

Division(s) affected: *Abingdon North, Abingdon East, Kennington & Radley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

PROPOSED 40MPH SPEED LIMIT: OXFORD ROAD, KENNINGTON

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a 40mph speed limit on the A4183/Oxford Road, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce a 40mph speed limit on Oxford Road/A4183, replacing the existing 50mph speed limit in its entirety between its junction with the Dunmore Road / Twelve Acre Drive roundabout at Abingdon, through Bagley Wood to the existing 40mph speed limit south of its junction with Foxcombe Road in Kennington – as shown in **Annex 1**.
2. The proposals have been put forward in preparation for the extended 'A34 Lodge Hill Interchange Scheme' following local consultation with Parish Councils and local stakeholders in 2022/23, during which numerous issues & potential solutions were identified.

Sustainability Implications

3. The proposals will help support the wider 'Lodge Hill' traffic calming works, as well as helping to facilitate the anticipated traffic increases as a result of extensive local development and the extension of the A34 interchange to a four-way junction.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the A34 Lodge Hill Interchange Project.

Legal Implications

5. 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.
6. 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:

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Equalities and Inclusion Implications

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

Formal Consultation

8. Formal consultation was carried out between 11 September and 11 October 2024. A notice was published in the Oxfordshire Herald Series & the Oxford Times, 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 Cllrs, Abingdon Town Council, Kennington & Radley Parish Councils, and the local County Councillors representing the Abingdon North, Abingdon East, and Kennington & Radley divisions.
9. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
10. During the course of the formal consultation, 77 responses were received via the online survey, comprising of: 36 objections (47%), three partially supporting (4%), 34 in support (44%), and four non-objections (5%).

11. Additionally, a further two emails were received directly – with Thames Valley Police raising concerns, and Abingdon Town Council offering their support.
12. 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

13. Thames Valley Police (TVP) comments are noted – surveys were previously undertaken on A4183 Oxford Road at three locations. The mean speeds range from between 40mph and 43.5mph, with 43%-65% travelling between 40mph-50mph, and between 19%-46% travelling below 40mph. This is in line with DfT guidance for reducing a speed limit from 50mph to 40mph without further interventions.
14. The majority of the objection's received suggested that there is no requirement to change the speed limit from 50mph, in particular since there are no crossing points, and that traffic is relatively free flowing. However, as part of the A34 Lodge Hill Interchange scheme, the A4183 Oxford Road will be improved with the introduction of 'dumbbell' roundabouts. The introduction of the new roundabouts will introduce give way lines, non-motorised road user (NMU) facilities, and crossing points.
15. The mean speed at this location is likely to reduce further following the introduction of the scheme, including more NMU usage. The change to 40mph is necessitated by the introduction of A34 Lodge Hill upgrade and subsequent changes proposed to A4183 Oxford Road.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Sharaz Arif (Project Manager – Infrastructure Delivery) Dan Hammond (Project Lead – Infrastructure Delivery)
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July 2025



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PROPOSED 40 MPH SPEED LIMIT - OXFORD ROAD, KENNINGTON

Notes:

1. Do not scale from this drawing.
2. Report all discrepancies to the Drawing Originator immediately

Key:

- Proposed 40mph speed limit
- Existing national speed limit
- Existing 40mph speed limit
- Existing 30mph speed limit
- Proposed terminal signs

PO1	31-07-24	First Issue	VRD	AP	R/R
Rev	Issued	Description	Prepared	Checked	Approved
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Client: Milestone Infrastructure

Project: A part of Milestone Services

Version: 1.0

Drawn by: J. Smith

Checked by: J. Smith

Approved by: J. Smith

Drawn Date: 25-07-24

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Client Name: For Information

