

## **Banbury Active Travel Supporters (BATS)**

**Banbury Active Travel Supporters, a local group who would like to see Banbury become a much more pleasant place to walk, wheel or cycle.**

**We feel that Banbury is currently lagging behind the national trend towards encouraging Active Travel and all the benefits which follow on from that. A package of initiatives is required to make Active Travel more attractive.**

**One part of that package will be reducing the speed limit on routes where people cycle and walk in Banbury to a consistent 20 miles an hour. Other parts of the package will include improvements to the infrastructure, easier access to public transport including better modal connections and creating attractive public spaces.**

**Achieving this will also create business opportunities which Banbury is currently not tapping into. However, we appreciate that no one change is going to suddenly transform Banbury from a town choked up with traffic which dominates the journeys of pedestrian and cyclists alike.**

**We fully support the introduction of the 20mph speed limit but do not agree with the exceptions which have been proposed. We would like to make life easier for drivers by giving them a clear message that once you enter Banbury you need to drop your speed to 20mph or below. Keeping the 30mph limit for 100 metres here or 200 metres there is going to be confusing. It's also going to cost more to install with extra signage required than for a consistent 20mph limit.**

**As the table below illustrates the time gained for motorists travelling on those sections of roads is very small. So journey times could be reduced by a matter of seconds. Is this really a gain worth having when compared with the additional costs and added confusion?**

**Crucially, it is important to inform people when changes like this are made and to explain why they have been put in place. We hope that the council will promote the 20mph speed limits when they are implemented and explain how they will benefit the town. Banbury Active Travel supporters would be happy to help with this campaign.**

**To summarise, BATS sees this proposal as a step in the right direction, but recommends that the exceptions are removed so that the 20mph zone is clear to everyone. It would be more likely to be properly observed by motorists as well as being less costly to implement.**

**Contact: email: [banburycycling@gmail.com](mailto:banburycycling@gmail.com)**

**web: <https://banburycag.org.uk/activetravel/>**



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Chart to show how much journey time would decrease if the exceptions were also included in the 20mph zone.

		Time taken to drive at different speeds in optimum conditions		
		30mph: seconds	20mph: seconds	
<b>Some of the exceptions recommended to retain the 30mph limit.</b>	<b>Distance: metres</b>			
<b>f) A361 Southam Road – the 260m length immediately north of its junction with the B4100 Warwick Road,</b>	<b>260</b>	<b>19.2</b>	<b>28.8</b>	<b>9.6</b>
<b>g) A4260 Concorde Avenue – the 65m length immediately north of its junction with Bridge Street,</b>	<b>65</b>	<b>4.8</b>	<b>7.2</b>	<b>2.4</b>
<b>e) A361 Bloxham Road – the 40m length immediately southwest of its junction with the A361 South Bar Street,</b>	<b>40</b>	<b>2.4</b>	<b>3.6</b>	<b>1.2</b>
<b>h) B4100 Oxford Road – the 190m length immediately south of its junction with A361 South Bar Street,</b>	<b>190</b>	<b>14.4</b>	<b>21.6</b>	<b>7.2</b>
<b>i) Bankside – the 30m length immediately east of its junction with Hightown Road,</b>	<b>30</b>	<b>2.4</b>	<b>3.6</b>	<b>1.2</b>
<b>j) Bridge Street – the 125m length immediately east of its junction</b>	<b>125</b>	<b>9.6</b>	<b>14.4</b>	<b>4.8</b>

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with the A4260 Upper Windsor  
Street.

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