

Divisions affected: *Wroxton & Hook Norton*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023

HANWELL: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of a 20mph speed limit in Hanwell as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit in Hanwell as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Hanwell by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 04 May and 26 May 2023. A notice was published in the Banbury Guardian newspaper, and an email 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, the local District Cllrs, Hanwell parish council and the local County Councillor representing the Wroxton & Hook Norton division.

Statutory Consultee Responses:

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC’s policy and practice regarding 20mph speed limits, they consider their response as ‘having concerns’ rather than an objection. Cherwell District Council had no comments to make and Hanwell Parish Council raised no objection.

Other Responses:

8. 37 online responses were received with 34 residents supporting the proposals. A single resident objected on the grounds the existing 30 limit was adequate and there was no accident problem. An Abingdon resident supported 20limits on residential roads but not on through routes such as this proposal and a Witney resident objected in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the ‘Z’ sign displayed universally across Russia.
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	17 (46%)
Yes – cycle more	3 (8%)
No	16 (43%)
Other	1 (3%)

10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

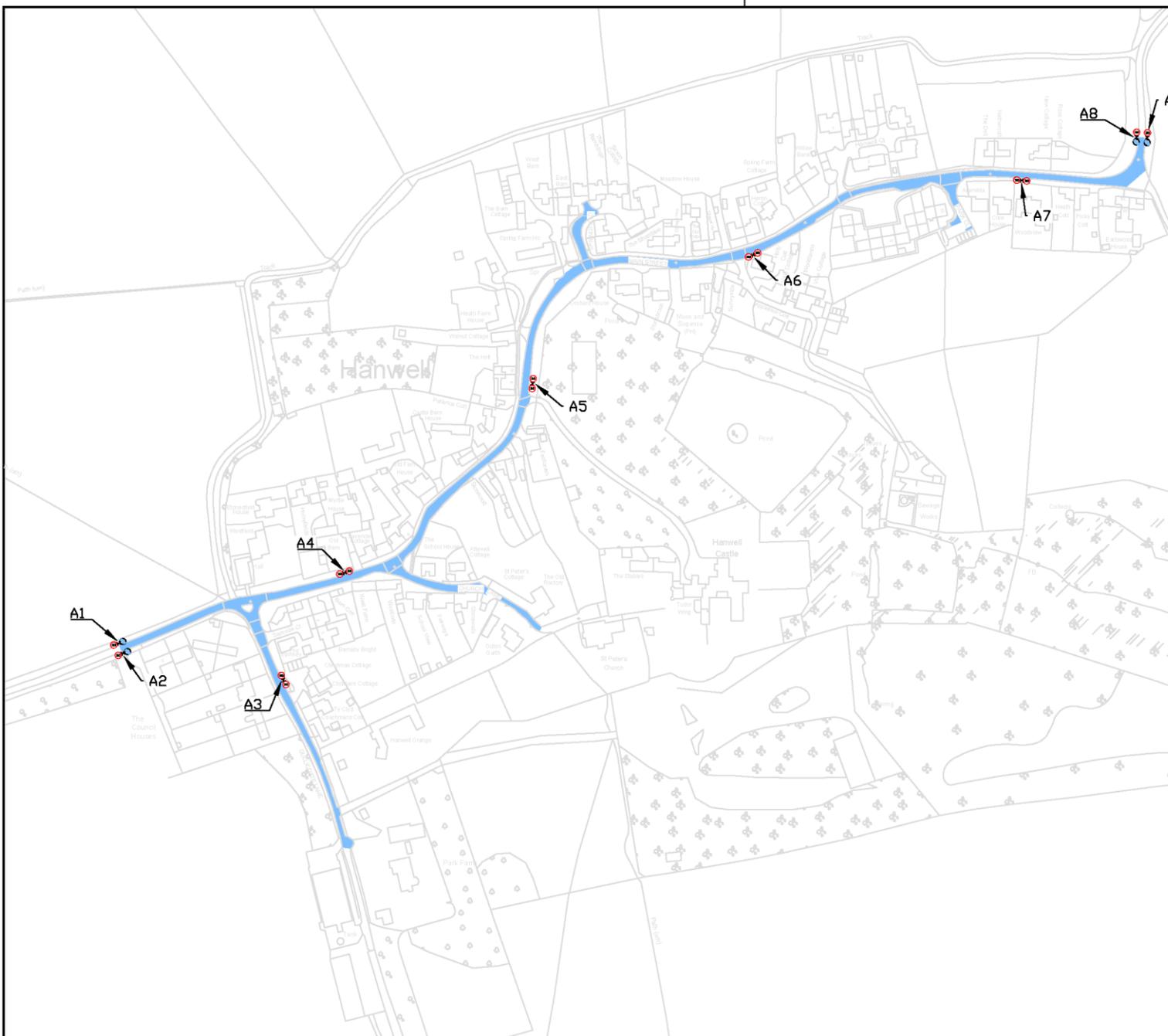
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver’s mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’.
12. The responses show overwhelming support for the proposals. The authority considers objections, such as the 3 to this proposal, along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report but notes that one of the objections was from a resident.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

