

**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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	Kennington?	
	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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	<p>this situation creating a safety issue for vulnerable pedestrians.</p>	<p>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.</p>
	<p>Should be direct, open, with good through visibility. This design does nothing to make improvements and is not acceptable.</p>	<p>The subway provides a suitable route for pedestrians. Signals for pedestrians would not be easy to provide due to limited budget and availability of highway land. Signalised crossing would result in delays for pedestrians because the crossing would need to be staggered and this could present a safety risk.</p>
	<p>Instead of keeping the subway which is not used a great deal, have pedestrian lights as going north at Heyford Hill.</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. 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>
<p>Bus priority</p>	<p>The scheme should provide for bus priority, including bus lanes and priority at traffic lights, to encourage greater use of buses.  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>Noted.</p>
<p>Roadworks</p>	<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.  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>	<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.  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>
<p>Cost / better uses for the money</p>	<p>It is ridiculous to spend £3 million on road improvements. The money could be better spent on areas of real social need.  Shame it can't be done for less money.  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>	

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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.
	Short-sighted to preserve the current layout and it only benefits the ring road 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.
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.
	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).	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.
	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).	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.
	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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	<p>Are there plans to improve the A40 from Witney to Oxford?</p> <p>On the east bound road coming away from the roundabout it would be useful to have this as a three lane road.</p> <p>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.</p> <p>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.</p> <p>With the limited funds available, much greater improvements can be made both to car users and Park &amp; Ride users providing a big boost both to trade in East Oxford, and also city centre tourism and retail.</p>	<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> <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>
<p>Drainage</p>	<p>Existing oil traps will be affected by the widening of the sub-ways and need to be re-located and updated, and alarmed.</p> <p>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.</p> <p>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.</p>	<p>Drainage has been considered in the detailed design of the scheme.</p>
<p>Review</p>	<p>Will the performance of the new layout be assessed after six months?</p>	<p>The schemes will be monitored and reviewed after completion.</p>