

Division(s) affected: *Wheatley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

03 SEPTEMBER 2026

STANTON ST JOHN: SHEPHERDS PIT LANE, B4027 WHEATLEY ROAD & POUND LANE – PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following speed limit amendments in Stanton St John, as advertised:

- a) **New 20mph speed limit on Shepherds Pit Lane for its entire length,**
- b) **Extend the existing 20mph speed limit on Pound Lane to its junction with the B4027 Wheatley Road,**
- c) **Extend the existing 30mph speed limit on the B4027 Wheatley Road to a point 95 metres northwest of its junction with Shepherds Pit Lane.**

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 a) introduce a new 20mph speed limit on Shepherds Pit Lane, extending south-westwards from its junction with the B4027 Wheatley Road for its entire length, replacing the existing 60mph National speed limit in the process, b) extend the existing 30mph speed limit on the B4027 Wheatley Road from a point 148 metres northwest of its junction with Cox Lane, to a point 95 metres northwest of its junction with Shepherds Pit Lane, replacing that length of the existing 50mph speed limit in the process, and c) extend the existing 20mph speed limit on Pound Lane to its junction with the B4027 Wheatley Road, replacing the remaining length of existing 50mph speed limit in the process – all 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, lower speed limit

restrictions are one of the measures 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.
5. Furthermore, lower speed limits will help reduce casualty rates and improve road safety in the village – with the proposed reduction on the adjacent B4027 to 30mph from 50mph helping to ensure easier transition to the 20mph speed limits for motorists, whilst the proposals also addresses an anomaly of a 100m section of Pound Lane which was left as 60mph national speed limit between the B4027 & the village when the wider 20mph was introduced in August 2023.

Corporate Policies and Priorities

6. The proposals have been put forward to help support the 'Quiet Lanes' programme, specifically the planned measures on Shepherds Pit Lane (which is to be subject to a planned Experimental TRO, which has been considered separately and noting that speed limits cannot be reduced in an ETRO). Quiet lanes seek to reduce vehicle numbers and speeds, lower the risk and severity of collisions, make minor roads feel calmer and safer, in order to help make it safer for people to walk, cycle, wheel and horse ride.
7. Introducing lower speed limits is one part of the overall traffic calming measures which are being put forward that will help support the implementation of 'Quiet Lanes', which ultimately aim to make rural roads and key links between urban areas more attractive to a wider range of road-users.
8. Additionally, as part of the Local Transport and Connectivity Plan, the County Council wants to see more trips made by walking, wheeling and cycling to improve the health of residents, as well as address air quality issues and congestion – by introducing reduced speed limits, these objectives become more attainable.
9. 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

10. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council’s ‘Rural Active Travel Fund’.
11. 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

12. 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.
13. 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 'Place Shaping', 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

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

Sustainability Implications

15. 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 – thereby creating a safer/more attractive environment for active travel users.

Risk Management

16. No potential significant health and safety or service provision risks have been identified in these proposals.

Formal Consultation

17. Formal consultation was carried out between 11 June and 10 July 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, South Oxfordshire District Council, relevant local District Councillors, Stanton St John Parish Council, and the local County Councillor representing the Wheatley division.
18. An additional notice was published in the Oxford Times on the 18 June to cover the Pound Lane proposals, with the statutory consultees & key-stakeholders (as described above) also informed via a further email.
19. During the course of the formal consultation, 19 responses were received via the online survey, and these are summarised in the table below:

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
20mph speed limit Shepherds Pit Lane	14	1	4	-
20mph speed limit Pound Lane	14	-	3	2
30mph speed limit B4027 Wheatley Rd	14	-	5	-

20. Additionally, a further two responses were received directly by email, with Thames Valley Police objecting – considering the lower limits to be inappropriate for the area, and Oxfordshire Liveable Streets (not-for-profit campaign organisation) offering their support, albeit questioning why Bayswater Road had been omitted from the scheme.
21. 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

