

WNP Report to WPC plenary meeting, 05 July 2021.

1. WPC Cllr Richard Barrett was warmly welcomed to liaise with WNP, as from Committee meeting 21 June 2021. Toby Newman also serves on WPC and WNP. WNP has always publicised formally in its Plan the community / and OCC Highways concerns about Wheatley Roads and Traffic, especially on the edge of the J8A motorway complex. Also below [**Section 5, a) - f).**] WNP is passing on to WPC certain traffic issues from its 'Memo Pad' ! [NB WNP is limited as to what it can say about Roads /Traffic.
2. SODC and WNP [mainly RG], have now reintegrated the Enhancements [Ms Tombs' Field, and the Bungalows Community] which the Examiner deleted (Feb. 2020) in the absence of any valid SODC Local Plan. He allowed the Littleworth Enhancement to remain. With Local Plan 2035 now in place (Dec. 2020) and WNP (Examined Version) past its first Referendum, WNP will go to Public Consultation and conduct a post-Review Referendum.
3. Burial Sites. The Cemetery Sites Survey of Nov. 2018 was discussed by WNP on 21 June 2021. Ms Tombs Field and the A40 embankment facing the Fire Station were ruled out due to High Water Table risk. Also a village cemetery is a place for visiting and reflection, as Nigel, the vicar, confirms. In St Mary's churchyard it happens to a considerable extent. Two sites in Holton proved suitable, one actually owned by WPC. An acre near the windmill has been mentioned, but if available, access would be needed. WNP will support a choice made by the appropriate authorities.
4. INFILL building. WNP is taking advice on a policy to reflect local concern.
5. TRAFFIC & ROADS.
 - a) Holloway is the neglected side of Park Hill, in village traffic discussion. Crossings were requested (and reported again since) by Primary parents in WNP survey, July 2016, for Church Rd and High St. *Pavementing* from Park Hill to High St is fragmented chaos. Where it exists it is too narrow and traffic lanes the same.
 - b) Three years ago WNP [RG] proposed bus stop(s) on London Rd to relieve two-way bus pressure on Church Rd. It was dismissed as being too high for many to climb. Has the same implication in moving the Pharmacy from High St to Morland House been discussed in the community ?
 - c) **Green Route** East-West is now WNP-mapped (with OCC agreement) at the two ends of the village. It now needs the crucial central GR to be negotiated and agreed.
 - d) **A Civic Parking** system is needed to counter commuter-parking.
 - e) **Junction Church Rd and London Rd**, little visibility west on London Rd. was raised directly with OCC workforce the day of completion. [JF] One WNP member has crashed. No injuries, but no record. Buses with vertical-longside mirrors are also forced to cross behind a needle-island, thereby outflanking the pavement. One WNP member struck by mirror. One just avoided. Road sign swivelled round lamp-stem to face the Wall, to allow more room for bus turning. The junction needs re-measuring and should not come out of CIL or similar provision, as it is a planning error.
 - f) Pedestrian crossing London Rd, just south of Ambrose Rise bus shelter.

Of four bollards on the southern side ZigZag line, one has vanished and the next one is leaning over. These are to prevent any parked cars in the parking bay on that side crossing onto the ZigZag and thereby blocking driver/pedestrian vision. Needs a remedy please.

[John Fox thanked WPC for their positive reception and welcome. The invitation from Cllr Gegory to WNP to join the Traffic WG was further discussed afterwards, and put to WNP Committee. No volunteers came forward and given the 5 years 7 months WNP has now required, the reluctance is understandable ! A wider net might possibly be cast for what really merits a broader village consensus.

JF Copied to

Clerk to WPC,
WNP Committee
WNP Website

24 July 2021.