are considered appropriate to provide additional cycle parking:

- Within the Market Place island near to the bus stop.
- Within the cut-through between New Street and Drumming Well Lane.
- On the widened kerb around the Most Holy Name of Jesus which is considered later.

## **7.8 One-way roads**

### ***Blackpot Lane***

7.8.1 Blackpot Lane currently operates two-way at its western end up to the access to Gascoigne Building where it becomes one way eastbound. The whole of Blackpot Lane could become one-way eastbound reducing vehicle conflicts.

### ***St Osyths Lane***

7.8.2 A one-way system operated on St Osyths Lane during the Covid restrictions between early 2021 and early 2022. We have discussed this with OTC and it seems to have operated without causing too many difficulties in the town. This could be reinstated permanently and would allow the footpath on St Osyths Lane to be widened to 3.0m-4.5m and would also have further benefits by restricting vehicle movements around Market Place. The one way system would operate southbound towards the Co-op car park access and vehicles headed northbound would use East Road to exit the town. The proposed one-way system on St Osyths Lane is shown alongside other indicative proposed highway changes in the town centre in Figure 13.

## **7.9 Most Holy name of Jesus gyratory junction**

7.9.1 The Most Holy name of Jesus gyratory junction includes wide expanses of roadway that make the area difficult for pedestrians. Therefore we have looked at this and the proposals on Figure 14 show how this could be rationalised to improve conditions for pedestrians including those visiting the church. This would also improve the setting of the church and this important gateway to Oundle.

## **7.10 Herne Road**

7.10.1 Herne Road continues beyond Prince William School to the A605 as a bridleway. There could be the option, subject to land availability, to widen this for vehicle traffic providing access to the school and Herne Road. This would reduce traffic on

roads in the town centre but could encourage rat running traffic onto Herne Road. There would probably be a traffic signal a controlled junction with the A605.

## **7.11 Heavy goods vehicles**

7.11.1 Loading restrictions could be implemented on Market Place at peak times. This will further discourage vehicles above the 7.5t weight limit travelling into the centre of Oundle for delivery and servicing during the peak times when traffic and congestion is heaviest.

## **7.12 Speeding**

7.12.1 Speeding on Market Place and New Road will be discouraged through the proposals for traffic calming and environmental improvements with raised pedestrian crossings on Market Place and New Road. In addition, the extension of the 20mph zone will help slow traffic down on the approach to the town centre.

7.12.2 West Street and Galphorn Road were also identified as roads with speeding. The zebra crossing on West Street and zebra crossings on Glaphorn Road could be redesigned with raised tables to slow traffic throughout the day and at night. The zebra crossings on Glaphorn Road which could be made as raised tables are outlined below:

- Zebra crossing to the south of Springfield Road.
- Zebra crossing to the north of Rockingham Hills.
- Zebra crossing to the north of Fletton Way.
- Zebra crossing to the north of Milton Road/Blackpot Lane/New Street.

7.12.3 Excessive speed calming measures along Glaphorn Road may encourages to use New Road as a rat-run.

7.12.4 To make drivers aware of their speed, the VAS sign on West Street could flash all drivers travelling above 20mph if it is located within the new 20mph zone. A VAS sign could also be provided on Glaphorn Road if the 20mph zone is extended this far. It is hoped this would increase self-enforcement of the speed limit if drivers realise they are breaking the speed limit.



## 8 SUMMARY AND CONCLUSION

8.1.1 In 2021, Oundle Town Council (OTC) Transport Study Group met to revisit the issues of transport within Oundle. It was decided that since 10 years had passed from the original 2011 Transport Study that a further review should take place. Transport Planning Practice has been appointed by Oundle Town Council to undertake this review of the existing transport issues within the town and potential conditions in the next 10 years and consider how future development within the town could affect these issues. The approach agreed with the council 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. This study will support OTC's vision which is set out below.

*'Oundle Town Council's vision for Oundle is that it remains a beautiful thriving market town renowned for being a fantastic place to live, work and a joy to visit'*

8.1.2 Oundle is an attractive market town and is recognised as a nice place to live because of its friendly atmosphere and historic architecture and public realm. The town provides a good environment for pedestrians and cyclists and has the potential to provide a very sustainable environment in terms of travel given its size and range of local facilities. The town and particularly its transport issues are influenced by the significant school population and through traffic. The town 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, education and health facilities. Short stay and long stay parking were identified as issues within Oundle, as well as speeding through the town and traffic, especially buses associated with the school pick-up/drop-off within the town.

