

Division(s) affected: Bampton and Carterton South; Brize Norton and Carterton East; Burford and Carterton West;

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

CARTERTON: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposals for 20mph speed limits at Carterton as advertised – except for the lengths of the following roads:**
 - i) **Alvescot Road,**
 - ii) **Black Bourton Road,**
 - iii) **Brize Norton Road,**
 - iv) **Burford Road – north of its junction with Upavon Way, and**
 - v) **Burford Road – south of its junction with Sellwood Drive.**

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 20mph speed limits within Carterton replacing existing 30mph limits as shown in **Annex 1**.
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 20mph Transformation 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:

Nicole Olavesen – Solicitor (Regulatory).

Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

11. 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

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

Sustainability Implications

13. 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

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

Formal Consultation

15. 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.

16. During the course of the formal consultation, 1,046 responses were received via the online survey, with 913 objections (87%), 80 partially supporting (8%), 45 supporting (4%), and 8 not objecting (1%).
9. Those who responded online were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	19 (2%)
Yes – cycle more	9 (1%)
Yes – scoot more	2 (0.5%)
No	952 (91%)
Other	64 (6%)

17. 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.
18. 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 2** (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, while also agreeing that

proposals for the 30mph speed limits as included on the consultation on the 20mph limits could be taken forward separately and - following a further consultation on revised proposals for the 30mph limits – the latter were considered and approved at the meeting of the Cabinet Member for Transport on 18 June 2026.

21. Carterton Town Council's response received in May 2026 (available at **Annex 3**) noted that the Town Council recognises that road safety and the implementation of highway speed limits are matters for Oxfordshire County Council as the Highway Authority, and understands that these proposals sit within the wider context of the County Council's Vision Zero approach to road safety, and that while acknowledging the strength of local feeling regarding blanket 20mph measures, the Town Council has agreed to an amended / reduced scheme as shown in **Annex 4** which retains 30mph speed limits on key through-routes, whilst prioritising lower speeds within residential areas and near schools and other sensitive locations.
22. Specifically, in respect of Alvescot Road, the Town Council confirmed that while it wished to retain the current 30mph limit on the main stretch of road they requested the exploration of targeted additional safety measures in the vicinity of the school entrance such as a pedestrian barrier, zebra crossing, and/or an advisory 20mph restriction in that specific location.

Officer Response to Objections/Concerns to the Proposed 20mph Speed Limits

23. The response of Carterton Town Council is welcomed and the proposals as included in the Recommendations above reflect the reduction in the scope of the scheme so as to retain the major roads at 30mph as listed with the exception of parts of these roads adjacent to schools. No further statutory consultation will be required other than for the short length of the B4477 Upavon Way adjacent to Carterton Community College which was not proposed to be reduced to 20mph in the 2025 consultation; this will be carried out as soon as possible with the responses reported to a future meeting as an adjustment to the scheme should it be approved.
24. Officers will liaise with Carterton Town Council in respect of measures on Alvescot Road in the vicinity of the school. Funding has been identified to install a Zebra crossing (for use by pedestrians only) at Alvescot Road. and this will be subject to a separate statutory public consultation process later in 2026.
25. 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.
26. Similarly, the response of Stagecoach Bus Company requesting bus priority measures elsewhere along the corridor of the service impacted by speed limit changes is noted and that in accordance with the Local Transport and

Connectivity Plan schemes to deliver bus priority are progressed wherever viable and where funding is available.

27. The Coalition for Healthy Streets and Active Travel expressed support for the proposals.
28. A large number of objections were received from members of the public, most of whom were residents of Carterton or nearby villages; the grounds for objection were focussed on the lack of need for any change to the existing 30mph limits other than close to schools, and that 20mph limits were ineffective, can lead to higher pollution, and that there were higher priorities for highway funding, in particular for maintenance.
29. Other concerns included that rather than improve safety 20mph limits led to more traffic incidents and near misses, and also on their impact on those employed as part time fire fighters, who are not exempted from speed limits when travelling to a fire station.
30. Officers confirm that the Council considers objections along the lines of proposals being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant consideration to make amendments to a proposal.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2 (*separate document*): Consultation responses
 Annex 3 (*separate document*): Response of Carterton
 Town Council
 Annex 4: Plan of recommended extent of 20mph limit
 reflecting views of Carterton Town Council

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

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

July 2026



Carterton 20mph Revision 1.0

Legend	
Proposed 20	█
20 Zone	█
Existing 30	█
Existing 40	█
Existing NSL	█
Not Public Highway	█

