

Divisions affected: *Banbury Grimsbury & Castle*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**05 SEPTEMBER 2024**

### **BANBURY: A422 HENNEF WAY – PROPOSED 40MPH SPEED LIMIT**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a 40mph speed limit in place of the existing 50mph limit on the A422 Hennef Way in Banbury, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of a 40mph speed limit on the A422 Hennef Way at Banbury as shown in **Annex 1**.
2. Oxfordshire and Northamptonshire County Councils' have been working with the Department for Transport (DfT) to determine a package of works to enhance highway safety near to RAF Barford St John, which is in response to a road traffic collision whereby a United States citizen driving on the wrong side of the road collided with a motorbike, fatally injuring its rider.
3. Identified measures include new infrastructure such as road markings, traffic signs, and traffic calming, as well as enhanced maintenance such as carriageway surfacing.
4. As part of this DfT 'United States Visiting Forces road safety initiative', Officers have proposed to introduce a 40mph speed limit in Banbury, on the A422 Hennef Way in place of the existing 50mph between its junctions with the A423 Southam Road roundabout, and the Ermont Way/Wildmere Road roundabout.

#### **Financial Implications**

5. Funding for the proposals (including consultation) has been provided by the Department for Transport (DfT), who will also fund the implementation if approved.

#### **Legal Implications**

6. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

## **Equality and Inclusion Implications**

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

## **Sustainability Implications**

8. The proposals would help improve road safety in the immediate vicinity by reducing traffic speeds and therefore the risk of collisions at the various junctions leading onto/ from Hennef Way.

## **Formal Consultation**

9. Formal consultation was carried out between 27 June and 26 July 2024. 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, Banbury Town Council, and the local County Councillors representing the Banbury Grimsbury & Castle, and the Banbury Hardwick divisions.

## **Statutory Consultee Responses:**

10. Thames Valley Police expressed concerns on the proposals and reservations about the justification for the change given within the Statement of Reasons document.
11. Stagecoach Bus Company offered no objection, confirming that they have no concerns as a bus operator on the section of road. However, they did raise the issue regarding the more general impacts that the proposed lower limit would have on slowing down bus services in the county – given the impacts of the wider 20mph speed limit project across the county.
12. The Development Management team at Cherwell District Council had no specific observations, noting that the proposals seemed a sensible approach, especially considering Hennef Way's designation as an Air Quality Management Area.

## **Other Responses:**

13.64 responses were received via the online consultation survey during the course of the formal consultation, comprising of: 57 objections (89%), one partially supporting (2%), and six in support (9%).

14. Additionally, a further email was received objecting to the proposals.

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

### **Officer Response to Objections/Concerns**

16. 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.

