

## ***Delegated Decisions by Deputy Leader of the Council***

***Thursday, 19 July 2012 at 10.00 am  
County Hall, New Road, Oxford***

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 27 July 2012 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

**These proceedings are open to the public**



Peter G. Clark  
County Solicitor

July 2012

Contact Officer: **Graham Warrington**  
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Note: Date of next meeting: 6 September 2012

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## Items for Decision

### 1. **Declarations of Interest**

### 2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

### 3. **Petitions and Public Address**

### 4. **Oxford, Kennington Roundabout and Hinksey Hill Interchange Improvements** (Pages 1 - 36)

*Forward Plan Ref:* 2012/043

*Contact:* Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Highways & Transport (**CMDDL4**).

### 5. **Jack Straw's Lane, Oxford, Traffic Calming** (Pages 37 - 50)

*Forward Plan Ref:* 2012/044

*Contact:* Tracey Dow, Highways & Transport Service Manager Tel: (01865) 815707

Report by Deputy Director for Environment & Economy – Highways & Transport (**CMDDL5**).

**6. Disabled Persons' Parking Places - West Oxfordshire and Oxford City and Permit Eligibility in Headington Central Controlled parking Zone** (Pages 51 - 56)

*Forward Plan Ref:* 2012/086

*Contact:* Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815803

Report by Deputy Director for Environment & Economy – Highways & Transport (CMDDL6).

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Division(s): Kennington & Radley, Isis

## **DEPUTY LEADER OF THE COUNCIL - 19 JULY 2012**

### **OXFORD, KENNINGTON ROUNDABOUT AND HINKSEY HILL INTERCHANGE IMPROVEMENTS**

**Report by Interim Deputy Director for Environment and Economy  
(Highways and Transport)**

#### **Introduction**

1. Improvement schemes for Kennington roundabout and Hinksey Hill interchange are included in the capital programme for construction in 2012/13.
2. Designs have been developed for both sites and informal consultation undertaken to seek comments on the proposals.
3. Formal consultation has been carried out on a Traffic Regulation Order promoted as part of the Kennington design which seeks to restrict general traffic use over a section of carriageway so that it can be used specifically for maintenance vehicles or opened in an emergency to maintain traffic flow at the junction.
4. This report details responses to the informal and formal consultations and seeks approval to proceed with the schemes to detailed design and construction

#### **Background**

5. Congestion on Oxford's southern bypass is severe and potentially damaging to Oxford's economy as it affects access to the town, key employment sites and the A34. Relief of this congestion is considered a high priority by county council members and increasing capacity at key junctions is expected to provide some relief.
6. Kennington roundabout and Hinksey Hill interchange are key junctions that need to be improved to align with the current and expected future traffic along the southern bypass and the traffic using Abingdon Road to access Oxford, including access to and from Redbridge Park & Ride.
7. The schemes were originally developed under the Access to Oxford project and significant work was completed to identify the potential benefits of improvements to Kennington roundabout and Hinksey Hill interchange.

#### **The proposed schemes**

8. The existing Kennington roundabout will be converted in to a signal controlled major/minor junction. A new eastbound carriageway will be developed through

the existing roundabout 'island' and part of the circulatory carriageway will be closed to traffic by a Traffic Regulation Order. The scheme is shown at Annex 1.

9. The Hinksey Hill interchange will be developed to include a dedicated slip-lane for southbound traffic from the A423 (Oxford southern by-pass) straight onto the A34 southbound slip. The scheme is shown at Annex 2.
10. The performance of Heyford Hill roundabout, Kennington roundabout, and Hinksey Hill interchange are all closely linked. Heyford Hill roundabout was improved in 2011 by Sainsbury's. The three schemes have been designed to work together and to accommodate current and increased flows on Oxford's southern bypass (A423).

### **Informal consultation on the proposed schemes**

11. Informal consultation was carried out using the county council's e-consultation portal. Email invitations were sent to over 1,300 people registered on the e-consultation portal with "roads and transport" as a topic of interest, local councillors, emergency services and bus companies. The consultation was also open so that anyone visiting the webpage could make comments.
12. The proposals and consultation were advertised in the local press and there was also a link from the Hinksey Hill and Kennington improvements webpage directing people to the consultation page.
13. The consultation period was between 4 to 25 May 2012. 64 comments were received in relation to the Kennington proposals and 69 in relation to the Hinksey Hill proposals. The comments are reproduced at Annex 5 and Annex 6 respectively.

### **Formal consultation on the Traffic Regulation Order**

14. Formal consultation was then carried out with all statutory consultees and details were also sent to those responding to the informal consultation on Kennington roundabout. The consultation period was between 25 May to 22 June 2012. Notices were advertised in the press. No objections have been received and authority to proceed with the Order will be carried out under delegated powers under the Constitution.

### **Report on informal consultation**

#### ***Kennington***

15. The majority of comments received supported the proposal.
16. However, some concerns were raised that the general layout would be confusing, cause off-peak delays and only provide a short-term solution that would only benefit car drivers.

17. Comments were also raised about details of design and the desire for improved pedestrian and cycling facilities.
18. The key points raised and officers response are summarised at Annex 3.

### ***Hinksey Hill***

19. The majority of comments received supported the proposal.
20. The most common concerns were that it would not improve or provide safe routes for pedestrians and cyclists and only benefit car drivers. People also made comments about details of design.
21. The key points raised and officers response are summarised in Annex 4.

## **Corporate Policy, Financial and Other Implications**

### ***Corporate policies and priorities***

22. Improvements to the southern approaches, including the junctions at Kennington and Hinksey Hill, are listed as schemes for investigation and implementation in the county council's Local Transport Plan 3 (LTP3), which was published in April 2011.
23. The proposed schemes fit with the objectives of LTP3, which states: "*Traffic will be managed in a way that minimises congestion where it is most harmful such as bus routes and strategic routes. This will include better co-ordination of junction and road capacities.*"

### ***Financial and staff implications***

24. The capital funding allocation for these schemes was approved by Cabinet in March 2012.
25. The allocation in the capital programme is £396,000 for Hinksey Hill and £2,500,000 for Kennington.
26. Design and construction of the schemes will be undertaken through the Transport Services contract. There are no staff implications.

### ***Equality and Inclusion implications***

27. A service and community impact assessment has been completed (Annex 7).

### ***Sustainability implications***

28. The proposed schemes will reduce congestion and delays for all traffic and therefore reduce vehicle emissions.

29. Existing suppressed demand for travel through the junctions is likely to result in extended peak travel times or other routes. The proposal may therefore reduce rat-running and its associated impact on air quality, through Kennington village and through Oxford by encouraging people to use the ring road.
30. Buses will experience reduced delays leading to reduced travel times encouraging more bus use particularly on services from the Abingdon and Didcot area.
31. The proposal for Hinksey Hill interchange will make it slightly more difficult for pedestrians and cyclists to cross the A34 south bound entry slip road. An alternative route to the north and west of the roundabout can be used. Alternative cycling routes do exist through Kennington village.

## **Conclusions**

32. The proposals will significantly improve conditions for traffic, including bus services operating between Abingdon and Oxford and services coming into the city from Reading, Wallingford and other places via the A4074, as well as making access to Park & Ride at Redbridge easier.
33. Informal consultation carried out showed that the majority of respondents were supportive of the proposals to reduce congestion at these junctions.
34. The proposed schemes are just one part of the county council's transport strategy for Oxford to improve access for all users and increase opportunities and choices for accessing Oxford by public transport, cycle and on foot.

## **RECOMMENDATION**

35. **The Deputy Leader of the Council is RECOMMENDED to :**
  - (a) **authorise the Kennington and Hinksey Hill schemes to proceed to detailed design and construction;**
  - (b) **authorise the Interim Deputy Director for Environment & Economy (Highways & Transport), in consultation with the Deputy Leader of the Council to approve the final detailed design of the proposed schemes for Kennington roundabout and Hinksey Hill roundabout.**

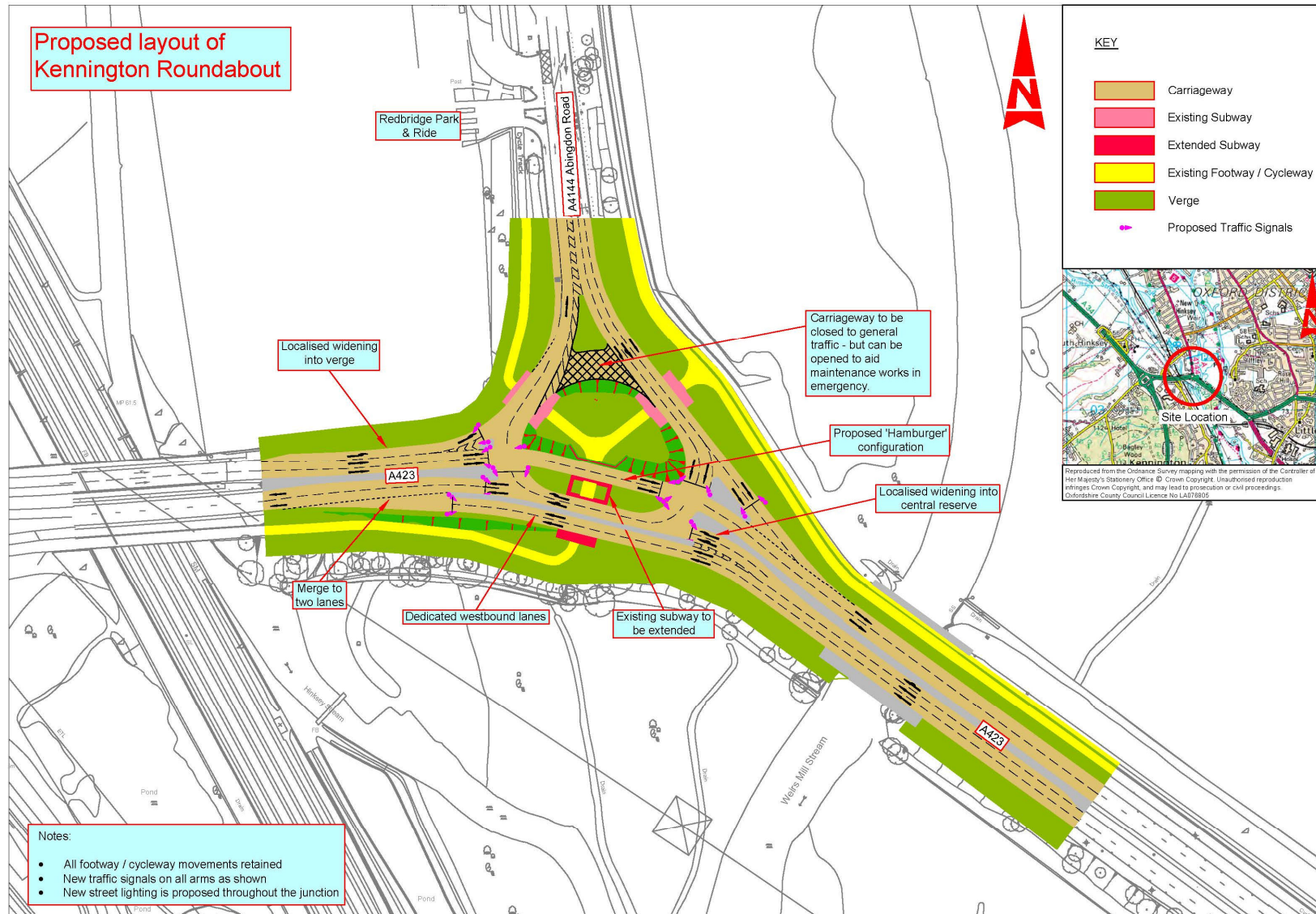
MARK KEMP

Interim Deputy Director for Environment and Economy (Highways and Transport)

Background papers: Consultation documentation

Contact Officer: Jim Daughton 01865 85083

July 2012





## Kennington roundabout proposals: May 2012 - summary of issues raised at consultation

Issue	Detailed comments	County council response
Layout / merge	Traffic merging on the A423 westbound from the roundabout looks difficult. Merge distance looks quite short and might cause delays to westbound traffic and may present shunts /safety problems even with signals.	The extra lanes allow traffic to flow better and are not considered to cause safety issues. The layout will be subject to a safety audit and monitored after implementation.
	Two lanes of westbound traffic from Heyford Hill, travelling at great speed, merge with slower traffic from the roundabout circulatory (four lanes into two). It would be safer to have one westbound lane (three into two). Would it be better to have the faster Heyford Hill traffic in one lane? Three lanes to two lanes must be a better solution than four lanes to two?	
	Care is need to ensure westbound traffic coming from the Abingdon Road and traffic coming from the eastern arm of the roundabout from Heyford Hill going towards the Abingdon Road do not impede each other; these two streams of traffic have to share the inner two lanes on the south side of the roundabout and very careful phasing of the traffic lights will be needed to ensure that these two streams do not end up impeding one another. There appears to be less stacking space than the current two spaces. The existing situation is that there is generally offline space available to enable motorists to drive around the queuing vehicles. This not an option in the new layout because of the traffic island.	Careful phasing of traffic signals will help to ensure traffic flows are not impeded.
	There is currently confusion when traffic trying to turn right into the Abingdon Road using the right hand turn lane on the approach to the roundabout then has to cross two lanes immediately on the roundabout in order to get in the inside lane at the next light, or to go in the middle lane with the through traffic which is more comfortable but doesn't help the flow of traffic (the right turn lane is often empty). Will the scheme make that choice clearer?	Appropriate markings and signage will be used to make the layout and destinations of each lane clear.
	Headington roundabout traffic going from the northern bypass heading to the A40 only has a single dedicated lane (left-hand lane). The adjoining lane should also be available, but is usually blocked by traffic waiting to continue around the roundabout but stopped at the traffic lights. As a lot of the traffic on the bypass seems to be heading for the A40 it is quite a problem. The bypass ought to be widened to allow an extra lane for a short distance for A40 traffic. Has this problem been addressed in the new plan for	The proposed Kennington scheme has been tested using computer modelling and the lanes allocated and signals phased to best accommodate the flows. This issue will be less of a problem at Kennington because the junction has fewer arms than the Headington roundabout.