8.1.3 A transport survey of the town was undertaken in September 2021 to understand people's views of transport in Oundle. The survey obtained over 150 responses, which asked various questions on walking, cycling and driving in Oundle. The most popular responses for improving conditions for cyclists was dedicated cycle paths and safer speed limits, improving walking was safer pavements, safer speed limits and pedestrianised areas and improving driving was better parking, safer speed limits and improved traffic flow through the town. TPP met with members of OTC while undertaking a site visit in Oundle on the 24th of March to identify and discuss any additional points of interest for the study.

- 8.1.4 Within the East Northamptonshire Local Plan Part 2 (Submission Plan 2021), Oundle was identified as a location for in the order of 645 homes within the period between 2011-2031. A number of developments have been completed within Oundle, the developments at Creed Road and Herne Road/Ashton Road, with a number of other forthcoming developments at Land off St Christophers Drive/Ashton Road, Land of Cotterstock Road/St Peter Road, Land Rear of Cemetery Stoke Doyle Road and 1 Station Road. The Transport Assessments for these developments indicated there would not be an adverse impact on junction or highway capacity arising from these developments, however there could be issues arising from the lack of parking within the town centre. Further sites for development have been identified and therefore the issues identified within this report should be considered in any future Transport Assessments and appropriate mitigation included within Section 106 Agreements.
- 8.1.5 Mitigation measures have been proposed for consideration for OTC in this report. These solutions could be implemented over the short, medium and long term and are summarised below.

***Short term***

- 8.1.6 Proposals that could be implemented almost immediately with minimal funding.
- An extension of the 20mph zone to provide further benefits for pedestrians and cyclists with no disadvantages for vehicle traffic and would also help to mitigate the impact of future residential development.
  - Reduce the maximum waiting time for parking spaces in Market Place to 30 minutes and remove the 20-minute car parking restriction on Milton Road.
  - An ANPR system should be employed in the Co-op car park to enforce the two-hour maximum stay.
  - Signage to the long stay car parks should be installed on the approaches into Oundle to prevent shoppers driving into and through Oundle to look for a parking space.

- Additional cycle parking could be added in the town centre, which encourages a move away from cars to bikes when travelling in from the periphery of Oundle.
- Loading restrictions could be implemented on Market Place at peak times.

### **Medium term**

8.1.7 Improvements that could be implemented in the medium term and would need a source of funding to be identified.

- Traffic calming and environmental improvements on North Street, St Osyths Lane, Market Place, West Street and New Street.
- Widen the footpath along the western side of Glaphorn Road from Pavillion Drive to the Glaphorn Road/Blackpot Lane/New Street/Milton Road junction to create a shared pedestrian/cyclist path.
- A cycle cut-through can be provided on the one-way section around the Most Holy Name of Jesus Church.
- The zebra crossing on West Street and zebra crossings on Glaphorn Road could be redesigned with raised tables to slow traffic throughout the day and at night.
- The whole of Blackpot Lane could become one-way eastbound reducing vehicle conflicts and the one-way system on St Osyths Lane operated during Covid could be reinstated.

### **Long term**

8.1.8 Improvements that are considered to be long-term options that are either more difficult in technical terms or likely to require significant financial investment.

- Herne Road continues beyond Prince William School to the A605 as a bridleway. There could be the option, subject to land availability, to widen this for vehicle traffic providing access to the school and Herne Road. This would reduce traffic on roads in the town centre but could

encourage rat running traffic onto Herne Road. There would probably be a traffic signal a controlled junction with the A605.

- 8.1.9 In summary, 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.