22. It should be noted that Officers have considered all responses received during the consultation process. However, with regards to any objections that were along the lines of the proposals being anti-car, a waste of money, not enforceable or pointless, Officers' view is that these cannot be resolved through amendments to the proposals as put forward, but have set them out in the report for the Councillor to consider during the decision-making process.
23. The Thames Valley Police response referring to the proposals being highly inappropriate under the circumstances is noted; however, the LTCP is clear in its vision and policies around improving road safety, balancing the needs of all road users on the transport network and following the user hierarchy set out in both Policy 1 of the LTCP and the Highway Code. The proposed 20mph and 30mph are considered wholly appropriate for these circumstances.
24. The other objections raised were similar to that of the Thames Valley Police response, and so Officers consider the same response as set out in paragraph 23 above applies to these objections.
25. Two objections expressed disappointment around the 20mph not being extended further, citing safety concerns for people walking and cycling outside of the proposed area, with one respondent supporting the proposed 20mph on Shepherd's Pit Lane and Pound Lane, but objecting to the 30mph on the B4027.
26. Officers have noted those objections regarding the extents of the proposed 20mph speed limits in the area whilst remaining generally supportive of those that have been put forward. Officers can confirm that extending the limits further

cannot be considered as part of these proposals, but will be kept under review, and if necessary, any identified issues could be considered under a separate set of proposals in the future.

27. In terms of the 30mph on the B4027, whilst the objection is noted, when speed limits in the area are considered as a whole (as opposed to individually), Officers consider the reduction here is warranted, helping to ensure a consistent & logical set of speed limits within & through the village, which take into account existing limits as well as any future plans for the area.

Monitoring & Evaluation

28. In the event of the planned Experimental TRO not being made permanent following its conclusion, Officers suggest that if approved, a review of the 20mph speed limit on Shepherd's Pit Lane is carried out to ensure its continued effectiveness is assessed.
29. Should further action be considered necessary, this will be reviewed and, where appropriate (following any required road safety assessments and public consultation) reported to the Cabinet Member for further decision.
30. The proposed speed limits on Pound Lane and the adjacent B4027 Wheatley Road are considered by Officers to be appropriate for the village – separate to any plans for Shepherds Pit Lane – and as such, specific monitoring isn't thought to be required. However, speed limits in general are routinely monitored and reviewed by the Councils 'Vision Zero' team, and if needed, any issues can be identified and appraised as necessary.

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): Rosie Lawrence (Senior Transport Planner – Place Planning & Coordination)
 Andy Sweeney (Team Leader – Place Planning & Coordination)

September 2026

Drawing No:

0

-  Current 50 mph speed limit (to remain)
 Current 30 mph speed limit (to remain)
 Proposed 20 mph speed limit
 Proposed 30 mph speed limit
 Existing 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**

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New Road
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Project title

Stanton St John
Shepherds Pit Lane
(P0418)

Drawing title

Proposed
20mph & 30mph
Speed Limits

Drawing Status

Scale	Drawn by	Checked by	Approved by
NTS	AC	CJM	
	Date drawn	Date checked	Date approved
	27/05/2026	27/05/2026	

