

*Divisions affected: Banbury Ruscote*

## **CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 23 FEBRUARY 2023**

### **BANBURY: BRETCH HILL AREA - PROPOSED 20MPH SPEED LIMIT & WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the following:
  - a) A 20mph speed limit on Bailey Road, Bennett Drive, Fivash Close, Davies Road, George Parish Road, Hall Close, Harris Close, Longley Crescent, Tony Humphries Road, Upton Close and Wilson Road.
  - b) 'No waiting at any time' parking restrictions (double yellow lines) at Wilson Road & Longley Crescent.

#### **Executive summary**

2. In accordance with approved policy that all roads within new residential developments in the county will have a 20mph speed limit order, a consultation was carried out on a proposed 20mph speed limit on the roads as shown in **Annex 1** within a development to the west of the existing Bretch Hill residential area in Banbury. Additionally in order to avoid the potential obstruction and road safety hazards arising from parking, the proposals also include no waiting at any time restrictions on Wilson and Longley Crescent as shown in **Annex 2**.

#### **Financial Implications**

3. Funding for consultation on the proposals and their implementation if approved has been provided by the developers.

#### **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 facilitate the safe movement of pedestrians, cyclists and motor traffic within the new areas of the residential estate.

## Formal consultation

6. The Formal consultation was carried out between 5 January to 3 February 2023. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, local bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, Banbury Town Council and the local County Councillor representing the Banbury Ruscote division. Additionally, letters were sent directly to approximately 165 adjacent premises in the immediate vicinity.
7. 32 responses were received during the formal consultation period, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
'No Waiting at Ant Time' restrictions (DYLs)	9 (28%)	15 (47%)	3 (9%)	5 (16%)	32
20mph speed limit	18 (56%)	3 (9%)	4 (13%)	7 (22%)	32

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

## Officer response to objections/concerns

9. Thames Valley Police expressed no objection to the parking restrictions but did raise concerns about the 20mph speed limit. Reiterating their stance that 20mph speed limits should be self-enforcing, and that speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. They also suggested that changes to the highway (narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition
10. Banbury Town Council, Cherwell District Council and Stagecoach Bus Company all responded expressing no objection to either proposal.
11. The local member supports both proposals.
12. The remaining responses were all from members of the public, almost all of whom were residents of the roads the proposals relate to.
13. The proposed 20mph speed limit received widespread support.



