

Division(s) affected: *Brize Norton & Carterton East*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

BRIZE NORTON: B4477 MONAHAN WAY, NORTON WAY AND CARTERTON ROAD – PROPOSED 30MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following new 30mph speed limits in place of the full length of the existing 40mph speed limits, as advertised on:

- (a) **B4477 Monahan Way,**
- (b) **Carterton Road,**
- (c) **Norton Way**

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce new 30mph speed limits on Carterton Road & Norton Way and B4477 Monahan Way, replacing the existing 40mph speed limits – as shown in **Annex 2**.
3. The current proposals for the above roads replace those consulted on in August and September 2025 in conjunction with proposed 20mph speed limits in Carterton, as shown in **Annex 1**.
4. Following the previous consultation, and concerns raised by the local member for the Brize Norton and Carterton East division and Brize Norton Parish Council, an amended consultation was carried out to replace the entire length of 40mph speed limit on B4477 Monahan Way, and also – as previously consulted – the entire length of 40mph speed limit on Norton Way and Carterton Road.
5. Approval for a new housing development on the land at ‘Kilkenny Farm’ has been granted and this includes improving the crossing facilities near Burford Road. As a result, Officers feel that amending the original proposals – which retained a small section of 40mph speed limit to the north – was justified, by

ensuring a consistent and safe limit in light of earlier proposals and the future development.

Corporate Policies and Priorities

6. Vision Zero focuses on a whole system approach that starts with a simple premise: no one should be killed or seriously injured in a road collision, regardless of the mode of transport. One of the five aspects that Vision Zero encompasses is “Safe speeds”, which involves reducing vehicle speeds to safe levels for all road users, including pedestrians, cyclists, equestrians, motorcyclists, and motorists.
7. The commitment of the Council’s Cabinet to Vision Zero was confirmed in June 2022, and the strategy was subsequently developed and approved by Cabinet in April 2024.
8. 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

9. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council’s Vision Zero programme.
10. 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

11. 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.
12. 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 '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

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

Sustainability Implications

14. The proposals have been put forward for road safety reasons, to help better facilitate/manage the existing & proposed 20mph speed limits in the area, and to facilitate future development in the immediate vicinity.

Risk Management

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

Formal Consultation

Initial proposal for 30mph limits:

16. A formal consultation was carried out between 13 August and 12 September 2025 on proposals for a 20mph speed limit on the majority of roads within Carterton, and also the replacement of the current 40mph limit by a 30mph on the southern part of Monahan Way, and the entire length of Norton Way and Carterton Road. A notice was published in the Witney & West Oxfordshire Gazette 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, West Oxfordshire District Council, local District Cllr's, Brize Norton Parish Council, Carterton Town Council, and the local County Councillors representing the Bampton & Carterton South, Burford & Carterton West, and Brize Norton & Carterton East divisions.
17. During the course of the initial formal consultation, 1,046 responses were received via the online survey, with 568 objections (54%), 80 partially supporting (8%), 274 supporting (26%), and 124 not objecting (12%).
18. Additionally, a further four emails were received directly, with Thames Valley Police raising concerns based on their stance that 20mph speed limits and zones should be self-enforcing, whilst Stagecoach Bus company did not formally object, they did however suggest that any changes to speed limits that reduce bus journey times, should be offset with bus priority measures elsewhere along the corridor of the service impacted. An email from an individual objected on their view that they would be a waste of time and money, and that lower speed limits may reduce fatalities, but only if people obey them. The County Cllr responsible for the Bampton & Carterton South division objected to the use of 'blanket' speed limit reductions, suggesting that they would however be in favour where speed limits vary according to the nature/environment of the road.
19. The full responses to the above consultation between 13 August and 12 September 2025 are shown in **Annex 3** (separate document) 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.
20. Following discussions in November 2025 with Carterton Town Council and the three County Councillors representing the Carterton area it was agreed to defer consideration of the 20mph speed limit proposals to allow for further local discussion of the preferred scope of this scheme, which will be reported to a future decisions meeting of the Cabinet Member for Transport Management. It was however agreed that proposals for the 30mph speed limits as included on the consultation on the 20mph limits could be taken forward separately.

