

Divisions affected: *Deddington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023

ADDERBURY: 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 20mph speed limits in Adderbury as advertised but with the two exceptions that the existing 30mph limits on the A4260 and Berry Hill Road be retained.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Adderbury 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 Adderbury by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 30 March and 28 April 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, Adderbury parish council and the local County Councillor representing the Deddington 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 suggested that the lower speed limits proposed on the A4260 be re-considered as being unduly low for a strategic road. Adderbury Parish Council also confirmed their support for the proposals.

Other Responses:

8. Two members of the public emailed: one to suggest the proposed 20mph limit for the A4260 was unduly low, and another to suggest a lower limit on Berry Hill Road at the new Hayfield House development junction.
9. 56 online comments were received with 38 in support, ten objections and seven concerns, with one concerned that the proposals did not go far enough. All were local residents except one resident from Banbury, and two of the supporters included the Adderbury Traffic Calming Group and a local councillor. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category,

View/Opinion	Number of responses
Not effective and a waste of money	6
Support but not on major routes	6
Strongly against, not needed and unduly draconian	4
Congestion and pollution concerns	2
Will not be enforced	1
More dangerous as eyes on speedometer	1
Needs to be MORE extensive	1

10. 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	12 (21%)
Yes – cycle more	4 (7%)
No	38 (68%)
Other	2 (4%)

11. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

12. 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'.

13. There is clearly majority support amongst respondents. The authority considers objections 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 any specific comments made of this nature in this report.

14. Several respondents expressed concern at the appropriateness of lower limits on strategic roads and, following representations from bus operators, officers were already supportive of retaining the existing 30mph limits on the A4260 and Berry Hill Road, as shown in **Annex 2**.

Bill Cotton
Corporate Director, Environment and Place

Annexes
Annex 1: Consultation plan
Annex 2: Revised proposals plan
Annex 3: Consultation responses

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June 2023

Drawing No.

Notes:

- Proposed 20mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

Adderbury 20mph

Drawing title

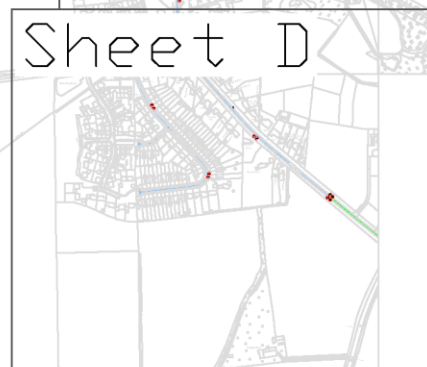
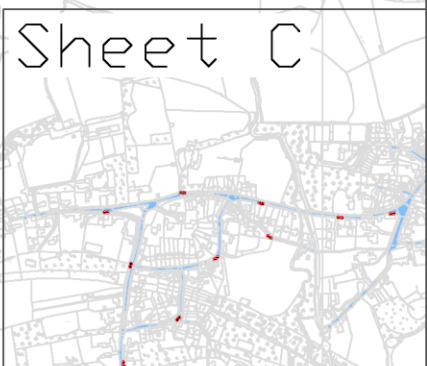
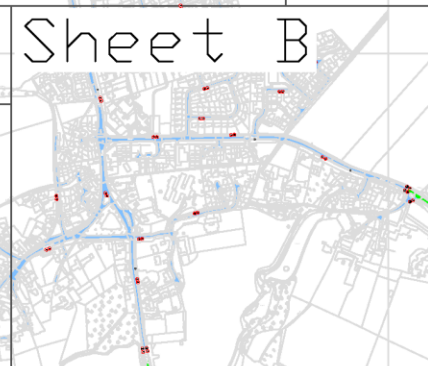
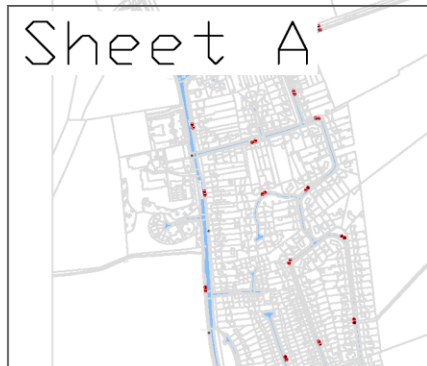
General Layout

