

Divisions affected: *Wolvercote and Summertown*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16  
DECEMBER 2021**

**OXFORD: A44 BETWEEN PEARTREE AND WOLVERCOTE  
ROUNABOUTS AND NEW LINK ROAD TO A40 – PROPOSED  
50MPH AND 20MPH SPEED LIMITS, 7.5 TONNE WEIGHT LIMIT AND  
TURNING RESTRICTIONS AND SIGNALLED CROSSING FOR  
PEDESTRIANS AND PEDAL CYCLISTS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
  - a) A 50mph speed limit on the A44 Woodstock Road north of the Wolvercote roundabout
  - b) A 20mph speed limit on the new link road between the A44 Woodstock Road & the A40 Northern Bypass
  - c) 7.5 tonne weight limit to be introduced on the new link road
  - d) A right turn prohibition & no access restriction at the junction of the link road with the A44
  - e) a new staggered signalised crossing for pedestrians and pedal cyclists across the A44 south of the junction with the link road

**Executive summary**

2. This report presents responses received to a statutory consultation on measures on the A44 between the Peartree and Wolvercote roundabouts and the new link road to the A40 comprising a 50mph speed limit on the A44 Woodstock Road north of the Wolvercote roundabout, a 20mph speed limit on the new link road between the A44 Woodstock Road & the A40 Northern Bypass, a 7.5 tonne weight limit to be introduced on the new link road, a right turn prohibition & no access restriction at the junction of the link road with the A44 and a new staggered signalised crossing for pedestrians and pedal cyclists across the A44 south of the junction with the link road.
3. It should be noted that further traffic management measures will be progressed at a later stage of the major Oxford North development and be the subject of further consultation.

## Financial Implications

4. Funding for consultation on the proposals has been provided by the developers of land adjacent to the A40 and A44 who will also fund implementation of the proposals should they be approved.

## Equality and Inclusion Implications

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

## Sustainability Implications

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

## Consultation

7. Formal consultation was carried out between 7 October and 5 November 2021. 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, Gosford & Water Eaton Parish Council, Oxford City Council and local County & City Councillors.
8. Six responses were received during the formal consultation as summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / objection
50mph speed limit on A44 Woodstock Road	2	-	2	2
20mph speed limit on Link Road	3	1	-	2
7.5 tonne weight limit on Link Road	2	1		3
Right turn prohibition on Link Road	-	2	1	3
Signalised staggered crossing on A44 Woodstock Road	-	2	2	2

9. The responses are shown at Annex 2 with and copies of the original responses available for inspection by County Councillors.
10. Thames Valley Police did not object to the proposals subject to the 20mph speed limit being self-enforcing as shown in the plan at Annex 4. Raised tables are proposed on the short link road and these should help ensure good levels of compliance. The police also noted their concerns about the enforcement of the weight limit. It is acknowledged that enforcement of such restrictions is challenging and the capacity of the police and the Oxfordshire County Council Trading Standards team (who also monitor and enforce weight limits) is very limited. Noting the above and accepting also that the link

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road may prove attractive given the delays commonly experienced at the A40 Wolvercote roundabout, close monitoring of its operation will be required to identify if further measures are required.

11. Oxford Bus Company did not object.

12. The remaining responses were from members of the public with objections to the proposed speed and weight limits, primarily on the grounds of the lack of need and also concerns on the proposed turning restrictions and signalled crossing.

