

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

22 JANUARY 2026

AMBROSDEN: BLACKTHORN ROAD – PROPOSED 40MPH SPEED LIMIT & TRAFFIC CALMING FEATURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the extension of the existing 40mph speed limit by 90 metres on Blackthorn Road, as advertised:**
- (b) Approve the introduction of new raised table traffic calming features on Blackthorn Road at its junctions with Ploughley Road & Quintan Avenue, as advertised.**
- (c) Approve the introduction of new raised Side Road Entry Treatments (SRETs) on Blackthorn Road at its junctions with & Quintan Avenue & Allectus Avenue, as advertised.**

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to extend the existing 40mph speed limit on Blackthorn Road (running north-eastwards to the B4011), and introduce new traffic calming features – in the form of raised tables on the ‘Blackthorn road’ either side of the junctions with Ploughley Road & Quintan Avenue, and Side Road Entry Treatments (SRETs) at the ‘Blackthorn road’ junctions with Quintan Avenue, Allectus Avenue – as shown in **Annex 1**.
3. The proposals have been put forward as a result of adjacent residential development, and the associated S.106 obligations for the creation of a new shared footway and cycleway route.

Corporate Policies and Priorities

4. Of the three priorities identified within the newly adopted ‘Oxfordshire Strategic Plan 2025-2028’ which are listed below, these proposals actively support priority nos.1 & 3:

- (1) Greener Oxfordshire – “*We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.*”
- (2) Fairer Oxfordshire – “*We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.*”
- (3) Healthier Oxfordshire – “*We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.*”

Financial Implications

5. Funding for consultation on the proposals has been provided directly by the developer, with the relevant agreements in place to also fund implementation if approved.

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 – Principal Solicitor (Regulatory)
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Staff Implications

8. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the

'Highway Agreements' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

9. The proposals are being put forward to compliment the planned new foot/cycle provision, and as a result will help ensure that danger is minimised for more vulnerable road users, whilst also facilitating the effective and safe passage of traffic in the area.

Risk Management

10. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

11. Formal consultation was carried out between 16 October and 14 November 2025. A notice was published in the Bicester Advertiser newspaper, 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, Cherwell District Council, relevant local District Cllrs, Bicester Town Council, and the local County Councillors representing the Bicester East, and Bicester West divisions.
12. Letters were sent directly to approx. 230 properties in the immediate vicinity, and public notices were also displayed on site.
13. During the course of the formal consultation, seven responses were received via the online survey, and these are summarised in the table below.
14. Additionally, a further three emails were received directly – with Thames Valley Police & Oxford Bus Company not objecting, and a local resident raising concerns.

Proposal	Object	Partially support / concerns	Support	No opinion /objection
40mph speed limit	2	2	3	-

Raised table at Ploughley Road	2	-	5	-
Raised table at Quintan Avenue	2	-	5	-
SRET at Quintan Avenue	2	-	5	-
SRET at Allictus Avenue	2	-	5	-

15. 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

16. Officers note the objections received, but confirm that the proposals have been put forward as part of the s106 planning obligations for the 'Mulberry Homes' development off of Blackthorn Road, in Ambrosden. The proposals are to be implemented and funded by the developer. As part of these obligations, the developer is required to provide a continuous active travel route along Blackthorn Road.
17. Officers are keen to confirm that the 40mph speed limit is being extended for safety/visibility reasons, which will therefore encompass the access/exit to/from the new residential development, with the 50mph being relocated to now start after the development bell-mouth access junction.

