



## CoHSAT Address to Transport Delegated Decisions Meeting 5 September 2024

### 20mph Speed limits for Banbury, Thame & Wallingford

Last weekend, in Albert Park, Abingdon, I was asked by a man, with his family what other parks there were in Abingdon. I told him about Abbey Meadows and the walk by the river. He explained that they came from Blackbird Leys and enjoyed the green spaces.

I don't know if they arrived by car or by bus, but I do know that the new 20mph speed limits in Abingdon didn't stop them. I don't know how much they spent in Abingdon, but I do know that there are now 20 cafes in the central triangle, including the new Ma Cherie which seems to be doing very good business in wine and antipasti plates on warm afternoons in the square.

My point is this. You can make places for people, and they will come and enjoy them. Or, you can make places where people can drive and they will drive through them. And that is the contrast set out in the approaches to the 20mph speed limits in Banbury, Thame and Wallingford.

In Banbury, local representatives prefer a motor centric route, which is to maintain a 30mph A road through the centre of town, carrying 15,000 vehicles a day. Bar Street shows clearly on Crashmap. They should not be surprised when people stay away. Meanwhile, in Thame and Wallingford, 20mph zones are being extended, and the towns are adding the shops, cafes and events essential for the modern experience economy.

All three of these plans will reduce casualties and improve their towns. The evidence for this is clear. A meta-analysis of 70 studies of 40 city-wide schemes<sup>1</sup> showed 23% reduction in crashes, 37% reduction in fatalities, reductions in emissions and noise and a small average improvement in traffic congestion. **We support all three of schemes.**

The Thame and Wallingford changes we support wholeheartedly. Banbury is an advance, but a missed opportunity to begin the transformation of the centre into a friendlier place for people. Perhaps it needs a more complete vision of what the central street could be? It is currently wasted on metal boxes, but it could be a great place for living people.

*Robin Tucker, Co-Chair, CoHSAT*

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<sup>1</sup> <https://www.mdpi.com/2071-1050/16/11/4382>, Yannis & Michelaraki, Sustainability2024, 16(11), 4382