

Division(s) affected: *Chipping Norton*

## **DELEGATED DECISIONS BY THE LEADER OF THE COUNCIL**

**22 MAY 2025**

### **CHIPPING NORTON: BANBURY ROAD – PROPOSED 40MPH SPEED LIMIT & BUS STOP CLEARWAYS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the extension of the existing 40mph speed limit on Banbury Road leading north-eastwards out of Chipping Norton, as advertised, and
- b) Approve the two new Bus stop clearways (with associated 'No Stopping except for buses' restrictions) on either side of Banbury Road, as advertised.

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals – as a result of the development of adjacent land for residential purposes south of 'Hit or Miss Farm' – to extend the existing 40mph speed limit on Banbury Road leading north-eastwards out of Chipping Norton, to a point 40 metres southwest of its junction with the A3400 roundabout, replacing the current 60mph speed limit in the process, as shown in **Annex 1**.
2. Accompanying the proposed lower speed limit – as part of section 106 obligations – two new Bus stop clearways (with associated 'No Stopping except for buses' restrictions) are proposed to be located on either side of the A44 Banbury Road, approximately 100 metres southwest of the access to 'Hit or Miss Farm' (with an informal crossing point also included), as shown in **Annex 2**.

#### **Sustainability Implications**

3. The proposals aim to reduce speeds in the vicinity of the new development, whilst also providing suitable public transport infrastructure.

## **Financial Implications**

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

## **Legal Implications**

5. 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.
6. 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](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## **Equalities and Inclusion Implications**

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

## **Formal Consultation**

8. Formal consultation was carried out between 03 April and 02 May 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, West Oxfordshire District Council, local District Cllr's, Chipping Norton Town Council, Over Norton Parish Council, and the local County Councillor representing the Chipping Norton division.
9. 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.
10. Five responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

<b>Proposal</b>	<b>Object</b>	<b>Partially support</b>	<b>Support</b>	<b>No objection/ opinion</b>	<b>Total</b>
40mph speed limit	3	1	1	-	5
Bus stop Clearways	-	1	2	2	5

11. Additionally, a further three emails were received directly, with Thames Valley Police not objecting, a local Town Cllr (on the local Traffic Advisory Committee) supported the proposals, whilst also requesting that the existing 20mph speed limit also be extended, and a member of public not objecting, but highlighting the need for the proposed bus stops to facilitate regular bus services to Bloxham and Banbury.
12. The full responses are shown in **Annex 3**, 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**

13. With regards to the objections about the 'lack of need' of a reduced speed limit due to the existing road environment – as part of the agreed section 106, the development also includes the construction of a new access onto the Banbury Road, two new bus stops either side of the carriageway, as well as a new informal pedestrian crossing point in order to service these. All of which materially affects the existing highway, whilst introducing an expected increase in the number of more vulnerable road-users (i.e. pedestrians & pedal cyclists). As such Officers feel the reduction to 40mph is appropriate when taking this onto account.
14. Additionally, one objection was concerned with potential lack of enforcement resulting in there being little point in reducing the limit. This however falls under the management of Thames Valley Police (who did not object), and will be determined by their day-to-day operational priorities.
15. Regards to the request to extend the existing 20mph speed limit to the northeast side of the business park, this falls outside the scope of this development, and as such cannot be considered as part of these proposals. Officers will however ensure the request is passed onto the 'VisionZero' team, who manage the County-wide 20mph project, for them to appraise & consider as appropriate.

**Paul Fermer**  
**Director of Environment and Highways**

Annexes

Annexes 1-2: Consultation plan  
Annex 3: Consultation responses

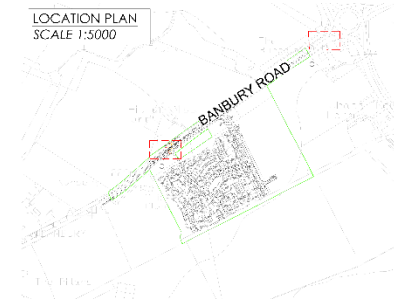
Contact Officers:

Chloe Kirby (Senior Engineer – Regulatory Planning  
Enforcement)  
Julian Richardson (Lead Engineer – Regulatory Planning  
Enforcement)









