

Key

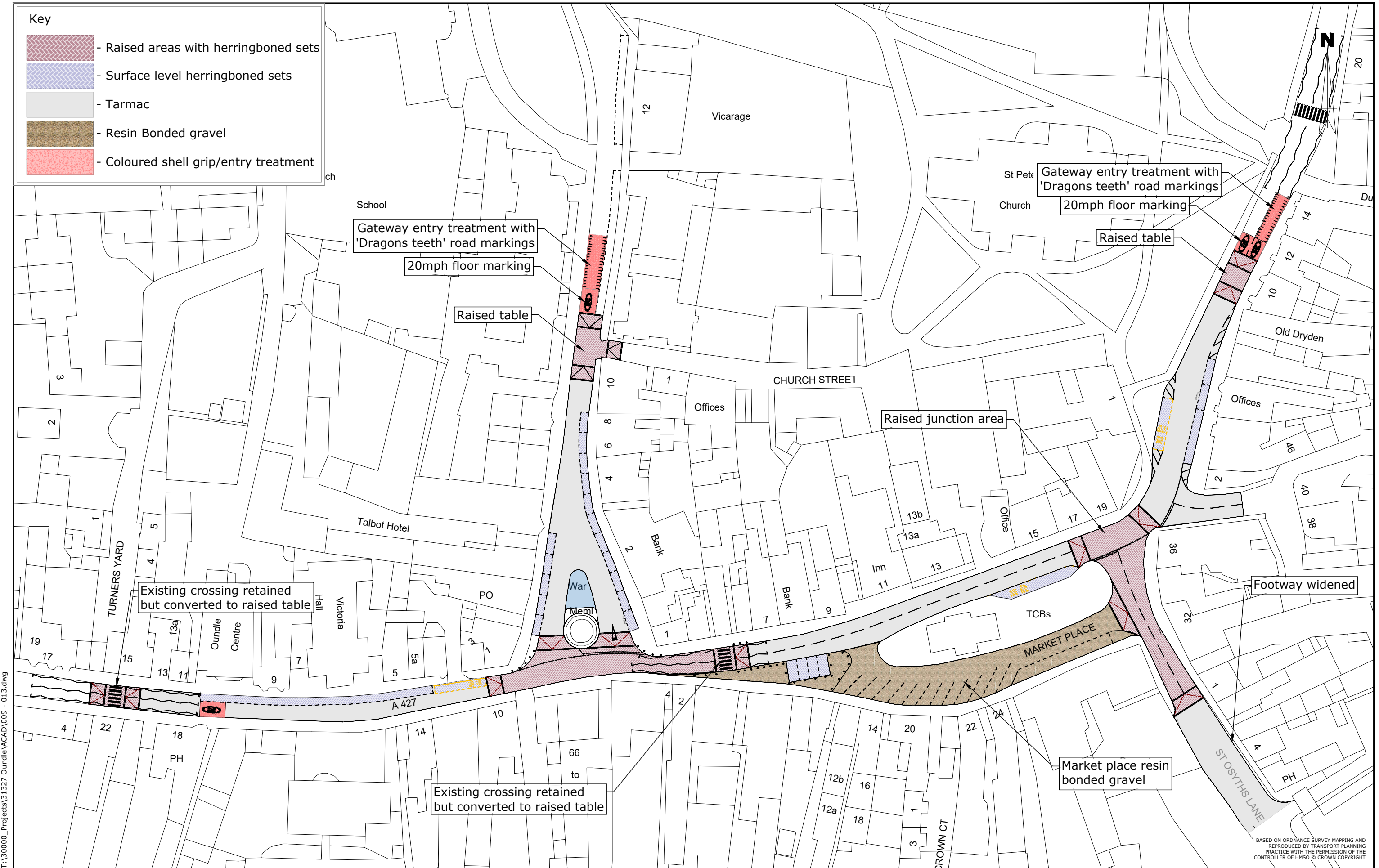
- Extent of 20mph zone
- Proposed extension of 20mph zone
- Future possible extension of 20mph zone

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Proposed 20mph extension

Figure 10

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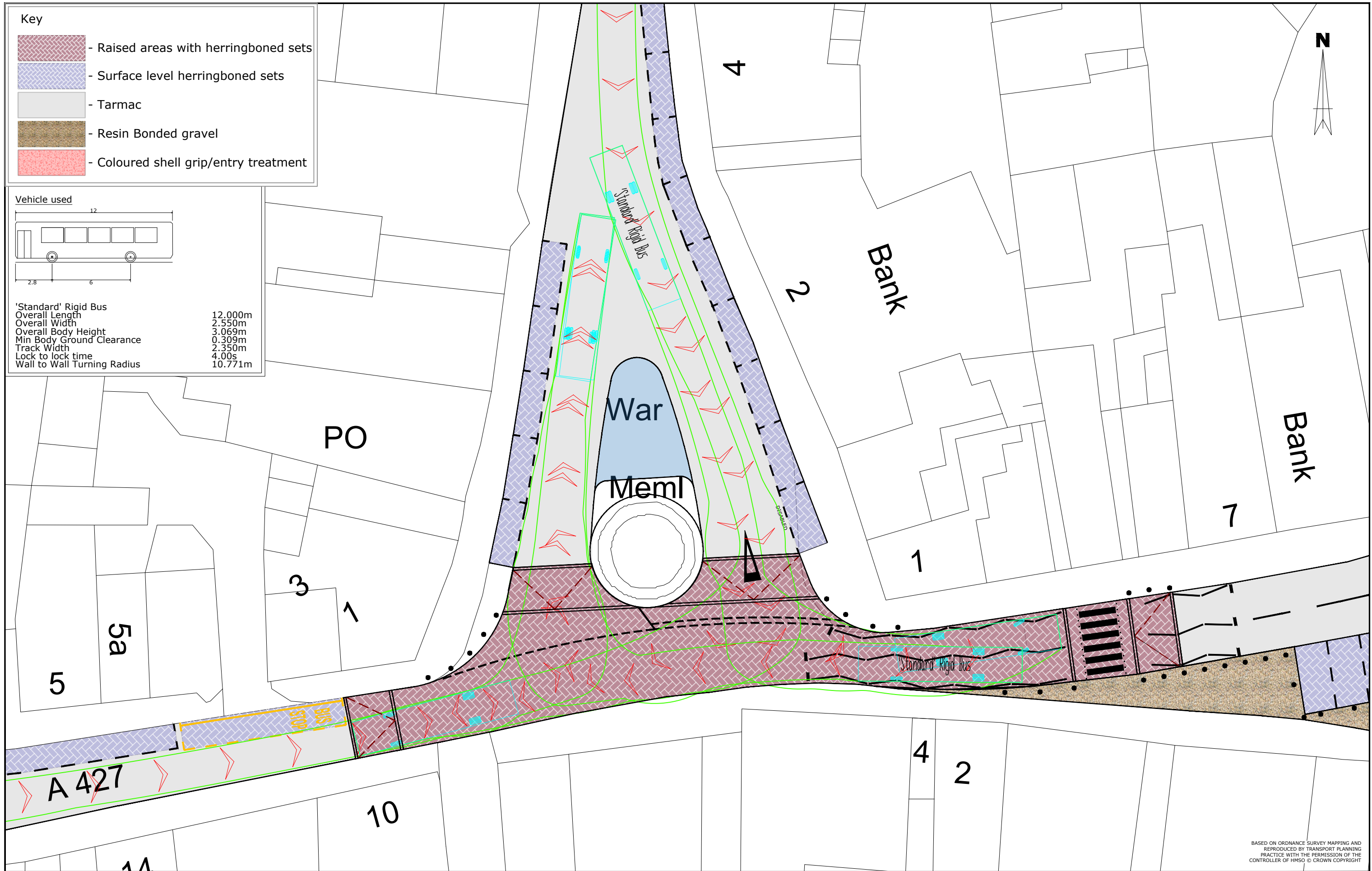
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Potential indicative future highway improvements in the town centre

