

Division: Headington & Quarry

## **CABINET MEMBER FOR ENVIRONMENT– 4 SEPTEMBER 2014**

### **PROPOSED PEDESTRIAN CROSSING – WINDMILL SCHOOL, MARGARET ROAD, HEADINGTON**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections and comments received following formal consultation on proposals to introduce a new pedestrian crossing and associated changes to traffic calming in the vicinity of Windmill Primary School on Margaret Road, Headington.

#### **Background**

2. The proposals in this report were developed during the planning of the expansion of Windmill Primary School. Officers considered that a raised zebra crossing along Margaret Road near the school entrance would be useful in providing a safe crossing facility and reducing speeds near the school. Travel to school data showed that a significant number of pupils come from the south and the east and therefore a crossing east of York Road would be beneficial. In addition, there have been on-going concerns about the difficulties faced by pedestrians crossing the wide junction of Wharton Road, particularly at school times. By narrowing the junction and introducing a raised entry treatment, pedestrians will be assisted and vehicle speeds should be reduced. These proposals, which were included as conditions in the Planning Consent for the school expansion, are shown on the plan at Annex 1.

#### **Formal Consultation**

3. In June 2014 copies of the Statutory Notice and plan showing the proposals were displayed on site and published in the Oxford Times. At the same time the Council wrote to the emergency services and other interested organisations as well as over 60 properties in the vicinity of the proposed changes inviting comments.
4. A total of eight responses have been received, two from City Councillors (the site straddles Ward boundaries), five from local residents and also from Thames Valley Police; these are summarised along with officer comments at Annex 2.
5. None of the issues raised represent fundamental objections to the proposals, with many of the points being matters which can be addressed at the detailed design stage. Several respondents raise issues which are

## CMDE5

beyond the scope of this consultation but which may be considered for action in the future.

### **Financial and Staff Implications (including Revenue)**

6. The cost of all the proposed work under consultation will be met from the budget for the expansion of Windmill School

### **RECOMMENDATION**

7. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed pedestrian crossing and associated traffic calming measures in the vicinity of Windmill School as advertised.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

