

Divisions affected: *Wolvercote and Summertown*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 MAY 2022 OXFORD - FIRST TURN & GODSTOW ROAD: PROPOSED ZEBRA CROSSING, PEDESTRIAN REFUGES & WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
  - a) A Zebra crossing at First Turn south of its junction with Mere Road
  - b) The no waiting at any time restrictions on First Turn and Mere Road north of the proposed zebra crossing
  - c) The no waiting at any time restrictions on First Turn south of the proposed zebra crossing, but with their implementation to be deferred to allow an assessment of the operation of the crossing following construction, with these being omitted if found not to be required, in order to reduce the impact of the proposals on the adjacent parish church premises.
  - d) A new pedestrian refuge at Godstow Road approximately 50 metres south west of its junction with the A40 Wolvercote roundabout, and an improved pedestrian refuge north east of its junction with Wolvercote Green.

### **Executive summary**

2. This report presents responses received to a statutory consultation on proposals to introduce a zebra crossing and waiting restrictions on First Turn and new and improved pedestrian refuges on Godstow Road as shown in **Annexes 1 & 2** as a result of adjacent development.

### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund their implementation if approved.

### **Equality and Inclusion Implications**

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

## Sustainability Implications

- The proposals would help facilitate walking and cycling and the safe movement of traffic.

## Consultation

- Formal consultation was carried out between 21 October and 19 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Oxford City Council, and the local County Councillor. Notices were placed on site and letters sent to approximately 65 properties in the immediate vicinity.
- Twenty-three responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / objection	Total
Zebra Crossing	2 (9%)	6 (26%)	10 (44%)	5 (22%)	23
Parking Restrictions	12 (52%)	3 (13%)	6 (26%)	2 (9%)	23
Pedestrian Islands	2 (9%)	4 (17%)	8 (35%)	9 (39%)	23

- The responses are shown at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.
- Thames Valley Police and Oxford Bus Company expressed no objection.
- The local member noted the concerns of effect of the proposals on parking and agreed with the officer's recommendation to assess the operation of the crossing with the proposed waiting restrictions to the south being omitted, ahead of making a final decision on whether these are required on safety grounds. The option of providing a humped zebra crossing (as identified in subsequent discussions) was supported by the local member but with it being recognised that the additional cost and consultation required may make this not viable.
- Wolvercote Primary School while not providing comments on any of the specific proposals nevertheless expressed strong concerns over safety by the school generally, with these understandably being focussed at school drop off and pick up time, and with several recent reports of children being 'clipped' by cars. The school has requested consideration if improved signage, and also for example Oxford City Council refuse collection vehicles could time their collections outside of the school travel times.
- The above comments are noted, and officers will investigate improved signage as part of the overall package of works and will also relay the concerns on the refuse collection vehicle timings with Oxford City Council.

13. St Peters Church Parochial Church Council objected to the proposed waiting restrictions and zebra crossing on the grounds that the loss of parking will cause difficulties for those visiting or attending St Peter's for services on Sundays, weddings, and funerals, and also for those using the Church Rooms for meetings and social events, noting that caterers need parking and access to load and unload equipment for their event, and also that many of those attending are elderly and infirm with mobility difficulties, and there are no viable alternatives for those needing to use cars. Their response also pointed out that there is no footpath by the Churchyard wall so no one, including children, walk on that side of the road, and that the existing parking along St Peter's Churchyard boundary wall restricts vehicles to one-way use which reduces speeds and expressed the view that parking restrictions would allow two-way vehicle use, thus increasing speeds and dangers to pedestrians and cyclists.
14. Two other responses were received from representatives of the church, both objecting to the proposed waiting restrictions on the grounds of the adverse impact on the church due to the loss of parking, but with one objection and one expression of support for the zebra crossing.
15. The remaining nineteen responses were received from members of the public, with the balance of opinion being supportive of the zebra crossing but objecting or raising concerns over the proposed waiting restrictions on the grounds of the loss of parking.
16. The objections and concerns in respect of the zebra crossing included queries over the need for a crossing in this location and whether a crossing east of the Mere Road junction would be preferable in view of the reduction in the loss of parking. A response also suggested that traffic calming measures would address the problem of speeding vehicles and remove the need for a crossing and the associated loss of parking.
17. Two objections and four concerns were received in respect of the proposed new pedestrian refuge on Godstow Road; these included queries on whether the new refuge would provide a safe place to cross, and that the reduction in road width would present a hazard to pedal cyclists especially given the quite high flow of traffic – including buses – on the road
18. Noting the above, the need for the proposed zebra crossing and refuge and their locations were determined through the planning application for the Oxford North development and it is a requirement of that planning permission. The development includes new residential dwellings which will primarily be located to the south of the A40. The walking routes between the site and Wolvercote Primary School were identified for improvement so that children living at the site in the future can safely travel to school on foot. The identified routes converge on to Mere Road and the proposed location of the crossing on First Turn is considered to best continue the desire line approaching the school.