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	There should be sufficient lanes for the ring road movement on the entry arms to the roundabout so that this movement is not blocked by traffic waiting to continue around the roundabout.	
	Yellow box markings should be used to prevent exit blocking.	The need for keep clear markings / yellow boxes will be considered.
	A hamburger roundabout should not be required for a three-arm roundabout.	The proposed hamburger layout is considered to be a good solution and has been tested using computer modelling. It is correct to say that it will technically be a junction rather than a roundabout .
	Guide markings for the lanes are required on the westbound slip up to the point of lane merge.	Extension of the line markings will be considered.
	Ensure traffic can get out from Kennington slip road.	The situation will not be altered for traffic exiting from the Kennington slip road. Careful phasing of the traffic signals will be required to ensure that exit blocking does not occur.
	An accident between the new traffic island and the roundabout would cause evening traffic en route to the A34 into a gridlock situation or force them into using Old Abingdon Road and the on-slip to the A423 W from Kennington Turn or SW to Heyford Hill and return.	Not every incident can be catered for. These are considered to be appropriate diversion routes in the event of exceptional incidents.
	Drivers not wishing to go straight through a hamburger roundabout find it very confusing, and there can be blockages causing delay. The placement and timing of traffic signals is particularly important.	This hamburger layout is simpler than others because the junction only has three arms. Clear signage and careful phasing of traffic signals will help to ensure traffic flows well.
Road markings	Right turn arrows are likely to cause confusion and are best avoided on the approach lanes to a roundabout. Where a right hand lane is dedicated to a specific destination, this should be associated with an ahead arrow until the vehicle is in the circulatory carriageway.	These will be reviewed as part of the detailed design.
	The direction arrows on the exits from the roundabout towards Hinksey Hill and Heyford Hill roundabout are superfluous. If they are to remain the nearside arrow should be changed to a left turn one and both repeated twice more between there and the point the lanes at Heyford Hill split into three.	
	Is the off-side lane on the approach to the roundabout from Heyford Hill	Most drivers heading westbound from this point are likely to use



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	needed to provide for the ahead and right turn movements? Drivers wishing to travel ahead when approaching the stop line may be tempted to change lane if they encounter a red signal. Even at the latest point they may do this they may well be stopped at that point.	the avoider / slip lanes rather than travelling through the roundabout. However, this issue will be considered at the safety audit.
	Is there scope for a clearer separation of the traffic flow turning off the roundabout and headed for the Park & Ride from that headed towards Oxford City?	Due to restricted budget and land availability additional separate lanes for these movements are not possible. P&R traffic will continue to diverge from the main stream of traffic.
Traffic island	Is the island wide enough to fit a safety barrier?	A safety barrier is not required here. They are only required for adjacent lanes with traffic travelling in opposite directions.
	The division between the traffic using the bypass and that heading for the city centre should be delineated with a raised and kerbed traffic island and not just hatching painted on the road surface.	A traffic island is proposed to hold the signals and separate these flows.
Signage	Signage should be clear and accurate to ensure motorists are in the correct lane to make the movements they wish so that late lane changes are avoided on the approach to the roundabout.	Appropriate signage will be used to make the layout and destinations of each lane clear so that late lane changes and confusion are avoided.
	Ensure that signage at roundabouts is clear and accurate as to the lane situation at the entry to the roundabout; and not at the initial splitting of the lanes on the approach - or display a sign which makes it clear how the lanes split.	
	The present signage indicating the lane setup when travelling eastbound towards the Kennington roundabout from Hinksey Hill is misleading.	
	Early, clear signage, will be needed to warn drivers that the A34 lanes are on the left to avoid them going onto the roundabout.	
Speed limit	Is a change to the speed limit proposed?	No change in speed limit is proposed. A change was not considered necessary but the scheme will be monitored and speed limit adjusted if considered necessary.
Impact on Heyford Hill roundabout	Can Heyford Hill cope with the faster arrival of traffic as a result of these improvements?	The design of the three junctions on the southern approaches were developed together. Modelling has showed that the roundabouts will work well together.
Off-peak delays	Creating a place to hold vehicles in the middle suggests signal phasing will require two full stops instead of one. New lane looks expensive and seems to offer little advantage.	The proposed junction layout is considered to be a good solution and will make the junction operate better overall. The majority of users will experience an overall benefit, even off-peak. A small minority of journeys may be slightly longer through this junction at off-peak times. This is the case for all signalised roundabouts at off-peak times.
	Hamburgers off peak journeys slower, more expensive, more frustrating and sometimes more dangerous.	

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Traffic signals	Why are lights required on the southbound slip road when there aren't on other similar roundabouts? It would be better to remove the signal control for westbound traffic on the A423 and allow traffic from the Abingdon Road to merge normally even if this requires merging two lanes into one earlier. This exit could be free flow with a little widening work to the south embankment.	For safety reasons it is considered that these lights are needed. Widening is not possible due to limited budget.
	Roundabout should work in the event of signal failure. Signals should be part-time and used in peak times only.	In the event of signal failure the junction will operate as a priority junction which will require drivers to proceed with care. Traffic signals are required to balance the flows from different directions otherwise certain flows will dominate.
	Care needs to be taken with inter-visibility of traffic signals especially at the entry on to the roundabout from Heyford Hill.  The two sets of traffic signals at the merge points west of the roundabout will be controlling four lanes of traffic all en route to the same destination. Ensure high level of shielding of traffic signal lights from adjacent lanes.	Signal layout and orientation will be carefully designed.
Pedestrian crossing	Not all pedestrians will want to use the subway and so an at-grade route for pedestrians needs to be identified (perhaps across the A423 on the west side of the roundabout).	Whilst some pedestrians may prefer at-grade crossings the subway is a very good facility, creating minimal delay for both pedestrians and vehicles. In addition highway land and funding for the scheme is limited and alternative routes are already catered for by the subway or through Kennington.
Subway / routes for cyclists	Ensure that lighting in the tunnel is enhanced along the lengthened subway.	The subway will be lit.
	Ensure good directional signage, readable at the maximum available distance, above each portal.	This does not fall with the scope of this project as this would need to be part of a wider view of cycle route signage.
	Essential that there are proper alternatives for bikes.	The subway and the route via Kennington along the Old Abingdon Road which has recently been upgraded provide good alternatives for cyclists using this route. Due to limited budget, further improvements cannot be made as part of this scheme. However the council will continue to review cycle facilities and make improvements where possible.
	Ensure the cycle entry curve radius is flared and is the same as (or bigger than) the current track.	The design will be reviewed to see if these can be included.
	Can the bike art paint finish be extended to the new walls?	This will be investigated.
	The subway is unpleasant and is not overlooked. The proposals will worsen	The subway will be lit and will not significantly change the situation

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	this situation creating a safety issue for vulnerable pedestrians.	from that which currently exists. For those not wishing to walk through the subway there is the alternative route via Kennington along the Old Abingdon Road which, whilst longer, is more overlooked.
	Should be direct, open, with good through visibility. This design does nothing to make improvements and is not acceptable.	
	Instead of keeping the subway which is not used a great deal, have pedestrian lights as going north at Heyford Hill.	
Bus priority	<p>The scheme should provide for bus priority, including bus lanes and priority at traffic lights, to encourage greater use of buses.</p> <p>Intelligent traffic signal priority for AVL fitted buses should be considered for buses turning left off the A423 onto the A4144 and in the opposite direction (south-west movement).</p>	<p>There is limited land and budget available so the priority has been to provide additional lanes for all traffic which will in turn also directly benefit bus journey times as the delays in the area will be reduced.</p> <p>The use of intelligent traffic signals has not been included due to the number of bus movements through the junction which can be counter-productive. However, this will be monitored and could be easily incorporated into the junction retrospectively if found to be required following monitoring.</p>
Roadworks	<p>The works need to be managed in the same way as at the Sainsbury's roundabout, no lane closures at peak times, otherwise the disruption during the construction phase could be a major issue.</p> <p>Thought needs to be given to diversion routes (notices/maps) for cyclists during construction works. Rather than simply signing via Redbridge, other routes can be the Thames Path/Sustrans route with signs to/from Donnington Bridge and Kennington (Sandford Lane and the bridge at The Tandem pub (Bridge has tracks for wheeling bikes up the steps).</p>	Noted.
Cost / better uses for the money	<p>It is ridiculous to spend £3 million on road improvements. The money could be better spent on areas of real social need.</p> <p>Shame it can't be done for less money.</p> <p>Don't waste money on a medium term solution. Omit the lanes through the centre and just widen the southern side of the roundabout to three lanes as proposed. Leave the rest until a proper long-term solution can be found that eliminates all stops.</p>	<p>The council considers improvements at this location to be a good use of money that has been allocated to highways for a number of years. The scheme will benefit a large number of individuals and businesses.</p> <p>The scheme is considered to be good value for money and will achieve the optimum outcome for the amount of money allocated. It is unlikely that a higher level of funding will come forward to produce a more comprehensive scheme or that this could be justified against other priorities in the county.</p>

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	Minimise spend by reusing existing lighting columns with new energy efficient heads.	Where existing lighting columns are in appropriate condition they will be reused.
Ecology / protected species	Protected species / their possible presence should be highlighted and considered with reference to ODPM Circular 06/2005 and Natural England's protected species standing advice.	Engineers will liaise with the county council's Planning Ecologist to ensure appropriate procedures are followed.
Criticism of consultation purpose	What is the purpose of the consultation and telling consultees that their views and opinions matter and yet at the same time saying the consultation is mainly for information?	Minor changes to the scheme are possible in response to comments made during the consultation. However, we wanted to inform people about our plans and stress that major changes are not possible at this time because of restricted land availability and costs.
Premature	Delay the plans here to see what effect the Hinksey Hill proposals have. This work may be unnecessary.	The scheme has been tested with the improvements at Hinksey hill and Kennington using computer modelling and shows that benefits result from doing these works together.
Long term plans	There does not appear to be sufficient space for future widening.	The scheme will benefit all arms of traffic.  It is unlikely that a funding will come forward to produce a more comprehensive scheme or further widening in the near future.  The scheme is considered to be good value for money and will achieve the optimum outcome for the amount of money allocated.
	Short-sighted to preserve the current layout and it only benefits the ring road traffic.	
Other priorities / schemes to consider	Improving the Wolvercote roundabout is a higher priority.	The proposed scheme is considered to be good value for money and will achieve the optimum outcome for the amount of money allocated.  The available funding was limited. Consideration was given to other schemes in Oxford, such as Wolvercote roundabout. However, most of these improvements can be developed and brought forward as part of the northern gateway development.  The budget is limited so it is not possible to extend the scope of the scheme to make improvements in the vicinity of the roundabout. However, smaller scale improvements such as facilities for cyclists will be considered by the council as a separate scheme should funding become available.
	Opportunity has been missed to improve the access to the Park & Ride.	
	Increasing speed through the Kennington roundabout will add to problems on the slip road down from the eastern bypass to Kennington. The cycle track currently abruptly ends at the top of the slip road. It should instead continue down alongside the slip road to the edge of the built-up area (and preferably emerge onto the road at the Upper Road mini-roundabout).	
	There should be an improvement to the way "confident" cyclists join the main road north of Redbridge, to encourage them to divert from Kennington Road / Old Abingdon Road. While they can join the road at the exit from the Park & Ride, speeds in the bus lane are quite high at that point. It would be better if there was a short track across the verge on the immediate approach to the lights (preferably with loop detection, to avoid the necessity of pressing the button).	
	Are there plans to make alterations to the Rose Hill roundabout?	There are no current plans, or available funding, to make

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	Are there plans to improve the A40 from Witney to Oxford?	<p>improvements to Rose Hill roundabout, the A40 from Witney to Oxford, turn Old Abingdon Road into a gyratory, or increase the number of lanes between Kennington and Heyford Hill roundabouts.</p> <p>These alternative proposals would involve in depth research, which was not possible within the budget or available timescale. However, we continue to monitor the highway network to identify where improvements could be made should funding become available in the future.</p>
	On the east bound road coming away from the roundabout it would be useful to have this as a three lane road.	
	Abingdon Road, both over Redbridge and the southern tip of the A4144 made into a one way clockwise loop, with a counter-flow bus lane on the A4144 enabling use of the current bus link. Reducing sets of traffic lights to one (to allow the bus contra-flow lane) would, with minor improvements, allow Oxford-bound traffic coming from Heyford Hill to use the under-utilised grade separated junction at Kennington to access the city centre, removing the conflict between city centre-bound traffic and ring road traffic and the need for the “hamburger” design.	
	A free-flow left turn could be made from Donnington Bridge Road, rejuvenating East Oxford by providing a quick link to the A34 and eliminating the southbound queues on the bridge.	
	With the limited funds available, much greater improvements can be made both to car users and Park & Ride users providing a big boost both to trade in East Oxford, and also city centre tourism and retail.	<p>The proposed scheme is considered to be the optimum solution and good value for money.</p> <p>Improvement may be able to be made to the P&amp;R access with limited funding. However, the scope of this scheme cannot be extended because the budget is extremely limited.</p>
Drainage	Existing oil traps will be affected by the widening of the sub-ways and need to be re-located and updated, and alarmed.	Drainage has been considered in the detailed design of the scheme.
	Additional highway drainage is required to drain the extended highway and in line with council policy on Sustainable Drainage we should be using SUDs methods to cope with the additional area.	
	On the approach to the roundabout from Heyford Hill there is a 20" water main in the central reservation which runs under the roundabout and emerges to cross both the railway and Mill Stream via the associated structures. This may need to be moved.	
Review	Will the performance of the new layout be assessed after six months?	The schemes will be monitored and reviewed after completion.

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## Hinksey Hill interchange proposals: May 2012 - summary of issues raised at consultation

Issue	Detailed comments	County council response
Larger scale improvements should be considered	Remove signals from the whole roundabout. It will make joining the A34 northbound safer and easier – currently too many are released from the roundabout at one time to merge with the A34 traffic.	Traffic modelling has indicated that the proposals will result in a benefit to all traffic using the roundabout.
	How will this help traffic coming from the southbound A34 and congestion on the roundabout blocking exits?	Removal of signals would potentially make the situation worse for certain arms of the roundabout. Traffic flows on each arm need to be fairly balanced for an un-signalised roundabout to work well.
	It's a shame there isn't further funding to provide additional filter lanes.	The county council would like to investigate / make further improvements if funding becomes available.  The scope of this scheme is very limited due to funding. We have developed a scheme that achieves the best outcomes for the priority issue with the available funding.
	If further funding can be secured in the future a larger holding area on the off slips of the A34 would reduce congestion in the area.	
	The turn off from the A423 to the Old Abingdon Road should be longer and the turn less tight. It's currently a safety issue that larger vehicles have to swing onto the wrong side of the road. Signs should be put up to warn drivers that this may occur.	
	Traffic entering from Hinksey Hill and Boars Hill is subjected to long queues and gridlock during the morning rush period. Road could be widened here to allow two lanes.	
	Need to lobby Highways Agency for longer exit slip roads on the A34 and upgrade of A34 to motorway should be considered.	
	Improvements need to be made to the entire interchange.	
Cyclists and pedestrians	Currently there is a brief time gap when the signals are all red to facilitate crossing. The proposed design is totally unacceptable / will be worse for cyclist and pedestrian users. It will increase segregation between Hinksey Hill and Oxford and discourage pedestrians and cyclists effectively increasing the pressure for motor traffic use.	There will still be some breaks in the traffic as a result of signal control at Kennington roundabout. The design safety audit has not raised any concerns with regard to this element of the design. Concerns are noted and will be monitored and reviewed as part of the stage-4 safety audit (once scheme operating) If safety concerns come to fruition then consideration will be given to using the signals on the slip to create gaps to cross in.
	Permanent green traffic light will result in a constant flow of traffic and remove crossing opportunities. If crossing cannot be facilitated perhaps the pavement should be removed altogether because the safety risk will be unacceptable.	
	Install a puffin / pelican / toucan / simple push button crossing on the slip road timed to coincide with the red signal or produce a red signal for traffic on the roundabout.	
	The scheme should benefit all users. Safe routes for pedestrians, wheelchairs, scooters, pushchairs and cycles should be included.	
	Footpath from Kennington turn to Hinksey roundabout on the south side of the A423 is used as commuting route by many cyclists. The width of the path should be increased so that it can be formally designated as a shared-use path.	An alternative route does exist to the north and west of the roundabout.

