

Division(s) affected: *Banbury Hardwick*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

BANBURY: 'HARDWICK HILL' DEVELOPMENT – 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 the 'Hardwick Hill residential development at the northern end of Banbury, 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 the 'Hardwick Hill residential development at the northern end of Banbury, east of the A423 Southam Road, leading out to the A423 junctions with Bourton Road & Hardwick Hill – as shown in **Annex 1**.
2. The proposals have been put forward as a result of the planned adoption of the roads within the estate – leaving the Council to become responsible for ensuring that an appropriate & legally enforceable speed limit is in place.
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. 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

6. Funding for consultation on the proposals has been provided by the County Council's Vision Zero programme, whilst the developer would fund implementation if approved.
7. 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

8. 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.

9. 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

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

Sustainability Implications

11. 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

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

Formal Consultation

13. Formal consultation was carried out between 02 April and 01 May 2026. A notice was published in the Banbury Guardian 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, Banbury Town Council, and the local County Councillor representing the Banbury Hardwick division.

14. During the course of the formal consultation, 49 responses were received via the online survey, comprising of 14 objections (29%), two partially supporting/raising concerns (4%), and 33 in support (67%).
15. Additionally, a further three emails were received directly – with Thames Valley Police, Oxford Bus Company, and the Development Management team at Cherwell District Council not objecting.
16. 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

17. All fourteen objections were received from members of the public; the grounds for objection included the lack of need, there being higher priorities for expenditure, especially road maintenance but also drawing attention to other issues such as parking pressures and problems of anti-social behaviour, increased pollution due to vehicle engines emitting more pollutants at 20mph as compared to 30mph and concerns over the effectiveness of a sign-only 20mph limit without physical traffic calming measure or enforcement - noting the latter concerns were also expressed in one of additional two responses expressing partial support.
18. In response to the above objections and concerns, the proposals are in accordance with the approved policy on 20mph speed limits in support of road safety and walking and cycling.

Paul Fermer Director of Environment and Highways

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

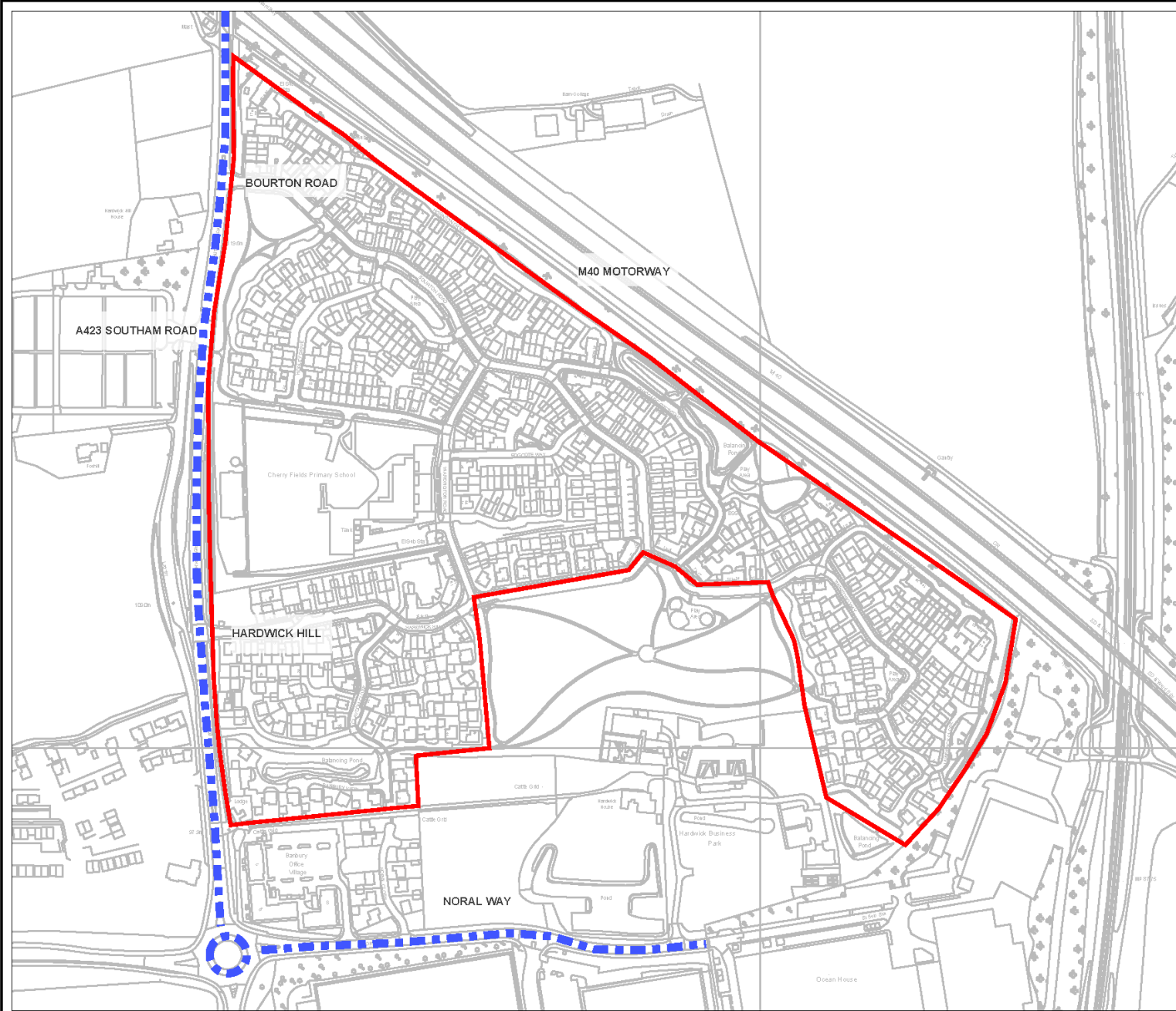
Background papers: n/a
Other Documents: n/a

