

## **Charlbury Community Action Plan Group**

### **Getting Around & Street Space / Keep Charlbury's Heart Beating**

#### **Draft Interim Report – July 2017**

#### **Getting Around & Street Space**

A review of Charlbury Town Survey results showed the following to be the major concerns affecting the movement of people and vehicles safely in and around Charlbury.

- Parking both for residents and for visitors as well as reduction of obstructive parking
- Speed of Traffic in particular in the vicinity of pedestrians
- Volume of traffic in particular through the centre of Charlbury

Majority of Solutions proposed within the Survey involved:-

- slowing down traffic
- reducing dangerous parking
- Improving danger spots – viz Enstone Crossroads, School/the Slade

It was also noted that whilst there was very little firm support within the survey for the following the Action Group consider that these are still worthy of review and consideration.

- Improved pedestrian access especially for the disabled and parents with children
- Car Sharing
- Shared street space
- Two way cycle lanes

It has to be accepted that Charlbury is a small Cotswold town with narrow streets and in particular within the central area there is very limited parking for residents so there must be some attempt to dissuade people from using their vehicles to gain access to Charlbury for non-essential journeys.

It however must also be remembered that a large section of the population of Charlbury are of an age where walking and cycling are no longer necessarily viable means of getting around and these people must also be catered for.

The layout of the main roads feeding traffic through Charlbury suffer from :

- Problems of speed /school parking along the Slade which is associated with access to the school
- A poorly designed layout at Enstone crossroads
- Very narrow and tight junctions both in the centre of town and at the junction of Nine Acres and Thames street as well as along Market Street which are used for access to and from the Station and Burford road whilst also suffering from excess parking.
- Excessive parking and narrow streets leading from the Centre of town out via Hixet Wood and Park street to Fiveways crossroads

As the central area of Charlbury which is enclosed within the circle of The Railway line, Nine acres, the Slade and Sturt Road is not going to change in terms of the available width for road/pavements then solutions have to be found which will improve the flow of traffic through Charlbury and attempt to reduce non essential parking whilst encouraging residents to walk or cycle into the Town.

The available solutions for a reduction in parking, given that the central residents often live in houses which do not have parking facilities provided, are very limited within the central area unless very bold moves were to be implemented whereby additional parking was made available on parts of the land at Nine acres or Wychwood paddocks.

The Action Group committee felt that this was unlikely to be acceptable to the residents of Charlbury as a whole and therefore less costly and intrusive solutions were required

Clearly any new developments must be required to provide sufficient off road parking both for the residents themselves and their visitors

The 'Group is mindful that the Charlbury Neighbourhood Forum has been talking about its plans for a long time and that, following the completion of the town survey, it would be good to see a few things happen. This paper aims to provide some ideas for action.

The group has the benefit of the town centre workshop and a subsequent day's consultancy provide by Phil Parker of TPA, Transport Planning Associates.

TPA's expertise relevant to the work of our group is:

*"We understand that the movement of people and managing travel demand is vital for a positive outcome for your development proposal ..... and our team will work with you to promote the sustainable integration of land use and transport, to minimise the production of travel related carbon emissions to develop successful communities."*

The town centre workshop offered lots of examples of the re-design of town centre spaces in France and The Netherlands, and increasingly in the UK. The visual minute arising from the workshop provided a vision for Charlbury town centre strong

on community and people. This is consistent with the overall aims that various forms of the CAP town centre/ movement groups had developed, which include revitalising shops and community facilities in the town centre, reducing or eliminating car use, and prioritising pedestrians and cyclists over motorised transport.

These are ways of trying to address the concerns about parking, and how little can be done about it in a place like Charlbury.

Some of the proposals that follow in our Action list are based on the ideas generated in our discussions with Phil Parker, and issues raised in the initial Community-led Plan survey, and the subsequent NP survey such as the number of cars parking outside the school, and perceived dangers for pedestrians and cars at Enstone crossroads). We have prioritised our proposals based on a number of criteria:

- Changes that can be made at no-cost or very low-cost options
- Ideas which would engage members of the community in identifying problems and solutions
- Further consultancy which would provide estimates of costs for delivering larger projects.

The attached table sets out these ideas.