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Cost	Improvements should be made to the pedestrian and cycle path on the southern side of the roundabout as a decent alternative / to compensate for the northern un-safe route being abandoned.	Consideration will be given upgrading this route if funding becomes available in the future.
	Create an access from the roundabout to the existing north-side of the path, just after the A34 bridge for those confident enough to cycle on the roundabout from Hinksey Hill but would value a route off at the second set of lights.	Consideration will be given to upgrading this cycle route if funding becomes available in the future.
	Improve the access from Hinksey Hill to the existing path by installing a flush kerb just before the stop line and angled path across the verge. Improve surface of route and use dropped kerbs from roundabout along Old Abingdon Road to Bertie Place.	Due to limited budget it is not possible to include these improvements within the scheme.
	Priority for cyclists should be improved. Could make cycle lanes more prominent. Cycles on the ring road are very dangerous.	Consideration will be given upgrading these routes if funding becomes available in the future.
	Shame it can't be achieved for less money.	The scheme has been developed to achieve best value and by reducing congestion it is hoped that wider benefits to the community will be achieved such as aiding economic growth, and improving public transport journey times and reliability.
	It is ridiculous to spend £3 million of public money on road improvements which may or may not improve traffic flow and will probably lead to more proposals for costly transport schemes. The capital could be better spent on areas of social need.	
Traffic island	A new separation island should be avoided due to cost. Lane markings should suffice.	A separation island is considered necessary for safety reasons to prevent an uncontrolled vehicle entering the circulatory of the roundabout.
	Ensure the lane divider does not extend into the junction so that emergency vehicles traveling in the wrong lane for the A34 south from Kennington can cut across.	
	Extend the traffic island or use solid white line to ensure motorists stay in lane.	The proposed markings that extend from the island are considered sufficient and cannot be extended further because this would require permission from the Highways Agency who controls that part of the highway.
	Island could be extended onto the slip road rather than hatching so that vehicles exiting the roundabout know they need to stay in the off-side lane.	
	Island should be raised and kerbed, not just painted on the road to ensure high visibility and prevent overriding.	
	There is nothing to stop vehicles using the filter lane to bypass the traffic lights and then continuing on to the roundabout to Wootton or the A34 north.	
	Ensure this does not block existing drainage paths.	Solid white lines can only be used to prevent over-taking and would not be appropriate. Drainage will be considered as part of the detailed design.



## CMDDL4

## ANNEX 4

Signage / lane markings	How will traffic on the roundabout heading to the A34 (southbound) be warned about hazard of traffic merging from the left? It needs to be made clear who has priority when the roundabout circulatory is on green – either make the slip lane “give way” or provide hazard warning lines to keep the flows separate but allow merge when it is safe to do so.	Appropriate signage and markings will be used.  The proposed A34 road marking on the inside lane of the roundabout circulatory will be reviewed.  Signal phasing will be carefully designed to manage flows.
	The challenge will be to keep the left turn lane free further back towards Kennington roundabout – lane markings or signs need to indicate that the left-hand lane will be reserved for traffic joining the A34 southbound. Pre-warning signage will be essential to avoid lane changes up to the lights.	
	Signage on the roundabout will need to be good for those on the circulatory wanting to go down onto the A34 southbound as there will be two lanes on the roundabout but only one flowing onto the A34.	
	Roadmarking on the roundabout is showing the inside lane as an A34 option. The exit to the A34S entry slip road is a single lane and therefore the directive road-marking should reflect this or motorists will be expecting two available lanes on the slip road.	
	Currently the traffic queuing back from the Wootton stop line sits back across the entry to the A34S entry slip road on occasions. This queuing is minimised by traffic to Wootton and A34N using only 1 lane at the lights. The new layout now has two dedicated lanes which will introduce all Wootton traffic into the dedicated lane rather than the shared allocation before the release on to the roundabout. Ensure phasing adjusted to accommodate traffic levels.	
	On the approach to the roundabout from Kennington the nearside lane should be split into two rather than the off-side lane. Alternatively, a sign should show the destination or each lane so that traffic has sufficient time to change lanes.	Spiral lane markings will be retained.
Layout	Spiral lane markings were installed on the roundabout in 2010 to reduce conflicts and safety issues. These should be considered in the new design.	
	Narrowing of the lanes on the roundabout may make congestion worse causing tailbacks blocking those trying to get onto the A34 northbound.	The lanes will be large enough for HGVs and should not result in tailbacks.
	Check the tracking to ensure there is sufficient lateral space for HGVs.	
Box junctions	Yellow boxes should be used to keep the roundabout exits clear.	Keep clear markings will be considered.
Bus priority	Bus priority should be provided at the traffic lights to encourage greater use of buses.	Improving traffic flow for general traffic will reduce delays for buses.  The proposed scheme has a limited budget so bus priority at traffic signals has not been included. However, this could be considered as a stand-alone improvement in the future along with re-allocation of the proposed new carriageway to create a bus lane if this is considered appropriate in the future and a general reduction in traffic

		could be achieved.  We will continue to work closely with bus companies to improve bus journey times and reliability in Oxford. In the longer term we will consider investigating other strategies to improve bus priority at these junctions.
Safety	The permanent green light must be carefully aligned so as not to confuse the A34 northbound traffic.	Noted.
	Is there sufficient space in the central reservation to erect a new safety barrier? This should include anti-glare screens.	A safety barrier will be erected on the central reservation.
	Anti-skid surface should be used on the slip lane to increase safety.	The surface will have sufficient traction so anti-skid surface will not be required.
Consultation	How can the views and opinions of consultees matter when the consultation is for information only?	Minor changes to the scheme are possible in response to comments made during the consultation. However, we wanted to inform people about our plans and stress that major changes are not possible at this time because of restricted land availability and costs.
Ecology	If there is a possible presence of protected species or there are Biodiversity Action Plan species on site surveys should be undertaken to properly assess the impact of the scheme.	Engineers will liaise with the county council's Planning Ecologist to ensure appropriate procedures are followed.
Roadworks	How long will this take? Traffic was a complete nightmare last time.	A detailed programme for construction has not been drawn up yet but these works in conjunction with the works at Kennington are expected to take 6-8months and will be planned carefully to minimise disruption.
	The works need to be managed in the same way as the Sainsbury's roundabout; no lane closures at peak times. Otherwise the disruption could be a major issue.	
Review	Will there be a review after six months?	The scheme will be reviewed.

## May 2012 consultation responses: Kennington roundabout proposals

Response no.	Make a comment about the proposal for Kennington roundabout
1	Again, great stuff - looking forward to the improvements.
2	I agree with the proposed changes - they will make a much-needed difference in the ultimate goal of keeping the ring road moving.
3	My concern is the area labelled "Merge to two lanes" just to the west of the roundabout where four lanes become two lanes. The traffic from Heyford Hill, in two westbound lanes, sweeps to the left of the roundabout and is likely to be travelling at much greater speed than the traffic arriving at the same area having gone round the roundabout from the Abingdon Road. Would it be better to have the faster Heyford Hill traffic in one lane? Three lanes to two lanes must be a better solution than four lanes to two.
4	I support these plans.
5	Looks very sensible - shame it can't be done for less money.
6	I think that the plans look good I just dread the period when the roadworks are being done.
7	Proposals seem reasonable and should help improve the traffic flow.
8	There can be little doubt that the Kennington Roundabout is in dire need of improvement. The scheme proposed appears to meet the need as perceived at present but there does not appear to be much room for subsequent widening, if that become necessary.
9	This appears to be another very practical solution to alleviate traffic problems in this area.
10	Good proposal but should minimise spend on new street furniture. Perhaps reuse existing light columns but with new energy efficient heads
11	Looks like a very sensible plan although as a regular user of both roundabouts I would be very concerned about the disruption whilst the work was taking place. Also why are there lights on the southbound slip where there aren't on the equivalent slip at either the Green Road roundabout or Heyford Hill?
12	As with the Hinksey junction this makes sense. One comment though - this improvement will result in traffic arriving at the Heyford Hill roundabout quicker than at present. Can it cope with the increased flows? If not then this scheme is much less of a benefit for eastbound traffic.
13	From a Fire and Rescue perspective I can see no ill-effects that will be created to the safe and unimpeded passage of fire appliances on emergency calls.
14	This seems to be a good answer to a through traffic problem and should be as effective as the one at the northern end of the A40.
15	If this works as well as 'hamburger' roundabouts already opened, it will make an enormous improvement to time and safety travelling around Oxford - well done OCC.
16	I approve of what is proposed.
17	I believe it is a good idea, which should help traffic flow at critical times of the day.
18	Great to see that this roundabout, which has formed a bottleneck for a long time, is finally being sorted out. However, I think it's a real shame that the idea is relatively narrow-minded, effectively preserving the current road layout. At the moment the key bottleneck is traffic travelling from Heyford Hill to the A34 queuing at Kennington, which can easily and cheaply be solved by bypassing the roundabout, as is included in the current plans. However, the majority of the money seems to be being spent on the hamburger lane through the roundabout - a movement which isn't

	<p>normally congested. It only really serves to benefit ring road traffic, as no buses take this route, and leaves the current, inadequate and substandard exit to Redbridge Park and Ride - a resource currently underutilised in no small part because it is so difficult to exit. I myself prefer to drive into the centre and use on street parking there, as I dread using Redbridge. My solution would be much more innovative. I would like to see Abingdon Roads, both over Red Bridge and the southern tip of the A4144 made into a one way clockwise loop, with a counter-flow bus lane on the A4144 enabling use of the current bus link. The council could use the waste land at the northern end of Redbridge P&amp;R to make a proper entrance to the Park and Ride, enabling quick and efficient links between car and bus. It would allow a much more free flow of traffic from the A34 towards the city centre, reducing three sets of traffic lights to one (to allow the bus contra-flow lane). It would, with minor improvements, allow Oxford-bound traffic coming from Heyford Hill to use the under-utilised grade separated junction at Kennington to access the city centre, removing the conflict between city centre-bound traffic and ring road traffic, removing the need for the "hamburger" design. Finally, ideally with the money saved a free-flow left turn could be made from Donnington Bridge Road, rejuvenating East Oxford by providing a quick link to the A34 and eliminating the southbound queues that plague an otherwise handsome bridge over the Isis. I appreciate the idea is a lot more radical than the current design but I believe that, with the limited funds available, much greater improvements can be made both to car users and, equally importantly, park and ride users, providing a big boost both to trade in East Oxford, and also city centre tourism and retail.</p> <p>I also note that no mention is made of speed limits. I believe the purpose of the improvements should be to reduce journey times for all transport users therefore would advocate retaining the current NSL speed limit throughout the junction. If the proposal above is adopted I think it would be sensible to decrease the current NSL on Old Abingdon Road to 40mph, and conversely increase the current 30mph section of Old Abingdon Road and the A4144 to 40mph, to account for the limited development and importance of the road.</p>
19	<p>In principle, this looks as if it will enhance the flow of traffic but I wonder about a few details. There will be a dedicated "feed lane" from the A423 coming from the East to the A423 heading to the West, but there will also be access to the A423 westbound from the roundabout itself, 2 lanes, such that there will be four lanes feeding into the A423 westbound. The merging of these two streams of traffic looks to have to take place very quickly - the distance they have in which to integrate is quite short - and I wonder if this will lead to delays of the sort that will thwart the free-flow of traffic on the "feed lane" from the East? I hope this query is clear!</p>
20	<p>It is gratifying to see that now you have done the analysis the design still stands up and you are now recommending it for implementation. I see that the free flow elements are now signal controlled and I assume this is a safety issue though I do wonder if the westbound ring road exit will present safety problems even with signals. This exit could have been free flow with a little widening work to the south embankment. If you have decided this is not affordable within your budget constraint then while regrettable from a traffic efficiency view point then understandable as you always have to balance best efficiency to available funds.</p>
21	<p>Looks like an excellent plan. If it works as well as the Heyford Hill one it'll make a huge difference.</p>
22	<p>The proposals are sound but improving the Woodstock road roundabout (by the BMW and BP garage) is to my mind a higher priority as sooner or later there will be a serious accident here: drivers go round the roundabout too fast, and regularly either take the wrong lane or change lanes at the last minute.</p>
23	<p>The proposed change will certainly help traffic from the ring road to cross the roundabout. The key remaining conflict is between traffic exiting the Abingdon Road to head west, and traffic exiting the eastern arm of the ring road to enter the Abingdon Road. These two streams of traffic have to share the inner two lanes on the south side of the roundabout and very careful phasing of the traffic lights will be needed to ensure that these two streams do not end up impeding one another.</p>

