

Divisions affected: *Jericho & Osney, University Parks*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

24 APRIL 2025

OXFORD: WALTON STREET – PROPOSED AMENDMENTS TO PEDESTRIAN CROSSING LINING & PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the reduction of the lining at the existing Zebra crossing on Walton Street (north of Observatory Street) in Oxford, as proposed.**

Executive summary

1. This report presents responses received to a local/informal consultation on proposals to amend the lining at the existing Zebra crossing on Walton Street (north of Observatory Street) in Oxford. The existing 'zig-zag' line markings on the south-western side of the carriageway to the north-west of the crossing will be reduced by approx.13 metres, and will be replaced by extending the existing 'No Waiting at Any Time' (double yellow lines) parking restrictions south-eastwards – as shown in the attached plan, as shown in **Annex 1**.

Financial Implications

2. Funding for consultation on the proposals (and implementation if approved) has been provided by the developer.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposal has been put forward in order to help improve the current situation for residents in the immediate vicinity with regards to servicing of the existing retail unit, by allowing for stopping & loading/unloading to the adjacent premises.

Informal consultation

7. An informal consultation was carried out between 11 March and 28 March 2025. An email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Councillors, and the local County Councillors representing the Jericho & Osney, and University Parks divisions.
8. Letters were also sent directly to 100 properties in the immediate vicinity of the proposals.
9. Eight responses were received during the consultation, with Thames Valley Police querying the need, and Oxford Bus Company not objecting. One local resident submitted an objection, a local business & local Residents Association partially supported/raised concerns, and an Oxford City Cllr & two local residents offered their support.
10. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections / concerns

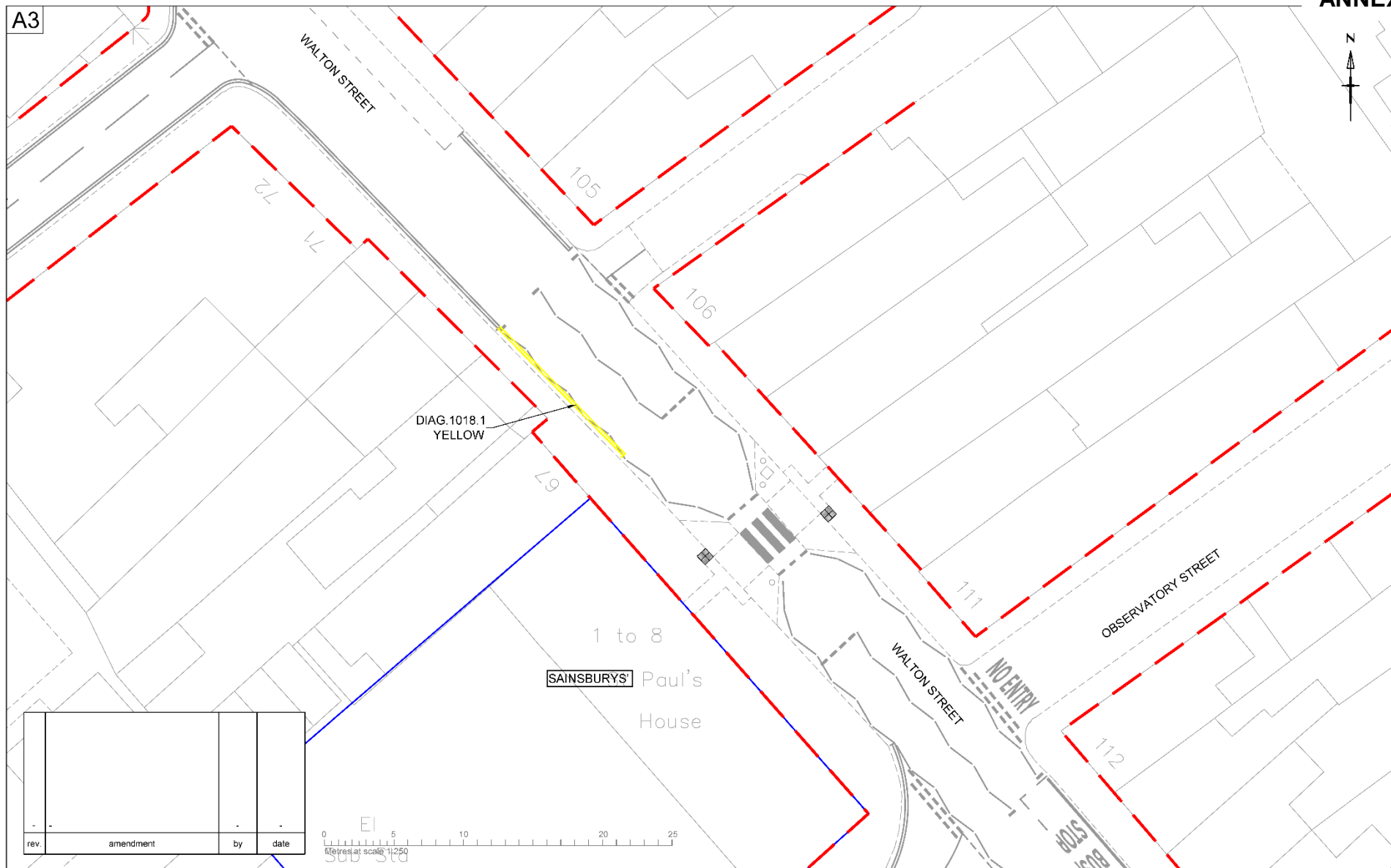
11. In response to the justifiable concerns about visibility at and to the crossing, the design has been subject to a Road Safety Audit and this issue was not raised as a concern by the auditor. The waiting points for the crossing are greatly indented by the existing build-outs, there and the 'Belisha beacons' would be far more visible than they are currently once this scheme relocates them so they are adjacent to the carriageway.
12. Officers believe this scheme will improve intervisibility to the crossing once the beacons are relocated, and the plan at **Annex 2** (provided by the consultant) indicates that visibility will not be impacted adversely by the proposed loading location.
13. Officers are keen to stress that this is entirely a developer-led scheme, and is completely funded by Sainsburys. It has been supported by the local County Councillor, and the proposed layout will make the crossing more visible by relocating the 'Belisha beacons'. This will also increase the footway width behind the cycle parking so it is of some benefit to OCC and the highway users. OCC won't be liable for any costs, and any Officer time has been covered by the s278 legal agreement fees and the TRO consultation fees.
14. On the timing of deliveries, the adjacent retail premises have promised to manage this as best they can in order that they are carried-out outside of peak times, and Officers have asked the question about probable delivery times to see if the business concern can be accommodated.
15. Officers acknowledge that they may not be able to enforce anything relating to that aspect, but business are keen to work with the locals - being the main reason for submitting the s278 application.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Pedestrian crossing visibility plan Annex 3: Consultation responses
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Contact Officers:	Julian Richardson (Lead Engineer – Place Shaping)
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April 2025



