

Division(s) affected: *Shrivenham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

COMPTON BEAUCHAMP – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a 20mph speed limit within Compton Beauchamp, as advertised.**

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 introduce a 20mph speed limit within Compton Beauchamp, replacing the existing 30mph speed limit in its entirety in the process – as shown in **Annex 1**.
2. The proposals have been put forward for road safety reasons, following a request from the Parish Council.
3. 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.
4. Streets are central to everyday life in Oxfordshire. They play a role in all transport journeys 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

5. The proposals form part of the County Council's 20mph transformation programme, as approved at Cabinet.
6. 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

7. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
8. 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

9. 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.

10. 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

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

Sustainability Implications

12. 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

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

Formal Consultation

14. Formal consultation was carried out between 02 April and 01 May 2026. A notice was published in the Oxford Times & Swindon Advertiser newspapers, 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, Vale of White Horse District Council, relevant local District Councillors, Compton Beauchamp

Parish Council, and the local County Councillor representing the Shrivenham division.

15. During the course of the formal consultation, eight responses were received via the online survey, comprising of two objections, and six in support.
16. Additionally, a further two emails were received directly – with Thames Valley Police, and Oxford Bus Company not objecting.
17. 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

18. The first objector states this is a country road with few pedestrians. The pedestrians that are there, including leisure walkers using local long-distance paths, have to walk in the carriageway as there are no footways (except a short stretch on the road to Longcot). If the current speed limit of 30mph is thought to be well observed, this implies that vehicles are travelling significantly faster than the speed that is considered to be appropriate for safety and a more pleasant environment in relatively narrow and bendy village roads.
19. The second objector says that cars are built to protect people at 30mph. This may be true for the driver and passengers, but that speed can cause significant injury to anyone that may be in collision with that vehicle. Naturally, a reduced speed will result in less chance of a collision and less severity of any injury that may result.

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): Roger Plater (Senior Officer – Vision Zero)
 Daron Mizen (Operational Manager – Highway Schemes)

June 2026

Drawing No. 0

Proposed 20MPH speed limit, replacing the current 30MPH 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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Compton Beauchamp (P0396)

