



CoHSAT Address to Transport Delegated Decisions Meeting 5 September 2024

20mph Speed limits for A361 Banbury

In September 2024 when 20mph speed limits for most roads in Banbury were approved we made the case for including Bar Street.

We noted that it was a central shopping street carrying over 15,000 vehicles per day. A higher speed of 30mph. We described how these higher speeds were bad for road danger and bad for encouraging people to the shops. “Bar Street shows clearly on Crashmap” we said.

We were not aware at the time of the death of Mr Anthony Paine, killed by a car driven on North Bar Street on 24th March 2023. The crash investigator found the vehicle to be driven at between 29mph and 36mph and stated that if it had been travelling slower, the driver might have been able to react. In other words, a 20mph speed limit could have saved a life.

We note that even the police Traffic Management Officer, faced with the evidence of a recent death at a higher speed limit, has not raised concerns as they did in 2024. 20mph speed limits have proven effective at reducing casualties even with the very limited existing enforcement. 36% of people killed and injured on Oxfordshire roads are in urban areas. We hope that the police will see the importance of enforcement on urban streets where so many people are injured or killed by speeding drivers.

The reduced speeds will both improve safety and improve the streetside environment for people who want to shop or stop off at a café. Importantly the proposal now extends to the St. Mary’s Primary School which should be a priority for safer roads.

Changes like this are the very heart of the Vision Zero strategy.
We fully support this proposal for safer streets.

Robin Tucker, Co-Chair, CoHSAT