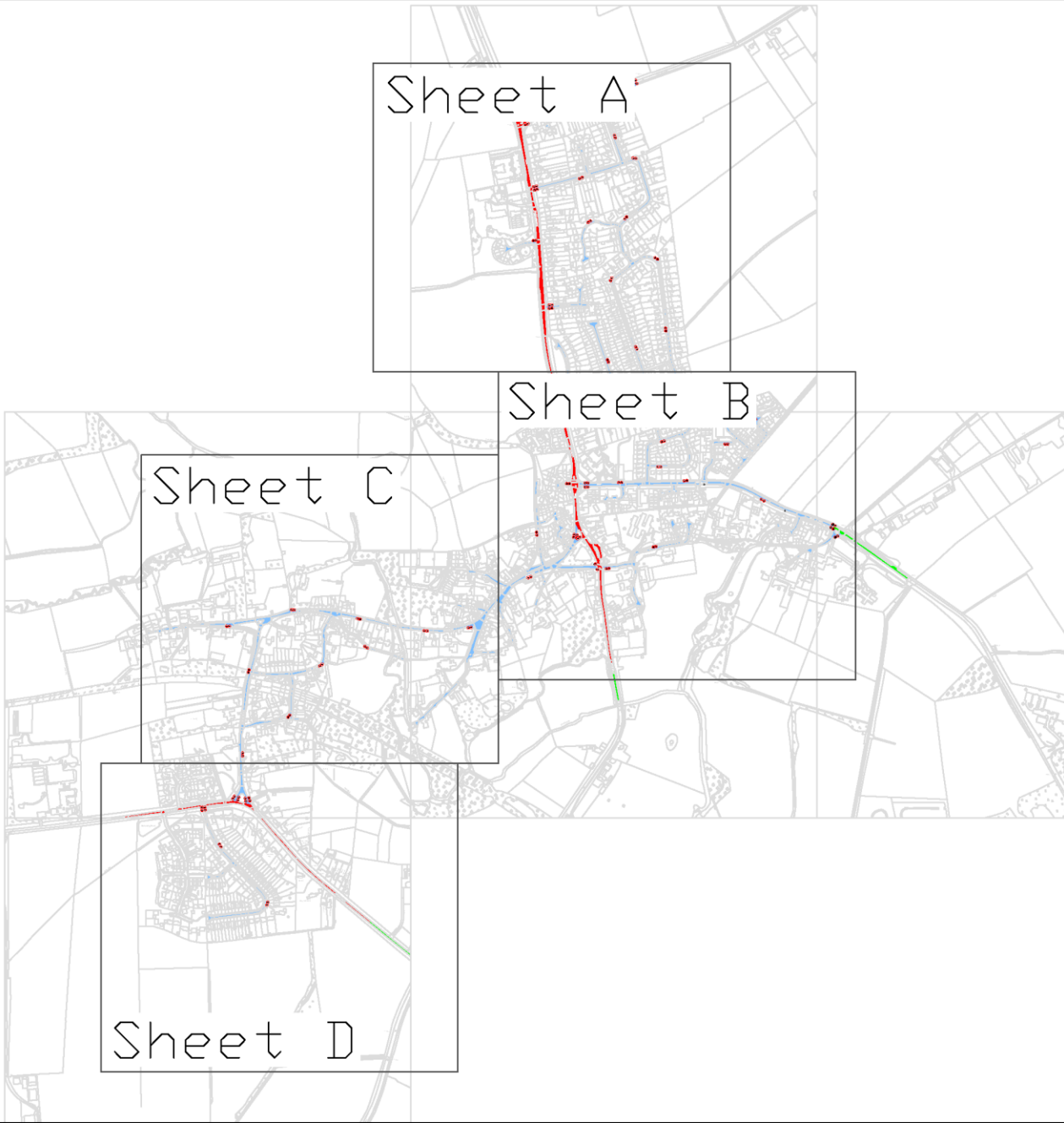
Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 16/02/23	Date checked 23/02/23	Date approved 23/02/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision
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Drawing No. _____

