

Division(s) affected: *Kennington & Radley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

SOUTH HINKSEY: PARKER ROAD – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of the 20mph speed limit on Parker Road in South Hinksey, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to extend the existing village 20mph speed limit in South Hinksey, by replacing the existing 60mph National speed limit with a 20mph speed limit on Parker Road – from its junction with St Lawrence Road, northwards to a point 60 metres north of its junction with Manor Road – as shown in **Annex 1**.
2. The proposals have been put forward following a request by the Parish council to review the extents of the existing village 20mph which was introduced in 2023, and the subsequent completion of the implementation phase of the County-wide 20mph project at the end of the 2025/26 financial year.
3. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
4. Streets are central to everyday life in Oxfordshire. They play a role in all transport journeys and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety

Corporate Policies and Priorities

5. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
 - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

7. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
8. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Law & Governance)

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Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Vision Zero’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

12. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

13. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

14. Formal consultation was carried out between 08 January and 30 January 2026. A notice was published in the Oxford Times newspaper, and an email was 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, Vale of White Horse District Council, relevant local District Councillors, South Hinksey Parish Council, and the local County Councillor representing the Kennington & Radley division.

15. During the course of the formal consultation, 18 responses were received via the online survey, comprising of six objections, two partially supporting and/or raising concerns, and ten in support.
16. Additionally, a further four emails were received directly – with Thames Valley Police objecting based on the current road environment, whilst also reiterating their stance that speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety, with changes to the highway (narrowing, vertical traffic calming or re-aligning the road) possibly being required to encourage lower speeds. Oxford Bus Company (local bus operator) raised no objection, and 'Oxfordshire Liveable Streets' (not-for-profit campaign organisation) offered their support, albeit with concerns that the limit should be extended further.
17. The County Councillor responsible for the Kennington & Radley division offered their support, as did the County Councillor for the Bartlemas division, the authority's Active Transport Champion.
18. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

19. Thames Valley Police objected to the proposals on the grounds that the road environment did not – due to the absence of roadside development etc. – warrant the introduction of a 20mph limit. Although accepting that there are no properties fronting the road, given that Parker Road is a no through road and that the proposals extend over final 350 metres of its length, the proposals are judged to be appropriate given the specific site circumstances.
20. Six objections and one expression of concern were received from members of the public on the grounds that the proposals were not needed given the character of the road. One of these responses also noted that the proposals were not consistent with the approved 20mph policy which limits consideration of 20mph limits to roads with an existing speed limit of no more than 40mph, noting that Parker Road is currently national speed limit.
21. While noting this challenge in respect of policy, there are a number of precedents within the current 20mph implementation programme of 20mph limits being approved on minor roads subject to the national speed limit where current average speeds are – as here - already below 30mph and where local councils with the support of the County Councillor have requested them.

22. 'Cyclox' (a local group campaigning for cyclists) and 'Oxfordshire Liveable Streets' (a local not-for-profit campaign organisation) while both expressing support, also asked if the proposals could be extended to the roundabout junction with the slip road to / from A34, given that the road provides a link to the shared use cycle track on the east side of the A34. While noting these requests, the proposals reflect the views of South Hinksey Parish Council and officers consider that the proposed terminal sign position is well judged to remind drivers of the approach to a residential area, and with speeds on the short (100m) section between the roundabout and this terminal already being low due to the proximity of the roundabout.
23. Eight responses (comprising two local Councillors and six members of the public) expressed support, together with two responses from members of the public expressing partial support. These included two requests for the extension of the 20mph limit the roundabout, and one suggesting that a 30mph speed limit might be more appropriate.