19. On the concerns over the loss of existing parking alongside the church boundary – which is being proposed to be removed to provide better visibility to the crossing - investigations will be carried out to determine if time limited parking (i.e., outside of school times) could be appropriate for some or all of this area. Notwithstanding the outcome of this assessment church users who display a blue badge would be able to park for up to 3 hours and the restrictions do not prevent the loading and unloading of materials in relation to the use of the church building or grounds.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                                      Annexes 1 and 2: Consultation Plans  
    Annex 2: Consultation responses

Contact Officers:                              Tim Shickle 07920 591545  
    Julian Richardson 07825 052736

May 2022



KEY PLAN  
SCALE 1:5000

48201/2060/101

- KEY:**
- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
  - PROPOSED 'NO WAITING AT ANYTIME' (DOUBLE YELLOW LINES)

- NOTES:**
- 1 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ASSOCIATED S276 DRAWINGS WITHIN THE STATUTIC DRAWING SERIES.
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Mark	Revision	Date	Drawn	Checked	Approved
A	UPDATED AS PER ROAD SAFETY AUDIT	06.02.21	VT	JC	SH

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Crawing Issue Status: **FOR APPROVAL**

**OXFORD NORTH  
FIRST TURN  
TRAFFIC REGULATION ORDER  
NO WAITING AT ANYTIME**

Client:



THOMAS WHITE OXFORD



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Date of Issue	Designed	Drawn
19.07.2021	SR	VT
At Scale	Checked	Approved
1:2500 @ A1	JC	SH

Drawing Number: **48201/2060/101** Revision: **A**

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- KEY:**
- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
  - LAND FOR DEDICATION
  - PROPOSED HIGH-WAY GULLY
  - EXISTING HIGH-WAY GULLY

- NOTES:**
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Drawing Issue Status: **FOR APPROVAL**

**OXFORD NORTH  
GODSTOW ROAD  
PEDESTRIAN IMPROVEMENTS  
LEGAL PLAN**

Client:



