

Division(s) affected: *Wolvercote & Cutteslowe*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

09 OCTOBER 2025

OXFORD: A44 WOODSTOCK ROAD – PROPOSED FORMALISATION OF BUS LANES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the formalisation of the Bus Lanes on the A44 Woodstock Road between the Wolvercote & Peartree roundabouts and on the access road to Peartree Park & Ride facility, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to formalise the existing and newly installed Bus Lanes on the A44 Woodstock Road between the Wolvercote & Peartree roundabouts, as well as on the access road to the Peartree Park & Ride facility, as shown in **Annex 1**.
2. As part of the 'North Oxford Corridor' (NOC) improvement works – which consists of several road improvement projects to support the ongoing housing and employment developments in the area, coupled with the expected economic growth – one aspect was to help improve overall bus journey times and reliability.
3. These proposals seek to ensure that the Bus Lanes (as currently marked on-the-ground) are scheduled correctly within the Traffic Regulation Order, to enable effective traffic management & enforcement – and do not include any additional sections to those already installed.

Sustainability Implications

4. The proposals aim to improve overall bus journey times and reliability on one of the key routes between the Peartree Park & Ride site and the City Centre.

Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by the developer.

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

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

Formal Consultation

9. Formal consultation was carried out between 05 June and 04 July 2025. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillor representing the Wolvercote & Cutteslowe division.
10. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary
11. Eight responses were received via the online survey during the course of the formal consultation, comprising of four objections, and four in support.
12. Additionally, a further four emails were received directly, with Thames Valley Police not objecting, Oxford Bus Company submitting their support based on

the “substantial extra bus priority provision”, and a member of the public who regularly uses the route also supporting.

13. The local cycling group 'Cyclox' (who raise awareness of cycling and call for better cycling provision) also offered their support for the proposals as put forward, but took the opportunity to object to the current design of the shared cycle/pedestrian route on the west side of the A44 alongside the bus route.
14. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