## Figures



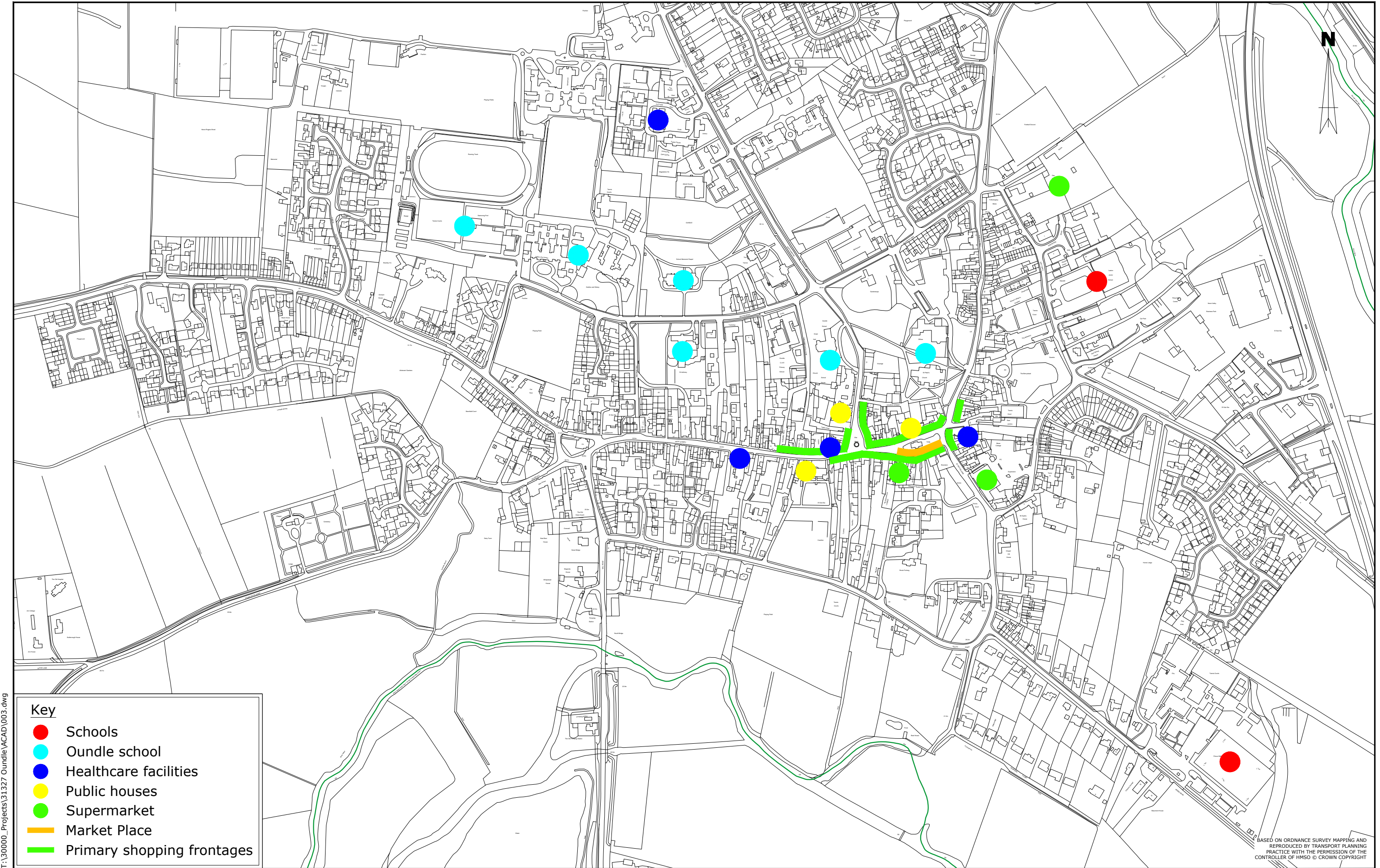


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Oundle and surrounding area

Figure 1





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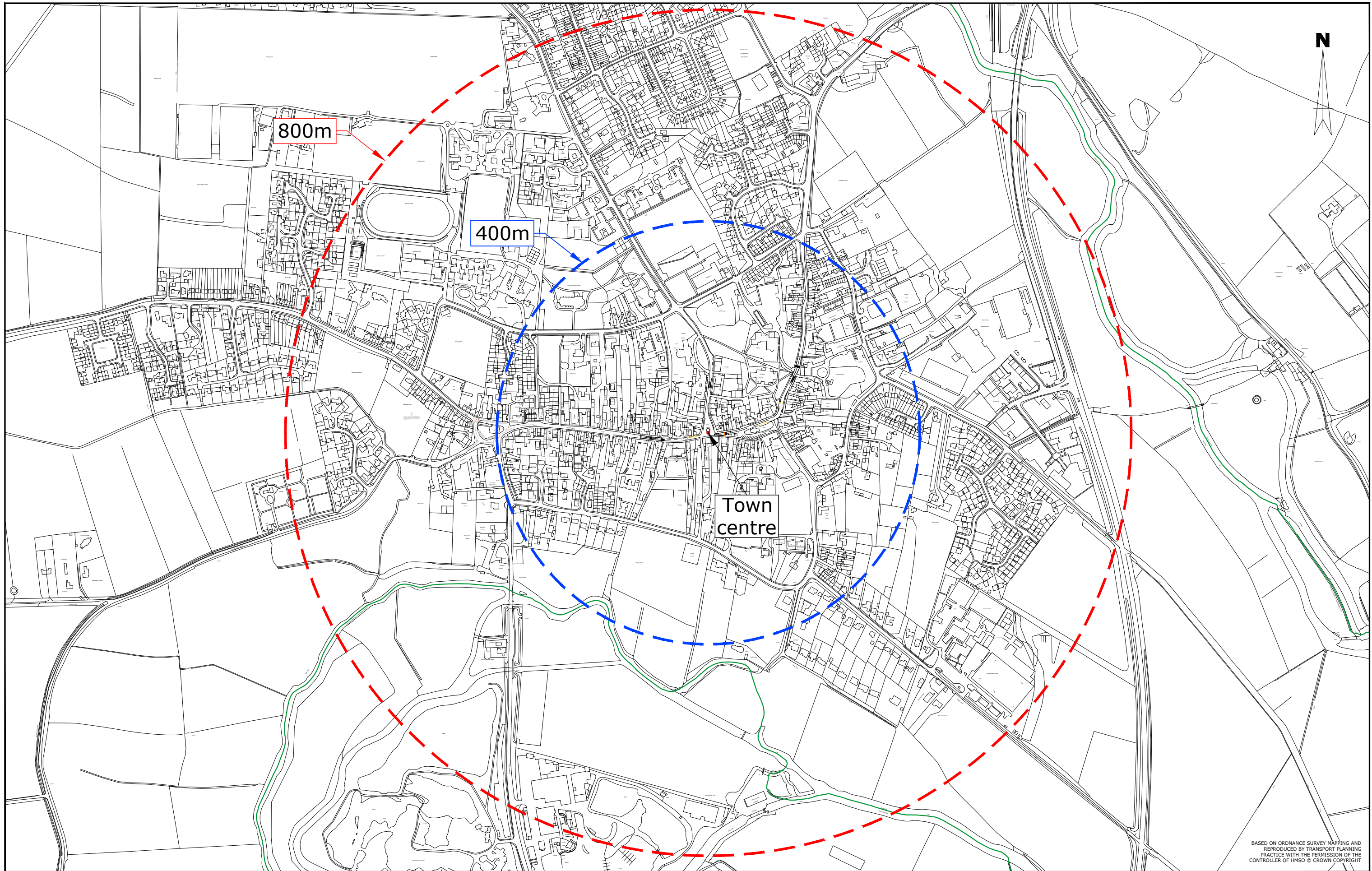
**Key**

- Schools
- Oundle school
- Healthcare facilities
- Public houses
- Supermarket
- Market Place
- Primary shopping frontages