**BILL COTTON**

Corporate Director, Environment and Place

Annexes

Annexe 1-4: Consultation Plans

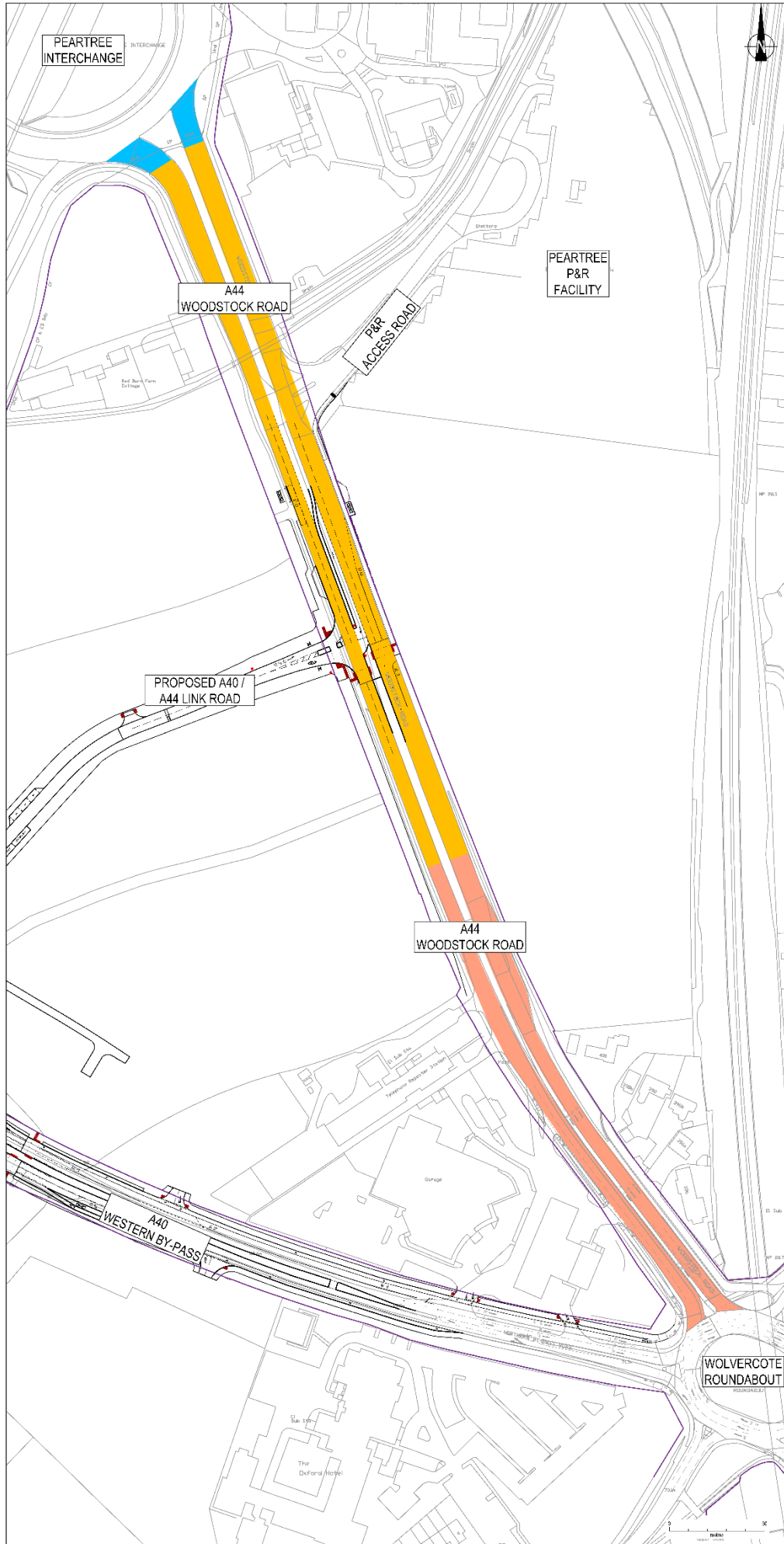
Annex 5: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

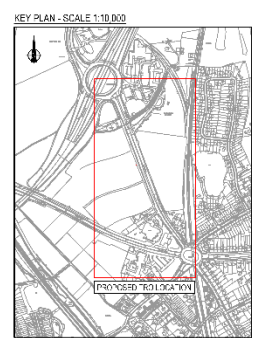
John Exley 07568 563706

December 2021



- NOTES:**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL SECTION 2/8 DRAWINGS WITHIN THE STATICE DRAWING SERIES 48201/A44/S278 - A44 INTERIM JUNCTION WORKS.
  - ALL WORKS TO BE IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS, OCC S278 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 - 50mph (REDUCED FROM NATIONAL SPEED LIMIT)



