

Oundle Town Council Transport Working Party Report 2023

Introduction

In 2021, Oundle Town Council began to reflect on how the large new planning applications would impact the transport needs of the town. We asked residents their thoughts via an online form <https://www.oundle.gov.uk/news/2021/08/oundle-transport-study-have-your-say>.

The feedback from this created the OTC Transport Working Party, and in March 2022, OTC commissioned Transport Planning Practice to update their c.2011 report on transport in Oundle. As part of this process, TPP visited Oundle, monitored traffic flows (see Appendix 4), reviewed the existing planning framework and publicly available info about forthcoming housing, and reflected on changes in the town since 2011, and on potential conditions to 2032.

The 2022-3 report can be found at <https://tinyurl.com/OundleTransportReportPart1> and <https://tinyurl.com/OundleTransportReportPart2>.

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

Key points considered included:

- Oundle’s population has grown by over 20% since 2000 with little change of infrastructure (3.3.11);
- It seems likely that it will grow by as much to 2032 (3.3.14);
- Opportunities have been missed to link development to pedestrian/cycleway enhancements, public realm/highway improvements and transport/parking provision, all needed for “modal shift” (3.4.6-3.5.1);
- Oundle is the centre of a wide rural catchment area.

Main Recommendations from the report and consultations

1 - OTC can do some things itself?

We have to be clear - whilst OTC commissioned and took part in the report, we have very few statutory powers nor the funds to enact many of the changes required, as this document shows - [Your Local Government](#).

However, we believe we can affect the following changes:

- 1. enact a voluntary 20mph zone in some parts of the town, working with North Northants Highways, as part of a larger county wide programme. NNC are producing a set of signs that we will be able to use and move to different locations around town;**
- 2. purchase a second speed sign, to continue normalising safe driving;**
- 3. encourage and embed positive cycle and pedestrian behaviours to all planning applications that comes before our Planning Committee;**
- 4. can we enforce "shared use" of some pavements in town to make them safe cycle zones?;**
- 5. review car parking in OTC owned car parks – a process our Estates Committee is already proceeding with – and looking at better enforcement of the 2-hour limit in the Coop car park. Long term parking, byelaws and signage should be part of this process;**
- 6. look to act as a catalyst in terms of better community transport in the Oundle area.**

2 – It is clear that some things OTC needs support with?

OTC has neither the regulatory ability to enact many of TPP's recommendation, and as such we need to work with NNC (both Highways AND Planning AND ??) and local businesses (via the Oundle Business Association) to see how we could enact;

- 1. formal 20mph provision in the conservation areas and perhaps further afield**
- 2. on street parking changes:**
 - a. 30 minute and one hour limits (?) in some locations;**
 - b. Changes to the south of Milton Road parking restrictions;**
 - c. Removal of some yellow lines near OTC's East Road car park.**
- 3. loading limits and enforcement in the conservation area;**
- 4. public realm changes inc raised road pavements (a la Elton May 2023) and "gateways";**
- 5. raised zebra crossings;**
- 6. one way systems starting with Blackpot Lane;**

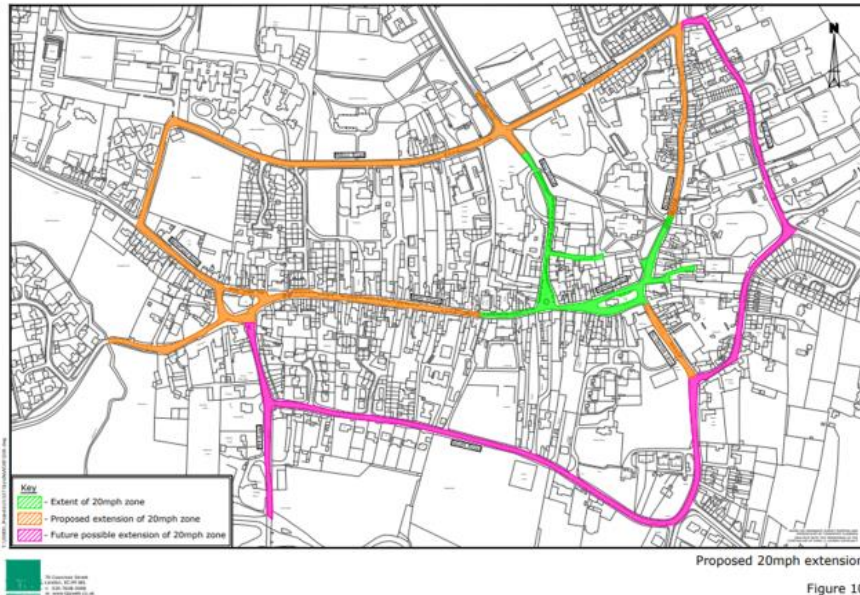
- 7. cycle routes with a special focus on Glaphorn Road and a Northwest cycle route from Benefield Road to Hillfield Road;**
- 8. other long term changes including creation and retention of long term parking spaces in Oundle (Blackpot Lane spaces, and the East Road car park – can we make the later an ACV?).**