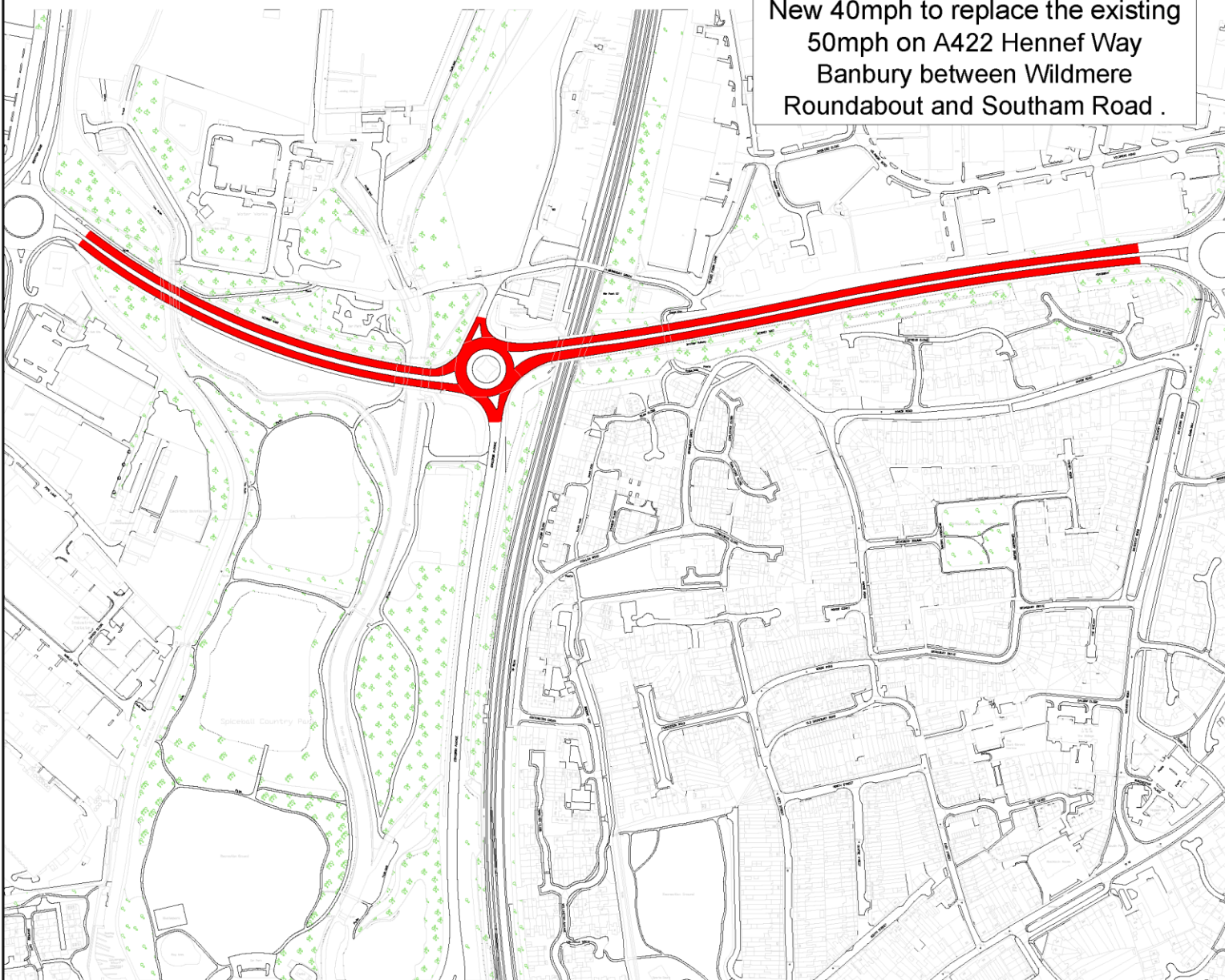
**Paul Fermer**  
**Director of Environment and Highways**

Annexes  
Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers: Anthony Kirkwood (Team Leader – Vision Zero)  
Matt Archer (Portfolio Manager - Programme Delivery)

September 2024

New 40mph to replace the existing 50mph on A422 Hennef Way Banbury between Wildmere Roundabout and Southam Road .



Drawing No. \_\_\_\_\_

**NOTES**

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**KEY**

- Proposed new 40MPH █

**LOCATION PLAN**  
NTS

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**Project title**  
Proposed Speed Limit Change

**Drawing title**  
Banbury - A422 Hennef Way - Overview new 40MPH

**Drawing Status** Consultation

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Oxfordshire Project No. & File Ref

Drawing No.	Revision
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – I remain unconvinced by your Statement of Reason for implementing this new speed limit .</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement. Compliance with new 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.. 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> <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>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) Commercial Manager, (Stagecoach Bus)	<p><b>No objection</b> – We have no concerns as a bus operator on this section of road being reduced to 40mph. We would like to note the more general impacts that this approach would have on slowing down bus services in the county given the impacts of 20mph speed limits, however, if there is improved bus priority elsewhere along any bus route impacted by speed reductions we would be supportive of any wider measures.</p>
(3) Cherwell District Council, (Development Management)	<p><b>No objection</b> – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make, other than to say this seems a very sensible proposal particularly given Hennef Way's designation as an Air Quality Management Area.</p>
(4) Local resident, (Adderbury, Wallin Road)	<p><b>Object</b> – This is a straight very short road between two roundabouts</p>
(5) Member of public, (Banbury, Amberley Court)	<p><b>Object</b> – Spend the money on something necessary.</p>
(6) Local resident, (Banbury, Arbury Close)	<p><b>Object</b> – It's got no relevance to road safety at RAF Barton St John. When Henef way flows well 50mph is a perfectly reasonable speed for that dual carriageway. If anything the issue there is that it' doesnt flow well enough at peak times.</p>