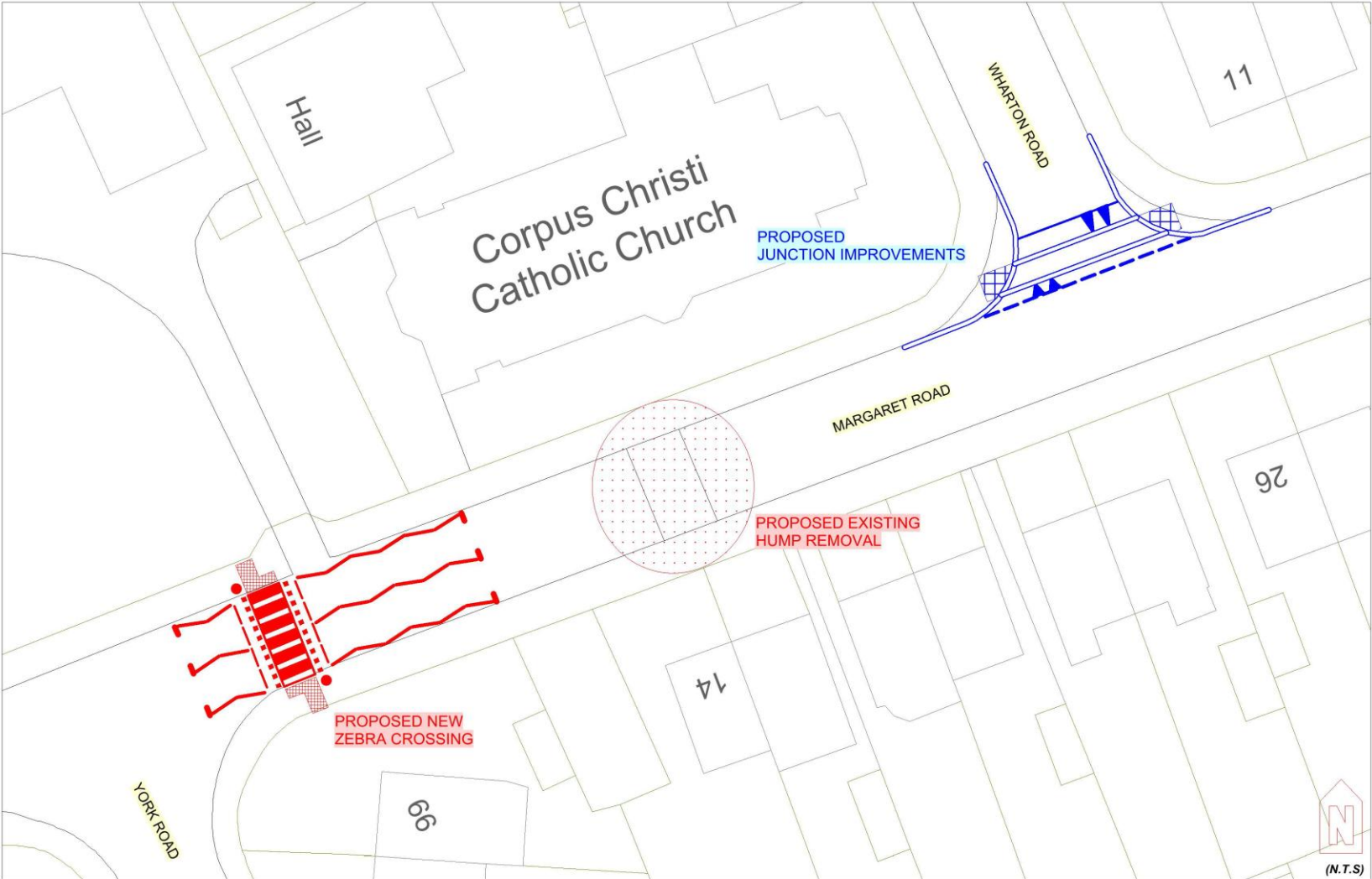
Contact Officers: Jim Daughton 01865 815803

August 2014

CMDE5

**ANNEX 1**

CMDE5



Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright  
Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.  
Oxfordshire County Council. © Crown Copyright and database rights 2014. 100023343



Date drawn: 21/05/2014  
Drawn by: CJM

Map centre:  
easting. 452113, northing. 231474

## RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Thames Valley Police	Have no objection to this proposal providing: The standard layout meets the requirements accepted within Local Transport Note 2/95 and that speed monitoring has taken place to determine current traffic speed meet these requirements.	Noted. The design of the crossing meets national standards.
City Councillor Dee Sinclair	<p>Understands the Priest of the Roman Catholic Church adjacent to Windmill School, who is concerned these plans will impact on funerals at the church as the access is where the crossing is planned.</p> <p>Following local concern about the expansion of the school and the impact on safety for children around this site, is in favour of a crossing. However, perhaps some more thought needs to be given to the location of the crossing, so close to York Road and the church access.</p> <p>Concerned about the limited time for responding as there are many residents in the area who have a view on this and may not be aware either of the proposals.</p> <p>Disappointed to note there is no formal way for City Councillors to be made aware of this type of work in their ward. Asks if there any way in which information can be accessed so that it can be shared on social media for example?</p>	<p>Officers have met with Fr Baggley to discuss his concerns and understand that he is now content that the crossing will not interfere unduly with the Church's activities.</p> <p>The proposed crossing is considered to be in the most suitable location for the needs of the school without interfering with local residents and the Church.</p> <p>The consultation, which was advertised in the vicinity of the proposed crossing and in the Oxford Times, had a response period of 5 weeks.</p> <p>It is not current practice to consult directly with District Councillors. Information is sent electronically to the District Council and to the local County Councillor who can disseminate as they feel appropriate.</p>