Revised proposal for 30mph limits:

21. The member for Brize Norton and Carterton East relayed at this time a request from Brize Norton Parish Council to amend the 30mph proposal for Monahan Way as consulted on between 13 August and 12 September 2025 to include the full length of the current 40mph limit, and because this was a more extensive proposal.
22. A second formal consultation was therefore carried out on the 30mph speed limits between 04 March and 03 April 2026. Again, a notice was published in the Witney & West Oxfordshire Gazette 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, West Oxfordshire District Council, local District Cllr's, Brize Norton Parish Council, Carterton Town Council, and the local County Councillors representing the Bampton & Carterton South, Burford & Carterton West, and Brize Norton & Carterton East divisions.
23. During the course of this second consultation, seven responses were received via the online survey, with five objections, and two supporting.
24. Brize Norton Parish Council expressed support for the proposals together with a County Councillor (Division details not supplied).
25. Additionally, a further two emails were received directly, with Thames Valley Police reiterating their concerns – especially as the speed limit change has been extended further, and an email response objecting on the basis that there didn't appear to be a safety case for the proposed reduction in speed.
26. The full responses to the consultation between 04 March and 03 April 2026 on the amended proposals for a 30mph limit in are shown in **Annex 4**, 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

27. The concerns of Thames Valley Police are noted, and it is accepted that their resources for enforcement are finite and will be prioritised on the basis of collision history and other factors
28. The five objections received in the most recent consultation from members of the public – citing the lack of need for a speed limit reduction, taking account of the lack of any premises or accesses directly adjacent to the road.
29. Officers confirm that the amended proposals will lead to the junction of the Burford Road, and the well-used pedestrian & cycle crossing point at the junction. Officers believe that this location would benefit from a lower speed limit, thereby improving safety for all road users,

30. Officers also note that the proposals take into account the potentially increased traffic in the area as a result of approved development in the vicinity.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan,
 Annex 2: Amended proposals consultation plan,
 Annex 3 (*separate document*): Initial consultation
 responses
 Annex 4: Second 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)

May 2026

Drawing No. 0

- Proposed 30mph speed limit in place of existing 40mph speed limit
- Existing 30mph speed limit to remain as is
- Existing 20mph speed limit to remain as is

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)

© Crown copyright and database rights 2023 OS AC0000851087

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Paul Farmer
Director for
Environment and Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0345 310 1111

Project title

PROPOSED 30MPH SPEED LIMIT

Drawing title

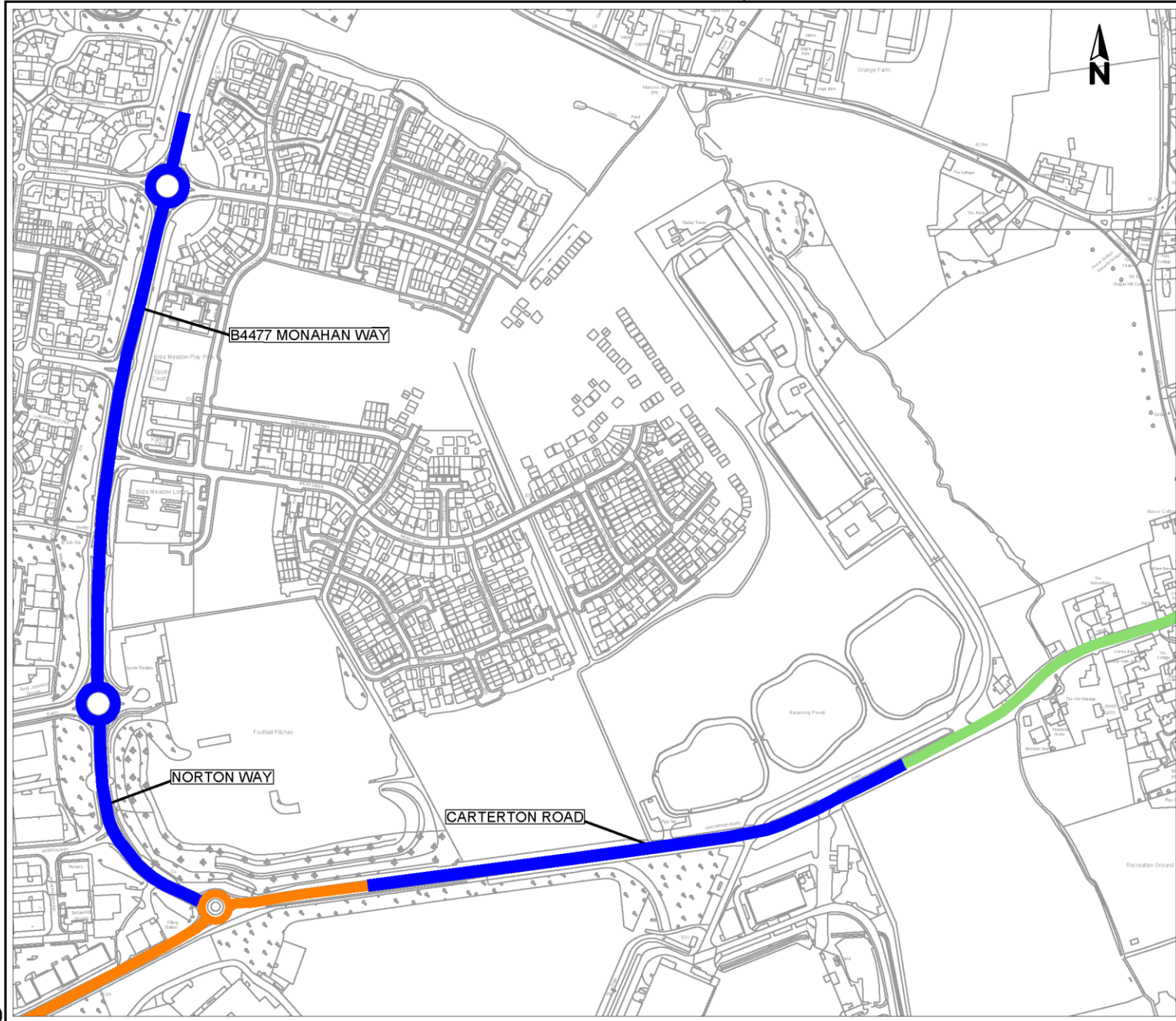
BRIZE NORTON
B4477 MONAHAN WAY, NORTON WAY
AND CARTERTON ROAD