Funds will be crucial for many of the above, and as such may be the limiting factor.

In essence, TPP's recommendation can be summed up on the following pages -

Short Term – the “easy wins”

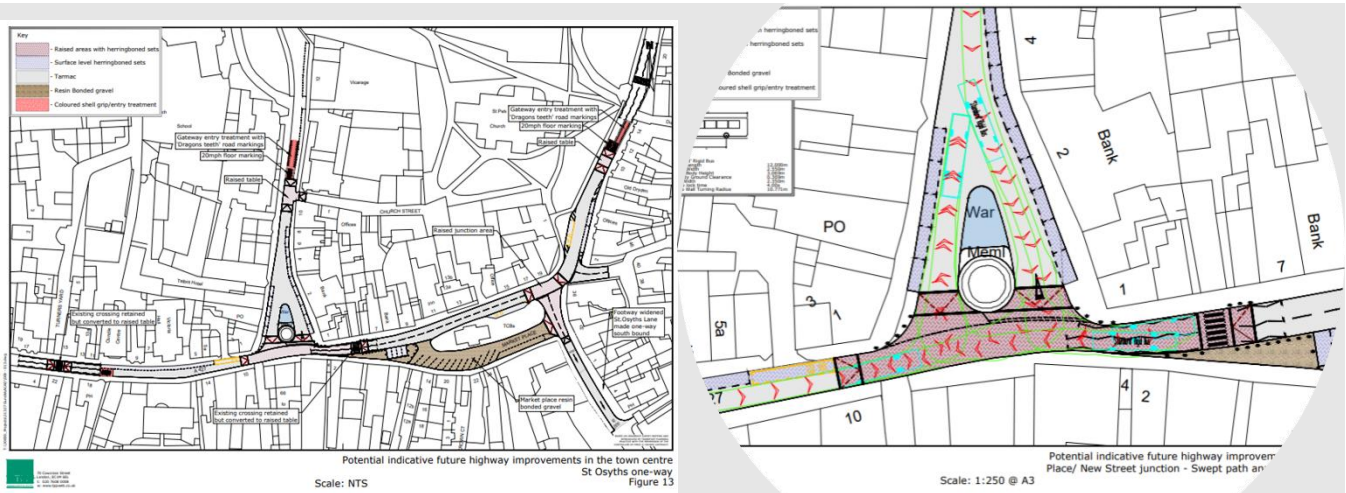
- A. Extended 20mph zone in the conservation zone and joining up with South Road (7.2 - see Figure 10).



- B. Alterations to on street parking - changing Market place waiting time to 30 mins and Milton Road to 2 hours (7.4).
- C. An ANPR system on Co-op car park to enforce 2 hour waiting times; better car park signage and real time displays; a resolution of the future of the East Road Long Stay Car Park.
- D. Cycle parking (7.7).
- E. Second VAS sign inc one in 20mph area (7.12.4).
- F. Loading restrictions on Market Place at peak times (7.11.1).

Medium Term – tougher wins

A. Traffic calming and environmental improvements around Market Place and New Street (7.3 – see Figures 11-13).



- B. One Way roads – Blackpot Lane in its entirety; St Osyth's Lane in part (7.8.2).
- C. Raise tables of zebra crossing on West Street and 4 zebra crossings on Glaphorn to slow traffic AND manage any impact on New Road (7.12.2).
- D. Cycle routes – widen western side footpath on Glaphorn Road for shared path; cycle cut through to North of Jesus Church; and aim to connect Benefield Road to Hillfield Road via a car free path (7.6).
- E. Gyrotory route at Jesus Church (7.9).

Long Term – beyond the possible?

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

Appendix 1 – Methodology.

Week long traffic counts were held at West Street, Market Place, New Street, East Road, South Road, Glapthorn Road, New Road, East Road - findings may be summarised as follows:

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

[Total data from TPP's traffic flow monitoring](#) can be requested from OTC by emailing admin@oundle.gov.uk.