	I'd also recommend yellow box junctions at both ends of the lanes cutting across the roundabout. Currently traffic often queues back out of the Abingdon Road on to the roundabout, and this could block the cross-cutting lanes as they enter the roundabout. Similarly, the inner two lanes on the south side of the roundabout may get full (especially given the two conflicting traffic streams trying to use it, described above) with a risk of blocking the exit of the cross-cutting lanes.
24	I feel that 'doughnut' modifications to gyratory systems can be a mixed blessing. Will traffic flow onto the A34 be so greatly improved by the modification at Hinksey Hill that this tinkering with Kennington Roundabout will prove to be unnecessary. Would it be best if this plan was delayed to discover the effect of Hinksey Hill and whether this further reconfiguration is necessary.
25	I feel that you have missed a great opportunity to divert park and ride traffic straight off the A423 before the roundabout as this would reduce queuing traffic on the Abingdon road and entice Oxford bound traffic away from the Redbridge slip, otherwise this is a very good scheme.
26	The present signage indicating the lane setup when travelling eastbound towards the Kennington roundabout from Hinksey Hill always strikes me as misleading. Please can you ensure that the signage at both roundabouts is clear and accurate as to the lane situation at the entry to the roundabout; and not at the initial splitting of the lanes on the approach - or display a sign which makes it clear how the lanes split. The signage at Heyford Hill, especially when approaching from the south, is good in that respect. Also, please ensure that there are no situations where traffic cuts across lane delineators on the approach. There is a notorious example of this on the eastbound approach to the Iffley roundabout from Heyford Hill. This problem exists because traffic crosses over between lanes 3 and 2, ignoring the fact they are crossing over into lane 2 and meeting traffic from lane 1 moving out to lane 2 to avoid the left turn only lane - there is a clang in lane 2. The problem could be fixed by putting double white lines on the approach to the roundabout between lanes 2 and 3 to protect traffic moving out of lane 1 into lane 2 as above so forcing traffic in lane 3 to stay in lane 3 and not cross over into lane 2. This is not easy to describe but watching the traffic here soon shows what is the problem. Please could you look into this and also ensure the same situation does not arise at either of these two roundabouts. Thanks
27	I make a point of avoiding the bypass during the rush hour, because I can. But the scheme looks good for those who have to use this road. One point. It seems the main failing of the Headington hamburger roundabout is that traffic going from the bypass from the north, heading onto the A40, only have a single dedicated lane. That is the lane on the left. The adjoining lane should also be available, but is usually blocked by traffic waiting to continue around the roundabout but stopped at the traffic lights. As a lot of the traffic on the bypass seems to be heading for the A40 it is quite a problem. The bypass ought to be widened to allow an extra lane for a short distance for A40 traffic. Has this problem been addressed in the new plan for Kennington? And, off topic, are there any plans to improve the A40 from Witney to Oxford? It's terrible now in the rush hour and a big expansion of housing in Witney is going to make it much worse in future.
28	I think this is a real improvement to this roundabout junction. Apart from aiding traffic flows East/West and vice versa it also makes turning (when travelling West) to go North for the Redbridge Park and Ride a much safer option.
29	Dreadful. Every journey I have made through Heyford Hill since its change has been worse. I hate it. Too many stop starts - totally over engineered. A new slip road onto the A4142 westbound from the NE corner of Sainsbury's car park would have been a much better solution. Before it was turned into a pigs-breakfast I never had to stop unnecessarily during off-peak times - now I frequently do. Entering Sainsbury's from the A4074 is so frustrating I simply don't go there anymore. Also the westbound entrance to the ring road from the A4074 should be a slip road and not signal controlled. Anyway - the Kennington roundabout: The proposed solution doesn't seem to be that different from the existing layout. OK, so you can park a few cars in the middle of the roundabout Eastbound, but the fact you are creating a place to hold vehicles in the middle suggests that the phasing will require 2 full stops instead of one. The Eastbound new lane across the middle seems to offer little advantage and looks to be very expensive. It would be a lot better to not signal control A423 westbound traffic at all - make this a slip road type entrance without signals. Allow

	<p>traffic from A423 and Abingdon road to merge properly - even if you have to merge the lanes from Abingdon Road into one earlier this would be better. I submitted an idea that would allow free-flowing traffic throughout the area with no stops or signals. However, if that suggestion was deemed too expensive (though I can't see it why it would cost significantly more) then don't waste the money on this medium term fix. Leave out the new centre section and just widen the southern side of the roundabout to 3 lanes as proposed and leave the rest until you can afford a proper long term solution that eliminates all stops. Any design that requires traffic signals to work on a roundabout at peak time should also work in the event of their failure. These junctions should then be made part-time controlled - thereby providing additional incentive to avoid driving at peak times. A 3-arm roundabout should not need to be a hamburger. Every "improvement" so far has made off peak journeys slower, more expensive, more frustrating and sometimes more dangerous. Please change this design - hamburger roundabouts are like real fast food - they might look good on the menu, but they really don't live up to the promise and just make you feel a bit sick.</p>
30	These plans look good and I can see how they can help.
31	Your proposal is fine, but the existing oil traps will be affected by the widening of the sub-ways and need to be re-located and updated, they also need to be alarmed. Additional highway drainage is also required to drain the extended highway and in line with Council policy on Sustainable Drainage we should be using SUDs methods to cope with the additional area.
32	Generally supportive of the proposals. Only concern is the subway modifications will be a safety issue to vulnerable pedestrians as there will be longer lengths of subway which would give more opportunities for those people wishing to harm or rob vulnerable pedestrians. I would like to see the proposals to address this and not to wait until it is constructed to see if there is problem which is unfavourable for the victims.
33	I think this is an excellent proposal. When combined with the changes to Hinksey Hill Interchange, this may reduce congestion on the southern by-pass and Abingdon Road during peak hours.
34	The merging of two lanes on the A423 looks very difficult. I don't see the advantage to having two lanes before.
35	I believe this will improve the traffic congestion by allowing vehicles to manoeuvre towards Hinksey Hill roundabout and then onto the southbound carriageway of the A34.
36	This looks like a sensible proposal given the constraints on the area. Our experience of the other hamburger style roundabouts has been a positive one for keeping the traffic flowing.
37	I am not a frequent user of the roundabout so am not in a position to comment one way or the other. However, as general comment (if that were to apply in this case) I am in favour of allowing advertising on a small scale, strictly controlled in terms of positioning, size, content and message, in return for maintaining the roundabout in a good and respectable condition.
38	Would it be possible for it to revert to being an ordinary roundabout without traffic signal control at quiet times of the day or night?
39	The plans seem fine to me.
40	With respect to the A4144 and A423 entry lane arrows may I refer you to Paragraph 8.31 of the Traffic Signs Manual: "8.31 Right turn arrows are best avoided on the approach lanes to a roundabout, other than a mini-roundabout, particularly as they can mislead overseas drivers used to driving on the right. Where a right hand lane is dedicated to a specific destination, this should be associated with an ahead arrow until the vehicle is in the circulatory carriageway." I appreciate that this is a signalised roundabout. However I feel the use of either a single or double headed arrow indicating a right turn is just as likely to cause confusion as a driver unfamiliar with the road might think they have reached a normal signalised junction particularly after dark or in bad weather.
41	Don't like the idea of 2 dedicated east to west lanes having to BOTH look over their shoulders to the right when merging (crossing the dotted line) back into the westbound lanes from the RABT! Is there a real need for the line? I can see 'shunt' risk. It's threatening to some when it's just a single

	vehicle lane into your own extended lane, never mind having to consider giving way AND doing that side by side with another lane!
42	<p>1. The new traffic island separating the circulating traffic on the roundabout from the through traffic appears to be quite narrow. Is this island to include a safety barrier?</p> <p>2. I note there is localised widening into the central reservation on the approach to the roundabout from Heyford Hill. Be aware that there is a 20" water main in the central reservation which runs under the roundabout and emerges to cross both the railway and Mill Stream via the associated structures. With the additional pavement and the relocated safety barrier the main may well need to be moved!</p> <p>3. The outpouring of Oxford traffic bound for the A34 in the evening peaks will be compromised by the right turn queue for Oxford on the roundabout, as there appears to be less space than the current 2 spaces. The existing situation is generally saved due to the available offline space to enable motorists to drive around the queuing vehicles. The new layout is denied this option by the separating traffic island and therefore traffic will be held until this demand is released.</p> <p>4. Care needs to be taken with inter-visibility of traffic signals especially at the entry on to the roundabout from Heyford Hill when the outside lanes in their dedicated lanes will be stationary at times when the through traffic flow, controlled by another set of lights further on is passing at speed. The risk is that in seeing a red light at the roundabout motorists will brake causing an accident and subsequent grid lock.</p> <p>4a. The two sets of traffic signals at the merge points west of the roundabout will be controlling four lanes of traffic all en route to the same destination. Ensure high level of shielding of traffic signal lights from adjacent lanes.</p> <p>5. Is there to be a change to the speed limit through this junction?</p> <p>6. Extend centreline road marking from the through lanes stop line west of the roundabout to the lane edge line as shown on A4144 / A423 SW merge lanes, to prevent inside lane being squeezed by lane.</p> <p>7. An accident between the new traffic island and the roundabout would cause evening traffic en route to the A34 into a gridlock situation or force them into using Old Abingdon Road and the on-slip to the A423 W from Kennington Turn or SW to Heyford Hill and return.</p>
43	As an older driver who finds the Headington Interchange somewhat daunting, I don't relish this one, but I can see that it would bring significant benefits to traffic flows. One question: is there scope for a clearer separation of the traffic flow turning off the roundabout and headed for the Park and Ride from that headed towards Oxford City.
44	I am worried about the "hamburger" element. Drivers not wishing to go straight through find the Headington roundabout very confusing and there can be blockages causing delay. The placement and timing of traffic signals is particularly important.
45	I have been impressed by the improvements at the Headington and Sainsburys roundabouts so am confident that these proposals will be similarly successful. I do not travel the route frequently, perhaps once a month so am not able to offer better comments.
46	This roundabout is a real source of congestion at busy times. Hopefully the proposed revised layout will ease the bottle-neck at the roundabout. Will the performance of the new layout be assessed after six months?
47	Excellent plan - fantastic solution based on how Green Road and Heyford Hill have worked out. Are there plans to do Rose Hill too in the future?

48	I wholeheartedly agree with the scheme which should certainly ease congestion at this point. My only comment is that the division between the traffic using the bypass and that heading for the city centre should be delineated with a raised and kerbed traffic island and not just hatching painted on the road surface.
49	The 'hamburger' system seems to work on the other roundabouts on the ring road so should help here.
50	The scheme should provide for bus priority, including bus lanes and priority at traffic lights, to encourage greater use of buses. Otherwise I support the scheme. I especially support the widening of the underpass for cyclists and pedestrians.
51	This proposal will make a significant improvement here. I assume that there is no permanent green signal here as there was for Hinksey Hill? Two comments - Not all pedestrians will want to use the subway and so an at-grade route for pedestrians needs to be identified (perhaps across the A423 on the west side of the roundabout). Some embankment work is obviously needed on the SW side of the roundabout to avoid re-construction of the cycle track.
52	The existing southern subway is presumably to be extended (traffic lanes over will increase from 2 to 4). If the south end is extended, ensure the cycle entry curve radius is the same as (or bigger than) the current track. With a longer subway, lighting in the subway should be included (or resuscitate the existing unused lighting). Including in any new construction should be pretty cost efficient compared to retro fitting. Someone put in a nice bike-arty paint job in these subways, can this finish be used on new walls if poss. Flared entry on the new subway entrance is welcomed for security reasons. Presumably this roundabout will be closed to cyclists during construction works. Thought needs to be given to diversion routes (notices/maps). Rather than simply signing via Redbridge, other routes can be the Thames Path/Sustrans route with signs to/from Donnington Bridge and Kennington (Sandford Lane and the bridge at The Tandem pub (Bridge has tracks for wheeling bikes up the steps). Happy to offer advice on this if needed. The Environment Agency managed a good job of this when they replaced a bridge at Sandford Lock a couple of years ago.
53	It is good to see three lanes on the westbound approach to the roundabout but early and clear signage will be needed to warn drivers that the A34 lanes are on the left to avoid them going onto the roundabout. On the east bound road coming away from the roundabout it would be useful to have this as a three lane road as hold ups and problems are already occurring with cars going along in the outside lane, then cutting into the left hand lane to get around the slip road past the Sainsbury roundabout. The inside lane cars are having to brake and slow down quickly due to the actions of these drivers. Anything to ease this problem would be appreciated.
54	Before the change to Headington roundabout - I used to avoid using it - would use the eastern bypass to get home to Risinghurst whenever I could - now with the new hamburger layout I use the ring road much more – so I would be in favour of this type of road layout at the Kennington roundabout.
55	Support this scheme since traffic congestion at peak times is a major issue on the Eastern / Southern Ring Road which can delay transporters as they make their way to the A34 and it seems that the current arrangements at these roundabouts are a major factor in this. The works need to be managed in the same way as at the Sainsbury roundabout, no lane closures at peak times, otherwise the disruption during the construction phase could be a major issue. If both roundabouts are improved at the same time, specific care should be taken in regards to the total impact on the existing traffic.
56	I arrive as a motorist from Headington wanting to turn right on to the Abingdon Road and am often held up in a long queue. I think this will ease this problem as through traffic from Headington towards the A34 will now have a dedicated lane, but I am not sure how the proposal will ease the (dangerous) confusion when one is trying to turn right into the Abingdon Road and one is unsure whether to use the right hand turn lane but then have to cross two lanes immediately on the roundabout in order to get in the inside lane at the next light, OR to go in the middle lane with the through traffic which is more comfortable but basically doesn't help the flow of traffic (the right turn lane is often empty). Will the scheme make that choice clearer do you think?



57	That consideration be given to intelligent traffic signal priority for AVL fitted buses turning left off the A423 onto the A4144 and in the opposite direction (south-west movement). This could be achieved at relatively small outlay (5-10k) and without significant detriment to overall traffic flows, given that the overwhelming majority of vehicles making these movements are already fitted with the relevant equipment.
58	I cannot see the purpose of being consulted on this proposal and being told my views and opinions matter and yet at the same time being told this consultation is mainly for information. However, regardless of this, I am still going to put forward a general objection to this scheme. I believe the unsuccessful "Access to Oxford Scheme" from which these funds were largely derived was put forward before the economic downturn and the on-going cuts in public spending which have had serious effects on public services in Oxfordshire. It is ridiculous in my view to spend £3 million of public money on road improvements which may or may not improve the traffic flow around Oxford and will in fact probably lead to more proposals elsewhere for costly transport proposals. This capital could be better spent on areas of real social need like education, youth service or social services. Or it could even be not taken out at all, obviating the need to pay interest over what are likely to be several years of economic difficulties and tightening of public spending and allowing this money to go to the aforementioned areas of real social need.
59	The length of the tunnel under the south side of the roundabout is being tripled. Please ensure that lighting in the tunnel is enhanced accordingly, and that there are no places to hide and jump out at someone. Please also ensure that there is good directional signage, readable at the maximum available distance (eg large signs saying Kennington Redbridge and East Oxford above each portal). As these roundabouts are made to flow better, it becomes essential that there are proper alternatives for bikes, including on the immediate approach roads where the national speed limit applies and there is no frontage to slow the traffic. There are gaps at the moment, particularly connecting Kennington, but also Hinksey Hill. In the other consultation we have suggested converting the footway on Old Abingdon Road, to give people an alternative to the NSL road going to Hinksey Hill. We are also concerned that the increasing speed through the Kennington Roundabout (especially with the bypass lane) will add to problems on the slip road down from the Eastern bypass to Kennington. The track currently comes abruptly to an end at the top of the slip road. It should instead continue down alongside the slip road to the edge of the built-up area (and preferably emerge onto the road at the Upper Road mini-roundabout). Finally, to increase the flow of cyclists under the roundabout, and make the roundabout a little less insecure, we would suggest that there should be an improvement to the way confident cyclists join the main road north of Redbridge, to encourage them to divert from Kennington Road / Old Abingdon Road. While they can join the road at the exit from the Park & Ride, speeds in the bus lane are quite high at that point. It would be better if there was a short track across the verge on the immediate approach to the lights, here: <a href="http://goo.gl/maps/JTID">http://goo.gl/maps/JTID</a> <a href="http://goo.gl/maps/JTID">http://goo.gl/maps/JTID</a> (preferably with loop detection, to avoid the necessity of pressing the button)
60	This should be a big improvement as long as traffic can get out from Kennington slip road.
61	Kennington Roundabout You say "The existing underpass for pedestrians and cyclists will be retained, with part of the subway being extended in length to support the additional traffic lanes overhead". It is not a pleasant place now and is a completely un-overlooked area. Your proposals will worsen this situation. You have chosen not to give information on plans to improve this situation and will thus, inevitably, worsen the user's experience by increasing enclosure with all the social dis-benefits which ensue from such an approach. Tunnels for walking and cycling should be direct, open, with good through visibility. This design does nothing to make improvements and is not acceptable. I call for convenient and non-threatening provision for walking and cycling.
62	INSTEAD OF KEEPING THE SUBWAY WHICH IS NOT USED A GREAT DEAL, HAVE PEDESTRIAN LIGHTS AS GOING NORTH AT HEYFORD HILL.

