

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

	<p>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.</p>
59	<p>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.</p>
60	<p>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.</p>
61	<p>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.</p>
62	<p>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.</p>
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> <ol style="list-style-type: none"> 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>will have downhill momentum. Fortunately forward visibility is quite good. Here: http://g.co/maps/cjgyz</p> <p>2) Creating an access from the roundabout to the existing north-side path, just after the A34 bridge. Here: http://g.co/maps/x5s6w</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: http://g.co/maps/yc4w6</p> <p>3) Adding traffic light heads here: http://g.co/maps/prpqe</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>
<p>68</p>	<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 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>
<p>69</p>	<ol style="list-style-type: none"> 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. 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. 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. 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. 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. 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. 7. The new traffic island may introduce a block to existing drainage paths - ensure drainage paths are confirmed or additional measures are added. 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.

	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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