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client
SAINSBURY'S SUPERMARKETS LTD

project
**PROPOSED DEVELOPMENT
OXFORD
WALTON STREET**

title
TRO PLAN

date
OCTOBER 2024

scale
1:250

drawing number
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client
SAINSBURYS SUPERMARKETS LTD
project
PROPOSED DEVELOPMENT
WALTON STREET OXFORD

title
PROPOSED LOADING POSITION WITH EXISTING CROSSING LOCATION

scale
1:250

drawn by
T.A.S

date
APRIL 2024

checked by	
C.B.W	

drawing number		
23163-20240422.2		

status
PLANNING

rev.

ANNEX 3

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – a I am sorry to say I am not convinced by the need for this one.</p> <p>Surely there is already ample space between the existing crossing and the junction of Juxon Street to service any properties in this vicinity without reducing the zig zag lines at the crossing.</p> <p>Fear is the new restriction would allow for some limited parking i.e. Blue Badge holders/ Loading /unloading to park thus reducing inter visibility at the crossing making it less safe.</p>
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objection – No issues here from our perspective.</p>
(3) Local City Cllr, (Walton Manor ward)	<p>Support – This seems like a sensible thing to do.</p>
(4) Local business, (Oxford, Walton Street)	<p>Partially support – We welcome the changes as it assists with our own deliveries as well as out customers who often arrive and leave by taxi.</p> <p>My only concern is the potential of having a large Sainsburys trucks outside out venue during our operating hours (4pm 'til Midnight). Are there any mechanisms or conditions you can attached to the changes to restrict HGV's parking at certain times?</p>
(5) Local group/organisation, (Walton Manor Residents Association)	<p>Concerns – I had two looks at the site – once on the way into town yesterday and once on the way back home. I do now understand more clearly what is proposed i.e. on the way from town you follow Walton Street, pass Sainsbury's and then reach a zebra crossing. Just beyond the zebra crossing there are zigzag white lines in and out of the gutter and it is these which are to be replaced by a double yellow line under the proposal. There are quite a few yellow lines in that immediate area and several other zigzags.</p>