63	<p>When approaching Heyford Hill roundabout from Kennington it is not clear from the signage that you need to be in the off-side lane to make any movement other than turn left towards Rose Hill. Normally when 2 lanes diverge into 3, to provide dedicated left turn lane, you would expect the near side lane to split into 2. By the time first-time users realise that the near side lane only provides for the left turn it is often too late to do anything other than make the left turn. I was caught out by this the first time I used the junction after the changes.</p> <p>I don't know whether any accidents have been recorded due to drivers changing lanes late but only yesterday I narrowly avoided being hit when the car on my nearside changed lanes late. That was not the first time that has happened to me and it is something I see quite frequently when using the junction. There is a sign showing the lane you should be in which has three lanes on it but this is located at a point where there is still 2 lanes. In my view that sign is too close to the point that the lanes diverge and should only show two lanes with the nearside clearly showing that it is for left turning traffic only.</p> <p>The exit from the roundabout when travelling towards Kennington roundabout, not via the hamburger, needs guide markings. When exiting in the off-side lane the geometry draws you towards the nearside lane of the main carriageway. I have on a number of occasions had vehicles on my off-side drift into the near side lane because of this.</p> <p>Did the safety audit at the design stage and after the junction was opened highlight either of these issues?</p> <p>I would question the need for the off-side lane on the approach to the roundabout from Heyford Hill to provide for the ahead and right turn movements. I assume that the signals at locations (a) and (b), on the enclosed plan will not be green at the same time. Drivers wishing to travel ahead when approaching stop line b) may be tempted to change lane if they encounter a red signal. Even at the latest point they may do this they may well be stopped at that point. The exit from stop line a) needs guide lines to ensure that traffic in each lane is directed to the appropriate lane on the main carriageway. The direction arrows on the exit from the roundabout towards Hinksey Hill roundabout are superfluous. The direction arrows on the exit from the roundabout towards Heyford Hill roundabout are superfluous. If they are to remain I would suggest that the nearside arrow is changed to a left turn one and that both are repeated twice more between there and the point the lanes at Heyford Hill split into three. This assumes that there will not be any changes on the approach to Heyford Hill roundabout to address the concerns I have raised.</p>
64	<p>Natural England considers that this application is unlikely to have implications for SSSI. Consequently, we have no comments to make on this application in respect of the designated site at present. Protected species: If representations from other parties highlight the possible presence, or the Council is aware of a protected or Biodiversity Action Plan (BAP) species on the site, the Council should request survey information from the applicant before determining the application. Paragraph 98 and 99 of ODPM Circular 06/2005 provides information on BAP and protected species and their consideration in the planning system. We would draw the council's attention to our protected species standing advice, which provides guidance on when protected species may be impacted by a proposal.</p>

## May 2012 consultation responses: Hinksey Hill interchange proposals

Response no.	Make a comment about the proposal for Hinksey Hill interchange
1	This looks like a very sensible scheme with a limited budget.
2	Great - this will hopefully be as successful as the other two improvements.
3	One of the major bottlenecks at the Hinksey Hill roundabout, which I believe the new layout will not deal with, is the access road down from Hinksey Hill road and Boar's Hill. Currently, when there is any delay at all on the A34, traffic queues all the way down Hinksey Hill and sometimes up into Boar's Hill village because cars cannot turn left onto the A34 and so the whole road gridlocks. As part of the work, can consideration be given to widening the road at the bottom of the hill to allow for separate lanes for A34 traffic and traffic going straight on towards the Kennington roundabout.
4	I agree with the proposed changes - they will make a much-needed difference in the ultimate goal of keeping the ring road moving.
5	Looks good. Maybe make cycle lanes more prominent than at present?? Cycles on ring road are very dangerous.
6	A longer exit slip road from the A34 both southbound and northbound would be a major improvement to both traffic flow and safety. I gather that this is the responsibility of the highways agency. In the longer term the A34 needs upgrading and replacing by a full motorway. Its current mixed usage leads to excessive capacity frequent accidents and very frequent hold ups. Again OCC needs to lobby the Highway Agency to get this done.
7	Looks very sensible - shame it can't be done for less money.
8	The plan says 'all cycle crossings to be retained' but if there was a permanent green light for traffic leaving Oxford on the A34 towards Abingdon, there would be an uninterrupted traffic flow for cyclists to cross. How would a bicycle get from Kennington to Hinksey Hill?
9	It seems a sensible solution.
10	It will certainly be an improvement for cars but it will be worse for the pedestrians and cyclists who use the paths to get to the Boars Hill road, because it removes crossing opportunities. Currently there are a few seconds, twice each cycle, when both the roundabout and the approach from the Kennington direction is stopped, now there will be no time at which motor vehicles cannot be going down the slip road (approaching from Kennington). To compensate the pedestrian crossing of the A34 south slip road could be a puffin/pelican/toucan - that can be one of the exceptional circumstances for the "Permanent green traffic signal" to turn red, timed to coincide with red for traffic coming off the roundabout. For the traffic approaching from Kennington the non-southbound traffic should see the projected improvement and southbound traffic would be delayed occasionally, but they would still be seeing an overall improvement (with now) because they are no longer mixed in with the others. I expect the extra cost involved with installing a crossing would be a small part of the overall improvements - here, Kennington and Heyford Hill roundabouts.
11	Judging from the plans this should be a great improvement on the present situation.
12	This appears to be an excellent plan to improve traffic flow.
13	Seems a reasonable proposal but new separation island should be avoided due to cost and increased risk of accidents. Lane markings should suffice.
14	Looks like a very sensible plan although as a regular user of both roundabouts I would be very concerned about the disruption whilst the work was taking place.
15	It seems that this will be an improvement for motor vehicles, but where are the improvements for cyclists and pedestrians? Millions of pounds to improve things for car drivers and the best you offer is "all footway / cycleway movements to be maintained" - that's a poor deal for cyclists and pedestrians! As a pedestrian I already find trying to cross the ring road an oppressive experience, with priorities all wrong. Not only does this scheme fail to make things better for the most vulnerable members of society, it could make it even worse, as it seems there will now be 'permanent green'

	signal. Please could there be at the very least a toucan (or similar) crossing, which when pressed would be one of the exceptions from it being green for motor traffic? I really hope the consultation on this will involve genuinely listening and making such improvements.
16	I feel that the proposed improvement ( additional slip lane) will greatly improve the traffic flow and make the section of road safer by reducing the need for queues on the current slip road back onto the A34.
17	It's difficult to see in detail what is proposed because there seems to be no way of zooming in on parts of the plan. However, if I understand what is proposed it makes much sense but how will the traffic from the roundabout entering the slip road to Abingdon be warned that there is merging traffic on their left? With no warning this could be a potential hazard for travellers who do not use the 'junction' regularly.
18	This proposal has not considered traffic traveling from the Kennington roundabout to go Northbound on the A34. When the Hinksey roundabout is in a traffic jam because the Hinksey & Kennington route is in a jam (which the proposals hope to improve flow on) then, even though Northbound A34 is clear, travellers from the Kennington roundabout to Northbound on the A34 are stuck. I suggest that the opportunity is taken to place boxed junctions on the roundabout, especially the southbound A34 roundabout entry and the Boar's Hill entry in order to allow proper flow to roundabout exits that are not in traffic jam. Further, consideration should be given to making the lanes on the roundabout section from the A34 Southbound exit to the Boar's Hill exit (from left to right) Boar's Hill and A34 south, A34 South and Ring road, Ring road. This would separate the traffic jam route from the non-traffic jam routes.
19	I can see no ill-effect that this scheme will cause relating to the safe and un-inhibited passage of fire appliances when attending emergency calls. The one aspect I would just ask is to ensure that if an appliance approaches the roundabout from the Kennington direction, but in the right hand lane due to stalled traffic, but that appliance needs to go south on the A34, that the permanent lane divider does not extend into the junction and prevent the appliance from then turning left from what is the wrong approach lane.
20	This seems to me to be a viable solution which may assist through traffic at this roundabout.
21	Better traffic flow will be welcomed by daily or frequent users of this junction.
22	This looks to provide a real improvement.
23	It would appear this will address the chronic congestion Eastbound in the morning, and Westbound in the afternoon. If the experience of the Heyford Hill & Headington roundabouts is anything to go by, this should help traffic tremendously.
24	This scheme is generally good but I would extend the traffic island, or use road markings such as TSGRD 2002 diagram 1013.1B, extending further from the A423 to the A34 SB slip, to prevent already prevalent weaving on the tight and curvy slip as it exits the roundabout.
25	This seems eminently sensible to me. The improvements to the entry to the interchange from the East, in particular, the southbound "feed lane" with permanent green light will undoubtedly increase the flow of traffic and reduce frustration. I'm not sure I quite understand the need for the "localised narrowing" of the carriageway on the interchange for traffic approaching from the north (off the southbound A34?).
26	Well done this will have major benefits for Oxford traffic accessing the A34. You must have worked very hard to convince HA to agree to this layout.
27	This is overdue and looks good to me so it has my full support.
28	In general this looks like a good improvement. The challenge will be to keep the left turn lane free further back towards the Kennington Roundabout - lane markings or signs need to indicate that the left-hand lane will be reserved for traffic joining the A34 southbound.
29	I feel that this improvement will greatly help those trying to reach Oxford.
30	Excellent this should have been done years ago, pre warning signage for lanes designations will be essential as many users already carry out numerous lane changes right up to the lights.

31	Whilst any improvements to this interchange are welcome, there need to be improvements made to the entire interchange. Traffic entering from Hinksey Hill is subjected to long tailbacks as the roundabout gridlocks during the morning rush period.
32	The new dedicated lane is a good idea, but that's a bit of a no-brainer. However, serious consideration should be given to removing the traffic signals from the rest of the roundabout. If the new Kennington roundabout works well enough to stop traffic queuing back as far as Hinksey Hill then that combined with the new dedicated lane will mean they are unnecessary. Even with the current design traffic flow has been better during recent failures of these lights. Removing the controls will also make joining the northbound A34 much safer. Currently the signals at the top of the ramp causes dangerous situations where too many cars need to join the A34 too close together - it's like trying to get 20 people through a revolving door at the same time! Removal of the signals will smooth this flow significantly making joining the A34 much easier and safer. It would also be environmentally and financially beneficial as it would reduce the usually unnecessary stops during off peak hours. Over-use of traffic lights especially at a time when fuel prices are so high and emissions need to be brought down is completely irresponsible.
33	How long will this take? Traffic was a complete nightmare last time.
34	Not sure how these proposals will make any difference coming off the A34 from the southbound lanes. I often have to queue on the A34 to get off in the mornings.
35	Your proposal to widen the access onto the roundabout is fine, but the main congestion is vehicles coming up the slip road from the A34 South and turning towards Abingdon Road roundabout and blocking the junction when the traffic lights turn red, these then block vehicles coming from Abingdon Road Roundabout turning right heading towards A34 north slip and vehicles heading up the Old Abingdon road.
36	I have no objections to the proposals.
37	In general supportive of the proposal.
38	I fully support the proposed changes to this interchange. Although it is not possible to know for certain, it seems very likely that this new traffic flow will reduce congestion on the A423 from Kennington roundabout and the knock-on effect that can have onto Abingdon Road further round the southern by-pass.
39	This won't affect the journeys that I take directly. Traffic waiting to go southbound onto the A34 tends to stay in the left-hand lane leaving the lanes that I take relatively clear. We are currently impacted by traffic coming off the A34 Northbound and then trying to get onto the ring road. I suspect that the narrowing of the lanes going round will make this problem worse and will in turn cause tailbacks for traffic trying to get onto the A34 north.
40	I believe this will improve the traffic congestion by allowing the vehicles to manoeuvre onto the southbound carriageway of the A34.
41	The left hand lane from the A423 is to be made A34 southbound only and a permanent green traffic light signal enabled which allows a virtually constant flow of traffic. Given that, how do cyclists cross over this roundabout to head up Hinksey Hill? It is only just possible now because the flow is interrupted by traffic signals. With this plan, cyclists would be effectively barred from crossing this roundabout unless they joined in the actual traffic flow themselves (not recommended). The question is - how do we retain access for non-vehicle users who wish to access Hinksey Hill from the left hand pavement on the A423? If we do not facilitate something to enable a safe crossing, we should remove the pavement alongside the A423 completely?
42	I cannot see sufficiently well from the scale of plans to see the detail of pedestrian routes/ areas. Have I missed these please? If not, why are these not included please? I am very keen to ensure inclusion and safe through routes for pedestrians, wheelchairs, scooters, pushchairs, cycles etc.
43	This looks like a sensible approach to the problem and if the queues on to the A34 are improved this will help bus services running out to Abingdon. If any further funding can be secured in the future, a larger holding area on the off slips from the A34 both north and south would further help congestion

	in the area.
44	The plans look fine to me as they stand, but my recent experience travelling from Kennington towards the A423 (E) perhaps highlights an improvement that could be made to them. I was nearly killed the other week when a coach came off the A423 far too fast, ending up on the wrong side of the road to Kennington/Redbridge. Fortunately, I was able to brake in time; otherwise the coach would have hit me as it swung back into the correct lane. A matter of half a second and I wouldn't be here writing to you! It occurs to me that the turn-off to Kennington should be much longer than it is (the coach was invisible to me before its front end was on my side of the road) and start nearer the Hinksey roundabout. Even if vehicles exiting the A423 (E) are driving sensibly, the exit is extremely tight. Are there enough signs indicating that this is so? I can't remember, I'm afraid. I do hope attention can be paid to what I've suggested. Thank you.
45	If it is not already being considered, I would add a 'box junction' at the point where the northbound A34 off slip joins the roundabout (and in fact at every similar intersection where they don't currently exist). As a daily user of this junction I see vehicles regularly blocking traffic circulation by optimistically jumping red lights and getting stuck behind stationary vehicles beyond the junction: yellow boxes would hopefully reduce this practice.
46	Good idea, but note WILL affect pedestrians who cross from south path to bridge, currently signals allow a brief 'time gap' when changing from southern approach to R/A circulatory priority.
47	Some thought needs to be given to Priority at the point the Dedicated Southbound A34 lane meets the slip road. Who has priority when the lights on the circulatory carriageway are green? The choice seems to be make the dedicated bypass lane "Give way" to traffic coming off the circulatory lanes or provide hazard warning lines to keep the flows separate but allowing them to merge when they see it is safe to do so.
48	I think the proposals would work well and bring about the design objectives.
49	I believe this will be an improvement in aiding the flow of through traffic.
50	I have been impressed by the improvements at Headington and Sainsbury roundabouts so am confident that these proposals within the constraints outlined will be similarly successful. I do not travel the route frequently, perhaps once a month so am not able to offer better comments.
51	This is a good idea to help ease congestion. Will there be a review of how it is working after six months?
52	Great to see further changes of additional filter lane, it's a shame further funding can't provide additional filter lanes? But at least these can be added at a later date.
53	I don't use this roundabout much but do know that it gets busy and backs onto the A34 towards Didcot, which prevents the flow so if this helps prevent that then it's a good thing.
54	I approve of the scheme and believe it will speed traffic flow. My only comment is that the 'proposed traffic island' should be raised and kerbed, not just painted on the road.
55	All looks good and sensible.
56	The scheme should provide for bus priority, including bus lanes and priority at traffic lights, to encourage greater use of buses. The opportunity should be taken to improve priority for cyclists, especially cyclists moving to and from Hinksey Hill to the A423. Otherwise I support the scheme.
57	The proposal will make a significant improvement. Only two comments - the permanent green traffic signal must be carefully aligned so as not to confuse the A34 n/b traffic and this green signal may lead to the A34 s/b traffic taking the left turn at too high a speed - suggest at least anti-skid surfacing on this left hand radius.
58	The footway from Kennington turn to Hinksey roundabout on the south side of the A423. I think this is a footway only. It is however to my observation (I use the Kennington slip road daily) used as a commuting route by many cyclists. Thus any sections of this route rebuilt/made good should be rebuilt to a suitable width for cyclist and pedestrian use, for future designation as a cycle/pedestrian track. Cost of the extra width will be miniscule to you overall budget. The big issue... This scheme is part of the Access to Oxford program. Thus it should be for the benefit of all road users. The