<p>(7) Local resident, (Banbury, Ashmead Road)</p>	<p><b>Object</b> – This road barely flows at any point of the day. Traffic is static around Hennef Way up to the motorway roundabout and up past Tescos which impacts on surrounding roads. Any issue on the M40 brings even more traffic onto these roads. Look at bypasses NOT faffing around with speed limits which are aspirational at best. Accidents happen because people lose focus in crawling traffic.</p>
<p>(8) Local resident, (Banbury, Beargarden Road)</p>	<p><b>Object</b> – why do we need to reduce the speed has there been many accidents on this road. We may as well reduce it to 30 or even 20 to fully avoid accidents But that would be crazy as is 40 unless there is clear evidence of large number of accidents on this stretch There are very few if any I have hear of and no injuries that I have heard of So why do you think this change will make any difference except just annoy drivers</p>
<p>(9) Local resident, (Banbury, Bloxham Road)</p>	<p><b>Object</b> – There is absolutely no benefit to reducing this that I can see. Money is much better spent on the potholes / lack of amenities for locals due to the large number of houses. Air pollution is a poor excuse, not going to reduce the pollutants just because it is slower, cars will be in lower gears at high RPMs to try to maintain an unsafe speed limit.</p>
<p>(10) Local resident, (Banbury, Bloxham Road)</p>	<p><b>Object</b> – Absolutely absurd that this is being considered in response to a driver driving without due care and attention from a military base miles away from this site. There is absolutely no need for this change in speed limit and it would be a waste of taxpayer money to do so (let alone the time/money wasted in meetings which have no doubt happened to plan to this stage). For this road in particular a far better use of funds would be to repaint / reclarify road markings and correct lane usage, not to mention the state of the road around some of the roundabouts. The A422 Hennef Way roundabout towards Banbury Gateway, the road layout is so horrendously marked and enforced that I see near misses almost daily on my commute past it. 3 lanes from the motorway onto the roundabout which barely 3 cars fit around, 2 lanes from Grimsbury direction going straight on but almost always the middle lane has someone going left etc etc. To re-iterate, there are ways to improve safety here, a reduction in the speed limit is not the way to do so despite the crusade to do so which the council finds itself on of late.</p>
<p>(11) Local resident, (Banbury, Boughton Road)</p>	<p><b>Object</b> – Hennef Way is no where near Croughton. It's a dual carriageway with no junctions. There aren't major incidents on it. There's no need for it to be an even lower speed limit than it already is.</p>

<p>(12) Local resident, (Banbury, Buckhurst)</p>	<p><b>Object</b> – Waste of money no one will comply as they never get that fast there. Increased pollution. Spend the money where it's needed replacing worn out roads or the NHS</p>
<p>(13) Local resident, (Banbury, Chatsworth Drive)</p>	<p><b>Object</b> – This is a dual carriageway that has very few collisions. Lowering the speed limit will not make it safer nor will it ease the traffic burden on this road. This road would be better suited to being widened or the development of a ring road so that traffic that is not heading to the M40 can avoid this route. I object to this pointless change being made, especially as the 'public consultation' has been kept quiet in an attempt to avoid getting feedback</p>
<p>(14) Local resident, (Banbury, Dukes Meadow Drive)</p>	<p><b>Object</b> – The reasoning for introducing this speed limit is massively flawed. Reducing the speed limit of a road around 10-15miles from a road where an American drove the wrong way and killed someone makes zero sense. The road during busy periods barely goes above 20mph and when quiet reducing it to 40mph will only frustrate people</p>
<p>(15) Local resident, (Banbury, Fallow Way)</p>	<p><b>Object</b> – No where near RAF Barford St Michael! No need to reduce the speed here.</p>
<p>(16) Local resident, (Banbury, Fallow way)</p>	<p><b>Object</b> – I do not see the need, the whole idea of it was to keep the traffic moving once off the motorway, not slow it down.</p>
<p>(17) As a business, (Banbury, Fallow Way)</p>	<p><b>Object</b> – I don't see the need, there have to my knowledge been no fatal accidents on that road and Banbury is already crawling, no need to slow it even more.</p>
<p>(18) Local resident, (Banbury, Forsythia Walk)</p>	<p><b>Object</b> – In what way is a US citizen driving on the incorrect side of the road related to the speed limit on Hennef Way? 50mph is an appropriate speed limit for this road and it should remain so.</p>
<p>(19) Local resident, (Banbury, Hastings Road)</p>	<p><b>Object</b> – It is a dual carriage way that links two sides of Banbury, there is not a need for the speed limit due to be lowered, there is minimal residential housing or commercial business aside the road.</p>



