

Division(s) affected: *Chesterton & Launton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 APRIL 2026

CHESTERTON: GREEN LANE – PROPOSED 20MPH SPEED LIMIT EXTENSION

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the extension of the existing 20mph speed limit on Green Lane westwards to a point 20 metres east of its crossroad junction with Akeman Street & The Hale, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to extend the existing 20mph speed limit on Green Lane westwards to a point 20 metres east of its crossroad junction with Akeman Street & The Hale, replacing that length of the existing 40mph speed limit in the process – as shown in **Annex 1**.
2. The proposals have been put forward as a result of the development of land for residential purposes adjacent to Green Lane at the western end of Chesterton, which will see the construction of a new junction for access to the site, and the likely increase in traffic capacity in the area.

Corporate Policies and Priorities

3. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
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.
6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

Legal Implications

7. 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.
8. 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)

Jennifer.Crouch@Oxfordshire.gov.uk

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 North’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

10. The proposals have been put forward for road safety reasons, helping ensure safety for pedestrians & other vulnerable road-users in the vicinity of the new development.

Risk Management

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

Formal Consultation

12. Formal consultation was carried out between 29 January and 27 January 2026. 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 Councillors, Chesterton Parish Council, and the local County Councillor representing the Chesterton & Launton division.
13. During the course of the formal consultation, 17 responses were received via the online survey, comprising of six objections (35%), and 11 in support (65%).
14. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, and Oxfordshire Liveable Streets (not-for-profit campaign organisation) offering their support, albeit with a suggestion to reduce speed limits further on Green Lane to 30mph.
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. The extension of the 20mph on Green Lane is required due to the proposed development adjacent to Green Lane, and Officers are keen to reiterate that the proposals are being funded by the developer directly.
17. The current 40mph speed limit was considered adequate for the current arrangement/road environment, but it is important to note that there is a new junction being construed for access to the development. This will require the existing 20mph speed limit being extended to accommodate/cover the site access, and also help ensure speeds are kept low near the development.
18. The extension of the existing 20mph will also help encourage pedestrians and cyclists to use the existing (and proposed) footways on Green Lane, helping to ensure that the more vulnerable road users – such as pedestrians & pedal cyclists – feel safer as vehicles will be traveling slower.
19. Officers confirm that there will be clear and adequate signage (as per the required regulations) to ensure drivers are aware of speed limits.
20. The proposals are in line with OCC policy for all new residential developments, to help ensure vehicle speed are kept low near built up areas, encouraging residents to make active travel choices (i.e. walk or cycle) in the local area, instead of relying on their cars.
21. OCC encourages all road users to obey the signed speed limits for all classified and non-classified roads across the county, as exceeding the posted limit is extremely dangerous (especially in built-up areas), and can be a significant causation factor in serious road traffic accidents, resulting in higher risk to the more vulnerable road-users, such as pedestrians and cyclists.

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): Angelo Antenucci (Engineer – Highway Agreements
 North)

Adam Barrett (Technical Lead Engineer – Highway Schemes)