OTC then publicised the report and via a series of meetings and “surgeries” with residents and businesses, and an online consultation [Microsoft Forms](#) garnered thoughts and views on the TPP report and its findings.



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OTC Consultation on the 2023 TPP Transport Report on Oundle

From January to March 2023, Oundle Town Council (OTC) are hoping to collect opinions on the TPP Transport Report <https://tinyurl.com/OundleTransportReportPart1> and <https://tinyurl.com/OundleTransportReportPart2> and its recommendations <https://tinyurl.com/PrecisTransportReport>

We also hope to manage expectations - whilst OTC commissioned and took part in the report, we have very few statutory powers nor the funds to enact any/many of the changes required - as this document shows <https://tinyurl.com/Yourlocalgovernment>

However, we can push the report, the data attached to it and the results of this consultation to other bodies (mainly linked to North Northants Council, especially their Highways and Planning departments); and aim to keep the focus and the pressure on key areas.

We are hoping to gather responses from businesses and visitors as well as residents of Oundle and the surrounding hinterland. Please help us in this aim by passing word on about the report and this consultation - and come to the Annual Town Meeting in the Queen Victoria Hall (QVH) on Thursday 27 April 19.30pm start, refreshments from 19.00pm, to see the results of the consultation.

Thanks for your help and please keep in touch with developments via oundle.gov.uk, loveoundle.org and our socials.

Oundle Town Council, admin@oundle.gov.uk 01832 272055

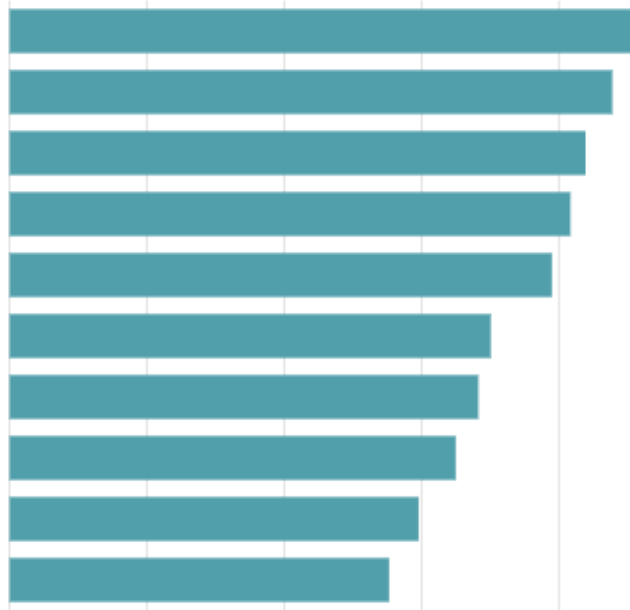
The results of that consultation and other feedback were reported back at the 2023 Annual Town meeting (April 27th), and can be found in Appendix 2 below, but in essence, there was broad support from residents and businesses for many of the TPP reports' findings, with the most consensus around traffic calming and environmental improvements around the marketplace.

Appendix 2

OTC Transport Report 2023 – Consultation Responses

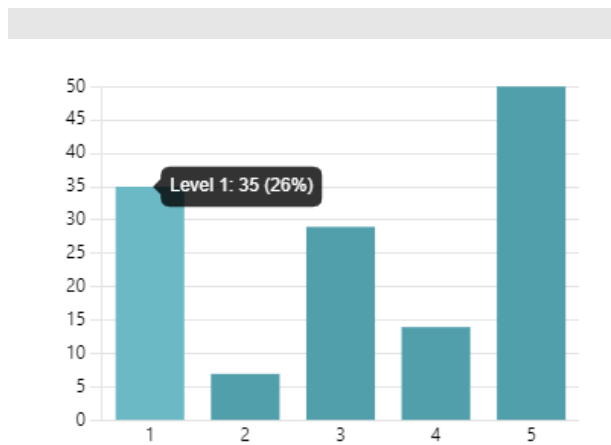
Short and Medium Term

- 1 Traffic calming and environment...
- 2 Extended 20mph zone in the co...
- 3 Raise tables of zebra crossing o...
- 4 Loading restrictions on Market ...
- 5 One Way roads – Blackpot Lane ...
- 6 Cycle routes – widen western si...
- 7 Alterations to on street parking ...
- 8 A second smiley face speed sign...
- 9 A number plate recognition syst...
- 10 Cycle parking (7.7)

