

Minutes

Watlington Edge Road Technical Meeting 19/01/2018

Attendees

Chris Carter (CC)- AECOM on behalf of Homes England
 Del Tester (DT) – Origin on behalf of Providence Land
 Sarah Halsey (SH) – Origin
 Mike Brain (MB) – Glanville on behalf of Beechcroft
 David Knight (DK) – Clarkebond on behalf of Bloor
 Jason Sherwood (JS) – Oxfordshire County Council
 Aron Wisdom (AW) – OCC
 Ian Marshal (IM) – OCC

Circulation

As above, plus Clients and WNDP

Ref	Action	Initial
01	<p>Introductions/Overview</p> <p>The meeting was convened following a wider workshop with all parties held in Watlington on 28/11/17. The purpose of this meeting is to be a technical session to agree the design parameters for the Edge Road, to allow the consultants to progress their elements of the design.</p> <p>The Edge Road is a fundamental element of the WNDP and therefore it is important to communicate outcomes and next steps with the WNDP group, thus this minute will be circulated to WNDP for wider publication if WNDP considers appropriate.</p> <p>CC referred attendees to the statement released by Homes England (HE) and letter to SODC regarding negotiations with Martin Baker Aircraft Company Limited (MBACL), published on the Chalgrove Airfield website. DK stated that Bloor has submitted a planning application which is being discussed with OCC. MB confirmed that Beechcroft has also submitted a planning application. DT stated that Providence Land is keen to move forwards with an application as fast as is achievable, as well as having a live application on WAT8. All confirmed commitment to working towards delivery of the Edge Road through the respective sites and are seeking a fair and equitable arrangement.</p>	<p></p> <p>CC</p> <p>All</p>
02	<p>Design Principles/Parameters</p> <p>The following points were agreed:</p> <ul style="list-style-type: none"> - JS considers that an overarching Design Code should be produced for the Edge Road. This would communicate the context and set the narrative for design development. Agreed that this was a good idea. This would require inputs from all parties but require co-ordination. CC agreed to co-ordinate, subject to discussion with Homes England. Each consultant will develop the preliminary design of their section of the Edge Road, which will be co-ordinated into a single over-arching drawing, to be compiled by AECOM. - The Edge Road will be designed within the land ownership constraints of the developments. - The design of the Edge Road will work towards achieving the design parameters listed, and best highways design practice. However there may be some minor elements where departures/relaxations are unavoidable. This should be seen in the context of highways safety/amenity issues which currently occur in the centre of Watlington and would continue to occur without the Edge Road. Minor unavoidable departures/relaxations from design standards are likely to be accepted by OCC on this basis if absolutely necessary to delivery of the Edge Road, although each will be reviewed on a case by case basis. - Manual for Streets 2 (MfS2) is the appropriate design standard, rather than Design Manual for Roads and Bridges (DMRB). 	<p>CC</p>

Ref	Action	Initial
	<ul style="list-style-type: none"> - The Design Speed will be 30mph, which will also be the speed limit. - All relevant parameters, e.g. visibility, curve radii, will be based on the Design Speed using MfS2 criteria. - The Stopping Sight Distance for a 30mph road is 47m. Side-road visibility will be measured at an X distance of 2.4m. - The road width will be 6.75m, with localised widening on bends if a need is identified through Swept Path Analysis (SPA). - Swept Path Analysis (SPA) will need to demonstrate unconstrained two-way movement for two buses simultaneously. JS to discuss with colleagues whether this is also needed for 16.5m articulated lorries. - SPA to demonstrate that refuse vehicles can turn without needing to use the “wrong” side of the road at junctions with the Edge Road. JS suggested that this could be achieved through wider “throat widths” on the side roads rather than larger turning radii. - The majority of the route will be subject to a minimum curve radius of 65m. However it is recognised that this may need to be reduced in isolated instances where there are design constraints. In such an instance, MfS2 allows a radius of 41m. - As the road width is high due to the required movement function, it will be important to encourage speed restriction through other methods of design. This could include, but not be limited to; not providing excessive visibility, avoiding long straight sections, the appearance of a “live” frontage, and/or refuges or crossing points with short deflection lengths. - There will be no driveway access directly onto the Edge Road. - The need for Ghost Island junctions will be determined through capacity analysis. CC to review traffic flow information to provide forecast flows for the Edge Road at the end of the Local Plan period. This information will be circulated for discussion/agreement and for use by all consultants in their Transport Assessments. - A 3m shared footway/cycleway will be provided on the development side of the Edge Road. Crossings will be required on desire lines. Transition facilities will be provided at the connection with existing highway where cyclists will be on-street. Side road junctions will need to provide priority for pedestrians and cyclists over the mouths of the junction. CC to circulate OCC cycle design guidance. - Verge to be provided on the non-developed side of the Edge Road. 	
03	<p>Specific Locations (Clockwise SE to NW)</p> <p>B4009 Britwell Road/Edge Road:</p> <ul style="list-style-type: none"> - The Bloor development will be accessed via a priority T- Junction. - Land will be safeguarded for a realignment of priority, with the Edge Road becoming the main road and bending into the Bloor Site, at such time as onward connections are in place. DK is progressing design solutions for agreement with OCC. It is likely that the bend will have a 41m radius, which JS agreed would be acceptable to OCC if demonstrated to be necessary. A ghost island will be included in the design. <p>Bloor Site:</p> <p>The masterplan is being developed and was tabled. JS liked the way the access to the frontage dwellings had been dealt with through service streets from a small number of access streets. This site will deliver the Edge Road through much of the site, but will not make the connection through to the B480. The land required for this connection will be safeguarded.</p> <p>B480 Cuxham Road/Edge Road:</p> <ul style="list-style-type: none"> - A four-arm, roundabout is the most appropriate junction form. - The ditch and watercourse will require an engineering solution. The connection is in Flood 	<p>CC</p> <p>CC</p> <p>DK</p> <p>DK</p>