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June 2023



Drawing No. _____

Notes:

Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
 Hanwell 20mph

Drawing title
 Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 11/04/23	Date checked 12/04/23	Date approved 12/04/23

Oxfordshire Project No. & File Ref _____

Drawing No. _____	Revision _____
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits – GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

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	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Development Management Team, (Cherwell District Council)	<p>No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(3) Hanwell Parish Council	<p>Support – having previously consulted with Hanwell residents, has no objection to the proposed plans for a 20mph speed limit through the village.</p>
(4) Local Resident, (Banbury, Warwick Road)	<p>Object - No need, 30mph is fine, not an accident black spot.</p> <p>Travel change: No</p>
(5) Member of public, (Witney, Oxford Hill)	<p>Object - No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda. Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p>

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	<p>If it is ok for Politicians to drive through at 30mph and emergency services (despite no emergencies or calls) then it is ok for the members of public. Drop this policy.</p> <p>Travel change: No</p>
<p>(6) Member of public, (wootton, Manor Road)</p>	<p>Object - I object to 20mph limits on through routes. They may make sense on Dead End roads and housing estates but I OBJECT TO THIS proposal as it is far too wide.</p> <p>Travel change: No</p>
<p>(7) Local Resident, (Hanwell, Main Street)</p>	<p>Support - I support a 20mph speed limit due to the village being small and the roads narrow, together with the fact that at certain times of the day (morning/afternoon) there is a significant increase in volume of traffic and numerous cars that drive too fast through the village; more than the current 30mph limit. I have personally suffered the loss of a family pet due to a driver going too fast.</p> <p>Travel change: No</p>
<p>(8) Local Resident, (Hanwell)</p>	<p>Support - I am a Hanwell resident. There are areas through the village where 2 cars cannot pass. Consequently 30mph is too fast.</p> <p>Travel change: No</p>
<p>(9) Local Resident, (Hanwell, Hanwell Court)</p>	<p>Support - Currently with the current speed limit the narrowness of Main Street in various sections is a danger to both pedestrians and motorists. The volume of traffic will only increase as more new prop ties are added and the village becomes more of a cut through.</p> <p>Travel change: No</p>

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<p>(10) Local Resident, (Hanwell, Main Street)</p>	<p>Support - Slow traffic through the village Travel change: No</p>
<p>(11) Local Resident, (Hanwell, Main Street)</p>	<p>Support - I support this speed limit but only with other measures including visual warnings Of current speed like other villages. There is Regular speeding traffic through village especially at straight sections either end of the village with limited kerbs which means vehicles mounting pavement when people walking. Travel change: Yes – walk/wheel more</p>
<p>(12) Local Resident, (Hanwell, Main Street)</p>	<p>Support - Traffic speeding, dangerous driving on road through village with limited width and capacity Travel change: Yes - cycle more</p>
<p>(131) Local Resident, (Hanwell, Main Street)</p>	<p>Support - There is one road through the village and the pavements are narrow. When walking my dogs we have had quite a few near hits where cars are going too fast and in avoiding the car coming in the opposite direction have mounted the pavements. People also use the village as a cut through and while trying to pull off the drive, cars are upon us before we know it. Finally, there are delivery drivers that park on the pavements which means that there's no room for push chairs , dogs and wheelchairs meaning people have to walk in the road. If someone is coming at speed then they are upon you before they know it. At 20 miles an hour they have time to react. Travel change: Other I have stage iv cancer. Walking is difficult at the best of times.</p>
<p>(14) Local Resident, (Hanwell, Main Street)</p>	<p>Support - Hanwell is a small rural village and the main street which runs through the village is mostly narrow and in several places a single track. Too many vehicles go at 30 mph and this is far to fast for the narrow and bending lane and is a danger to pedestrians and residents outside their homes.</p>