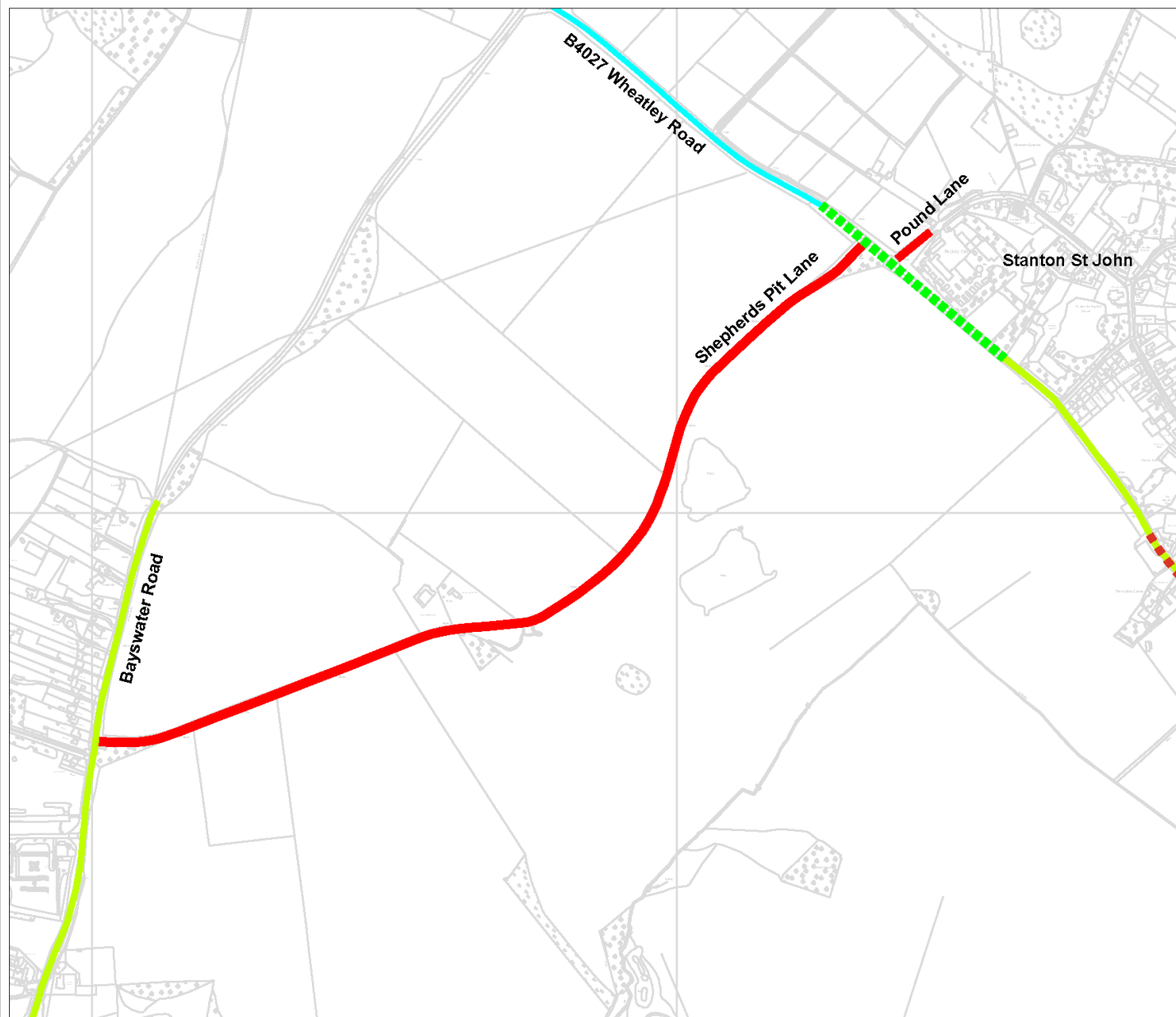
Oxfordshire Project

No. & File Ref.

Drawing No.

Revision

0



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	Object – Accepting you already have an internal policy in terms of Setting 20mph speed limits and following your withdrawal from National Guidance, I can only object to these current proposal as being highly inappropriate under the circumstances. This objection applies to both proposed speed limits.
(e2) Local group/organisation, (Oxfordshire Liveable Streets)	Support – We support all of these speed limit changes, but object to the omission of a key stretch of Bayswater Rd from the scheme. The overall goal of the scheme is to make walking and cycling between Barton (Oxford) and Stanton St John safer and more accessible. Especially if combined with modal filtering of Sheperds Pit (as a "quiet lane"), the proposed changes will improve safety and comfort for <u>existing</u> users of that route, but will not improve accessibility and attract <u>new users</u>, since the scheme doesn't address what is currently the most hostile section of the route. A walking and cycling route with a 600 metre gap in it is not a route, and the proposals leave a gap of that length on Bayswater Rd, between Barton and the western end of Shepherds Pit. This has too much traffic, going too fast, for cycling to be safe and accessible, or for walking to be comfortable. (The Telraam counter there reports over 700 motor vehicles per hour in peak, with 15% of motor vehicles going faster than 37mph.) There are no options for reducing traffic volumes significantly here and in the long run this needs better infrastructure, but in the short term the speeds can be at least partially addressed by reducing the speed limit to 20mph. There is a solid argument for making this change independently of any route to Stanton St John, as this stretch of road is the only access from Oxford to the crematorium and the homes just north of it. In the longer-term, we urge the county - as part of both Greenways and Quiet Lanes programs - to work with the Land North of Bayswater Brook developers both to improve the walking and cycling infrastructure along Bayswater Road and to open up a new bridleway connecting the western end of Shepherds Pit to the existing Barton-Beckley bridleway. We also suggest the creation of a short stretch of off-road shared-use path connecting Sheperds Pit and Pound Lane.