Paul Fermer
Director of Environment and Highways

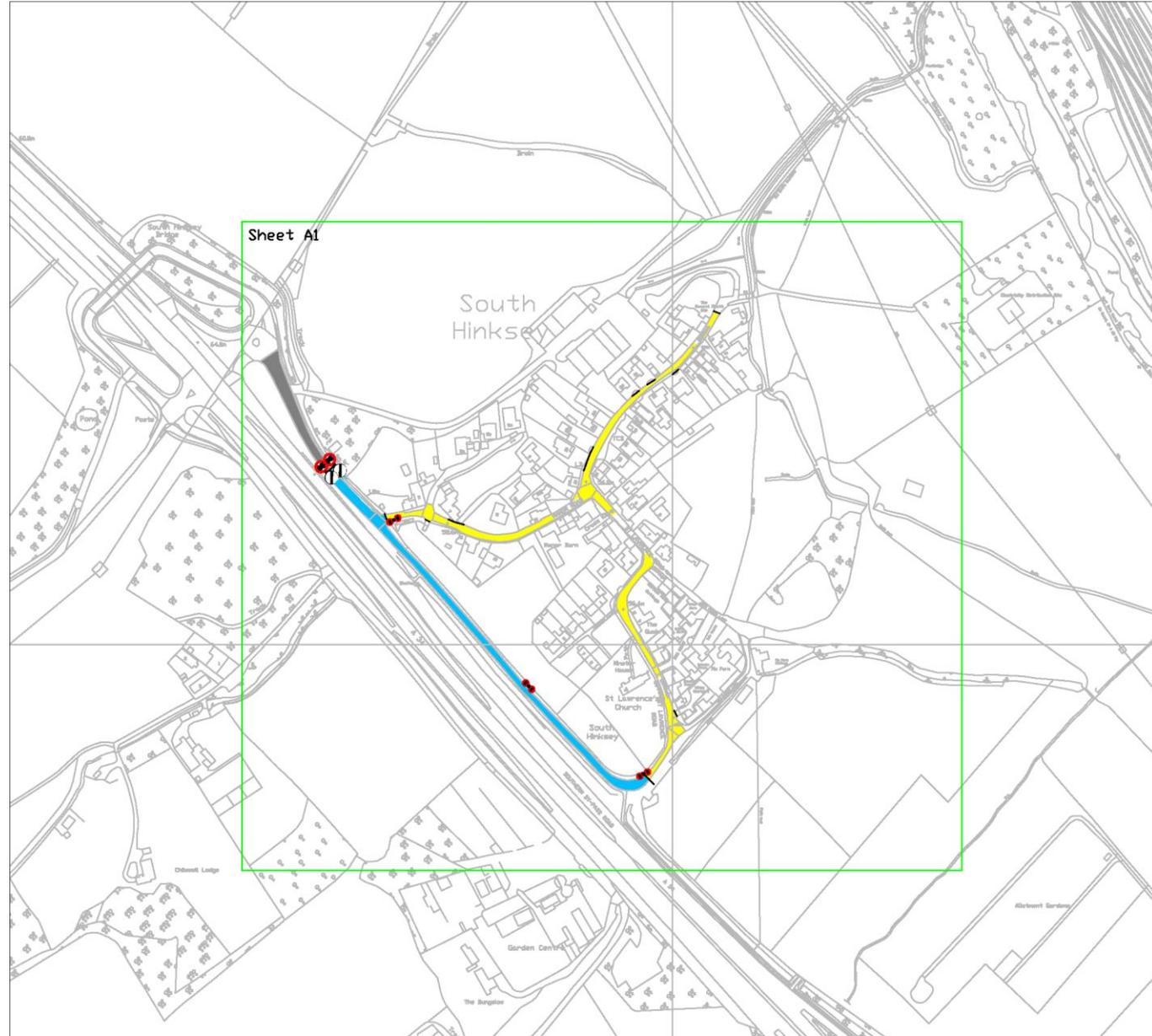
Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Anthony Kirkwood (Team Leader – Vision Zero)
 Daron Mizen (Operational Manager – Highway Schemes)

March 2026

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South Hinksey Overview Revision 1.0

Legend	
Proposed 20	█
Existing 20	█
Existing 30	█
Existing 40	█
Existing 50	█
Existing NSL	█
Not Public Highway	█

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	16.05.23	Proposal 1	C.W		

OXFORDSHIRE COUNTY COUNCIL
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Project title: South Hinksey 20mph Scheme

Drawing title:
 South Hinksey 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B
	Data drawn: 16.05.23	Date checked: 22.05.23	Date approved: 22.05.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Object – based on the current road environment.</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 20 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 20 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 (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

