

## 19 JAN – OCC traffic brass x 3 – SODC Traffic Officer – WNP x3

*Asked AJ to take on an Infrastructure brief. He also chaired & kept ball in court.*

*A well received tactic by all !*

### A.

1. First **meeting** with OCC – Contact made 2016 [payments !]
2. Statutory Consultation Body 2017 one of the best -
3. LP2033 (2) OCC Comments on OBU site, figures and infrastuctue.

### B.

1. Traffic in itself not a permitted WNP issue. For Community the No 1 issue.
2. BUT if Connected with development and OCC concerns expressed **already** (e.g. M40 & A40 corridor impact; e.g. air quality) then OK.
3. Even when not permitted in WNP, discussion possible & necessary between OCC and WPC. **Are losing that direct link ?**

### C.

1. Wheatley has 25% housing since 1980 with little new infrastructure.
2. Brookes, Littleworth and east London Rd are **now** development proposals.

### D. 1. Ped/cycle link with OBU – OCC say not feasible.

- If WNP proposes it then costing and case must be shown.

e.g.. Cutteslowe 1.5 million.

- if WNP argues for general integration, then cite bridge as an illustration or example - along with Holton path, retail space, Green path over Holton flyover. [OCC supportive of Green Paths.]
- as yet desktop / laptop view and early days for OCC.
- WNP pointed out rush hour chaos, school pupils in west and OLR at east end unfit for people cyclists and vehicles. Medieval Track.
- [GVA Private traffic consultant did not even know the slip road Park Hill to A40 was two way traffic.]
- Needs traffic analysis by OCC. WNP has done sketch surveys – Park Hill and Holloway among them.

### 2. The internal roads on OBU site

- West Rd outside of WNP Map. OCC want **two equal rds** E & W. SODC **West only, using East for emergency**. Reps there did not know why. Now legit. for WNP to seek a bigger eastern road.

### 3. Internal Wheatley proposals:

- OCC says traffic analysis will be needed at planning stage.
- OCC offered London Rd pre-Mill Green results.

OCC advise start Wheatley Green Path despite gap in the middle. That strengthens chance of finishing it.

- OCC (and SODC increasingly) advise good wording of policies

(to underpin delivery of the intent) and good documenting of consequences & intent.

- NOTE Only for new housing and dev't. The 24% housing built since 1980 with little infrastructure does not count.
- OCC only said 'No Money' **once** ! e.g Station Rd untouched since Railway times had nothing from Kelham Hall, or The Railway Hotel site.

Non viable not heard, only non feasible

**E. HGV 7.5 limits** – nil to the north of the A40 – scheme of the 1970 and 1972.

A broken box. A blindspot abandoned. Katherine Hamer and Gorge O'Neill took it on and are still trying to make sense of it [Roy]

We will be meeting OCC again I think and will argue against paying £30 per head per hour – that meeting would have cost us £200

**F. May I ask for a Committee to be formed.** Third time We will be finished by early summer. To take up issues beyond our energy – capacity issues, infrastructure issues – eg surgery, eg schools, eg OCC discussions – and for us to report to rather than in the bear garden here !

A bigger Council given village growth. 4100 now, but 900 in 1914

We have done our bit. WPC has to come forward and meet us in this community project as a duty.

**G. Back to Station Rd for a moment. It's symbolic !**

EB (website) Pavements Map

One of our Committee has walked the village with rope the width of 2 buggies.

I've walked Station Rd with a disabled wheelchair

Tariq shows me where truck mirrors hit his sign and the main road sign,

Primary parents asked us for crossings on all the four crossroads at Sta Rd.

Do please watch that growing **Evidence Base** on the WNP Website.

Look out also for the **Consultation Statement** – first draft complete dhtis week.