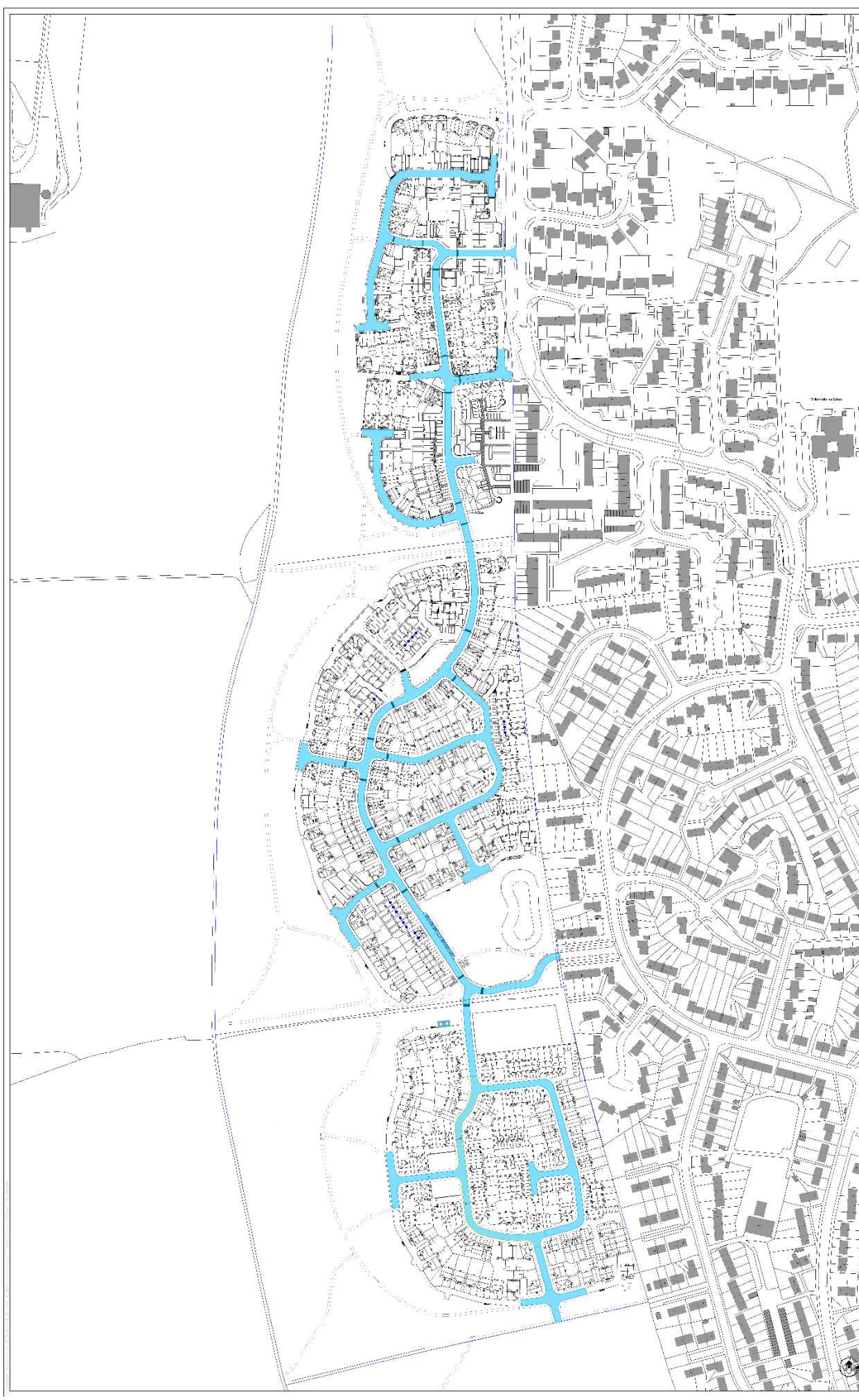
# ANNEX 1

THIS PLAN IS THE PROPERTY OF BLOOR HOMES LTD. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BLOOR HOMES LTD.

**KEY:**

- Proposed Drainage
- Proposed Drains
- 20
- 30

Refer to technical specifications



PLANNING

Bretch Hill  
Banbury  
Oxford

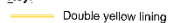
**TRO Plan**

DATE: 07.12.22  
SCALE: 1:1000 @ A0  
DRAWN: RB  
CHECKED: MA

**BLOOR HOMES**

01235 510000

Notes:  
 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.  
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.  
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.  
 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.  
 5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.  
 6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.  
 7. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.  
 8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.  
 9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.  
 10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.

Key:  
 Double yellow lining

Revision:  
 A Double yellow lining extended 25/10/22 RB

Land off Edinburgh Way  
 Banbury  
 Oxfordshire  
**Double yellow lining**  
 DATE: 12.10.22  
 SCALE: 1:250 @ A1  
 DRAWN: RB  
 CHECKED: JL

**BLOOR HOMES**  
 Drawing No. WE050-EN-021A



# Bretch Hill



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>DYL – No objection</b>  <b>20mph – Concerns</b></p> <p>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 dis-proportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> </ul>

