

**Divisions Affected – *Berinsfield & Garsington; Isis; Kennington & Radley***

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

**11 DECEMBER 2025**

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

**Report by Director of Environment and Highways**

## **RECOMMENDATION**

**The Cabinet Member is RECOMMENDED to:**

- (a) Approve the introduction of new 50mph speed limits on the A423 Southern bypass, A423 Eastern bypass, the A423 Southern bypass westbound slip road, and Old Abingdon Road, as advertised,**
- (b) Approve the introduction of new 30mph speed limits on parts of Old Abingdon Road, Kennington Road, and the A423 Southern bypass westbound slip road, as advertised.**

## **Executive Summary**

- 2. This report presents responses received to a statutory consultation on 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 put forward in support of the wider A423 Kennington improvement works, as part of the Council's 'Vision Zero' strategy of a safe system approach to reducing fatal and severe injuries to road users.
- 4. Where 'Vision Zero' focuses on a whole safe system approach that starts with the simple premise – that no one should be killed or seriously injured due to a road collision whichever mode of transport is being used, and the whole system approach encompasses the following five aspects: safer roads and roadside, safer vehicles, safer speeds, safer users, and a holistic post-collision response.
- 5. Similar proposals for speed limit reductions in the area 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 September 2017, November 2019, and December 2023. However,

the proposals weren't brought into effect within the statutory two-year period in which to implement.

## Corporate Policies and Priorities

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 Kennington A423 improvement works project.

## Legal Implications

8. 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.
9. 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:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## 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 'Infrastructure Delivery' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

## Equality & Inclusion Implications

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

## Sustainability Implications

11. The introduction of lower speed limits in the area will help promote 'active travel' choices, which include walking, cycling, scooting and skating. Supporting and encouraging active travel is fundamental to Oxfordshire's strategy for a sustainable, equitable and inclusive mobility future.

## Risk Management

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

## Formal Consultation

13. Formal consultation was carried out between 23 October and 14 November 2025. 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, Oxford City Council, Vale of White Horse District Council, relevant local City & District Cllrs, Banbury Town Council, and the local County Councillors representing the Kennington & Radley, Isis, and Berinsfield & Garsington divisions.
14. During the course of the formal consultation, 87 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection	Total
50mph speed limits	19 (22%)	5 (6%)	62 (71%)	1	87
30mph speed limits	14 (16%)	5 (6%)	64 (74%)	4	87

15. Additionally, a further four emails were received directly – with Thames Valley Police not objecting. The local County Cllr for the Kennington & Radley division, and South Hinksey Parish Council both offered their support, whilst ‘Oxfordshire Liveable Streets’ submitted their support but identified additional changes they felt were required.
16. 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**

17. The Kennington rail bridge is in a state of disrepair and requires replacement, and as such Oxfordshire County Council is proposing replacement of the bridge, along with further improvement to prioritise areas for cycling, walking, and a dedicated bus lane leading to the Redbridge Park & Ride.
18. The 50mph speed limit is required to improve safety and help support active travel along this section of the A423, and to align with proposals to limit the speed along the ring road to 50mph. Similarly, the 30mph speed limits are required along Old Abingdon Road and Kennington Road to help support safe active travel proposals in the vicinity.
19. Objections received oppose the proposed changes arguing that current speed limits are adequate and that lowering limits (particularly those on the A423) will not necessarily improve safety but would lead to significant penalties in increased journey times.
20. Other objections include mention of higher pollution, lack of enforcement and the evidence supporting the proposals. Some also think that the speed limits should be lower than proposed.
21. Despite the objections, Officers feel that the overall objectives of the scheme – i.e. to help mitigate traffic congestion, improve journey times, and promote active travel in the area – justify the recommendation to proceed as originally advertised.

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): Helen Powdrill (Programme Manager - Infrastructure Delivery)  
Mohammed Ilyas (Programme Lead North - Infrastructure Delivery)

December 2025



## ANNEX 2

### A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – In line with 2017 ,2019 and 2023 we still have no objection.
(e2) Local County Cllr, (Kennington & Radley division)	<b>Support</b> – I support speed reduction – it's yes from me.
(e3) South Hinksey Parish Council	<b>Support</b> – The consultation proposals were considered by Council at its meeting of the 3d of November. It resolved to welcome the 50mph limit around the ring road.
(e4) Local group/organisation, (Oxfordshire Liveable Streets)	<p><b>Partially support</b> – We support these changes, but don't think they go far enough.</p> <p>The eastern 200 metres of proposed 50mph speed limit should be 40mph, to reduce noise pollution in Rose Hill.</p> <p>And most of the proposed 30mph stretch should be made 20mph instead. These are important cycling routes, but have no cycling infrastructure, and _Cycle Infrastructure Design, LTN 1/20_ is clear that they need to have 20mph speeds to support inclusive cycling.</p> <p>These routes also need traffic reduction, so we suggest (as an additional scheme) that a bus gate be put in on Old Abingdon Rd, at the railway bridge.</p>

