

Division(s) affected: *Kidlington West*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT**

**18 JUNE 2026**

### **KIDLINGTON: LANGFORD LANE – PROPOSED 30MPH SPEED LIMIT**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the extension of the existing 30mph speed limit on Langford Lane in Kidlington.**

#### **Executive Summary**

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to extend the existing 30mph speed limit on Langford Lane in Kidlington, westwards to a point 50 metres east of its junction with the southbound carriageway of the A44 Woodstock Road, replacing the entirety of the existing 60mph National 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 adjacent to Langford Lane in relation to the ‘Oxford Business Park’.

#### **Corporate Policies and Priorities**

3. 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**

4. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.
5. 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](mailto:Andrew.Price@Oxfordshire.gov.uk)

## **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)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto: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**

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 help mitigate concerns highlighted in the Road Safety Audit due to the lack of a one-metre verge buffer between the footway and the carriageway, so as to ensure the safety of pedestrians & pedal-cyclists in the vicinity of the development.

## **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 26 March and 24 April 2026. A notice was published in the Oxford Times 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, Kidlington and Begbroke Parish Councils, and the local County Councillor representing the Kidlington West division.
12. During the course of the formal consultation, five responses were received via the online survey, with two objections and three in support.
13. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, and Oxfordshire Liveable Streets (a local not-for-profit campaign organisation) supporting.
14. 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**

15. As part of the Section 278 design process for the improved shared foot/cycle route along Langford Lane, a Road Safety Audit has been undertaken. As part of the Road Safety Audit, a safety concern has been observed, along with a recommendation to reduce the speed to help improve safety for pedestrians and cyclists.
16. This option was deemed the most suitable, and an additional verge buffer was not possible due to the highway extents and the restrictions due to a large change in gradient between the footway/ cycleway and the adjacent field.

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

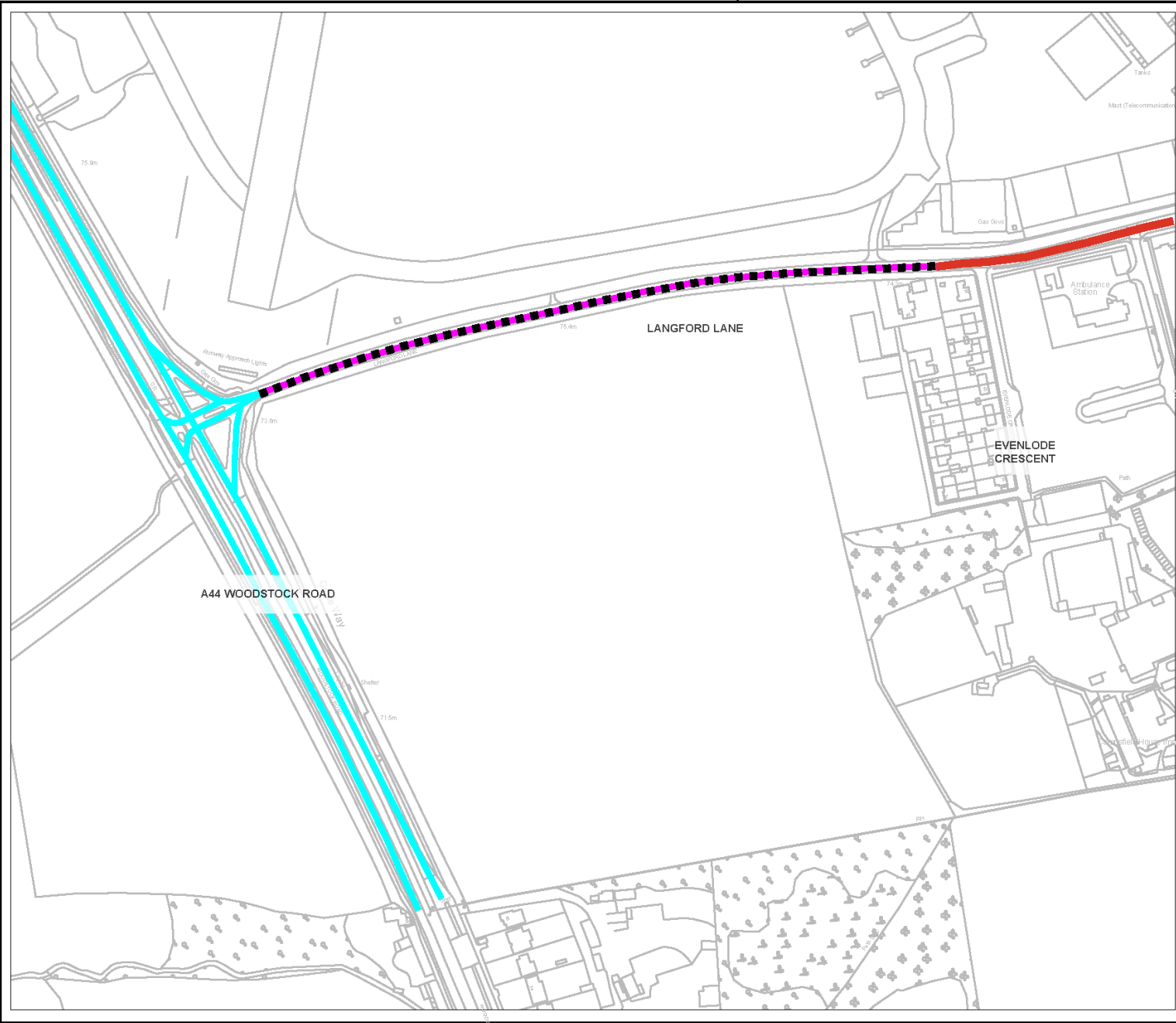
Annex(es):                      Annex 1: Consultation plan  
   Annex 2: Consultation responses