Drawing title
Proposed 20MPH speed limit

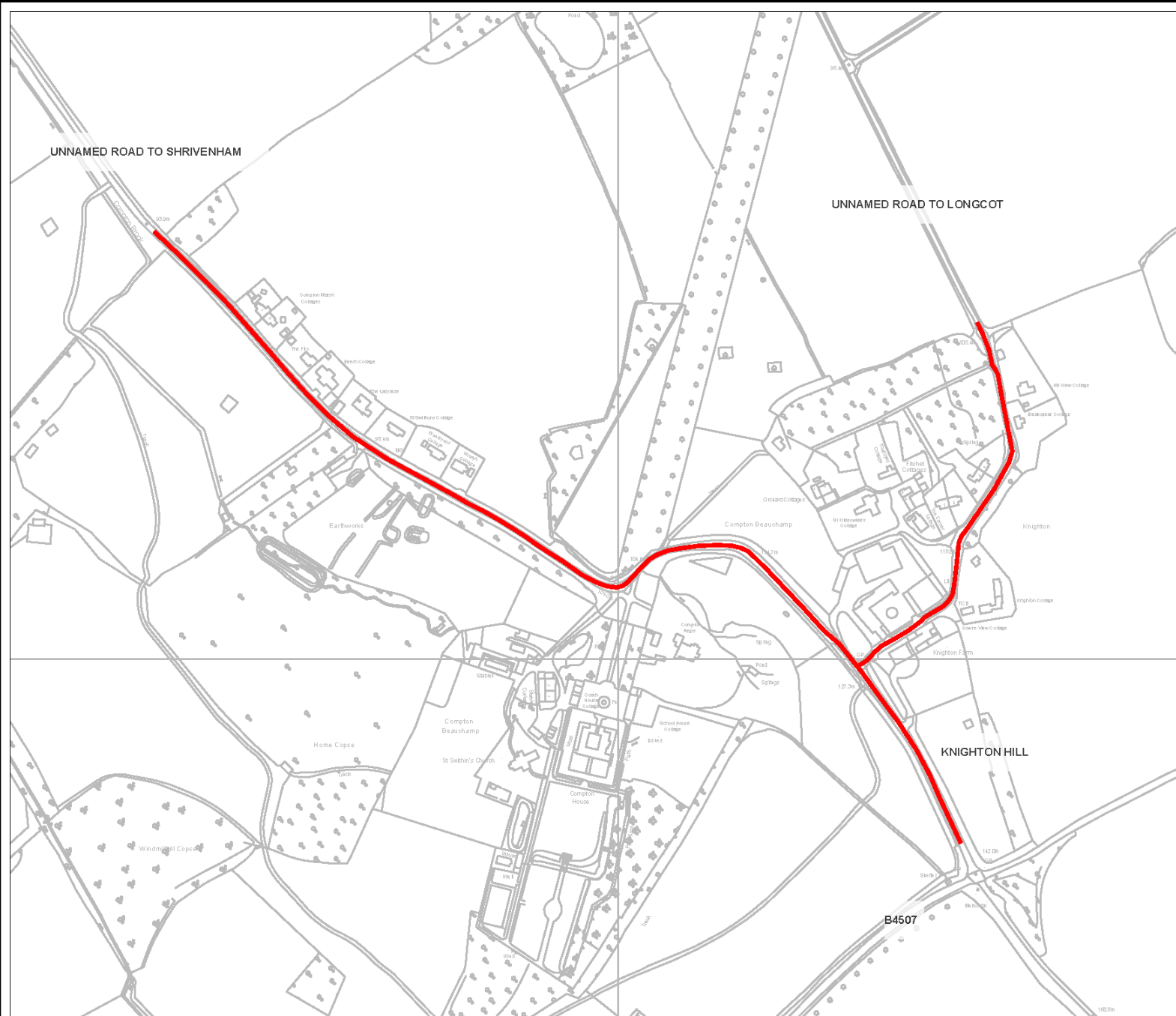
Drawing Status

Scale @ A1	Drawn by	Checked by	Approved by
	AC	CM	

Date drawn	Date checked	Date approved
02/03/2026	18/03/2026	

Oxfordshire Prod No. & File Ref.

Drawing No. Revision 0



P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\3. Live instructions\Permanent TROs\P0396 - Compton Beauchamp 20mph\PLANS\Compton Beauchamp 20 MPH.dwg

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – This is pretty peripheral, and poses no effect on bus services.

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Shrivenham division)	Support – I strongly support this change, the village is small and surrounded by countryside with national speed limit roads, and so many drivers do not slow down to pass through Compton Beauchamp, residents and the parish meeting have requested this change and I am supportive of this. I think it will improve safety in the village (which has no footpaths and residents must walk on the road, and there are many hikers which also walk on the road to access the Ridgeway).
(o2) Local resident, (Compton Beauchamp, Road running through Compton Beauchamp)	Object – This is a country road with very little pedestrian footfall. The speed limit of 30 mph is well observed, helped by the potholes making it impossible to go any faster. The money this is all costing for very little upside could be better spent elsewhere. And I suspect is unenforceable anyway.
(o3) Member of public, (Woolstone, Woolstone)	Object – 20mph is too slow, 30mph has worked very well for many years, indeed cars are built to protect people at 30mph.

<p>(o4) Local Cllr (Watchfield & Shrevenham ward)</p>	<p>Support – Compton Beauchamp (inc Knighton) is a very small parish with very narrow roads. There have been concerns from residents around the stability, width and visibility on the roads particularly leading down the hill, where the road can only allow a single vehicle, and the sides of the road are crumbling, and there are no maintained passing places.</p> <p>Given the visibility and narrow and infrequent maintenance of the roads, the grading of speed limits needs a careful look, moving from 20MPH to 50MPH would lead to significant safety problems for residents and drivers, a gradual change from 20->30->50MPH is necessary, or there is a greater chance that 20MPH change will achieve nothing or have a negative impact on safety.</p>
<p>(o5) Local Cllr, (Compton Beauchamp and Knighton Parish Meeting)</p>	<p>Support – As Chair of the Compton Beauchamp and Knighton Parish Meeting, I can confirm that this proposal has the unanimous support of the residents of both villages, having been discussed at the last meeting. Traffic is currently speeding through both villages, with the threat to livestock, walkers, farm traffic and residents.</p>
<p>(o6) Local resident, (Knighton, Road through Knighton)</p>	<p>Support – Villages adjacent to us are 20mph and there is the danger that we become a rat run.</p>
<p>(o7) Local resident, (Knighton, Knighton Hill)</p>	<p>Support – The 20mph speed limit will make the village safer for residents. It is important to note that there is currently no area of the village where there is a footpath so any journey to the post box, visit friends or walking the dog or for any purpose will require walking on the road.</p>
<p>(o8) Local resident, (Compton Beauchamp, Compton Beauchamp Lane)</p>	<p>Support – I am a daily witness of the excessive speed used on the small lanes in Compton Beauchamp and I have visually noted multiple vehicles travelling at speeds in excess of 30mph so I support the decrease in speed for the sake of wildlife and human life coupled with sparing further damage to the road infrastructure and damage to private land. Vehicles utilising private land outside properties as a tool to pass oncoming traffic thus causing damage.</p>