	<p>On both the occasions that I went past there were vehicles parked on surrounding yellow lines and on one of the two occasions there was a large vehicle on the zigzag.</p> <p>I was left thinking 'What is the point?' Works or not the fact will remain that people and delivery vehicles either need to park or are prepared to run the risk of a ticket, indicating that neither of the existing forms of control are effective. The explanatory text with the 'informal consultation' talks of pedestrians benefitting. From what I saw we weren't convinced. Our view is that it would be a waste of money and a source of public irritation due to the disruption, without gain to pedestrians. We hope that this contribution is helpful.</p>
(6) Local resident, (Oxford, Walton Street)	<p>Object – I am writing to formally object to the proposed reduction of the zig-zag lines adjacent to the zebra crossing located on Walton Street to be replaced by a 'No Waiting at Any Time' parking restriction. I understand fully why this request has come about. It is related entirely to the fact that the new Sainsburys Local shop - which the Council permitted to open on Walton Street - currently parks its delivery lorry on Walton Street just beyond the zig-zags you are proposing to remove. The fact that the shop would have to receive daily deliveries was something the council knew about when it allowed Sainsburys to open. To compromise the safety of local residents now in order to address the obvious noise disturbance from these deliveries to the houses north-west of the crossing is not simply acceptable. I strongly believe that this change poses a significant risk to public safety and would be detrimental to the safety of both pedestrians and drivers alike. I attach a few photos of the parking situation on the site in question as evidence to support my objection. In them you can clearly see the Sainsbury lorry just beyond the crossing and examples of how much the 'No Waiting at Any Time' restriction is already used as a licence to park by delivery vehicles which means there are often 2-3 lorries parked at the same time in the very near vicinity of the crossing.</p> <p>Safety Concerns:</p> <p>As you'll be aware, the primary purpose of zig-zag lines at zebra crossings is to maintain clear and unobstructed visibility for both pedestrians and approaching drivers. By reducing the length of these lines by 13 metres, the proposed change compromises visibility, thereby increasing the likelihood of accidents. Vehicles parked closer to the crossing would obstruct drivers' views of pedestrians, particularly small children, wheelchair users, or those with limited mobility. You must be aware that St Barnabas School is just around the corner. Parents and their young children use the crossing a great deal, whilst others cycle along that route at peak times, often with primary school-aged children on their bikes. We already have delivery lorries parking on the double yellow lines further down Walton Street - very often at the same time as the Sainsburys lorry is parked by the crossing. This already causes significant difficulty to drivers trying to manoeuvre between these large parked vehicles obscuring their full view of the road. Just</p>

	<p>this morning, I took a few photos of what we have every day. Bringing the Sainsburys lorry closer to the crossing would be extremely dangerous and irresponsible.</p> <p>Vital Role of Zig-Zag Lines: Zig-zag lines act as a clear visual cue for drivers to reduce speed and be prepared to stop for pedestrians. Unlike 'No Waiting' restrictions, which can be confusing and inconsistently enforced, zig-zag lines create a clear, consistent rule that prohibits any stopping or parking. Replacing these lines with a 'No Waiting' zone would create ambiguity, leading to non-compliance and further endangering road users.</p> <p>Increased Accident Risk: Numerous studies have shown that reducing visibility at pedestrian crossings increases the risk of accidents and fatalities. In addition, legal requirements stipulate that zebra crossings must be clearly visible to approaching drivers. Reducing the length of zig-zag lines undermines this fundamental safety principle, making the crossing hazardous, especially during peak pedestrian hours and in an area like Jericho which has high foot traffic.</p> <p>Conclusion: For the reasons outlined above, I strongly urge the council to reconsider this proposal and maintain the existing length of zig-zag lines to ensure the continued safety of all road users. The proposed change prioritizes vehicle convenience over pedestrian safety, which is not an acceptable compromise.</p>
(7) Local resident, (Oxford, Walton Street)	<p>Support – I am delighted to hear about this proposal. The current loading zone is right in front of my house, and it is both extremely noisy (especially in the early morning before 7:30am) and makes it challenging to safely cross the street at busy times (especially with people, cyclists and cars coming and going down Adelaide Street). I've almost gotten hit by cars coming around vehicles in the loading zone vehicles several times. The street also has a lot of cyclists on it (including me and my flatmates coming past here multiple times a day), and the increased visibility that removing the loading zone would have is so welcome.</p> <p>The corner of Walton St and Adelaide St has recently gotten more busy due to the opening of the TCG co-working space, and removing extra vehicles from this spot is a great idea to make sure the increased foot traffic is safe.</p>
(8) Local resident, (Oxford, Walton Street)	<p>Support – I wanted to email you express my enthusiastic support of the project. I live in Walton Street and the experience of living next to the loading zone is absolutely horrendous. Not only do they regularly obstruct our property, previously blocking my housemate from being able to get to her bike and then confronting her when she moved the</p>

	<p>trolly to try and get to it, but the noise is terrible. I am a masters student with a fairly stressful schedule and find the noise of them pulling the trolley backwards and forwards, the bashing of doors and shouting at each other unbearable. I have found my sleep schedule has been badly disrupted and my quality of life declining. I am so happy you are moving the loading zone and want to emphasise how much this will improve my quality of life in Oxford.</p>
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