The Proposed 40mph Speed Limit Oxford Road

Lodge Hill Traffic Calming Kennington				
Sheet Size	Scale	Drawn by	Checked by	Approved by
A1	NTS	NHS	AP	NHS
		Drawn Date 25-07-24	Checked Date 31-07-24	Approved Date 31-07-24
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RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – based on current 85th percentile speeds.</p> <p>Thank you for the consultation documents including the Speed Limit review dated September 2024 in relation to the proposed speed limit change.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement</p> <p>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 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. 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>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) Abingdon-on-Thames Town Council	Support – are in full support of this proposal. This will be noted in the council's planning committee minutes of the meeting 23rd September 2024.
(o1) Local resident, (Abingdon, Elizabeth Avenue)	Object – 50 is a perfectly reasonable speed for that road. There is no reason to reduce the speed. It is not a residential area. There are no pedestrians owt.
(o2) Local resident, (Abingdon, Henor Mill Close)	Object – The speed limit should be kept at 50 to keep traffic moving. There is no need to reduce it.
(o3) Member of public, (Abingdon, Langley Road)	Object – Too many unnecessary speed reductions
(o4) Rather not say, (Abingdon)	Object – Why do we keep lowering the speed limits, it is safe to do 50 along there, so let's keep it at 50

(o5) Local resident, (Abingdon, Thames View)	Object – The reduction of the speed limit elsewhere has impacted my mental health negatively. Please don't cause any more unnecessary suffering. We are already time poor, this road, at times is perfectly safe to use at 50mph, and when it is not, drivers reduce their speed anyway. How many crashes have there been on this stretch due to driving at 50 rather than 40, and would a different outcome have occurred at 40mph? Pointless change. Also, I would love to know the carbon footprint of manufacturing and transporting and implementing all the new signage. More than leaving it as it is...
(o6) Local resident, (Abingdon, The Grove)	Object – Lower the speed limit doesn't help traffic whatsoever it causes more. Planning roadworks accordingly and not all at once would be the far more logical answer....
(o7) Local resident, (Abingdon, Chandler's Close)	Object – Leave it alone it's been fine for years with no problems if you have excess money you need to dispose of use it to cut overgrown weeds from curbs not only for better views for the motorist but to make it less scruffy around Abingdon
(o8) Member of public, (Abingdon, Daisy Bank)	Object – It's a busy road but very little accidents so is not needed.
(o9) Local resident, (Abingdon, Hobbs Close)	Object – There is no need to change it! It is perfectly safe as it is.
(o10) Local resident, (Kennington, Bagley Wood Road)	Object – There is no reason to lower the speed limit, why does everything always have to get worse??
(o11) Local resident, (Kennington, Meadow View Road)	Object – I don't see what benefit there is to a 40 mph limit
(o12) Local resident, (Kennington, Otters Reach)	Object – Slowing speeds won't help with the level of traffic and is a waste of money that should be spent elsewhere. There are not many accidents on that road so it's not necessary to change speed limits. The current speed is fit for purpose.

(o13) Local resident, (Kennington, Playfield Road)	Object – There is no reason to change the speed limit
(o14) Local resident, (Kennington, St Swithuns Road)	Object – When consulted on the Lodge Hill slip roads, we were promised traffic calming measures for the surrounding communities. None of the included traffic calming measures were included in the final design. Note that the recent consultations on measures like a zebra crossing at the Avenue were forced through by a local resident, with the local council dragging their feet the whole time, and are completely unlinked from the Lodge Hill developments. This 40MPH limit might be seen as the traffic mitigation for Lodge Hill. It is not, and I am angry that we were misled on the original proposals.
(o15) Local resident, (Kennington, The Avenue)	Object – There is nothing wrong with the current 50 mph speed limit. Feel that speed limit should be clearly higher than Kennington village. Traffic will just be diverted through the village. You are already pondering adding double yellow lines to make traffic easier to flow through the village.
(o16) Local resident, (Kennington, Upper Road)	Object – The 50 mph speed limit is right for the road. Constantly lowering the speed limit creates more congestion, more pollution and is unnecessary, especially on that stretch of road. I have no faith in this consultation though because you are corrupt eco fascists who force through what you want regardless of the majority view.
(o17) Local resident, (Kennington, Bagley Wood Road)	Object – It works well currently. Leave it along.
(o18) Local resident, (Kennington, Cranbrook)	Object – Whats the point?
(o19) Local resident, (Kennington, Edward)	Object – <i>no comments</i>
(o20) Local resident, (Kennington, Grundy Crescent)	Object – Stop lowering speed limits! The 20mph zones are completely absurd on main roads, they bottleneck traffic and create far more pollution. They're fine on tiny residential roads but stop creating even more traffic in our city - it's