	<ul style="list-style-type: none"> <li>• existing traffic speeds</li> <li>• road environment</li> </ul> <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) Banbury Town Council	<p><b>DYL – No objection</b>  <b>20mph – No objection</b></p> <p>This was considered by the Council' s Planning Committee on 1st February at which meeting they resolved to raise no objections to the proposal.</p>
(3) Head of Strategic Development & the Built Environment, (Stagecoach Bus Company)	<p><b>DYL – No objection</b>  <b>20mph – No objection</b></p> <p>This relates to a new development entirely off line of any existing or proposed bus route. Thus in line with our general practice, I am again happy to confirm that Stagecoach has no comments or observations to make and offers no objection to these proposals.</p>
(4) Local County Cllr, (Banbury Ruscote division)	<p><b>DYL – Support</b>  <b>20mph – Support</b></p>

	<p>As local member for Banbury Ruscote on Oxfordshire County Council I support proposals for implementation of new 20 mph speed limits . With reference to Bloor homes housing development roads west of Bretch Hill (Edinburgh way, Dover Avenue).</p> <p>Includes waiting restrictions at Wilson road and Langley Crescent allowing for due process of public construction.</p>
(5) Cherwell District Council	<p><b>DYL – No objection</b>  <b>20mph – No objection</b></p> <p>Upon review of the information forming part of the consultation, we confirm that Cherwell District Council has no objections and no observations to make with regard to the above.</p>
(6) Local resident/Member of public, (Banbury)	<p><b>DYL - Object</b>  The Banbury Traffic Advisory Committee was told at the last meeting that it would be for the Town Council to indicate the areas where 20 mph restrictions would be sought. So far as can be established no such request has been authorised by the Town Council.</p> <p>In any event, the area proposed is relative recent in construction, so is the County Council now saying that its own highway standards are now inadequate for current usage ? Visual inspection reveals that the highways are barely adequate for normal day -to-day use by refuse collection vehicles and removal /delivery vans - goodness knows what will happen is a serious emergency occurs because fire appliances and ambulances will nor have a clear way to the event.</p> <p><b>20mph - Object</b>  The relatively new roads are already inadequate for normal use and it is unlikely that speeds in excess of 20 mph are possible given the incidence of on-street parking and visits by delivery / refuse vehicles</p>
(7) Rather not say, (Banbury, Wilson Way)	<p><b>DYL - Object</b>  Because there are no visitors parking areas for Longley Crescent and Wilson way area and putting parking restrictions there will be unfair for residents</p> <p><b>20mph - Object</b></p>



	<p>It a bad idea for home owners who can't have visitors with cars to visit them due to lack of parking spaces for visitors</p>
<p>(8) Local resident/Member of public, (Witney, Oxford Hill)</p>	<p><b>DYL - Object</b> There is no need for a parking restriction. What about visitors to neighbouring houses or are we having a Council that does not believe in social needs but preaches socially elsewhere!?</p> <p><b>20mph - Object</b>  It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road through the Villages, Cities or Towns for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants to call it that (clearly not) is going to undoubtedly ignore public opinion like Witneys because the Councillors cannot kick the habit, they appear to bitterly hate anybody that has to do an essential journey in a car. There are other ethical and more sensible approaches to cycle and walk more. For example increasing public path space to signal where a pedestrian and cyclist can have their own lane including encouragement notices on local notice boards.</p> <p>20mph limits are as depressing as the distress of the dystopian 20 mph signs from a nearby Town that are as comparable as Russian Z symbols you see in a Russian street every 100 yards where it made a walk locally at home a utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. A political decision that has no public support and has built residential resistance (civilly making the points why they should be changed back are taking place as I write this). I don't take it lightly to compare the Russian Z symbol to a 20mph sign but if the reader googles a Russian City or Town and what it looks like with the Z symbol in that county it is as comparable as the 20mph sign easily shown every 100 yards or less. It is regretful but the honest truth especially as these 20mph signs are within even dead end streets that have no through roads as well making it even more frustrating.</p> <p>I hope many residents and within Oxfordshire will come with me to make a stand and that is to say no. No to such depressing road signs and money wasted taking away our future generations common sense, personal responsibility and the basic human right to choose how we cycle, walk and drive to places. We will be ashamed of what horrid path this Council has chosen, the decision to ignore public opinion and rule within minuit management by edict with no supportive evidence of this change and one that has no loyal compliance even after that. This will undoubtedly depress many residents psychologically seeing how needless this was, how robbed their community is of having common sense and a sense of personal responsibility as per the Highway code and is depressing for passionate motorists that can see that even the study Belfast University did to show that slower speeds don't reduce road incidents either, link here if the individual or senior management are interested in reading. Some will sadly ignore this</p>