Ref	Action	Initial
	Zone 3.	
	- Land title and highways boundary to be checked due to highways land potentially not including the ditch. JS has a crib sheet on process and will circulate via CC.	JS/CC
	- DT to lead on roundabout design, investigating the need for a 28m or 32m ICD. DK has prepared an initial roundabout design to determine basic layout. DK to send to DT, including area showing the extent of land which Bloor would be able to safeguard.	DT/DK
	Providence Land:	
	- Curvature and access junction spacing will be investigated through design. The road will skirt the northern edge of sites B&C.	
	- There is a small section of road adjacent to Icknield College where land ownership constraints mean that the road could be provided but the intended 3m footway/cycleway would need to be reduced to circa 1.5m for a short length. JS confirmed that OCC own the Icknield College Land. DT provided a plan to JS, who will discuss with Education colleagues whether Icknield land could be used to ensure a continuous 3m footway/cycleway. This is the preferred solution. It was agreed that OCC would accept a short length of narrowed footway/cycleway if Icknield College land could not be utilised.	JS
	- Similarly, Providence has been asked to safeguard an area of land adjacent to Icknield College. Some of this safeguarded land would be needed to deliver the optimum specification of the Edge Road. JS to discuss reducing the required area of safeguarded land with OCC Education colleagues.	JS
	- Glanville/Origin to share CAD layouts to ensure direct connection between sites, noting that Beechcroft has allowed for land to be safeguarded, but will not be delivering the Edge Road through their site.	JS
	Pyrton Lane Connections	
	- Connections with Pyrton Lane to be provided as simple priority T-Junctions with Pyrton Lane as the minor arm.	DT
	- It was noted that the Edge Road is likely to reduce traffic levels on Pyrton Lane by discouraging rat-running, and therefore make it a more attractive environment for pedestrians and cyclists and improving countryside access.	
	- Vehicular access would be required to be retained to the eastern and north sections of Pyrton Lane.	
	- There is potential to investigate options for preventing traffic from using the western section of Pyrton Lane to access the Edge Road but retaining access for pedestrians and cyclists. This would require thorough investigation and consultation. It would not be required to deliver the Edge Road, but is a potential benefit which could be enabled by the Edge Road. This would enhance east-west pedestrian connections, including linking with the north-south footpath which runs adjacent to Icknield College. It would improve countryside access and potentially provide a more attractive walking route to/from the town centre for some residents.	
	Beechcroft Site	
	- Land has been safeguarded for the Edge Road to pass through. A design has been tabled and included in the Transport Assessment demonstrating that the land is sufficient and showing how this could be achieved.	
	Connection with the B4009 E	
	- Glanville's plan shows a 3- arm, standard 28m Diameter (ICD) roundabout, using safeguarded land. A roundabout enables sufficient priority to be given to Edge Road traffic to encourage drivers to use this route. Bending the Edge Road into the Beechcroft site and providing a priority T-junction with the Edge Road having the priority has been investigated but is not feasible.	
	- The south of Pyrton Lane would need to be stopped up with Pyrton Lane connected into the	

Ref	Action	Initial
	<p>Edge Road via a priority T junction slightly further north.</p> <ul style="list-style-type: none">- It would be desirable for the whole of the safeguarded land between the Edge Road and Pyrton Lane to be dedicated to OCC as Highways.- The connection between the B4009 and Station Road, on the south east side of the B4009, will need to be via a priority junction directly to the north-east of the roundabout. DK stated that they had undertaken a traffic count in this location and that six cars in total used this road in the peak hour. OCC confirmed that this junction arrangement was likely to be acceptable in the context of the major safety benefits that the Edge Road will deliver in the centre of Watlington.	
04		