**TWO**  
THOMAS WHITE OXFORD

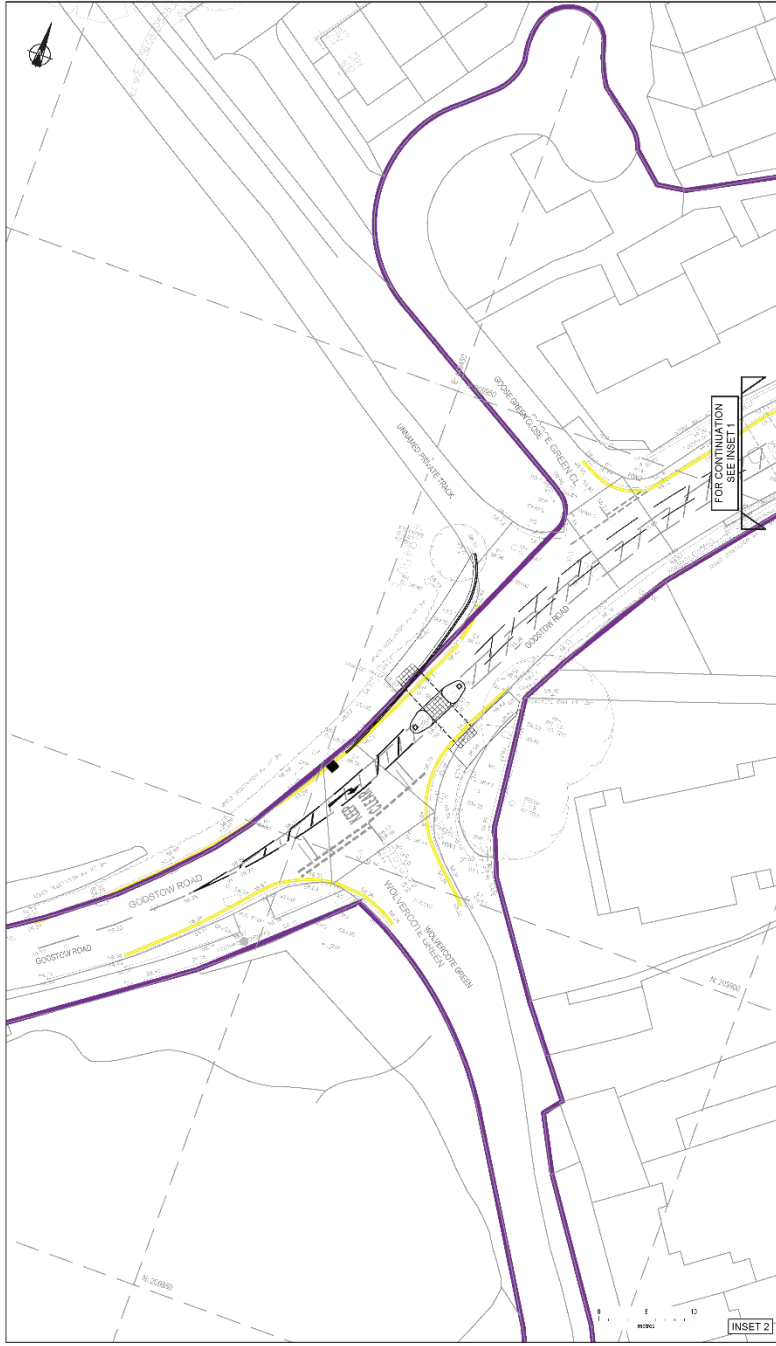
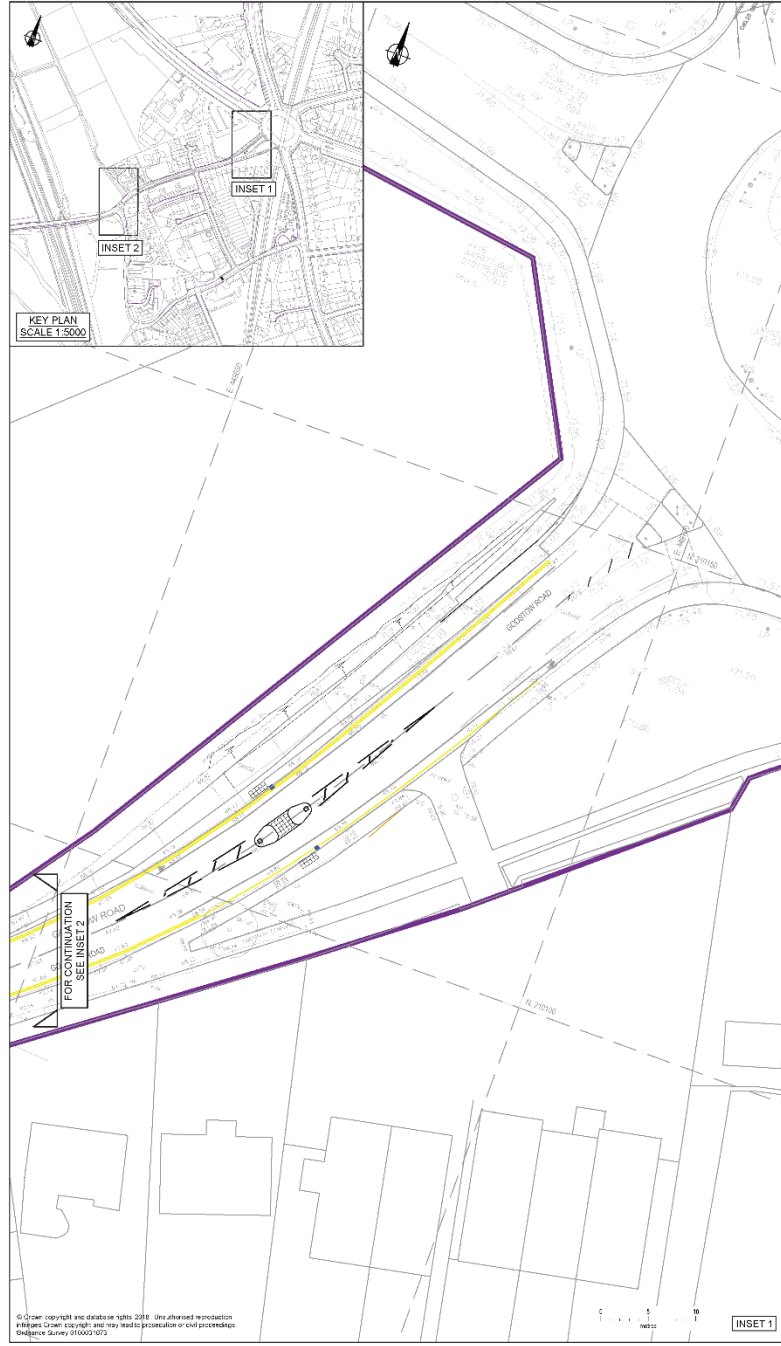


