

Divisions affected: *Wolvercote and Summertown*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 MARCH 2022**

### **OXFORD: A44 WOODSTOCK ROAD - PROPOSED EXTENSION OF 30MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed extension of the speed 30mph speed limit on the A44 Woodstock Road.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on proposed extension of the 30mph speed limit on the A44 Woodstock Road as shown in **Annex 1**, following a previous consultation carried out in October 2021 for a 50mph speed limit, the developing/evolving scheme provides for more extensive improvements along the route, including non-motorised user provision, additional bus-lanes & signalised access points.

#### **Financial Implications**

3. Funding for consultation on the proposal has been provided by the developers of adjacent land, who will also fund its implementation if approved.

#### **Equality and Inclusion Implications**

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

#### **Sustainability Implications**

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

#### **Consultation**

6. Formal consultation was carried out between 27 January and 25 February 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Oxford City Council,

Cherwell District Council, Gosford & Water Eaton Parish Council, Yarnton Parish Council, Kidlington Parish Council, and the local County Councillors covering the Wolvercote & Summertown and the Kidlington South divisions.

7. Nine responses were received during the formal consultation comprising of: 3 objections, 1 expressing concerns, 4 expressions of support, and 1 expressing no objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed no objection.
10. Yarnton Parish Council and the local member expressed support for the proposal; additionally, two members of the public expressed support.
11. Objections were received from three members of the public on the grounds that the proposals were unnecessary and would not be respected. Noting these, the Oxford north development will result in major changes to the road layout and also the character of the roadside environment, with development on both sides of the A44. In the light of these changes the proposed 30mph speed limit is considered appropriate.

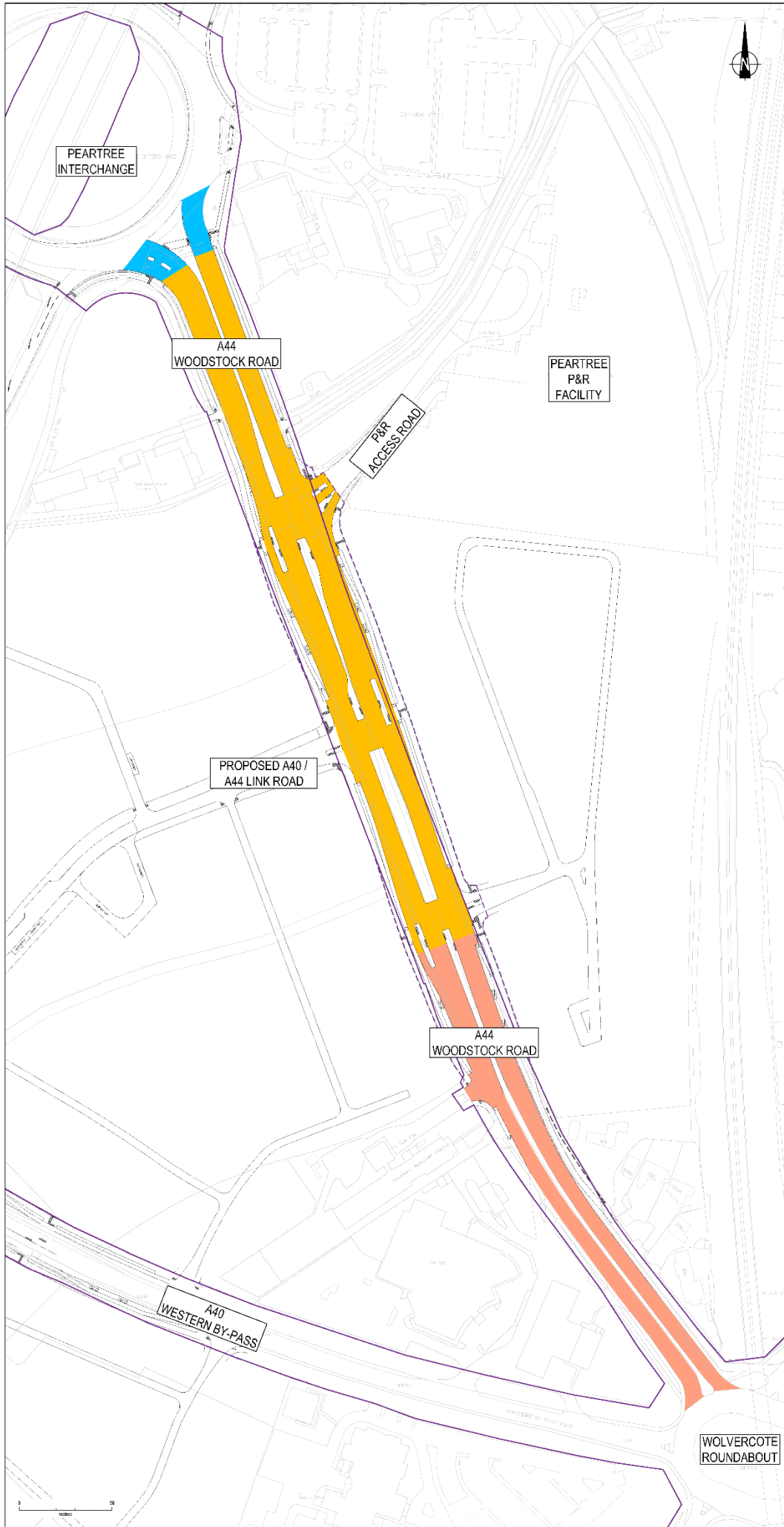
Bill Cotton  
Corporate Director, Environment and Place