Drawing Status CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	JaC	
	Date drawn	Date checked	Date approved
	07/2025		

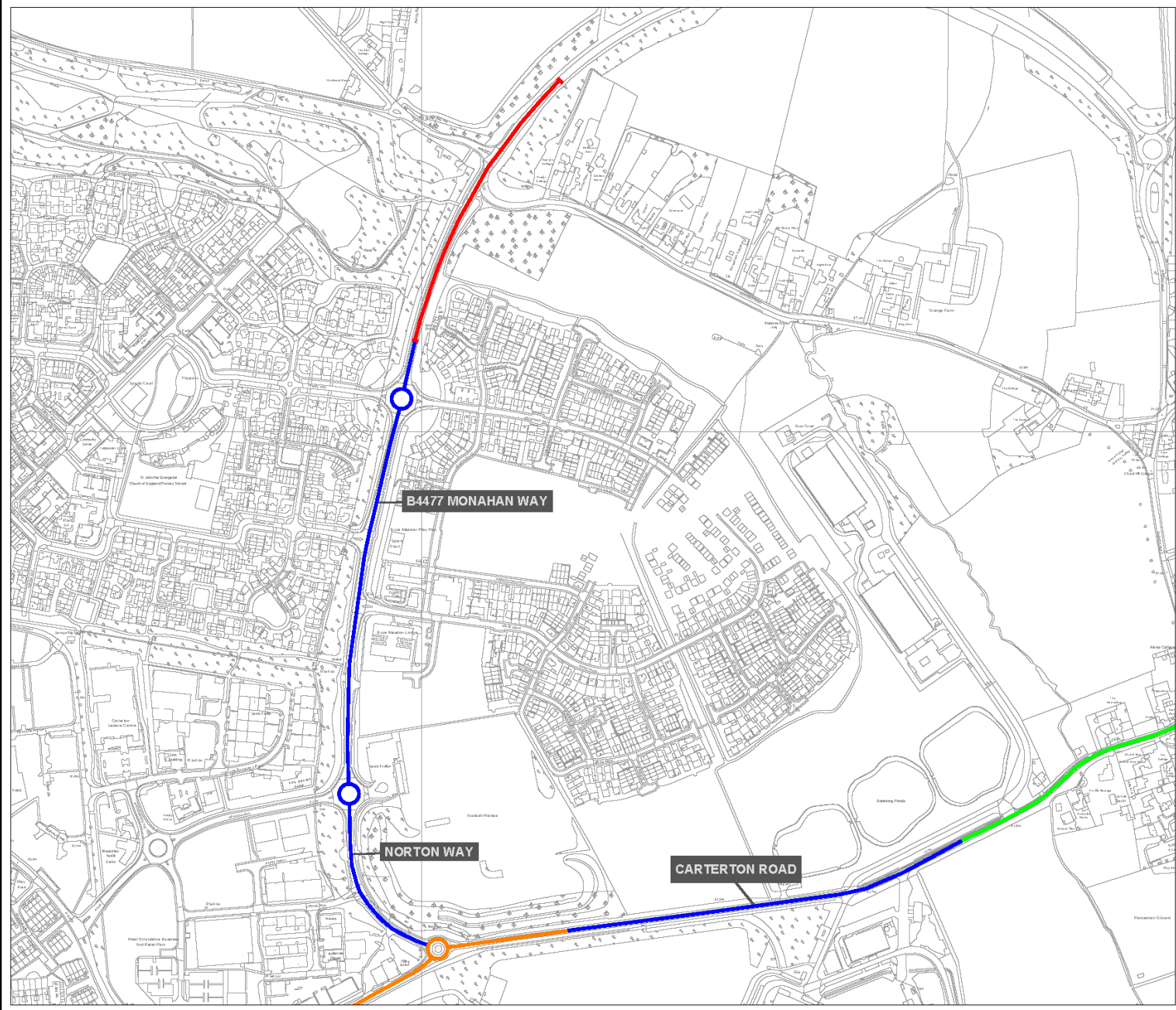
Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0