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Key facilities in Oundle



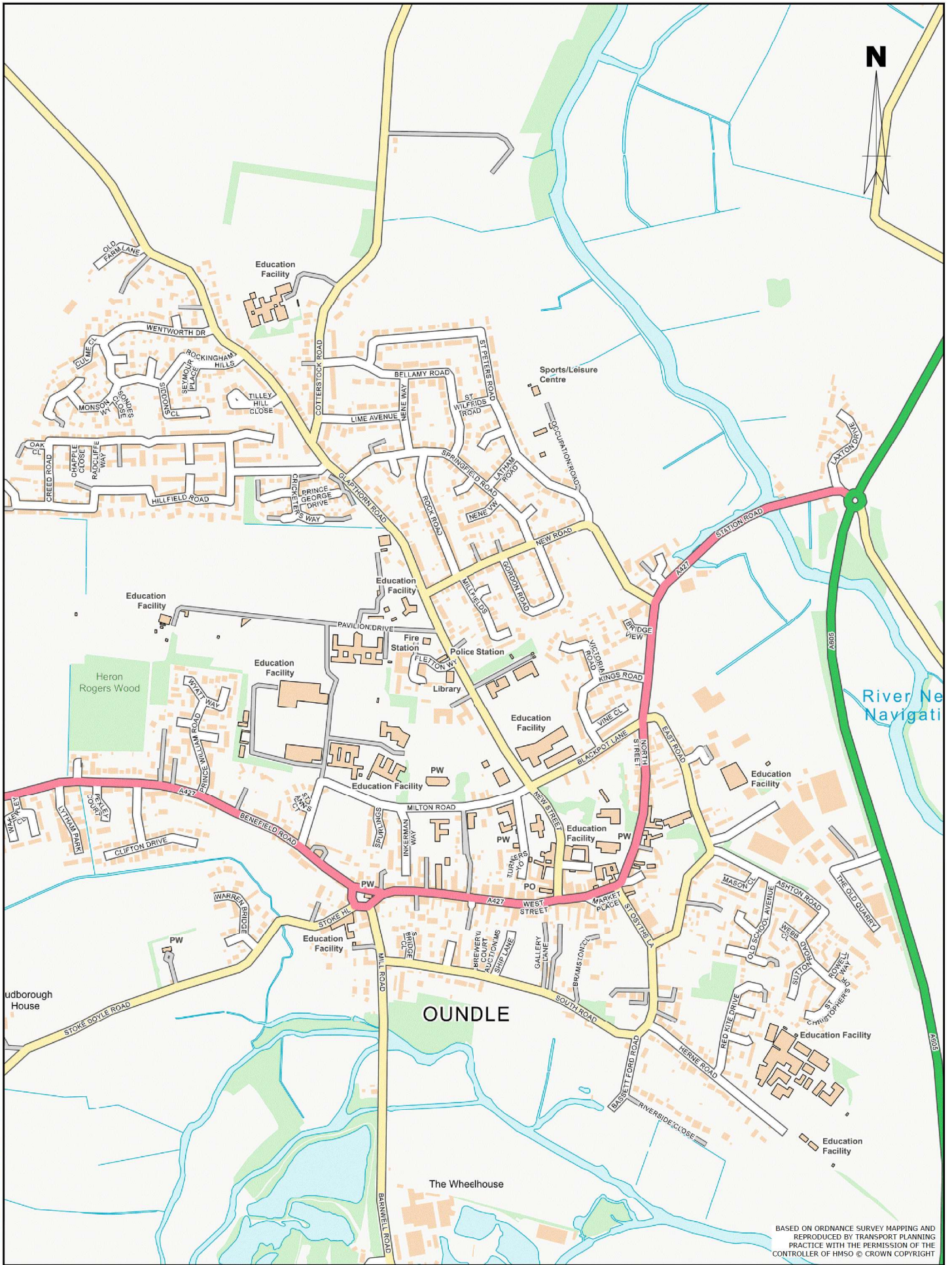


T:\30000 - Projects\31327 Oundle\ACAD\009 - 013.dwg

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Walking distances from town centre