	becoming inaccessible. Not all of us have the luxury of being able to walk or cycle to work or can afford to live in the city centre.
(o21) Local resident, (Kennington)	Object – I believe it's fine as it is
(o22) Local resident, (Kennington)	Object – <i>no comments</i>
(o23) Local resident, (Kennington, Poplar Grove)	Object – I it is more intimidation of car drivers by Oxfordshire Council s
(o24) Local resident, (Kennington, Poplar Grove)	Object – People already ignore the 50mph, traffic calming measures would work better. Also actually finishing/reopening the Dunmore slip road onto Oxford road would help as it's been close for a year.
(o25) Local resident, (Kennington, Simpsons Way)	Object – Not necessary as there are few residential properties along that stretch of road
(o26) Local resident, (Kennington, Sycamore Crescent)	Object – I think it getting beyond the joke with all these new speed limits you spend more time looking at your speedometer checking your speed then concentrating on the road, how can this by car roads safer
(o27) Local resident, (Kennington, The Avenue)	Object – Leave the speed limit as is, improve on infrastructure instead to reduce traffic!!! Waste of timw
(o28) Local resident, (Kennington, Upper Road)	Object – What possible justification is there? It is a wide road with good visibility and few joining roads. 50mph for the whole length would be sensible.

(o29) Local resident, (Radley, Howard Close)	Object – I see no reason as to why the speed reduction is needed. It just feels like pointless spending when the money could go towards community centres or fixing roads.
(o30) Local resident, (Radley, Lower Radley)	Object – There is currently a 50mph limit on part of the road reducing to 40 and then 30mph. I believe the limit should remain as it is currently and there should be no change. It would be better to put a speed restriction on the road which goes from the Oxford Road to Sunningwell - currently this is National Speed Limit and would benefit from a lower speed limit.
(o31) Local resident, (Radley, Thomas Crouch Drive)	Object – The road does not require a 40mph limit
(o32) Local resident, (Radley, Further Wore)	Object – Feel that the current limit works well & given the road etc that the lower limit will give no benefit
(o33) Local resident, (Radley., Selwyn Crescent)	<p>Object – The current speed restriction of 50mph and signage of junctions are more than adequate for this road, considering its width, absence of sharp bends, lack of junctions and absence of housing: it is a good, rural road. The only danger spot is the junction with Sugworth Lane, where the narrowness of the Lane and the unkempt hedge on the north side of the Lane make maneuvering hazardous; this issue could be relatively easily and cheaply remedied by the County Council if the will were there. There is already a 40mph limit on the section of road where there has been subsidence, and Hinksey Hill is already subject to a 30mph limit. Any further restrictions are needless, especially considering the amount of traffic that uses it; Sugworth Lane has a far greater need of improvement now that so many new houses have built locally.</p> <p>Presumably any further restrictions would involve the installation of electronic signs, road signs and painted signs on the tarmac, all at further expense to the taxpayer when the country's national debt is fast approaching £3 trillion, mainly as a result of the covid pandemic and lockdown. The cost-benefit ratio makes no sense and there are numerous other road safety issues that the Council should be looking at if safety is the true consideration.</p>

