

Summary of first Meeting with OCC, 19 January 2018 Traffic Infrastructure and Emerging WNP

HCAD 7, 18

Chair and Agenda, Andrew Johnson, WNP Committee.

OCC traffic planners x 3, SODC Traffic Officer (x 1), WNP x 3.

*see also OCC Statutory Body response 30 June 2017, **HCAD 7, 2** ;
SODC Planning Consultation, Feb. 2018, OCC Response to GVA
proposals for OBU Strategic Site.*

1. **Background.** Traffic as such is not a WNP brief. For the WNP Community, however, it is the No 1 Issue. Once linked with new land use note has to be taken of historic OCC / SODC road and traffic concerns (e.g. Air Quality; e.g. the M40/A40 Corridor). Wheatley housing 1980-2016 developed by 24.35% (432 houses), but little road infrastructure accompanied it. With proposals current at the OBU Strategic Site, at Littleworth (Wheatley) and on east London Rd, the infrastructure issue returns.
2. **New pedestrian link, OBU-Wheatley: practical ? feasible ?** Landing point in northern Wheatley identified; Cutteslowe footbridge cost £1.5m. OCC says 'not feasible'. Certainly give it as an example of how to integrate communities, along with Green Path via Holton Flyover, and HPC aspiration for a field path OBU – Holton, but proposing it requires that WNP cite detailed case for and costings. OCC would add 'appropriate retail space on OBU site' to reduce the need to drive into Wheatley.
3. **OBU development impact: access roads.** OCC support two linked access roads (east and west) This would support bus service, access the A40 through western road and reduce impact on busy London Rd. 500 houses would trigger need for a link road. SODC LP 2033 seeks to open a western access road and close existing eastern access, save for emergencies. (SODC reps uncertain of DC rationale, but to propose a second road would be incremental to, not in opposition to Local Plan.
4. WNP described vehicle rush hour(s) on Park Hill/Holloway, school pupils en masse, a two-way slip-road to A40, and adding that Old London Rd is a medieval track unfit for pedestrians, cyclists and even two-way traffic. The western approach to OBU site is not even on the WNP map. WNP has done sketch-surveys only of Park Hill & Holloway. OCC says it needs proper analysis. OCC advise that WNP seek a bigger eastern road.
5. **Wheatley village roads, current and post-WNP enhancement.** OCC has no strategic issues with aims of WNP proposals, but traffic

analysis will be needed at planning application stage to check adverse impacts on traffic and transport infrastructure. (See 4 above)

- OCC offered results (just in) from survey before Mill Green development on London Rd.
 - OCC advises 'start Green Path despite gaps' to strengthen chances of completing it.
 - OCC advises 'word policies carefully to underpin delivery of the intent behind them; document consequences and intent well. The more the detail, the safer are the WNP proposals.'
 - OCC will support cycle & pedestrian Green Route at Littleworth if relevant.
 - OCC say the lack of infrastructure behind 24.3% of Wheatley housing built since 1980 cannot be made up retrospectively in WNP calculations/proposals: OCC said '*No money*' only once; '*not viable*' was not heard, but '*not feasible*' was.
 - HGV village limits 7.5 tons, but nothing north of A40. Discovered by Vice-Chair WNP. A closed down 1972 experiment which was left incomplete just as it was. Cath. Hamer and Geo. O'Neill pursued and reported back came back to Vice-Chair WNP.
6. It was agreed that no immediate further meeting with OCC was needed. Should real issues arise, they might be better dealt with through email than a meeting. WNP assumes that any necessary meeting would not be charged for, (in 2016 WNP were advised of charges per head per hour.)
7. WNP has since secured agreement from WPC that it will create an Infrastructure and Capacities Committee in September 2018. Capacities include NHS Oxon (Surgery), schools and police oversight (raised during approval of Mill Green development, but result unclear.) Although OCC disclaim liability for shortfall in infrastructure in the post-1980 development surge, several roads and traffic arrangements on them remain in critical condition.

John Fox & Roy Gordon.
Chair and vice-Chair, WNP. Aug 2018
(original notes by both 19 Jan 2018 are
attached to this Summary at **HCAD 7, 18**)