We also include here an approach for further development of the more radical and costly ideas that cannot be done without the assistance of specialist consultancy. Phil Parker has provided a range of suggestions:

- *Town centre*: a first phase proposal could include developing a single in-principle low cost, high impact scheme including the Bull crossroads and up to the Coop to test out Oxfordshire CC;
- *Enstone Road crossroads*: The Group have already looked at one possible alternative layout for this crossroads but we need the expertise of an experienced Highways engineer to prepare a preliminary design of a possible solution and confirm its feasibility. Phil Parker has confirmed that Ordnance survey data should be good enough to confirm and draw up a scheme, and he has proposed a budget of £750 + VAT plus £500 + VAT for CAD drawing work similar to the central zone works detailed above.
- *School*: The Slade in the vicinity of the school and Crawborough Road to develop a distinctive preliminary scheme proposal to include revising the Slade pedestrian crossing but including the junction of Crawborough Road to make it a space that is cohesive with the school, and identifiable as a 'school space' .

Phil Parker has provided a current estimate of £2,500 + VAT for the first of these elements. A 2014 estimate was a similar sum for each of the proposed schemes (although the cost was of course lower then).

Given the time that has elapsed and the work that has been done over the last three years the Action Group feel that it would be beneficial to convene a meeting in Town to review where we are now and to discuss a strategy would be appropriate. This would allow Phil to share his ideas and advise what could be considered that would be feasible and likely to be successful, outline the processes that would need to be followed, and confirm a preferred way forward.

He would then be able to submit a more considered fee proposal to support this strategy. His current daily rate is £810 + VAT.

In addition to the proposals for use of Phil Parker as a consultant, The Action Group have considered other means of utilising the local residents as well as the school to provide additional information on which to base the final proposals all of the above is shown in the table enclosed

### **Keep Charlbury's Heart Beating**

Following a review of the comments from the Survey it was generally agreed by the Action Group that it was unlikely that new shops such as Butchers, Bakers etc would set up in Charlbury since most people either use the Coop/ Fiveways or travel to supermarkets outside of the town

It was therefore necessary to try to improve the appearance of the centre of town and encourage people to visit the Pubs, Café, Post Office, Corner House and Pharmacy as well as the few shops that sit within the centre

Whilst the survey results did not show a great enthusiasm for shared street space this will be reviewed as part of the work of Phil Parker and in the mean time it was felt that there were some ideas that could look at improving the centre of Charlbury as follows:-

- Strategic installation of Planters as street furniture
- Reduction in available parking close to crossroads
- Improvement in state of pavements – possible block paviors rather than tarmac?
- One side parking only in Sheep street and widening of pavement.
- Possible one way system down Church street towards Park street past the Bell ( this would reduce the traffic coming up from Park street and out along Market street)
- Possible installation of information signs directing people to centre of town

The above suggestions are enclosed within the table enclosed with this report

David Court

Action Group Convenor

July 2017

Appendix 1 – Phil Parkers quotation and statement

Appendix 2 – Interim Report Action List

### **Appendix 1**

**Community Action Group –  
Getting Around/Street Space and Keep Charlburys Heart Beating  
Proposals by Phil Parker, April 2017**

With respect to a day rate for me to support your aims, at 2017/18 rates (with a 10% discount) it would now be £810 + VAT

This could be expended as you feel appropriate and to follow your instructions.

My suggestion for a first phase proposal could still be considered. In developing a single in-principle scheme in the village centre - 2 days of me plus drawing to a revised budget of say £2,500.

As I suggested earlier, it is best to try and deliver one scheme (effectively as a showcase scheme) rather than trying to solve all of Charlbury's issues in one go! A low cost, high impact scheme based on the Town Centre that can be delivered, and to test out Oxfordshire CC, would be a great first step

You may feel that given the time that has elapsed and the work that you have concluded over the last 3 years that a meeting in Town to review where you are now and to discuss a strategy would be appropriate? I could then share my ideas and advise what could be considered that would be feasible and likely to be successful, and outline the processes that would need to be followed, and we could confirm a preferred way forward.

I would then be able to submit a more considered fee proposal to support this strategy.

I would be pleased to meet you and your colleagues in Charlbury again if you think that would provide a way forward? If it helps fit around diaries I could perhaps meet you one evening, especially now that nights are getting lighter?

