

ITEM 11: CHARLBURY-HIXET WOOD – PROPOSED NO WAITING AT ANY TIME RESTRICTION

CLLR CLAIRE WILDING

We oppose this proposal for three reasons:

First, it involves loss of much-needed parking which was not identified at planning application stage.

Second, it goes against our Neighbourhood Plan.

Third, it is unnecessary.

Charlbury town centre was built during the 17th and 18th centuries, some 200 years before the first refuse lorry existed.

The Charlbury Neighbourhood Plan notes that most properties in the historic centre do not have private parking and their residents need to park on street.

Policy ECT7 states:

“Where development results in loss of existing parking, it should make provision for at least an equivalent number of parking spaces.”

It's unfortunate that the need to remove 8 spaces was not identified at planning application stage. This would worsen parking pressure and leave some residents unable to park outside their homes.

These restrictions are also unnecessary. The development is a private, unadopted road. The original planning application said that refuse lorries would not need to enter it. There are other private roads in Charlbury where residents bring bins to the main road for collection. We see no reason why parking arrangements should be changed in this case.

The officer's paper states that no-one should park within 10 metres of a junction in any case as stated in the Highway Code. But the Highway Code is not the law. We do not have no waiting restrictions on other junctions in Charlbury including near the school where some residents would like them.

To conclude, this proposal is disproportionate and unfair to Charlbury residents and the Town Council asks that you reject it.

COUNCILLOR LIZ LEFFMAN

I am speaking today as the County Councillor for Charlbury and Wychwood and I wish to object to the proposal for double yellow lines on Hixet Wood, Charlbury.

According to the diagram in Annex 1, the purpose of these yellow lines is to facilitate refuse lorries turning in and out of the new site access. However, I contend that it is

not necessary for refuse lorries to turn into the site. This is because plans for this small development (see planning application 17/00889/FU) show that the bin store is sited next to the entrance to the site, making it possible for the bins to be collected from the road without the vehicles having to enter the site. In this respect the site is similar to many other sites in the town. Arrangements for collecting refuse from the new site will be no different from current arrangements for refuse collection on Hixet Wood. In my capacity as District Councillor, I am not aware of any issues with this at the moment and do not anticipate any problems in the future.

The advice of officers to install a permanent waiting restriction here contradicts the advice given by Senior Transport Planner Will Marshall in his submission to West Oxfordshire in his response to the planning application in June 2017, in which he states that "Due to the location of the refuse collection point, refuse vehicles will not need to enter the site". I recognise that since this submission a road safety audit was commissioned by the developer, but I have not seen that report nor are the details included in the report on this agenda item, so it is not clear why a different opinion has been reached regarding the need for double yellow lines.

If the decision is made to go ahead with the double yellow lines in this location, it will have the effect of urbanising a rural road in a conservation area. I would respectfully suggest that before a decision is made, the Cabinet member and/or officers come to Charlbury and visit the site with me so that I can demonstrate why I believe that double yellow lines in this location are an unsuitable solution.

END

BRIAN MURRAY

I believe the recommendation to accept this proposal is wrong – on at least three counts.

1. Opposition to loss of parking space

The letter telling me of this meeting states all comments received during the course of the consultation will have been reviewed and appraised by County Council Officers.

Setting aside the three 'no objection/ no comment', only one was in support. Barely 2% of the responses.

11 are classed as 'concerns'. In fact, 8 of those 11 are clearly against the proposal and should perhaps be identified as such in the analysis. The other three say very little either way.

A fairer interpretation of the responses submitted would show something very different to the 72% arrived at in the council's analysis – it would not be unreasonable to say that opposition is actually well in excess of 92%.

The submissions from Charlbury Town Council and our county and district councilor, Cllr Leffman, surely bring with them more opposition and add even more weight to the request that you reject the recommendation.

2. Regarding refuse/recycling vehicle access.

Any proposal to have refuse trucks enter the site should be abandoned. There are many places in Charlbury and across the county, where residents take their bins to a focal point for collection and the plans for the Hixet Wood development show a bin assembly point adjacent to the road. It should be used for that purpose, meaning there would be no **need for refuse vehicles to enter the development and no need to paint yellow lines**. Any delay to motorists would be understood. After all, we are all used to some delay when bins are being emptied.

The traffic management plan created by the developer's consultants, states in Para 3.5 that there will be no turning space for HGVs in the development site. Surely that would apply equally to refuse trucks and one wonders how they would cope trying to turn on site. How long would it be before we see bin lorries reversing into – or worse – out of the new development.

3. Thirdly and very relevant here are the benefits of traffic speed reduction. As a member of the Charlbury Speedwatch team, I know only too well the problem Charlbury has with speeding traffic and how little help we get from higher authorities. The costs attached to installing physical measures to reduce speeds are significant. Parked vehicles help to reduce speeds, making the roads safer for all users and at no financial outlay to county, district or town council alike. Please, do not give us yellow lines here.

Sir, I submit that this proposal is wrong for Charlbury and I ask that you reject the recommendation.

END

TIM FOX AND LIAM WOODS, MJA CONSULTING

We are the consultant civil engineers providing the detailed design for the new junction onto Hixet Wood. As part of the Section 278 approval process for these new works on the existing highway we had a Road Safety Audit carried out. The auditor requested the proposed new waiting restrictions in order to address the road safety concerns that he had with the design.

Refuse vehicles are particularly affected by on-street parking as they require the most space to manoeuvre safely in and out of the new junction – refuse collection cannot take place from Hixet Wood because that would exceed maximum bin carry distances for residents of the new properties.

However, on-street parking creates safety concerns for all road users, not just refuse vehicles. The audit states: "Parking occurring opposite the new access results in south bound vehicles on the wrong side of road at the new access... Parking restrictions need to be provided to enable vehicles to pass new junction on the correct side of road to avoid head on collisions". We are also providing a new pedestrian drop crossing on

Hixet Wood south of the new junction. The safety auditor stated that parking should be restricted in front of and adjacent to this new crossing.

The Highway Code states that drivers should not park within 10m of a junction, except in an authorised parking space. There are no authorised parking spaces on Hixet Wood in this area and the proposed new restrictions are all within 10m of the new junction, so we are not proposing any additional restrictions beyond what the Highway Code already requires. However, the proposed restrictions will increase compliance and enforcement. Therefore, we ask the Councillor to approve the TRO measures, both on operational grounds to allow council refuse vehicles to navigate the new junction and on safety grounds in accordance with the road safety audit.

END