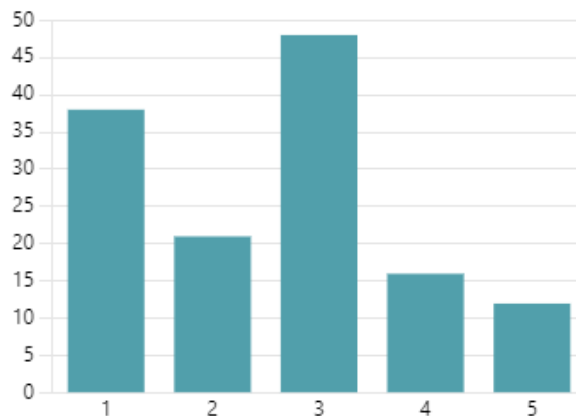


Longer Term options – 1 = less supportive, 5 = more supportive.

Herne Road

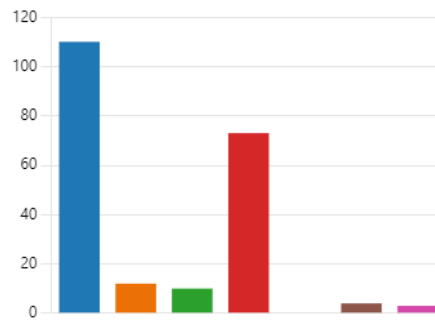


“gyratory”



Demographics

Resident of Oundle	110
Resident of neighbouring "parish"	12
local business	10
Over 18	73
Under 18	0
Visitor - from Northants or Cam...	4
Visitor from further afield	3



Please keep answers brief - email ian.clark@oundle.gov.uk with any further details should you wish.

Appendix 3

Resident's "shopping list" in response to question "Is there anything else we should try to focus on in Oundle?"

Blue badges

- Spaces near optician and dentist.
- More thought to disabled drivers when functions on in town also better one way system, make sure vehicles coming into Oundle join the one way system and don't go wrong way.

Cycling inc routes

- Top bit of Kings Road/Blackpot Lane.
- Cyclists' contraflow N of Jesus church definitely.
- Oundle has ideal geography for cycling - not just from the edges of town, but from neighbouring towns as well if safe routes can be identified/created and bicycle parking addressed.
- Some form of control for large groups of cyclists, to keep them out of centre of town.

Herne Road and other streets

- Please work to route the PWS buses directly from the A605.
- The proposal to extend Herne Road to a junction with A605 is completely unjustified based on the report. It would represent the destruction of one of the most popular walking routes around the town and encourage rat running into the town centre where the parking provision is barely adequate at present. It has severe safety implications for the junction of Herne Road with South Road where the tight corner and narrow carriageway already cause problems.
- Herne Road access should remain bridleway; we already have a partial circular route at Jesus Church - nothing more is needed. I actually disagree with all the pints in Question 1 - I have listed them in the order of 'less objectionable'. I would like all CCTVs removed; parking for all lengths of time increased. [sic]
- Make South Road a one way system.
- Make New Road a one way street.
- Introduce a "mini-roundabout" at the junction of North Street and the Market Place (adjacent to StuPots) to better regulate, and make safer, traffic flows, NB: not necessary if St Osyth's Lane is made one way.
- Having the one way system at St Osyth's Lane was just awful. I love on East Road and it did not work well at all.

Parking

- Residents parking – permit scheme?
- residents parking facilities.
- Parking is the biggest problem PLEASE resolve this before anything else.
- Parking in general is very poor. Parking in Drumming well lane need to be more restricted particularly at the top end in junction with Milton Road. Cars are parking at the end and Bin lorries/recycling, delivery lorries cannot come down. Banning parking outside the Methodist church to enable vehicle to turn into various car park. Lots of inconsiderate people around.
- No parking on the grass verge on Milton Road outside the cricket club - it is dangerous for children trying to cross the road with no clear view of the traffic until they step on to the road. The parking cars also carve up the grass verges.
- Too much on-street parking available, esp. Beans end of West Street/New Street.
- If you're looking at improving Co-op parking, especially enforcing parking duration, would it be possible to check on disabled / parent and child spaces - these are frequently abused,