May 2025

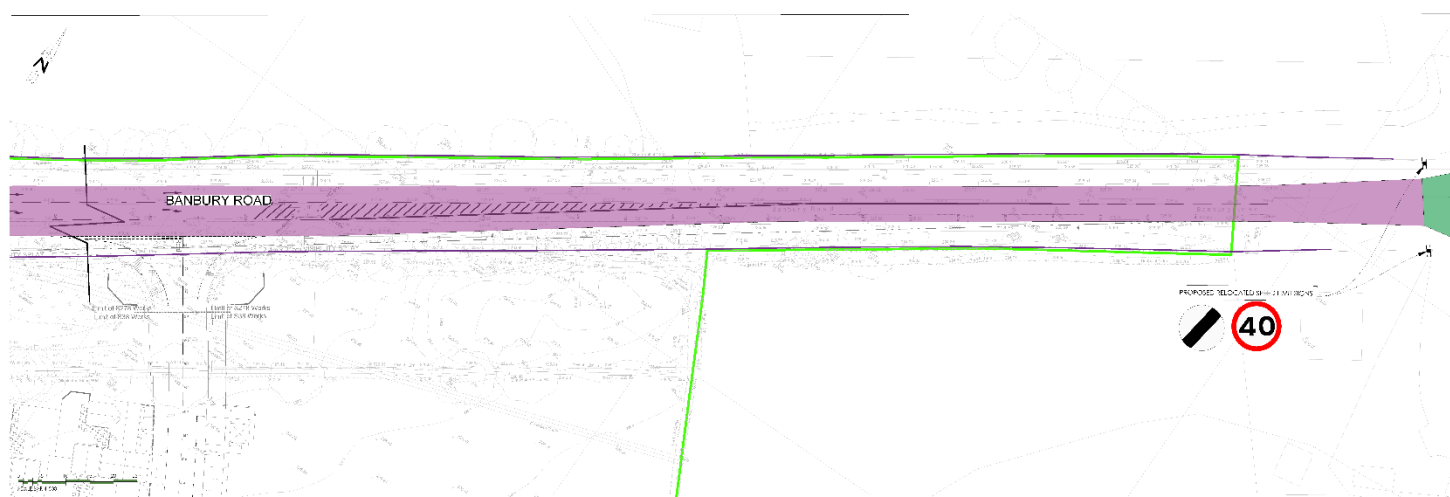
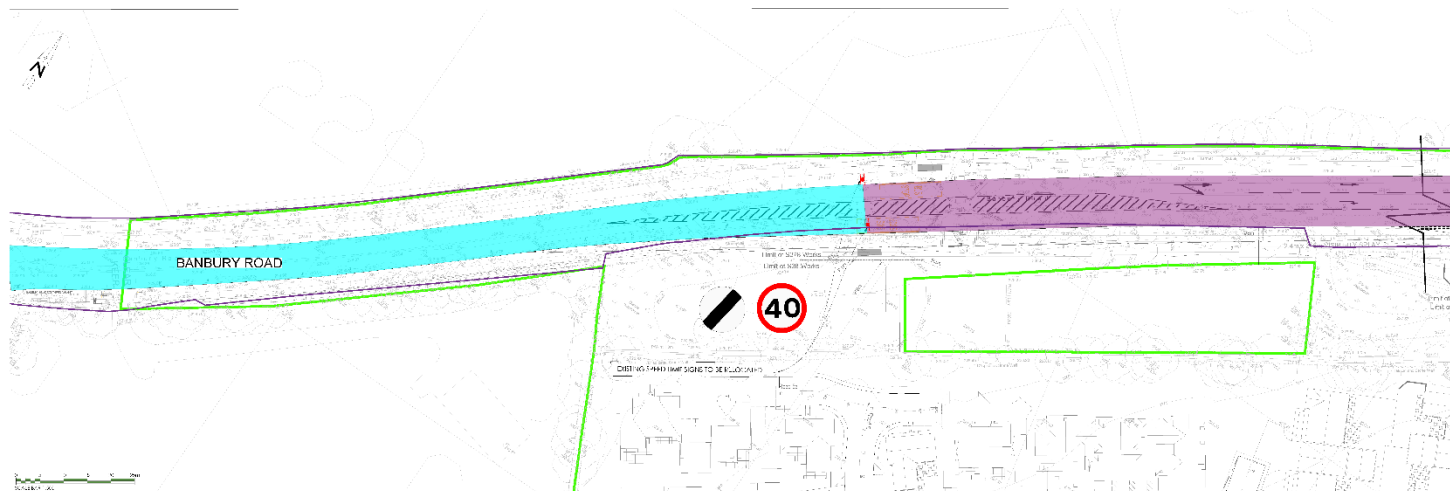
## ANNEX 1