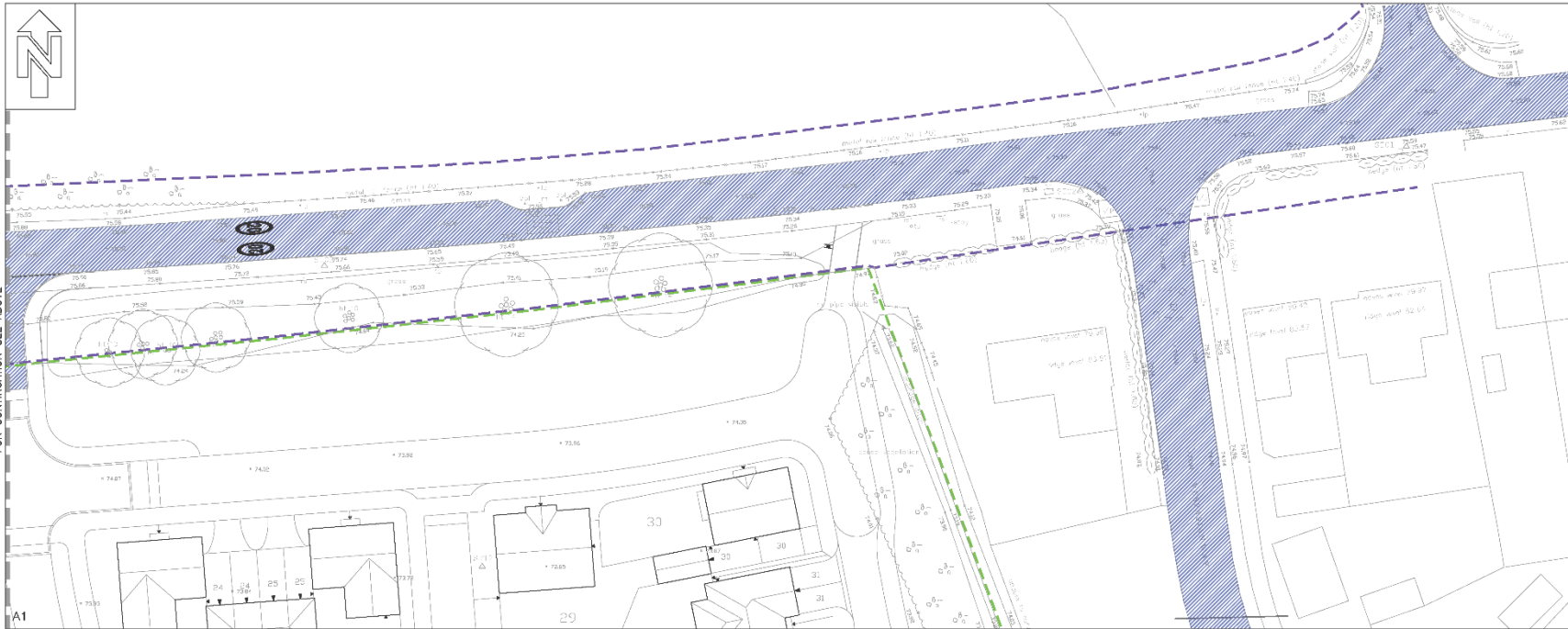
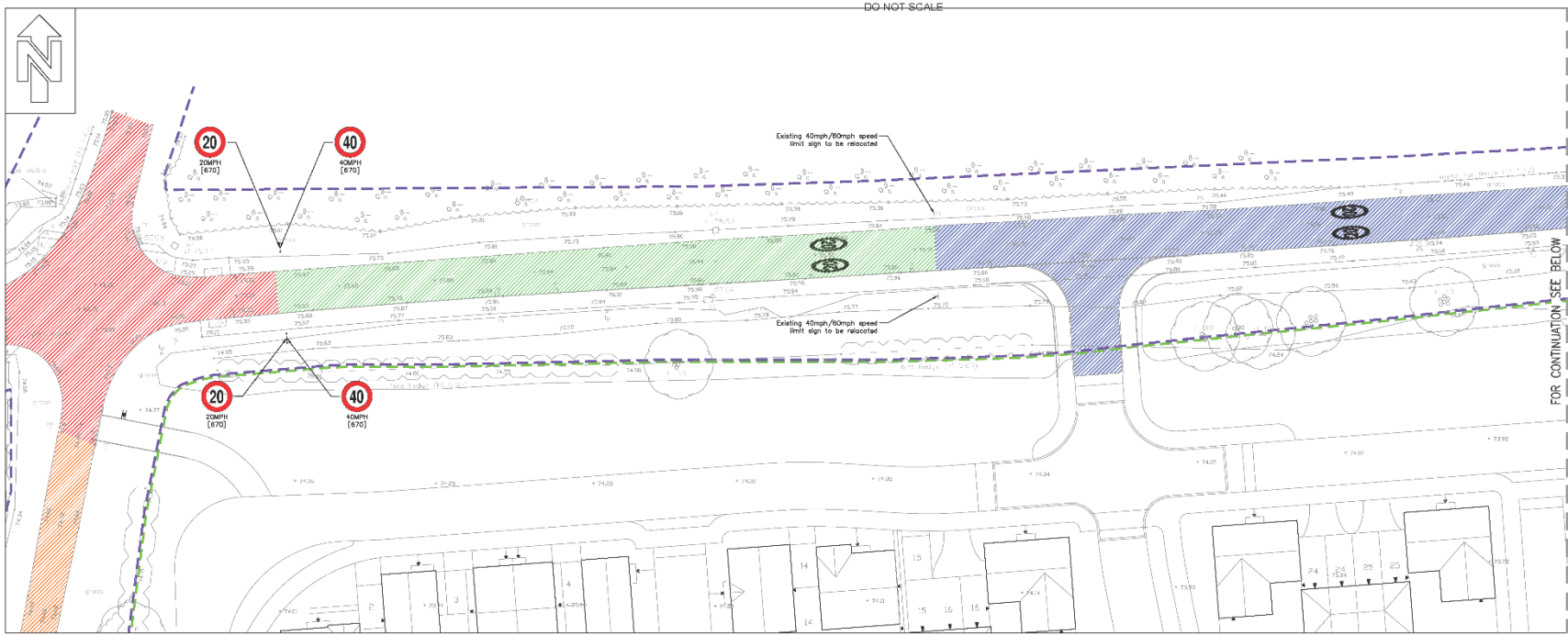
April 2026

DO NOT SCALE

ANNEX 1

- S278 TRC
-  Existing 20mph Zone
 -  Proposed 20mph Zone
 -  Existing 40mph Zone
 -  Existing National Speed Limit Zone