Paul Fermer Director of Environment and Highways

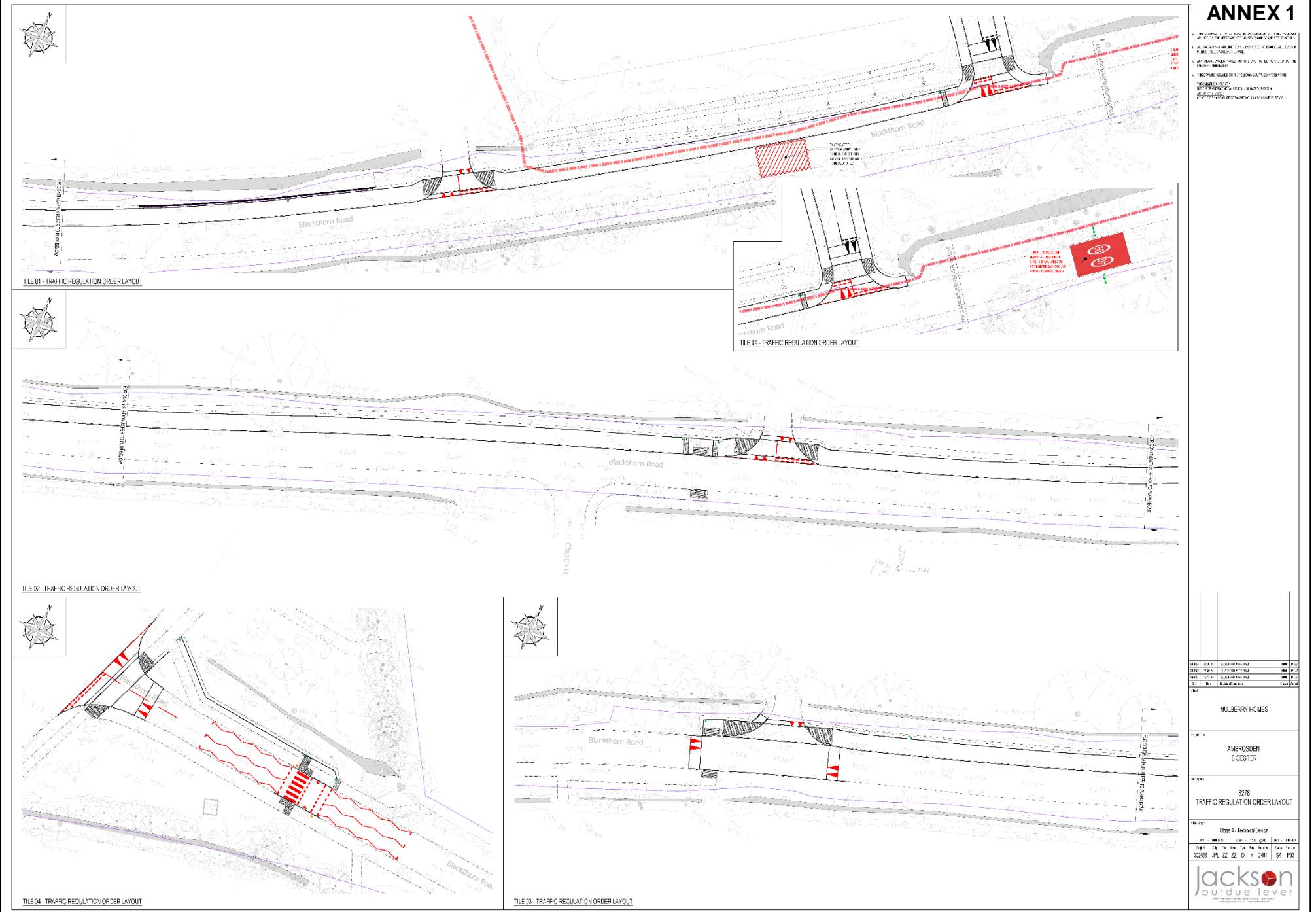
Annex(es): Annex 1: Consultation plan
Annex 2: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Chloe Kirby (Senior Engineer - Regulatory Planning Enforcement)
Julian Richardson (Lead Engineer - Regulatory Planning Enforcement)

January 2026

ANNEX 1



ANNEX 2

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objection – The locality is subject to major change. This involves two current consents to the east of the village on of which I assume gives rise to these proposals.</p> <p>Blackthorn Road is not a bus route. Looking at the matter again in the light of what I know, while it might become one in future, I don't think this is likely on the balance of probabilities.</p> <p>Even if it were to be these proposals would offer no great issues, subject to transition gradients not exceeding 1:12 - I understand that 1:15 is the OCC standard.</p>
(e3) Local resident, (Ambrosden, Daisy Bank)	<p>Concerns – Your proposals should be a Speed Limit of 30mph. Where is the proposed new footway and cycleway route going??</p> <p>I would like to raise my concerns as follows:-</p> <p>I have lived at Daisy Bank Ambrosden for 5 years, which is so close to Blackthorn Road. There is constant speeding early morning day + night creating very loud traffic noise, from cars lorries and even heavy good vehicles, and consequently being woken up!!</p> <p>I am a pensioner and solely a walker, never driven in my life time. I walk from my flat around four times a week to the bus stops on Ploughly Rd, and Merton Street, around a 10-15 mins walk. Constant traffic passing me at high speed, also noted on Ploughly Rd, when trying to cross.</p> <p>Others that walk along Blackthorn Road are children and parents going to the local School, corner of Blackthorn Road and Ploughly Rd. Also a few Dog walkers.</p>