Revision _____

Notes:

- Proposed 20mph limit
- Existing 30mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
Adderbury 20mph

Drawing title
General Layout

Drawing Status

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

Oxfordshire Project No. & File Ref _____

Drawing No. _____	Revision 2
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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

	<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>
(61) Adderbury Parish Council	<p>Support – the Parish Council supports the proposals by OCC for the 20mph speed restrictions in Adderbury.</p>
(2) Development Management Team, (Cherwell District Council)	<p>Concerns – Planning officers are regularly users of the roads in Adderbury, both as a destination and means of travel to destinations to the south, south-east and west of the village. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. There are some roads, however, where there may appear to be less justification:</p> <ul style="list-style-type: none"> - Main road through Adderbury from A5/A6 to approx. A22 - Aynho Road from between B5 and B6 eastward - Berry Hill Road from D5 south-eastwards <p>We wonder whether further consideration may be given to the above alterations.</p>
(3) Local Resident, (Adderbury, Vera Wood Close)	<p>Object - Not necessary and will unhelpfully reduce traffic flow, causing further congestion. With the recent homes built in adderbury there are often issues turning onto main roads and this will only get worse.</p> <p>Travel change: No</p>

<p>(4) Local Resident, (Adderbury, Walton Avenue)</p>	<p>Object - The current 30mph speed limit is fine providing people adhere to it, putting a 20mph limit in place will make no difference. If they don't adhere to 30mph why will they a 20mph limit? Are the lower speed limits supposed to promote alternative modes of transport? If so what are the alternatives? I can think of none!</p> <p>Travel change: No</p>
<p>(5) Local Resident, (Adderbury, Sydenham Close)</p>	<p>Object - There is not a problem with speeding in the village. Slowing traffic to this speed will create even more congestion, especially around the traffic lights, and pollution</p> <p>Travel change: No</p>
<p>(6) Local Resident, (Adderbury, Water Lane)</p>	<p>Object - The proposed restrictions are draconian, ill-judged, and not in the place where most needed, which is in the narrowest corridor of the conservation area, from the end of the High Street, through Water Lane and New Road and in West Adderbury to the Old Post Office. They are typical of the lack of understanding exhibited by the Parish Council, and its contempt for the conservation area.</p> <p>Travel change: Other Move elsewhere.</p>
<p>(7) Local Resident, (Adderbury (Twyford), The Rise)</p>	<p>Object - The sheer volume of cars in Adderbury (village) makes it virtually impossible to exceed 30mph. Twyford (Adderbury Parish which the Parish council conveniently overlooks) has a serious problem with speeding. The Oxford Road through Twyford is a 30 limit however most cars travel at 40-45 and some a lot faster. Why can the 30mph limit not be policed?</p> <p>What is the point of reducing the village limit to 20mph. What does the council do now to ensure people do not speed? Reducing the limit to 20mph will do what? Everyone will travel at 25-30 mph and NOTHING will happen so why do it? SORT THE OSFORD ROAD THROUGH TWYFORD (ADDERBURY)</p> <p>Travel change: No</p>

<p>(8) Local Resident, (Banbury, Marlborough Road)</p>	<p>Object - Money is better spent fixing the roads and not on crippling the general population. 20 mph limits only cause more problems and more pollution.</p> <p>Travel change: No</p>
<p>(9) Local Resident, (Bloxham, Manning Close)</p>	<p>Object - Speed limits should be stuck to and 20 mph is often ignored as it's too slow. Even speed limiters ignore it! 30 mph is sufficient.</p> <p>Travel change: No</p>
<p>(10) Local Resident, (Clifton, Main Street)</p>	<p>Object - Adderbury is an unavoidable route for day to day life in the area. Off the main roads 20mph is fine but the through routes were built before most of the houses and should remain at 30mph.</p> <p>Travel change: No</p>
<p>(11) Local Resident, (Souldern, High Street)</p>	<p>Object - Too low. People will be trying so hard to keep their speed unnaturally (and unnecessarily) low that they are more likely to have accidents. Plus it is a main through road. Just NOT appropriate. Likely people will probably just ignore it anyway.</p> <p>Travel change: No</p>
<p>(12) Local Resident, (High Street)</p>	<p>Object - The speed limit is too low considering the current level of car safety. Drivers will be forced to drop to a low gear and therefore create more pollution. They will also have to keep their eye constantly on the speedometer instead of the road making the roads less safe.</p> <p>Travel change: No</p>
<p>(13) Local Resident, (Adderbury)</p>	<p>Concerns – One possible issue I detected is looking at Sheet D Berry Hill Road is still designated as 40 limit at the entrance to the new Hayfield Homes development where 40 houses are being built</p>