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support Support all of these aims as they support vision zero and safe cycling and walking and horse-riding. We should also be dropping the speed limit from 30mph to 20mph on the section of the Bayswater Road between Oxford and Shepherd's Pit Lane. This would provide an interim solution to making the full route suitable for Active Travel.
(o2) Local resident, (Oakley, Mill Road)	Shepherds Pit Lane 20mph – Object Pound Lane 20mph – No objection/No opinion B4027 Wheatley Road 30mph – Object I have no objection to the 20mph limit on Pound Lane, given that it's almost all 20mph already, so it's just a short bit of road that currently isn't. But I do object to 30mph on the B4027 - it's not a road through the village as such, so I don't think it needs to be that slow. Similarly, I object to Shepherds Pit Lane being 20mph. Again, it's not through any village, and although arguably NSL is high, it could be 50mph, say. 20mph or even 30mph would just be too slow there, as drivers would be wondering why it's so slow, given that lack of houses.
(o3) Member of public, (Islip, Collice Street)	Shepherds Pit Lane 20mph – Object Pound Lane 20mph – Object B4027 Wheatley Road 30mph – Object Common sense should prevail, waste of time and money to review every single country lane in Oxfordshire.

(o4) Member of public, (Oxford, Road)	Shepherds Pit Lane 20mph – Object Pound Lane 20mph – Object B4027 Wheatley Road 30mph – Object These proposals are a good in parts, but a scheme that is only good in parts is poor. Without 20mph on Baywater Road (and measures to enforce it, as the current 30mph is widely ignored) and 20mph between Shepherd's Pit Lane and Pound Lane, the proposal is just for an isolated quiet road with no safe way to reach it. Please bring proposals for a quiet route all the way from Barton to Stanton St John.
(o5) Member of public, (Carterton)	Shepherds Pit Lane 20mph – Object Pound Lane 20mph – Object B4027 Wheatley Road 30mph – Object The speed is too low. With the technology on cars, improved tyres and brakes. The slower speed limits are not needed and a waste of money.
(o6) Member of public, (Oxford, Rymers Lane)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Object I would like these roads to be safer to cycle on. I therefore support the 20mph limit on Pound Lane and Shepherds Pit Lane. and object to the 30mph limit on B40027 Wheatley Rd.
(o7) Local resident, (Beckley, Otmoor Lane)	Shepherds Pit Lane 20mph – Partially support/concerns Pound Lane 20mph – No objection/No opinion B4027 Wheatley Road 30mph – Support As a horse riders I think the area needs to be made safer, but I oppose the closure of Sawpit Lane. Reduced speed limit, signage and ramps/chicanes should be implemented rather than road closures

(o8) Member of public, (Kidlington, Magnolia Close)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support As an Oxford resident, I cycle both as a practical means to get around the city, and recreationally. The area around Wheatley Road and Stanton St John is part of a route I frequently use to cycle to/from Barton out into the Oxfordshire countryside. Shepherds Pit Lane in particular is a road I use to avoid the busier Bayswater Lane, but often still come across cars and vans using it and overtaking at high speed when they could use the main road instead. Setting a lower speed limit would make it a much safer cycling route and encourage traffic to stick to the main road.
(o9) Local resident, (Oxford, Bulan Road)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support AS a cyclist who often uses these roads I would feel much safer with a lower speed limit. However, I would like Bayswater Road which I use to access Shepherds Pit Lane to also have a 20mph speed limit and/ or traffic calming measures.
(o10) Rather not say, (Beckley)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support Rural lanes need reduced speed limit to remove their use as part of 'fastest route' algorithms for sat nav apps. They should be safe for vulnerable road users and would encourage more people out of their cars for short journeys
(o11) Member of public, (Stanford in the Vale, The Timms)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support