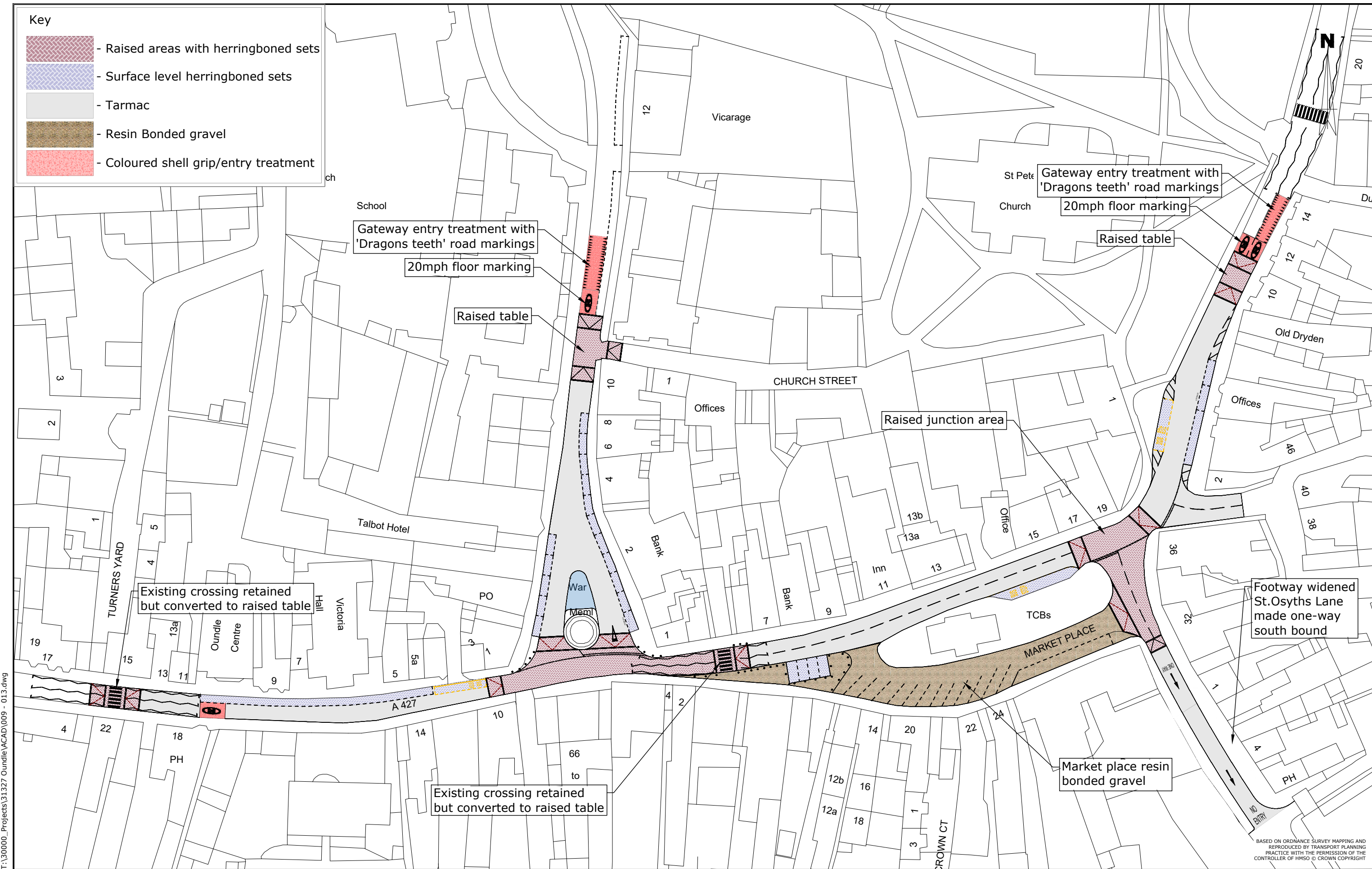
Scale: NTS

Figure 11



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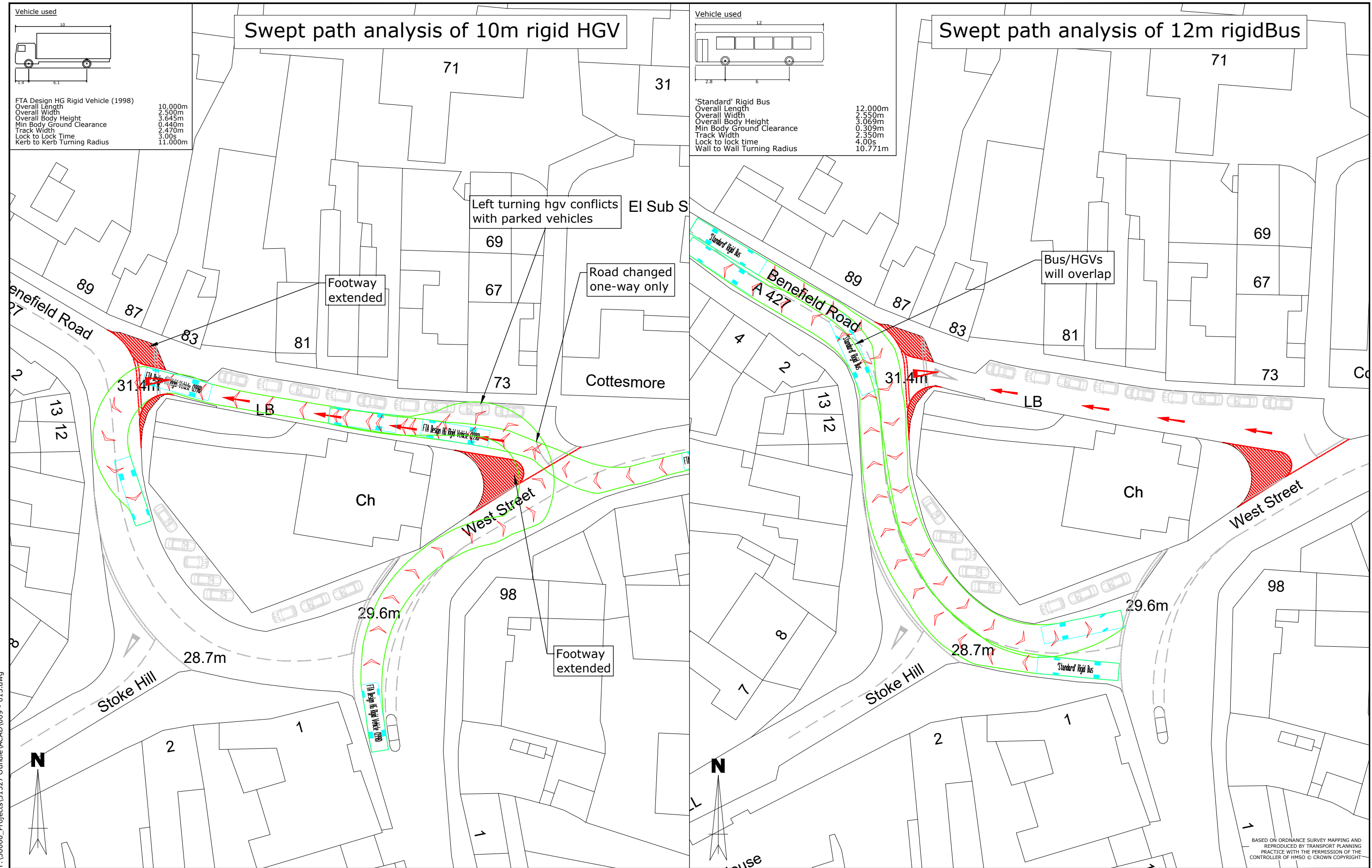
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Potential indicative future highway improvements in the town centre

St Osyth's one-way

Figure 13

Scale: NTS



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Appendix A

Oundle Cycle Network Study

Oundle Cycle Network Study

June 2015

Draft 2



About Sustrans

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

It's time we all began making smarter travel choices. Make your move and support Sustrans today.
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Table of contents

Executive Summary

- 1.0 Introduction.
- 2.0 Background
- 3.0 Existing Highway Network
- 4.0 Review of Existing Proposals
- 5.0 Cycle Network with indicative costs
- 6.0 Conclusions and Recommendations

1 Introduction

Oundle Town Council wishes to consider the feasibility of developing a Cycle network in the town, with the aim of linking development sites, existing NCN routes and key destinations. This study will review the proposed cycle network identified to date during discussions centred around formation of the Oundle Neighbourhood Plan. The study will identify any further potential route options and, key opportunities/ constraints.