	<p>Surely it would make sense to start the 20 limit before this estate entrance</p>
<p>(14) Local Resident, (Adderbury)</p>	<p>Concerns – I am writing to say that I do not believe that reducing the speed on the road named Twyford Gardens (shown in pdf sheet A attached, which runs from the Kings Sutton turn down to the traffic lights with the Aynho road) is a realistic or justified action. This is a major A road with heavy traffic and although there are houses on one side they are set back far from the road. Enforcing 20mph on this section does not feel natural and will encourage non compliance, which undermines the validity of 20mph in other areas. My opinion is that stricter enforcement of 30mph on this stretch, and the addition of separate cycle lane will produce a better road safety result.</p> <p>I note that it is the local community volunteers who will be supporting the 20mph initiative, using speed cameras, and their full buy- in to the scheme is vital for recruiting volunteers and gaining local acceptance. They will not feel comfortable working on roads that do not feel suitable for such restrictions. 20mph should be applied to the minor roads that wind between houses, or adjacent to school property where I believe they will be welcomed by both residents and through traffic.</p>
<p>(15) Local Resident, (Adderbury)</p>	<p>Concerns - Who and how is it going to be policed and who will pay for this.</p> <p>Travel change: No</p>
<p>(16) Local Resident, (Adderbury, Church Close)</p>	<p>Concerns - Support because there is speeding through the village particularly from the High Street down Water Lane and past the Pump House Garage.</p> <p>Travel change: No</p>
<p>(17) Local Resident, (Adderbury, Manor Road)</p>	<p>Concerns - Agree with the principle of residential streets and the High Street being 20mph in the village. However the major artery routes - Oxford Road, Aynho Road and Berry Hill /Bloxham Road should remain 30mph</p> <p>Travel change: No</p>

<p>(18) Local Resident, (Adderbury, Vera Wood Close)</p>	<p>Concerns - It's unclear where the 20 limit is proposed. There are some obvious areas of Adderbury where you can't safely drive above 20, but also a main road, which as much as I would like a reduction in road noise on, is clearly designed for higher speeds.</p> <p>Travel change: No</p>
<p>(19) Local Resident, (Adderbury, Berry Hill Road)</p>	<p>Concerns - Happy to see Adderbury go down to 20mph but concerned with 40mph still in place on sections of Berry Hill Road. Speed limit down to 20 mph and traffic calming chicane need moving to include new Hayfield development entrance.</p> <p>Travel change: Yes - cycle more</p>
<p>(20) Member of public, (Banbury, Betts Close)</p>	<p>Concerns - I support 20mph for most of the area, but not for the A4260 from the north as far down as Aynho Road. This stretch is not particularly narrow (compared with the south end of the A4260) and should be kept at 30mph. Inappropriate use of 20mph may well cause traffic problems from frustrated motorists. Unless, of course, you build a proper N-S bypass for Adderbury, in which case the whole of the existing main road can be 20 mph!</p> <p>Travel change: No</p>
<p>(21) Local Resident, (Bloxham, Colesbourne)</p>	<p>Concerns - General impact on traffic movements in the area Lack of advance planning to include on going house building Existing roads are NOT currently maintained to minimise hazards eg traffic calming on Berry Hill road sign missing for over 6 months and cycle lane not kept in safe condition (clear of leaves and debris). As this is about making it safer for both Road users and pedestrians, footpaths should be installed where width permits especially on through routes such as Berry Hill road.</p> <p>Travel change: No</p>
<p>(22) Local Resident, (Bloxham, Frog Lane)</p>	<p>Concerns - Think 20 miles an hour would be fine for going through the village of Adderbury but not for the main road between Bloxham to main Banbury to Oxford road or the actual Banbury to Oxford main road .</p>

