

## **DEPUTY LEADER OF THE COUNCIL – 7 JUNE 2012**

### **NORTH HINKSEY LANE (WEST), BOTLEY, OXFORD – PROPOSED PROHIBITION OF RIGHT TURN ONTO WEST WAY & REVOCATION OF NO-ENTRY RESTRICTION**

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

#### **Introduction**

1. This report considers the proposed Traffic Regulation Order required to prohibit right turns from North Hinksey Lane (West) onto West Way and revoke the prohibition of entry restriction from West Way. A plan is attached at Annex 1.

#### **Background**

2. This is part of a Scheme which is intended to improve traffic flow through the West Way, A34 Slip Road and Botley Road junction. Currently traffic from the A34 Slip Road heading for the North Hinksey Lane area turns left towards Oxford and then has to wait in an uncontrolled right turn lane before crossing two lanes of outbound traffic into North Hinksey Lane (East). This is a potentially hazardous manoeuvre and interrupts the outward flow of traffic on the Botley Road from Oxford City Centre. Opening North Hinksey Lane (West) to two-way traffic will reduce the hazard, as the above traffic from the Slip Road will turn right into West Way and then immediately left. This will decrease the volume of traffic turning left from the Slip Road thereby improving the flow of traffic on the Botley Road and improving access into the industrial area of North Hinksey Lane. The prohibition of a right turn from North Hinksey Lane (West) is proposed as such a manoeuvre is potentially hazardous as it involves crossing three wide lanes of traffic at a busy junction.

#### **Formal Consultation**

3. All businesses and residents with properties fronting directly onto North Hinksey Lane (West) were written to with details of the proposals, together with formal consultees. Documents were placed on deposit at County Hall and Botley Library and copies of these are available for inspection in the Members' Resource Centre. Site Notices were also placed along that length of North Hinksey Lane and the formal notice was published in the Oxford Times on 19 April 2012. The period of formal consultation ended on 11 May 2012. A summary of comments and objections received, together with AN officer response, is set out at Annex 2. Copies of all the letters and emails received are available for inspection in the Members' Resource Centre.

4. The principle objections relate to revocation of the no-entry restriction to North Hinksey Lane (West). Residents, County Councillor Godden and the Parish Council are concerned that this will lead to significant additional traffic (including HGVs) close to houses which will cause local problems and that the redesign of the West Way junction will facilitate the introduction of a drive-through facility at the adjacent McDonalds. Cyclists are concerned about the effect of 2-way traffic on the cycle facility on the south side of West Way.
5. In response, it is acknowledged that in order to reduce the disruption caused to outbound traffic on Botley Road by vehicles turning right into Hinksey Lane (East) there will be additional traffic on Hinksey Lane (West). However, the number of extra vehicles passing the houses will not be significant and the local problems that this may cause will be monitored and (as appropriate) be ameliorated as per Annex 2.

### **How the project supports LTP3 objectives**

6. The measures will help to reduce congestion, improve accessibility and road safety.

### **Financial Implications**

7. This is part of a larger developer funded scheme, and this minor element would cost in the region of £5,000 to implement.

### **RECOMMENDATION**

8. **The Deputy Leader of the Council is RECOMMENDED to approve the making of the Oxfordshire County Council (North Hinksey Lane, Botley, Oxford) (Prohibition of Right Turn) Order 20\*\* as advertised, but to ask officers to monitor the impact of the changes and the subsequent need for any further restrictions or amendments.**