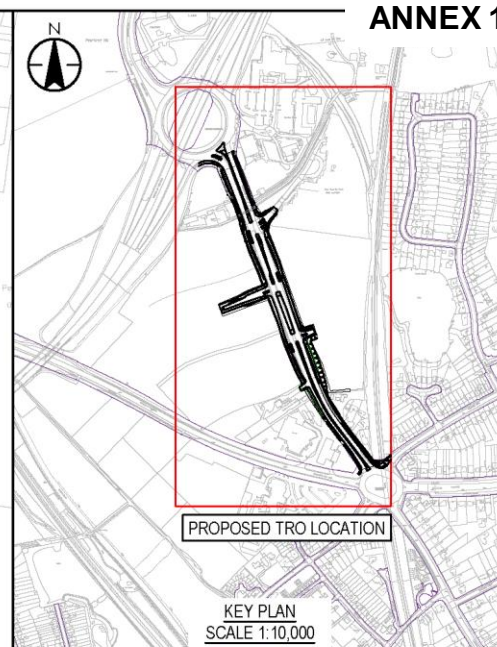
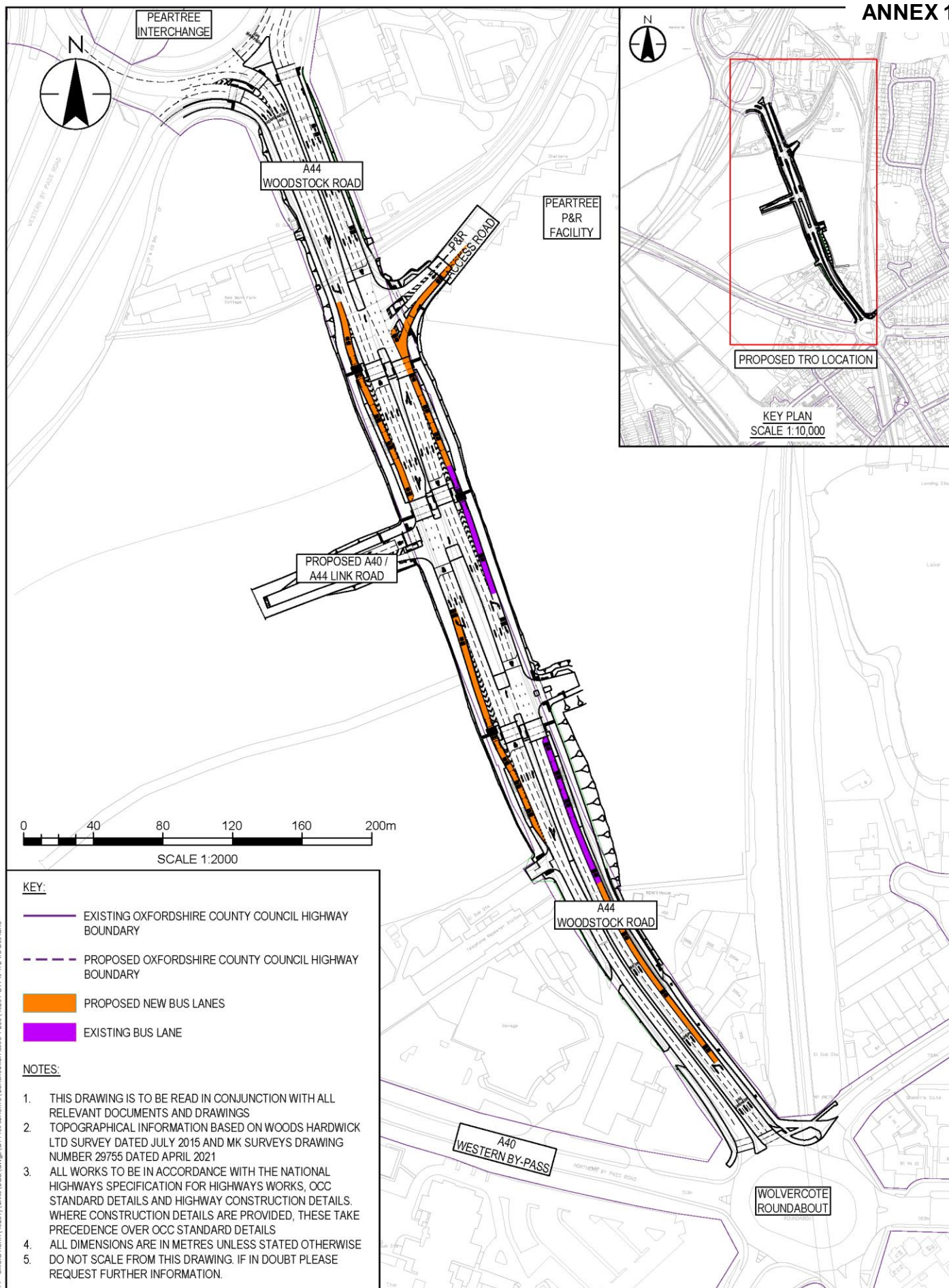
15. In terms of the main objections regarding the view that the new layout can cause more congestion for cars at busy times, whilst Officers acknowledge that at times traffic can be an issue, it is worth noting that the proposals strongly align with OCC policy of encouraging increasing active travel and bus use. Officers were unable to gather meaningful traffic figures before and after implementation, mainly as a result of the timing – with the scheme being installed immediately post-covid, following a temporary interim scheme under traffic management, and during the period when Botley Road was (and continues to be) closed.
16. Whilst the concerns from ‘Cyclox’ about the current design of the shared cycle/pedestrian route are noted – as they fall outside of the scope of these proposals, the comments provided have been passed onto the relevant Council Engineers for appraisal & consideration.
17. Officers feel that the active travel layout has been vastly improved from the original approved planning layout that the developers were expecting to install. The revised layout does include a level of compromise – out of necessity – as there were physical constraints. However, it has been arrived at after a lengthy review process which involved consultation between OCC Officers, local Active Travel groups, and the Cllr responsible for Transport Management. The developer was persuaded to include these amendments with the additional cost involved.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation Plan
	Annex 2: Consultation responses