	design as currently presented will do a good job of reducing motor vehicle delays/congestion on the eastern ring road. However this is at the expense of the quite a number of vulnerable users who use this route to commute to/from Wotton/Boars Hill. More specifically, vulnerable users will have to try and cross the top of the A34 south entry slip with a constant (esp. at afternoon peak flow) south bound flow of traffic (light on green except in "exceptional" circumstances). Provision needs to be made to allow safe passage across this slip road. A full blown pedestrian/toucan crossing would be one answer - as you have basically the final design, you might have blown your budget for this. A cheaper way would be a push button only (no red/green man) to put the roundabout/south bound lane lights on red. Cyclists/pedestrians would cross in the resulting gap in traffic flow. The push buttons would need to allow for cycle/pedestrian flows in both directions (i.e. to and from Kennington. As the current design stands, it is totally unacceptable for cyclists and pedestrian users.
59	The proposal looks as though it should ease traffic on the roundabout as this should flow onto the A34 southbound more easily. There will need to be good signage on the roundabout for those coming around and wanting to go down onto the A34 southbound as you will have two lanes on the roundabout, but only one flowing to the A34.
60	hopefully this will improve flow of traffic - looks okay to me - only concern is coming off slip road onto A34 towards Abingdon - speed at which on-going traffic makes it difficult - and on-going don't seem to slow down at this junction.
61	We support this scheme since traffic congestion at peak times is a major issue on the Eastern / Southern Ring Road which can delay transporters as they make their way to the A34 and it seems that the current arrangements at these roundabouts are a major factor in this. The works need to be managed in the same way as at the Sainsbury roundabout, no lane closures at peak times, otherwise the disruption during the construction phase could be a major issue. If both roundabouts are improved at the same time, specific care should be taken in regards to the total impact on the existing traffic.
62	The design does not appear to include spiral lane markings on the interchange circulatory carriageway. I feel that the existing spiral lane markings on Hinksey Hill Interchange should be retained, where possible, in the junction's reconfiguration. The current spiral lane markings were put in late 2009 to help guide motorists into the correct lane, particularly those coming off the ring road to continue onto the northbound A34. There were previous conflicts and safety issues caused by motorists weaving between and cutting into lanes. I would question the need for having the traffic lights on the new left-turn/avoider slip lane which are permanently on green, except under exceptional circumstances. Presumably these lights are for ramp metering traffic onto the A34 at times of severe congestion and accident disruption? If not I think a simple give way non-signalised left-turn slip, like the one on the A40 left-turn slip onto the southbound ring road (A4142) at the Headington hamburger roundabout, would work well here. Other than the points above, I think it's a very good design.
63	<p>The scheme will make it very hard to circumnavigate the roundabout by foot or by bicycle on the southern side of the roundabout. There will be a continuous flow of fast-moving traffic from the Eastern bypass to the A34 southbound. We would like to see clear improvements to the route on the northern side so that the route on the southern side can be abandoned. As you make these roads flow faster, you should ensure there are decent alternatives for cyclists. Neither the north side or south side route appear to be officially shared-use but there does need to be an off-carriageway cycle route to Hinksey Hill (there is no reasonable alternative way of crossing the A34). Some cyclists feel happy using the roundabout in the downhill direction, but cycling along the eastern bypass, even just as far as the Old Abingdon Road turn-off, is hardly to be recommended.</p> <p>We suggest:</p> <p>1) Improving the access from Hinksey Hill to the existing path, probably by providing a 3yd flush kerb just before the stop line, and an angled path across the verge. This must be flush because the cyclist</p>

	<p>will have downhill momentum. Fortunately forward visibility is quite good. Here: <a href="http://g.co/maps/cjgyz">http://g.co/maps/cjgyz</a></p> <p>2) Creating an access from the roundabout to the existing north-side path, just after the A34 bridge. Here: <a href="http://g.co/maps/x5s6w">http://g.co/maps/x5s6w</a></p> <p>This should be a gentle curve off before the stop line, linking to the existing crossing. This access serves cyclists coming from Hinksey Hill, who are confident enough to cycle onto the roundabout but would value a route off at the second set of lights. This avoids cycling on the eastern bypass. The curve to turn right towards Old Abingdon Road should be surfaced: <a href="http://g.co/maps/yc4w6">http://g.co/maps/yc4w6</a></p> <p>3) Adding traffic light heads here: <a href="http://g.co/maps/prpqe">http://g.co/maps/prpqe</a></p> <p>These would be timed to be red when traffic has green coming from Hinksey Hill, and green otherwise. This would create gaps to cross the slip road safely. The secondary head should be placed such that someone on the crossing can see it.</p> <p>4) Old Abingdon Road is not the pleasantest road to cycle along; it has a national speed limit. Minor works to dropped kerbs would allow the northern footway to be adopted as shared-use. There'd be no real problem with converting to shared-use all the way to Bertie Place.</p>
64	<p>I cannot see the purpose of being consulted on this proposal and being told my views and opinions matter and yet at the same time being told this consultation is mainly for information. However, regardless of this, I am still going to put forward a general objection to this scheme. I believe the unsuccessful "Access to Oxford Scheme" from which these funds were largely derived was put forward before the economic downturn and the on-going cuts in public spending which have had serious effects on public services in Oxfordshire. It is ridiculous in my view to spend £3 million of public money on road improvements which may or may not improve the traffic flow around Oxford and will in fact probably leads to more proposals elsewhere for costly transport proposals. This capital could be better spent on areas of real social need like education, youth service or social services. Or it could even be not taken out at all, obviating the need to pay interest over what are likely to be several years of economic difficulties and tightening of public spending and allowing this money to go to the aforementioned areas of real social need. These comments are made in respect of both schemes both Kennington and Hinksey Hill.</p>
65	<p>I believe that this should lead to an overall improvement.</p>
66	<p>You say "The proposals will not change the access for pedestrians and cyclists around Hinksey Hill roundabout". The current situation is far from desirable and acts as a barrier to anyone choosing to use a bicycle for a journey. It is not acceptable to propose such changes and to continue to ignore cyclists' pedestrians too for that matter. The manner in which non-motor transport is ignored is unacceptable. In this case there is no un-threatening link to Hinksey Hill, and the country beyond where many businesses, villages and beautiful countryside exist. It is surely not legal to fail to worsen provisions for walking and using a bike, when opportunities arise. This increase in speed you seek is likely to further increase segregation between people. By making walking and cycling less desirable and more threatening you are effectively increasing the pressure for motor traffic use.</p>
67	<p>The approach to the roundabout from the Kennington roundabout has the right hand lane splitting into two rather than the left lane. The problem, with vehicles potentially changing lane late, could be avoided if the nearside lane was to be split into two rather than the off-side lane. I have shown this on the enclosed plan. Alternatively, a sign showing the destinations for each lane, when it is still two lanes, should be provided so that traffic exiting the Kennington roundabout have sufficient time to change lane if they need to. However, for traffic joining the road from the Kennington turn, wishing to travel north on the A34, may not have sufficient time to safely move into the right hand lane during busy periods if the proposed layout is implemented. I note that the left turn onto the A34 southbound will, except in exceptional circumstances, operate on a permanent green signal. While I</p>



	<p>can understand the potential need for this is there not a conflict with traffic on the roundabout also exiting to the A34 southbound? I would suggest that the hatching at the end of the traffic island be extended on to the slip road. This would clearly indicate to traffic exiting from the roundabout that they need to staying the off-side lane. I have shown this on the enclosed plan I accept that this may require minimal widening on the exit but it does reduce significantly the possibility of a collision between two vehicles exiting onto the slip road at the same time.</p>
68	<p>Natural England considers that this application is unlikely to have implications for SSSI. Consequently, we have no comments to make on this application in respect of the designated site at present.</p> <p>Protected species: If representations from other parties highlight the possible presence, or the Council is aware of a protected or Biodiversity Action Plan (BAP) species on the site, the Council should request survey information from the applicant before determining the application. Paragraph 98 and 99 of ODPM Circular 06/2005 provides information on BP and protected species and their consideration in the planning system. We would draw the council's attention to our protected species standing advice, which provides guidance on when protected species may be impacted by a proposal.</p>
69	<ol style="list-style-type: none"> <li>1. There is nothing that appears to prevent vehicles bypassing the traffic signal lanes for Wootton and A34 North by utilising the free following lane for the A34 South and cutting across the outside lane after the traffic island and join the circulatory lanes on the roundabout.</li> <li>2. What kerbing is to be installed on the roundabout side of the new traffic island to ensure high visibility of this feature and prevent overriding by vehicles circulating the roundabout and arriving at the preceding signals when they are at green, and then to control the new route to the outside lane of the A34S entry slip road.</li> <li>3. Introduce solid white lines from the traffic island into the A34S entry slip road to ensure that motorists stay in lane for the initial trafficking before merging and changing lanes.</li> <li>4. Pedestrians/Cyclists who use the southern footway to Boars Hill now have an almost impossible task in crossing the A34S entry slip road especially during the pm peak period. There used to be an interphase gap that could be utilised, now there is a permanent green for traffic routing from A423 to A34S together with existing traffic exiting from the roundabout. Pedestrians/Cyclists require a facility that would create a red phase on the roundabout stopping the exiting traffic linked with a controlled crossing at the A34S crossing point.</li> <li>5. Currently the traffic queuing back from the Wootton stop line sits back across the entry to the A34S entry slip road on occasions. This queuing is minimised by traffic to Wootton and A34N using only 1 lane at the lights. The new layout now has two dedicated lanes which will introduce all Wootton traffic into the dedicated lane rather than the shared allocation before the release on to the roundabout. Ensure phasing adjusted to accommodate traffic levels.</li> <li>6. Is there sufficient space within the reduced central reserve to erect a new safety barrier? Anti-glare screens should be erected on the safety barrier.</li> <li>7. The new traffic island may introduce a block to existing drainage paths - ensure drainage paths are confirmed or additional measures are added.</li> <li>8. The approach to the roundabout from the east for HGV's will impinge on lane tracking on entering the roundabout. Ensure tracking checks allow for sufficient lateral space to prevent any unavoidable lane abuse.</li> </ol>

	9. Roadmarking on the roundabout is showing the inside lane as an A34 option. The exit to the A34S entry slip road is a single lane and therefore the directive roadmarking should reflect this or motorists will be expecting two available lanes on the slip road.
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## **Service and community impact assessment (SCIA)**

### **Environment & Economy - June 2012**

#### **Introduction**

This report assesses the impacts of the proposals to implement improvements to Kennington roundabout and Hinksey Hill interchange.

#### **Kennington roundabout improvements**

##### **Impact on customers**

###### **Age**

The proposals for Kennington roundabout will not result in a significant change to the current layout for cyclists and pedestrians. However, the scheme will involve lengthening the southern subway. This could result in perceived personal safety issues, particularly for younger and elderly cyclists and pedestrians who may feel more vulnerable.

The extended subway will be well lit. The proposal will not result in an increased safety risk for users of the route compared with the existing design.

Consultation feedback from a member of the public suggested that “hamburger” roundabouts are confusing for elderly drivers. The proposed junction has only three arms and therefore fewer possible movements than other “hamburger” roundabouts in Oxfordshire. The new layout will be clearly signed in advance of the junction with sign posts and road markings so that confusion is minimised for all drivers.

The overall impact of the changes proposed for the junction is unlikely to differently affect drivers, pedestrians or cyclists as a result of their age.

###### **Disability**

The proposal will not differentially affect those with different physical or mental abilities.

**Gender reassignment, race, pregnancy and maternity, religion of belief, sex and sexual orientation, people living in rural areas, people living in urban areas, deprivation.**

The proposals will not have a differential impact on service users arising from any of the other characteristics listed.

## **Hinksey Hill interchange improvements**

### **Introduction**

This report assesses the impacts of the proposals to implement improvements to Hinksey Hill interchange.

### **Impact on customers**

#### **Age**

Younger and elderly cyclists and pedestrians may be less confident road users.

The proposals will not result in a significant change to the current layout for cyclists and pedestrians. However, crossing the road will be more difficult because of increases in traffic flow on the new slip lane. Natural gaps will still exist in the traffic flow due to traffic signals at Kennington roundabout so crossing will still be possible. Users could potentially be differentially affected as a result of age because of their confidence. However, it is likely that only confident pedestrians and cyclists cross the roundabout with its current layout so it is unlikely to differentially affect existing users.

#### **Disability**

Visually impaired pedestrians, pedestrians with hearing impairments, pedestrians with ambulant mobility, wheelchair users and people with learning difficulties are likely to find it difficult to cross the slip road in its current layout. This will be made more difficult with the proposed changes.

The existing paths leading to the slip road are narrow and are not suitable for wheelchairs or scooters.

Reduced congestion will improve bus journey times and reduce delays for traffic.

**Gender reassignment, race, pregnancy and maternity, religion of belief, sex and sexual orientation, people living in rural areas, people living in urban areas, deprivation.**

The proposals will not have a differential impact on service users arising from any of the characteristics listed.

Division(s): Marston, Headington
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## **DEPUTY LEADER OF THE COUNCIL – 19 July 2012**

### **JACK STRAW'S LANE, OXFORD, TRAFFIC CALMING**

**Report by Interim Deputy Director of Environment and Economy (Highways & Transport)**

#### **Introduction**

1. This report seeks approval from the Deputy Leader of the Council to implement a developer funded traffic calming scheme in Jack Straw's Lane between Marston and Headington in Oxford. This innovative "bicycle street" scheme is based on coloured road surfacing and aims to address local concerns about safety and traffic speeds and to encourage cycling.

