

Division: North Hinksey

CABINET MEMBER FOR ENVIRONMENT– 13 OCTOBER 2016

PROPOSED PUFFIN CROSSING – CUMNOR HILL, CUMNOR

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers responses to a consultation for a puffin crossing on Cumnor Hill, Cumnor.

Background

2. A development of 192 houses on the former Timbmet site on Cumnor Hill has provided funds for a new Puffin crossing to aid pedestrian movements, both for the new residents, but also for the local community. Cumnor Parish Council has been active in seeking the implementation of the new crossing and its location. In July 2014 the Parish undertook surveys to determine the desire line used by members of the public and school children and a copy of their report is attached at Annex 1. The location of the crossing has been based on this survey and is shown on the plans at Annex 2 and Annex 3.

Consultation

3. In July 2016 a formal consultation took place on the proposal. As part of the consultation the Council wrote to local residents potentially affected by the proposal along with the relevant Stakeholders, and public notices were displayed on site.
4. Eleven responses were received eight of which had objections and concerns to the proposed location, a summary of which can be seen at Annex 4. Copies of all the responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposal, but did raise some concerns regarding the current conditions at the site.

Response to objections and concerns

6. The main issue raised by those objecting to the proposed crossing concerned its location, with most feeling that it should be further west of the proposed site. In response, it is accepted that at present there are a variety of places where pedestrians cross Cumnor Hill but the conclusion drawn from the survey undertaken by the Parish Council recommended the proposed location and indicated that this is where the majority of pedestrians cross in the vicinity of the new development (which is funding the crossing).

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7. Another main concern raised was the narrowness of the northern footway near the proposed crossing location. It is acknowledged that this is currently heavily overgrown and the verge has encroached onto the footway; both these issues will be addressed during construction of the crossing which will then mean a footway of adequate width is provided.
8. The owner of the land to the north of the proposed crossing objects as it is immediately adjacent to an existing vehicular entrance into the field behind. The landowner believes the presence of the crossing would cause obstruction to large agricultural vehicles entering or leaving and a danger to pedestrians using the crossing. In response, officers met the objector on site to discuss his concerns. Computer modelling has been undertaken of the movement of all likely vehicles to use this access and the results (which show the crossing would have no adverse effect on the access) have been passed to the landowner.
9. Other concerns raised relate to the closeness of the proposed crossing to Hurst Lane and the existing bus stop, and the noise arising from the audible beepers. These are matters of detail which can be addressed following safety audits of the final design.
10. Finally, some respondents sought the removal of the existing pedestrian refuge located west of the site of the proposed puffin crossing. Whilst its removal might encourage more use of the new crossing, its retention would continue to have a calming effect on traffic (by narrowing the road) and also protect vehicles waiting to turn right into Kimmeridge Road. It is therefore proposed to retain the refuge at least initially and to keep its presence under review.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the safe movement of pedestrians in the area which have increased as a result of the adjacent residential development.

Financial and Staff Implications (including Revenue)

12. Full funding for the proposal has been secured from the developer. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

13. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised and described in the report.**

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CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation documentation
 Consultation Responses
 Cumnor Parish Council Pedestrian Survey Report

Contact Officers: David Tole 07920 084148

September 2016

REPORT FROM CUMNOR PARISH COUNCIL**Pedestrian survey near J/W Kimmeridge Road on Cumnor Hill – 17/07/2014**

Background: It is believed that S106 money was provided by the developer (Persimmon) of the former Timbmet industrial site to provide a light-controlled pedestrian crossing on Cumnor Hill adjacent to the site. As a preliminary measure, an uncontrolled central island crossing point was installed between Kimmeridge Road and Hurst Lane about two years ago.

A previous 07.00 to 09.00 hrs. survey was conducted on 18th November 2013 from the verge near 145 Cumnor Hill. It showed that a significant proportion of the 34 pedestrians leaving the Persimmon site crossed over the road (S>N) on their way to the Colegrove Down in-bound bus stop. It was also noted that 20+ children exiting Chawley Lane crossed (N>S) using the central island on their way via Hurst Lane to Matthew Arnold School.

In order to obtain a clearer idea of the likely “desire line” for a crossing, today’s second two-hour survey was conducted from a vantage point close to the junction with Kimmeridge Road.