- Double yellow lines all the way along Glaphorn Road between Oundle school Memorial Church & Oundle School football pitches. To stop Oundle School teachers parking there causing chaos at peak times of single line traffic.
- Coop carpark could do with an update as some of the spaces are too narrow to accommodate most modern vehicles.
- If OTC continue with the idea of Parking charges in car Parks, they are going the right way to closing business in Oundle down!
- Staff/owners from businesses parking in the limited Market Place parking bays all day needs to be managed by maximum parking length times, possibly enforced by an ANPR system. As this will help boost footfall and the town's economy.
- Stop traders from using up public parking spaces (market area).
- stopping people parking on pavements.
- Market place waiting time - enforce it, but 30 mins too short for elderly / infirm who may want to potter or take tea.
- Parking of cars opposite Rockingham Hills junction; raising road at the same junction; Cars parking on the Green at same junction reducing visibility.
- Car parks need electric charging points to be future-proofed.

Pavements and pedestrians

- The pavements in Oundle are very dangerous and a hazard and need to be fixed.
- Pavements in needs of repair -- very dangerous
- The pavements in Oundle are very uneven and are a major trip hazard. I have broken my wrist a year ago.
- Whilst outside of Oundle, the road between the A605 roundabout and Ashton often has joggers and pedestrians, but the path does a disappearing act for several hundred yards just before the roundabout, which leads to pedestrians and their dogs potentially coming into conflict with traffic. It's the missing link in an otherwise fairly decent path to Ashton and Polebrook.
- All new developments to have footpath access to minimise walking distance to town Centre.
- New Zebra crossing St Osyths Lane/East Road.

Potholes and road condition

- Blackpot Lane DESPERATELY needs resurfacing throughout.
- Get NNC to sort out the ridiculous potholes on South Road and Milton Road. Sort out parking on Blackpot lane from Kins Road downwards - suggested that cars are given proper parking spaces rather than parking on the pavement.
- Fix all the major pots holes on Herne Road / South Road.
- A605 concerns - the white lines and illumination around Nene Valley business park entrance - ruts and worn paving.
- Improve road surfaces, particularly Black Pot Lane, and other locations where utilities companies have dug trenches.
- Potholes,
- Condition of roads, particularly St Peter's Road, many roads have dangerous potholes.
- Improvements to road surfaces other than in the town centre. This refers to all Northamptonshire towns.
- repairing potholes, particularly in South Road.
- Terrible state of the road on South Road.

Public realm improvements especially the Market Place

- Reduce traffic in Market Place – pedestrian only? Divert A427.

- Safety of pedestrians and cyclists in Market Place.
- Traffic calming.
- Road safety in and around the marketplace. One way system or no route through the marketplace. Raised roadway at turning from Market Place down St Osyths Lane to slow traffic turning down the lane. Extending curb on the corner outside Stupots to slow traffic turning down St Osyths Lane.
- Loading restrictions at peak times! I have seen a lot of near misses in the town centre due to vehicles being pulled over at the side of the road.
- Pedestrianise the Marketplace.
- Pedestrianizing the centre of Oundle and having a one way system around the outside. Carbon emissions need to be reduced. The centre of Oundle is at times a dangerous place i.e. the air is too toxic and too much traffic driving too fast.

Public transport

- Local minibus services to the villages would be great!
- Lobby for a train station please!
- Better bus services needed. The X4 timetable has been reduced and anyway using the bus to travel to and from work outside Oundle is almost impossible - either because of the timetable restrictions or the journey time to travel anywhere in a reasonable amount of time. Call Connect service needs to be reinstated so residents of nearby villages have a public transport option.
- Electronic messaging on all bus stops in Oundle.
- Yes, to community transport, more X4 buses, we desperately need a local taxi firm.
- If I could get from Oundle to Thrapston by reasonable and regular transport I would abandon my car.
- Local minibus services have to be viable over a number of years.
- Agree need better bus links. If you have a suitcase walking from centre of Oundle is not an option.
- Definitely more buses, since living in Oundle (16 years) the service has dropped from 3 to just 1 bus an hour.
- More local buses, particularly one which gets to Peterborough for 9am, stop the X4 going round the Orton village.
- Demand responsive minibus service.
- improve longer distance bus services to Peterborough, Corby etc.
- Unless public transport options to/from Oundle improve, don't implement widespread cycle-friendly lanes. We're a small town, not a city! Don't alienate all those rural motorists who need to access Oundle and who can support business in the town.