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

June 2026

ANNEX 1

Drawing No. Revision 0



- Area of proposed 20mph speed limit
- Existing 40mph speed limit to remain

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
 Banbury
 Hardwick Hill
 (P0395)

Drawing title
 Proposed
 20mph Speed Limit

Drawing Status

Scale @ A4	Drawn by	Created by	Approved by
	AC	CM	
	Date drawn	Date checked	Date approved
	24/02/2026	18/03/2026	

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

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDERS\Live Instructions\Permanent TROs\P0395 - Banbury, Hardwick Hill 20mph\PLAN\SH-Hardwick Hill Speed Limit Zone.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)	<p>No objection – This development of 610 dwellings was designed to accommodate a bus route which is uni-directional terminal loop. The B3 service is provided by Stagecoach West which is the principal operator in the North Cherwell area. The reasons for the TRO are understood.</p> <p>I would urge you to pay special attention to any comment Stagecoach might make. It is inappropriate for Oxford Bus Group to comment further.</p>
(e3) Development Management, (Cherwell District Council)	No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Banbury, Bismore Road)	<p>Object – I object to this speed limit reduction, as this, not only is a very costly low priority road concern, when potholes are an epidemic in our town, but also because this 1/3 reduction of the speed limit creates more traffic, increases pollution and takes us all away from our homes and families for longer. More people frustrated, sat in traffic, polluting the air when they could be at home with their loved ones.</p>

<p>(o2) Local resident, (Banbury, Bourton Road)</p>	<p>Object – There are more important things to be focusing on for the estates road such as putting in give way lines and even implementing parking permits so that randoms cannot park their cars there and go off to work when they don't even live on the estate.</p> <p>There is also the people who have no respect for the local community anyway who drive round the estate irrationally, play music unsociably loud and leave dog mess everywhere.</p> <p>Sort these things first before thinking about a speed limit</p>
<p>(o3) Local resident, (Banbury, Dukes Meadow Drive)</p>	<p>Object – This is a main trunk road not a residential road.</p>
<p>(o4) Local resident, (Banbury, Glyndebourne Gardens)</p>	<p>Object – I understand the intention behind 20 mph limits, especially around safety, but I don't feel they're the right fit for my neighbourhood. To me, they come across as a bit idealistic—perhaps even a utopian idea often associated with more left-leaning perspectives—well-meaning, but not always grounded in how roads are actually used day to day. Many drivers already behave responsibly, and blanket reductions can feel like a one-size-fits-all approach that takes away a sense of personal judgement and freedom without clear, noticeable benefits. I'd be more supportive of targeted measures in genuinely high-risk areas, rather than broad restrictions that can feel unnecessary in places where traffic already flows safely.</p>
<p>(o5) Local resident, (Banbury, Hermon Road)</p>	<p>Object – The estate roads are already built so the cars can't go fast. Waste of money on establishing a speed limit.</p>
<p>(o6) Member of public, (Banbury, Middleton road)</p>	<p>Object – Increased travel time: It causes unnecessary delays in daily commutes and local journeys. Traffic congestion: Lower speeds can lead to "tailgating" and increased congestion within the estate. Environmental impact: Driving in lower gears for extended periods increases fuel consumption and vehicle emissions.</p> <p>Driver distraction: Drivers spend more time monitoring their speedometers than watching the road to avoid breaking the limit.</p>