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	<p>Travel change: Yes – walk/wheel more</p>
<p>(15) Local Resident, (Hanwell, Main street)</p>	<p>Support - I support the proposal as this village has become a cut through from new developments. The speed limit is not respected. Children wait for their school bus in the morning on narrow paths we drivers speeding through the village. their have also been domestic pet casualties as result of speeding drivers who have failed to brake in time. Also, the noise of continual speeding vehicles is terrible.</p> <p>Travel change: Yes - cycle more</p>
<p>(16) Local Resident, (Hanwell, Main Street)</p>	<p>Support - This village is used as a rat run and many cars drive too fast through it. There are very few pavements so sometimes people need to walk in the road. Also pets – cats – are often in the vicinity.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(17) Local Resident, (Hanwell, Main Street)</p>	<p>Support - I live in the village and it is becoming dangerous now to walk along the road with speeding traffic using the main road as a cut through/rat run. With increased housing nearby the issue has become much worse. We really need traffic calming measures urgently and reducing the speed to 20mph would be a step in the right direction. Other local villages have traffic calming measures, Hanwell needs them too!</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(18) Local Resident, (Hanwell, Main Street)</p>	<p>Support - The road is narrow for pedestrians and it's used as a cut through on a regular basis, minute by minute.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(19) Local Resident, (Hanwell, Main Street)</p>	<p>Support - Far too many vehicles come flying through the village, we have been nearly hit several times riding our horses. Several cats run over, people have no qualms about racing through the village</p> <p>Travel change: No</p>

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(20) Local Resident, (Hanwell, Main Street)	Support - I live on Main Street in Hanwell and a lower speed limit would be safer for my family, friends and neighbours. Travel change: Yes – walk/wheel more
(21) Local Resident, (Hanwell, Main Street)	Support - Persistent speeders who cut through the village from Warwick and Southam Roads. Makes the road very dangerous due to narrow paths and road in some places there is only one vehicle width Travel change: Yes – walk/wheel more
(22) Local Resident, (Hanwell, Main Street)	Support - I support the proposal. As traffic through the village increases from new housing the traffic has increased and the cars have got faster going through the village. Travel change: No
(23) Local Resident, (Hanwell, Main Street)	Support - The road through the village is treated as a Rat Run. Speeding cars have no respect for residents, personally we have be careful at the entrance to our drive as its on a pinch point and cars drive down the pavement as they wait 5 minutes. Travel change: No
(24) Local Resident, (Hanwell, Main Street)	Support - The village road is tight and twisting and visibility is poor and there are sections with no footpaths. Dangerous especially with little children Travel change: Yes – walk/wheel more