## Proposals by Phil Parker, 2014.

At this stage we could look at three sites for consideration as follows, two of which appear explicitly in your actions for me to provide a fee proposal, the third is the central area that may have been covered within my previous fee proposal:

1. The central area as an initial main focus, by say establishing a local shared surface proposal for the Bull Crossroads and looking at the limits of a tight central 20 Zone but to include the entry point by the Co-op in more detail. I think that Step 2 of my original fee proposal would cover that (repeated in black italics below).

*Part Step 2 - following the feedback from this discussion, draw up scheme proposals for a Phase 1 delivery scheme with a very short preliminary concept Masterplan report for the rest of the town, with possible future phases to showcase the ideas that could be explored and developed further for the rest of the Town.*

*£750 + VAT plus £500 + VAT CAD drawing work to include vehicle tracking to achieve a detailed plan of a Proposed Phase 1 scheme.*

Ordnance Survey data may be good enough to prepare a Preliminary drawing(s). The natural limits of the central area I feel are highlighted on the attached street map. We can obtain OS data under licence for the whole of the central area at an approximate cost of £60.

2. Enstone Road crossroads. We could look at a scheme option for the junction in preliminary form to determine whether there is a suitable feasible solution available that could be designed and detailed within the space. This would confirm the preliminary design of a possible solution and confirm its feasibility. Ordnance survey data should be good enough to confirm and draw up a scheme, at a cost of approximately £15-£20 I would propose a budget of £750 + VAT plus £500 + VAT for CAD drawing work similar to the central zone works detailed above.

3. The Slade in the vicinity of the school and Crawborough Road. I think that we could develop a distinctive preliminary scheme proposal to include revising the Slade pedestrian crossing point in the manner we discussed, but including the junction of Crawborough Road to make it a space that is cohesive with the school, and identifiable as a 'school space'. Budget figures and OS data would be the same as Enstone Crossroads.

The total for all three sites would be £2250 + £1500 CAD drawing work + OS data (approx £100) = £3850 +VAT.

This would enable preliminary scaled scheme drawings to be developed for future discussion/consultation and for further detailed development. If any of the scheme options becomes viable and could be progressed in detail, the process for detailed design development and approvals with Oxfordshire County Council, and procurement and construction on site will require a topographic survey to be commissioned and construction drawings/specifications to be developed based on the confirmed preliminary scheme. I can discuss that process with you in due course but that would be subject to a separate fee proposal.

I would be very pleased to assist and advise the school with respect to the ideas proposed and that you have minuted:

1. Non-Motorised User (NMU) Audits and linking possible 'kiss and walk' sites to the school via safe 'Candy Trail' pedestrian routes;
2. The development and use of art/figures outside the school at the beginning and end of the school day to assist taking ownership of the space near the school, and to reinforce the proposed works in The Slade/Crawborough Road;
3. Preliminary travel surveys.

These three initiatives are all great school projects for the children and I would be delighted to assist and encourage the children, and discuss with their teachers if these initiatives have the support of the school. I was really impressed by the children that we met and their confidence, energy and ideas. Having community ownership and engagement will be the key to the success of any initiative, especially with the ideas that we might propose, as the ideas are likely to be essentially different to conventional thinking and some people will struggle!

I like the idea of approaching the children that we met and advising that we have heard what they have said, and asking if they can help us progress these ideas, and that we should work with them rather than tell them what we propose. Hopefully this would build up mutual respect and enable them to feel part of a partnership and a driving force for change.

I will just repeat what we included in a fee proposal for a village in Sussex that appointed us to assist them with their traffic/street problems.

*I believe that the key to successful delivery of shared space schemes are:*

- *appointment of a designer with clear established design objectives;*
- *a determined political backing to steer the scheme through community consultation ;*
- *a client with sufficient budget to ensure that important details are not compromised as a result of cost;*
- *and very importantly a sympathetic and supportive highways authority in tune with the objectives.*

*With all those four parties in place there is a very good chance of delivering an exemplary scheme to support the aspirations of your community.*

With a clear design objective fully supported and encouraged by the community and local politicians, and with Oxfordshire CC Highways understanding and supporting the development of the design all acting together in partnership it could be very exciting. I hope that this fee proposal reflects what you are looking for at this stage and is something that you may be able to instruct. I think that the possibilities in Charlbury are very exciting as a community project.

## **Appendix 2**

### **Community Action Group**

#### **Getting Around/Street Space and Keep Charlburys Heart Beating**

#### **Interim Report Action List**