	<p>Unnecessary restriction: The road layout in this area is safe and wide enough for 30 mph to remain the appropriate limit.</p> <p>Wasted resources: Public funds should be prioritized for road maintenance and fixing potholes rather than new signage.</p>
(o7) Local resident, (Banbury, Wesley Drive)	<p>Object – I can agree with a 20 in school zones and in tight residential areas. Not everywhere else. It seems the councillors have been doing everything in their power to get everyone against them. Making straight roads 20 in areas that does not merit it due to the fact that roads that in questions are actively falling apart.</p>
(o8) Local resident, (Banbury, Winchelsea Close)	<p>Object – Its bull[REDACTED] if you want to stop dangerous driving then patrol the sections of roads where people are at a greater risk of accident</p> <p>Speed cameras exist and they are not an old technology</p> <p>Community officers or even volunteer teams within the community can be given a speed/radar device</p> <p>Chicanes and speed bumps are also effective measures against speed</p> <p>Placing 20mph speed limits only angers the community and causes resentment towards the council and the people that enforce it</p> <p>Placing community teams with speed/radar devices near high risk areas also helps the community feel protected and safe because they can see the measures in force</p> <p>You have many options as a council to not only solve a problem with dangerous driving but solve the biggest problem within the community and that is that everybody feels unheard and distant from the people that are supposed to take care of the neighbourhood</p>
(o9) Local resident, (Banbury, Bourton Road)	<p>Object – Ridiculous, no area should be 20mph. Hard enough to get up to 20mph in Banbury with all the traffic</p>

<p>(o10) Local resident, (Banbury, Lunnun Road)</p>	<p>Object – It's not needed currently. Money should be spent on fixing the roads before wasting on signs. It won't be enforced as well just like Warwick road</p>
<p>(o11) Member of public, (Banbury, Nursery Drive)</p>	<p>Object – It's a main road in and out of banbury</p>
<p>(o12) Local resident, (Banbury, Forgeway)</p>	<p>Object – Big pollution for environment is 2026 nobody wants to drive on 2 gear. 30mph is good as it is. Drivers have to drive safe and if they will then can slow down to 20 or 10 if they need to.</p>
<p>(o13) Member of public, (Great Bourton, South View)</p>	<p>Object – I am submitting this response to strongly object to the proposed 20mph speed limit on Hardwick Hill. I do not believe there is sufficient justification for reducing the speed limit on this road. The current limit is appropriate for the road layout and traffic conditions, and lowering it risks creating unnecessary congestion and delays without clear evidence of meaningful safety improvements.</p> <p>Introducing a 20mph limit in this location may also lead to poor compliance, as drivers are less likely to adhere to restrictions they feel are unjustified. This could undermine respect for speed limits more generally.</p> <p>I am concerned that this proposal appears disproportionate and not based on clear, evidence-led need. I would strongly urge that it is reconsidered or that further justification is provided before any changes are implemented.</p>
<p>(o14) Local resident, (Hanwell, Bismore)</p>	<p>Object – Just fix the potholes and leave it at 30</p>
<p>(o15) Local resident, (Banbury, Thenford Way)</p>	<p>Partially support/concerns – Happy to support if the roads get painted and adequate signage gets adopted also. Lots of areas where accidents can happen here without the painted lines etc. Without proper signage it will be ignored so hopefully proper investment gets put into the adoption. Also how will it be enforced? Feels like the 20mph will be in name only.</p>