Method: Today’s survey was conducted from 07.00 to 09.00 hrs. The weather was dry, warm and sunny. A simple manual tally gate system was used to record the number of pedestrians seen to cross Cumnor Hill. For ease of recording the adjacent footway was deemed to comprise four sections on both the north and south side of the road as follows,

North side of Cumnor Hill

- A. An approx. 50 metre section west of Chawley Lane
- B. An approx. 130 metre section between Chawley Lane and (opposite) J/W Kimmeridge Road
- C. An approx. 90 metre section between (opposite) J/W Kimmeridge Road and (opposite) J/W Hurst Lane
- D. An approx. 50 metre section east of (opposite) J/W Hurst Lane

South side of Cumnor Hill

- E. An approx. 50 metre section east of Hurst Lane
- F. An approx. 90 metre section between J/W Hurst Lane and J/W Kimmeridge Road
- G. An approx. 130 metre section between Kimmeridge Road and (opposite) J/W Chawley Lane
- H. An approx. 50 metre section west of (opposite) J/W Chawley Lane

N.B. The central island crossing is located close to J/W Kimmeridge Road within and between sections C and F.

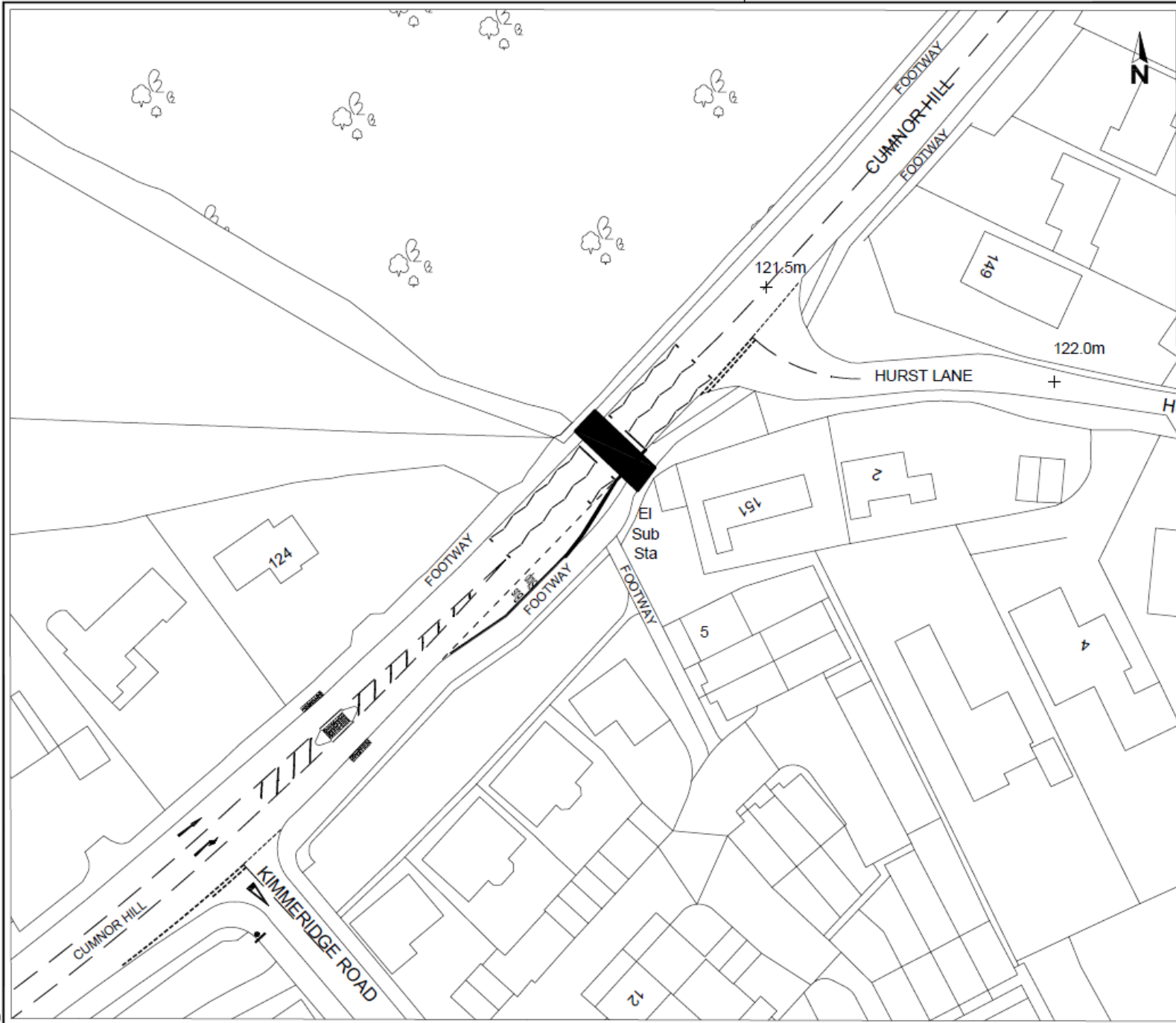
Results:

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- A total of 94 pedestrians were observed to cross Cumnor Hill during the two hour period
- Of the 35 who crossed from north to south, 19 did so from areas C to F, of whom 17 were school children and all crossed at the central island. [N.B. some senior pupils from M/A School broke up 2 weeks ago]
- Of the 59 who crossed south to north, 21 crossed from area G to B (none of whom used the central island), 26 from F to C (most but not all of whom crossed using the central island), and 12 from E to D
- Some of those crossing from G to B were young children, accompanied by parents, and perhaps on their way to Cumnor Primary School; a number were garage employees who crossed back and forth from site to site
- Most of those who crossed (S>N) from area E to D had emerged from the footpath (approx. 50 metres east of Kimmeridge Road) leading from the development site. None of the 18 emerging from this footpath walked uphill to the crossing island
- Some of the 32 pedestrians who emerged from Kimmeridge Road and who travelled downhill, did not cross at the central island but continued to walk down hill until there was a gap in the traffic before crossing.

Conclusion: The desire line lies to the east of the central island crossing point. If the crossing could be located further downhill, closer to Hurst Lane, i.e. in the bus bay, it might be used by a greater number of pedestrians.

Comment: The current central-island crossing serves as an excellent pinch-point, ensuring that motorists stay within the posted speed limit close to the junctions with Kimmeridge Road and Hurst Lane.




Drawing No. S-201618-CON-000-001 Revision 0

Key:
 Proposed location of Puffin crossing

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved


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Project title
**CUMNOR HILL
 PUFFIN CROSSING**