	<p>Travel change: No</p>
<p>(23) Local Resident, (Adderbury, Banbury road)</p>	<p>Support - Safety - many people cross the Oxford Banbury road to go from the village green to the Lake walk or the Red Lion pub</p> <p>Travel change: No</p>
<p>(24) Local Resident, (Adderbury, Berry Hill Road)</p>	<p>Support - The streets in Adderbury are too narrow and congested with other vehicles and pedestrians for 30mph (or higher as a result of inadequate enforcement) to be safe. And 20mph is becoming the new norm for residential areas.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(25) Local Resident, (Adderbury, Berry Hill Road)</p>	<p>Support - I support this proposal as even with a 30 mph speed limit I see at least 1 in every 3 cars speeding, and very regularly in excess of the national speed limit, through parts of the village. I have also seen multiple accidents due to speed over the last year, at least 2 of which have resulted in hospital visits. These matters have been reported to the Police, The Police & Crime Commissioner and the local MP. As a resident of Adderbury I feel in danger from traffic when walking around the village and in particular on Berry Hill Road & crossing Oxford Road at its junction. This is due to the high speeds of vehicles, lack of pavements in many parts of the village, the unsafe road surfaces & the high speeds of vehicles. It is only a matter of time before some gets badly injured or killed. I sincerely hope the 20mph zone is adopted throughout the village including Berry Hill Road which will go some way to ensuring that the residents of the village are a little safer.</p> <p>Travel change: Yes - cycle more</p>
<p>(26) Local Resident, (Adderbury, Dog Close)</p>	<p>Support - To discourage through traffic to avoid the village</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(27) Local or County Cllr, (Adderbury, Griffin Close)</p>	<p>Support - I fully support the 20mph zones identified. One change I would also support would be to reduce the length of the 20MPH zone on the A4260 to start at Griffin Close and go to beyond Berry Hill Road. Leaving the section between Twyford Road and Griffin Close as 30MPH (the reason for this is the pavement is away from the road for that section).</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(28) Local Resident, (Adderbury, High Street)</p>	<p>Support - Traffic speeds even through the centre of the village outside my house and where there are a lot of parked cars with constant comings and goings to the shop, hairdresser and pub are now seriously excessive.</p> <p>Travel change: No</p>
<p>(29) Local Resident, (Adderbury, High Street)</p>	<p>Support - The road is winding and narrow as well as constricted in various places, such as the area outside the village shop, and with on street parking drivers view is often restricted. The part through West Adderbury from Milton Road to the Oxford Road is often used as a cut through with cars exceeding the 30 mile an hour limit in many parts, particularly during rush hours. School children and adults have to take great care. A 20 mph speed limit will reduce risk significantly.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(30) Local Resident, (Adderbury, High Street)</p>	<p>Support - For safety reasons - both my partner and I have been nearly run over in the centre of the village due to the speed of the cars.</p> <p>Travel change: Yes - cycle more</p>
<p>(31) Local Resident, (Adderbury, Horn hill road)</p>	<p>Support - Cars drive far too fast. Our children are in unnecessary danger. Our cat was killed by a speeding car</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(32) As part of a group/organisation,</p>	<p>Support - As Chair of the Adderbury Traffic Calming Group, (sub committee of the pc) we welcome the 20mph proposals but with one or two tweaks.</p>