B	UPDATE: PEARTREE ACCESS JUNCTION WITH OCC LOCAL AUTHORITY	07.07.21	GM	JB	SH
A	ROAD MARKINGS UPDATED	18.12.20	VT	BH	SH

Mark: Revision Date Drawn: Check: Appd:

**SCALING NOTE:** Existing site records were used as a basis for what is proposed to show on this drawing. UTILITIES NOTE: The position of any existing public or private services, utility services, pipes or apparatus shown on this drawing is believed to be correct, but no warranty is made as to its accuracy or depth. Other utility pipes or apparatus may also be present but not shown. The contractor shall be responsible for any utility lines over, under or adjacent to the proposed works. Any existing services, structures, pipes or apparatus may affect the construction.

Drawing Issue Status: **FOR APPROVAL**

**OXFORD NORTH TRAFFIC REGULATION ORDERS A44 CORRIDOR INTERIM SCHEME PROPOSED SPEED LIMITS**

Client: **TWO** THOMAS WHITE OXFORD

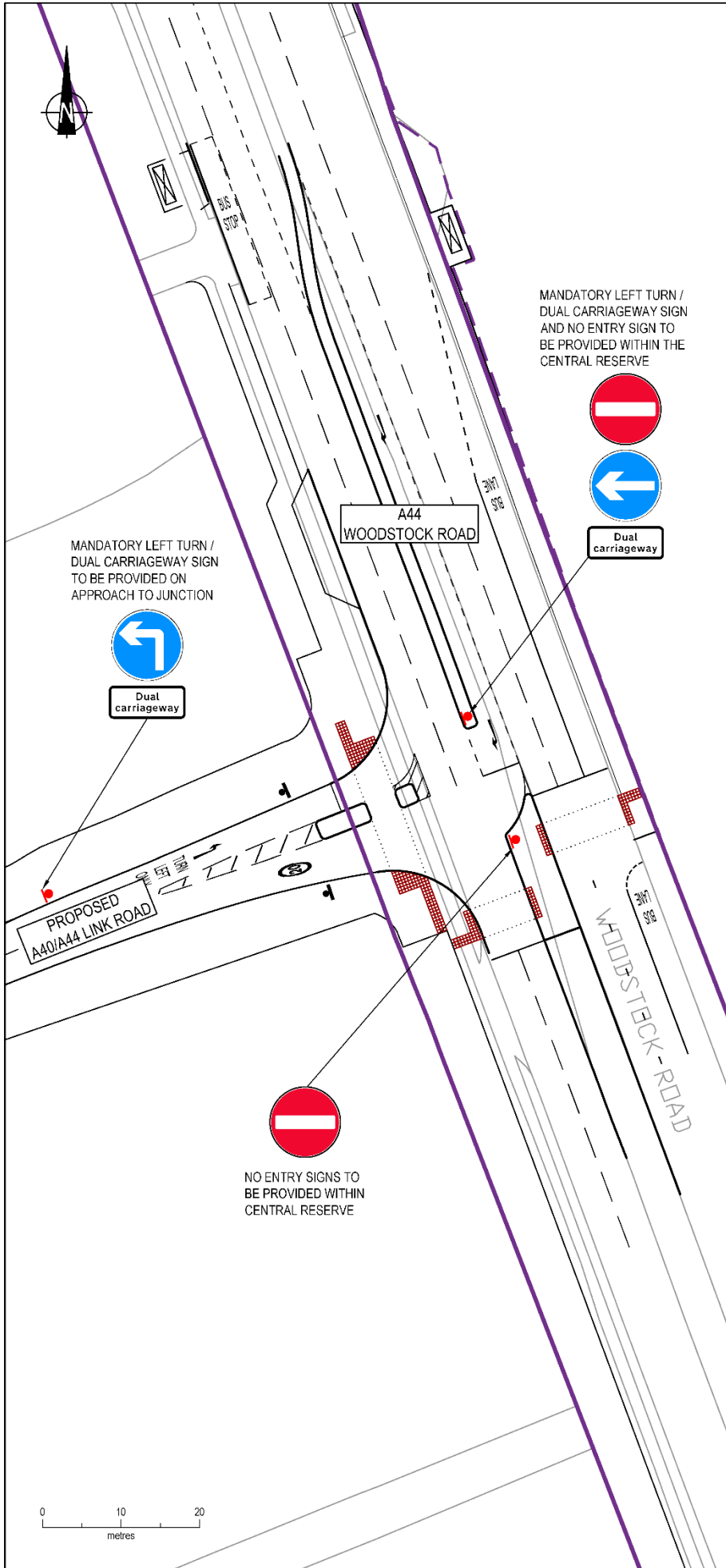
**Stantec**

stantec.com/uk

Date of last issue	23.10.2020	Checked	BH	Drawn	GM
At Scale	1:1000 @ A1	Checked	BH	Approved	SH

Drawing Number: **48201/A44/S278/151** B

Scale: 1:1000



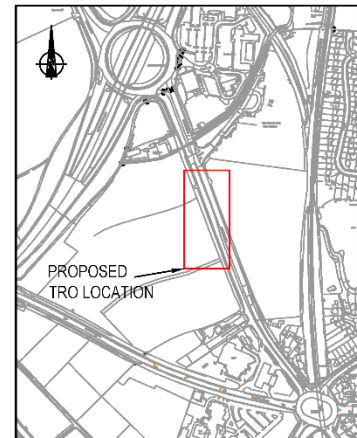
**NOTES:**

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**KEY:**

- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- PROPOSED OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- PROPOSED TRAFFIC SIGN

**KEY PLAN - SCALE 1:10,000**



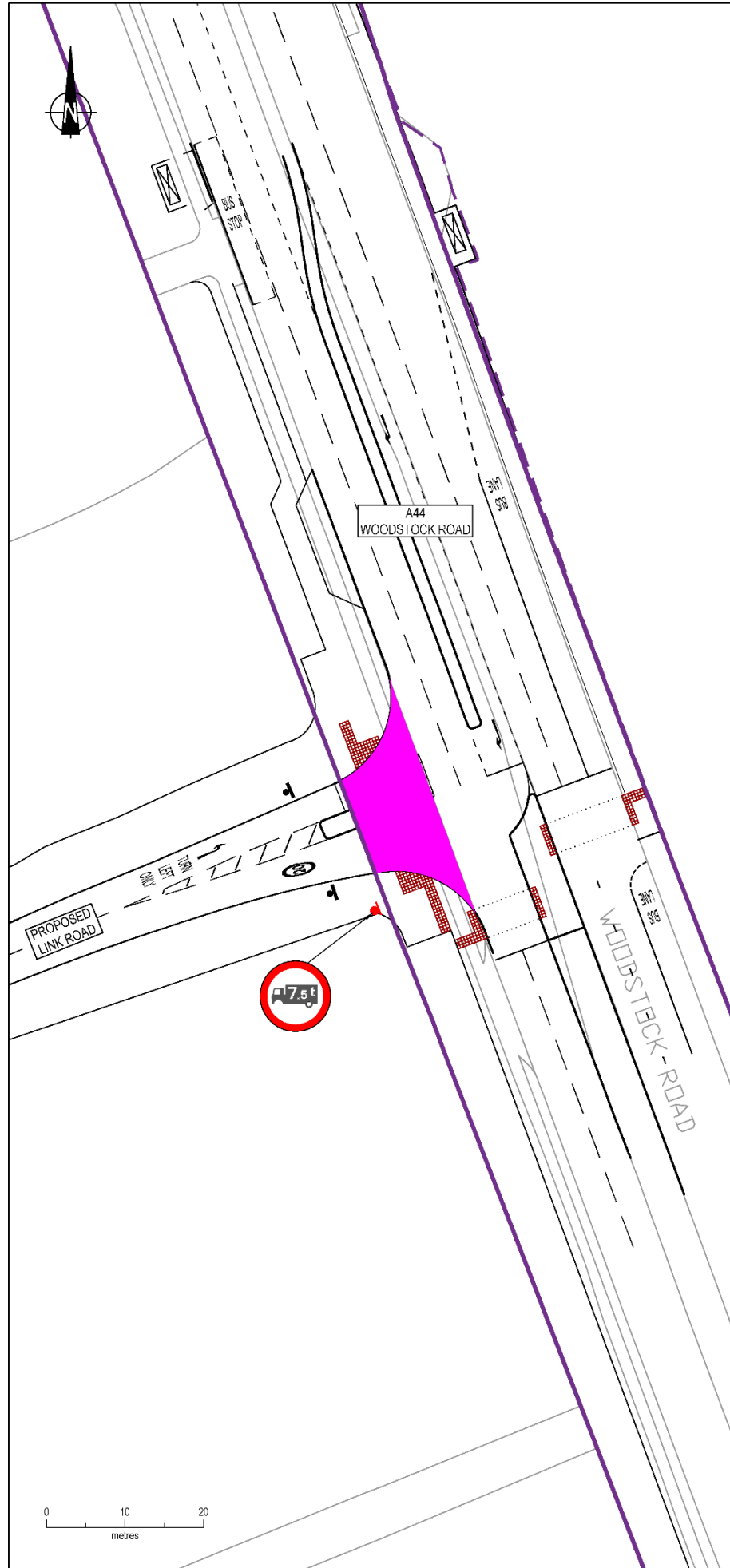
Mark	Revision	Date	Drawn	Chkd	Appd
B	UPDATED IN ACCORDANCE WITH OCC COMMENTS	07.07.21	GM	JB	SH
A	ROAD MARKINGS UPDATED	18.12.20	VT	BH	SH