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Date of Issue	Designed	Drawn
19.07.2021	JH	GM
As Scale	Checked	Approved
1:250 (S278)	JC	SH
Drawing Number	Revision	
<b>48201/206/1/005</b>	<b>A</b>	

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – If I can make one observation relating to the new zebra crossing on First turn. I note the zig-zag markings have been reduced to a minimum on the east side. Would it not be prudent to remove part of the advisory School Keep Clear marking and replace it with the more robust mandatory zig zags.
(2) Oxford Bus Company	<b>No objection</b> – no concerns on these proposals.
(3) Wolvercote Primary School	<p><b>Concerns</b> – We are very concerned about the safety of our children at drop off and pick up time. I know that one of our parents has been very active in trying to bring about changes. She represents many parents and staff who are worried and regularly contact me with their concerns.</p> <p>Various suggestions have been made about ways to keep the children safe. Better signage around the school is one suggestion that I would think should be easy to fix.</p> <p>It was reported that a council refuse lorry was collecting bins this week for residents near the school- this was in the morning at school drop off time. While this is an important service, could their times be arranged so that they don't overlap the drop off time? This caused additional pressure to the traffic congestion.</p> <p>I do feel the need to point out the severity of this situation. A serious accident is almost inevitable if action is not taken. We have received reports of children being 'clipped' by cars this term. And while thankfully they were not hurt, it serves to emphasise the importance of the situation.</p>
(4) Local group/organisation, (Churchwardens & PCC, St Peter's Church)	<p>Zebra Crossing - <b>Object</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>No opinion</b></p> <p>The proposal of parking restrictions along St Peter's Churchyard boundary wall will cause difficulties for those visiting or attending St Peter's for services on Sundays, weddings, and funerals.</p>

	<p>Those using the Church Rooms for meetings and social events and caterers need parking and access to load and unload equipment for their event.</p> <p>Many of those attending are elderly and infirm with mobility difficulties, and there are no viable alternatives for those needing to use cars.</p> <p>This will have a detrimental effect on the Church and Church rooms as a community meeting space, and people will go elsewhere or not meet socially.</p> <p>From Pear Tree Park &amp; Ride  First Turn bus stop on Woodstock Road to St Peter's 300m  The Park &amp; Ride 300 Bus service does not stop at the First Turn stops on Woodstock Road; therefore, this cannot be proposed as parking for those attending or visiting St Peter's</p> <p>From Oxford City  First Turn bus stop Woodstock Road to St Peter's 300m  Godstow Road bus stop to St Peter's 300m</p> <p>There is no footpath by the Churchyard wall so no one, including children, walk on that side of the road. Currently the parking along St Peter's Churchyard boundary wall restricts vehicles to one-way use which reduces speeds, parking restrictions would allow two-way vehicle use, thus increasing speeds and dangers to pedestrians and cyclists.</p>
(5) Local group/organisation, (St Peter's Church)	<p>Zebra Crossing - <b>Concerns</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>No opinion</b></p> <p>St Peter's Church holds worship at various times in the week, especially on Sundays. A number of elderly people attend worship so need to be able to park outside the church.</p>
(6) Local group/organisation, (St Peter's Church)	<p>Zebra Crossing - <b>Support</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>Object</b></p>