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

Contact Officer(s):        Daniel Mowlem (Engineer – Highway Agreements North)  
   Adam Barrett (Technical Lead Engineer – Highway  
   Agreements North)

May 2026

P:\C:\Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\8 Live Instructions\Permanent TROs\P0393 - Kidlington, Langford Lane 30mph\PLANS\LANGFORD LANE PROPOSED 30MPH SPEED LIMIT.dwg



Drawing No. 0

- - - Proposed 30MPH replacing the existing NSL
- Existing 50mph speed limit (to remain)
- Existing 30mph speed limit (to remain)

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/CLIMBING	(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

Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

**Project title**  
 Kidlington  
 Langford Lane  
 (P0393)

**Drawing title**  
 Proposed  
 30mph Speed Limit

**Drawing Status**

Scale @ A4	Drawn by AC	Checked by CM	Approved by
	Date drawn 07/03/2026	Date checked 25/03/2026	Date approved

Oxfordshire Project No. 8 File Ref.  
 Drawing No. Revision 0

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(e2) Local group/organisation, (Oxford Bus Company)	<p><b>Support</b> – People cycling on this stretch of Langford Lane currently have two horrible options: cycling on the carriageway or cycling on the foot-cycle path. Even if it had 20mph speed limits, traffic volumes on Langford Lane are clearly in excess of the 2000mv/day above which cycling mixed with motor traffic fails to be safe and inclusively accessible. And the "shared path" along the south side is less than half the width it should be, and lacks any kind of buffer to the carriageway.</p> <p>Even with 30mph traffic the cycling provision on Langford Lane will be severely sub-standard, but both the on-carriageway and on-footway options will be significantly less horrible with slower traffic. Walking along Langford Lane will also become safer and more comfortable.</p> <p>More broadly, we do not think any further development should be allowed along Langford Lane until it has proper walking and cycling provision. There appears to be space on the verges for this, though it would require negotiations with the landowners.</p>

## B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Kidlington, The Ridings)	<b>Object</b> – There is no valid reason to reduce the speed limit from the national limit of 60-30MPH, there are no junctions, no houses, no pedestrians, in 20 years never seen an accident. I use it every day and most vehicles only travel at 50MPH. On what spurious basis would Council decide to make it 30MPH?

<p>(o2) Local resident, (North Hinksey, Sweetmans Road)</p>	<p><b>Object</b> – The lane is a rural lane with open ground on both sides. The only cause for reduction cited is the absence of verge between road and pavement. The council built the pavement too close. The solution is not to make commuters pootle along clear county roads, costing time and money. The solution is to move the pavement to the other side of the hedgerow, further from the road , where it should have been placed to start with. If you just make this straight rural road 30, nobody will obey the limit, you'll create an undue reliance on police enforcement and undue burden on the police. Note also the ambulance station on this road, response times from which would be hindered by slow traffic or traffic calming measures.</p>
<p>(o3) County Cllr, (Oxford, New Road)</p>	<p><b>Support</b> – Increasing the 30mph in Kidlington supports Vision Zero.</p>
<p>(o4) Local Cllr (Begbroke, Begbroke Crescent)</p>	<p><b>Support</b> – Overdue by about 20 years!! Speding on Langford Lane is rife and very dangerous. I worry that the new limot will be ignored as enforcement generally is totally absent.</p>
<p>(o5) Local resident, (Oxford, Buckler Road)</p>	<p><b>Support</b> – Cars drive must too fast along here and a 30mph limit would make it much safer for cyclists.</p>