P:\2. Network Management\Traffic Regulation Orders\TRO TEAM\ FOLDER\3. Live instructions\Permanent TROs\0215 - Oxford City DPPPs Feb 25\PLANS\Oxford DPPPs (Nov 24).dwg

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\3. Live Instructions\Permanent TROs\IP037 - Carterton & Brize Norton 20mph\AMENDMENT (February 2025)\PLAN\Brize Norton 30mph Speed Limit Consultation Plan V3A.dwg



Drawing No. 0

- █ Proposed 30mph speed limit in place of existing 40mph speed limit
- █ Proposed 30mph speed limit in place of existing 40mph speed limit as previously consulted
- █ Existing 20mph speed limit to remain as is
- █ Existing 30mph speed limit to remain as is

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)

© Crown copyright and database rights 2023 OS AC0000851087

Rev.	Date	Purpose of revision	Drawn	Checked	Approved


OXFORDSHIRE COUNTY COUNCIL
 Paul Ferner
 Director of Environment & Highways
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

Project title

PROPOSED
30MPH SPEED LIMIT

Drawing title

BRIZE NORTON
B4477 MONAHAN WAY

Drawing Status

Scale: A4	Drawn by: AC	Checked by: CM	Approved by: CM
	Date drawn: 05/02/2026	Date checked: 10/02/2026	Date approved: 10/02/2026

Oxfordshire Project No. 38 File Ref. Drawing No. Revision 0

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – My previous concerns dated 19th August 2025 remain. The concern even greater as the speed limit change has been extended. Site of some accurate speed data may help convince me this change is appropriate.</p> <p>[19th August 2025 response]</p> <p>“Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20/30mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20/30mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p>

	<p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing . Carterton Road in particular already benefits from Mobile Enforcement due to poor compliance in the current 40 limit .Reducing it 30 without other measures will make things even worse here.</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.”</p>
(e2) Email response, (Unknown)	<p>Object – There does not appear to be any safety case for the proposed reduction in speed at Monahan Road.</p> <p>The road is good and not adjacent to homes. The road has a good path/cycleway beside it. There have been few accidents on section of road. (1 “serious” non-fatal accident in the last 5 years).</p> <p>It appears that the “road safety” justification is not based on reasonable assessment.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	Support – Dropping the speed limit is in line with Vision Zero and will make the road safer.
(o2) Local resident, (Carterton, Willow Drive)	Object – The road is wide, excellent visibility, plenty of crossing points for pedestrians and roundabouts to slow traffic. The current 40mph limit expedites traffic in the area, especially in and out of RAF Brize Norton. There is no problem with leaving it alone as a sort of bypass to all the planned housing. All this proposal will achieve is to spend money unnecessarily. However I dont expect the council to take any of this into account and to make the changes regardless.
(o3) Local resident, (Carterton, wychwood Close)	Object – speed limit is set to a reasonable standard at present, this change from 40 - 30 will do nothing other than increase pollution and slow and congest roads
(o4) Local resident, (Eynsham, Saywell Crescent)	Object – This is entirely unnecessary, and is attempting to fix a problem that does not exist. The accidents on Monahan way have been in association with junctions rather than to do with speed, and reducing the limit for such a great distance will slow down traffic flow into the village, increasing congestion on an already congestion prone road. 40 is sufficient, especially with the traffic lights and, roundabouts and pedestrian crossings already in place.
(o5) Local resident, (Filkins)	Object – This is the road to bypass Brize Norton village which already has a reduced speed limit. There are no houses fronting this road and it is totally unnecessary for road safety. It is a wide carriageway with wide pavements for pedestrians
(o6) Member of public, (Witney, Raleigh Crescent)	Object – I do not see the necessity.

(o7) Brize Norton Parish Council

Support – Brize Norton Parish Council support the proposal to extend the proposed 30mph speed limit on Monahan Way further northwards to include its junction with Burford Road. This is especially relevant now that planning approval has been granted for 350 houses on Burford Road.