	<p>Disabled members of St. Peter's Church need to be dropped by car or park outside the church itself. As this is mainly on Sundays when the school is closed it does not affect the school.</p>
<p>(7) Local Resident, (Oxford, Stratfield Road)</p>	<p>Zebra Crossing - <b>Object</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>No opinion</b></p> <p>The proposals will impact on the current parking availability which serves St Peters church to the detriment of the church when services are held, particularly funerals. My observation of the movement of people coming to and from the School is that more pedestrians cross the road from Church Walk rather than Mere Road. Safety would be increased generally by a 10mph speed limit at school times on First Turn plus a reduction in the number of children being taken to school by car.</p> <p>It is worth noting that a pedestrian crossing could be positioned equally well on the eastern side of the Mere Road junction if it was deemed to be essential and this would have little impact on the current parking availability.</p>
<p>(8) Local Resident, (Wolvercote, Mere Road)</p>	<p>Zebra Crossing - <b>Concerns</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>Concerns</b></p> <p>First Turn is used by parents of school children and members of the church congregation.</p>
<p>(9) Local Resident, (Upper Wolvercote, Cyprus Terrace)</p>	<p>Zebra Crossing - <b>Concerns</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>No opinion</b></p> <p>Zebra crossing: the majority of pupils approach Wolvercote School from the Lower Village, up Church Lane or First Turn. They cross either St Peter's Road at its junction with First Turn, or First Turn itself by the dropped curb immediately south of St Peter's churchyard wall. They will not along the churchyard wall as far as the proposed zebra crossing only to return back to the school entrance in St Peter's Road. So, it isn't clear what advantage the proposed zebra crossing will have since pupils coming from the Woodstock Road side will already be on the correct side of the road for the school.</p>

	<p>To make it safer for pupils, we need to see less traffic coming along First Turn. It is used as a rat run by people wanting to avoid the Wolvercote Roundabout, including those using the road through Wytham to avoid the Pear Tree roundabout off the A34. A sign saying the road is unsuitable for HGVs would be helpful - see also later re yellow lines.</p> <p>Also, for safety's sake, the pedestrian/cycle lanes around the corner of First Turn into Woodstock Road on the south side are dangerous. Cyclists going north up Woodstock Road are forced to cross from a lane on the outside of the pavement to the inside lane as it goes around the corner, directly into the path of children and parents pushing buggies walking from the school. That whole junction needs redesigning.</p> <p>Yellow lines: the proposal is to put double yellow lines preventing parking outside the church wall at any time. There is no reserved parking for the church so where will funeral and wedding parties, and those with reduced mobility park? There is no need to prevent parking in this location at all times. Parked cars also serve to slow down traffic rat running along First Turn. Restricting parking from 08:00 to 17:00 to no more than one hour will prevent commuter parking which is the main problem. Of course, the commuters will want somewhere to go so they will move onto St Peter's Road. I live on Cyprus Terrace which opens onto St Peter's Road but has no access road or allocated parking. Nine households (that's nine cars) have to take their chances with commuters, those working at the school and Univers Labs, but we only have four space near us. It's impossible now. Forcing more parking onto St Peter's Road will turn a problem into a nightmare. We need resident's parking. Blandford Avenue has resident's parking, why can't First Turn (opposite Blandford Avenue) and St Peter's Road have residents parking to keep commuters away.</p> <p>There is one place on St Peter's Road that definitely does need yellow lines. Travelling from Woodstock Road along First Turn, past Wolvercote School and the junction of St Peter's Road, First Turn narrows right down by a stone wall, part of the Wolvercote Conservation area. Workers at Univers Labs park right across the pavement on the left-hand side and in the narrow gap making it impossible for large vehicles (including fire engines and ambulances) to get through. It is not unusual to find a rat running HGV trying to reverse having found itself unable to get through with a school full of children trying to walk home. Why nothing has been done about this is impossible to understand.</p>
<p>(10) Local Resident, (Wolvercote, Godstow Road)</p>	<p><b>Zebra Crossing - Concerns</b>  <b>Parking Restrictions - Concerns</b>  <b>Pedestrian Islands - Support</b></p> <p>I think a zebra crossing near the school is a good idea for many reasons. However, there is an issue about people attending St Peter's Church for services especially on a Sunday and for weddings and funerals. Many elderly people</p>