	<p>objection to the proposal but some I hope will take back these genuine points to senior bosses of whom are trying to fight against this nonsensical anti-car movement. <a href="http://www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre">www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre</a></p> <p>Lets not forget either that this is the same County Council of whose senior official said to the Sunday Times, "Traffic Filters in Oxford is going to happen definitely" implying the scheme would go ahead whether public opinion opposed or unopposed leading me to my point that this is the same with the speed limit changes. This Council and their staff should ask this, is it worth continueing this ruinous scheme that will create further political distrust toward local authorities. Is it worth creating distress to residents living there to see these signs every 100 yards as comparable as propaganda. Future generations will be unfortunately robbed of sensible common sense and will see this for what it is. The Highway Code officials do not see a need to amend speed limits so cannot understand this political movement against the motorist. Why have we got a Council that has been voted in to attack the Motorist? If this is because of a personal experience then we are living in very dangerous territory democratically.</p> <p>Is this healthy for a car and the pedestrian to remain at 20mph? No because it does not matter if your driving 20mph or 30mph the emissions remain the same, the air does not get any cleaner in fact because you are slowing down traffic you are simply making the air worse. At 30mph emission fumes retreat a lot quickly especially on a straight road where somebody does not need to drive slower especially when there is no obstacle to hit. Even Councillors know that despite pushing for this 20mph crusade (apparently prioritising signage instead of road surfacing improvements from what I been advised within the industry). Road accidents will not be eradicated so the ideology thinking we will eradicate road incidents/fatalities I am afraid are kidding themselves.</p> <p>I do not oppose 20mph signs by a School, Town Square or Retirement Community within the road of a settlement but I am deeply against a blanket speed restriction across a Town, City or Village when the public opinion is ignored for political purposes. This creates mistrust in local politics where even sensible people will be asking like they did in other national scandals "Why should the public listening to their Council or on the News do things when people working within their Council are not prepared to listen to their Communities?"</p>
(9) Local resident/Member of public, (Banbury, Wilson Road)	<p>DYL – <b>Object</b> 20mph – <b>No opinion</b></p> <p>Today, there is very little parking available on the new estate, and the few visitor spaces are frequently full and also a significant distance from my property. Furthermore, some of my relatives are registered disabled and therefore cannot</p>

	<p>walk the distance from the allocated visitor parking located down the hill on Bailey road (this parking is intended for visitors of residents in Phase 2 - Bailey Road).</p> <p>As such, the proposed parking restrictions would pose a significant impact on myself and family, prohibiting visitors to my home and did not form part of the original plan/contract I signed when purchasing the house. These restrictions would have been prohibitive to me purchasing this property.</p> <p>I would recommend you come and visit the site yourself, as I know you will immediately understand my concerns and the challenges this will present.</p> <p>I presume these restrictions are to accommodate an additional 250 homes in 'phase 4', which is still undergoing planning approval, and something which was not advised when I purchased the property. Again, the roads here are not suitable for an additional circa 500 vehicles and an additional access road must be installed.</p>
(10) Local resident/Member of public, (Banbury, Longley Crescent)	<p><b>DYL - Object</b></p> <p>I completely object to this proposal for the following reasons;</p> <ol style="list-style-type: none"> <li>1) with this restriction there would be insufficient visitor parking and lay bys, cars will park blocking other roads.</li> <li>2) the road was poorly planned - it is not a wide enough road to hold volume of traffic for another phase- alternative access should be planned. An additional access road would spread the additional traffic throughout the bretch hill area.</li> <li>3) implementation- the bretch hill estate has several parking restrictions (double yellow lines) around Bradley arcade and Prescott avenue which are ignored and not enforced leading to safety concerns. Suggestion would be to consider alternative options (e.g. Road calming) that require little enforcement.</li> </ol> <p>Are Bloor homes trying to get permission early to take advantage of less residents in the estate (potential objections) and as a way of reducing necessary investment in local infrastructure?</p> <p><b>20mph - Support</b></p> <p>I support the 20mph limit</p>
(11) Local resident/Member of public, (Banbury, Wilson Road)	<p><b>DYL - Object</b></p> <p>I'm not getting a fine for parking outside my own house. That's if anyone will come round and check. Also you haven't put any double yellow lines on the first 2 phases so why does phase 3 need them? The site entrance Isn't on Wilson Road so the vehicles shouldn't be coming down the road. It's a complete waste of money.</p>