*B. Online responses:*

RESPONDENT	COMMENTS
(o1) County Cllr, (Bartlemas division)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>  We know that slower speeds are safer, reduce noise impact for residents, and often do not delay traffic significantly due to a traffic smoothing effect (i.e. less "stop start") traffic. Reducing speed limits will help meet Vision Zero targets.
(o2) County Cllr, (Parks division)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>  Reducing the speed limit saves lives and reduces congestion.
(o3) Local resident, (Didcot, Derwent Ave)	50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b>  No comments
(o4) Local resident, (Oxford, Iffley Road)	50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b>  It will slow deliveries, buses and coaches.
(o5) Member of public, (Woodcote, Reading Road)	50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b>



	<p>It is unreasonable to reduce the speed limit of a dual carriageway that is separated from residential areas, pedestrians and cyclists. You do not have empirical data to justify your decision. You do not respect the road users and especially the commuters. You just make decisions based on your imagination.</p>
<p>(o6) Local resident, (Abingdon, Alexander Close)</p>	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p> <p>An unnecessary reduction in journey times. A423 is dual carriageway with safety barrier</p>
<p>(o7) Local resident, (Kennington, Fairways)</p>	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p> <p>As publicly known, there are no alarming or even significant levels of fatal or even serious traffic incidents in the areas concerned. Moreover, the shoulder traffic will result in more vehicles driving in a lower gear with high rev, so consequently higher pollution.</p>
<p>(o8) Member of public, (Grove, Ellis road)</p>	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p> <p>There is absolutely no reason to lower these area speed limits, including the slip roads. If you didn't know slip roads are for you to either slow down or speed up to be at the same speed as the other traffic. There aren't that many accidents on those two roads, definitely not many pedestrians or pedestrian accidents.</p>
<p>(o9) Local resident, (Whitecross, Whitecross Road)</p>	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p> <p>The Council very rarely listens to the public. They only ask questions in such a way that they get the answers they really want. Why not make the roads fit for purpose. The potholes in the road are a danger to all!! You seem to find enough money for new lower speed limit signs but not to repair the roads themselves.</p>

(o10) Local resident, (Oxford, Argyle Street)	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p> <p>There is no need to reduce these limits. They are dual carriageways not carrying any cyclists or pedestrians.</p>
(o11) Local resident, (Oxford, Vicarage Lane)	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p> <p>Actual speed limit are adequate</p>
(o12) Local resident, (Oxford, Headington)	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p> <p>Reducing speed limits does not work introducing speed. Enforcement does and we all know there are not enough police to monitor speed limits when there are so many more critical issues to deal with</p>
(o13) Local resident, (Oxford, Elms Drive)	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p> <p>Not needed. Not enforced anyhow!</p>
(o14) Local resident, (Abingdon)	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p> <p>Needless restrictions</p>
(o15) Local resident, (Oxford, Abberbury Avenue)	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p>

	<p>Eastern bypass:</p> <ol style="list-style-type: none"> <li>1. Safety: This is a safe road for the national speed limit to apply. There is a central reservation barrier and the cycle path is set well back from the road. There is no safety reason for any change in speed limit.</li> <li>2. Congestion: the Eastern bypass (and the A34) are important trunk routes for traffic to bypass Oxford, and many of the road users are not Oxford residents. The LTNs and congestion zone in Oxford intentionally routes more traffic onto the bypass, to reduce congestion in Oxford. However, this has the effect of causing congestion on the Eastern bypass. This impacts not only Oxford residents but the other road users who are simply passing Oxford. It is the county council's responsibility to keep traffic moving on the major roads around Oxford. Retaining the national speed limit will help traffic flow better on this trunk road. Indeed, the council should be proposing measures to increase capacity and speeds on the A34 and Eastern bypass.</li> <li>3. Noise: I am a resident of Iffley Village and the road noise from the A34 is not at all intrusive and usually barely audible. Additionally, I observe no difference in volume in busy periods (when traffic is moving slowly) versus quiet periods, when traffic is moving at higher speeds.</li> </ol> <p>Old Abingdon Road &amp; Kennington Road:</p> <ol style="list-style-type: none"> <li>1. Safety: There is an off-road cycle path on Old Abingdon road, keeping cyclists away from traffic. Similarly, the footpath on Kennington Road should be made available to cyclists, since it is almost unused by pedestrians. Thus there is no safety reason to change the speed limit.</li> <li>2. Congestion: It is important to keep traffic moving. Lower speed limits mean vehicles spend longer on the road, causing congestion.</li> </ol>
(o16) Local resident, (Iffley, Church way)	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Object</b></p> <p>You've pushed more and more traffic onto these roads with the imposition of congestion charging and LTN's, meaning speeds are already incredibly low at peak times. Imposing lower limits will only limit traffic flow at other times, surely it's better to let the traffic get away from the congested areas? These proposed limits will not be adhered to by the people who race motorbikes and very noisy cars on the ring road late almost every night, a situation neither the police or the council have taken any action to contain.</p>
(o17) Local resident, (Oxford, Elms Drive)	<p>50mph speed limits – <b>Object</b> 30mph speed limits – <b>Partially support/concerns</b></p> <p>Not enforced.</p>

