

South Hinksey Parish Council meeting, Monday 9<sup>th</sup> January 2023

## **Hinksey Hill weight limit**

From: Christine Chater

Date: Tue, 29 Nov 2022 at 15:10

Subject: RE: A34 South Hinksey Weight Limit Queries

To: Arif, Sharaz - Oxfordshire County Council

<[Sharaz.Arif@oxfordshire.gov.uk](mailto:Sharaz.Arif@oxfordshire.gov.uk)>

Cc: Cllr Bob Johnston <[Bob.Johnston@oxfordshire.gov.uk](mailto:Bob.Johnston@oxfordshire.gov.uk)>, Michael Cochrane, Linda Goodhead

Hello Sharaz

Thanks for your email.

### **Consequential weight limit road**

Agreed. Please note that the hotel is now demolished and five houses are being built on the site.

### **Foxcombe Road**

Agreed that Foxcombe Road and the side roads adjoining the consequential weight limit road already have a weight limit.

Agreed that lorries from North Abingdon which wish to join the A34 ring road at the Hinksey Hill junction at present can use Hinksey Hill. A new weight limit would prevent those lorries from using Hinksey Hill, but they would use the Lodge Hill slip roads which are being built for that very purpose.

The Oxfordshire County Council states that new Lodge Hill development is to:

- Optimise junction capacity at Lodge Hill
- Provide new access and shorter journey times
- Enable new housing in Abingdon of 1,000 houses.

It is accepted that HGV lorries would continue to use the local roads for the purpose of local delivery as is normal for any road with a weight limit.

### **The Green and Orange Roads**

The Oxfordshire County Council states

‘The A34 junction at Lodge Hill ...currently has north facing slip roads only. These interchange improvements will add new south facing slip roads to the A34 as well as traffic calming on the local network ....’

I have read through much of the published literature regarding the development and nowhere have I seen that the Oxfordshire County Council wishes to provide an alternative route for lorries going North or South by using Hinksey Hill.

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The reasonably foreseeable consequence of the new slip roads for Hinksey Hill if it is not given some protection by way of the weight limit is that lorries will indeed use Hinksey Hill to avoid congestion on the A34.

If there is an accident on the A34 or road works, then the Police/Highways authority can obtain a suspension of the weight limit order. This was the point made by Lee Turner in support of the weight limit some time ago. Please see attached the letter to Cathy Champion

You have asked if I can say a little more about what has prompted the thinking behind the comments made in the consultation and what problem is trying to be solved?

I believe that the comments show that in many eyes Hinksey Hill provides an alternative route to Oxford or to the south when the A34 is congested.

Our point however is that with increased access and egress to the A34 at Lodge Hill heavy goods vehicles will routinely use Hinksey Hill unless prevented. Hinksey Hill is a residential area which is not always considered in these deliberations. The A34 is regularly congested. Please do not spread the misery to Hinksey Hill is our message! Fix the A34.

Best

Christine Chater

From: Arif, Sharaz - Oxfordshire County Council

<[Sharaz.Arif@Oxfordshire.gov.uk](mailto:Sharaz.Arif@Oxfordshire.gov.uk)>

Sent: 28 November 2022 12:04

To: Christine Chater; Linda Goodhead

Subject: A34 South Hinksey Weight Limit Queries

Hi Christine,

I've had some queries come through from some consultation I've been carrying out on the proposed Hinksey Hill Weight Limit. I'd appreciate any comment you may have on the below.

*In respect of the "consequential weight limit" (Oxford Rd to Lodge Hill Junction) there are less than 10 houses along this section of road plus a saw mill, prep school and hotel (and all of the latter will have HGVs making deliveries that would be exempt from any proposed order).*

*Whilst the map shows the existing weight restriction on Foxcombe Road, most of the side roads that join the length of the proposed weight restricted road are already weight restricted by either the OCC (Wootton,*

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*Abingdon Area) (Weight Restriction) Order 1977 or the OCC (Oxfordshire 7.5 Tonne Maximum Gross Weight Restriction) (Amendment No.2) Order 2009 i.e. the Kennington and Radley order. HGVs already cannot use this road for any other reason than to deliver locally or go from north Abingdon to the A34/ring road at the Redbridge interchange without breaching an existing weight restriction i.e. a new restriction may not lead to a reduction in HGV traffic being observed in the area.*

*The two roads marked in green and orange also provide an alternative route from Abingdon to Oxford, if there is an accident on the A34 between the Marcham and Redbridge junctions (and vice versa). HGVs and other traffic can use this road plus Dunmore Road/Copenhagen Drive to get between these locations and these roads are, though single lane, suitable for larger vehicles as they are broad and the roads in Abingdon have a separate cycle path alongside them.*

*Can you say a little more about what has prompted this thinking, what is the problem trying to be solved?*

Many thanks.

Sharaz

Kind regards,

Sharaz Arif *IEng MICE NECReg*

Project Manager – South & Vale

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