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Local highway network

Figure 4





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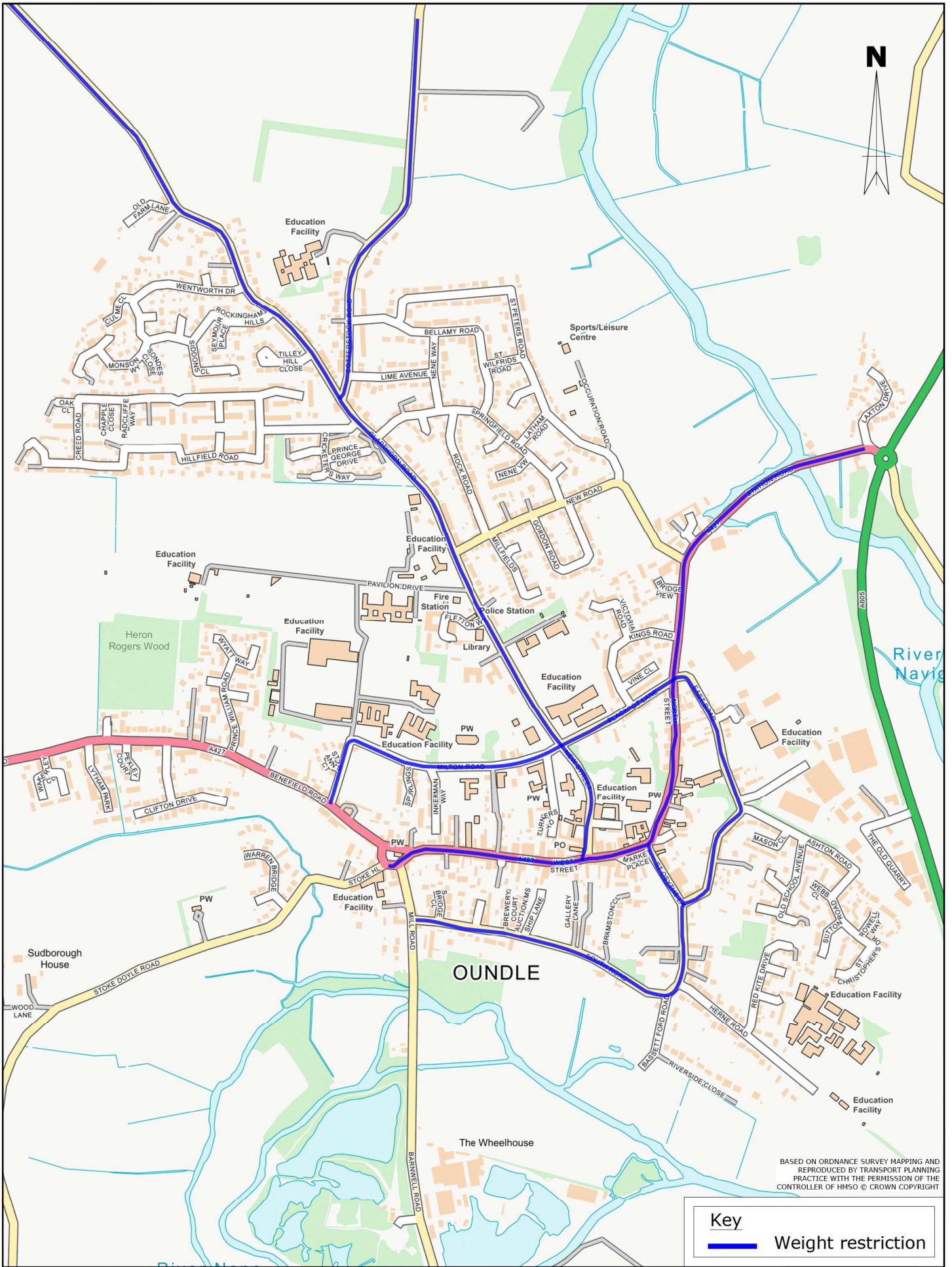
**Key**  
 - Extent of 20mph zone