(20) Local resident, (Banbury, Henef Way)	<b>Object</b> – Traffic is awful along there as it is slow it down even more won't help plus traffic lights would be more beneficial than reduced speed limits that no-one will follow
(21) Local resident, (Banbury, Horton View)	<b>Object</b> – a pedestrian bridge instead of the crossing would help traffic flow better and cut down on pollution. does not matter what speed limit you put on that road you barely get over 20mph anyway. another junction for banbury would be a more worth while investment
(22) Local resident, (Banbury, Lord Grandison Way)	<b>Object</b> – Banbury already congested, slowing traffic onto/exiting motorway will not help
(23) Local resident, (Banbury, Manor Road)	<b>Object</b> – Will cause even more traffic chaos
(24) Local resident, (Banbury, Morgan Close)	<b>Object</b> – I fail to see how an accident on a completely different stretch of road from somebody driving without due care and attention is justification for reducing the speed on a dual carriageway. The proposal has no accident statistics for the road in question which reducing the speed on would apparently improve and whilst I don't have access to the data, I use the Hennef way daily and would say it's safer than some of the other roads around Banbury. We should be focusing on driver education and standards as a means to reduce accidents across the whole British road network rather than bodging a speed limit reduction in a single place.
(25) Local resident, (Banbury, Parsons Piece)	<b>Object</b> – How is this a proportionate response to a driver driving without due care and attention many miles away I do not know. You should instead focus on how to keep this artery road flowing rather than stifling it on the rare occasion it is clear enough to do more than 20mph. Not to mention how the funds could be allocated elsewhere to improve road safety by improving the condition of our horrendously maintained roads.

<p>(26) Local resident, (Banbury, Pope Walk)</p>	<p><b>Object</b> – There is no need to reduce the speed on this road. There is no direct correlation between Heneff Way and RAF Barford St John, not only are they 5 miles away from each other, you would struggle to find a road in Banbury further away. It seems to me and other members of the public that this is a thinly veiled attempt at reducing the speed of a road that doesn't need it, further congesting one of only two roads out of Banbury via the East side (the other being a 30mph zone already). People opt to use this road due to the horrific traffic in the centre of town and coming through the Grimsbury area of Banbury. It baffles me why this is even a consideration, there is already a huge issue with traffic and congestion in Banbury that is not being addressed but to slow down one road is going to cause additional, obvious issues. To put this suggestion out to the public as a traffic calming measure for a road 5 miles away that someone would need to travel on dozens of other roads to get to is rather stupid and frankly embarrassing on your part.</p>
<p>(27) Local resident, (Banbury, Sussex Drive)</p>	<p><b>Object</b> – Waste of money. Completely unnecessary!</p>
<p>(28) Local resident, (Banbury, Sussex Drive)</p>	<p><b>Object</b> – Totally unnecessary. The slower traffic the more pollution. There are no pedestrians on this road as there are no footpaths</p>
<p>(29) Local resident, (Banbury, Thyme Close)</p>	<p><b>Object</b> – By slowing traffic on a very busy road that is already highly polluting this will increase. In addition any issue elsewhere would slow traffic on all approaching junctions. This would again increase pollution on one of the most polluted roads in the country.</p>
<p>(30) Local resident, (Banbury, Wallet Drive)</p>	<p><b>Object</b> – Unnecessary. As with the traffic lights initiative it will only increase congestion by interrupting the free flow of traffic in and out of town</p>
<p>(31) Local resident, (Banbury, Warkworth Close)</p>	<p><b>Object</b> – The money spent these motorist punishing schemes would be better spent on fixing the traffic flow through Banbury. Not slowing the traffic further.</p>