	<p>attend St Peter's Church. I wonder if there could be co-operation with worshippers / attendees to St Peter's having access to Wolvercote car park - obviously when it is not being used by school staff members. There may an issue with a key but perhaps a lock with a code number could be used. Or the key to the car park could be left in a secure place inside St Peter's Church- perhaps like one of those devices which one finds at holiday lets. You put the code in, open the box and the key is inside. This gets over the problem of having a key holder.</p>
<p>(11) Local Resident, (Oxford, Church Lane)</p>	<p>Zebra Crossing - <b>Concerns</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>Support</b></p> <p>I live in Church Lane and park in front of St Peter's Church on First Turn. I am concerned about the proposed parking restrictions on First Turn around the planned Zebra crossing. However, speeding traffic is a big problem on First Turn and it is dangerous for school children, residents, and church goers so I welcome action to address this. I would prefer a traffic calming scheme instead with speed bumps and traffic islands on First Turn as this would have a bigger impact on slowing down traffic. This could also be done without reducing parking spaces. Parking is a problem on First Turn, especially during weekdays, and I am concerned that any reduction in parking will make it even harder for residents to park. If the Zebra crossing goes ahead then I would propose introducing weekday resident parking on First Turn.</p>
<p>(12) Resident, (Abingdon, Peachcroft)</p>	<p>Zebra Crossing - <b>Support</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>Support</b></p> <p>There will soon be nowhere unrestricted to park in that area</p>
<p>(13) Local Resident, (Wolvercote, First Turn)</p>	<p>Zebra Crossing - <b>Support</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>Support</b></p> <p>Of course, the children should be able to cross to school safely, but parking should be allowed in the evenings and at weekends for attendance at St Peter's church and for other activities in the parish rooms.</p>

<p>(14) Local Resident, (Wolvercote, Wolvercote Green)</p>	<p>Zebra Crossing - <b>Support</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>Support</b></p> <p>Parking restrictions will cause chaos and huge problems for elderly people attending church and we need a pedestrian crossing.</p>
<p>(15) Local Resident, (Oxford, Upper Close)</p>	<p>Zebra Crossing - <b>Support</b>  Parking Restrictions - <b>Support</b>  Pedestrian Islands - <b>Object</b></p> <p>Objection to Pedestrian Refuges. The one at the top of Godstow Road is not needed as it is only a very short distance from the pedestrian crossing already at the Wolvercote Roundabout, which local residents (and cyclists traveling round the roundabout) currently use. The road is too narrow where the refuge is proposed and vehicles (cars, lorries, construction vehicles, Oxford Bus Company 6 service, coaches to the hotel etc) passing it would encroach on the cycle path already marked on the road. There is no pavement there on the hotel side of the road, only the grass verge maintained by the hotel. Also, the refuge and the hatched area are too close to the entrance of Upper Close (the hatched area extends past the entrance to Upper Close) making it awkward for vehicles, especially larger ones to exit left out of Upper Close and vehicles wanting to turn right off Godstow Road into the Close would have to cross it. I have lived in Upper Close for more than 10 years and I, personally, would not feel safe having to wait in the middle of Godstow Road in the suggested refuge due to the excessive speed of many of the vehicles exiting the Wolvercote Roundabout down Godstow Road. If the idea of the refuge is to try and slow traffic down, I doubt that this would work from the evidence of the frequent flouting of the mini roundabout at the junction of Godstow Road and Mere Road. The regular damage of the light systems on the pedestrian refuges round the Wolvercote Roundabout and at First Turn also demonstrate the safety problems with such refuges in this area. The money would be better spent fixing the bus shelter on Godstow Road close to Mere Road, which has been without glass since I reported it in December 2019, and the drains round the Wolvercote Roundabout and Godstow Road so we don't continue to have a torrent of water streaming down the road each time we get rain.</p> <p>Concerning the proposed pedestrian refuge at Wolvercote Green and Godstow Road, there is one there already (as can be seen on the street view on Google maps).</p> <p>Has anyone from the Council actually visited Godstow Road when drawing up the proposals for the 2 pedestrian</p>

