

Divisions affected: *Kennington & Radley, Isis, Berinsfield & Garsington*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT
14 DECEMBER 2023**

**OXFORD & KENNINGTON: A423 SOUTHERN BYPASS &
ABINGDON ROAD – PROPOSED 50MPH & 30MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following measures as advertised:
 - a. New 50mph speed limits on the A423 Southern bypass, A423 Eastern bypass, the A423 Southern bypass westbound slip road, and Old Abingdon Road, and
 - b. new 30mph speed limits on parts of Old Abingdon Road, Kennington Road, and the A423 Southern bypass westbound slip road.

Executive summary

2. This report presents responses to the proposals to reduce speed limits on the A423 Southern & Eastern bypass, and on some of its approaches, as shown in **Annex 1**.
3. The proposals have been developed as part of the A423 Kennington improvement works, which will replace the existing rail bridge structure, and also prioritise space for cycling, walking and public transport. The programme will also support the Oxford Flood Alleviation Scheme, to be delivered by the Environment Agency.
4. The programme – in addition to replacing the existing rail bridge which is in poor condition - will also enhance active travel routes that provide key access to Redbridge Park & Ride and Oxford City. The scheme plans to make journeys easier by cycle and foot through specific measures including: a) prioritisation of road space for buses, walking and cycling, b) improving journeys by reducing congestion, c) improving journey times to Redbridge Park and Ride, d) reducing speed limits in the area and e) improving safety for all road users.
5. Active travel includes walking, cycling, scootering and skating. Supporting and encouraging active travel is fundamental to Oxfordshire's strategy for a sustainable, equitable and inclusive mobility future.

6. Similar proposals for speed limit reductions have previously been consulted on in response to safety reviews undertaken in relation to the A423 Kennington Roundabout improvement works constructed in 2015, these were subsequently approved by the Cabinet Member for Environment (including Transport) in both September 2017, and November 2019. However, the proposals weren't brought into effect within the statutory two-year period in which to implement.

Financial Implications

7. Funding for the proposals, including consultation will be met from funding provided by the Kennington A423 improvement works project.

Equality and Inclusion Implications

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

Sustainability Implications

9. The proposals will contribute to the provision of convenient and safe movement of motor vehicles and other traffic, whilst ensuring that danger is minimised.

Formal consultation

10. A formal consultation was carried out between 05 October and 03 November 2023. 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 & South Oxfordshire District Councils, Oxford City Council, local District Cllr's, Kennington, South Hinksey, and Sandford St Martin parish councils, and the local County Councillor representing the Kennington & Radley, Isis, and Berinsfield & Garsington divisions.
11. 31 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
50mph speed limits	3 (10%)	1 (3%)	26 (84%)	1 (3%)	31
30mph speed limits	4 (13%)	1 (3%)	26 (84%)	-	31

ANNEX 1

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13.0 SCALE

14.0 DATE

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16.0 PROJECT NO.

17.0 SHEET NO.

18.0 PROJECT TITLE

19.0 CLIENT

20.0 PROJECT LOCATION

21.0 PROJECT DESCRIPTION

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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – In line with similar consultations in 2017 and 2019 the Police have no objection.
(2) County Cllr, (Kennington & Radley division)	Support – I am broadly content with what is proposed.
(3) Kennington Parish Council,	50mph speed limit - Support 30mph speed limit - Support OCC consulted initially with Kennington Parish Council
(4) Business Development and Partnerships Manager, (Go-Ahead Group)	No objection – We have no objections to these proposals and welcome the wider A423Kennington improvement works consulted on previously.
(5) Local Resident, (Abingdon, South Avenue)	50mph speed limit - Object 30mph speed limit - Object Totally unnecessary and a complete waste of money. The ring road needs better infrastructure and side roads need to be opened up again, instead of being hell bent on destroying Oxford why don't you do something to help like resigning?
(6) Local Resident, (Kennington, Avenue)	50mph speed limit - Object 30mph speed limit - Object There's enough build up of traffic as it is..you can't go much faster as it is.