(o34) As a business, (Sunningwell, Dark Lane)	Object – There is no need to reduce the speed limit on this road. There are no residential areas along the stretch. Problems with the rest of Oxfords Road normally cause chaos and long queues backed up along here anyway
(o35) Member of public, (Wantage, Hangar Lane)	Object – I see absolutely no need for further restrictions on that road. I use it quite a lot as it is better to get to Oxford for me as I don't like the A34. I've come across a lot of bad drivers on the A34. There are far more accidents on the A34 compared to Oxford Rd, so there will be no justification for it
(o36) Member of public, (Woodcote, Reading Road)	Object – I am object to both proposals. This proposal reflects how the Council ignores the actual road conditions before proposing speed restrictions while lacking proper risk assessment. There are very few residential properties in the area. The roads are wide with good visibility. The existing 50 mph speed limit is good enough. Lowering it to 40 wouldn't help cyclists. What they need is a pedestrian/cycle lane that is separated from the carriage way.
(o37) Local resident, (Kennington, Bagley Wood Road)	<p>Partially support – I only partially support this proposal because it does not go far enough.</p> <p>Bagley Wood Road is heavily used by pedestrians walking up from Kennington to use the Bagley Wood open space preserve, the entrance to which is at the A34 bridge. A high number of cars do park there as well, loading/unloading kids and dogs. It is further a popular cycle route.</p> <p>Sugworth lane is being dropped to 30MPH. Dropping Bagley Wood Road to 30 MPH would greatly increase safety for pedestrians and cyclists—as per roadwise, a pedestrian has a 90 percent change of being killed by a 40MPH car, but a 20 percent chance of being killed at 30MPH.</p> <p>Today (Sep 13th), it is painfully obvious there is a problem on the A34, as Bagley Wood Road is backed up badly as rat-runners try to get to the Hinksey Hill roundabout / Southern Bypass Road through surface streets. This results in lots of conflict between those going to the primary school at the bottom of Bagley Wood Road and the commuting rat-runners. The backup extends up to the A34 overpass as I write this.</p> <p>The Lodge Hill northbound sliproad will make cutting through Sugworth Lane, Bagley Wood Road, or Hinksey Hill much, much more attractive. Both Sugworth Lane and Hinksey Hill have dropped to 30MPH. Only Bagley Wood Road remains NSL, and the plan here is to make it a faster road than the others (including Hinksey Hill which is wider, more clear, etc).</p>

(o38) Local resident, (Kennington, Cranbrook Drive)	Partially support – If you slow that road to 40 mph, it would be absurd to keep Bagley Wood Road (and Sugworth Lane) as delimited because that's the alternate route to access the current rat run in to Oxford that will be more accessible once the Lodge Hill junction is changed. A34 north slow = gridlock in Kennington courtesy of people avoiding the Hinksey Hill junction.
(o39) Local resident, (Kennington, Kennington Road)	Partially support – My biggest concern is that traffic will route down the cut-through to Kennington, especially if there are problems on the A34. If traffic is slow due to reduced speed limit this may make this worse as people will look for alternative routes in busy times putting more pressure on Kennington and the surrounding areas.
(o40) As part of a group/organisation, (Abingdon, Bostock Road)	Support – This road is in proximity to a major housing development, and will see a large increase of traffic. It's role will change into an increasingly busy short feeder to the new Lodge Hill slips, and there will be an increased number of crossings, and due to improved facilities, an increased number of pedestrians and cyclists on the side paths. Reducing the speed limit will not greatly affect journey times, but will improve safety, particularly on approach to the junctions. We are most concerned with the speed of traffic at the roundabout on the Abingdon ring road, which will see pedestrians and cyclists crossing on all sides.
(o41) Local resident, (Abingdon/Radley, Sugworth Lane)	Support – Very busy road which speed limit needs to reduce. Cyclists and pedestrians use this road and without a cycle or path it's very dangerous for them going at 50mph. It is also dangerous when trying to leave Sugworth Lane to join Oxford Road as the bend is blind. It would help if limit is reduced so motorists and cyclists can join Oxford road from Sugworth Lane more safely.
(o42) Local resident, (Bagley wood, Oxford Road)	Support – With developments traffic is increasing and so need for traffic to not race along the Oxford road
(o43) Local resident, (Kennington, Bagley Wood Road)	Support – We live on this road and take our children to school, go for walks, etc. The speed that cars currently drive makes the road unsafe for everyone who isn't in a car. The users of Bagley Wood are also at risk as the entrance to the wood is where most vehicles hit maximum speed. It's now the rat run for the morning commute with aggressive drivers not respecting walkers or cyclists who are local.