Specific issues to raise with Oundle School

- SLOW School sign on Milton Road as it bends at the access to The Acre car park in both directions.
- The zebra crossing on North Street is like playing Russian Roulette. Suggest a Pelican Crossing.
- Oundle school game days, the parking is horrendous and jams up Oundle.
- Crossing outside Scott House to be moved. It is lethal.
- A traffic light system between the Adamson centre and SciTec.

Others

- Stick to the simple, and don't get carried away with popular bash-the-motor-car. There will be no real impact on "modal change" by adding a few in-town cycle lanes; it's already a pleasant place to use a bicycle. Modal change will only start when changing travel in and out of Oundle; not OTC's area. Restricting parking will reduce visitor numbers and harm trade; we should encourage visitors. Oddly traffic is really rarely a problem, and the occasional poor driver will still drive poorly whatever measures are put in; there's no need to spend money where it may not achieve much.

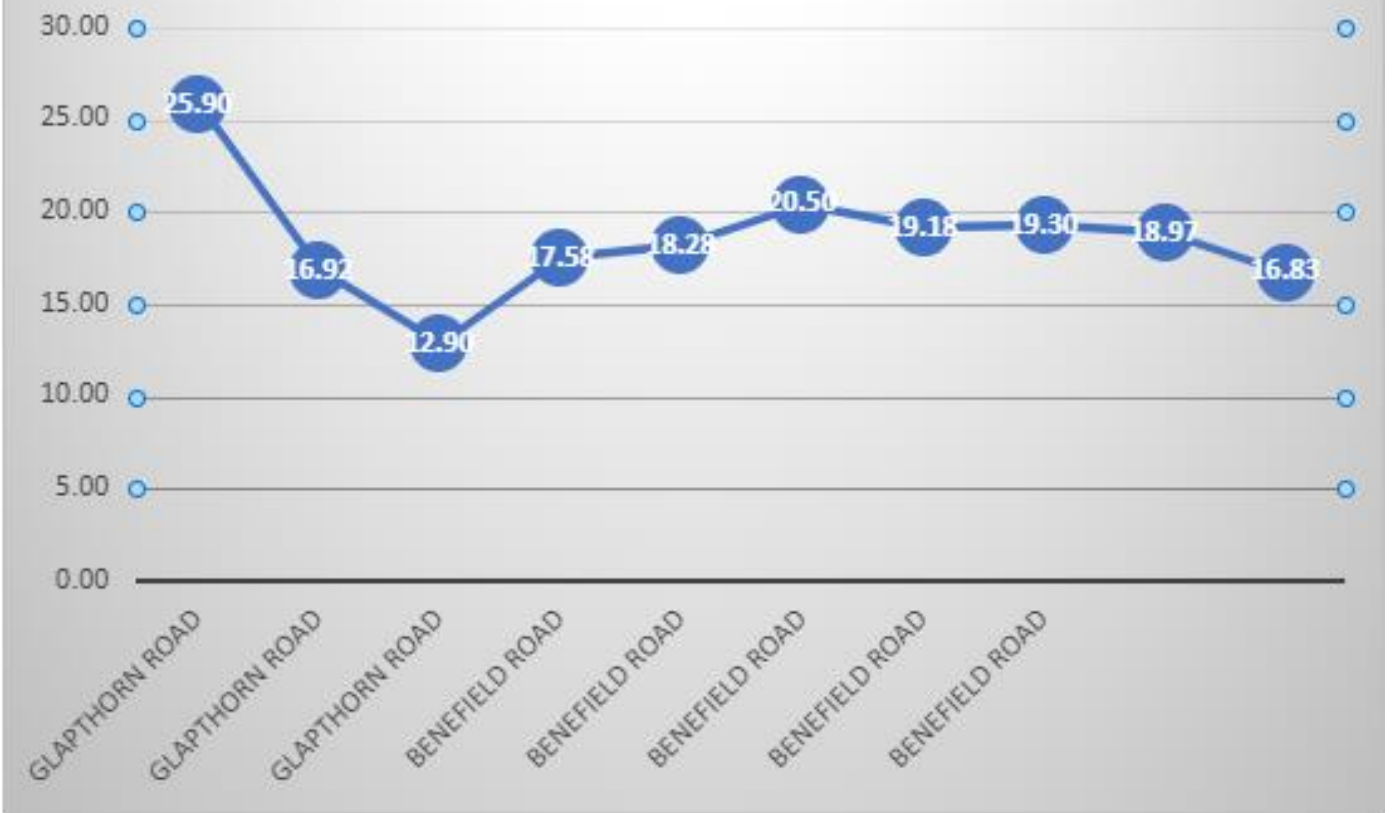
- I feel the survey was not in touch with the residents of Oundle and the problems with the transport links around Oundle. The major factors are the increasing amount of deep pot holes and dangerous road conditions. The south road slalom and Herne Road are particularly bad and have been patched up more than a quilted duvet. Constantly used by large school buses which tore the asphalt. The roads are dangerous to all modes of transport. I both cycle and drive. So no how bad the roads are for both sides. How can you propose a future 20mph zone on South Road. You can barely drive at 10 due to huge amount of large deep pot holes. With more and more houses being built in and on the outskirts of Oundle the roads will increasingly get more and more traffic and create more pot holes and debris. Adding less time to shop in and around Oundle with changing waiting times to 30 minutes and enforcing 2 hours in the coop will push people away and force them to use shopping centres elsewhere. shorter times doesn't help. Just increasing the parking warden fines. lots of new home and no new infrastructure in place for all the additional cars and people. 200 new homes but no road improvements is just one area. You may find my email helpful or not. But thought it best you here from someone who has lived in Oundle for nearly 40 years. I have submitted my thoughts. But feel they aren't the highest of peoples concerns.
- Too many houses being built and no infrastructure.
- Loading in town is a big issue.
- Solution to heavy traffic flow and on street parking at school times which cause traffic issues and risks to pedestrian safety due to lack of visibility caused by parking.