© Crown Copyright and Database rights 10023343 2017

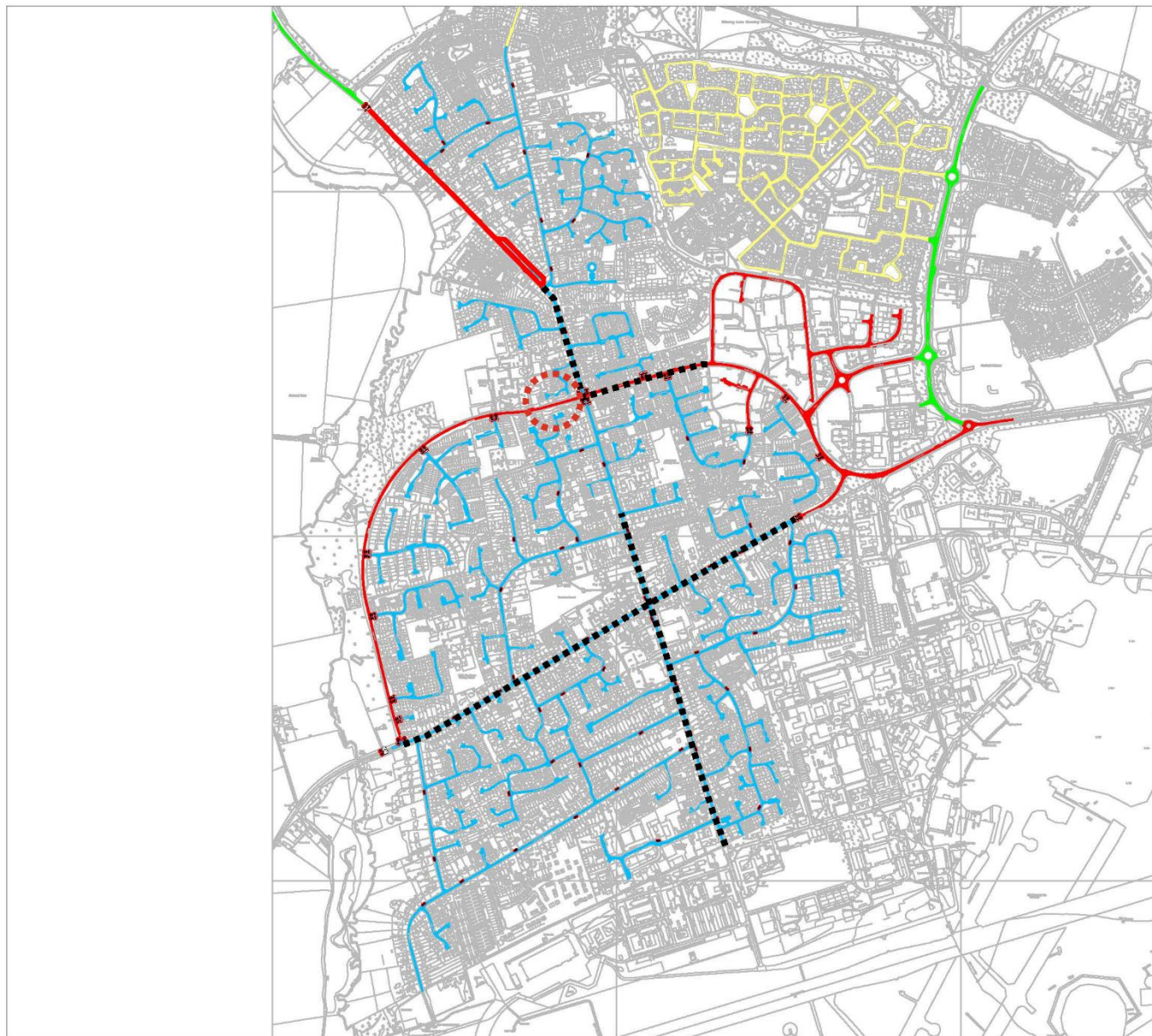
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	17.06.25	First draft	C.W		

OXFORDSHIRE COUNTY COUNCIL
Owen Jenkins
 Director for Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 210 1111

Project title: Carterton 20mph Scheme

Drawing title:
 Carterton 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.W	Checked by: AK	Approved by: AK
	Date drawn: 17.06.25	Date checked:	Date approved:
Oxfordshire Project No. & File Ref			
Drawing No. 1.0			Revision 1.0



Carterton 20mph Revision 1.0

Legend	
Proposed 20	
Existing 20	
Existing 30	
Existing 40	
Existing NSL	
Not Public Highway	

- Roads previously proposed to be 20mph to remain 30mph

- Section of road to have current 30mph speed limit re-evaluated

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	17.06.25	First draft	C.W		

Owen Jenkins
 Director for Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 01845 3101111

Project title: Carterton 20mph Scheme

Drawing title:
Carterton 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.W	Checked by: AK	Approved by: AK
	Date drawn: 18.06.25	Date checked:	Date approved:

Oxfordshire Project No. & File Ref
 Drawing No. 1.0 Revision 1.0