Drawing title
**PUFFIN CROSSING
 PROPOSED LOCATION
 ANNEX 2**

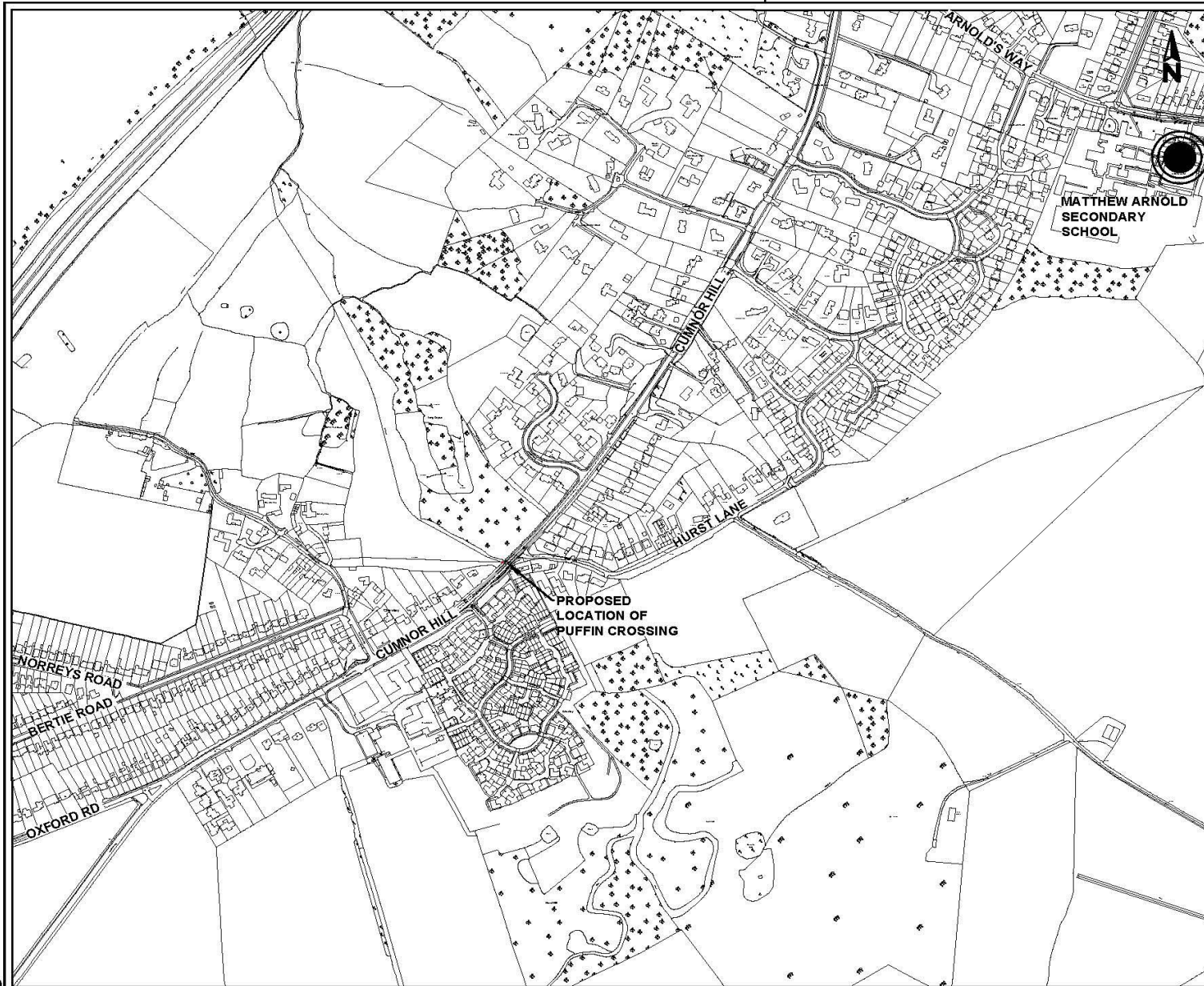
Drawing Status
PRELIMINARY

Scale @ A3 1:500	Drawn by JFJ	Checked by MW	Approved by MW
Date drawn 08/04/2016	Date checked 31/05/2016	Date approved 31/05/2016	

Oxfordshire Project No. & File Ref
 S-201618

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9.14 - Improvement Schemes\Schemes\S-201618 Cummor Hill Pelican Crossing\07 Drawings\S-201618-PR-1200-001 and 200-003.dwg



Drawing No. S-201618-CON-000-002 Revision 0

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved


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Project title
 CUMMOR HILL
 PUFFIN CROSSING

Drawing title
 PUFFIN CROSSING
 PROPOSED LOCATION
ANNEX 3

Drawing Status CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JFJ	MW	MW
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ANNEX 4

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	<p>No objection providing this layout meets the approved standards</p> <p>The following issues have been raised:</p> <ul style="list-style-type: none"> • The footway on the north side is extremely overgrown and reduced in width by overhanging foliage. This foliage also seriously restricts visibility of traffic from the westbound direction and considerable cut back is essential. • Whilst on site, saw no desire to cross at this point (there is an existing crossing point further west towards Kimmeridge Road) and enquires whether as part of the proposal that crossing point will remain or be removed. Leaving it in situ may discourage use of the new formal crossing point.
Cumnor Parish Council	Ask that the existing central reservation be removed prior to the puffin crossing being installed.
Resident on the Cumnor Development	Respondent suggests that the crossing could be better placed, i.e. nearer to the car garages i.e. past the development if coming up from Botley.
No address given	<p>Respondent objected for the following issues:</p> <ul style="list-style-type: none"> • Crossing will only be used at peak times, if at all. • In completely wrong position for large housing development • Noise pollution from beeping crossing and vehicles accelerating/deceleration

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	<ul style="list-style-type: none"> • Too close to junction of Hurst Lane, creates bind spot • Right next to a grade 2-listed cottage C16, will adversely affect value and heritage (English Heritage have been consulted) • Right next to electricity sub-station, not a great idea as it will mean gatherings of youths presenting obvious danger to life • Crossing better placed further west
No address given	The point at which the crossing is proposed is a very narrow point and the footway on the opposite side to Hurst Lane is particularly narrow, making it a less suitable crossing point than the islands further up the Hill nearer to Kimmeridge Rd after the bus stop. More pedestrians are likely to use the point here.
No address given	Respondent believes the crossing is in the wrong place and will not pick up children at it's proposed location.
Resident on Cumnor Hill	<p>The owner of the land to the north of the above proposal strongly objects to the location of the Puffin Crossing as this is immediately adjacent to an existing vehicular entrance into the field behind. It would cause obstruction to large agricultural vehicles entering or leaving and a danger to pedestrians using the crossing.</p> <p>Respondent suggests that more suitable location of the crossing for those aiming for the village and the school be Kimmeridge Road using the existing island crossing upgraded to a "Puffin", which has wider footpaths than the proposed one which are only one metre deep.</p>
No address given	<p>Respondent raises the following concerns after speaking to some residents who use the busses regularly:</p> <ul style="list-style-type: none"> • There is a pedestrian crossing on the proposed location, it would be more advantageous to put the puffin crossing on Chawley Lane opposite the Jaguar garage further up Cumnor hill where most school children and families get off to access the Cumnor Ridge estate. • As cars are coming off the carriageway they are coming down quite fast until they slow down much further down Cumnor hill road.

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Resident on Cumnor Hill	Respondent raises the following issues: <ul style="list-style-type: none">• The current site lies too far down the Hill to be of use to most parents walking their children to school.• At its proposed site, the crossing would take people to an old, narrow pavement which in many places is overgrown and which often has cars parked half on the pavement outside the houses and also has a number of driveways to negotiate.• Proposed site is very close to the existing bus stop. Visibility around the crossing will necessary be reduced when there is a bus on the stand.
Resident on Cumnor Hill	Respondent raises the following concerns over its location. <ul style="list-style-type: none">• Crossing sited in the wrong location• Proposed crossing location is too close to Hurst Lane and the bus stop
Resident from Kimmeridge Road	In full support of the planned puffin crossing.