

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&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>
<p>19</p>	<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>
<p>20</p>	<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>
<p>21</p>	<p>Looks like an excellent plan. If it works as well as the Heyford Hill one it'll make a huge difference.</p>
<p>22</p>	<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>
<p>23</p>	<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 A 423 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	<p>These plans look good and I can see how they can help.</p>
31	<p>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.</p>
32	<p>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.</p>
33	<p>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.</p>
34	<p>The merging of two lanes on the A423 looks very difficult. I don't see the advantage to having two lanes before.</p>
35	<p>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.</p>
36	<p>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.</p>
37	<p>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.</p>
38	<p>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?</p>
39	<p>The plans seem fine to me.</p>
40	<p>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.</p>
41	<p>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</p>

	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: http://goo.gl/maps/JTID http://goo.gl/maps/JTID (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.

<p>63</p>	<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>
<p>64</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 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>