

CABINET MEMBER FOR ENVIRONMENT – 20 JULY 2017

PROPOSED ZEBRA CROSSING, B471 OXFORD ROAD, WOODCOTE

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to provide a zebra crossing on the B471 Oxford Road just south of its crossroads junction with the South Stoke Road and Reading Road at Woodcote.

Background

2. The above proposal – as shown at Annex 1 - has been put forward by Woodcote Parish Council to improve the safety and amenity of pedestrians crossing the B471 Oxford Road at this location, and if approved, would be funded by the parish council.

Consultation

3. The formal consultation on the proposal was carried out between 7 April and 5 May 2017. A public notice was placed in the Oxford Times newspaper, and an email was sent to the statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council and Woodcote Parish Council, as well as the local County Councillor. Street notices were also placed, and letters sent to adjacent properties.
4. Six responses were received, and these are summarised at Annex 2. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposal, though noted some queries relating to the width of the footway and the siting of the crossing in respect of the bus stops, and also the traffic speeds on the approaches to the crossing.
6. Five responses were received from members of the public (one of whom stated that they were the vice Chair of Woodcote Parish Council , although the response appears not to have been submitted formally on the part of the parish council), including one objection on the grounds that a crossing was not needed and was at an inappropriate location in the vicinity of a dangerous crossroads, with pedestrian crossing demand being largely confined to school

journey times, and expressed the view that traffic calming measures were a higher priority.

7. Two of the responses expressed unqualified support, and a further two responses were supportive of the principle of a crossing, but did not consider it safe for this to be provided if the bus stops were retained at their current locations. It was also suggested that traffic calming measures should be introduced to reduce the speed of traffic on the approach to the crossing, in particular from the south.

Review of responses

8. The response of Thames Valley Police is noted; it is confirmed that both bus stops are sited outside the extent of the controlled length of the crossing (i.e. where the zig zag markings are placed) and the design is therefore in accordance with national advice.
9. The objection from the member of the public in relation to its siting in relation to the nearby crossroads, its usage, and the higher priority being for traffic calming measures, are all noted; the siting however does comply with national guidance on the positioning of zebra crossings in the proximity of junctions, and although crossing demand is greatest at school journey times, there is still demand at other times. Woodcote Parish Council – who will fund the crossing if approved – have given careful consideration to the priority for different traffic schemes within the village including traffic calming measures.
10. The concerns over the siting of the crossing in relation to the nearby bus stops are noted. These concerns have been considered as part of the road safety audit of the detailed design, which concluded that the proximity of bus stop to the proposed zebra crossing did not give rise to any significant safety concerns sufficient to require mitigation.
11. In view of the above, it is recommended that the proposed crossing is approved, but with its operation being monitored particularly in respect of the interaction of buses using the stops and passing traffic on the approach to the crossing.

How the Project supports LTP4 Objectives

12. The proposal would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

13. Funding for the proposed zebra crossing will be provided by the Woodcote Parish Council.

RECOMMENDATION

14. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposal as advertised.**

OWEN JENKINS

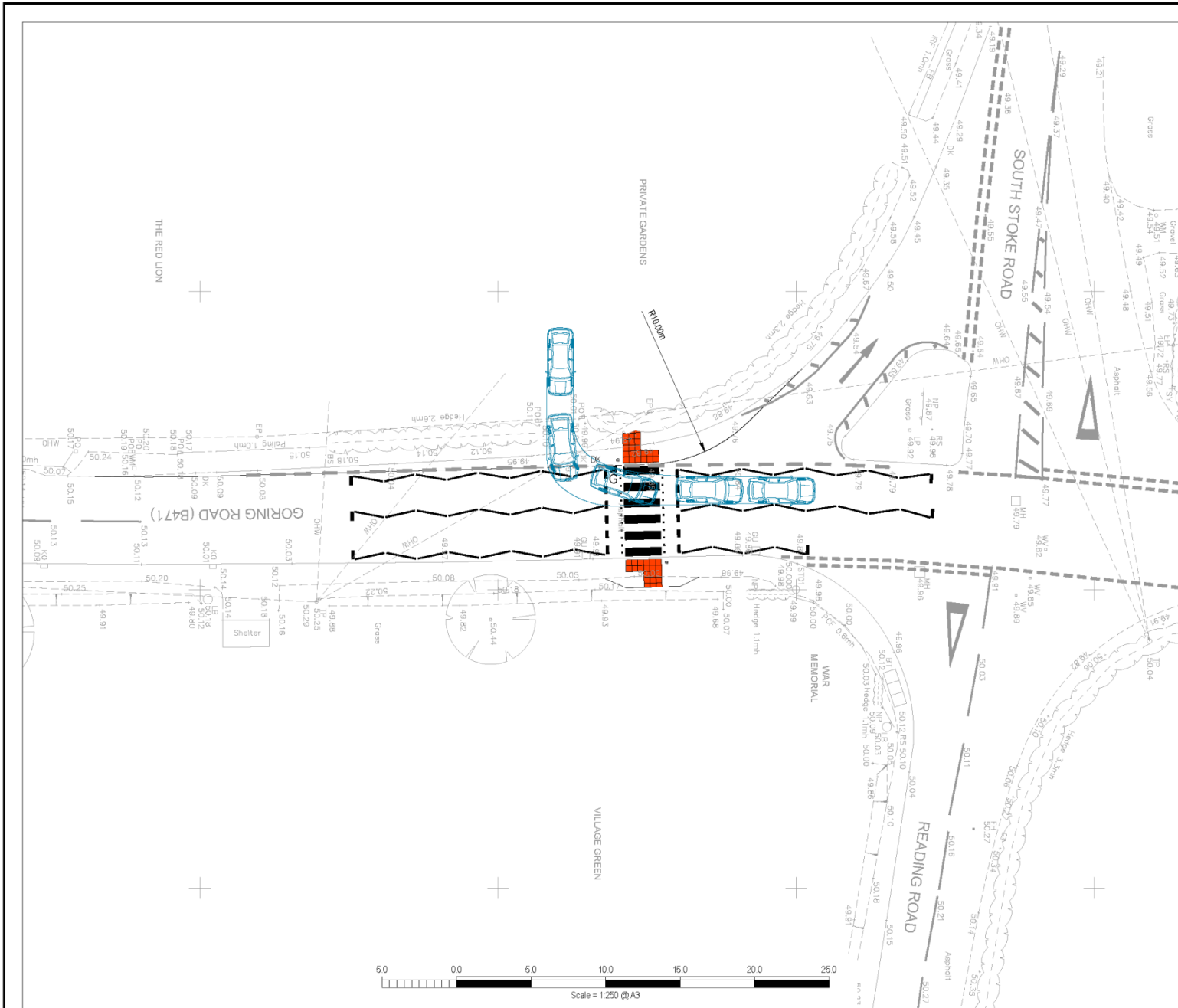
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