<p>(32) Member of public, (Banbury, Winchelsea Close)</p>	<p><b>Object</b> – This lowering of the speed limit in Banbury has no bearing on Croughton - in a different county not served by Hennef Way. Traffic does not move too fast here, and in rush hour it is volume not speed that impacts mobility in and out of Banbury. This still has no bearing on Croughton as it is not served by this area of Banbury.</p>
<p>(33) Local resident, (Banbury)</p>	<p><b>Object</b> – Barford St John is miles away from Hennef Way...</p>
<p>(34) Local resident, (Banbury, Bretch Hill)</p>	<p><b>Object</b> – Whats the point in changing speed limits? The real issue in and around banbury are the roads with potholes everywhere you go. We need to fix the roads and then consider</p>
<p>(35) Member of public, (Banbury, Canterbury Close)</p>	<p><b>Object</b> – Not sure why Hennef Way in Banbury has any bearing on what happens at barford St John?</p>
<p>(36) Local resident, (Banbury, Centre Street)</p>	<p><b>Object</b> – Hennef way is apparently a pollution hot-spot and at best usually at a standstill. Can't understand how turning it into a 40mph zone will help safety in Barford which is 9 miles away!!</p>
<p>(37) Local resident, (Banbury, Devon Way)</p>	<p><b>Object</b> – Can you please tell how many accidents that have happened on hennef way in the past 5 years that makes this proposal acceptable? It is absurd to even try and make these changes.</p>
<p>(38) Member of public, (Banbury, Edinburgh Way)</p>	<p><b>Object</b> – It's a dual carriageway way with very little accidents. It's miles away from Croughton. During rush hours it gets a lot of traffic which means the average speed doesn't come anywhere near 50mph anyway so why change it? 40 mph speed limit means even more pollution, are you people at OCC mad? What is it with your hate for cars and motorists? Absolutely NO to Hennef Way 40 mph speed limit!!</p>
<p>(39) Local resident, (Banbury, Foundry Street)</p>	<p><b>Object</b> – Stop lowering the speed limits without any real reasons. Remember the council should work for the people that fund them not against them. Nobody want this. Stop with the stupid changes. Fix the potholes and solve the real issues!</p>

(40) Local resident, (Banbury, Hardwick Estate)	<b>Object</b> – Will make traffic even worse
(41) Local resident, (Banbury, Lansdown Close)	<b>Object</b> – This is not a necessary spend. Reducing the speed would increase slower traffic leading to more queues on an already busy road. Use the money instead to make the roads safer by keeping them in good repair.
(42) Local resident, (Banbury)	<b>Object</b> – Reduction will make no difference without constant enforcement. No major issues with serious collisions on that stretch of road so for the cost of £94000 it is a waste of money. It would be far better for local residents to use that money to repair pot holes and prevent cars swerving as a last resort to avoid - far more of a hazard than a small reduction in speed on dual carriageway.
(43) Local resident, (Banbury, Lunnun Road)	<b>Object</b> – How does changing the speed limit of a road at least 7 miles away improve safety at the airbase? Are you expecting the Americans to drive 7 miles down the wrong side of a road until they get to hennef way and be stuck in traffic? This is a ridiculous idea that is not beneficial in any way!
(44) Local resident, (Banbury, Riley Drive)	<b>Object</b> – I do not believe that reducing the speed on Hennef Way is a good idea, other improvements need to be made roads in Banbury before considering reducing the speed limit. Hennef Way is one of the most polluting roads in Oxfordshire, reducing speed limit will not help improve air quality in the area, fix potholes and give Banbury a ringroad to alleviate traffic first before wasting money to reduce the speed limit.
(45) Local Cllr, (Banbury, Hennef Way)	<b>Object</b> – This proposal is yet another example of how detached and out of touch with local residents OCC really are. Hennef Way and RAF Barford St John could not be further apart, in every sense. OCC are once again trying to quietly slide this proposal through under the guise of ‘progression’. This will impact the traffic in Banbury, which is already dreadful at best. Hennef Way is duelled throughout its entirety yet struggles to handle the level of traffic which it now sees. Slowing traffic further serves no purpose than to anger and frustrate drivers, by allowing Hennef Way to remain at national speed limit allows the maximum amount of traffic to use a road, which is a poor example of an inner relief road for the town.