<p>(Adderbury, Horn Hill Road)</p>	<p>Travel change: Yes – walk/wheel more</p>
<p>(333) Local Resident, (Adderbury, Horn Hill Road)</p>	<p>Support - On Horn Hill Road, probably 50% + cars are exceeding the speed limit of 30mph. When walking up Horn Hill Road you generally will see the RED light come on as cars come speeding along from the Oak Tree to Manor Road. Coming out of my property as a pedestrian can be challenging especially during morning and evening rush hour. And trying to exit my property by car can be equally challenging with near misses at least once every three months. Also within the last three weeks an expensive parked EV car had significant damage to the drivers door. There is no deterrent in the form of police speeding cameras or mobile speed checking vehicles.</p> <p>Travel change: Other I am a runner going out 5 times a week so I have to be so careful when leaving the property. Also I walk to use the local facilities. I use my car probably no more than twice a week on average.</p>
<p>(34) Local Resident, (Adderbury, Horn Hill Road)</p>	<p>Support - I believe that the majority of vehicles travel at 30mph with some going faster. Not acceptable and I fully support 20mph throughout the village.</p> <p>Travel change: No</p>
<p>(35) Local Resident, (Adderbury, Lake Walk)</p>	<p>Support - Despite other measures motorists are traveling far too fast through the village and there has been a significant increase in the volume of traffic. It is less safe for pedestrians and certainly for children.</p> <p>Travel change: No</p>
<p>(36) Local Resident, (Adderbury, Meadow View)</p>	<p>Support - Reducing the speed limit reduces the risk of collisions</p> <p>Travel change: No</p>

<p>(37) Local Resident, (Adderbury, Meadow View)</p>	<p>Support - I have lived in Adderbury for over 15 years and traffic speeds have increased specifically through West Adderbury. I am supportive of the proposals, but I am concerned that by including the A4260 it will reduce the flow of traffic on what is already a busy and congested route. Studies have shown that reducing speed limits from 30 mph to 20 mph can reduce flow or volume of traffic by circa 25%. This would not be a good idea on the A4260 through Adderbury. In addition 20 mph routes are generally more accepted by drivers where they are logical. I would suggest that including the A4260 will get more driver push back which could potentially make drivers less likely to accept the limits elsewhere in Adderbury.</p> <p>Travel change: No</p>
<p>(38) Local Resident, (Adderbury, Oxford Road)</p>	<p>Support - I live on Oxford Road, on the Deddington side of Adderbury Institute. The speeds within the existing 30mph zone are constantly being broken, with speeds routinely well in excess of 30mph. This isn't just done by cars and bikes, large vans, tractors and HGVs routinely thunder through our section of the road well in excess of the speed limit. We walk regularly to go about our daily lives in the village and the speeds are frightening. The payment opposite the Institute is regularly used by pedestrians, dog walkers and runners. Not to mention residents, like my wife and I, trying to gain safe access onto Oxford Road with our cars. The dangers are clear and the road is long overdue a lower speed limit. But please don't stop there. Implement either a camera or traffic calming to further aid the slowing of traffic.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(39) Local Resident, (Adderbury, Rochester Way)</p>	<p>Support - Residential areas are for people , not speeding vehicles</p> <p>Travel change: No</p>
<p>(40) Local Resident, (Adderbury, Round Close Road)</p>	<p>Support - The amount of traffic passing through Adderbury has increased significantly in recent years. Many motorists drive through too fast which affects the safety of pedestrians particularly children and the elderly. Many people walk dogs or ride horses in the area and their safety is being compromised.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(41) Local Resident, (Adderbury, Round Close Road)</p>	<p>Support - Adderbury is used far too much as a cut through and cars often exceed the 30m speed limit. Travel change: No</p>
<p>(42) Local Resident, (Adderbury, St Mary's Road)</p>	<p>Support - Too much speeding traffic through the village. Travel change: No</p>
<p>(43) Local Resident, (Adderbury, Sydenham Close)</p>	<p>Support - Supporting less fumes and noise pollution and safer roads Travel change: No</p>
<p>(44) Local Resident, (Adderbury, Tanners lane)</p>	<p>Support - Too many vehicles speeding through village Travel change: No</p>
<p>(45) Local Resident, (Adderbury, The Green)</p>	<p>Support - Safety concerns with speeding traffic through the village Travel change: No</p>
<p>(46) Local Resident, (Adderbury, Walton Avenue)</p>	<p>Support - The village roads are used as rat runs, the roads are narrow, drivers go too fast Travel change: No</p>
<p>(47) Local Resident, (Adderbury, Water Lane)</p>	<p>Support - I live on a very narrow section of the road from Oxford Road to Milton Road and the traffic passing my house frequently exceeds current speed limit. The visibility is poor owing to parking and bends in the road, making it dangerous. There is also heavy through traffic a couple of metres from the house. I hope the reduction in speed limit would make the village safer and reduce the misuse by heavy vehicles using it as a rat run.</p>