(o18) Local resident, (Oxford, Woodstock Road)	<p>50mph speed limits – <b>Object</b>  30mph speed limits – <b>No objection/No opinion</b></p> <p>I am not aware that there is any accident history on this stretch of road.</p>
(o19) Local resident, (Oxford, Fortnam Close)	<p>50mph speed limits – <b>Object</b>  30mph speed limits – <b>Support</b></p> <p>Lower speed limit on Kennington Road/Old Abingdon road could encourage use for cycling between Kennington and Oxford (possibly with improvements to cycle infrastructure). Cycling on the ring road is unlikely ever to be necessary or appropriate for most cyclists, so lower speed limits there serve no purpose.</p>
(o20) Member of public, (Oxford, Road)	<p>50mph speed limits – <b>Object</b>  30mph speed limits – <b>Support</b></p> <p>Cars, vans, and even on a few occasions HGVs park on the path to the side of the A423, especially at the bridge over the Thames. If the council can't, or won't, stop this parking, then their duty of care is to make it safe where these cars exit and join the A423. The proposed 50mph is simply not a safe speed for traffic to be joining without a slip road, so the speed on the A423 should be a maximum of 30mph.</p>
(o21) Local resident, (Oxford, Marlborough Road)	<p>50mph speed limits – <b>Object</b>  30mph speed limits – <b>Support</b></p> <p>The bypass is supposed to be a quickest way around Oxford. It is a well lit double lane highway in both directions and meets the legal identity for a 70 mph speedlimit</p>

<p>(o22) Local resident, (Littlemore, Dudgeon Drive)</p>	<p>50mph speed limits – <b>Partially support/concerns</b> 30mph speed limits – <b>No objection/No opinion</b></p> <p>The statement of reasons appears vague and unsubstantiated. In what way will reducing the speed limit support active travel, and what research is available to support this? The southern and eastern bypasses already have cycling and pedestrian lanes, separated from motor vehicles (and from each other) by a strip of grass, which provides more mental and physical security for users than the speed of the road, which is largely irrelevant. Is the reduction simply to irritate drivers into using another form of transport? This is a legitimate aim but should be stated, and a reduction to 50mph does not seem to be great enough to support this particular motivation. There are frequent accidents on this road, which primarily seem to result from switching lanes too late, and this could (and should) be reduced by earlier signage indicating that lanes are dedicated, particularly on the southern bypass on approach to the Heyford Hill roundabout. The current signage is too close to the roundabout for traffic to move across safely on a busy dual carriageway.</p>
<p>(o23) Member of public, (Oxford, Stratfield)</p>	<p>50mph speed limits – <b>Partially support/concerns</b> 30mph speed limits – <b>Partially support/concerns</b></p> <p>Most of the roads proposed to be changed to 30mph should be changed to 20mph. These are key cycle routes, from Kennington into Oxford via Old Abingdon Rd and onto the ring-road cycle track via the A34 slip road and the underpass, but lack separate cycling infrastructure. For them to be inclusively accessible, traffic speeds need to be kept low. (Traffic volumes also need to be reduced, which might suggest a bus gate on Old Abingdon Rd.) The eastern most section of the ring-road, where it is near housing in Rose Hill, should be changed to 40mph rather than 50mph, to reduce noise pollution for residents.</p>
<p>(o24) Member of public, (Wigginton, Mill Lane)</p>	<p>50mph speed limits – <b>Partially support/concerns</b> 30mph speed limits – <b>Partially support/concerns</b></p> <p>Concerned that a 30mph limit outside a built up area ie Kennington would be hard to enforce and frustrate already frustrated drivers</p>