Annexes                          Annexe 1: Consultation Plan  
  Annexe 2: Consultation responses

Contact Officers:                Tim Shickle 07920 591545

March 2022

ANNEX 1



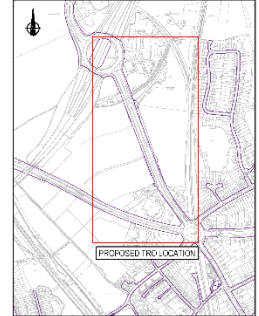
NOTES:

- 1 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL SECTION 278 DRAWINGS WITHIN THE STATUTED DRAWING SERIES 48201/A44/FS - A44 FULL SCHEME WORKS.
- 2 ALL WORKS TO BE IN ACCORDANCE WITH THE HIGHWAYS ENGLAND SPECIFICATION FOR HIGHWAY WORKS, OCC STANDARD DETAILS & HIGHWAY CONSTRUCTION DETAILS WHERE CONSTRUCTION DETAILS ARE PROVIDED, THESE TAKE PRECEDENCE OVER OCC STANDARD DETAILS.

KEY:

- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- PROPOSED OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- EXISTING SPEED LIMIT - NATIONAL SPEED LIMIT
- EXISTING SPEED LIMIT - 30mph
- PROPOSED SPEED LIMIT - 30mph (REDUCED FROM 50mph)

KEY PLAN - SCALE 1:10,000



Mark	Revision	Date	Drawn	Checked	Appd

SCALE/NOTE: Do not scale this drawing - any errors or omissions shall be referred to Stantec without delay.  
 STATUTED NOTE: The position of any existing public or private sewers, utility services, cables or apparatus shown on this drawing is believed to be correct, but no liability for its accuracy is expressed or implied. Other such cables or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigations where the presence of any existing services, services, part of apparatus may affect their operations.

Drawing Issue Status: **FOR APPROVAL**

**OXFORD NORTH TRAFFIC REGULATION ORDERS A44 CORRIDOR FULL SCHEME PROPOSED SPEED LIMIT**

Client: **TWC**

Designer: **Stantec**

Date of Issue: 16/12/2021  
 Drawn: MK  
 Checked: MK  
 Approved: SH

Drawing Number: **48201/A44/FS/171**

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Yarnton Parish Council	<p><b>Support</b> - We have other comments to improve road usage and connectivity such as continued tarmac of canal towpath towards Kidlington and introduction of average speed cameras as the A44 travels through the villages of Yarnton and Begbroke. We would also welcome an explanation about the proposed A40 A44 link road - how that is intended to operate and the unintended consequences of it on our community.</p> <p>We would be happy to talk to Highways about our concerns.</p>
(3) Local Cllr, (Yarnton)	<b>Support</b>
(4) As an individual, (Leafield, Fairspear Road)	<p><b>Object</b> - Another scheme submitted by a council that hates cars and will not accept that this proposal will reduce the carrying capacity of the oxford road system, a system already groaning under the load. Bus lanes being squeezed into existing roads make them narrower and more dangerous (hence the need for a speed limit) as well as prevent motorcyclists trundling down the middle of two lanes of frequently stopped traffic. Make the road wider and things will not be so bad..... However, that would cost money, so I doubt this is possible.</p>
(5) As an individual, (Kidlington, Yarnton Road)	<b>Object</b> - Speed limits are ok as they are and no problems in traffic flow or accidents.
(6) As an individual, (Yarnton, Spencer Avenue)	<p><b>Object</b> - 30mph speed limit on A44 (between Wolvercote &amp; Peartree RBTs) i think this is too low, if traffic volumes are high that slows down traffic at other times it could be reduced to 50 from 60. 30 would just be ignored making things dangerous. the traffic light at Peartree already control speed</p>

<p>(7) As an individual, (Yarnton, Fletcher Close)</p>	<p><b>Concerns</b> - All traffic currently not moving during rush hours. Extra build up of traffic during work being done. Who's going to police speed limits? Closure of Sandy lane/Yarnton rd. new housing estates being planned. Total gridlock. Poor people trying to get to appointments.</p>
<p>(8) As an individual, (Oxford, Alice Smith Square)</p>	<p><b>Support</b> - lower speed equal less accidents (or at least less serious ones). Quiet and safety - we need that here</p>
<p>(9) As an individual, (Yarnton, Pixey Close)</p>	<p><b>Support</b></p>