- 2 The feasibility study comprises the following elements:
- 3 • carry out desk-based research to assess the options to provide a cycle network
- 4 • provide route maps
- 5 • Provide indicative costings as part of the final report.
- 6 • Set out recommendations for further action within the final report

National Government Policy Context

National government is committed to increasing rates of walking and cycling because of the contributions that can be made to achieving a wider range of objectives.

National Policy:

LTP3 Guidance (DfT, 2008)

When local authorities replaced their existing transport plans in 2011 consideration was given to how they will contribute to the delivery of key national transport goals.

The 5 key national transport goals and how the proposed improvements can help achieve them:

- 1. Supporting Economic Growth** - The scheme will improve local connectivity, improving the chances that local demand is met by local supply. The scheme highlights how improved connections can be made at a regional scale, attracting people into Leicester and the wider rural communities for leisure and work will strengthen any ongoing regeneration.
- 2. Tackle Climate Change** - Contribute to reducing greenhouse gas emissions by providing walking and cycling alternatives to the car in Leicester.
- 3. Promote equality of opportunity** - The scheme will enhance social inclusion by improving access to employment, services and social networks – particularly for lower socio-economic groups.
- 4. Contribute to better safety, security and health** - Well used routes are self-policing (to an extent), and can improve the perceived safety of an area. The scheme will encourage increased physical activity and improve the health of the local population.
- 5. Improve quality of life** - Providing attractive walking and cycling routes will provide more opportunities for social interaction, improve access to local facilities and connect the urban landscape with green spaces, all without any negative impact on the environment.

National Cycle Network and the local area

The National Cycle Network (NCN) is the UK's national transport network aimed specifically at providing safe, high quality routes for people who want to travel by bike or on foot.

Since it was created by Sustrans 20 years ago, its length and popularity has grown enormously and it is now made up of over 13,000 miles of traffic free walking and cycling paths, quiet lanes and on-road cycling routes that are a great way to get to work, school, the shops or just to use for exercise or fun. In fact the Network now carries more than a million walking and cycling journeys every day.

The Network was conceived as a place that would give cycling and walking real status as means of transport, as well as somewhere that novices and children can learn to cycle, and it sets out to be a safe and attractive environment that encourages people to cycle more in their day to day lives. As well as providing a practical alternative for people's everyday journeys, there are iconic routes such as the Sea to Sea (C2C) or Lon Las through Wales aimed at touring cyclists, along with utility routes through built up areas and routes linking small rural settlements to each other.

From its earliest days the NCN was intended to be a catalyst to local authorities to stimulate them into creating their own local networks of walking and cycling routes, and to this day it strives to set the standard for the quality of facilities for cyclists and walkers that all routes should aspire to.

With obesity, global warming, traffic congestion, the economy and the need to create stronger communities hitting the headlines every day, walking and cycling are more necessary than ever so Sustrans vision for the NCN is to make it ever more relevant to people's lives. This means continuing to extend it and take it to the places that people want to go, continuing to strive for the highest quality routes possible, and continuing to encourage more people than ever to use it.

National Route 53 of the National Cycle Network will start at Peterborough and run west across the country, through Coventry to Birmingham. Much of the route is still awaiting development. The proposed route from Peterborough runs through Oundle following Glapthorne Road to the town centre. It then leaves via Stoke Doyle Road.

Benefits to the area resulting from the proposed route would be wide ranging:

- **Tourism** - Both long distance journeys of cycle tourists and leisure riders day tripping from Oundle would benefit from NCN 53.
- **Economic** – Tourism brings obvious benefits to the local economy with people requiring refreshments in local pubs and shops. Longer distance travellers will also seek accommodation.
- **Health** – There are clear and demonstrable benefits to health from more physical activity. Safe well maintained and signed routes provide the facilities for people to get more exercise especially with young families.
- **Natural Environment** – Such routes are of benefit to the natural environment as their creation and maintenance encourages biodiversity that is often lost when the landscape is left to overgrow. The industrial history of the landscape is also revealed by the creation of canal/riverside paths and cycle routes.

- **Employment** – New businesses and job opportunities are often a result of successful new routes as there is an increased demand for local facilities, cycle hire, etc.

Importance of promoting healthy living:

Regular cyclists typically enjoy a fitness level of a person 10 years younger (British Medical Journal, 1992). Regular activity also helps to reduce the risk of heart disease, burn excess fat and reduce stress. Increasing physical activity is central to the government's battle to curb obesity, which is predicted to cost the UK economy £50 billion annually by 2050 (Department of Health, 2009).

2.0 Background

Towards the end of last year (2014) Oundle Town Council carried out a consultation exercise to inform the Neighbourhood Plan Working Party on the evolution of the Plan up to 2031. The consultation asked for views on the use and development of land in Oundle as the plan will set out where new development will go, what kind of development it will be, and what infrastructure and facilities are needed. In question 2 residents were asked about connectivity and parking. The objective in the Town Plan being:

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

The 'Connectivity and Parking' section of the questionnaire also included a map indicating a proposed cycle network. It is this map which forms a starting point for the study to be undertaken.

The objectives of the project are to:

- Collate background and baseline information;
- Appraise route options
- Consider route feasibility, including identification of costs per section
- Identify recommendations for delivery, including identification of potential funding; constraints and opportunities.