	refuges?
(16) Local Resident, (Wolvercote, Godstow Road)	<p>Zebra Crossing - <b>No opinion</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>No opinion</b></p> <p>The double yellow lines in the vicinity of St Peter's church will make it impossible for people to park vehicles there in connection with church purposes at any time. The parking restriction need apply only during the hours of the school day, Monday to Friday. This would permit normal access for activities at the church, including for groups using the public rooms, at weekends and in the evenings. However, this still leaves the problem of access for funerals at the church. Could parking restrictions apply only for school entry and leaving times (e.g., 8.30-9.00; 3.00-4.00)?</p>
(17) Online response, (unknown)	<p>Zebra Crossing - <b>No opinion</b>  Parking Restrictions - <b>Object</b>  Pedestrian Islands - <b>No opinion</b></p> <p>Every school day many parents come in a car to collect their children; they need to park nearby, and this is difficult. One reason is all the free parking areas nearby are occupied by city commuters who leave their cars on Upper Wolvercote streets all day, Mon-Fri 8am to 6pm. One street, for example is Fairlawn End. This should be limited to Residents and free up to an hour or two, with no return. This would be consistent with many other parts of North Oxford and should be implemented immediately. I understand there was a similar consideration last year, but it was too extensive, and I understand some residents in lower St Peters were not in favour. A blanket restriction is not necessary, and this should now be selective - i.e., streets near the school only. The reality, otherwise, is parents will risk parking on double yellows and near the Zebra unless they have alternatives nearby.</p>
(18) Local Resident, (Wolvercote, Godstow Road)	<p>Zebra Crossing - <b>Support</b>  Parking Restrictions - <b>Support</b>  Pedestrian Islands - <b>Concerns</b></p> <p>I am concerned re the first refuge proposed at top of Godstow Road. I regularly walk around here and don't think that is necessary at that position the safer place to cross would be at the Wolvercote Roundabout junction or the new</p>

	<p>refuge by the hotel, which I support. In addition, I don't think that there is pavement on the North side of Godstow Road at the upper proposed crossing point so where does it cross one to?</p>
<p>(19) Local Resident, (Wolvercote, Home Close)</p>	<p>Zebra Crossing - <b>Support</b>  Parking Restrictions - <b>Support</b>  Pedestrian Islands - <b>Concerns</b></p> <p>I wholeheartedly support the zebra crossing outside the school on First Turn, and associated parking restrictions. I have reservations about the pedestrian refuges; in principle I support them, but in this case the reduction of carriageway width makes it more dangerous for cyclists, so there may be overall increase in risk.</p>
<p>(20) Local Resident, (Wolvercote, Godstow Road)</p>	<p>Zebra Crossing - <b>No opinion</b>  Parking Restrictions - <b>Concerns</b>  Pedestrian Islands - <b>No opinion</b></p> <p>The proposed parking restrictions opposite the school adjacent to the stone wall in front of the Church, if intended to provide safe access for children arriving at and leaving the school, are not necessary during the whole of the working day, nor when the school is not open at the weekends.</p> <p>There are, however, also problems for local residents with commuter parking. The obvious solution is to ban parking during school drop-off and pick-up times and, to prevent commuter parking, also to ban parking between 7.00am and 10am and between 2.30 pm and 4.30 pm Monday to Friday and possibly Saturday.</p> <p>Parking outside the church is required for services on Sunday, for events in church rooms and for example for funerals at other times. The above suggested restrictions would serve and not disadvantage the local community.</p>
<p>(21) Local Resident, (Oxford, Carlton Road)</p>	<p>Zebra Crossing - <b>Support</b>  Parking Restrictions - <b>Support</b>  Pedestrian Islands - <b>Support</b></p> <p>Resident in the local area, feel is dangerous for children to cross at first turn</p>

<p>(22) Local Resident, (Oxford, Woodstock Close)</p>	<p>Zebra Crossing - <b>Support</b> Parking Restrictions - <b>Support</b> Pedestrian Islands - <b>Support</b></p> <p>Many children cross First Turn at each end of the school day and a zebra crossing would help improve safety.</p>
<p>(23) Local Resident, (Wolvercote, Godstow Road)</p>	<p>Zebra Crossing - <b>Support</b> Parking Restrictions - <b>Support</b> Pedestrian Islands - <b>Support</b></p> <p>Please also fill the gap in the double yellow lines between 13 and 15 Godstow Road opposite Jury's Hotel which people use for parking. It is dangerous because it forces cars into the opposite lane immediately in front of a bus stop where visibility of traffic coming in the opposite direction is limited.</p>