

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

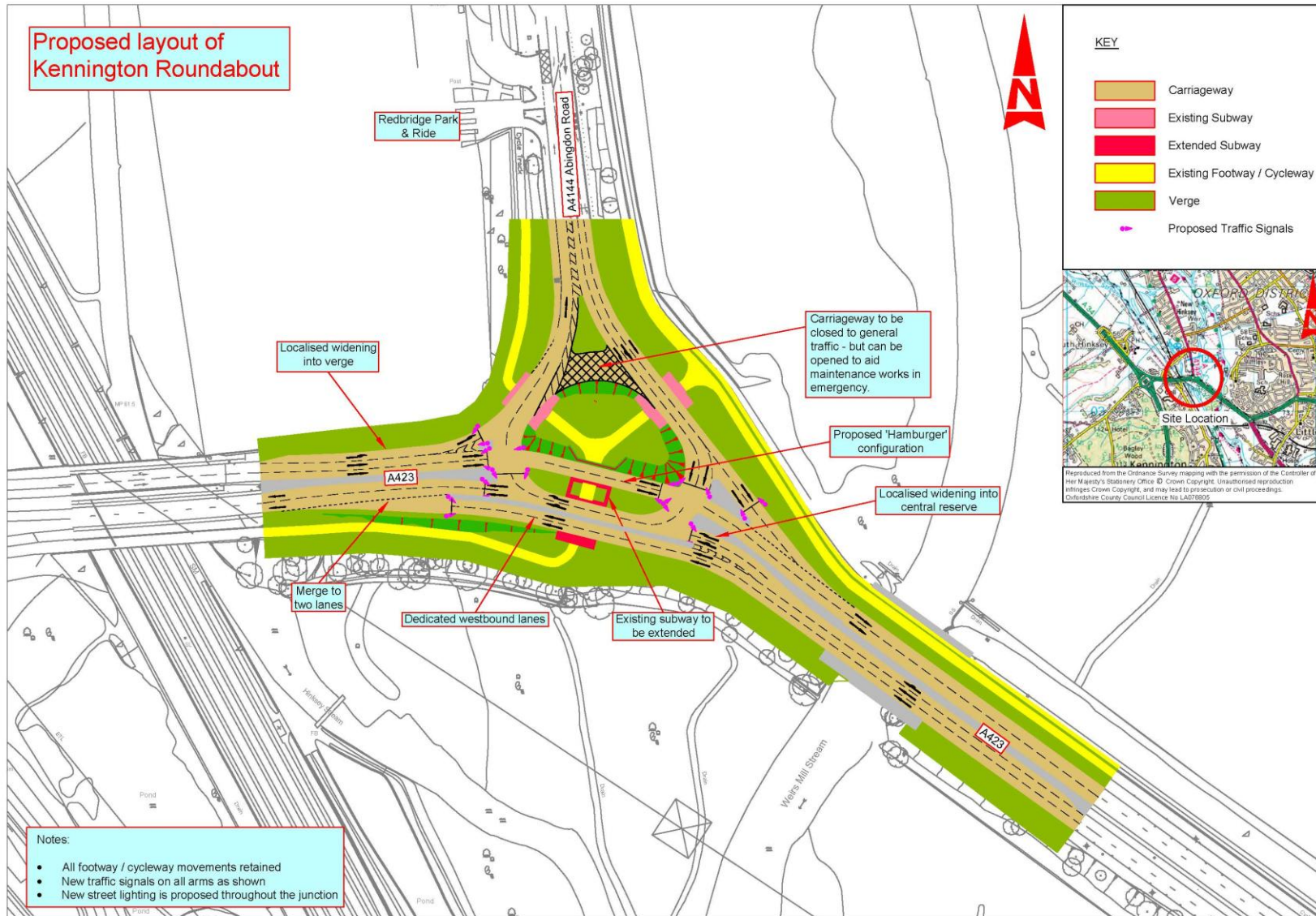
Interim Deputy Director for Environment and Economy (Highways and Transport)

Background papers: Consultation documentation

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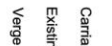


Proposed layout of Hinksey Hill Roundabout



- Notes:
- All footway / cycleway movements retained
 - New traffic signals on all arms as shown



KEY

	Carriageway
	Existing Footway / Cycleway
	Verge
	Proposed Traffic Signals
	Proposed Street Lighting



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