July 2017

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- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Glanville survey drawing 8160151/4101

KEY



Car - forward gear



Rev	Description	Date	Chkd
 Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 pccbox@glanvillegroup.com www.glanvillegroup.com			
Client :		Woodcote Parish Council	
Project :		Woodcote Pedestrian Crossing	
Title :		Swept Path Analysis Car	
Project Engineer : T. Hart		Scale : 1:250 @ A3	
Project Director : P. Whitehead		Date : January 2017	
Status :			
Drawing No. 8160151/6203			Rev

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>No objection - In principle I have no objection providing this standard layout meets the requirements accepted within Local Transport Note 2/95 and that speed monitoring has taken place in order to establish current traffic speed. I assume the footway on the east side is going to be significantly widened as it is currently very narrow and not helped by the hedge of an adjoining property. Can I also assume the Bus Stop pole and flag on the east side are not within the controlled area. On a positive note it was apparent this location was clearly on the desire line as I observed 5 people crossing at this point.</p>
(2) Resident, (Reading)	<p>Support - I fully support the parish council's work in this area to help improve safety in the village at a very busy crossing especially at school times.</p>
(3) Resident, (Woodcote)	<p>Neither - If a zebra crossing is to be implemented then the bus stops should be removed, and put around the corner by the village hall. They will obscure the entrances to the zebra crossing when sat at either bus stop on Goring Road. Cars and motorbikes, large industrial vehicles regularly speed through this section, and someone unfamiliar with the new layout, not seeing someone going out onto the crossing (kids for example) could potentially cause an horrific accident. We support the idea of the crossing - and feel the village can benefit far more from that than the silly loop the bus does around the village causing noise pollution and pollution on the way. Move the bus stops and implement speed restrictions on the road before you undertake this project.</p>
(4) Resident, (Southstoke Road, Woodcote)	<p>Object – opposed to a zebra crossing in a village sited so close to a bus stop, a hazardous cross road junction and where the main use is during school journey times, with very limited demand at other times. Traffic calming in the village is a higher priority.</p>
(5) Resident, (Behoes Lane, Woodcote)	<p>Support - As vice-chair of the Parish Council, chair of the Woodcote Neighbourhood Plan team and a resident of Woodcote for 40 years I am continually being made aware of the danger associated with crossing the Goring Road at this location. The Goring Road is a rat run between the M4 and M40 (via Pangbourne) and traffic, as evidenced by several recent speed checks, frequently exceeds the speed limit. The road divides the village in half with children having to cross it to reach school and the playgrounds from the south side of the village and those from the north of the road having to cross it to reach the surgery. Surveys of residents have consistently shown road safety to be a major concern and this location to be of particular concern which is why the Parish Council is championing this project.</p>

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<p>(6) Email Response.</p>	<p>Support, subject to bus stops being moved - the proposal will benefit a large number of residents, but the provision of a crossing here will require in particular the relocation of the bus stops to avoid the hazards presented by buses stopping in the vicinity of the crossing and thereby masking pedestrians using the crossing (noting that these stops are currently used as a timing point where buses wait - sometimes up to five minutes - if running ahead of their schedule) and potentially also the re-routing of the buses within the village. Also traffic calming measures are required, in particular for traffic approaching the crossing from the south.</p>
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