<p>(o25) Local resident, (Botley, Heatley Way)</p>	<p>50mph speed limits – <b>Partially support/concerns</b> 30mph speed limits – <b>Support</b></p> <p>Speed kills, and reducing speed limits can only be a good thing. Partial support/concerns is noted in relation to the 50mph limit because without enforcement (e.g. use of average speed cameras), I have concerns about a combination of 50-70mph enforcement. The lane change needed on the A423 (north bound) to avoid getting funnelled off to the A34 (south) could be an issue.</p>
<p>(o26) Local resident, (Oxford, Church Cowley Road)</p>	<p>50mph speed limits – <b>Partially support/concerns</b> 30mph speed limits – <b>Support</b></p> <p>It makes sense to extend the 30mph zone for the length of the local/residential roads. On the bypass, the 50mph limit may help traffic flow more smoothly - but be aware that the stretch of pedestrian+cycle path running alongside the bypass, by the Isis Bridge is increasingly used as a car park for access to the river, with people driving over the verges to reach it. People who drive like that probably don't care what the speed limit sign says. In both places, simply setting the speed limit and putting a sign up isn't enough. Without a change to the road design to encourage slower speeds, there must be enforcement (either with a camera, or occasional police presence).</p>
<p>(o27) Local resident, (Oxford, East Field Close)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>No objection/No opinion</b></p> <p>.</p>
<p>(o28) Local resident, (Iffley, Mill Lane)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>No objection/No opinion</b></p> <p>Consistency of speed limits around bypass would be safer and reduce drivers speeding up quickly on this section - dangerous but also very noisy for all residents nearby in Kennington and Iffley.</p>

<p>(o29) Local Cllr, (Oxford, Bullingdon Road)</p>	<p>50mph speed limits – <b>Support</b>  30mph speed limits – <b>Partially support/concerns</b></p> <p>I would prefer the 30mph to be 20 mph as lower speeds present lower levels of danger to vulnerable road users.</p>
<p>(o30) Local resident, (Oxford, Westbury Crescent)</p>	<p>50mph speed limits – <b>Support</b>  30mph speed limits – <b>Partially support/concerns</b></p> <p>I support the reduction of the speed limit, and would be even more supportive if the speed were to be reduced to 20mph as these roads are narrow and used for cycling and within the Ring Road and I feel that 20mph would be much safer and more supportive of active travel by cycling to Kennington for example by this route, one which I do use myself sometimes.</p> <p>I'd also question whether it is really necessary for there to be a left-turn-off the Ringroad onto the Old Abingdon Rd as vehicles have a good exit option via the Abingdon Rd roundabout to the City or the Park And Ride. Coming off before on a short exit means drivers often aren't going slowly even if the speed limit is reduced. I feel this "small road" turn off like the "small road" turn off at N Hinksey are not necessary as there are much more suitable roads for vehicles and stopping these would leave these "small roads" much more viable as active travel routes for cycling and walking and local residents.</p>
<p>(o31) Member of public, (Oxford, Lonsdale Road)</p>	<p>50mph speed limits – <b>Support</b>  30mph speed limits – <b>Support</b></p> <p>I support measures to improve the environment.</p>
<p>(o32) Local resident, (Oxford, Howard Street)</p>	<p>50mph speed limits – <b>Support</b>  30mph speed limits – <b>Support</b></p> <p>As a regular user of all these roads, variously as a driver and cyclist, My view is that the amount of traffic and the short distances involved are such that exceeding the proposed speeds makes these roads significantly more dangerous than they need to be without a significant benefit in terms of reduced journey times.</p>

<p>(o33) Local resident, (Oxford, Glanville Road)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>This is a very necessary safety measure. Neither of these roads are laid out in a way that justifies the current high speed limits.</p>
<p>(o34) Local resident, (Oxford, Swinburne Road)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Lower speed limits have been proven over and over again to reduce road deaths and injuries (to the extent that I'm not sure why we still need multiple consultations about every slightly lowered limit!). Reducing speed here will also slightly improve the safety of the junction between Old Abingdon Rd and Kennington Rd, which is particularly dangerous when turning right out of Kennington Rd on a bike in between cars leaving the ring road at 60+mph. Obviously much more would be needed to make this area actually safe or pleasant, but reducing speed limits (and _enforcing_ them) is a good start!</p>
<p>(o35) Local resident, (Oxford, Morrell Avenue)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>The proposed 30 sections are essential because people are cycling on those. It is the only route into town. The safety argument does not need repeating. 50 on the ring-road is important for safety reasons, but also for noise reduction in Rose Hill (and the coming Redbridge Paddock housing development). Significantly, it is a very short section of road, so vehicles on it spend most their time accelerating and decelerating. This means that reducing the speed limit will have an outsized impact in reducing exhaust pollution and tyre particulate pollution, while having zero or positive effect on traffic flow and journey times. Such an easy win is hard to beat, although there are more such wins to be had in and around Oxford.</p>
<p>(o36) Local resident, (Oxford, Bartlemas)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p>