3.0 Existing Highway Network

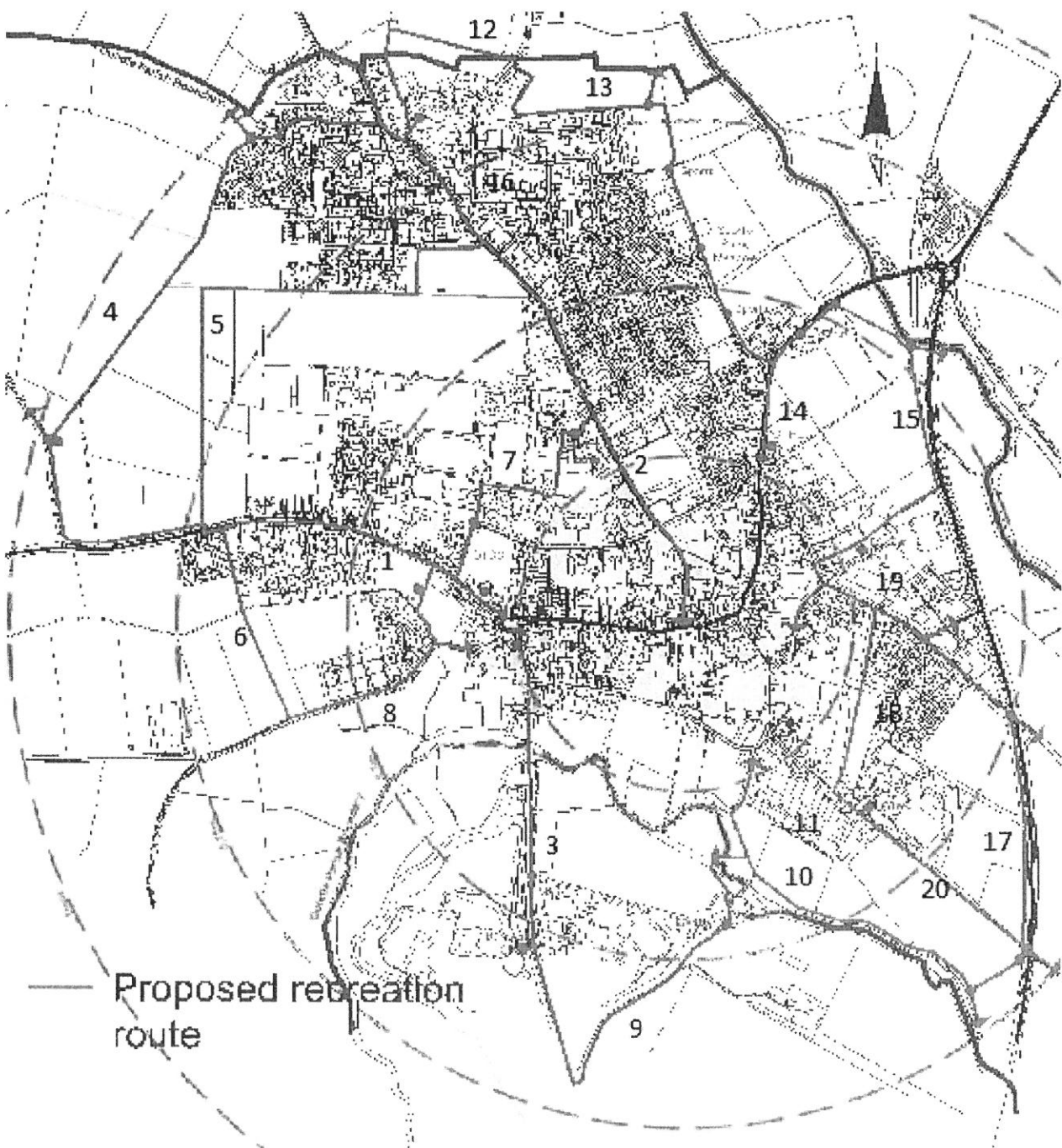
Oundle is a compact market town served by the A427 which runs on an east west alignment through the town centre. This route links Oundle with Corby to the West and Peterborough to the East via the A605. Much of the road network through the town centre is subject to a 20mph speed limit reflecting the constrained nature of the historic core (a Conservation Area). There are few existing cycle facilities within Oundle.

Road Network



4.0 Review of Existing Proposals

Route sections for review and costing have been determined by identifying key radial routes. For example: Benefield Road, Glaphorn Road and, Barnwell Road. Others are identified according to the main roads at the ends of the route section. The review looked at sections in terms of how they help to link existing residential Oundle with trip attractors (schools, leisure facilities and workplaces) and the town centre. The review also looks at how proposed development sites fit into the proposed cycle network.



(1) A427 Benefield Road

Benefield Road provides a key link into the town centre from existing residential estates and proposed development areas to the west of the town. From the edge of the built up area to Milton Road junction the road is characterised by wide verges intersected by private drives. Many of the properties fronting onto Benefield Road do not have off street parking and therefore the carriageway and verge are used for parking.

Despite widespread on street parking demand the wide verges provide an opportunity to install cycle facilities. This could be achieved on the north side of the carriageway by:

1. Widening the existing footway to 2.5metres and designating a two way shared use pedestrian/cycle route. This is a relatively straightforward option in terms of construction and is the lower cost option. However, the pedestrian, cycle, driveway combination would require the various users to show consideration for each other.

Or by -

2. Providing a 2.5metre cycle path in the existing verge directly adjacent to the existing carriageway. This option segregates pedestrians from cyclists but has a greater impact on parking and would require strong enforcement to prevent parking encroachment on the cycleway.

At Milton Road junction the carriageway narrows as Benefield Road enters the older part of Oundle. Formal cycle facilities would be difficult to fit into this section of carriageway and it is therefore proposed that the existing 20mph speed limit be extended to cover Benefield Road up to Milton Road.

(2) Glapthorn Road

Glapthorn Road is the main route into Oundle from the north linking residential areas with the town centre. As with Banfield Road, Glapthorn Road is characterised by wide verges, although mature trees limit the available width to the east side of the carriageway. Glapthorn Road also provides a narrow access point to KingsCliffe Middle School.

The western verge provides an opportunity to install a 2.5m wide shared use pedestrian/cycle path between Wentworth Drive to the north and the Blackpot lane junction to the south. A final link to the core area could be made by extending the 20mph zone further north along New Road to this junction. The existing zebra crossing north of Blackpot Lane would be converted to accommodate cycles so that southbound cycles could cross and re-join the carriageway within the 20mph zone.

Towards the north of the town a Zebra crossing links housing to the west of Glapthorn Road with a narrow cut through to the middle school. A short length of footway to the east of Glapthorn Road links the Zebra crossing with the cut through. There is some scope to widen the footway by removing the existing grass verge but this would not provide sufficient width for the minimum 2.5m wide shared use path. The cut through is also too narrow to accommodate pedestrian and cycle flows. The cut through constraint compromises this route as a section of a route around the town.

(3) Barnwell Road

Barnwell Road provides a link into central Oundle from the south and is the route to both Oundle Marina and Barnwell Country Park. South of the town centre Barnwell Road crosses the River Nene on a weight restricted bridge. The carriageway narrowing introduced to ensure the bridge is not used by heavy vehicles forms effective traffic calming and reduces traffic numbers. As a consequence Barnwell Road could easily become part of a cycle network forming the key link to leisure facilities. The wide verges provide an opportunity to

introduce a shared pedestrian / cycle facility on the southern section of Barnwell Road where traffic speeds are high. Closer to the town centre lower speeds and traffic flows indicate that on- road cycle lanes would be a suitable less expensive option for this section of route.

(4) Glapthorn Road to Benefield Road (Town Perimeter)

The proposed route between Benefield Road and Glapthorn Road follows existing field boundaries before cutting back towards Glapthorn Road via Wentworth Drive. This link serves a number of purposes. It forms a key section of a possible radial cycle route for Oundle and a possible link out into the countryside. It also provides a link from the largest potential development site to two key routes into central Oundle.

A route through this development site provides two surface options for a 2.5 or 3m wide path. A route around the edge of the development could be constructed in a semi sealed material such as 'Toptrek' with a less urban feel. Should the route be incorporated within the infrastructure of the new development then a Tarmac surface could provide a path to an adoptable standard.

Town Centre

The old core of Oundle is subject to a 20mph speed limit appropriate to the constrained nature of the streetscape and interaction with high pedestrian flows. The existing 20mph zone does not cover all of the Conservation Area and pushing the 20mph zone further out along key radial routes would allow 20mph speed limits to link with cycle routes where they approach the physically constrained core area. For example extending the 20mph zone further out along Benefield Road to Milton Road would link with the point where a shared use path would have to end due to lack of space. The cycle route could then be continued into the core area using cycle symbols within the 20mph zone.

(5) Glapthorn Road to Benefield Road (edge of Sports Field)

This link between Glapthorn Road and Benefield Road duplicates the perimeter route and serves a similar purpose in linking possible housing area 15N with both Benefield Road and Glapthorn Road. It has an advantage over the perimeter route in the event that a route to the middle school utilises Cotterstock Road. Should this be the chosen option then short shared use facilities on Glapthorn Road could link the existing Zebra crossing (converted for cycle and pedestrian use) at Millfield Road with Cotterstock Road.

(6) Benefield Road to Stoke Doyle Road

This proposed cycle route links three development sites (15S, 14 and 12) with both Benefield Road and Stoke Doyle Road. The Public Footpath link south from Benefield Road has the width to accommodate a shared use cycle / pedestrian route but would require conversion and landowner agreement to make this change.

(7) Milton Road to Grapthorn Road

A cycle link utilising Milton Road and linking into Grapthorn Road would introduce a 'Bypass' of the town centre for cyclists travelling from existing and possible housing areas (11, 5 and 12) to the middle school. Milton Road would be relatively straight forward to treat with on carriageway cycle facilities. The private roads to Crosby House may require owner permission before they could be used as a signed cycle route. A route between the Tennis Club and Health Centre to Fletton Way would also need to be agreed. This link should be relatively cheap to provide in terms of new path provision but land use negotiations may be protracted.