<p>(7) Local Resident, (Radley, Kennington)</p>	<p>50mph speed limit - Object 30mph speed limit - Object</p> <p>Not needed, waste of money</p>
<p>(8) Local Resident, (Kennington, River view)</p>	<p>50mph speed limit - Concerns 30mph speed limit - Object</p> <p>I personally feel that changing the speed limit is not conducive to the type of road.</p> <p>The flow of traffic in other parts of the town that have been changed has lead to more traffic jams, more accidents as people are overtaking in the wrong places.</p> <p>Why does something need changing when it has worked for so long. What with LTNs and speed changes Oxford is becoming somewhere no one wants to visit.</p>
<p>(9) Local Resident, (Oxford, Westbury Crescent)</p>	<p>50mph speed limit - Support 30mph speed limit - Concerns</p> <p>I'd like to see the Kennington rd and other connected roads with single lane in each direction reduced to 20mph to make safer for walking scooting and cycling.</p>
<p>(10) Local Resident, (Abingdon, Bostock Road)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>The reduced speed limit on the ring road will make this part of my driving round the ring road safer and reduce wasteful emissions. It is often the case to have people speeding up to high speeds, only to have to brake at the next roundabout. Reducing the speed to 50 will reduce this, and reduce the pressure and danger to more sensible motorists.</p>

	<p>The reduced speed on Old Abingdon Road and Kennington Road will make that part safer, particularly for cycling as it does not all have cycle track, and what is there is not of good width and quality to be attractive to everyone.</p>
<p>(11) Local Resident, (Oxford, Lawrence Road)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>Safer conditions for all. As a driver, I've never understood why these apparent anomalies have existed for so long. Also would be safer for pedestrians and cyclists attempting to cross at several points on these routes.</p>
<p>(12) Local Resident, (Oxford, Percy Street)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>Reduce road danger for all, reduce pollution from harsh acceleration and hopefully enable necessary traffic to proceed more smoothly and safely</p>
<p>(13) Local Resident, (Kennington, Upper Road)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>Since moving to Kennington, I've noticed that there are too many vehicles driving in a way that feels unsafe (that is - driving too fast for the conditions the location/condition, even if they are not going over the speed limit). Reducing the speed limit should help</p>
<p>(14) Local Resident, (Kennington, Bagley Close)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>Lower speed limit would allow safer access off the slip roads onto the bypass. As I bike around this area a lower speed limit would allow safer crossing of the slip roads and cycling allow Old Abingdon Road.</p>

<p>(15) Local Resident, (Kennington, Kennington Road)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>Continuity of speed limits is common sense. To have 300 yards of national speed limit at the oxford end of Kennington is very strange.</p> <p>The next part of the ring road is 50mph in response to a serious fatal accident. So it makes sense along the stretch to Sainsbury's too, especially as a busy footpath alongside is completely unprotected for pedestrians.</p>
<p>(16) Local Resident, (Kidlington, The Moors)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>I am fully supportive of these proposals. Air quality, safety of all road users, and lower emissions and noise levels are crucial to improving our quality of living. Speed limits were set in different times with fewer cars and less knowledge and evidence of the detrimental effects of speed. There simply is no need for higher speeds and we now know higher speeds have too many negative effects. It makes perfect sense to adapt and thus lower the speed limits. Opposition to lower limits is not grounded in empirical evidence and scientific insights but in fear of or reluctance for change. I applaud the leadership of councillors to make these positive changes.</p>
<p>(17) Local Resident, (Oxford, Alice Smith Square)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>lower speed equal greater safety</p>
<p>(18) Local Resident, (Oxford, Benson Place)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>Safety for other vehicles and road users is of great importance</p>
<p>(19) Local Resident, (Oxford, Beresford Place)</p>	<p>50mph speed limit - Support</p>

	<p>30mph speed limit - Support</p> <p>These changes are key for visionzero and reducing road deaths. Especially the safety (and thus accessibility) for active travel to Kennington and Hinksey Hill etc. will also substantially improve.</p>
<p>(20) Local Resident, (Oxford, Church Cowley Road)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>The proposed 30mph is on the main cycle route from Oxford to Kennington - a tiny gap between the two residential areas, yet drivers are still encouraged to reach the national speed limit. So I support the speed reduction.</p> <p>However, I suspect it will increase illegal and inconsiderate parking in the area.</p> <p>1) the new 30mph stretches mean drivers will no longer have to use their parking lights 2) there are a few drivers who routinely leave the Eastern bypass, drive over the grass verge, along the shared foot+cycle path parallel to the bypass, and park by the bridge over the Isis. This is clearly not what the path is for, but parking enforcement refuse to do anything about it, and reducing the speed of the traffic they have to rejoin will make it easier and encourage more of it</p> <p>For these reasons, the change in speed limit must come with meaningful enforcement: both of the limit itself, and of existing parking restrictions.</p>
<p>(21) Local Resident, (Oxford, Glanville Road)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>Proven safety benefits.</p>
<p>(22) Local Resident, (Oxford, Howard Street)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>I use all the roads affected. The national speed limit on the bypass encourages vehicles to accelerate hard away from the roundabouts which makes it more difficult and dangerous for vehicles trying to join the road from the slip roads on</p>