	<p>Supporting because there are no further better options that aim to increase road safety in this area. Absolutely support reduction in speed limits but it'll be for nothing without enforcement and infrastructure. Would you allow your child to cycle to the recycling centre with you?</p> <p>Imagine approaching by bike this location on the shared path on the right hand side trying to get to Abingdon Road. What a mish mash. Appreciate this is off-topic but unlikely to be improved anytime soon but enforcement of the new limits in place would at least be a start.</p> <p>( <a href="https://maps.app.goo.gl/XhkR5fsTxVBmNjq19">https://maps.app.goo.gl/XhkR5fsTxVBmNjq19</a> )</p>
(o37) Local resident, (Abingdon, Pudsey Close)	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>The roads need to be made safer</p>
(o38) Local resident, (Oxford, Benson Road)	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>These remain a good idea for road safety and reducing pollution as they were the last time it was consulted on and approved. If the council could this time actually take action to implement this it might even have an impact in the real world.</p>
(o39) Local resident, (Oxford, Campbell Road)	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Slower is safer for all road users</p>
(o40) Local resident, (Oxford, The Grates)	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>The proposed 30 sections are essential because people are cycling on those. It is the only route into town. The safety argument does not need repeating.</p>

	<p>50 on the ring-road is important for safety reasons, but also for noise reduction in Rose Hill (and the coming Redbridge Paddock housing development).</p> <p>Significantly, these are very short sections of road, so vehicles on them spend most their time accelerating and decelerating. This means that reducing the speed limit will have an outsized impact in reducing exhaust pollution and tyre particulate pollution, while having zero or positive effect on traffic flow and journey times.</p> <p>Such an easy win is hard to beat, although there are more such wins to be had in and around Oxford.</p> <p>Lower speed limits are proven to save lives and not have a significant impact on traffic (see Paris).</p> <p>There should also be a modal filter ('bus gate') on the Old Abingdon road.</p>
(o41) Rather not say, (Kennington, Kennington Road)	<p>50mph speed limits – <b>Support</b></p> <p>30mph speed limits – <b>Support</b></p> <p>I believe they would significantly improve safety on the roads without significantly increasing travel time</p>
(o42) Member of public, (Oxford, Divinity Road)	<p>50mph speed limits – <b>Support</b></p> <p>30mph speed limits – <b>Support</b></p> <p>I both drive and cycle on/alongside the roads for which these proposals are made.</p> <p>The current speed limits are too fast for the conditions between the Kennington and Hinksey Hill roundabouts. There is a short stretch of road between the two and it's wholly unnecessary for cars to speed up to 70mph only to slow down again to stop at lights or navigate the roundabouts. The proposed 30mph will make these roads safer and more comfortable for other road users. It would also hopefully encourage slower navigation of the roundabouts.</p> <p>For the stretch of the eastern bypass, it's also still a relatively short stretch of road between junctions, it has a well used walking/cycling route parallel to it and is also raised up above the River Thames, much used for leisure, so that the noise and pollution the traffic produces has a greater impact on others.</p> <p>The proposed reductions in speed limits are extremely welcome and should be implemented.</p>
(o43) Local resident, (Kennington, Otters Reach)	<p>50mph speed limits – <b>Support</b></p> <p>30mph speed limits – <b>Support</b></p> <p>Dangers of turning right from Kennington on to Old Abingdon Rd. Dangers of crossing slip-road on westbound Southern Bypass into Kennington.</p>