Contact Officers: Julian Richardson (Lead Engineer (Central) – Regulatory Planning Enforcement)

September 2025



Stantec UK Limited
First Floor, Southern House, 1 Cambridge Terrace
Oxford
OX1 1RR
Tel: +44 1865 410 000
www.stantec.com/uk

C02: FOR PERMANENT TRO APPLICATION
C01: FOR CONSTRUCTION ISSUE
Issued/Revision

By Appd. YYYTMMDD
RMLM SH 2022.12.02
RMLM SH 2025.04.16

Client/Project:
OXFORD NORTH
OXFORD NORTH SECTION 278
AGREEMENT A44 CORRIDOR
FULL SCHEME

Prepared: RMLM
Checked: MK
Date: 2025.04.16

Title
TRO BUS LANES

Issue Status

S2 - FOR INFORMATION

Revisions: C02
Figure: 48201/A44/R3/172

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	Support – The consultation regularises the situation on the A44 within Oxford North development “as built”. Naturally, we unequivocally welcome this substantial extra bus priority provision, and accordingly we support the consultation.
(e3) Local group/organisation, (Cyclox)	<p>Support – Cyclox is supportive of this enhancement to bus lanes on the A44 corridor.</p> <p>However, we take this opportunity to object to the current design of the shared cycle/pedestrian route on the west side of the A44 alongside the bus route.</p> <p>Cyclox is aware that this consultation is primarily concerned with formalising the bus lane provision. Having said that we feel obliged to once again draw the County’s attention to a non-compliant cycling provision with an unmitigated hazard and request the redesign of this section of this important route.</p>
(e4) Member of public, (unknown)	<p>Support – I am responding as a member of the public and a regular bus passenger along this section of road. I wholeheartedly support the formalising of the current arrangement IN FULL.</p> <p>I stress 'in full' as this excellent scheme is a rare example of a bus lane which actually provides help to buses, and hence their passengers, where it is needed most. I refer to the fact the southbound bus lane extends to a short distance, 100 m or so, before the Wolvercote Roundabout, where traffic is moving at its slowest, and is in fact stationary much of the time queuing for signals. Not to retain the scheme in full would be a retrograde step for bus passengers.</p>

	Note that this excellent scheme proves its worth all day and not just in the am peak. I commute out of the city, to Milton Keynes, however on my pm peak return journeys, my bus encounters heavy traffic in the southbound, counter-peak direction. The bus lane as currently configured provides significant assistance to my journey.
--	--

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Eynsham, Back Lane)	Object – It will create more congestion
(o2) Member of public, (Fyfield, Netherton Lane)	Object – I commute into Central Oxford to take my son to school.
(o3) Member of public, (n/a, n/a)	Object – Will just increase traffic due to the reduced capacity of the existing roads.
(o4) Local resident, (Oxford, Woodstock Road)	Object – it has worsened the jams and queues.
(o5) As part of a group/organisation, (Abingdon, Bostock Road)	<p>Support – Buses are an essential part of the Oxford's transport system and should see increased priority in order to achieve the agreed policy objectives of reducing the negative health impacts of private cars (air pollution, noise pollution, road casualties) which disproportionately impact to disadvantaged in society, reducing congestion, and reducing climate change.</p> <p>This proposal will help to enable better bus services and we hope to see other bus priority measures that are compatible with good active travel routes elsewhere.</p>
(o6) Local resident, (Charlbury, Wychwood Paddocks)	Support – support bus lanes and enforcement

(o7) Local resident, (Kidlington, The Moors)	Support – The formalisation of the bus lanes will significantly improve the reliability of bus services and incentivise bus travel. There is no other option, and we need more people to use the bus rather than private cars.
(o8) Local resident, (Summertown, Stratfield Road)	Support – Seems to be a good idea