	<p>20mph - <b>Support</b> safety is important for anyone who is walking around this area.</p>
<p>(12) Local resident/Member of public, (Banbury, Wilson Road)</p>	<p>DYL - <b>Object</b> I wish to object to proposed parking restrictions, as I can foresee no significant benefit from the proposed change. There are no parking spaces for visitors/local residents and surely private driveways won't accommodate such number of vehicles i.e. in case of family visit.</p> <p>20mph - <b>Support</b> 20 mph speed limit in Residential Area is good for safety reasons</p>
<p>(13) Local resident/Member of public, (Banbury, Wilson Road)</p>	<p>DYL - <b>Object</b> The double yellow lines will be directly outside my brother and sister in laws home, meaning the only way to visit them would be parking all the way down the round in the parking bays, which are always full with residents parking.</p> <p>20mph - <b>Support</b> We are aware that a lot of the new homes house children, so a 20mph speed limit will help keep them safe.</p>
<p>(14) Local resident/Member of public, (Banbury, Longley Crescent)</p>	<p>DYL - <b>Object</b> 20MPH speed limit I am completely in support of. Double yellow lines between the two junctions of Longley Crescent - I completely object to this proposal for the following reasons;</p> <ol style="list-style-type: none"> <li>1) with this restriction there would be insufficient visitor parking (no lay-bys) this would move potential issues to other areas of the estate.</li> <li>2) the road was poorly planned - it is not a wide enough road to hold volume of traffic for another phase- alternative access should be planned. An additional access road would spread the additional traffic throughout the bretch hill area.</li> <li>3) implementation- the bretch hill estate has several parking restrictions (double yellow lines) around Bradley arcade and Prescott avenue which are ignored and not enforced leading to safety concerns. Suggestion would be to consider alternative options (e.g. Road calming) that require little enforcement.</li> </ol>

	<p>Are Bloor homes trying to get permission early to take advantage of less residents in the estate (potential objections) and as a way of reducing necessary investment in local infrastructure?</p> <p>20mph - <b>Support</b> 20mph limit a good idea for safety reasons</p>
<p>(15) Local resident/Member of public, (Banbury, Wilson Road)</p>	<p><b>DYL - Object</b> I purchased a home in Wilson Road which is a new build, and Friday I received notice about the proposed parking prohibitions on Wilson Road.</p> <p>I would like to object to the action. Today, there is very little parking available on the new estate, and the few visitor spaces are frequently full and also a significant distance from my property. Furthermore, some of my relatives are registered disabled and therefore cannot walk the distance from the allocated visitor parking located down the hill on Bailey road (this parking is intended for visitors of residents in Phase 2 - Bailey Road).</p> <p>As such, the proposed parking restrictions would pose a significant impact on myself and family, prohibiting visitors to my home and did not form part of the original plan/contract I signed when purchasing the house. These restrictions would have been prohibitive to me purchasing this property.</p> <p>I would recommend you come and visit the site yourself, as I know you will immediately understand my concerns and the challenges this will present.</p> <p>I presume these restrictions are to accommodate an additional 250 homes in 'phase 4', which is still undergoing planning approval, and something which was not advised when I purchased the property. Again, the roads here are not suitable for an additional circa 500 vehicles and an additional access road must be installed.</p> <p>I would welcome the opportunity to discuss further should you have any comments or questions.</p> <p>20mph - <b>Support</b> Safer roads for all</p>
<p>(16) Local resident/Member of</p>	<p><b>DYL - Object</b></p>