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Extent of 20mph zone

Figure 5





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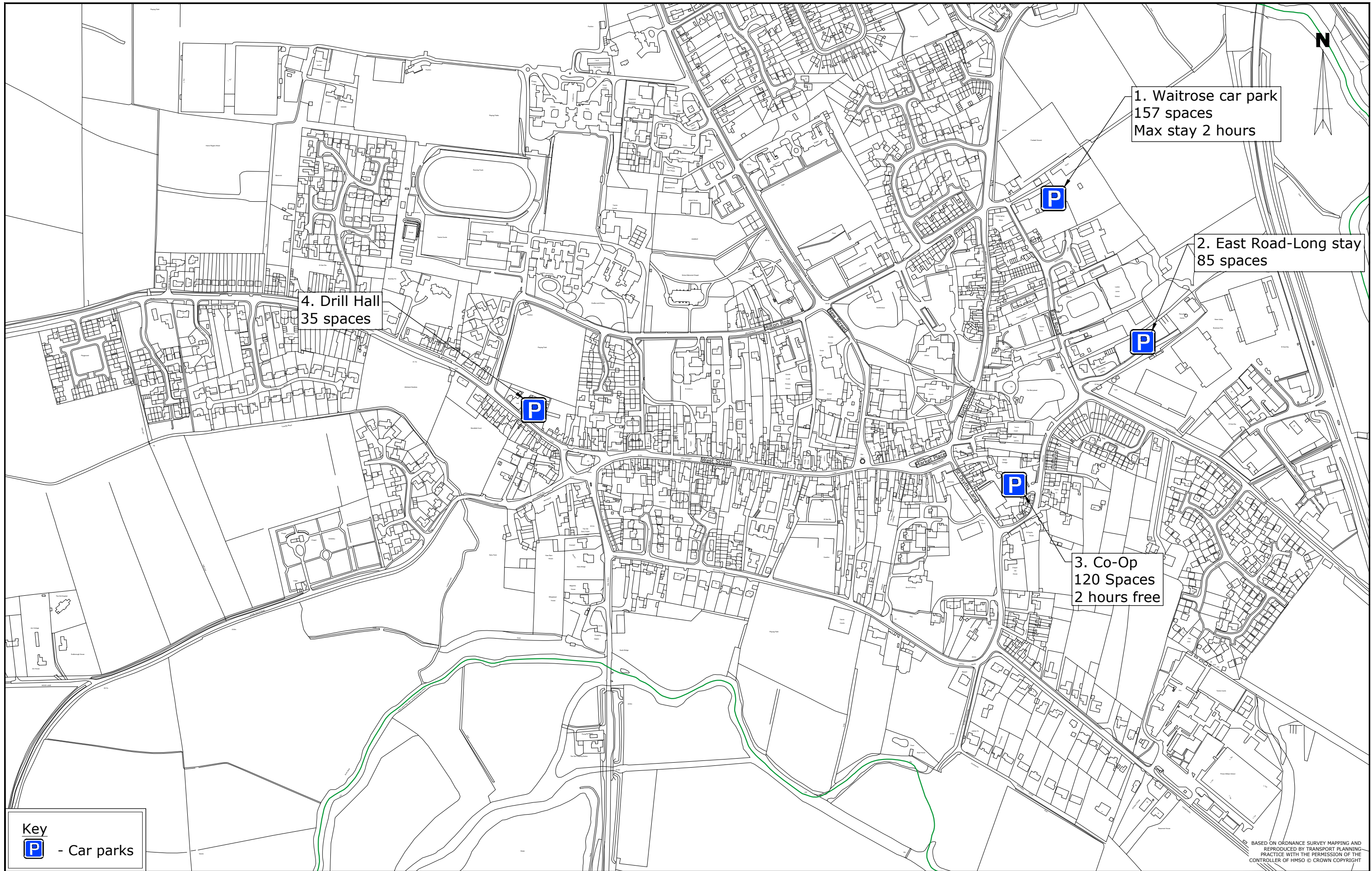
Extent of 7.5 tonne weight restriction



