



Address to Delegated Decisions – Cabinet Member for Transport – 11 December 2025

These comments are from Robin Tucker, Co-Chair of CoHSAT. I will be at a Cycling UK Board meeting and unavailable for the meeting, so I supply this written addresses.

Oxford/Kennington, A423 & Approach Roads Speed Limits

We are pleased to see this proposal come forwards on the basis of three clear benefits.

First, for motorists, the national speed limit on the southern bypass at present creates the absurd situation of drivers accelerating from a roundabout to up to 70mph for a 600m, having to brake for traffic lights, accelerating again to up to 70mph for 900m and then slowing to 50mph before another roundabout. This is grossly inefficient and dangerous. The 50mph speed limit on the A423 will make the road safer and increase capacity.

Second, the route is right next to the walking and cycling route that connects to Hinksey Hill. I'll be the first to agree that this is not the best walking and cycling route in the world, but for people who live there without a car or who have a medical condition that does not allow them to drive, and let's remember that 25% of adults and 100% of children cannot drive, it is the only choice. The A423 currently passes as little as one metre from this path. The absolute minimum buffer required by national guidance at 70mph is 3m, at 50mph it is 1.5m. So this is much closer to acceptable.

Third, on Old Abingdon Road and Kennington Road. These are used by cyclists from Kennington to reach Oxford. To require them to mix with traffic at the national speed limit of 60mph is well beyond the limits of guidance. Reducing the speed limit here to 30mph brings this towards more acceptable range.

There are more opportunities connected to these proposals. The crossings of the roundabout should be improved. The active travel provision on Old Abingdon Road and links to Kennington and northward should be improved. But the current recommendation for speed limit reductions are a valuable step at the present time and will make a helpful contribution towards the objectives of Vision Zero: to reduce deaths and serious injuries on the roads. On this basis we support these proposals.