	<p>Travel change: Yes – walk/wheel more</p>
<p>(48) Local Resident, (Adderbury, Aynho Road)</p>	<p>Support - I have no objections to 20mph limit. But I am not in favour of speed bumps, or chicanes. Traffic flowing steadily reduces pollution. Acelerating, braking, then accelerating again is what causes pollution and inefficiency. I don't believe that 20mph zone would cause congestion and therefore increase pollution as some will say. If it isn't going to be enforced with cameras, then maybe 20MPH sign would at least still reduce speed, even if not as low as 20mph.</p> <p>Travel change: No</p>
<p>(49) Local Resident, (Adderbury, High Street)</p>	<p>Support - Cars travel too fast between Pump House Garage and Oxford Road where there are many pedestrians and the road is narrow with poor visibility. A reduced speed limit would contribute to a safer village.</p> <p>Travel change: No</p>
<p>(50) Local Resident, (Adderbury, Parsons Street)</p>	<p>Support - We live in the centre of Adderbury and the speed of traffic travelling through the village is often far too fast making it dangerous to cross the road and making us feel vulnerable walking on the pavement. The proposed 20mph limit should make the roads safer. The road through the centre of Adderbury (down the high street) also seems to be used as a “rat run” in the morning and evening and the 20mph limit may make this route less attractive.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(51) Local Resident, (Adderbury, St. Mary's Road)</p>	<p>Support - The 20mph will be a good measurement to restrict speeding as traffic (from the surrounding villages) through the village has increased over the last few years. The amount of parked cars has also increased and as because of it only one lane is available, drivers tend to speed up.</p> <p>Travel change: No</p>

(52) Local Resident, (Adderbury, Tanners Lane)	Support - Too many speeding vehicles in Adderbury Travel change: No
(53) Local Resident, (Adderbury, Banbury, Horn Hill Road)	Support - Vehicles use West Adderbury (Horn Hill Road and Berry Hill Road as a 'rat-run' to avoid the Oxford Road. Traffic goes much too quickly through West Adderbury and Adderbury. The roundabout where Milton Road, Berry Hill Road and Horn Hill Road intersect is particularly dangerous. Travel change: No
(54) Local Resident, (Banbury, Horn Hill Road)	Support - Safer for pedestrians Travel change: Yes – walk/wheel more
(55) Local Resident, (Banbury, Hornbeam Close)	Support - Cars travel much too fast through Adderbury. 20mph speed limit would making walking more comfortable and hopefully reduce the road noise. Travel change: Yes - cycle more
(56) Local Resident, (Milton, The Courtyard)	Support - I live in Milton, a mile from Adderbury. I avoid driving through the village (it is en route to Banbury) as I think that all unnecessary traffic in the village should be avoided for the sake of residents, even if it is sometimes marginally quicker to cut through. Sadly, many treat it as a rat run. 20mph might reduce traffic and at least make it quieter and safer. There are many hazards which cut-through drivers do not pay enough attention to. 20mph is entirely appropriate within the small village lanes. Travel change: No

<p>(57) Local Resident, (Oxford, Botley Road)</p>	<p>Support - support for safer environment for all road users Travel change: Yes – walk/wheel more</p>
<p>(58) Local Resident, (Twyford, Twyford Avenue)</p>	<p>Support - The real problem of course is the volume of traffic and congestion especially in the morning and evening rush hours at the traffic lights in Adderbury. The result of this is motorists looking for alternatives and using the side roads through Twyford as a rat run. This problem will only get worse as more and more houses are built and comuters are using the main road, The 20mph could well make the side roads in Twyford safer but will it be enforced. and how! Travel change: No</p>
<p>(59) Local Resident, (West Adderbury, Berry Hill Road)</p>	<p>Support - Safety Travel change: No</p>
<p>(60) Local Resident, (West Adderbury, Horn Hill Road)</p>	<p>Support - The main reason is one of safety for residents and the need for it to be self policing i.e.not rely on the presence of police to enforce it. Travel change: No</p>