- BOUNDARIES
-  Colchester Highway Boundary
 -  Site Boundary



PI	ISSUE FOR COMMENT	BY	17/06/25
001	PRELIMINARY	BY	18/06/25

DRAWING STATUS
PRELIMINARY



DRAWING TITLE

**SECTION 278 AGREEMENT
TRAFFIC REGULATION
ORDER PLAN**

PROJECT

**LAND TO THE SOUTH OF
GREEN LANE,
CHESTERTON,
BICESTER**



London, Hoxley-on-Thames and Oxted

Drawn by	Checked by	Scale	Date
		1:500 @ A1	18/07/2025

FOR INFORMATION

Drawing Number	Revision
P24-1340-1029	P1

FOR CONTINUATION SEE ABOVE

FOR CONTINUATION SEE BELOW

A1

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Support – We support this speed limit change. It is consistent with the changing use of Green Lane as housing is built along it.</p> <p>Our only suggestion is that the opportunity could have been taken to reduce the speed limit at the Green Lane-A4095 junction itself, and along Green Lane as far as the golf club entry, to 30mph. There have been six injuries at these two junctions in the last 20 years, two of them (including one serious) in the last 10 years.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	Support – As Active Travel Champion, I support measures which are proven to improve the safety of pedestrians, cyclists and horse-riders - as extending the 20mph zone will do.
(o2) Local resident, (Chesterton, Maunde Close)	Object – Stop wasting taxpayer money on 20mph limits. Fix the roads.
(o3) Local resident, (Chesterton, Banks Furlong)	Object – Existing 40mph speed limit is perfectly adequate.

<p>(o4) Local resident, (Chesterton, Orchard Rise)</p>	<p>Object – I can't see why a 20mph speed is needed there there are no houses and 40 mph has slowed a lot up and stopped the amount of accidents there has been on that junction. 20mph as you come in to the village is fine as a built up area but this is just not needed on that part of the road. Plus there are pathways from The golf club so it's not even like pedestrians would be on the road.</p>
<p>(o5) Member of public, (Didcot, Brasenose)</p>	<p>Object – Pointless very few sticks to limit</p>
<p>(o6) Member of public, (Filkins)</p>	<p>Object – The 20mph limit is used far too widely and is a very blunt tool for restricting speed when necessary, such as around schools.</p>
<p>(o7) Local resident, (Woodstock, High Street)</p>	<p>Object – this will be yet another 20mph limit for me to ignore like i have every single other one you has brought in. I just tailgate and overtake anyone going less than 30mph and will continue to do so</p>
<p>(o8) Local Cllr, (Oxford, St Aldates)</p>	<p>Support – This is in line with county's Vision Zero goals and policy.</p>
<p>(o9) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p>Support – We support the speed limit extension, as 20mph is the sensible speed limit for a built-up area. As several observational studies have now shown, 20mph speed limits reduces serious road casualties by 20-30% compared to 30mph speed limits.</p> <p>We add the question of whether The Hale should be at 30mph speed limit as it is now the access road for residential developments.</p>
<p>(o10) Local resident, (Chesterton, Alchester Road)</p>	<p>Support – I support</p>

<p>(o11) Local resident, (Chesterton, Alchester Road)</p>	<p>Support – The four way junction at The Hayle and Little Chesterton is only going to get busier with the planned development so it makes sense</p>
<p>(o12) Local resident, (Chesterton, Alchester Road)</p>	<p>Support – Speed of vehicles heading to Golf and Spa</p>
<p>(o13) Local resident, (Chesterton, Fortescue Drive)</p>	<p>Support – I support all the 20mph zones already I place in Chesterton, and agree that extending Green Lane is a no brainer it should have been included in the original decision. However I would like to point out that the majority of drivers take absolutely no notice of the signs in place. Outdoor it be that they are so small? Of course they are. Other local villages who became 20 mph zones after us, have much larger signs and flashing warning signs. Why do we not have these? I walk my dog most days around the village, and it can be really dangerous, especially at the junction of the A4095 and the Hale. Something more drastic need to be done, and sooner rather than later.</p>
<p>(o14) Local resident, (Chesterton, Green Lane)</p>	<p>Support – I live on Green Lane. Too much traffic still travels at 40mph in the existing 20mph limit. More needs to be done to enforce the current 20mph limit.</p>
<p>(o15) Local resident, (Chesterton, The Green)</p>	<p>Support – It makes sense to extend the 20mph zone. Walking to the golf club can be dangerous with cars coming down the road so fast.</p>
<p>(o16) Local resident, (Chesterton, Bicester, Alchester)</p>	<p>Support – Rat run which will get worse, especially with no speed watch</p>
<p>(o17) Member of public, (Kingsmere, Ascot Way)</p>	<p>Support – Very dangerous along there as a pedestrian as vehicles don't keep to the 40mph. Unless it's monitored it's pointless as vehicles will go at whatever speed they want as proven with speedwatch statistics over the years! As there is no speedwatch anymore uyou can spend all that money for it to be a worthless exercise</p>