SCALING NOTE: 2000 scale the drawing - any errors or omissions shall be rectified to Stantec without delay.  
 DUTIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status: **FOR APPROVAL**

**OXFORD NORTH  
 TRAFFIC REGULATION ORDERS  
 A44 CORRIDOR INTERIM SCHEME  
 MANDATORY / PROHIBITED MOVEMENTS**

<small>Date of 1st Issue</small> 23.10.2020		<small>Designed</small> BH	
<small>A3 Scale</small> 1:500 @ A3		<small>Drawn</small> GM	
<small>Drawing Number:</small> 48201/A44/S278/153		<small>Checked</small> BH	
<small>Revision</small> B		<small>Approved</small> SH	
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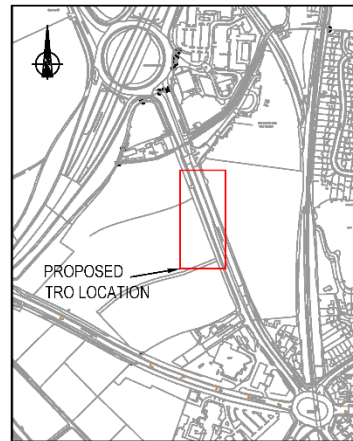
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KEY:

- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- PROPOSED OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- WEIGHT RESTRICTION - 7.5t EXCEPT AUTHORISED VEHICLES

KEY PLAN - SCALE 1:10,000



B	UPDATED IN ACCORDANCE WITH OCC COMMENTS	07.07.21	GM	JB	SH
A	ROAD MARKINGS UPDATED	18.12.20	VT	BH	SH
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE:  $\frac{1}{2000}$  scale the drawing - any errors or omissions shall be rectified to Stantec without delay.  
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Drawing Issue Status: **FOR APPROVAL**

**OXFORD NORTH  
 TRAFFIC REGULATION ORDERS  
 A44 CORRIDOR INTERIM SCHEME  
 PROPOSED WEIGHT RESTRICTION**

<b>THOMAS WHITE OXFORD</b>		<b>stantec.com/uk</b>	
Date of 1st Issue	Designed	Drawn	Checked
23.10.2020	BH	GM	BH
A3 Scale	Checked	Approved	SH
1:500 @ A3	BH	SH	
Drawing Number:	Revision		
48201/A44/S278/152	B		