(o16) Local resident, (Banbury, Bourton Road)	Partially support/concerns – Safety for the child while they are playing out
(o17) Local resident, (Babieu, Bourton Road)	Support – There is no avenue for speed cameras on the estate or mobile checks due to limited straight roads. Cars use the estate as a cut through when Southam rd is busy. The estate has high children who use the playgrounds which are next to main roads. There are no zebra/pelican crossings and some road users over 30mph
(o18) Local resident, (Banbury, Bath Road)	Support – It's not straight and there is regular speeding on corners.
(o19) Local resident, (Banbury, Bourton Road)	Support – Cars drive way too fast for a residential area. We live in the bus route and it's often a rat run at school times.
(o20) Local resident, (Banbury, Bourton Road)	Support – Is important for children the most
(o21) Local resident, (Banbury, Bourton Road)	Support – I have noticed vehicles drive too fast in and around bourton road, which is close to the school. I am concerned about accidents happening! This twinned with parking on pavements and on blind corners is a huge issue, increasing the risk of accidents
(o22) Local resident, (Banbury, Bourton Road)	Support – Vehicles frequently race through a highly populated residential area, which includes many children's playgrounds and a school.
(o23) Local resident, (Banbury, Boxhedge Road)	Support – I want to see traffic speeds reducing wherever possible - for safety and environmental reasons.

<p>(o24) Local resident, (Banbury, Chacombe Crescent)</p>	<p>Support – Cars driving way to fast roads in places not wide enough for two cars to pass cars parked on junctions and on the paths ..needs double yellow lines....and school which has no traffic calming measures at all! And as most pupils live on the estate it's not safe!</p> <p>Desperately needs a traffic warden to come round as residents with pushchairs wheelchairs etc have a dreadful job navigating the pavements.</p>
<p>(o25) Local resident, (Banbury, Claydon Close)</p>	<p>Support – The 20 mph is needed for safety as traffic is definitely going too fast!</p>
<p>(o26) Local resident, (Banbury, Claydon Close)</p>	<p>Support – There is school on the estate. Lot of the roads have blind spots but cars keep speeding. There are also children playing around the parks and next to roads</p>
<p>(o27) Local resident, (Banbury, Hardwick Hill)</p>	<p>Support – School on site and most houses have young children residing in. Already close to busy Southam Rd, would really ensure better safety.</p>
<p>(o28) Local resident, (Banbury, Hardwick Hill)</p>	<p>Support – I live on Hardwick Hill, the road directly leading off from the Southam Road. Some of the speeds that people do coming off the main road, or flying down towards it, are dangerous. Many of us on this road have pets and young children, with quite a small path between our front door and the road. One loss of control could be a catastrophe.</p> <p>There is also a blind bend up towards the large block of flats that some idiots speed away from, I myself have had near misses when backing my car out of the drive only for some fool boy racer to come flying round the corner and have to break or swerve to avoid a collision.</p> <p>This is a family heavy estate, with a school, that needs a sensible limit to prevent an imminent accident. It will also put people off using the estate as a rat run to avoid a chunk of traffic that sometimes builds up on the Southam Road towards Tesco</p>

<p>(o29) Local resident, (Banbury, Hardwick Hill)</p>	<p>Support – There are many children in this area and I currently don't feel comfortable allowing mine to walk around because of the danger from poor drivers.</p>
<p>(o30) Local resident, (Banbury, Hardwick Hill)</p>	<p>Support – We are living on Hardwick Hill and people are speeding when we get out of our driveway. We are located in an area where the visibility is reduced and an accident is awaiting to happen as people are not mindful. Also as parents of 3 young children, we are concerned for their safety.</p>
<p>(o31) Local resident, (Banbury, Hardwick Hill)</p>	<p>Support – Many drivers enter the estate dangerously. We would also support creating a Neighbourhood Watch area to limit the extent of anti-social driving at peak hours.</p>
<p>(o32) Local group/organisation, (Banbury, Mewburn Road)</p>	<p>Support – 20mph in a residential area makes the roads safer for pedestrians and encourages people to use their bikes for local journeys. It also shows respect for the local community and makes traffic less intimidating and quieter. We fully support the proposal.</p>
<p>(o33) Local resident, (Banbury, Wardington Road)</p>	<p>Support – The road around these new builds are not like older estates, they are not as wide and alot of the houses open right on to the road, some dont even have a path between there front door and where the road starts, there is also a school which cars fly past, even when kids are leaving school, which isnt safe at all. I hope people pay attention to the 20mph</p>
<p>(o34) Local resident, (Banbury, Warwick Road)</p>	<p>Support – At 36, I passed my test on April 1 and just bought my first car. I had all my lessons and test in Banbury, and have heard all the objections to 20mph speed limits. However, as someone who spent my whole life so far cycling and walking everywhere, I understand the need for the speed limit in residential areas. Despite it sometimes feeling like a hindrance to slow down to mph, the reality is it makes everyone safer. I can feel the speed limit improving my ability to react, and making my extra aware of my surroundings, including cyclists, pedstrians, crossing etc. I don't ever want to make pedestrians or cyclists feel threatened in the way I have been by careless drivers.</p>