70 Cowcross Street  
 London, EC1M 6EL  
 t: 020 7608 0008  
 w: www.tppweb.co.uk

Figure 6





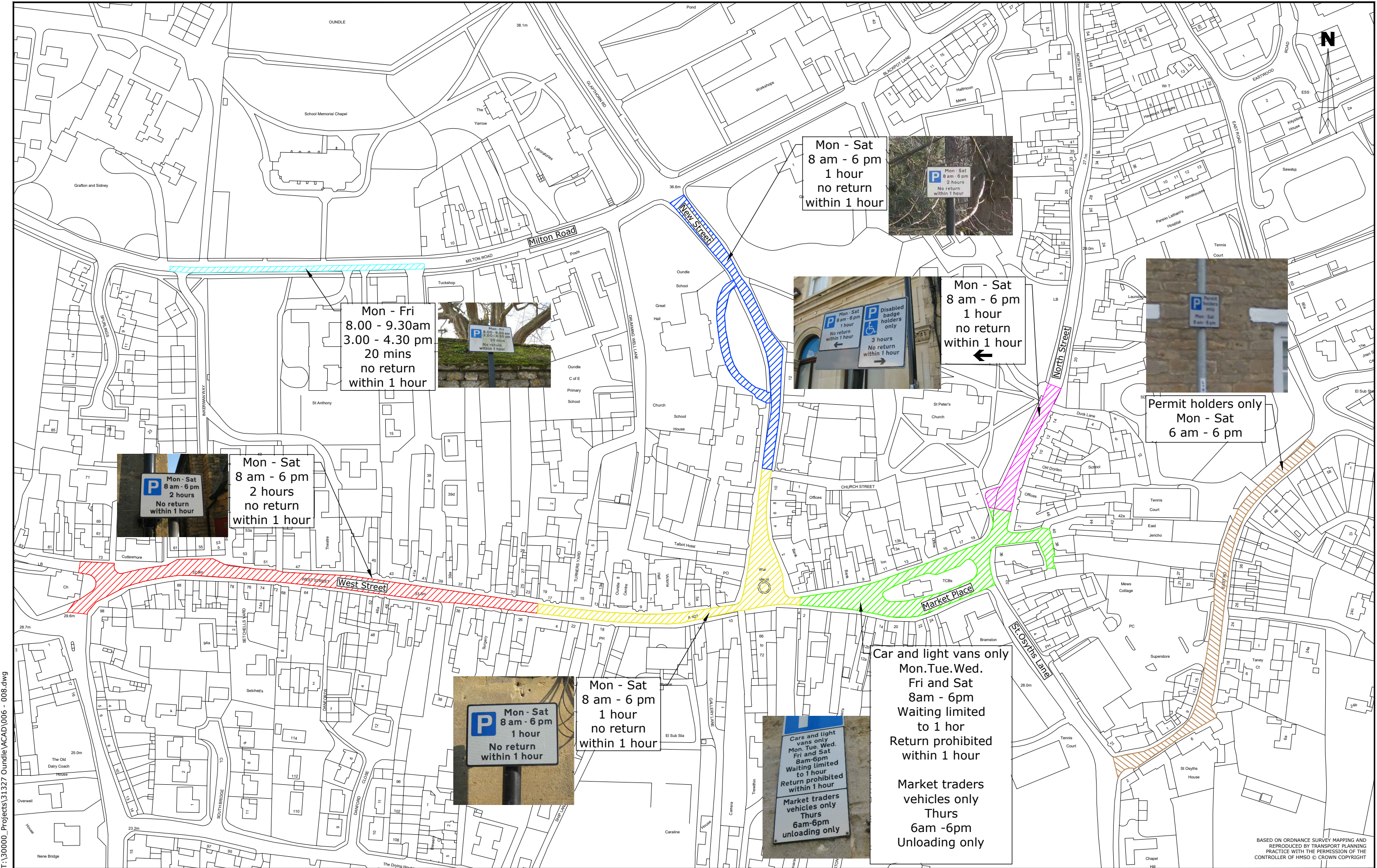
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**Key**  
 - Car parks