	<p>both sides. The sections on the Old Abingdon Road currently with limits >30mph also encourage hard acceleration over short distances, which is particularly unpleasant when you are cycling on those roads and/or trying to get out of Kennington Road.</p>
<p>(23) Member of public, (Oxford, James Street)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>Roads dangerous for cyclists and pedestrians, changing speeds tends to cause more congestion than all traffic doing a steady slower speed.</p>
<p>(24) Local Cllr, (Oxford, Marsh Lane)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>Slower speeds save lives, cut emissions from combustion engines and particulates from braking, and reduce noise pollution. The speed reduction on Old Abingdon Road and Kennington Road should be reduced to 20mph in line with the new standard for residential areas and bring it in line with the speed limit on the Abingdon Road. This will boost road safety impacts and improve compliance across the Network.</p>
<p>(25) Local Resident, (Oxford, Rivermead Road)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>I would love to see the speed limit reduced to 40 on the bypass (and 30 in the roundabouts).</p>
<p>(26) Member of public, (Oxford, Rymers Lane)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>It makes no sense for drivers to infer that they can travel 70 mph in these areas.</p>
<p>(27) Local Resident, (Oxford, Rymers Lane)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p>

	<p>reduced speed limits are proven to increase safety. This will ultimately benefit everyone, including those who need to drive there regularly, as it will reduce number of collisions that cause disruption.</p>
<p>(28) Local Resident, (Oxford, Stratfield)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>The ring road sections will flow more smoothly at a uniform 50mph than switching between that and 70mph. Also, traffic exiting (on slip roads crossed by people walking and cycling) will be slower. The proximity of people walking and cycling is the reason for making Old Abingdon and Kennington Roads 30mph. Indeed the sections of those that are already 30mph should be reduced to 20mph.</p>
<p>(29) Local Resident, (Oxford, Sunderland Avenue)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>The speed limit could even be dropped to 20mph for safety of VRUs</p>
<p>(30) Local Resident, (Oxford, Sunningwell Road)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>I strongly support reducing the Old Abingdon Road/Kennington Road speed limits to 30. This is currently an unpleasantly dangerous road to walk and cycle along, but it is a key link between Oxford and Kennington.</p>
<p>(31) Local Resident, (Oxford, Abingdon Road)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>Better safety</p>
<p>(32) Local Resident, (Oxford, Monmouth Road)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p>

	<p>My children regularly cycle from Abingdon Road area to Kennington. Currently they have a choice of joining fast moving vehicles on Old Abingdon Road where it has its junction with Kennington Road, or going under the Kennington Roundabout and then having to join/cross fast moving traffic on the slip road between the ring road and Kennington Road.</p> <p>It will feel hugely safer if all these roads become 30mph areas, and I might start to let them do it on their own.</p> <p>Even better would be a consistent 20mph are for everything inside the Ring Road, and joining up with Kennington.</p> <p>As for the Ring Road itself, it would make sense to have a consistent 50mph everywhere, and for those of us living in South Oxford there would also be a reduction in road noise.</p>
<p>(33) Local Resident, (Oxford, Norreys Avenue)</p>	<p>50mph speed limit - Support 30mph speed limit - Support</p> <p>I cycle between New Hinksey and Kennington on Old Abingdon Road and Kennington Road. It would be much safer for cycling if the speed limit were 30mph on these roads.</p>
<p>(34) Local Resident, (Oxford, Southfield Park)</p>	<p>50mph speed limit - No opinion 30mph speed limit - Support</p> <p>The slip road from the bypass to Kennington Road is part of the cycle route to Kennington village. It is currently too dangerous for children to cycle unaccompanied, which makes it a weak link in the county's cycle network.</p>