<p>(o35) Local resident, (Banbury, Bourton road)</p>	<p>Support – As well as being a resident with 2 children (1 with autism) I also work at Cherry Fields Primary School. I see everyday how fast cars go and how vulnerable the children are. We could also benefit from a crossing near the school as its so hard for the children to cross the roads safely when so many cars are parked along the road.</p>
<p>(o36) Local resident, (Banbury, Bourton Road)</p>	<p>Support – Cars travel to fast worry about children walking about riding bikes</p>
<p>(o37) Local resident, (Banbury, Bourton Road)</p>	<p>Support – There are many children on this estate and a primary school.</p>
<p>(o38) Local resident, (Banbury, Bourton Road)</p>	<p>Support – Lots of children and pedestrians around. Also a lot of pets. The roads are too tight and windy for anything higher</p>
<p>(o39) Local resident, (Banbury, Chacombe Crescent)</p>	<p>Support – I’m supporting it because people use it like a raceway! Also there’s children and mobility scooters around. Some road markings would solve a lot of problems.</p>
<p>(o40) Local resident, (Banbury, Chacombe Crescent)</p>	<p>Support – To many people speed through the estate we have a school here and a lot of children</p>
<p>(o41) Local resident, (Banbury, Claydon Close)</p>	<p>Support – Some people drive too fast around the estate and it could be unsafe for children. A max of 20mph would keep people safer on the estate</p>
<p>(o42) Local resident, (Banbury, Hanwell view)</p>	<p>Support – Support. If possible even slower by the school. And ideally a safe crossing for families and children by the school. There has been a lot of near misses by that school.</p>
<p>(o43) Local Cllr, (Banbury, Hardwick)</p>	<p>Support – As a local Councillor I have spoken with dozens of residents and the overwhelming majority of them have expressed concern about speeding. 20mph will be much safer for families. It has been successful in other areas of my ward. I have also examined the peer-reviewed academic studies and meta-analyses on the impact of</p>

	20mph zones. The evidence overwhelmingly shows positive effects, reduced collisions and reduced mortality, with little to no impact on driver convenience. I fully support the 20mph zone and encourage OCC to make it the default in all residential zones.
(o44) Local resident, (Banbury, Hornton Drive)	Support – Safer environment with many children and pets
(o45) Local resident, (Banbury, Nursery Drive)	Support – I fully support this as 20mph limits are proven to be safer and result in less and less serious accidents
(o46) Local resident, (Banbury, Wardington Road)	Support – People speed here and it's dangerous with the school kids walking around
(o47) Local resident, (Hanwell View, Wardington Road)	Support – I formally support the implementation of a 20mph speed limit on the Hardwick Hill estate. Currently, the excessive speed at which vehicles travel through this residential zone poses a severe and immediate hazard to the community. Given the close proximity to the local school, the volume of vulnerable pedestrians—particularly children—is high. We have already observed multiple near-miss events, and our household recently suffered the tragic loss of our family pet due to a collision with a speeding vehicle. This loss underscores the very real dangers present on these roads. To protect the well-being of Banbury's residents and proactively manage public safety risks, this speed reduction is absolutely essential.
(o48) Local resident, (Hanwell View, Edgcote Way)	Support – Support we need this we also need cars to not park on corners we also need the road by the school during pick up and drop to be one a very serious accident will happen there soon is so dangerous there is not enough parking provided by the school and its caos cars parked any where and every where blocking peoples drives making it difficult for residents to get home or out...
(o49) Local resident, (Hanwell View, Marston Close)	Support – People drive way too fast on the estate. My son is autistic and has no danger awareness. I would like us to feel safe walking on the estate. I would also like to request school signs are visible on the estate, zigzag lines outside of the school and possibly a zebra crossing outside the school. Wardington road is very dangerous at school drop off and pick up with cars

	<p>bumping up on the pavement, parking across drop kerbs and people speeding. The school also hosts a specialist base for children with communication and interaction difficulties which my son attends, these children are especially vulnerable to the traffic due to their complexities, limited understanding and communication difficulties. It's only a matter of time before a child is knocked over outside the school.</p>
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