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Car parks in Oundle



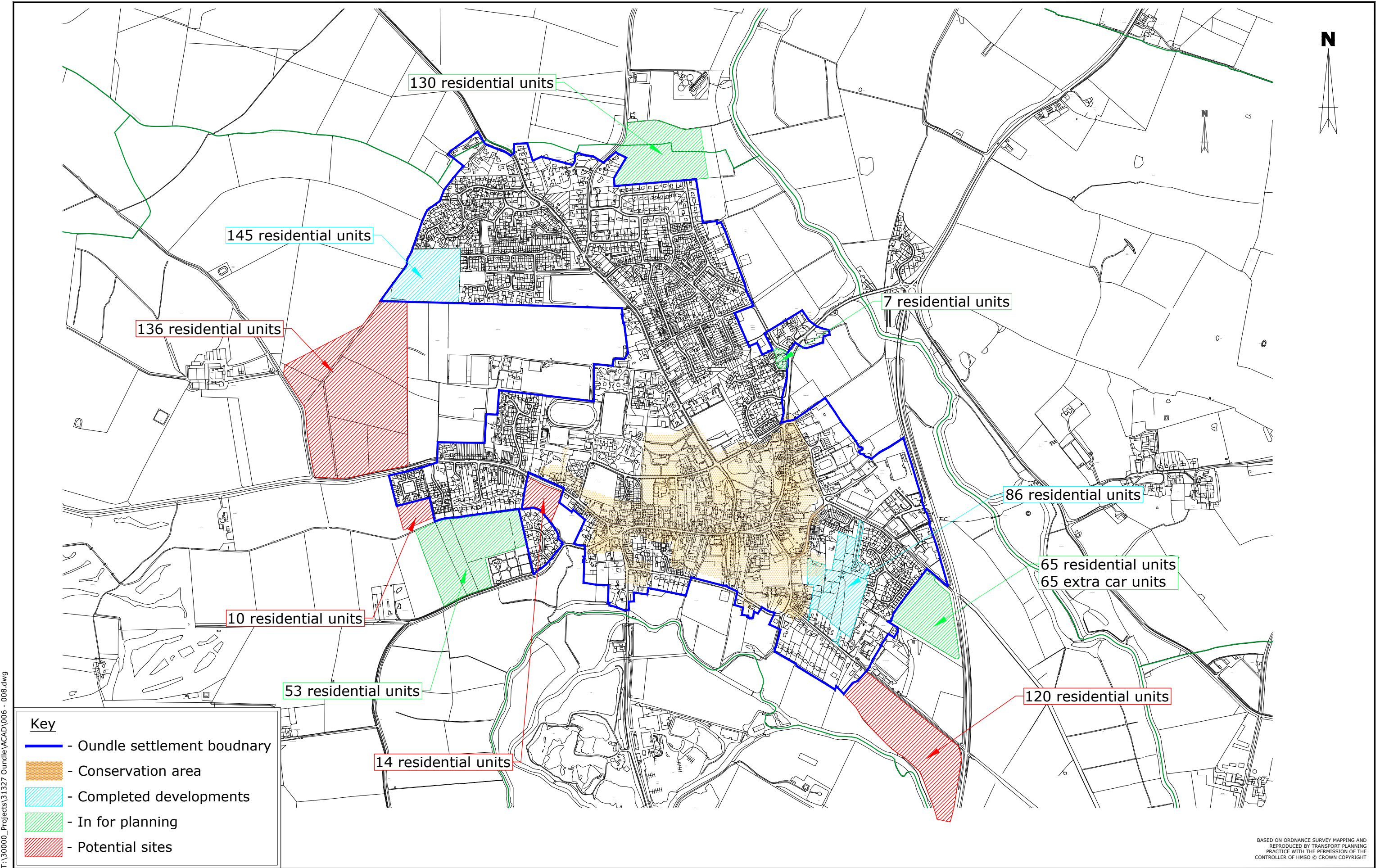


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On-street parking restrictions

Figure 8





Residential development sites in Oundle

Figure 9