(o44) Local group/organisation, (Coalition for Healthy Streets & Active Travel)	<p>50mph speed limits – <b>Support</b>  30mph speed limits – <b>Support</b></p> <p>We support these speed limit reductions to reduce road danger and casualties. On the ring road, a lower limit avoids a dangerous high speed 'speed up, slow down' cycle between traffic lights. On Old Abingdon Road, there is mixed traffic and a junction. With inadequate cycle tracks, many cyclists will choose to ride on the carriageway. A slower limit is essential for reasonable safety here.</p>
(o45) Member of public, (Oxford, Peat Moors)	<p>50mph speed limits – <b>Support</b>  30mph speed limits – <b>Support</b></p> <p>this is a cycling route, much too dangerous at these high speeds, lower speed will reduce crashes and improve fluidity</p>
(o46) Local resident, (Oxford, Boundary Brook Rd)	<p>50mph speed limits – <b>Support</b>  30mph speed limits – <b>Support</b></p> <p>The faster cars are driving, the more likely someone is to die in a crash. Reducing speed limits adds little additional time to journeys, and is absolutely worth it.</p>
(o47) Local resident, (Oxford, Stratford Street)	<p>50mph speed limits – <b>Support</b>  30mph speed limits – <b>Support</b></p> <p>Reducing speed will reduce serious accidents and save lives.</p>
(o48) Local resident, (Goring, Limetree Road)	<p>50mph speed limits – <b>Support</b>  30mph speed limits – <b>Support</b></p>

	We need to make our city some that is better for everyone -- slowing the motor vehicles will make the roads better for those on foot or on bikes.
(o49) Local resident, (Oxford, East Avenue)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>  Lower speed limits are important for safety and emissions
(o50) Local resident, (Oxford, Marlborough Road)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>  The 70mph current limit is unsafe (traffic often sitting on that stretch of the ring road, entrance from Kennington).
(o51) Local resident, (Iffley, Meadow Lane)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>  The bypass is very noisy at all hours of day and night, which is a social nuisance and the sound carries far into Oxford. Lower speeds will mitigate this. Your proposal does not go anything like far enough. Please extend the 50mph zone up to the Sainsburys roundabout.
(o52) Local resident, (East Hendred, Newbury Road)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>  I regularly drive all of these roads. I sometimes cycle from Kennington to Old Abingdon road. This is an important bike route into Oxford when weather, flooding or darkness make the lovely Thames path route unappealing. I believe slower speed limits as proposed will make these roads and junctions safer for drivers and cyclists.
(o53) Member of public, (Harwell, Reading Road)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>

	<p>Whilst there maybe frustrations with lower speed limits when traffic is light, during the hours when these roads are most used the lower speed limits will better regulate traffic flow and increase safety</p>
<p>(o54) Local resident, (Botley, Oxford, Montagu Road)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>I often drive on the bypass and think lower speed limits would be safer. I'm concerned by unsafe driving at high speed within current limits.</p>
<p>(o55) Local resident, (Oxford, Marlborough Road)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Save lives. Calm everybody down.</p>
<p>(o56) Local resident, (Oxford, Owens Way)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Reducing speed will reduce the crash risk and reduce noise pollution.</p>
<p>(o57) Local resident, (Oxford City, Southmoor Road)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>I strongly support reducing speeds in the interests of safety. And in some cases in the interests of reduced noise.</p>
<p>(o58) Local resident, (Oxford, Stone Meadow)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Dangerous over crowded roads with especially hazardous junctions</p>

<p>(o59) Local resident, (Oxford, Great Clarendon Street)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Roads around Kennington are not safe, cars always driving too fast, treating it like a shortcut.</p>
<p>(o60) Local resident, (Oxford, Fairacres Road)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Speed kills. Slower car speeds are safer for motorists, cyclists and pedestrians.</p>
<p>(o61) Local resident, (Oxford, Jubilee Terrace)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>support</p>
<p>(o62) Member of public, (Oxford, Headley Way)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Massively support these proposals. I cycle on these roads daily. In the morning I have to exit the cycle path onto the slip road southbound towards Kennington village and it's scary with vehicles speeding off the southern bypass around effectively a blind corner. On my homeward journey I make the right turn at the northern end of the Kennington road onto Old Abingdon road and vehicles really tear around the bend towards you and it feels super-sketching pulling out as you worry something is going to appear towards you at speed (often they end up braking into queuing traffic anyway so I don't think there's going to be any real impact to car journey times. But slowing vehicles down in these zones will make a big difference to cycling in this area - thank you!</p>
<p>(o63) Local resident, (Oxford, Badger's Walk)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p>