<p>public, (Banbury, Wilson Road)</p>	<p>Double yellow lines would have a huge impact on visitors car parking and delivery drivers,, I visit my elderly parents and daughter that has a young family and there would be no parking to put my car, totally ridiculous and unnecessary</p> <p>20mph - <b>Support</b>  Totally understand and agree, families should feel safe with children playing outside and 20 mile an hour is what all built up areas should be</p>
<p>(17) Local resident/Member of public, (Banbury, Wilson Road)</p>	<p><b>DYL - Object</b>  No parking for guest to come to my house.  I do not want double yellow lines out side my home. This was not put in place when I brought the house.  Phase 1 + 2 do not have double yellow lines.  The main site entrance should not be through a housing estate.</p> <p>20mph - <b>Support</b>  It slows down traffics and safety should come first.</p>
<p>(18) Local resident/Member of public, (Kineton, St Peter's Road)</p>	<p><b>DYL - Object</b>  I object to this as it would As there is nowhere to park so I think double yellow lines are a ridiculous idea. Also if you have cars parked on the road it also stops silly drivers speeding and driving recklessly</p> <p>20mph - <b>Support</b>  Great idea and definitely needed</p>
<p>(19) Local resident/Member of public, (Banbury, Longley Crescent )</p>	<p><b>DYL - Object</b>  I am concerned that with the new parking restrictions, this will force visitors of those residents or those with additional cars to park on to adjoining streets. I live on a part of Longley Crescent where there will be no restrictions and I suspect people will start parking outside my home. It can already be difficult to access my narrow driveway, so the possibility of added vehicles parking on the road is something I won't support.</p> <p>20mph - <b>No opinion</b>  The main roads along Tony Humphries Road and Bailey Road are constantly congested with cars and with the large speed bumps, it's not really possible to go over 20/25 mph anyway</p>

(20) Local resident/Member of public, (Banbury, Longley Crescent )	<p><b>DYL - Object</b>  Regarding putting yellow lines in a RESIDENTIAL area, all you will be doing is pushing visiting and parking cars into parts of the estate that don't have them, causing further congestion and blocking other roads. This is just just moving the problem around instead of solving the cause. I live on Longley crescent, the visitors that wouldn't be able to park outside Wilson road will now just park down Longley crescent, stopping any visitors we may have from parking, so they'd have to go park in other parts of the estate, whilst asap causing potential blockages for any and all emergency services trying to get past. I have no issue with the speed limit but putting double yellow lines in a residential area isn't the best idea.</p> <p>20mph - <b>No opinion</b>  No comments.</p>
(21) Local resident/Member of public, (Banbury, Bailey Road)	<p><b>DYL - Concerns</b>  There is not enough visitors spaces around these roads and this would lead to residents parking in the visitors spaces in other areas of the development and therefore defeating the purpose of them being for visitors</p> <p>20mph - <b>Concerns</b>  I have concerns about any signage, I do not not want it it to be near my house as we often get vandalised. I would be happy as long as the signage remained right and the beginning of the development entrance</p>
(22) Local resident/Member of public, (Banbury, Fivash Close)	<p><b>DYL - Concerns</b>  Agree to the objective</p> <p>20mph - <b>Concerns</b>  Cars do speed by the Banbury Rise Estate especially taking kids to school and those who park on the pavements not using their own driveways</p>