	<p>I hardly see any one walking, when I am, as you know everyone drives in this era. The majority of residents on this estate Blackthorn Meadows have 2 Cars per House!??</p> <p>To make this area safe the speed limit should be lower, as Ambrosden is supposedly a Village!??</p> <p>The speed limit should be 30mph!!? and traffic lights put up on Blackthorn Road, near to the School for safety for everyone.</p> <p>I have raised my points to the police when I first moved here, nothing done!??</p> <p>I end this with the hope things will get better, maybe not in my life time?</p>
(o1) Local resident, (Ambrosden, Church leys field)	<p>40mph speed limit – Object Ploughley Road Raised table – Object Quintan Avenue Raised table – Object Allectus Avenue SRET – Object Quintan Avenue SRET – Object</p> <p>Blackthorn road is not busy enough to warrant the cost and disruption installing these traffic measures will cause, the road is quiet and people do not speed along it.</p>
(o2) Local resident, (Ambrosden, Prefer not to say)	<p>40mph speed limit – Object Ploughley Road Raised table – Object Quintan Avenue Raised table – Object Allectus Avenue SRET – Object Quintan Avenue SRET – Object</p> <p>I've read everything but there's not enough information. There are no safety stats, how many reported accidents have been reported. Why is this being proposed? Is it preempting an accident? The 20mph through the who joke and once this goes to 40mph it will then go to 20mph. This is obviously another great idea not backed up by stats and has no support as it's not being policed (no funding to support).</p>

(o3) Local resident, (Ambrosden, Chapel Drive)	<p>40mph speed limit – Partially support/concerns Ploughley Road Raised table – Support Quintan Avenue Raised table – Support Allectus Avenue SRET – Support Quintan Avenue SRET – Support</p> <p>Given the speed that some drivers do along this road, I would rather the area which is currently 50mph was reduced to 40mph and the area currently 40mph was reduced to 30mph, especially with raised tables which will create some additional noise when the vehicles drive over it</p>
(o4) Local Cllr (i.e. Town/Parish/District), (Ambrosden, Church Leys Field)	<p>40mph speed limit – Partially support/concerns Ploughley Road Raised table – Support Quintan Avenue Raised table – Support Allectus Avenue SRET – Support Quintan Avenue SRET – Support</p> <p>I support the traffic calming fully, however I think the 40mph limit should be reduced to 30mph or even 20mph as 40mph where there is a pavement is concerning.</p> <p>Ambrosden Parish Council have already requested the 40mph limit be reduced, so it would be sensible to do this at the same time rather than revisit later at extra cost to the tax payer.</p> <p>I also think there could be a 3rd raised platform from the junction with Church Leys Field up to the junction with Allectus Avenue.</p>
(o5) Local resident, (Ambrosden, Lavender road)	<p>40mph speed limit – Support Ploughley Road Raised table – Support Quintan Avenue Raised table – Support Allectus Avenue SRET – Support Quintan Avenue SRET – Support</p> <p>Anything to get the idiots that speed around ambrosden to slow down.</p>

	<p>We haven't had any police here catching them speeding ever!! They would have a field day ticketing hundreds of speeders around ambrosden! Something needs to be done!!!!</p>
(o6) Local resident, (Ambrosden, Poppy Close)	<p>40mph speed limit – Support Ploughley Road Raised table – Support Quintan Avenue Raised table – Support Allectus Avenue SRET – Support Quintan Avenue SRET – Support</p> <p>The speeding past residential properties and near the school is terrifying.</p>
(o7) Local resident, (Ambrosden, Quintan Ave)	<p>40mph speed limit – Support Ploughley Road Raised table – Support Quintan Avenue Raised table – Support Allectus Avenue SRET – Support Quintan Avenue SRET – Support</p> <p>Ambrosden has quickly become a thoroughfare for commuter traffic, and more recently, construction traffic. The nature of the village means that there are many play areas, school access, pedestrian routes and general population walkways near the roads. It is very common for said traffic to transit through the village at speed.</p>