	Support this sensible proposal that will create a much safer and pleasant route for walkers, cyclists and horse riders, without impacting on car users, whose key route remains the Bayswater Road and the B4027
(o12) Local resident, (Wheatley, Coopers Close)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support Road safety
(o13) Local resident, (Stanton St John, Middle Road)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support Some of your proposals fix existing illogical speed limit zones (such as 50mph for the first 100+ meters of pound Lane). The proposal to extend the 30mph limit on the B4027 corrects, in my view, the illogical original decision to not cover the Pound Lane and Shepherd's Pit junctions. They carry an increased risk as these are access routes to the village and the PYO. Traffic is frequently moving from the shepherd's Pit junction to the Pound Lane junction and has to cross a 50mph zone. Walkers and cyclists also make regular use of these intersections.
(o14) Local resident, (Stanton St John, Pound Lane)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support I also support the Quiet Lanes proposal for Shepherds Pit Lane. This will be much safer for pedestrians and cyclists.
(o15) Local resident, (Stanton St John, Pound Lane)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support

	I support the proposed new, reduced limits because they should help improve safety for all road users. It is particularly important that those on foot, with children in buggies or on bikes, as well as adult cyclists, feel as safe as possible when using Shepherd's Pit Lane either as an active travel route between Bayswater Road and the village, or simply as a leisure route. I very much hope that due consideration will be given to ensuring the speed limits are adhered to.
(o16) Local resident, (Stanton St John, Silver Birches)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support I am in favour of Shepherds Pit becoming a quiet lane.
(o17) Local resident, (Stanton St John, Middle Road)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support I live in Stanton St John and walk a lot locally with a dog as do many. There are also young families with children and the elderly trying to walk around. Despite the current speed restrictions cars still travel well above the limits and I would be fearful to cycle.
(o18) Local resident, (Stanton St John, Shepherds Pit Lane)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support B4027 Wheatley Road 30mph – Support All of the proposed sections are used by local residents travelling by cycle and on foot. In particular, Shepherds Pit Lane has three blind bends and is a historic accident black spot.
(o19) Local group/organisation, (Oxford, Aristotle Lane)	Shepherds Pit Lane 20mph – Support Pound Lane 20mph – Support

B4027 Wheatley Road 30mph – Support

We support all of these speed limit changes, but object to the omission of a key stretch of Bayswater Rd from the scheme. The overall goal of the scheme is to make walking and cycling between Barton (Oxford) and Stanton St John safer and more accessible. Especially if combined with modal filtering of Shepards Pit (as a "quiet lane"), the proposed changes will improve safety and comfort for existing users of that route, but is unlikely to improve accessibility and attract new users, since the scheme doesn't address what is currently the most hostile section of the route.

A walking and cycling route with a 600 metre gap in it is not a route, and the proposals leave a gap of that length on Bayswater Rd, between Barton and the western end of Shepherds Pit. This has too much traffic, going too fast, for cycling to be safe and accessible, or for walking to be comfortable. (There are no options for reducing traffic volumes significantly here and in the long run this needs better infrastructure, but in the short term the speeds can be at least partially addressed by reducing the speed limit to 20mph. As the hill on Bayswater Road up to the A40 has for much of it's length 3 parallel roads and 4 pavements there must be scope to provide dedicated cycle space, at relatively low cost by for example providing access to/form the main road to the service road so that cyclist going slowly up the hill are comfortable separated from the motorised traffic.

There is a solid argument for making this change independently of any route to Stanton St John, as this stretch of road is the only access from Oxford to the crematorium and the homes just north of it.

In the longer-term, we urge the county - as part of both Greenways and Quiet Lanes programs - to work with the Land North of Bayswater Brook developers both to improve the walking and cycling infrastructure along Bayswater Road and to open up a new bridleway connecting the western end of Shepherds Pit to the existing Barton-Beckley bridleway. We also suggest the creation of a short stretch of off-road shared-use path connecting Shepherds Pit and Pound Lane.