(8) Stoke Doyle Road

A wide verge on the north side of Stoke Doyle Road provides the opportunity to install a 2.5m shared pedestrian / cycle route past development site 12, the cemetery and, the Warren Bridge estate. Green space then separates the proposed route from the core area. Ideally, to progress the route further into the core the existing highway boundary wall would be set back to allow continuation of a 2.5m wide path. A route into an extended 20mph zone would then take the route to central Oundle.

(9) Barnwell Road to River Nene via Marina

This route section utilises a Public Footpath from Barnwell Road to the river Nene crossing water courses and the River Nene in three places. Most of the route also provides vehicular access to farm buildings and consists of a wide rolled stone path. There are two question marks over the viability of this route section. The first is that the existing 'bridges' are very narrow with low parapets and steps therefore being unsuitable for cycle use. Replacement of the three bridges would be very expensive. Secondly landowner permission would be required to convert the Public Footpath for use by cycles.

A cost estimate for this route has been provided based solely on widening and improving the surface of the existing Public Footpath where required. New bridges and land ownership negotiation costs have not been costed for.

(10) Riverside Path to Bassett Ford Road from A605

A section of radial cycle route alongside the River would provide a scenic route between Bassett Ford Road and the A605. Bassett Ford Road is a lightly trafficked residential Access road suitable as part of a cycle route with only cycle symbols to indicate the link. Provision of a path alongside the river would be relatively straightforward in terms of construction. However, the Environment Agency would need to be consulted and this organisation may have firm views on this proposal.

(11) A possible alternative would be to use Riverside Close as part of the route with a short eastern section through a field (after crossing a narrow water course) to link with possible housing site 3. A link to Herne Road could then be made through the development. This option would fit into a route avoiding a link alongside the A605 and should cost less than the longer riverside route.

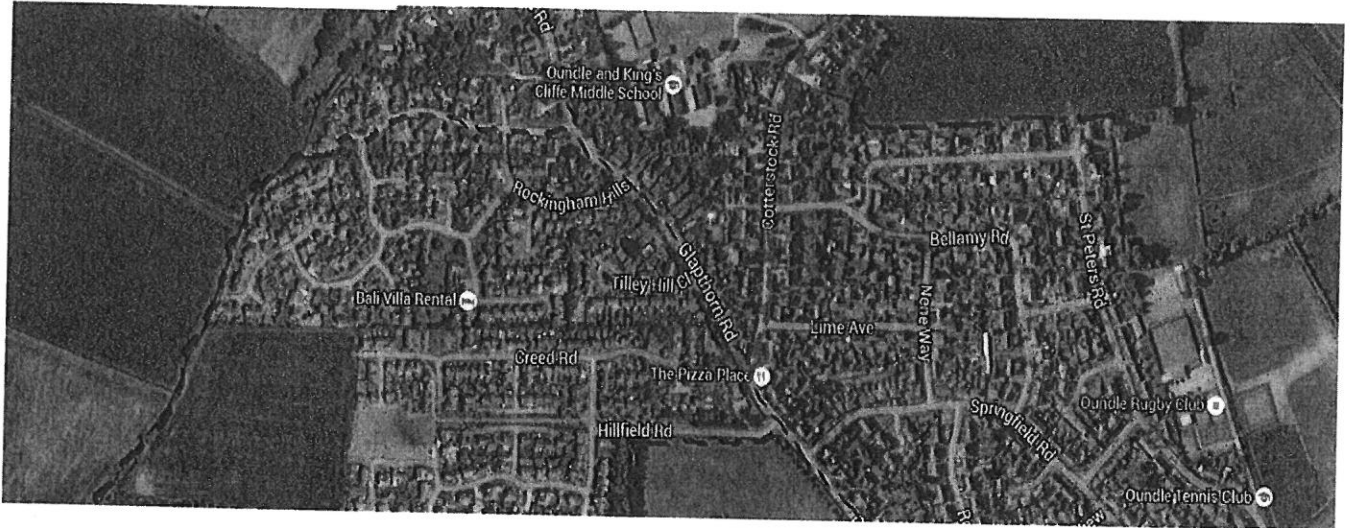
Riverside Close Alternative Route



(12) Glapthorn Road to Cotterstock Road

This link around the perimeter of the middle school is compromised by the sub-standard width of the cut through from Glapthorn Road into the school. Although the link would form a useful section of a radial route the cut through would always be a compromise and hindrance to route continuity. An alternative may be a shared use path along the verge of Cotterstock Road (see 16 in cost estimate table) providing a link to the main middle school entrance and on to a route through housing site 23.

Cotterstock Road Alternative Route



(13) Cotterstock Road to New Road

This proposed route section follows the existing edge of the built up area and links possible housing site 23 with the middle school and existing sports facilities. The route also forms a section of a radial cycle route around Oundle. Occupation Road forms a readymade section taking the route to New Road although the existing road 'Humps' would benefit from replacement. New Road presents a challenge to route continuity as the highway extent provides little scope for the provision of cycle facilities away from the carriageway.

An alternative option would to cross cyclists at the junction of Occupation Road and provide an off road link through the green space adjacent to New Road. Via the skate board park this route could re-join New Road close to the Station Road junction. A further crossing of New Road and a short length of widened footway could then take the route to the existing Zebra crossing on Station Road.

(14) Station Road to North Street

A wide verge on the eastern side of North Street provides the opportunity to introduce a shared use cycle and pedestrian path between the New Road Zebra crossing and Traffic signals on the Conservation Area approach. A raised table could be provided to give cycles priority across East Road. Potential cycle / vehicle conflict through the signal control could be eased through the introduction of an early start for cycles.



(15) Station Road to East Road

The proposed cycle route from Station Road to East Road for the most part utilises field boundaries alongside Station Road and the A605 with the final approach to East Road through Laxton Junior School Grounds. Feasibility of this section of the radial route is therefore very much dependant on landowner agreement. Proximity to the River Nene may also mean that the Environment Agency would be interested.

(17) A605 - Ashton Road to Herne Road

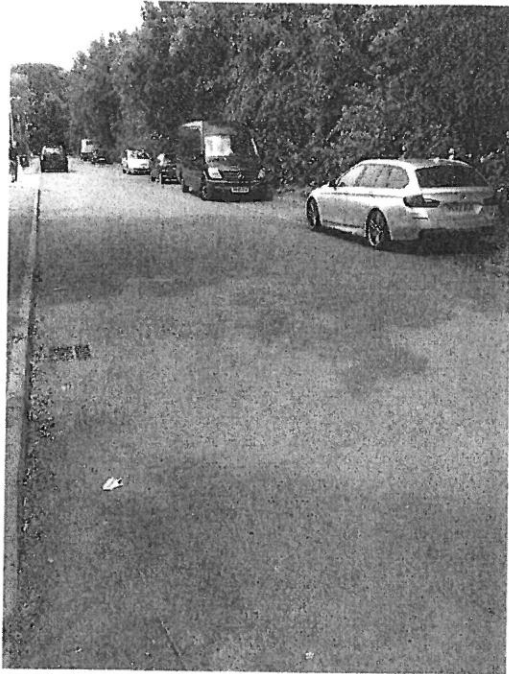
The A605 has verges wide enough to incorporate a 2.5m shared use path. A cycle route alongside the northbound carriageway of the A605 would link three development sites (1, 4 and, 3) with the proposed routes into the town centre along Ashton Road and Herne Road. However, construction of any route alongside an 'A' road involves expensive traffic management and, as the route would be two way segregation from the carriageway would be required (safety barrier for example). For this reason it would therefore be preferable for a route between Ashton Road and Herne Road to be routed through the development sites as noted below.