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • 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 a substantial number of motorists.</p>
(e2) County Cllr, (Kennington & Radley division)	Support
(e3) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objeciton – There are no bus services in the village nor as far as I am aware, have there ever been.
(e4) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Support – but with concerns. Our concern is that this scheme should extend further, to cover the bridge over the A34 and the road leading to the garden centre. As well as providing access to the garden centre, those roads are part of recreational walking routes, towards Chilswell Farm and Boars Hill and onwards, and some of them lack any footways.</p> <p>30mph might be reasonable on the bridge, where there is a footway on one side, but the road between the A34 access and the garden centre should be 20mph. Neither should be 60mph National Speed Limit.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Bartlemas division)	Support – As active travel champion and sitting on the VZ steerco, I see this proposal as an extremely sensible part of reducing road danger, and I'm pleased that the Parish Council have requested it. As a person who has used that route myself on a bike, it's currently absolutely shocking the speed drivers go on that road and I felt it was likely to be incredibly off-putting for people trying to walk and cycle there. Hopefully this change will improve the situation and allow better access for walkers, cyclists, and horses crossing the ring-road in both directions.
(o2) Member of public, (Banbury, Mascord)	Object – 20 is too slow for any speed limit to be effective
(o3) Member of public, (Burford, Priory Lane)	Object – The road has minimal hazards, is away from housing and its alignment suggests a safer, higher speed. There is no accident history on the road, let alone any speed-related crashes. Reducing a 60 to a 20 on a road like this undermines compliance with sensibly set limits by calling wolf. It is also likely to lead to tailgating, aggression and frustration overtakes - dangerous on a road with junctions.
(o4) Local resident, (South Hinksey, Chilwell Path)	<p>Object – This road fails every criteria set out in the 20mph scheme. It's not a 30 or 40. There are no houses on either side. There is absolutely nothing on either side of the road to suggest that it should be anything other than NSL. Traffic levels are very low, as is cycling and walking. It will not encourage any additional cycling as to use this route you would either have cycled along the A34 from Botley or joining the route alongside the A34 up to the Hinksey Hill Interchange. Nobody with the confidence to use those routes would be remotely phased by Parker Road with its existing limit.</p> <p>It's not a through route so the majority of users will be village residents. You would have to be delusional to think that anyone would pay a 20 limit any attention!</p> <p>Anyone suggesting that a consistent speed limit across the whole village would be beneficial would logically be suggesting that they believe speed should be the same on Parker Road as they are on all the other roads.</p>

	<p>There have been many roads changed to 20mph that probably shouldn't have been, but I can't think of any as inappropriate as Parker Road being made 20.</p> <p>I used to cycle along there regularly as a child, either as one of my routes to school or just out playing on bikes. It was rare to even see a car, and literally never ever had any issues if one did come along.</p>
(o5) Local resident, (South Hinksey, Manor Road)	<p>Object – There are no residential properties along the length of Parker Road where the change is being proposed, so the speed limit reduction is unnecessary.</p>
(o6) Member of public, (Uffington, Green Lane)	<p>Object – I object to this proposal. There is no justification for reducing the speed. The proposal is directly contradictory to the County Council's published policy on implementing 20mph speed restrictions.</p> <p>1) The Council policy statement for implementation of 20 mph speed restrictions is here: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.oxfordshire.gov.uk%2Fsites%2Fdefault%2Ffiles%2Ffile%2Froads-and-transport-major-projects%2F20mphPolicydocument.docx&wdOrigin=BROWSELINK</p> <p>The policy is clear that locations for 20mph speed restrictions MUST have an existing speed restriction no greater than 40mph AND MUST be 'in an environment that explains and justifies a lower speed limit to the driver'. Neither of these things are true in this case. The existing speed restriction is the National Limit. The road does not have visible residential frontages, is not really in a village setting, and given proximity to the A34 does not have the potential to aid better air quality.</p> <p>2) The proposal as provided by OCC gives no explanation why a 20mph restriction is appropriate.</p> <p>3) While the Parish Council are quoted as being supportive of the proposal the minutes of the Parish Council meeting do not explain why the speed is appropriate. Minute 24/108 merely says 'Council agreed that it also wanted to raise the issue of the speed limit on Parker Road.' I note that the email exchange in paper 16 of the November 2024 Parish Council meeting suggests that the Council were prompted to raise the issue by Anthony Kirkwood the Team Leader for Vision Zero who said 'e.g. you wish to see the current stretch of national speed limit reduced to 20mph.'</p> <p>4) I note that in other locations where 20mph restrictions have been implemented in villages, higher speeds have been implemented or retained on the approaches to the 20mph where the road conditions do not meet the criteria for 20mph</p>

