

Division(s) affected: *Chesterton & Launton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

GODINGTON – 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 on the unnamed road running through Godington (near Bicester), 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 Godington (near Bicester) on the unnamed road running through the village, between a point 145 metres southwest of public footpath no.225/1/20 and the end of the road at Holy Trinity Church, replacing the existing 60mph National speed limit 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 meeting.
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:

Nicole Olavesen – Solicitor (Regulatory).

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

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 have been identified in these proposals.

Formal Consultation

14. Formal consultation was carried out between 30 April and 29 May 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, Godington Parish meeting, and the local County Councillor representing the Chesterton & Launton division.

15. During the course of the formal consultation, 10 responses were received via the online survey from members of the public, comprising of: five objections, one partially supporting/raising concerns, and four in support.
16. Additionally, responses by email were received from Thames Valley Police and Oxford Bus Company not objecting, the Coalition for Healthy Streets and Active Travel submitted a response via the online survey expressing support for the proposals.
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 five objections were received from members of the public, two being residents of the village. The grounds for objection cited the lack of need for a limit given the low traffic flows and that the road was a not a through road.
19. 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.
20. A further response expressing partial support together with some concerns was received from a resident of the village; this noted that the extent of the limit did not include the bend by Godington Hall and adjacent accesses. Whilst noting this concern, measures here would be outside the scope of the current proposal which is limited to Godington village and also noting that there have been no reported injury collisions in the vicinity.

Paul Fermer Director of Environment and Highways

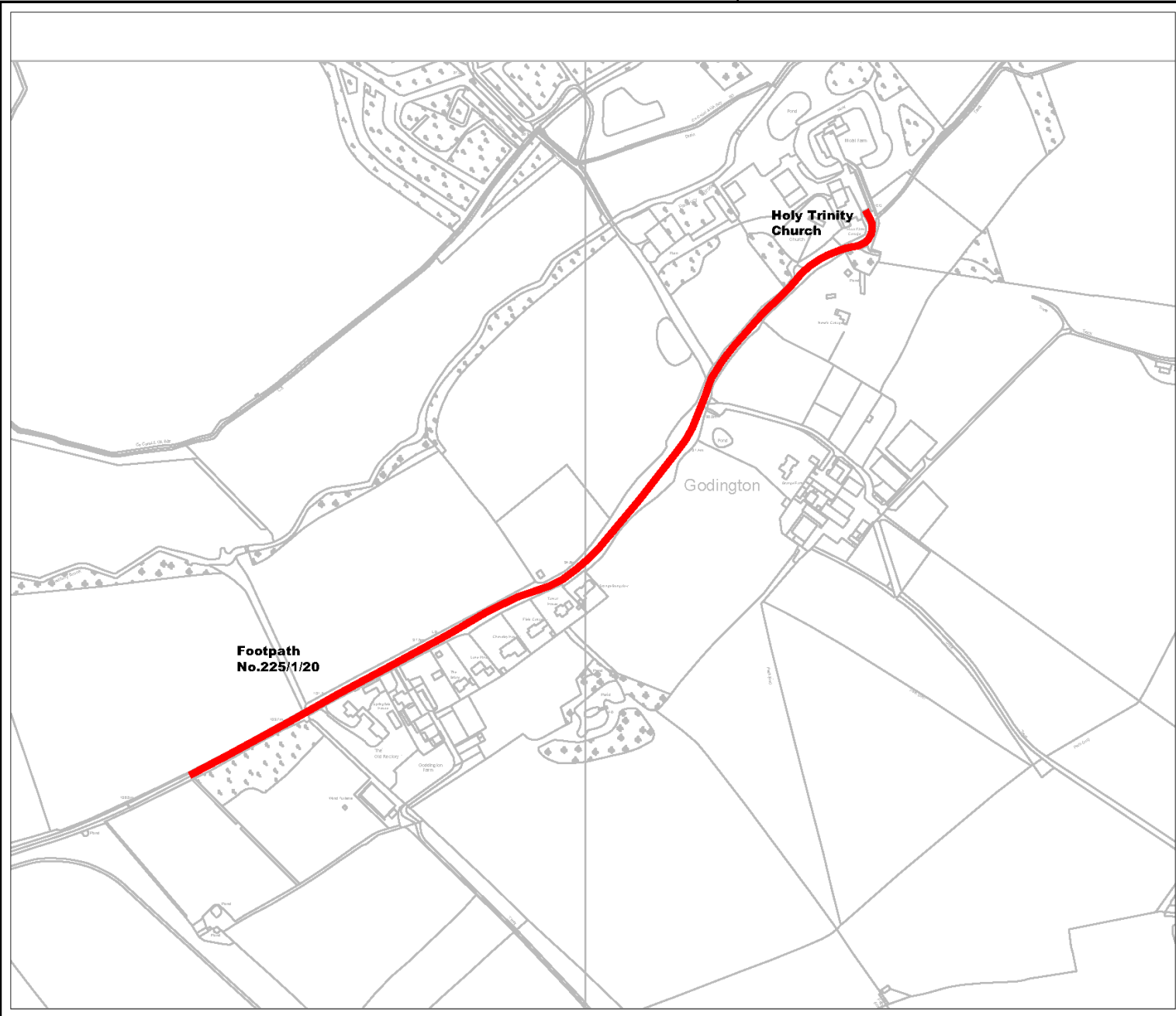
Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

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

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

July 2026

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Drawing No. 0

Proposed 20MPH 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

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

Project title
 Godington (P0406)