CMDE5

<p>City Councillor Ruth Wilkinson</p>	<p>Sight lines for traffic exiting York Road into Margaret Road already present difficulties due to parked cars, particularly at the start and end of the school day. The proposed zebra crossing is very near to that junction, and it is important that no safety hazard arises from schoolchildren suddenly stepping out into the road as vehicles turn the corner.</p> <p>Notes that the proposed zebra will not impact on existing parking bays but there is concern that the zig zag markings will prevent the use of that stretch of road for use by and dropping off of disabled persons by car outside the church.</p> <p>Has concerns about the likelihood of puddles forming each side of the proposed humps, this has happened throughout Headington Ward. Will drains be moved to accommodate this as I see no provision for it in the plans?</p> <p>Residents would like to have received letter drops from the County Council and a more formal consultation, as many only found out about it late.</p> <p>Residents would like to see a lollipop man or lollipop lady deployed at the zebra crossing if/when it is installed as they see this junction as a very busy one.</p>	<p>As part of the detailed design process the crossing will be subject to a Road Safety Audit when these issues can be investigated and addressed</p> <p>There will still be kerb space away from the crossing which could be used for dropping off disabled people who may also benefit from the crossing.</p> <p>This matter will be dealt with as part of the detailed design.</p> <p>Letters were sent to over 60 properties in the vicinity of the crossing (in Margaret Road, Wharton Road and York Road). In addition the proposal for the crossing was advertised on street and in the Oxford Times.</p> <p>This school has not had a School Crossing Patrol in recent years and it is unlikely that this will change, particularly as recruitment and retention is generally difficult.</p>
<p>Resident (York Road)</p>	<p>By installing a zebra crossing with belisha beacons there will be more poles on the pavement and a belisha beacon flashing 24/7 when it is being installed for the benefit of the school.</p>	<p>Masking the beacons so that they do not disturb adjacent residents will be considered as part of the detailed design.</p>

CMDE5

	<p>A further objection to the zebra crossing is the double gates to my garage are on Margaret Road yet the zigzag lines of the crossing will cover this area. Is it not illegal to park on zigzag lines which I would need to do to access my garage.</p> <p>According to the school census large numbers of children are walking or cycling to school which will surely change once autumn arrives and the parents will be causing more parking problems than at present in the streets close to the school.</p> <p>Margaret Road is a rat run in a residential area is only helping to solve some of the excessive traffic problems in central Headington yet we are also going to be subjected to a proposed zebra crossing. The school has two entrances so why should the zebra crossing be at the eastern end of the school when the entire road is affected?</p>	<p>Whilst the proposed zigzag lines will be across the driveway there will remain an adjacent section of double yellow lines where it will be possible to stop whilst gates are opened.</p> <p>One of the reasons to introduce the crossing is to encourage more of the children attending the school to travel by means other than by car.</p> <p>It is partly because of the level of through traffic along Margaret Road that the crossing is required.</p> <p>The location of the crossing is designed to coincide with the principle pedestrian access into the school. The other entrance is for vehicles.</p>
<p>Resident (Wharton Road)</p>	<ol style="list-style-type: none"> <li>1. Does not believe that any of the speed humps in Margaret Road should be removed - we watch the cars and vans fly over those humps on a daily basis, completely disregarding them and the supposed 20mph limit - although they are certainly travelling slower than they do in Wharton Road.</li> <li>2. Has concerns about the lack of speed humps in Wharton Road which is a 'rat run' used extensively to avoid either the central Headington traffic lights or the roundabout on the ring road. We watch the cars accelerating once they come onto Wharton Road and there are several per day which are easily in excess of 30 mph, let alone 20, and this number massively increases during rush hour - this cannot be allowed to continue.</li> <li>3. Has concerns about the crossing proposed for where Wharton and</li> </ol>	<p>The hump which is being removed is being replaced by the new one which will have the zebra crossing on it.</p> <p>This proposal does not address the possible need for traffic calming on Wharton Road. However, this issue can be considered as part of the wider review of transport issues in Headington.</p> <p>The presence of the new crossing and</p>