(o44) Local resident, (Kennington, Bagley Wood Road)	Support – Bagley Wood Road is too tight for two cars to pass comfortably in several points. There are also many people using bikes and going for walks around the wood and coming out onto the road. Lots of animals (badgers, muntjac...) cross the road. 60mph on that road is excessive. Several junctions on Oxford Road, could also benefit from slight speed reduction.
(o45) Local resident, (Kennington, Further Worr)	Support – Evidence suggests lower speed limits are safer. It is also common sense. The road sees a lot of people crossing the road from the wood, there are dangerous turnings and some blind bends. Cyclists are also at particular risk not that anyone cares about them but if we want to reduce traffic in and around Oxford, encouraging safe cycling is paramount.
(o46) Local resident, (Kennington, Links Road)	Support – The road is quite narrow, and used as a rat run, a sensible limit would be thirty miles per hour not forty.
(o47) Local resident, (Kennington, Links Road)	Support – Supporting the proposal. it's very dangerous for walkers, cyclist and cars turning out of Sugworth lane and the Sunningwell turning.
(o48) Local resident, (Kennington, Otters' Reach)	Support – The road is far too narrow for a 50mph speed limit!
(o49) Local resident, (Kennington, River View)	Support – The reduced speed should improve safety on this road for those brave enough to cycle along it and pedestrians that need to cross to get to Sunningwell. It would be preferable to see local traffic calming at the side road junctions, but this is a step in the right direction. The reduced limit will also help to reduce Satnav traffic redirecting off the A34.
(o50) Local resident, (Kennington, River View)	Support – Anything that reduces the danger of traffic diverting off the A34 is a good thing for the Kennington area. Enforcement as always will be the issue requiring investment, such as average speed cameras. Please also consider some localized traffic calming at the Oxford road crossing points so people can more safely enjoy the country road routes between Kennington and Sunningwell.

(o51) Local resident, (Kennington, Simpsons Way)	Support – This short stretch of road passes through woodland, and the traffic noise has significant (negative) impact on the users of that. Additionally, there are no safe crossing places for pedestrians who need to cross to the other section of woodland on the other side of this road, and a reduction in speed will significantly increase the safety of non-motorised vehicle users. As a cyclist, this stretch of road feels extremely dangerous due to the high speed limit, which is already not obeyed by many drivers. As a car driver (of which I am one as well) who regularly uses this stretch of road, this is a really quite a short stretch, and a reduction in speed limit to 40mph as proposed would not cause any undue inconvenience when driving. I would strongly support this proposal, for its benefits in increasing safety to cyclists and pedestrians, and in the reduction in noise pollution for the surrounding area.
(o52) Local resident, (Kennington, Bagley Close)	Support – Many cars speed on this section well above the 50mph. In my experience drivers observe the 40mph limit so it makes sense to extend it.
(o53) Local resident, (Kennington, Bagley Wood Road)	Support – It would make the road safer and reduce traffic diverting off A34 trying to 'save time'. It might also benefit the toads which cross the road to Chandlings and the group of people who try to rescue them.
(o54) Local resident, (Kennington, Playfield)	Support – Because it makes sense to slow traffic to 40 plus it will be better for the toad patrol happening every spring when volunteers risk their lives
(o55) Local resident, (Kennington, Poplar Grove)	Support – I think it makes the road much safer and also could mean better use by cyclists and pedestrians.
(o56) Local resident, (Kennington, The Avenue)	Support – I use this road and turn into Kennington where I live. I find generally that this road would be safer for all car drivers if it was 40 rather than 50
(o57) Local resident, (Kennington, Upper Road)	Support – Increased safety for cyclists, of which I am one.

(o58) Local resident, (Kennington, Woodcroft)	Support – Safer
(o59) Local Cllr (Kennington, Kennington Road)	Support – At the September's Kennington Parish Council meeting its members agreed to support the proposed 40mph speed limit (Minute No 200.24)
(o60) Local resident, (Kennington, Kennington Road)	Support – I prefer lower speed limits because I believe it is safer in that it is easier to react to changes in the conditions at slower speed, the car stopping distances are shorter, it is better for the environment with fewer particulates and tyre material emitted and a less stressful driving experience. There will always be some people that drive too fast/ over the speed limit but most will adhere more closely to limits and those unfamiliar with the road will appreciate lower speed limits.
(o61) Member of public, (Oxford, Marsh Lane)	Support – Makes it safer
(o62) Local resident, (Oxford, Florence Park Road)	Support – Reduced speed improves road safety, particularly for vulnerable road users
(o63) Local resident, (Oxford, Norreys Avenue)	Support – It would make the road feel safer, particularly when crossing the road here
(o64) Local resident, (Radley, Badgers Copes)	Support – There are parts of the road that I think are currently dangerous at 50 mph, e.g. the junction with Sugworth Lane.
(o65) Radley Parish Council	Support – The Council welcomes the proposed speed limit change
(o66) Local resident, (Radley, Gooseacre)	Support – It's hard to cross the road at Lodge Hill so a speed reduction would be very welcome.