- Extend 20mph zones -- more parking restrictions.
- EV Charging points.
- We are supposed to be reducing our carbon emissions! So why are we inviting more cars into Oundle? This is not helping to improve the character of the town, only fewer cars will do that. We also have a national obesity crisis, so we should be encouraging more people to walk or cycle. Car parks on the edge of town (instead of even more houses) would help with this, as would park and ride schemes. Town-based car parks should be for no longer than 20-30 minutes with more monitored parking for elderly or disabled people. A road from the A605 onto Herne Road will make a residential area into a racetrack and probably kill children going to and from the school at the same time. Well done to whoever came up with that scandalous idea. Is that person going to take responsibility for any dead children, because that's to whom I will assign blame!
- The situation having deteriorated since I last wrote to these guys in Dec. 2021, I felt it necessary to readdress the problems in North Street. The usual response, as you can see. Is there no way of helping us to get to grips with the constant and increasing tremors and jolts endured by the residents of North Street and the potential danger to infrastructure (architecture, plumbing etc.)? Clearly there is no point in bringing in NNC again, but maybe the Town Council could try to press the case for North Street, it being the main artery into the town centre and a residential rather than a commercial route. I will read the OTC traffic consultation report on-line and will be interested to see whether or not any of the issues raised reflect our own problems. The situation has deteriorated further due to the increase in unregulated overweight and speeding traffic, augmented by the fact that the Prince William buses are now using us as a race track at 08.45 and 15.10, with convoys of 6-8 buses streaming up and down the street. I can think of no reason why they need to do this. The X4 already poses sufficient concerns! I have spoken to Rodgers Coaches about this, but so far with no result. Of course, if the weight and speed regs were respected, it would help, but the '7.5 ton except for access (laughable!)' notice by the Catholic Church has been (cynically and deliberately?) obscured from the view of lorry drivers by a pointless planter 10 feet from the ground on the adjacent lamp-post. Maybe this could be removed? I appreciate that we are all having problems caused by traffic at the moment, not least you too in St Peter's Road, I suspect, but surely it's time we got to grips with improving the situation and launch some kind of campaign to save the disintegrating town centre?