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 0181005  
 Tel: 01865 410 000

- KEY:**
- PROPOSED TRAFFIC SIGN
  - PROPOSED BOLLARDS (MALLATITE DURABLE SELF-RIGHTING RETROREFLECTIVE ROLLER OR EQUIVALENT)
  - EXISTING OCC HIGHWAY BOUNDARY
  - PROPOSED SECTION 38 HIGHWAY BOUNDARY

- NOTES:**
- 1 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL SECTION 38 DRAWINGS WITHIN THE STATUTORY DRAWING SERIES 48201/INK/S38 - A40 / A44 LINK ROAD.
  - 2 ALL WORKS TO BE IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS, OCC S27/938 STANDARD DETAILS & HIGHWAY CONSTRUCTION DETAILS WHERE CONSTRUCTION DETAILS ARE PROVIDED, THESE TAKE PRECEDENCE OVER OCC STANDARD DETAILS.
  - 3 EXACT POSITION OF ALL SIGNS SHALL BE AGREED WITH THE OVERSEEING ORGANISATION PRIOR TO THEIR INSTALLATION. ALL PROPOSED AND EXISTING SIGNS ARE TO BE PROVIDED WITH APPROPRIATE AND UNIFORM PRICED VISIBILITY AS PER APPENDIX A OF TRUCKS - THE DESIGN AND USE OF OPERATIONAL INFORMATORY SIGNS. THE CONTRACTOR SHALL TAKE DUE CONSIDERATION OF DRAINAGE AND UTILITIES WHEN CONSIDERING THE POSITION AND INSTALLATION OF ROAD SIGNS.
  - 4 ALL TRAFFIC SIGNS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2016 AND THE TRAFFIC SIGN MANUAL (DIAGRAMS 3, 4, 5, 6 AND 7).
  - 5 REFER TO DRAWING 48201/INK/S38/202 FOR SIGN SCHEDULES.

C	TERMINAL SIGNS RE-POSITIONED NEAR TO A44	26.02.21	GH	BH	SH
F	ROAD MARKINGS UPDATED	18.12.20	VT	TH	SH
A	TRAFFIC SIGNS UPDATED	30.10.20	GH	BH	SH

Mark: Revision: Date: Drawn: CHN: Apud:

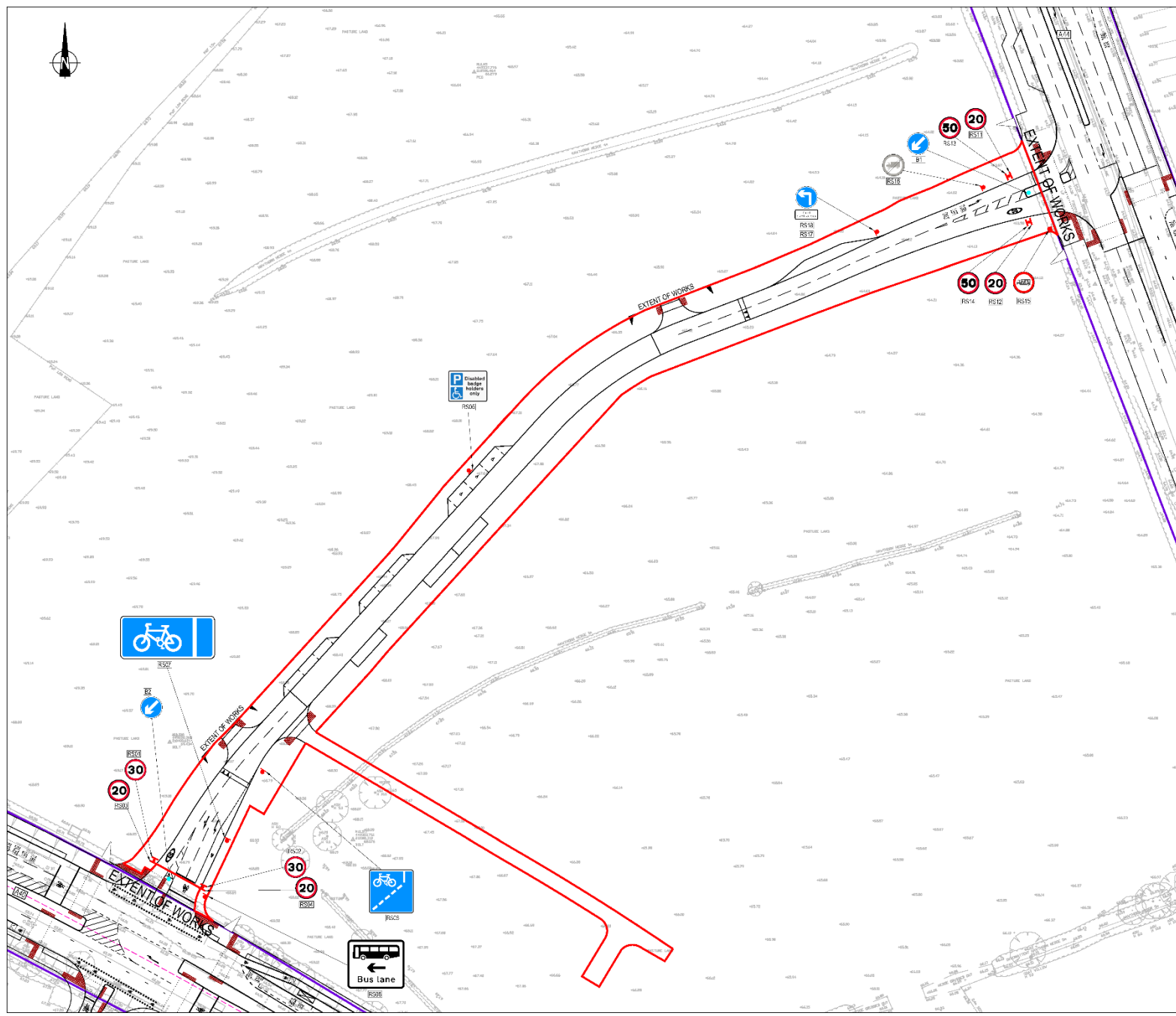
DISCLAIMER: We do not warrant this drawing, any errors or omissions shall be notified to the client without delay. UTILITIES NOTE: The position of any existing public or private sewers, utility services, shall be as indicated on this drawing. It is the client's responsibility to ensure that any such services are correctly located and that any such services are not damaged or interfered with by the proposed works. The contractor shall be responsible for their own investigation and the presence of any existing services, sewers, shall or otherwise may affect their operations.

Drawing Issue Details

**FOR APPROVAL**

**OXFORD NORTH  
SECTION 38 AGREEMENT  
A40 / A44 LINK ROAD  
TRAFFIC SIGNS**

<p>Client</p> <p><b>TWO</b></p> <p>THOMAS WHITE OXFORD</p>		<p></p> <p>stantec.com/uk</p>	
<p>Date of issue</p> <p>04.03.2020</p>	<p>Designed</p> <p>BH</p>	<p>Drawn</p> <p>JC</p>	<p>Checked</p> <p>SH</p>
<p>At Scale</p> <p>1:500 @ A1</p>	<p>Checked</p> <p>BH</p>	<p>Approved</p> <p>SH</p>	<p>Revised</p> <p></p>
<p>Drawing Number</p> <p>48201/INK/S38/1201</p>	<p>OFFICE</p> <p>C</p>	<p>THE OXFORD ROAD</p> <p>OXFORD OX1 1JG</p>	<p>Revision</p> <p></p>



RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>No objection</b> - Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</p> <p>We are aware that Oxfordshire County Council have recently passed a policy to introduce many more 20 mph speed limits and are working with them through their 20s Steering Group committee.</p> <p>TVP Welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety and may offer further such as median speed reduction and speed reduction of faster drivers, but the best benefits are where road design is improved and the DfT guidelines are followed. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, attempts to create an environment more friendly to cycling and to encourage a greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between sign-only and other schemes</p>