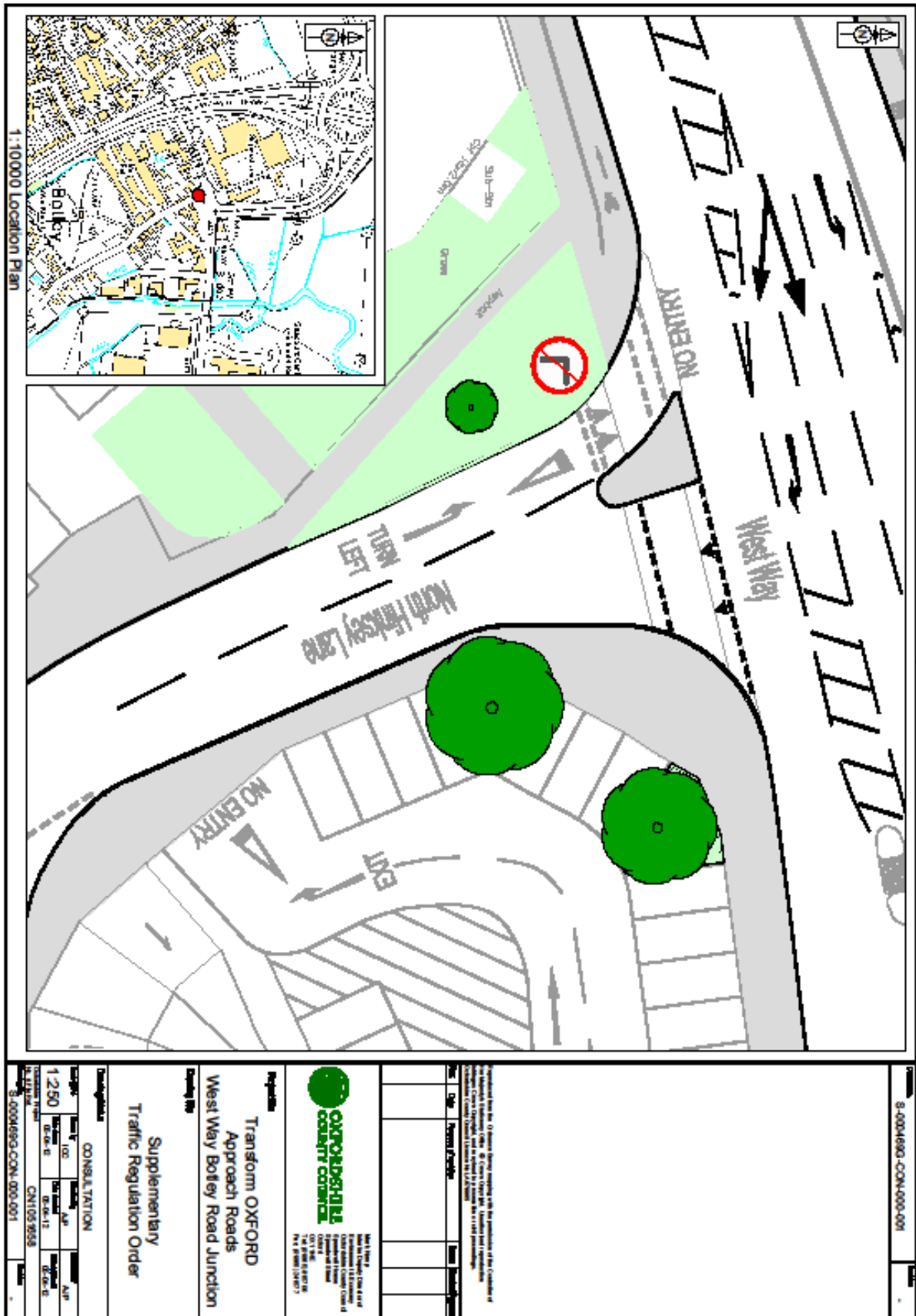
MARK KEMP

Interim Deputy Director for Environment and Economy – Highways and Transport

Background papers: Copies of the draft order, statement of reasons, plan and notice, and copies of responses to the consultation, are available in the Members Resource Room.

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May 2012



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Approved for the 10 October 2019 meeting by the members of the Committee for the City of Oxford. The Committee is advised by the City Engineer and the City Surveyor. The Committee is advised by the City Engineer and the City Surveyor. The Committee is advised by the City Engineer and the City Surveyor.

No.	Date	Author/Project	Rev.	Description

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**Project:**  
 Transform OXFORD  
 Approach Roads  
 West Way Botley Road Junction

**Drawing No:**  
 Supplementary  
 Traffic Regulation Order

**Drawings:**

Drawings	Scale	Date	Author	Check	Appr
1:250	1:250	06.08.19			
1:1000	1:1000	06.08.19			
1:10000	1:10000	06.08.19			