(o67) Local resident, (Radley, St James Road)	Support – Lower speed limit here may help to keep driver's speeds on other roads in the vicinity lower.
(o68) Local resident, (Radley, Sugworth Lane)	Support – I live on Sugworth Lane. The junction with Oxford Road is very difficult. A lower speed may help reduce risk.
(o69) Local resident, (Radley, Sugworth Lane)	Support – I live on Sugworth lane and the junction can be difficult getting onto that road.
(o70) Local resident, (Radley, Norfolk Close)	Support – I often cycle this way, and the speed of the traffic can be intimidating. I'm also fearful that with the new A34 junction the volume of traffic will increase. A lower limit will help encourage traffic to use the A34, instead of this bendy road.
(o71) Local resident, (Radley, Sugworth Lane)	Support – I live on Sugworth lane and it is so dangerous when attempting to turn right on to the Oxford road as you can't see far enough along to see what cars are coming from Abingdon direction towards hinksey. I have seen lots of near misses and it's only a matter of time before there is a dangerous collision.
(o72) Local resident, (Radley, Hither Wore)	Support – Safer
(o73) Local resident, (Radley, Sugworth Lane)	Support – We live in Sugworth Lane, near the junction crossroads with Oxford Road. The traffic speed along Oxford Road is far too fast and in fact we would prefer 30 mph from the new Lodge Hill junction along the Oxford Road Bagley Wood and then 40mph after that. The reason we think the first part should be 30 is that the Sugworth Lane and Sunningwell lane crossroad is dangerous and extremely difficult with poor visibility to cross or turn out of by car or bike. There are also two bus stops and pedestrians including children and elderly need to cross the road to get to them. There is also a school, CHandling Manor, and then the turn into Bagley Road. We fully support 40mph but 30mph would be much safer and sensible along the first stretch of the Oxford Road until after Bagley Wood Road.

(o74) Local Cllr, (Abingdon, Evenlode Park)	No objection – I think this will be safer, especially in view of the roadworks, and it being a busy and windy road often with poor visibility
(o75) Local resident, (Kennington, Bagley Wood Road)	<p>No objection –</p> <p>I have previously raised concerns about the impact of the proposals on Bagley Wood Road and its residents. The two lane section of the road through the wood will not carry lots more traffic doing up to 60 miles an hour. In parts it is very narrow and many people drive in the middle of the road.</p> <p>We have lived on the lower single track part of BWR(from the top of St Swithun's Road) for the last 9 years. The road is well used by walkers and cyclists. There is no pavement and is very narrow in places with several blind bends. Whenever there is congestion on the A34, as this morning BWR is used as a "rat run". Kennington becomes clogged (especially when, as this morning there is lots of school traffic combined with the refuse collection lorry. This will be exacerbated with the changes to the Lodge Hill junction as so many more vehicles will be attempting to rat run. The drivers who are in a hurry use BWR and lots attempt to use the narrow lower section as a short cut making no allowance for traffic coming the other way or the many families with school children using the road (with no pavement available) to walk to school.</p> <p>This has been a worry for many years and will only get worse once the proposed Lodge Hill works get underway. Please could consideration be given to some traffic restrictions, especially along the lower one lane section of BWR to reduce the risk of a serious accident and also to allow residents on the road the ability to leave their house (either on foot or by car) when there is a hold up on the A34?</p> <p>I am very fearful that there will be a serious accident and also frustrated that those out walking or even trying to get home in a car against the flow of traffic are unable to do so.</p> <p>Those who are not resident are oblivious to the dangers and frustration and drive along the narrow lower section at speed and with no concern for pedestrians or residents.</p>
(o76) Local resident, (Kennington, Jackson Drive)	No objection – If you really want to impact on the speeding then reduce the speed to 30. Seems like tinkering and there are other things you should be addressing like a safe route out of the village to town!

<p>(o77) Local resident, (Kennington, Upper Road)</p>	<p>No objection – Any speed reductions will help the wildlife in Bagley Woods survive and hopefully less roadkill.40 will be some people's 50 so enforcement will be needed especially at nighttime</p>
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