#### **Exempt Information**

2. None

#### **Background**

3. Jack Straw's Lane is a minor road running east-west between Marston Road and Headley Way (close to the JR Hospital roundabout). It is an important link in the cycle route network between Headington and central Oxford. See Annex 1 for the site location. However, it is also used as a short cut to the hospital by cars and taxis. For some time concerns have been expressed by members of the public about the speed and volume of traffic and its impact on cyclists and pedestrians.
4. The road is included in the Oxford-wide 20mph speed limit Order and has had speed indicator devices installed, although a survey in 2010 showed an average speed of 28mph. It has two way 12 hour traffic flows of approximately 800 bicycles and 800 motor vehicles (mainly cars, taxis and light vans). In May 2012 a teenage cyclist was injured in a collision with a taxi but the only other recorded accident in the last five years was a collision between two cyclists.
5. The scheme would be funded using £70,000 of Section 106 money from local housing development that is provided specifically for traffic calming at this location. Oxfordshire County Council previously developed a scheme for cycle-friendly traffic calming in the form of speed cushions, but the majority of people responding to public consultation on this were opposed to the proposals. As a result, the county council researched alternative options and has now developed the current proposal in consultation with the residents' association.

6. In November 2011 the residents' association presented a petition to the Leader of Oxfordshire County Council asking for Jack Straw's Lane to be made access-only. This approach was rejected because access-only measures are difficult to enforce and the police have said that they lack the necessary resources for this and therefore the county council has, instead, proposed this current scheme. There would be before and after monitoring of traffic speed and volume in order to assess its effectiveness. The County Council's full response to the petition is set out at Annex 6.

## **Description**

7. The proposed scheme is based on the example of a "bicycle street" from the Netherlands (Annex 2). This uses different types and colours of road surface to emphasise to motorists that Jack Straw's Lane is a key cycle route and to emphasise to both motorists and cyclists that it is also used by pedestrians in places where there is no useable footway.
8. This scheme would extend along Jack Straw's Lane from Doris Field Close in the west to Staunton Road in the east (Annex 3). Most of this length of road would have a buff coloured median strip marked on the road surface to separate two wide cycle lanes. The road would still be useable by motor vehicles, but the changes would encourage them to wait behind cyclists for a clear gap before overtaking - instead of squeezing past.
9. There would be a short middle section where the whole road would be surfaced in buff coloured material. There would also be signs to warn motorists and cyclists that people often walk in the road here because the footway is narrow and uneven with large trees.
10. At each end of the "bicycle street" there would be areas of buff surfacing. Where Staunton Road meets Headley Way there would be a raised surface entry treatment; this should slow turning traffic and make drivers more aware of cyclists and pedestrians crossing the mouth of Staunton Road here.
11. If approved, the work would be scheduled for November/December this year. Normal autumn/winter weather conditions should not present problems, although severe weather might cause delay.

## **Consultation**

12. Consultation was carried out during the spring of 2012 with local councillors, key stakeholders and local residents (of Jack Straw's Lane, Doris Field Close and Staunton Road West).
13. The majority of those who responded were in favour of the scheme. Some expressed concern about particular aspects of the scheme and some had doubts about its effectiveness and suggested additional measures, while nevertheless supporting the scheme as a step in the right direction.

14. Supporters include Oxford University, Cyclox, Oxford Pedestrians' Association and key members of Jack Straw's Lane Residents' Association. Oxfordshire Unlimited were broadly neutral on the proposal, as was the City Council Conservation Officer. Thames Valley Police have no objections.
15. The concerns and objections raised at consultation are summarised at Annex 4 and listed below. Copies of the full responses are contained in the background document "consultation responses".
16. As a result of consultation some changes and clarifications have been made that do not adversely affect the scheme. Officers consider that other suggestions should not be followed. The main points made are summarised in the following table, together with details of changes made in response to these or reasons for not making changes.

Main consultation comments	Response to these comments
Concern about the visual impact and clutter of signs and surfacing in this conservation area.	The number of signs originally proposed has been reviewed and reduced in number. The surfacing materials will be a more natural buff shade than it was possible to show in plan.
The scheme does not address the most dangerous section of road at bottom of Jack Straw's Lane.	There is on-street parking at bottom of Jack Straw's Lane and this is not compatible with the "bicycle street" concept. Conventional traffic calming incorporating the on-street parking here might be possible, but this was rejected in the previous consultation.
The scheme does not resolve problem of speeding motor vehicles and cyclists.	The central section will have 15mm up-stands at each end that may help to reinforce the visual measures encouraging motorists and cyclists to slow down.
An access-only or one-way restriction would be more effective.	An access-only restriction would (as the police advise) be difficult to enforce. One-way restrictions tend to lead to higher traffic speeds which could be threatening to contra-flow cyclists.

17. It is considered that further detailed consultation is not required. Officers will write to residents and others who responded to the consultation to notify them of the Deputy Leader's Delegated Decisions meeting and the approach being proposed.

## Policy and Strategy

18. The scheme is consistent with three of the corporate plan's four objectives:
  - World class economy (through reduced congestion and access to workplaces)
  - Healthy and thriving communities (through more cycling and walking)
  - Enhancing the environment (also through more cycling and walking)
19. It also explicitly supports County Council policies on encouraging walking and cycling (a high priority for Oxford in LTP3), road safety and implementation of travel plans with schools, hospitals and universities and promotion of sustainable access to these often congested sites.

## Equality and inclusion implications

20. This scheme benefits people who walk or cycle including those unable to drive for reasons of age, health or affordability. The middle section is designed to better protect people walking in the road where the footway (obstructed by mature trees) cannot be used by people in wheelchairs or with pushchairs. A Service and Community Impact Assessment (SCIA) is included at Annex 5.

## Financial and Staff Implications

21. It is estimated that the cost of this scheme will be £70,000 funded entirely by developer contributions obtained through S106 agreements, which cannot be spent on anything else. The scheme is included in the county council's latest capital programme.
22. Final cost estimating, including changes arising from consultation, is yet to be completed so some uncertainty remains about the final scheme costs. Any changes will be managed in line with the corporate capital governance requirements and further approvals will be sought at the appropriate level.
23. Similar materials have lasted 15 years when used for bus lane and Jack Straw's Lane would not have this level of use by heavy vehicles. It is covered by the City Council's maintenance regime.

## Legal implications and risks

24. The scheme has been through safety audit and, although the use of this type of road surfacing for these purposes is innovative for the UK, it is not considered dangerous. The signs will be conventional signs with which road users are familiar such as the "pedestrians in the road" triangular warning signs which help identify a potential hazard to motorists and cyclists.

## RECOMMENDATION

25. **The Deputy Leader of the Council is RECOMMENDED to authorise the works described in this report and set out at Annex 3 to this report.**

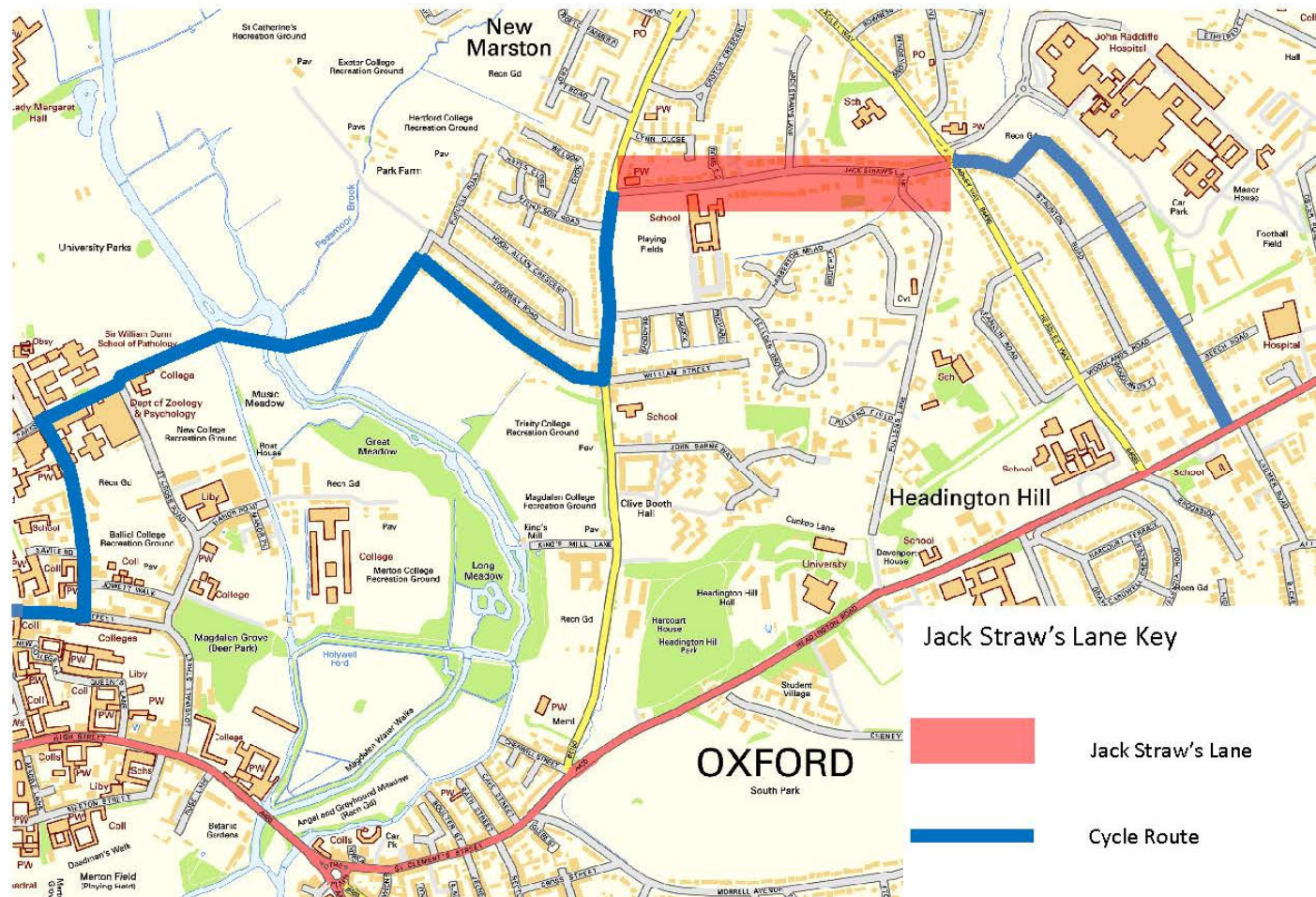


Mark Kemp, Interim Deputy Director of Environment and Economy

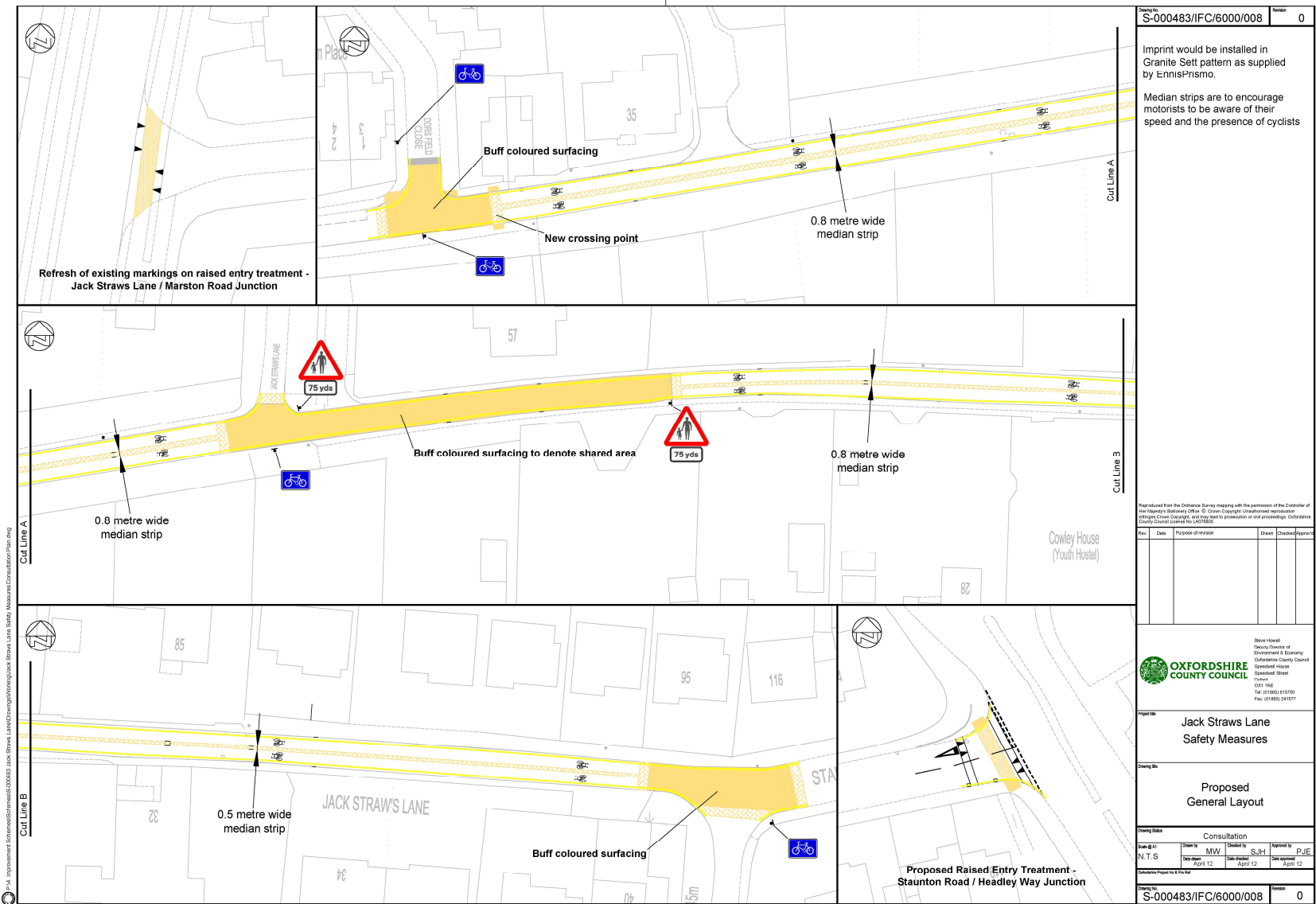
Background papers: Consultation responses

Contact Officer: Tracey Dow

July 2012







## Annex 4 – Summary of Consultation Responses

Consultation was carried out during the spring of 2012 with local councillors, key stakeholders and local residents (of Jack Straw's Lane, Doris Field Close and Staunton Road West).

In favour of scheme	17
Broadly neutral	6
Opposed to scheme	6

The majority of those who responded were in favour of the scheme. However, some expressed concern about particular aspects of the scheme while others had doubts about its effectiveness and suggested additional measures, while nevertheless supporting the scheme as a step in the right direction.