LOCATION PLAN  
SCALE 1:5000



KEY

-  HIGHWAY BOUNDARY
-  SITE BOUNDARY
-  EXISTING ROAD SIGN TO BE REMOVED
-  PROPOSED RELOCATED ROAD SIGN
-  AREA OF INTEREST
-  EXISTING 40mph LIMIT
-  PROPOSED SPEED LIMIT CHANGE: 60mph to 40mph
-  EXISTING NATIONAL SPEED LIMIT

[illegible]

My name

Chipping Nor on, Land South of Hill or Miss Form

TYPE OF REGULATION	Adoptable Highway Works Traffic Regulation Order Change in Speed Limit
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2	2
3	3
4	4
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ST 5473 752

Topic	Date	Model	Comments	Approved
As Shown & A	12.12.24	<input type="checkbox"/>	UH	TA

25. *Author's address:* \_\_\_\_\_ *E-mail address:* \_\_\_\_\_



\_\_\_\_\_

The real world is full of challenges.  
 Only the best can survive. Only the best can win.

Only use these tags: `<math>`, `<img alt="A large, stylized green letter 'S' that is part of the word 'STORM'." data-bbox="396 925 604 955"/>`

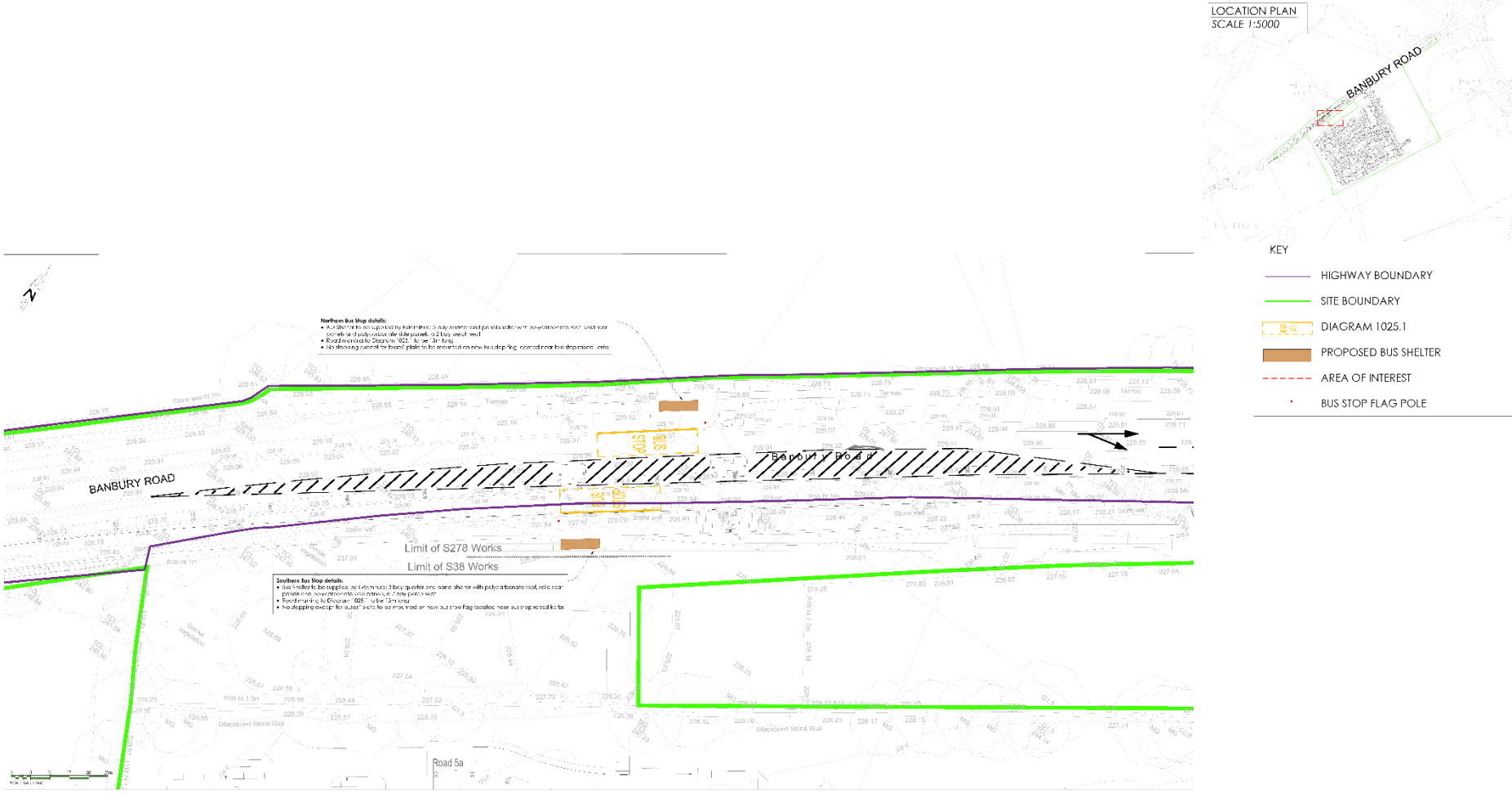
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Chipmington or, Land South of H or Miss Form

