

**Danny Yee (Oxfordshire Liveable Streets) – CMD Transport Management
(09/10/25) – Oxford to Caversham: A4074 Corridor – Proposed 40mph & 50mph
Speed Limits**

We support all of these speed limit changes.

But we continue to urge that all schemes that review speed limits -- and the larger programmes that bring those forward -- include reducing noise pollution and enabling active travel and access to public transport as goals, alongside addressing road danger.

In most cases, this would provide additional motivation for changes already proposed, and would help attract support for them.

For example, dropping the Heyford Hill roundabout and its approaches from 50mph to 40mph will make the walk or cycle from the Mogridge Drive development across the ring road less intimidating. It will also make it more comfortable for residents, from there or Heyford Hill Lane, to cross the A4074 to access bus stops. And it will bring significant noise abatement for residents of Rose Hill.

(Signal crossings are not a panacea for pedestrian and cycle accessibility. When they involve high-speed multi-lane roads they can be quite intimidating, witness the unhappiness at Barton Park -- where dropping the crossing to 40mph or 30mph may happen now because there were four STATS19 injuries in 2024, but would also be warranted as a scheme to enable walking and cycling.)

In other cases, these extra considerations might involve additional changes, but often quite small ones that might make significant differences to peoples' lives.

On noise pollution grounds, the most obvious change would be to include in the Heyford Hill roundabout 40mph changes an extra 200 metres of the A423 southern bypass where it runs past housing in Rose Hill and an extra 300 metres of the A4074 where it runs past housing off Heyford Hill Lane and the Littlemore Mental Health Centre.

Some people do cycle on the A4074 -- there are cycle commuters from Oxford to Culham -- and reducing speeds will make them safer. But this is unlikely to make this much more accessible (that will need separate cycling infrastructure), so on this route the focus should be on reducing speeds where people need to cross, especially where there are bus stops with no formal crossings. The Mongwell roundabout and the pair of bus stops south of it might warrant a stretch of 40mph instead of the proposed 50mph.

These details aside, if we don't look at the possibilities for using speed limit changes to abate noise and improve walking and cycling and public transport access, then we won't find them.