Supporters included Oxford University, Cyclox, Oxford Pedestrians' Association and key members of Jack Straw's Lane Residents' Association. Unlimited were broadly neutral on the proposal, as was the City Council Conservation Officer. Thames Valley Police have no objections.

The concerns and objections raised at consultation are summarised below. Copies of the full responses are contained in the background document "consultation responses".

Some people were concerned about the visual impact of coloured surfacing and the clutter of signs in this conservation area with its distinct, semi-rural character.

Several people argued that the scheme does not address what they see as the most hazardous section at the bottom of Jack Straw's Lane where parked cars on one side mean that relatively fast downhill cyclists and uphill motor vehicles pass at some speed and in close proximity.

Some people felt that the scheme would not be effective in resolving the problem of speeding motor vehicles and speeding cyclists.

Some people advocated an access-only or one-way restriction as being more effective in resolving concerns about the speed and particularly the volume of traffic.

There were several expressions of concern about safety of pedestrians and cyclists on Jack Straw's Lane and some specific points about poor visibility from driveways.

There were specific comments about road markings including double yellow lines (not changed in this scheme) and suggestions that some features should be moved slightly.

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## **Annex 5 - Service and Community Impact Assessment (SCIA)**

The purpose of this document is to assess the potential impact of proposals for traffic calming in Jack Straw's Lane in Oxford with particular reference to groups of people who share protected characteristics as set out in the Equalities Act 2010. These are as follows:

- Age
- Disability
- Gender
- Ethnicity
- Religion/belief
- Sexual orientation
- Marriage/civil partnership
- Pregnancy/maternity

This scheme benefits people who walk or cycle including those unable to drive for reasons of age, health or affordability. The middle section is designed to better protect people walking in the road where the footway (obstructed by mature trees) cannot be used by people in wheelchairs or with pushchairs.

The scheme therefore has a positive impact in terms of different age groups, disability groups and pregnant women and parents with children. There is no impact on other groups i.e. gender, ethnicity, religion/belief, sexual orientation, marriage/civil partnership.

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INVESTOR IN PEOPLE



**OXFORDSHIRE  
COUNTY COUNCIL**

www.oxfordshire.gov.uk

Mr David Oughton  
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Steve Howell  
Deputy Director of Environment & Economy  
Highways & Transport

07 December 2011

**Direct line: 01865 815845**

steve.howell@oxfordshire.gov.uk

My ref: SPH/OS/JLa

**Please ask for: Steve Howell**

Dear Mr Oughton

**Petition – Request to make Jack Straw's Lane 'Access Only'**

Thank you for presenting a petition to the Leader of Oxfordshire County Council on 17 November stating that due to the danger from traffic in Jack Straw's Lane you call for the Lane to be made into an "Access Only" road and that you disagree with the statement that the Lane "already provides an excellent, quiet cycle and walking route to the John Radcliffe Hospital". Councillor Rose has asked that I investigate this on his behalf and keep him informed of my findings.

Our traffic and accident data do not support the view that Jack Straw's Lane is dangerous for cyclists and pedestrians. (The only recorded accident in the last five years involved two cyclists). It is included in the Oxford 20mph speed limit and has speed indicator signs to encourage motorists to comply with this. Very few similar roads in this country would have a 20mph speed limit and even within Oxford, few similar roads have speed indicator signs. It is in our view appropriate for Jack Straw's Lane to form part of a signed quiet cycle route between the John Radcliffe Hospital and the city centre.

continued/.....

However, the County Council is not complacent about road safety and we recognise that our data (here as elsewhere) does not exclude the possibility of instances of bad driving that may intimidate vulnerable road users and even occasional near misses or unreported minor collisions. We have been working closely with the Jack Straw's Lane Residents' Association to develop an innovative scheme using different surface colours with a median strip to emphasise to motorists that this is a cycle route and to highlight the length of road without footway where pedestrians share the road. We hope to consult on this in January with a view to implementation in late spring or early summer.

Given the innovative nature of this scheme, we intend to monitor traffic speed and volume before and after implementation. If this shows significant speeding the police are willing to conduct speed check work with speeding motorists written to or visited by officers to discourage them from speeding in future. In the case of taxi drivers the licensing authority (Oxford City Council) could be informed too.

Making Jack Straw's Lane access-only would not necessarily address residents' concerns about traffic. Such measures are difficult to enforce and Thames Valley Police Traffic Management Unit oppose this in Jack Straw's Lane because they would not have the resources to enforce it effectively. Many vehicles ignore the access-only signs on approaches to Old Marston, and the County Council installed traffic calming in the village some years after the access-only restriction which, on its own, was not preventing speeding and rat running.

Since the Jack Straw's Lane surfacing scheme is now imminent, and has developer funding, it makes sense to go ahead with this and monitor its effectiveness. This is in our view the best way to address the concerns raised in relation to Jack Straw's Lane. Any access-only scheme would require additional funding and consultation, and would in our experience attract significant numbers of objections. We do think this would be an appropriate use of the County Council's resources, at least for the time being.

I am sorry that I cannot agree to your proposal but suggest that we implement our scheme as planned and monitor its effectiveness first.

Yours sincerely

Steve Howell  
Deputy Director of Environment & Economy  
Highways & Transport

cc Cllr Rose, Owen South



Division(s): Carterton South West, Chipping Norton, Cowley & Littlemore, East Oxford, Barton & Churchill
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## **DEPUTY LEADER OF THE COUNCIL– 19 JULY 2012**

### **DISABLED PERSONS' PARKING PLACES –WEST OXFORDSHIRE AND OXFORD CITY AND PERMIT ELIGIBILITY IN HEADINGTON CENTRAL CONTROLLED PARKING ZONE, OXFORD**

**Report by Interim Deputy Director for Environment & Economy (Highways & Transport)**

#### **Introduction**

1. This report considers the proposed provision of new disabled persons' parking places (DPPP) in Lavender Place, Carterton; Middle Row, Chipping Norton, Champion Way, Junction Road and Howard Street, Oxford as well as revisions to permit eligibility for Holyoake Hall in Headington Central Controlled Parking Zone, Oxford. This follows the publication of the relevant draft Traffic Regulation Orders.

#### **Background**

2. During 2011, and early 2012, separate requests were made by residents in Champion Way, Howard Street, Junction Road, Oxford and Lavender Place, Carterton for a DPPP near their homes. Also a number of disabled residents in the Chipping Norton area requested a DPPP in the Middle Row area to accommodate regular visitors to Kingdom Hall and the shops and businesses on the west side of the A44. An advisory DPPP had existed in the adjacent car park previously but this had been removed for health and safety reasons because of the sloping surface of the car park. Site visits were made and plans and schedules drawn up.
3. The matter of permit eligibility for Holyoake Hall residents has been presented to this meeting on a number of occasions, most recently on 3 June 2010 (that report is available by accessing the attached link [http://mycouncil.oxfordshire.gov.uk/documents/s2541/CMDT\\_JUN0310R08.pdf](http://mycouncil.oxfordshire.gov.uk/documents/s2541/CMDT_JUN0310R08.pdf)) when it was agreed to renew existing permits on a temporary basis pending further consideration of the deliberations of the City Council's Area Committee. In the absence of that information being provided, residents of Holyoake Hall have asked that the matter to be considered once more to reach a final decision on the compromise proposal to allow one permit per flat.
4. This report considers the outcome of a formal consultation held on the proposals. Other DPPP proposals and permit exclusion proposals advertised at the same time were unopposed, and have therefore been dealt with under officer delegated authority.

## **Formal Consultation**

5. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press, containing all the proposed DPPP changes to formal consultees on 10 May, 2012. These documents, together with supporting documentation as required, and plans of all the DPPPs were deposited for public inspection at County Hall, West Oxfordshire District Council Town Centre Shop Witney, Chipping Norton, Carterton, Witney, Woodstock, Blackbird Leys, Cowley, Headington and Littlemore libraries. They are also available for inspection in the Members' Resource Centre.
6. At the same time, the Council wrote to local residents in each area where the proposed new DPPPs would be sited asking for their comments. Public notices were displayed at each site and in the Oxford Times.

### **Lavender Place, Carterton**

7. A number of comments were received in respect of the proposed DPPP in Lavender Place, Carterton. All but one were resolved by moving the position of the proposed bay to the end of the parking area. The comments which could not be resolved were from a local resident who objected to the proposed DPPP because the parking is so congested and garage facilities exist. In response it was pointed out that parking congestion creates a bigger problem for disabled residents and even if they could get their vehicles into one of the garages, they couldn't open the car doors wide enough to get in or out. A copy of the letter and the officer response are on deposit in the Members' Resource Centre.

### **Middle Row, Chipping Norton**

8. Three responses were received in respect of the proposal:
  - (a) The local District and County Councillor on behalf of the District Council's Traffic Advisory Committee advised that they supported the proposal.
  - (b) A resident in Middle Row while agreeing that the position of the proposed DPPP was preferable to a previous proposal to site it outside Kingdom Hall, still felt it would remove much needed parking from the local residents of Middle Row. The resident also believed that the disabled users of Kingdom Hall would only use the bay two or three times a week. The resident did appreciate that it would make it easier for a wheelchair-bound member of the Hall's congregation. She did not believe that there would be any objection if the proposed bay were for a disabled resident and suggested that parking space could be reserved during set times to coincide with the meeting times at Kingdom Hall. The officer advised her that the proposed DPPP is intended to also cater for disabled people in the Chipping Norton Area

who want to use the shops and businesses at this end of Market Street and to replace an advisory bay in the car park, which had to be removed as it was on sloping ground. Whilst there is a pedestrian zone on the east side of Middle Row next to the A44 where disabled drivers may park this is too far from the shops and banks in Market Street. While it would be possible to provide a limited time DPPP, given the different users it was intended for, this wouldn't be practical. A copy of the letter together with the officer response are on deposit in the Members' Resource Centre.

- (c) Finally, a local resident felt that while the proposal would reduce parking for residents, this was not an ideal location for a DPPP since Middle Row is narrow. Opening the car door to enter or exit would be a challenge for both disabled people and passing traffic. The resident also noted that disabled people can park on the double yellow lines for three hours (subject to the obstruction rules) and time limited parking areas with exemption from the limits and he thinks this gives them enough advantages. He noted that Blue Badge holders and others park on the bookshop side of Middle Row, just beyond the double yellow line restrictions making it difficult for passing traffic and on occasion Blue Badges are misused. The County Council officer response is that the proposed location for the DPPP was in the widest part of Middle Row. Furthermore, the Department for Transport have tightened up the issue of Blue Badges and it is easier to deal with misuse and the DPPP would mean it more likely that Badge Holders wouldn't need to park opposite. While Thames Valley Police and West Oxfordshire District Council are responsible for parking obstruction and parking enforcement, neither authority has the resources to deal with every incident. A copy of the letter together with the officer response is on deposit in the Members' Resource Centre

### **Champion Way, Oxford**

- 9. A comment was received from a local disabled resident in respect of the proposed DPPP on Champion Way, Oxford. She disapproved of the proposal as she didn't feel the Badge holder was very disabled and the bay would take up limited parking space. The County Council Officer response was that Blue Badge holders are not just confined to those who are wheelchair bound. A copy of the letter together with the officer response can be found in the Members' Resource Centre.

### **Junction Road, Oxford**

- 10. A comment was received from a resident in the road who did not believe that there was a disabled resident living in the road. The resident was also concerned that the proposed DPPP would take up much needed parking in a congested parking area. The officer explained the main criteria required to qualify for a Blue Badge, and reiterated that a Blue Badge holder lived nearby. The proposed DPPP was located as close to that resident as practical and was at the end of a run of parking bays so as not to use up any more of the parking space available than necessary, although it would extend over part of

the commentor's frontage. A copy of the letter and the officer response are on deposit in the Members' Resource Centre.

### **Howard Street, Oxford**

11. Finally, a comment was received from a resident in Howard Street. He was concerned that the proposed DPPP was outside his home in an already congested parking area. He suggested that it could instead be located on the other side of the road nearer the junction with Iffley Road, either outside the Co-op store or adjacent to it. He asked why the applicant couldn't park in the existing DPPP which he estimated was 50 metres up the road which "often sits unused." The officer advised him that the location of the proposed DPPP was as near as possible to the applicant's home and was at the end of the existing run of parking to maximise the remaining spaces. Since the applicant's family already park in that part of the road only part of a car space would be lost due to the DPPP minimum length regulations imposed by the Department for Transport. The existing DPPP was provided for a disabled resident further up the road and is empty when he is out in his car. It is too far away from the applicant's home to be of use. Similarly a DPPP down by the Co-op store would be too far away. A copy of the letter and the officer response are on deposit in the Members' Resource Centre.

### **Eligibility for Permits – Holyoake Hall, Oxford**

12. Responses to the original proposal (reported to Cabinet Member for Transport on 3 June 2010 see paragraph 3) to allow Holyoake Hall residents to have one permit per flat remain valid. Additional comments were received in response to the latest consultation (conducted between 10/05/12 and 08/06/12) from Holyoake Hall residents (all supporting the proposal). Since the preparation of the 2010 report nothing further has been received from the City Council regarding the Area Committee's views. Indeed that Committee no longer exists and no similar body has replaced it.
13. It is recognised that at the time of consideration of the planning application for Holyoake Hall the wishes of the Area Committee were for the development to be car-free. As explained in the 2010 report the planning consent did not include this requirement and the unilateral undertaking between the developer and the County Council was not acted upon until 2008 by which time a number of residents in the flats had had permits issued to them. It is also recognised that there are parking pressures in this area which require the principal of permit exclusion to continue to be applied to new developments through the planning process. However it is considered that in the peculiar circumstances applying to Holyoake Hall the compromise proposal – to allow residents only 1 permit per flat (whilst most other properties in the Headington Central CPZ can have unlimited permits) – would not be unreasonable.

### **How the Project supports LTP3 Objectives**

14. Introduction of new DPPP's will help in delivering accessibility by enabling disabled people to park near to their homes or shops and businesses or places of worship etc; thus accessing a wider range of services.

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

15. The cost of the works described in this report is estimated to be approximately £1000 and will be met from the existing revenue budget provided for this.

### **RECOMMENDATION**

16. **The Deputy Leader of the Council is RECOMMENDED to authorise variations to the Oxfordshire County Council - (West Oxfordshire District) (Disabled Persons' Parking Places) (Amendment No. 5\*) Order 20\*\* and the (Disabled Persons Parking Places - Oxford) (Variation No. 5\*) Order 20\*\* to:**
- (a) **approve proposals to provide new DPPP's in Lavender Place, Carterton; Middle Row, Chipping Norton; and Champion Way, Junction Road, and Howard Street, Oxford as proposed in this report;**
  - (b) **approve the proposal to amend permit eligibility for Holyoake Hall as proposed in this report.**

MARK KEMP

Interim Deputy Director for Environment & Economy (Highways & Transport)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

July2012

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