1:10000 Location Plan

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## Consultation Responses

	Consultee	Comment	Officer Response
1-7	A representative of all the residents of Old Botley – This letter was copied and submitted by 6 further residents of North Hinksey Lane and Old Botley	<p>Removing the no-entry restriction and allowing two-way traffic will result in increased traffic in that section of road as more traffic may choose to enter McDonalds from there.</p> <p>McDonalds may start a drive-thru operation. Current arrangements work as well as they can - The junction at McDonalds eastern end is controlled by the proximity of traffic lights and box junction.</p> <p>Concern that re-configuring the junction may encourage lorries to exit via North Hinksey Lane West.</p> <p>Obstruction is caused by parked cars.</p> <p>If the parking becomes controlled, speed humps will be required to slow traffic.</p> <p>A bollard will be required to protect Old Botley.</p> <p>One resident added that weight restrictions should be introduced.</p>	<p>We anticipate that McDonalds will permit entry on both sides of their site. Any such extra traffic will turn directly into McDonalds, and not pass residential properties.</p> <p>This would require planning approval. The main junction needs to be improved to expedite the traffic flow out of Oxford. The proposals would improve access to North Hinksey Lane.</p> <p>Unlikely as most will be heading for the A34, and will use North Hinksey Lane East (a prohibition of right turn from North Hinksey Lane West is part of the proposals)</p> <p>This should diminish with the introduction of two-way traffic.</p> <p>This will be kept under review.</p> <p>Again, this will be kept under review.</p> <p>Again, this will be kept under review. Advisory <i>Unsuitable for HGV</i> signs could be installed.</p>
8	Cyclox	We object to the proposed opening of this junction to southbound traffic The	Presume this is a safety concern, and the situation will be monitored.

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		<p>road is unsuitable for any increase in traffic. Buildings are adjacent to the road, and the pavement provision is inadequate.</p> <p>A cycle lane should be provided instead of the proposed right turn lane in West Way.</p> <p>A raised crossing should be provided.</p>	<p>This is not a lane, but an area marked to indicate where traffic should safely position itself to turn correctly to the east side of the central island.</p> <p>This is part of the proposals to be provided.</p>
9	A member of Cyclox	<p>Object to the proposed change to two-way working There is a cycle track crossing and cyclists will have to look behind them to ensure the road is clear</p> <p>Traffic heading for the trading estate (along North Hinksey Lane West) would have to make a sharp right turn on a difficult junction</p>	<p>This would be no different to other junctions along Botley Road.</p> <p>This is slightly different to the current movement, but has been assessed on site as being an achievable and safe manoeuvre.</p>
10	Cllr Janet Godden	<p>Will have serious consequences for the small group of houses in the immediate vicinity</p> <p>Reawakens concerns that McDonalds may reapply for a drive-through</p>	<p>This would be monitored to see if any further action is necessary.</p> <p>Again, this would require planning approval.</p>
11	North Hinksey Parish Council	<p>We do not believe that the proposed changes offer any advantages. Outbound traffic along West Way respects the yellow hatched area and traffic turning right into North Hinksey Lane West is small enough to not to add significantly to tailbacks.</p> <p>Obstruction is caused by parked cars and two-way traffic cannot fail to</p>	<p>The main junction needs to be improved to expedite the traffic flow out of Oxford. The proposals would improve access to North Hinksey Lane.</p> <p>This should diminish with the proposed changes. The situation would be</p>

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		<p>create extra hazards.</p> <p>Disadvantages to those in North Hinksey Lane West will be greater than the benefits to those in North Hinksey Lane East.</p> <p>The junction will be more difficult for pedestrians and cyclists to cross.</p> <p>Increased traffic turning right from the Slip Road will require longer access times and increase the congestion on Botley Road.</p> <p>The creation of an extra lane for traffic turning right into North Hinksey Lane West is unnecessary.</p>	<p>monitored to see if further restrictions are required.</p> <p>The benefit of the Scheme is intended to be the improvement of traffic flows out of Oxford.</p> <p>This should not be the case. There will be a raised crossing and a central island.</p> <p>A need to change the phasing of the traffic lights is not anticipated. There will be a detection loop to improve the traffic flows.</p> <p>This is not a lane, but an area marked to indicate where traffic should safely position itself to turn correctly to the east side of the central island.</p>
12	Fire and Rescue service	No adverse comments to make	Noted.
13	Thames Valley Police	Thank you	Noted.
14	The Resources Group, North Hinksey Lane	Supports prohibition of right turn in North Hinksey Lane (the Proposal).	Noted.