	<p>OCC should concentrate more on the important issues instead of allowing the woke culture which is spreading within OCC like an infectious disease to further take hold.</p> <p>The funding for this ridiculous proposal should be better used to improve the third-world like road conditions throughout the county.</p> <p>Much smaller neighbouring counties such as Warwickshire have been able to sustain and improve the conditions of their roads far better than Oxfordshire have.</p> <p>OCC councillors and officers alike should be thoroughly ashamed of the destruction of our once fine county. Do not allow this pathetic and needless proposal further degrade the embarrassment that OCC has become.</p>
(46) Local resident, (Barford St Michael, Lower Street)	<p><b>Object</b> – There is absolutely no correlation between the proposed area for this speed restriction and Barford St John. Also, the RTC mentioned was not even in the Barford St John area. It was in Croughton which is several miles away but even then, a speed restriction on Hennef Way is not going to have any bearing on either Coughton or Barford St John. An utter waste of time, money and effort</p>
(47) Local resident, (Bloxham, Bloxham Grove Road)	<p><b>Object</b> – Illogical rationale for changing it, it's the opposite side of Banbury to Barford and sets an odd precedent. In peak hours it's heavy with traffic and impossible to get any speed anyway, and at non-peak times 50mph seems correct for this dual-carriageway. It's a waste of taxpayer money to change another speed limit without good reason, which I don't believe this is.</p>
(48) Local resident, (Bodicote, Blackwell Drive)	<p><b>Object</b> – Because there is absolutely no reason to reduce the current speed limit!</p>
(49) Local resident, (Bodicote, Freemans Road)	<p><b>Object</b> – Absolute waste of money re: signage etc. One of the most polluted roads in country so the 40mph will add to that.</p>
(50) Local resident, (Chacombe, Bennett Close)	<p><b>Object</b> – Ludicrous. Your reduction of speed limits has done nothing but increase traffic and amount of times cars are in an area which actually increases air pollution. Just do a better job of actually bloody fixing the roads!</p>

<p>(51) Local resident, (Chipping Norton, A44)</p>	<p><b>Object</b> – The road between the M40 and the end of Hennef Way is designed as a 50MPH road and is of a standard that allows for traffic to travel at 50MPH safely during both low and high traffic periods. The proposed drop in speed will lead to increased congestion across the Banbury area, particularly on the Southam Road in both directions towards Southam and Banbury as well as the roundabout before the retail park. Reducing the speed limit will result in increased journey times and lower compliance with existing speed limits across Banbury overall as there is no clear reason as to why this dual lane arterial road should have its speed limit cut. Reducing accidents on our roads is important however I believe that this proposal will not make any positive impact on the currently overcapacity road network and a more comprehensive approach is required to address safety across the area. This can be completed through building bypasses for through traffic and removing at grade crossings for pedestrians and cyclists in favour of grade separated bridges and underpasses as well as dedicated paths between major destinations.</p>
<p>(52) Member of public, (Chipping Norton, Webb Crescent)</p>	<p><b>Object</b> – With a clearer justification I could be supportive. However reasons given do not make sense. This stretch of road is nowhere near RAF Barford St John so a flimsy premise for this change. The occasion of the accident was a car on the wrong side of the road hitting a motorbike. If this is the concern in mind I don't think a closing speed of 80mph would yield much better outcomes than 100mph. With better reasons (data of collisions on Hennef Way compared to other roads) I could be supportive but strangely the evidence presented provides no clear justification.</p>
<p>(53) Local resident, (Cropredy, Cherry Fields)</p>	<p><b>Object</b> – Not necessary on safety grounds, spend the money repairing potholes rather than erecting new speed limit signs. Also completely irrelevant to driving on the wrong side of the road near an American airbase.</p>
<p>(54) Local resident, (Kings Sutton, Blenheim Rise)</p>	<p><b>Object</b> – No reason to reduce the speed limit on a road that is often congested anyway and it is nowhere near the TAF base so I've no idea why this is even being considered in the same meeting!</p>
<p>(55) Local resident, (Kings Sutton, Astrop Road)</p>	<p><b>Object</b> – Why reduce the limit here for an issue with people who cannot drive on the correct side of the road 5 miles away. Utterly bonkers. Have a word with yourselves for wasting tax payers money. FIX THE POTHOLE.</p>