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<p>(25) Local Resident, (Hanwell, Main Street, Hanwell)</p>	<p>Support - My driveway is on a very narrow part of the village Main Street and I have had a few near misses with cars. It makes turning out my driveway a real worry at times. I hugely support this reduction of speed in the village!</p> <p>Travel change: No</p>
<p>(26) Local Resident, (Hanwell)</p>	<p>Support - Many people drive way too fast..but there needs to be a camera, Hanwell has too many tight curves</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(27) Local Resident, (Hanwell, Springfields)</p>	<p>Support - The road is single-track in places through a quiet Conservation Area. 30mph is too fast in places for the road. Nearby development has significantly increased the amount of traffic through the village with people using it as a "short cut". Due to the narrow nature of the road and increase in traffic, vehicles regularly mount the pavement which is a safety concern to those like us that have a young family. Reducing the speed limit will slow people down and help improve safety. It may even deter some people from cutting through the village at all, reducing the risk of "pavement passing". The increase in traffic has also meant a noise increase, which should also be helped by a speed reduction.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(28) Local Resident, (Hanwell, Springfields)</p>	<p>Support - The road through Hanwell is very narrow in parts and is used as a cut through by traffic. Reducing the speed limit would make it safer for pedestrians on the pavements and sections of road without pavement , and reduce the amount of traffic using it as a cut through.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(29) Local Resident, (Hanwell, Springfields)</p>	<p>Support - Hanwell is often used as a cut through by cars travelling between the Southam and Gaydon roads. The roads through Hanwell are narrow, and cars travelling at 30mph represent a danger to children and animals in the village.</p> <p>Travel change: Yes – walk/wheel more</p>

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<p>(30) Local Resident, (Hanwell, Springfields)</p>	<p>Support - The speed limit improves safety- especially along the stretches when there is limited pavement and lots of cars parked.</p> <p>Travel change: No</p>
<p>(31) Local Resident, (Hanwell, Church Lane)</p>	<p>Support - The Main Road through Hanwell is narrow and winding. Because of all the nearby housing developments, the traffic coming through the village has increased greatly and is used as a rat run at busy times especially by larger commercial vehicles which travel dangerously fast. They are a danger to other cars and also pedestrians on the pavements. This is made even more so by those trying to avoid potholes on the verges.</p> <p>Travel change: No</p>
<p>(32) Local Resident, (Hanwell, Church Lane)</p>	<p>Support - I have lived in Hanwell since 1977 and for many years now I have been the chairman of Hanwell Parish Council. Throughout this period the main concern of the residents has been the danger caused by vehicles treating our narrow (indeed for much of its length single track) village street as an ordinary road and travelling at 30mph or more. When they meet they swerve onto the footpath or grass verge. It has frightened the residents for years.</p> <p>Travel change: Yes - cycle more</p>
<p>(33) Local Resident, (Hanwell, Main Street)</p>	<p>Support - Narrow road in places where only one vehicle can pass , many vehicles use the footpath because they cannot stop in time</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(34) Local Resident, (Hanwell, Main Street)</p>	<p>Support - The road through Hanwell is narrow and in places one car width. The footpath is narrow speeding traffic cutting through makes it very dangerous to walk safely</p> <p>Travel change: Yes – walk/wheel more</p>

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<p>(35) Local Resident, (Hanwell, Main Street)</p>	<p>Support - Hanwell is a very small village with many twists and turns on Main Street. Common sense says you shouldn't drive more than 20mph but far too many people are whizzing through the village, unaware and unable to stop in time. There are many small children and elderly folk here</p> <p>Travel change: No</p>
<p>(36) Local Resident, (Hanwell, Main Street)</p>	<p>Support - Village road unsuited to 30mph limit with potentially dangerous narrowing in places</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(37) Local Resident, (Hanwell village, Main Street)</p>	<p>Support - For safety of children as Hanwell playground is next to very tight bend and narrow road. To encourage cars, school bus and lorries to go slower - too fast at present. To encourage more walking and cycling. Too many vehicles using Main Street as a 'cut through' without due consideration to speed conditions.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(38) Local Resident, (Hanwell, Oxfordshire, Main Street)</p>	<p>Support - Hanwell village main street cannot, in some places, support a 30 mph speed limit. We have a certain pinch point that causes drivers to mount the curb, causing a risk to pedestrians.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(39) Local Resident, (Horley, Gullivers Close)</p>	<p>Support - Hanwell Village is very restricted with a narrow road, tight bends and parked cars. in the interest of the residents, their children and domestic pets 20mph would be preferential in all villages in Oxfordshire</p> <p>Travel change: No</p>
<p>(40) Member of public, (Richmond, North Yorkshire)</p>	<p>Support - Main Street is a narrow and often busy thorough fare. Used at times as a rat run at busy times of day Excess speed by motorists is liable to be dangerous.</p>

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	Travel change: No
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