(18) Ashton Road to Herne Road

A north south link from Ashton Road to Herne Road could utilise paths presently being constructed as part of a new housing estate. Should the routes under construction not be suitable for shared cycle pedestrian use then an alternative following Sutton Road provides a link to the rear of Prince William College. A link could then continue through or around the school to reach Herne Road. This link would avoid the need to use the parallel proposed route alongside the A605 (see below). The feasibility of this route section depends on land owner agreement.

(19) Ashton Road

The highway verge on the east side of East Road provides an opportunity to introduce a shared use pedestrian cycle path bypassing the existing mini roundabout. Having reached the quiet residential Ashton Road the existing carriageway could be utilised as a section of route using cycle symbols on the road. Ashton Road leads to Sutton Road which could form part of a link through to Herne Road (see above).



(20) Herne Road

Herne Road is a residential road with access to Prince William College. The vehicular access into the school is the last turn off from Herne Road. From this point east the road becomes a track as there is no access onto the A605. From a point where the Ashton Road to Herne Road proposed path (see above) joins Herne Road at Prince William College there is the opportunity to introduce a shared space across the whole carriageway for a short section of road to extend past the school access junction. Shared space in this location would provide a traffic calmed environment for pedestrians and cycles leading to a continuation of the radial route either further along Herne Road or along Riverside Close.

5.0 Cycle Network with indicative costs

All costs are from a Sustrans database of unit costs derived from schemes Sustrans has built. Design costs (15%), a contingency (20%) and a contractors management (10%) have been added. Land purchase costs and VAT are not included.

Cost Estimate Table.

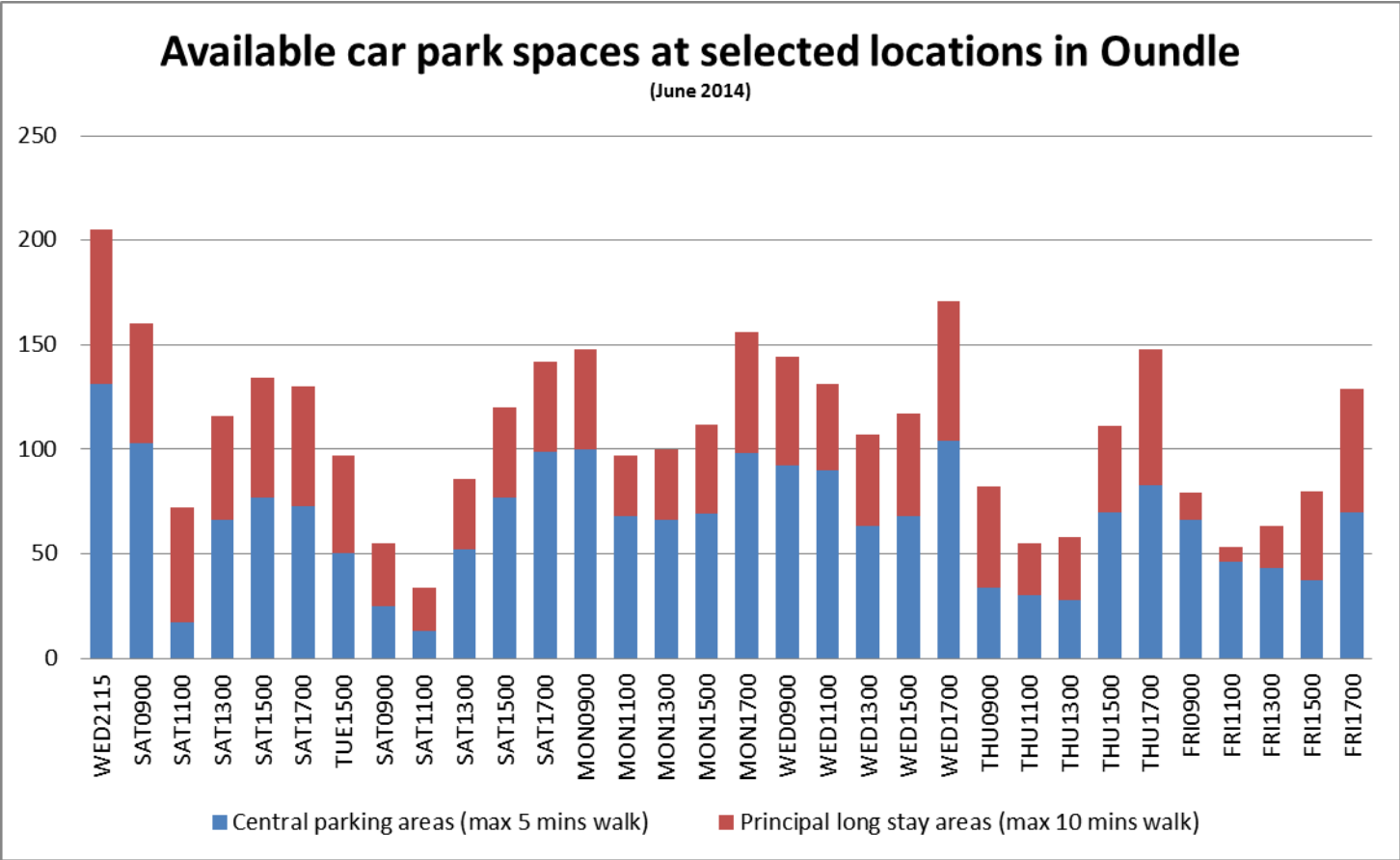
Ref No	Location	Measures	Estimate
1	Benefield Road	Widening the existing footway to 2.5m, signing and traffic management.	£90,000
2	Glaphorn Road	Widening the existing footway to 2.5m, signing and traffic management.	£190,000
3	Barnwell Road	North and Southbound on carriageway cycle lanes at the town end of the road. Two way shared use path in verge at southern end.	£217,500
4	Glaphorn Road to Benefield Road (village perimeter)	2.5m wide path with fencing, access controls and, signing.	£130,500
5	Glaphorn Road to Benefield Road (edge of sports fields)	2.5m wide path with fencing, access controls and, signing.	£110,000
6	Benefield Road to Stoke Doyle Road	2.5m wide path with fencing, access controls and, signing through development sites 12 and 14.	£101,500
7	Milton Road to Graphorn Road	New 2.5m wide path with signing and fencing – Cycle symbols on existing carriageway.	£72,500
8	Stoke Doyle Road	Widening the existing footway to 2.5m, signing and set back existing Highway boundary wall.	£74,000
9	Barnwell Road to River Nene via Marina	Widening existing paths to 2.5m including fencing and signing (excludes any required bridge improvements).	£85,000
10	Riverside Path to Bassett Ford Road	2.5m wide path alongside the River Nene including fencing and signing.	£147,000

11	Riverside Close – Bassett Ford Road to Herne Road	Small structure over watercourse at end of Riverside Close – new 2.5m path following field edge to Herne Road.	£71,500
12	Glaphorn Road to Cotterstock Road	New 2.5m path through School site and around field boundaries.	£130,000
13	Cotterstock Road to New Road	New 2.5m wide path around field boundaries to Occupation Road then on to New Road – alteration to traffic calming on Occupation Road.	£172,000
14	Station Road to Town Centre	Widening existing footpaths to 2.5m – raised table across East Road – early start for cyclists at signals	£80,500
15	Station Road to East Road	Widening existing footpaths to 2.5m – new 2.5m wide around fields and final section back to East Road through school site.	£236,000
16	Glaphorn Road to Middle School via Cotterstock Road.	Up-graded Zebra crossing – new shared use path on Cotterstock Road to School entrance.	£46,000
17	A605 Ashton Road to Herne Road	2.5m wide Tarmac path alongside the northbound carriageway of the A605 (costs for this element are increased due to the need for extensive traffic management alongside an 'A' road).	£179,500
18	Ashton Road to Herne Road	2.5m wide path with fencing and signing along route of existing path (this may not be required if suitable provision is incorporated into the housing development presently under construction).	£109,500
19	Ashton Road	Widening existing footway to 2.5m from East Road to Ashton Road – Cycle symbols on Ashton Road.	£12,500
20	Herne Road	Shared space across carriageway at Prince William College.	£59,000

Appendix B

2014 Parking Beat Survey Results

Connectivity:- During June 2014, a survey of car parking in Oundle was carried out. This paper summarises the results, observations and recommendations.



