

Division(s) affected: *Chesterton & Launton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

BAINTON – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of the 20mph speed limit on the unnamed road through the hamlet of Bainton, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce – at the request of Stoke Lyne Parish Council - a 20mph speed limit on the unnamed road through the hamlet of Bainton, replacing in full the existing 30mph speed limit, but also extending south- westwards by a further 605 metres, replacing that length of 60mph National speed limit in the process – as shown in **Annex 1**.
2. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
3. Streets are central to everyday life in Oxfordshire. They play a role in all transport journey's and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety.

Corporate Policies and Priorities

4. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
5. 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

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
7. 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. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

8. 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.

9. 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:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@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 ‘Vision Zero’, 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

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

Sustainability Implications

11. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

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

Formal Consultation

13. Formal consultation was carried out between 29 January and 27 February 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, Stoke Lyne, and Caversfield Parish Councils, and the local County Councillor representing the Chesterton & Launton division.

14. During the course of the formal consultation, six responses were received via the online survey, comprising of one objection, and five in support.
15. Additionally, a further four emails were received directly – with Thames Valley Police not objecting (following careful consideration and a site visit) Stoke Lyne Parish Council & ‘Oxfordshire Liveable Streets’ (not-for-profit campaign organisation) offering their support, and a response from a member of the public partially supporting – wishing to see the limit extended further at the northern end.
16. 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

17. One objection was received from a member of the public on the grounds that the proposals were not needed given the character of the road, and also noted that the proposals were not consistent with the approved 20mph policy which limits consideration of 20mph limits to roads with an existing speed limit of no more than 40mph, mindful that these proposals include a length of road which is currently national speed limit.
18. While noting this challenge in respect of policy, there are a number of precedents within the current 20mph implementation programme of 20mph limits being approved on minor roads subject to the national speed limit where current average speeds are – as here - already below 30mph, and where local councils with the support of the local County Councillor have requested them.
19. This response also noted that the length of the proposed 20mph limit will require the provision of speed limit repeater signs, which Officers confirm will be provided should the proposals be approved.
20. Officers also note the request to extend the lower limit further eastwards – however any ‘material’ change to the proposed extents would require additional consultation to allow for comment & feedback. Should additional measures (such as extending the limit) be required in the future to help aid compliance, then Officers would consider whether these would be appropriate as necessary.

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): Anthony Kirkwood (Team Leader – Vision Zero)
Daron Mizen (Operational Manager – Highway Schemes)

March 2026

Drawing No. 0

Key

-  Proposed 20mph speed limit in place of existing 30mph speed limit
-  Proposed 20mph speed limit in place of existing 60mph national speed limit

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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 STOKE LYNE PARISH

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 20MPH SPEED LIMIT PROPOSALS

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NTS	JaC		
	Date drawn	Date checked	Date approved
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Oxfordshire Project No. & File Ref

Drawing No. 0



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Stoke Lyne Parish Council	Support – This proposal has 100% support
(e) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Support – We support this scheme. The road through Bainton is a narrow single-track lane with no footway, for which 20mph is an appropriate speed. As well as providing access to Bainton, it is a useful link in recreational and potentially commuter cycle routes.</p> <p>As we have pointed out before, however, traffic volumes are as fundamental as traffic speeds, both for road danger reduction and improvement of local amenity. We urge that consideration be given to turning this road into a "quiet lane", with motor traffic only allowed for local access. Augmented with similar routes nearby, this could provide part of long-distance quiet cycling routes, which would potentially be tourist attractions.</p>
(e3) Local resident, (Bainton)	<p>Partially support – am in near full agreement with it, but I feel it would be better to extend the 20MPH zone further to the east side, we live [near to where] you exit east, and the number of cars that accelerate dramatically from here to the bend is quite alarming considering it is a near blind bend and within 150 yds of returning to a national 60mph.</p> <p>There has been several "near misses" and lots of black tyre marks on the road where cars have braked so hard to avoid an accident, there are also very limited passing places on this stretch, which if reduced to a 20mph would make an accident less likely. This is also a single-track road with lots of dog walkers/horse riders and no real verge to get out of the way, especial if the car is speeding.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Bartlemas division)	<p>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. I'm aware that Bainton has issues with speeding through-traffic, and believe that this is a useful first step to helping reduce danger for residents.</p>
(o2) Member of public, (Uffington, Green Lane)	<p>Object – 1) I cannot see why it is necessary to implement a 20mph restriction on this road. The nature of the road makes it obvious that a lower speed is required.</p> <p>2) Implementing a 20mph restriction on an existing national speed limit stretch goes against the Council policy on 20mph restrictions which says that the site must not have an existing restriction more than 40mph. https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.oxfordshire.gov.uk%2Fsites%2Fdefault%2Ffiles%2Ffile%2Froads-and-transport-major-projects%2F20mphPolicydocument.docx&wdOrigin=BROWSELINK</p> <p>3) Given the length of the restriction repeater signs will be required as per table 8.4 of chapter 3 of the DfT Traffic Signs Manual. Without these repeater signs the restriction will be unenforceable and therefore meaningless. If the response to this point is that the appropriate speed is obvious and repeater signs are not necessary then there is no need to implement the restriction in the first place.</p>
(o3) Local resident, (Bainton, Unnamed road)	<p>Support – Totally in support of this much needed and long awaiting request. Would it be possible however to extend the eastern start/finish of this zone to the 'Bainton' sign to take out the risk of people speeding out of the 20 zone which goes into a blind corner?</p>
(o4) Member of public, (Bainton)	<p>Support – I support the proposal because when leaving our oroperty on foot, speeding motorists make it dangerous to leave our property.</p>

<p>(o5) Local resident, (Bucknell, Bainton Road)</p>	<p>Support – Speed of traffic in Bainton and Bucknell is a joke. Reducing limit is necessary - but please add enforcement to actually have an effect on the ridiculous number of rat runners</p>
<p>(o6) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p>Support – We support the 20mph speed limit in the village of Bainton. 20mph speed limits have proved their worth in the reduction of serious road casualties and deaths, and we are delighted in the Council's programme rolling them out across the towns and villages of Oxfordshire with local support.</p> <p>Bainton often features on cycle routes north of Bicester, and will do even more as development to the north of the town progresses. We support the reduction of speed limits to 20mph, the sensible limit for built-up areas here.</p>