Adoptable Highway Works  
Proposed Bus Stop

Project Number: ST 3473  
Scale: 1:500

Client: A15 SHOWN/A1  
Date: 12.12.24  
Author: CL, UH, TW

Logo: CALA

stomor  
CIVIL ENGINEERING CONSULTANTS

Scale: 1:500  
Date: 12.12.24  
Author: CL, UH, TW

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(e2) Local Town Cllr, (Chipping Norton)	<p><b>Support</b> – I totally support the extension towards the roundabout of the 40mph limit on Banbury Road. There is an exit from the Waitrose petrol station and shop very close to the roundabout.</p> <p>The 20mph limit further in also needs to be extended further out. There are the heavily used entries/exits into/from Cromwell Business Park, the bus depot and ALDI just before the start of the 20mph limit and this often makes use of these dangerous.</p> <p>Although well within the 20mph limit, exit from the Banbury Road Crossing lower down is also hazardous as vehicles are still travelling at well over 20mph. The view towards town at this crossing is very restricted due to the acute angle at which this road joins : a mirror on the lamp post opposite would be very helpful.</p>
(e3) Email response, (unknown)	<p><b>No objection</b> – Although I appreciate the sense of making infrastructure provision for future bus services when planning new housing developments, currently there are only two 489 buses in the morning towards Chipping Norton and one in the evening towards Banbury. These will be of no use to future residents of the new estate travelling to work or education in Bloxham or Banbury. As well as these new proposals, a footpath should be put in across the developer's land to the London Road bus stops for the hourly (including evening) S3 services. If the County is to achieve a reduction in car use, provision for active travel access to bus services is vital.</p>

*B. Online responses:*

RESPONDENT	COMMENTS
(o1) Local resident, (Chipping Nirton, Morris Close)	40mph speed limit – <b>Object</b> Bus stop clearways – <b>Support</b>  No point in speed limits if there aren't cameras or police to support it
(o2) Local resident, (Chipping norton, Burford Road)	40mph speed limit – <b>Object</b> Bus stop clearways – <b>No objection</b>  It is high speed road with no need for a reduction in speed limit
(o3) Local resident, (Chipping Norton)	40mph speed limit – <b>Object</b> Bus stop clearways – <b>Support</b>  I object to making this road a 40mph limit all the way up. It is a straight clear road that is safe at the existing limit. Maybe if houses were not being built piecemeal, we wouldn't need to keep changing speed limits. The addition of two extra sets of traffic lights along this road due to new housing has already slowed this road down adding time onto journeys.
(o4) Local resident, (Chipping Norton, London Road)	40mph speed limit – <b>Partially support</b> Bus stop clearways – <b>Partially support</b>  I welcome the extension of the 40mph limit to the north east. However, with the inevitable increase of car traffic associated with the new housing estate and the existing congestion around the entrances to the Cromwell Business Park and Aldi, the opportunity should be taken under the same TRO to extend the 20mph limit to at least the north east side of the business park.



	<p>I understand that a long term view needs to be taken to infrastructure for future bus routes when planning new housing estates. However at the moment there are only two 489 bus services in the morning toward Chipping Norton and one in the evening towards Banbury. The new stops will not be used by residents from the new estate going to work or education in Bloxham or Banbury. As well as this proposal, a footpath should be put in across the developer's land (and he wishes to develop) to the hourly S3 bus service on London Road. A footpath was supposed to have been put in from the recent Pillars estate to the Health Centre and S3 bus stops on London Road but this was not done despite being across OCC land . If the Council wants to reduce car traffic it must take every opportunity to encourage active travel access to bus stops.</p>
<p>(o5) Local resident, (Chipping Norton, The Green)</p>	<p>40mph speed limit – <b>Support</b>  Bus stop clearways – <b>No objection</b></p> <p>decreasing speed limits at the boundaries to the town encourages slower passage through the populated areas and less incidence of accidents</p>