	<p>I cycle to Kennington from Cowley and it's quite dangerous and scary at the moment. I rarely use the junction of Kennington Road/Old Abingdon Road because it's a nightmare on a bike as motorists are going way too fast. I use the cycle route along the southern bypass as part of my route as well and it's scary being close to cars doing 70mph with only a grass verge to separate the cycle route from the carriageway. The slip road down to the Kennington Road would be much safer at slower speeds as it's where I join/exit the ring road cycle path and it's on a hill and a curve so visibility is not great.</p>
<p>(o64) Local resident, (Oxford, Chilswell)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>safety for all</p>
<p>(o65) Local resident, (Oxford, Wytham Street)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>They don't need to be any faster than 30. Loads of pedestrians and cyclists use this area.</p>
<p>(o66) Local resident, (Oxford, Wytham Street)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Supporting because a slower speed on busy roads is after and will keep traffic moving better</p>
<p>(o67) Local resident, (Oxford, Crowell Road)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Slower cars are safer cars, no need to go fast along small stretches of semi-urban road.</p>
<p>(o68) Local resident, (Kennington, Poplar Grove)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p>

	<p>The reduction to 30 is definitely needed - I very strongly support that. It is currently dangerous to turn out from Kennington Rd to Redbridge, especially on a bike.</p> <p>The 50mph also is sensible given it's an area which is frequently busy and with complex roundabouts at each end.</p>
(o69) Local resident, (Kennington, Fairways)	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>The speed for 50 mph is needed to feed into the needed 30 mph proposed areas, however i don't see the need for 50 mph on the ring road. But, given human factors and the way that vehicles go into the the proposed 30mph areas results in some vehicles carrying excessive speed inappropriately and despite the majority driving appropriately for the nature of the roads having 50mph might curb this.</p>
(o70) Local resident, (Kennington, Kennington Road)	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Thank you so much for suggesting these positive changes. I drive across England for work. I occasionally cycle, but am put off by two junctions out of Kennington. This proposal covers those junctions; leaving Kennington Rd to turn right onto Old Abingdon Road and leaving Kennington Road to turn right up the slip road to the ring road cycle path and subways. Some car drivers go too fast at and near those junctions, pushing to take priority when cyclists are moving to position to cross the lane of traffic coming the other way. Reducing the speed limit on that Kennington Road stretch from the mini roundabout to Old Abingdon Road and on the slip road from/to the ring road could ease some drivers sense of regency to get around a cyclist at speed and close pass? Whilst cycling onto the slip road I witnessed a driver accelerate towards a road cyclist ahead and almost hit him, if the cyclist had hesitated/ or froze he would have been dead, it was driver road rage, I went cold and have avoided cycling remembering this. I reported it to Cyclox and the police, but it wasn't to be followed up on and just became an example of chilling the chance of cycling safely.</p> <p>There will always be twits who drive recklessly, but if the majority can make efforts to look after the road users who need more to be protected and kept safe, more of us will win.</p> <p>I suffered painful serious injuries driving over motorway roadwork debris decades ago, road safety is important to me. I am disabled. I would love to feel safer to cycle out of where I live, I feel safe to cycle in Oxford and around the ring road to other areas.</p>



	<p>In addition to reducing the general speed limits are there any plans to create boxes to help cyclists and drivers manage the junctions I mention above? I am looking forward to the cycle path changes to go from Kennington to Radley at the other end of the village. I can't carry my bike over the railway bridge at the Tandem, so have to cycle by road.</p>
<p>(o71) Local resident, (Abingdon, Hobbs Close)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>People drive way too fast and too close when there are many junctions and people changing lanes</p>
<p>(o72) Local resident, (Kennington, Upper Road)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>The Old Abingdon Road and Kennington Rd, are basically urban. It makes no sense to let people driving from Abingdon Rd to Kennington, or vice verse, to increase their speed for such a short stretch. What often happens is that they maintain their faster speed as they enter the village. Reducing the speed on the bypass, especially the slip roads, is for similar reason - people drive so fast as they leave the ring road, it is dangerous.</p>
<p>(o73) Local resident, (Kennington, Forest Side)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>The speeds are too fast coming off the Ring Road and makes it difficult to get out of Kennington Road safely, particularly for cyclists and buses. Generally any reduction in speed limits are welcome. At times 20mph would be good in Kennington. Who will monitor the speed limit?</p>
<p>(o74) Local resident, (New Hinksey, Sunningwell Road)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>general support for lower speed limits for safety of all</p>