Drawing title
 Proposed 20mph speed limit

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
	AC	CM	
	Date drawn 31/03/2026	Date checked 14/04/2026	Date approved

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

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – The Police have no objection.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Godington)	Object – Not necessary. A 30 zone might be reasonable.
(o2) Local resident, (Godington)	Object – We already had a vote. It feels like we were made to vote again until the right result was reached. With a road this bad, it is magical that anyone would waste their time and energy on putting a 20mph speed limit in place. Especially when we already have a sign telling people to drive slowly. While we're still taking suggestions for ways to waste time and money on, may I suggest we take all of our council tax money and put it in a great big pile and light it on fire, just to see it finally do something.
(o3) Member of public, (Uffington, Green Lane)	Object – 1) There have been no accidents recorded in this stretch of road for at least the last 10 years. 2) The road is of a type that is unlikely to encourage fast driving

	<p>3) Implementing a 20mph to a road that currently has a national limit is against the published speed restriction policy of Oxfordshire County Council. https://mycouncil.oxfordshire.gov.uk/documents/s57574/CA_OCT1921R12%20-%20ANNEX%20B%20-%2020mph%20Criteria.pdf</p> <p>4) I do not believe that the proposal offers good value for money or the best use of available funds given other constraint on council budgets</p> <p>5) The location will require a number of repeater signs to be compliant with Department of Transport standard on speed restrictions, otherwise the restriction will be unenforceable. In any case I do not expect it ever to be enforced.</p>
(o4) Member of public, (Bicester, Murdoch Road)	Object – Ridiculous suggestion, Godington consists of what, 10 houses and a farm? The road is a dead end so the only people to use it would be residents and the occasional visitor. What purpose would a 20mph limit serve, nobody would enforce it and nobody would stick to it for the sake of quarter of a mile. Complete waste of money to implement
(o5) Member of public, (Bicester, Peregrine)	Object – Pointless exercise as uts a no through road with virtually no traffic
(o6) Local resident, (Godington)	Partially support/concerns – Broadly supportive of a 20mph limit in the village but concerned that the 'national speed limit' reminders as you leave the 20mph zone will remind drivers that the limit is 60mph and cause higher speeds outside of the zone. The worst part of the village regarding too high speeds and plenty of near misses is around the bend at Godington Hall as you come up a hill into the village and will not be helped by the 20mph area. Immediately after this bend is an industrial unit used by a freight company and lots of HGV movements and is the most dangerous part of the Godington road.
(o7) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	Support – The proposal for 20mph in Godington covers a small village, a no through road that will not affect much traffic, but reducing the speed will make this area safer for residents and visitors. Several footpaths and bridleways also pass through the village.

	<p>20mph speed limits, both 'signage only' and (better) with supporting measures have been proven to reduce casualties and collisions. The 2025 UK meta-study 'Evaluating the safety and speed impacts of the 20mph speed limit in the UK: Evidence and insights' covered more than 20 studies and 260 effects and concluded:</p> <ul style="list-style-type: none"> * Crashes decrease by 26.45%, with a 21.6% reduction for schemes with signs only. * Casualties decrease by 22.9% for all schemes, compared to 10.9% for sign-only.
<p>(o8) Godington Parish Meeting</p>	<p>Support – The 20mph speed limit was proposed by Godington Parish Meeting following requests from several local residents. The proposal was then shared with the village as a whole to gather feedback. Responses were collected on a per-household basis, as Godington comprises only 12–14 houses, and the majority were in favour of introducing a 20mph limit.</p> <p>Given this support, representatives of the Parish Meeting met with Oxfordshire County Council (OCC) in Godington to review the proposal. While it is not a major issue, it is worth noting that during the site survey the agreed start point for the 20mph zone was at footpath 225/1/20, or potentially around 10 metres before it. However, the plan now provided shows the zone beginning approximately 145 metres before the footpath.</p>
<p>(o9) Local resident, (Godington)</p>	<p>Support – support this proposal as a resident of Godington.</p> <p>Godington is a single-track, no-through road serving 12–14 houses and home to young children, pets, horses, and adult residents. The current 60mph speed limit is inappropriate for the nature of the village.</p> <p>Although vehicles rarely reach such high speeds within the cluster of houses, it is not uncommon for drivers to pass through at speeds that are excessive for the environment. A 20mph limit would not be actively policed and may be difficult to enforce, and it is unlikely that every vehicle would consistently travel at 20mph. However, it would almost certainly reduce the higher speeds currently used by some drivers and would improve overall road safety within the village.</p> <p>Above all, the existing speed limit is simply not suitable for a road of this type. As it stands, there is nothing to prevent drivers from travelling at speeds that feel excessive, even if technically within the legal limit.</p>

<p>(o10) Local resident, (Godington)</p>	<p>Support – As a resident who is often out dog walking or running, I find the speed at which people come down the lane can be quite alarming, but as it stands they are leagly allowed to go at 60mph. A 20mph speed limit would hopefully help calm the traffic and alert fast drivers to the fact that it is a residential lane, with small children and pets, horses etc.</p>
<p>(o11) Local resident, (Godington)</p>	<p>Support – The road from Godington Hall to the dead end is relatively straight and, with a few exceptions, adequately surfaced which means that it is used as a race track by drivers using it - not residents on the whole. There are children and many ridden horses using the road and they are routinely put at risk by aspiring Jensen Buttons. I don't know if a 20 mph limit will stop this but it will be a step in the right direction.</p>