Appendix 4

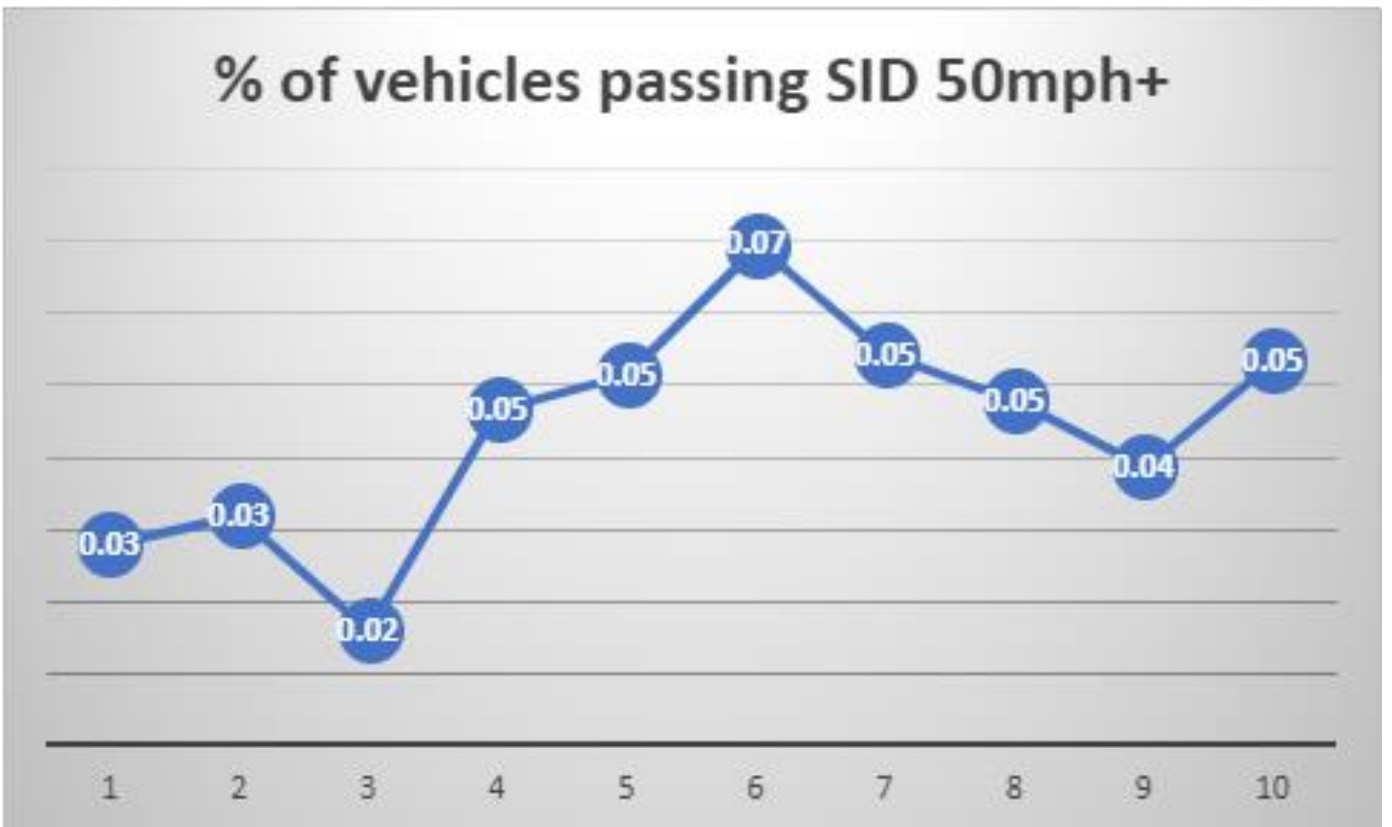
Data from OTC SID speed camera July 22-October 23

Date	Location	Total number of vehicles	Av Speed	Total number 31+	% speeding	Total 40+	Total 50+	Total 60+	Top infraction
13/7/22-13/9/22	Glaphorn Road – from town	118,323		30,646	25.90	751	33	5	76
12/10/22-9/11/22	Glaphorn Road – from Glaphorn	62,725	25	10,611	16.92		20	8	96
9/11/22-9/1/23	Glaphorn Road – from Glaphorn	100,557	24	12,970	12.90	297	16	3	67
26/1/23-13/2/23	Benefield Road – from Corby	30,157	25	5,303	17.58	161	14	3	81
13/2/23-13/3/23	Benefield Road – from Corby	39,060	25	7,140	18.28	229	20	7	84
13/3/23-9/5/23	Benefield Road – from Corby	69,225	25	14,188	20.50	423	48	12	92
9/5/23-12/6/23	Benefield Road – from Corby	55,422	25	10,629	19.18	362	30	11	94
12/6/23-10/7/23	Benefield Road – from Corby	39,722	26	7,668	19.30	267	19	7	86
10/7/23-13/9/23	Benefield Road – from Corby	90,780	26	17,220	18.97	578	35	16	88
13/9/23-6/10/23	Benefield Road – from Corby	41,275	25	6,945	16.83	225	22	4	70

% of vehicles passing SID 31mph+



% of vehicles passing SID 50mph+





Microsoft Forms