<p>(56) Local resident, (Middleton Cheney, Arrow Close)</p>	<p><b>Object</b> – The road is perfectly fine as it is. Your plans are completely wrong! The raf base was croughton not Barford st John and it's at least 10 miles from there to hennef way!!!</p>
<p>(57) Member of public, (Milcombe, New Road)</p>	<p><b>Object</b> – It's a dual carriageway with roundabouts, the speed limit doesn't need to be lowered. In busy times, you can't travel above 40mph anyway. In quiet times, 50mph is perfectly safe. Idiots who speed along it are still going to speed along it, regardless of the speed limit.</p>
<p>(58) Local resident, (Mollington)</p>	<p><b>Object</b> – The issue with Hennef way is that of capacity, not the current 50mph speed limit. The pedestrian crossing at the east end of hennef way needs the timing improved. Very often the pedestrian has disappeared into Wildemere road by the time the lights sequence turns to green. th estop time is extended / excessive by 8 to 10 seconds. Reducing the stop time would not effect crossing safety but would increase the capacity of Hennef way significantly during busy times of crossing use.</p>
<p>(59) Local resident, (Priors Hardwick, Welsh Road)</p>	<p><b>Object</b> – There is no reasonable justification for reducing the speed limit further. The safety argument is always trotted out, but it is very unlikely to have a significant impact on safety on this particular route</p>
<p>(60) Local resident, (Shenington, Shenington Road)</p>	<p><b>Object</b> – It's a dual carriageway which is already reduced from normal dual carriageway speeds dye to its urban location. There's no need to reduce the speed as there are minimal accidents, those that happen at the roundabouts are due to people being unable to use roundabouts in the correct lane, lack of indication, and stupidty, nothing to do with the speed of approach given they have to slow down. The traffic already snarls up there during busy periods but by slowing the traffic down by force, you'll see more frustrations and speeding as people don't take care, and more want to overtake.</p>
<p>(61) Local resident, (Banbury, Claypits Close)</p>	<p><b>Partially support</b> – Is there evidence ro support the benefits of the proposal i.e. traffic modelling and air quality modelling. If these show tangible benefits to Banbury, that will then be supported by post implementation surveys, then this would have my support.</p>

<p>(62) Local resident, (Banbury, Balmoral Avenue)</p>	<p><b>Support</b> – Whilst I would rather you focussed on getting speed control measures on residential roads, this ‘dual carriageway’ does encourage reckless speeds.</p>
<p>(63) Local resident, (Banbury, Dashwood Road)</p>	<p><b>Support</b> – Improved safety of all road users, including cyclists and pedestrians.</p>
<p>(64) Local resident, (Banbury, Nethercote)</p>	<p><b>Support</b> – Anything to increase public safety on the roads around Banbury should be encouraged, especially as some drivers insist on using the dual carriageways as a race track. Also, since air pollution on this section of the road is well above legal limits, limiting vehicle speeds should also result in less acceleration and braking, meaning reduced emissions, improving the air quality. However, measures should be taken to ensure that reducing speeds on this section does not encourage drivers to divert via Middleton Road instead. Consideration also needs to be given to ways of improving traffic flow at peak times, to avoid congestion along both Hennef Way and Ermont Way for vehicles trying to access the M40. Ultimately, the best solution is still new motorway junctions north and south of Banbury, to reduce the need for through traffic to use this section of Hennef Way at all and reduce congestion throughout the town.</p>
<p>(65) Local resident, (Banbury, Winchester Close)</p>	<p><b>Support</b> – Prevent accidents and reduce pollution</p>
<p>(66) Local resident, (Banbury, West Street)</p>	<p><b>Support</b> – I have long been puzzled by the existing 50mph limit, which has never struck me as particularly safe.</p>
<p>(67) Member of public, (Charlbury, Hundley Way)</p>	<p><b>Support</b> – Reduced carbon emissions and better air quality</p>
<p>(68) Email response, (unknown)</p>	<p><b>Object</b> – it's ridiculous to lower a road speed 12 miles away, absolute waste of money as usual by OCC.</p>