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	<p>and the influence of the road environment is key to achieving compliance. TVP have no policy to enforce based on arbitrary speed limits alone but we will enforce based on harm, risk and resourcing. 20mph limits are not excluded from this and would be enforced where appropriate. However, there are no additional resources available to support extra enforcement. Messages from partners that police do not enforce need to be discouraged as such messaging can encourage non-compliance and should be avoided.</p> <p>I am NOT aware that Speed limit data has been obtained to support such a lowering of these speed limits. It is clear from the consultation documents a raft of measures/treatments will be included for both the A40 and A44 but there is no evidence to suggest the same applies to the new link road.</p> <p>In principle the police have no objection to the measures outlined on the A40 and A44. However, unless design measures fully support a lowering to 20 on the new link road we do object to this proposal.</p> <p>Regarding the Weight limit on the link road my response to previous consultation dated 8th September 2020 remains the same. Enforcement of such restrictions our keen concern.</p>
(2) Oxford Bus Company	<p><b>No objection</b> - Oxford Bus Company has no concerns on these proposals.</p>
(3) Local Resident, (Oxford)	<p>50mph speed limit on A44 Woodstock Road: <b>Object</b>          20mph speed limit on A44 A40 Link Road: <b>Object</b>          7.5 tonne weight limit on A44 A40 Link Road: <b>Object</b></p> <p>A44: The extension of the existing 30mph speed limit by 55 metres northwards is unnecessary; A44: The proposed speed limit of 50mph is too high, considering the limited length of it and the two sets of traffic signals within it (one existing and one proposed). The proposed speed limit should be 40mph.</p> <p>The proposed 7.5 tonne weight limit adjacent to the junction with the A44 is undesirable. The Link Road should be a route which will enable all vehicles originating from the A40 west of Oxford and heading for Peartree Roundabout (or from Peartree Roundabout to A40 west of Oxford) to bypass the A40 Wolvercote Roundabout, in order to alleviate congestion there.</p> <p>The proposed 20mph speed limit is too low and consequently will not be respected by a high proportion of drivers. The proposed speed limit should be 30mph.</p>

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	<p>As a side issue, the proposed link road should be 10.5 metres wide so that right-turn lanes can be provided on it where desirable. Controlled pedestrian crossings should be provided where vehicle and pedestrian numbers justify it.</p>
<p>(4) Local Resident, (Oxford)</p>	<p>50mph speed limit on A44 Woodstock Road: <b>Object</b>                  20mph speed limit on A44 A40 Link Road: <b>Object</b>                  Signalised staggered crossing on A44 Woodstock Road: <b>Support</b></p> <p>Oxford city council seems intent on reducing speed limits on roads even there is no justifiable reason for doing so. The A44 is a dual carriageway with good visibility and outside of peak times the current national speed limit is perfectly reasonable; outside of these times the traffic itself limits the speed. I strongly object to these measures which will increase journey times and simply waste the time of motorists by making journeys take longer.</p>
<p>(5) Resident, (Chipping Norton)</p>	<p>50mph speed limit on A44 Woodstock Road: <b>Support</b>                  20mph speed limit on A44 A40 Link Road: <b>Object</b>                  7.5 tonne weight limit on A44 A40 Link Road: <b>Object</b>                  Right turn prohibition on A44 A40 Link Road: <b>Support</b>                  Signalised staggered crossing on A44 Woodstock Road: <b>Support</b></p> <p>For a road designed to remove traffic, low speed and weight limits are a waste of time. Additionally, capacity of this road would in my view be insufficient.</p>
<p>(6) Local Resident, (Oxford)</p>	<p>50mph speed limit on A44 Woodstock Road: <b>Support</b>                  20mph speed limit on A44 A40 Link Road: <b>Concerns</b>                  7.5 tonne weight limit on A44 A40 Link Road: <b>Concerns</b>                  Right turn prohibition on A44 A40 Link Road: <b>Concerns</b>                  Signalised staggered crossing on A44 Woodstock Road: <b>Concerns</b></p> <p>Have concerns</p>