	<p>as per the policy. Examples include the approach to Uffington from Fernham or the 30mph section between the 20mph restrictions at Fawler and Kingston Lisle.</p> <p>In order to remain within the published policy I do not believe this proposal can be approved.</p>
(o7) Local resident, (Woodstock, Woodstock Road)	Object – 20mph is ludicrously slow and will cause road rage
(o8) Member of public, (Oxford, Sunderland Avenue)	Partially support/concerns – Why not extend the 20mph right up to the roundabout? What is the OCC justification for placing it ca. 100m short of the roundabout? There is no justifiable reason for motorists to be driving greater than 20 mph when leaving or arriving at the roundabout when about to enter or having just left a 20 mph limit. A 20 mph limit to/from the roundabout is a speed limit "appropriate to the environment and driving conditions"; a ca. 100m length of national speed limit is not and is pointless and looks a bit silly and certainly not appropriate to the environment! Does this proposal really "consider the provision of convenient and safe movement of motor vehicles and other traffic, and" ensure that "that danger is minimised"?
(o9) Member of public, (Forest Hill, Stanton Road)	Partially support/concerns – Dropping to 20mph seems excessive when there is little pedestrian traffic crossing the road. The lane is not straddled with houses so not a built-up area. Ample paths to segregate pedestrians from road traffic. I would expect a drop to 30mph would be a good compromise. Is there evidence of risk to pedestrians / cyclists / other non-vehicle traffic if dropped to 30mph?
(o10) Local Cllr, (Botley, Hutchcomb Road)	Support – Parker Road is close to homes. The other roads in the village are already 20mph so it would be helpful to have a consistent speed limit.
(o11) Member of public, (Brentford, Augustus Close)	Support – I lived in Hinksey Park until recently and would regularly run through South Hinksey and along Parker Road. The speed of drivers coming off the A34 and into the village was frequently concerning and dangerous given the nature of the road through the village.

<p>(o12) Local group/organisation, (Cyclox)</p>	<p>Support – The proposed 20 limit will make cycling safer on the proposed section of Parker Rd.</p> <p>However, the 20 limit should extend from the Parker Rd/Manor Rd junction north west up to the roundabout: -</p> <ol style="list-style-type: none"> 1. There is no reason for drivers to be/need to be driving at the national limit on this short section of road. 2. This section of Parker Road up to the roundabout is part of the cycling route between Kennington/Hinksey Hill and the Garden Centre/Botley (via the segregated cycle track by the A34), so for road safety/danger reduction, this section of road should not be at the national speed limit.
<p>(o13) Local resident, (Oxford)</p>	<p>Support – I walk in this area and the lower the speed limits the better. Please extend the 20mph zone as much as you can!</p>
<p>(o14) Local resident, (Oxford, Oxpens Road)</p>	<p>Support – It will make Parker Road safer for pedestrians and cyclists.</p>
<p>(o15) Local Cllr, (Oxford, Bullingdon Rd)</p>	<p>Support – It is aligned to the goal of Vision Zero.</p>
<p>(o16) Local Cllr (i.e. Town/Parish/District), (South Hinksey, Church Close)</p>	<p>Support – Making the full length of Parker Road would bring all the highways of South Hinksey to a consistent 20mph zone. The current system works well and has been accepted as a common sense measure given the nature of the existing roads and prevalence of in/out of village pedestrians (including children, elderly, and those with access requirements) frequently walking in the middle of the roads. The extension of the 20mph to Parker Road will solve a sudden change from NSL (60mph) on Parker Road to 20mph on the blind corners of Manor and St. Laurence Roads and bring the whole village in line. It has been notable during adverse conditions that the sudden speed changes on the blind corners have caused a number of near misses and sudden braking due to ice on the road or walkers in the road. It is expected that there will be noise reduction co benefits as well as improved safety for walkers and drivers in the village.</p>
<p>(o17) Local resident, (South Hinksey, Church Close)</p>	<p>Support – I support the proposal because there are often cars parked here to access the churchyard, and the current 20mph zone starts right on a blind corner where there are often pedestrians, which is dangerous.</p>

	I would also strongly support extending the 50mph speed limit on the A34, which currently stops just north of South Hinksey, to include the area next to the village, also for safety reasons.
(o18) Local resident, (South Hinksey, Chilswell path)	Support – I've always felt the 60 mph allowance/limit to be extraordinary so close to the village and especially when children may cycle around as a circular route but also for any cyclist having to use this stretch of road until joining the cycle path again beside the A34. Horses regularly use this stretch of road as well