CMDE5

	<p>Margaret Roads meet. During the times when parents are dropping their children off or collecting them, they appear to lose all common and road sense. Parents are parking over driveways, parking on double yellow lines, parking on the corners so you cannot see what is coming etc and then moving off well in excess of the speed limit. Added to this mix is the traffic using Margaret and Wharton Roads as a rat run. It simply is not safe for any of us whether resident, pupil, parent, driver or pedestrian. I have serious concerns about how the increased number of pupils is going to impact on an already dangerous situation. I think you should remove the 2 hour parking allowance for at least 20 metres around the proposed crossing so that children on it or waiting to cross will be clearly visible.</p>	<p>associated zigzag markings should improve safety by creating an area clear of parked vehicles. Removal of limited waiting is unlikely to be effective in preventing short-stay parking by drivers collecting or delivering children to the school.</p>
<p>Resident (Margaret Road)</p>	<p>We will be inconvenienced by the changes but I have to stay they are broadly sensible now, let alone after the expansion of the school, which I also support.</p> <p>Please can the zebra crossing be a pelican? The pelican on London Road opposite Posh Fish works really well. Conversely, the inconvenience of a new pedestrian crossing to drivers is quadrupled by waiting pointlessly at a red light time and time again after the pedestrian has already crossed. Very annoying.</p> <p>It also means that impatient children don't have to wait for the green man (or indulge the temptation to jump the lights dangerously).</p>	<p>Noted.</p> <p>The crossing referred to is a zebra crossing and so will be the same as that proposed on Margaret Road.</p>
<p>Resident (Wharton Road)</p>	<p>I welcome all three of the changes detailed in the letter and think that this will improve the safety of children arriving at, and leaving Windmill School, especially as it grows further in size.</p> <p>I would however comment that I do not think the proposals go far enough. They address the very immediate issue of children crossing the road near to the school, but I feel that they will not sufficiently address two other issues that also significantly impact on children's</p>	<p>Noted.</p> <p>This proposal is not aimed at the wider issues referred to. However, these can be considered as part of the wider review of transport issues in Headington.</p>



CMDE5

	<p>safety in the area of the school, namely traffic speed (especially on Wharton Road) and traffic volume (especially on Wharton Road, Margaret Road and York Road).</p> <p>I believe that both these issues could be addressed through the provision of one or two further flat-top road humps on Wharton Road. These would force traffic to slow down significantly, which would also make the road a far less attractive speedy rat-run to Windmill Road. They would also have the added benefit of improving safety for children attending St Andrews School and would ease road crossing for less mobile pedestrians, wheelchair users and people with pushchairs.</p> <p>I feel these changes would really compliment the changes detailed in your letter, ensuring that cars approaching the end of Wharton Road are already driving at acceptable speeds, rather than just break at the junction from around 40 mph. They would also reduce the traffic having to cross the raised pavement/ flat-top hump and the new zebra crossing, which will also make this more workable. I realise that this will involve additional expense, but I feel that they are very necessary and that now would be the right time to do this work.</p>	
<p>Resident (Wharton Road)</p>	<p>I am grateful for the fact that the parking arrangements in Margaret Road alongside Corpus Christi Church will not be affected.</p> <p>I have serious doubts about the proposed location for the new pedestrian crossing. The junctions where York Road and Wharton Road intersect with Margaret Road are difficult ones for cars, lorries, cyclists and pedestrians. In terms of available road surface available both intersections have a degree of spaciousness; this would certainly be compromised with the proposals for the York Road Junction. I think it would make the junction more dangerous than it is now. This junction is a bit of a battle ground now; I think it would be made more</p>	<p>Noted.</p> <p>The proposed crossing is considered to be in the most suitable location for the needs of the school without interfering with local residents and the Church.</p>

CMDE5

	<p>dangerous with the pedestrian crossing just round the corner.</p> <p>If the Pedestrian crossing were to be located at the lower entrance into the school site the crossing area would not be compromised; there is a much smaller amount of traffic coming in and out of the St Anne's Road and Margaret Road junction than at Wharton Road / Margaret Road or York Road / Margaret Road.</p>	<p>The location of the crossing is designed to coincide with the principle pedestrian access into the school. The other entrance is for vehicles.</p>
--	--	---