Parking survey:-

- During June 2014, observations were recorded on car parking utilisation in selected short term (less than 5 minutes walk from the town centre) and selected long term car parking locations in the town (between 5 and 10 minutes walk from the town centre).
- The locations were chosen based on the assessment of walking distances made by TPP in their Transport Study of 2011. Sections of South Road were included in the 5 minute zone on the basis that they give pedestrian access to the town centre via Ship Lane (TPP assessed South Road is being in the 10 minute zone).

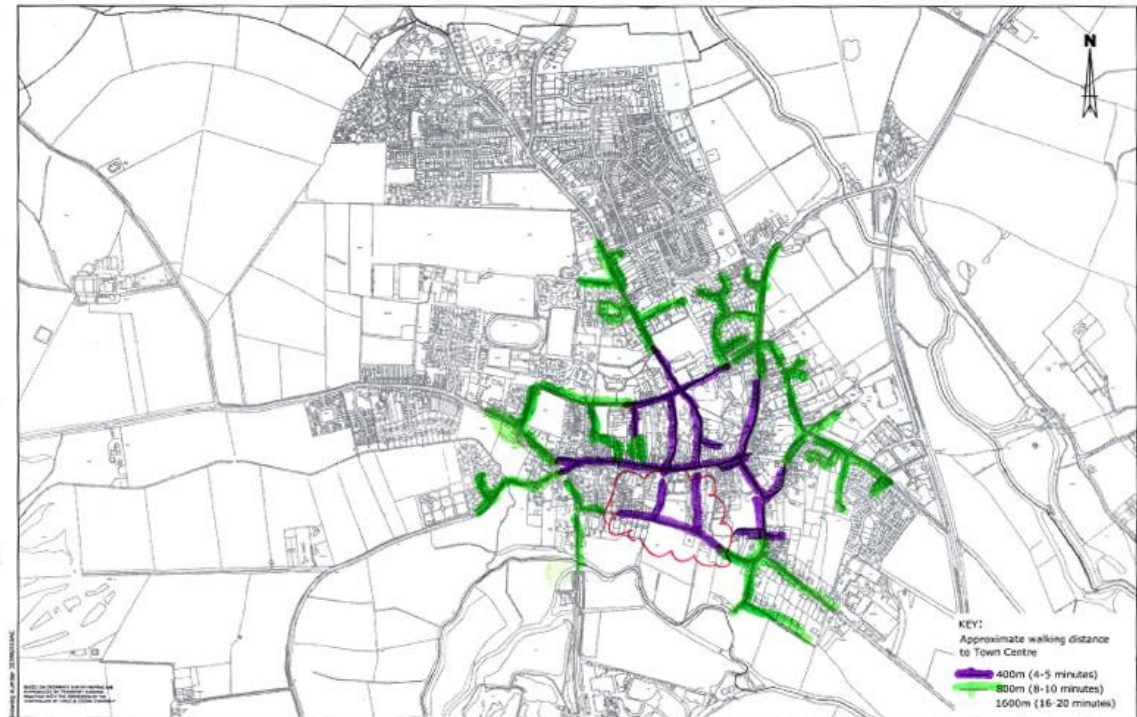
Monitored locations:

Short term.

- West Street
- New Street
- OTC owned car park at the Co-op
- Market Place
- St Osyth's Lane
- South Road

Long term.

- Drill Hall car park
- East Road car park
- Ashton Road
- Lane to old re-cycle centre
- East Road residents parking
- Fairline car park in Nene Valley Business Park



Walking distances in Oundle

Figure 4.6



Data:-

Date	Day	Time	Short term							Long term												
			West St - no. spaces (max 44)	New St t - no. spaces (max 35)	Co-op - no. spaces (max 99)	Co-op disabled - no. spaces (max 7)	Co-op M&T - no. spaces (max 6)	Market Place - no. spaces (max 21)	Co-op - vehicles higher than 2.1m	Short term %age take up (capacity 212)	St Osyth's - no. parked	South Road - no. parked	Drill Hall - no. spaces (max 32)	Drill Hall - vehicles higher than 2.1m	East Road car park - no. spaces (max 54)	East Road car park disabled - no. spaces (max 4)	East Road car park - vehicles higher than 2.1m	Ashton Road - no. parked (max 20)	East rd lane to old recycle centre - no parked	Long term %age take up (capacity 110)	East Road residents - no. spaces (max 28)	Fairline car park - no. spaces
07/06/14	Wed	2115	8	16	87	7	6	7	0	38%	-	-	16	2	54	4	0	-	0	18%	13	10+
07/06/14	Sat	0900	23	8	59	6	5	2	1	51%	0	-	14	2	39	4	1	6	5	31%	12	10+
07/06/14	Sat	1100	7	3	5	1	0	1	1	92%	1	28	13	2	38	4	1	6	6	32%	16	10+
07/06/14	Sat	1300	13	16	23	5	2	7	0	69%	0	15	11	2	35	4	2	5	4	37%	14	10+
07/06/14	Sat	1500	19	9	43	4	2	0	1	64%	0	-	16	3	37	4	1	3	0	33%	20	10+
07/06/14	Sat	1700	15	3	47	4	3	1	0	66%	0	-	13	3	40	4	3	2	0	32%	13	10+
10/06/14	Tue	1500	6	5	31	4	4	0	0	76%	0	25	16	2	27	4	1	2	11	31%	16	10+
14/06/14	Sat	0900	8	5	1	5	6	0	1	88%	1	33	11	3	15	4	13	5	5	55%	14	10+
14/06/14	Sat	1100	6	2	1	3	1	0	0	94%	3	38	8	3	9	4	10	6	11	58%	12	10+
14/06/14	Sat	1300	18	5	24	4	1	0	0	75%	0	19	11	2	19	4	2	4	4	51%	16	10+
14/06/14	Sat	1500	18	17	33	4	5	0	0	64%	0	-	8	3	31	4	1	4	2	45%	17	10+
14/06/14	Sat	1700	18	12	57	5	5	2	0	53%	0	-	8	3	31	4	1	2	1	44%	17	10+
16/06/14	Mon	0900	18	16	56	3	1	6	1	53%	0	35	13	3	28	4	1	4	10	35%	19	10+
16/06/14	Mon	1100	13	12	35	5	3	0	1	68%	0	35	4	5	21	4	2	2	10	48%	23	10+
16/06/14	Mon	1300	20	8	30	5	3	0	0	69%	0	34	7	3	23	4	1	2	8	45%	24	10+
16/06/14	Mon	1500	11	7	44	3	2	2	2	67%	0	32	10	4	29	4	1	3	10	36%	18	10+
16/06/14	Mon	1700	23	15	63	5	1	1	2	49%	0	15	10	3	44	4	0	2	4	27%	17	10+
18/06/14	Wed	0900	18	8	54	5	3	4	1	57%	0	-	16	4	32	4	1	3	9	29%	17	10+
18/06/14	Wed	1100	19	3	50	5	6	7	1	58%	1	-	11	3	26	4	1	5	10	40%	17	10+
18/06/14	Wed	1300	12	8	35	4	4	0	2	70%	0	-	13	4	27	4	1	1	10	34%	17	10+
18/06/14	Wed	1500	17	8	32	6	2	3	0	68%	0	31	12	5	33	4	1	4	10	32%	15	10+
18/06/14	Wed	1700	18	17	56	5	4	2	1	52%	0	19	18	2	45	4	0	2	4	19%	15	10+
19/06/14	Thu	0900	15	9	6	4	0	0	8	84%	0	35	14	4	30	4	0	1	10	30%	20	-
19/06/14	Thu	1105	13	8	5	3	1	0	9	86%	1	-	7	4	15	3	2	2	12	50%	19	10+
19/06/14	Thu	1300	19	6	1	2	0	0	12	87%	0	44	5	4	21	4	2	2	11	46%	17	10+
19/06/14	Thu	1500	21	11	34	4	0	0	0	67%	0	39	11	3	26	4	0	1	11	35%	17	10+
19/06/14	Thu	1700	16	17	42	1	4	2	0	61%	0	-	19	3	42	4	1	1	4	20%	15	10+
20/06/14	Fri	0900	21	7	33	2	3	0	1	69%	0	38	9	2	0	4	0	9	20	60%	19	10+
20/06/14	Fri	1100	13	7	20	3	3	0	3	78%	1	40	6	-	0	1	0	6	20	63%	13	10+
20/06/14	Fri	1300	11	5	18	5	4	0	0	80%	1	39	14	4	4	2	0	10	23	52%	18	10+
20/06/14	Fri	1500	10	7	18	0	1	1	1	83%	1	42	11	3	39	3	2	3	9	28%	18	10+
20/06/14	Fri	1700	16	2	46	4	2	0	0	67%	0	32	12	3	44	3	0	2	2	28%	13	10+