<p>(23) Local resident/Member of public, (Banbury, George Parish Road)</p>	<p><b>DYL - Concerns</b>          Whilst it's clear that there are some major issues with the parking and trunk road situation, any parking restrictions should only be done where they do not have a significant impact on current residents. For example a new development where residents have at least two allocated spaces, should not be built at the expense of other local residents being forced to park a long way from their homes, in particular where they are elderly or vulnerable.</p> <p><b>20mph - Support</b>          There should be no complaints for a proposal which will no doubt improve safety for pedestrians and cyclists in a busy residential area.</p>
<p>(24) Local resident/Member of public, (Banbury, Bennett Drive)</p>	<p><b>DYL - No opinion</b>          I think the residents will be unhappy if parking is not available on their side. Parked cars should be on the pavement side to protect pedestrians</p> <p><b>20mph - Concerns</b>          The bends in the banbury rise deveopment need to be changed to t junctions the speed even at 20 wouldnt help. They are dangerous and mosr do not feel 2 cars can pass it. It is an accident waiting to happen. If you drop to 20 people will still use the roads at speed. Those who do 20 I have seen a lot of them pay attention to their surroundings more because they are going much slower and not paying attention to the roads. I feel 20mp should be imposed certain times a day with flashing lights most people forget roads are now 20 because of being on auto pilot.</p>
<p>(25) Local resident/Member of public, (Banbury, Bailey Road)</p>	<p><b>DYL - Support</b>          Some of the current parking is dangerous and would restrict emergency services responses</p> <p><b>20mph - Support</b>          On the section that is already set to 20mph some cars are still doing 30-40 over the speed bumps and it is dangerous</p>
<p>(26) Local resident/Member of public, (Banbury, Bailey Road)</p>	<p><b>DYL - Support</b>          The speed bumps that were put in do not slow people down they still speed through the estate, the 20mph speed limit would hopefully improve this. Also the double yellow parking will stop people parking on the corner coming on to Wilson road, parking there is a risk for drivers coming round the corner as it is already a blind corner</p>



	<p>20mph - <b>Support</b>  People constantly speed in the estate, the speed bumps do not help</p>
<p>(27) Local resident/Member of public, (Banbury, George Parish Road)</p>	<p>DYL - <b>Support</b>  It's chaos down there</p> <p>20mph - <b>Support</b>  People speed through residential areas as it is I mar make them think more</p>
<p>(28) Local resident/Member of public, (Banbury, George Parish Road)</p>	<p>DYL - <b>Support</b>  Because parking on roads is a nightmare and so is speeding. REALLY wish this was going to be for whole development not just the roads mentioned. I guess it will make parking on the rest of the development worse</p> <p>20mph - <b>Support</b>  People drive too fast.</p>
<p>(29) Local resident/Member of public, (Banbury, Fivash Close)</p>	<p>DYL - <b>Support</b>  I am a resident at Bretch Hill and these proposals will benefit my family and our friends who have called Banbury our home.</p> <p>20mph - <b>Support</b>  I am a resident</p>
<p>(30) Local resident/Member of public, (Banbury, Longley Crescent)</p>	<p>DYL - <b>Support</b>  Blocking traffic because of on road parking</p> <p>20mph - <b>Support</b>  Avoid over speeding</p>

<p>(31) Local resident/Member of public, (Banbury, Bennett Drive)</p>	<p><b>DYL - Support</b> It is safer for residents crossing the street and clears the traffic.</p> <p><b>20mph - Support</b> It is safer for residents, especially kids and elderly.</p>
<p>(32) Local resident/Member of public, (Banbury, Longley Crescent)</p>	<p><b>DYL - Support</b> Supporting as at the moment there is a lot of on road parking being utilised throughout the estate when the roads are only narrow. For example, we have trouble exiting our driveway because people are parked on the road. I would support this for more areas in the estate</p> <p><b>20mph - No opinion</b> No comments.</p>