<p>(o75) Local resident, (Kennington, River View)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>30mph sections will help cyclists move between road and off-road routes safely, and 50mph sections will reduce traffic incidents on ring road. It would be ideal if average speed cameras or similar could be trialled on the ring road to help traffic flows generated by congestion charge</p>
<p>(o76) Local resident, (Oxford, Maywood Road)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>These proposals have my very strongest support. I support it for the reasons outlined in the consultation documents. A further unmentioned but very important reason is that high-speed traffic on the Eastern and Southern bypasses at the moment generates a great deal of noise pollution. I live 1km away from the nearest point of the bypasses as the crow flies and I am woken most nights by the spikes in motor traffic noise. Noise pollution is now well understood to be harmful to health; if my and my family's sleep is being broken by traffic on the bypass a kilometre or more away, it must be much worse and much more harmful for the thousands of people (including many children) living closer to it in such places as Rose Hill and Kennington.</p>
<p>(o77) Local resident, (Oxford, Leopold Street)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>The current national speed limit sections are short &amp; full of junctions, so makes sense to bring them in line with the surrounding area.</p>
<p>(o78) Local resident, (Iffley, Tree Lane)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>I use all of those roads regularly and have had several near accidents due to speeding motorists. Anything we can do to slow them down legally will be very welcome.</p>

<p>(o79) Local resident, (Oxford, Tree Lane)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>Lower speed limits will reduce accidents and save lives</p>
<p>(o80) Local group/organisation, (Cyclox)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>KENNINGTON ROAD. This stretch of Kennington Road is designated a "Cycle Super Route" in LTCP 5, and is a busy cycle commuter route. It will also help north bound cycle users to cross the road to the footway on the east side. This will become a shared use cycle/pedestrian path (north of the A423) when the Kennington rail bridge works start (a "win" we managed to obtain during the planning application for the A423 railway bridge works).</p> <p>OLD ABINGDON ROAD. Part of Old Abingdon Road is designated a "Cycle Super Route" in LTCP 5. Some of this road has a segregated cycle track, and part has no on/off road cycle provision at all. Pedestrian and cycle users to/from Hinksey Roundabout need to cross the slip road at one of 2 informal crossing points, a 30 mph limit will greatly improve these informal crossing points.</p> <p>KENNINGTON SLIP ROAD. The Kennington slip road forms an important link between 2 "Cycle Super Routes" in LTCP 5 (linking Kennington Road with the A 423 cycle track linking Kennington and Heyford Hill roundabouts/the Eastern Arc employment area).</p> <p>This requires crossing the slip road at one of 2 informal crossing points. Extending the 30 limit to the top of the slip road will help greatly in this regard (and move the "Kennington" village sign nearer to the top of the slip road as a reinforcement?).</p>
<p>(o81) Local resident, (Iffley, Oxford, Church Way)</p>	<p>50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b></p> <p>I welcome any proposal to improve safety, air pollution and noise by reducing car speeds</p>

(o82) Local resident, (Oxford, Abberbury Road)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>  Safety, noise
(o83) Local resident, (Oxford, Abberbury)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>  I believe that slower speeds benefit everyone, drivers, residents, other road users. Slower speeds will also improve the environment which will improve health and wellbeing, as well as flora and fauna.
(o84) Member of public, (Oxford, Southfield Park)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>  Lower speeds are easy, effective, and proven measures for road safety. There is a related issue on the Eastern By-Pass with drivers illegally leaving the carriageway at speed to park at the bridge over the Thames. This route is part of National Cycle Route 5. Please take the opportunity to address this.
(o85) Local resident, (Oxford, Boundary Brook Road)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>  I think that lower speed limits are almost universally a good idea. Another related issue is the illegal parking on the National Cycle Route 5 on the bridge over the Thames. It is often HGVs that do this. There are dangers associated with vehicles coming on and off this stretch when they park here. You might also want to consider an implementing a 30mph limit here as well, if nothing can be done about the illegal parking. As a cyclist who uses this stretch of the NCR5, it can be quite alarming to see an HGV coming down the bike path towards you when you don't expect to see any vehicles here.
(o86) Local resident, (Oxford, Boundary Brook Road)	50mph speed limits – <b>Support</b> 30mph speed limits – <b>Support</b>

	<p>Reducing the speed limit will have very little impact on the travel time (particularly as there are traffic lights in this area), and it makes it safer for pedestrians and cyclists who use the path alongside the road.</p> <p>In order to further improve safety for pedestrians and cyclists, can something please be done to prevent the parking on the bike lane? Bollards preventing cars and lorries driving onto it would really help. In the past I've struggled to get onto the bike path from the river (with a cargo bike carrying 2 kids) as a result of parked cars.</p>
<p>(o87) Local resident, (Oxford, Norreys Avenue)</p>	<p>50mph speed limits – <b>No objection/No opinion</b>  30mph speed limits – <b>Support</b></p> <p>Cars drive far too fast on Old Abingdon Road &amp; Kennington Road. The active travel infrastructure is also mediocre on these two roads. Lowering speed limits would help increase safety</p>