Notes

1. Short term %age take up of capacity: Cars parked on West St, New St, Co-op (including disabled etc) divided by total spaces .
2. Long term %age take up of capacity: Cars parked in Drill Hall, East Road car park (including disabled), Ashton Road minus those parked on lane to old re-cycle centre divide by total capacity.



Observations from the data:-

Short term parking

1. Market Place parking 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 which are continuously being re-generated by "churn".
2. On this basis, capacity is reached during Thursday Markets and on Saturdays, though the peak lasts longer during a Saturday Farmers Market.
3. 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 location and as a result, traffic congestion occurs due constriction of the road way.

Long term parking

1. Although the capacity take up never exceeded 65% there is less flexibility for parking to move from one location to another due to the distances involved. High take up occurs when vehicles are displaced from the centre on market days or when local events occur.
2. 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. There is no indication that space in either the East Road car park or the Co-op car park or being blocked by vans.
3. The take up of space in the East Road residents parking never exceeds 60% of capacity. 80% of the time over 50% of the space is free. Potentially some of this space close to Ashton Road could be re-allocated to general long term parking use.
4. The parking lane on Ashton Road is never more than 50% utilised.
5. Significant use is made of parking space along the road to the old re-cycling centre during the working week. If this unit was taken on for light industrial use, the road would be required for industrial traffic and casual parking may not be possible.
6. There is always significant space in the Fairline car park in the industrial estate beyond Ashton Road.



Observations and inferences from the TPP Transport Study (2011):-

1. Planning Policy Guidance 13 (January 2011) states that walking is the most important mode of travel at local level and offers the greatest potential to replace short car trips. The same applies to cycling for journeys under 5km. If short car trips can be reduced then traffic congestion and car parking requirements will also be reduced.
2. In their review of the Rural North, Oundle and Thrapston Plan (RNOTP) (issued by East Northamptonshire Council in 2008), TPP highlighted the need for Oundle to have a town wide traffic strategy and to develop innovative solutions to provide additional parking capacity. RNOTP also noted the possibility that the Primary School on Milton Road might relocate at some point in the future and that this site might be used to provide additional car parking.
3. TPP noted that although car parking limits are set at 1hr and 2hrs in the centre of the town, they are often ignored, particularly at the OTC owned Co-op car park where there are no fines levied for overstaying limits.
4. TPP highlighted the existence of the Chartered Institution of Highways and Transportation guidance on parking durations and walking distance for car borne shoppers (parking duration/acceptable walking distance: 30mins/100m, 1hr/200m, 2hrs/400m, 4hrs/800m).



Recommendations 1 (including short term parking):-

The following recommendations are made on parking in Oundle. It is proposed that they form part of the Transport Study planned to be carried out during 2014 where they should be evaluated, improved and form part of an implementation plan.

1. A short term parking zone (STP zone) is created in the centre of the town with a capacity for 200 fresh cars to arrive every hour (excluding the Market Place) within a 5 minute walk of the centre of town.
In order to encourage a change in behaviour and attitude toward the use of short term parking in the centre of town, the STP zone should be designated as a Blue Disc zone (a system of allowing time-restricted free parking through display of a *parking disc* or *clock disc* showing the time at which the vehicle was parked). This will allow for in excess of 200 people to visit the town centre every hour in addition to those arriving on foot or cycle or using long term parking.
2. The STP zone to include the OTC owned Co-op car park, Market Place, New Street, West Street. In order to provide capacity for 200 cars every hour, a 30% increase in restricted parking will be needed. This will be implemented as required on Jericho, Drumming Well Lane, Milton Road, Blackpot Lane and South Road.
3. Oundle Town Council move to impose fines at their car park located at the Co-op on vehicles which overstay.
4. It is proposed that the parking duration limits in the STP zone are set at 30 minutes in the Market Place, 1 hour for on street parking and 2 hours in the OTC owned Co-op car park.
5. On South Road some parking will form part of the STP zone and the remainder will continue to be used for unrestricted long term parking. However, additional double yellow lines will be placed on South Road to ensure that during periods of high demand the road way does not become constricted and cause traffic congestion.
6. It is proposed that steps are taken to make use of part of the South Road football field as a temporary or permanent short term car park.
It is considered that this provides a better option than the Primary School site which could be expensive to acquire and clear and would only provide limited capacity. The possibility of a multi storey car park on the Primary School site is also discounted on cost grounds and the fact that it would detract significantly from the historic aspect of the town.
7. It is noted that short term parking availability is stretched in the vicinity of Fletton House, the library and doctor's surgery. However, it is recognised that this is being optimised as part of the Fletton House refurbishment project and so no further input is provided.



Recommendations 2 (including long term parking):-

8. Better use of the short term parking areas should result in some vehicles being displaced to long term parking areas and so steps will be required to increase capacity.
 - a. Review the requirements for residents parking on East Road (1 per household) and release the unused space at the Ashton Road end for long term parking.
 - b. Split the area in the Fairline car park off Ashton Road so that part can be accessed from the lane to the old re-cycling centre. This will allow those driving to work in the Nene Valley Business Park to park (and avoid clogging the road down the industrial unit that was the old re-cycling centre). It may be possible to use this facility for parking during Saturday Markets.
9. If Oundle increases its focus on being a “Festival Town” then additional temporary parking may be required. During the Womens Tour, 6 temporary car parks were created with capacity for well in excess of 1600 cars. A similar approach is advocated in the future to meet periodic requirements for additional parking.
10. It is proposed that changes are made to the provision of disabled car parking spaces.
 - a. Current arrangements in the OTC owned Co-op car park should not be changed.
 - b. Additional parking for Blue Badge holders are made in the vicinity of the Market Place to try and eliminate the need for Blue Badge holders to park on double yellow lines restrict traffic flows. One space in the Market Place opposite the chemists. Two spaces on Jericho.
 - c. It is proposed that the disabled parking spaces at the East Road car park are eliminated since they are not used which is probably due to their distance from the town centre.
11. Cars and buses periodically stop on St Osyth’s Lane and cause traffic congestion. It is proposed that no loading or unloading prohibition is added during the working day. This would prevent Blue Badge holders, buses and commercial vehicles from stopping - in addition to the current restriction on private vehicles.
12. It is noted that Oundle Town Council currently working to provide around 80 additional cycle parking spaces in the town.
13. A plan should be developed to identify sites for parking of buses which may bring tourists to Oundle outside of Festival events (where provision is already provided).
14. It is anticipated that provision will be required to park and charge electric cars. Depending on the technology in the car, this can require the battery to be on charge for a number of hours and so it is proposed that this is not provided inside the STP zone but at location such as the Joan Strong Centre.



Appendix C

ATC Survey Results



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