

Division(s) affected: *Faringdon, Wantage West, Cholsey & the Hagbournes*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

A417: BETWEEN LECHLADE & MOULSFORD – PROPOSED SPEED LIMIT AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the introduction of the following speed limit changes on the A417 and adjacent roads, as advertised:

- (a) **Between Lechlade & Faringdon:**
 - i. **30mph speed limit in place of the existing 40mph speed limit at Buscot,**
 - ii. **40mph speed limit in place of the existing 60mph National speed limits at Buscot,**
 - iii. **50mph speed limits in place of the existing 60mph National speed limits at Buscot, and Buscot Park.**

- (b) **Between Faringdon & Wantage:**
 - i. **40mph speed limit in place of the existing 50mph speed limit at Challow**

- (c) **At Aston Tirrold:**
 - i. **40mph speed limits in place of the existing 50mph speed limits on the A417 at Blewbury Hill, and on Chalk Hill & Spring Lane.**

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to introduce lower speed limits on the 'A417 corridor' between Lechlade to the west and Moulsoford to the east – as shown in **Annexes 1 to 5**.

3. At Buscot, new 30mph and 40mph speed limits would be introduced in place of the existing 40mph & 60mph speed limits. Other remaining lengths of 60mph National speed limit between the county boundary (near Lechlade) and Faringdon would reduce to 50mph. At Challow, a new 40mph speed limit would

be introduced in place of the existing 50mph speed limit either side of the railway-line. Finally, at Aston Tirrold, a new 40mph speed limit would be introduced in place of the existing 50mph speed limit at Blewbury Hill.

4. Accompanying this, 40mph speed limits would also be introduced in place of the existing 50mph speed limits on Chalk Hill & Spring Lane at Aston Tirrold – both accessing/adjoining the A417 at Blewbury Hill.
5. The proposals have been put forward following investigations by Officers and key stake-holders as part of the Councils 'Vision Zero' strategy to work on a safe system approach to reducing fatal and severe injuries on roads, the Council proposes to reduce vehicle speeds to safer levels where appropriate for all road users, including pedestrians, cyclists, equestrians, motorcyclists, and motorists.
6. 'Vision Zero' focuses on a whole safe system approach that starts with a simple premise - no one should be killed or seriously injured due to a road collision, whichever mode of transport you are using, 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.

Corporate Policies and Priorities

7. 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

8. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
9. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

10. 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.
11. 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:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@oxfordshire.gov.uk

Staff Implications

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 'Vision Zero', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

13. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists and road users,

specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

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

Formal Consultation

15. Formal consultation was carried out between 18 December 2025 and 23 January 2026. 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, South Oxfordshire & Vale of White Horse District Councils, relevant local District Councillors, Buscot, East Challow, West Challow, and Aston Tirrold & Aston Upthorpe Parish Councils, Faringdon Town Council, and the local County Councillors representing the Faringdon, Wantage West, and Cholsey & The Hagbournes divisions.
16. During the course of the formal consultation, nine responses were received via the online survey, and these are summarised in the tables below:

table1. proposed speed limit amendments on the A417 between Lechlade and Faringdon.

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
30mph speed limit	6	1	2	-
40mph speed limit	6	1	2	-
50mph speed limits	6	-	3	-

table2. proposed 40mph speed limit on the A417 at Challow.

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
40mph speed limit	7	-	2	-

table3. proposed 40mph speed limits at Blewbury Hill.

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
A417	7	-	2	-
Chalk Hill	7	-	2	-
Spring Lane	7	-	2	-

17. Additionally, a further three emails were received directly – with Thames Valley Police (TVP) expressing concerns, a local County and District Councillor offering their support with a request to extend the 40mph limit, and

a detailed response from the British Horse Society partially supporting but also wishing to see the existing 40mph limit extended further eastwards.

18. The full responses are shown in **Annex 6**, 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

19. TVP have raised concerns with Buscot lowering to 30mph due to the current speeds and achievement of compliance. Current mean speeds are close to 40mph in each direction and so widespread compliance of a 30mph limit cannot be expected. However, there is restricted visibility on the egress from Buscot village, so any reduction in actual speeds resulting from a lower limit would contribute to safety.
20. TVP also raised concerns about Blewbury Hill for the same reasoning, although the current mean speeds are around 40mph here, so a 40 limit is considered reasonable.
21. The TVP response lists six factors that should be taken into account when setting speed limits, two of which are “road geometry and engineering” and “road environment”. Given the existing bends in the road at these two locations, it is considered that the proposed lower limits are appropriate.
22. The local Councillor has offered support but wishes to put forward the views of Buscot residents who would like to see a 40mph limit all the way between Eaton Hastings and Buscot, rather than the proposed 50mph limit. This stretch of the A417 is relatively straight, with few junctions, so a greater reduction is not considered to be justifiable. Having a 40mph terminal sign just before the (westbound) approach to the significant bends just to the east of Buscot, where several serious collisions have occurred over the last five years, is deemed to be more effective.
23. The British Horse Society have suggested an extension of the existing 40mph limit to include the lane to Eaton Hastings village. It is noted that this limit was approved in 2024 despite an objection from TVP, so a further 400m extension does not seem practicable.
24. One objector to all the proposals states that the current limits are perfectly suitable, while the second objects because the information provided is inadequate. Vision Zero officers will be reviewing all ‘A’ and ‘B’ roads in the county and will consider local requests, collision history, actual speeds and government guidance before making recommendations.

Paul Fermer
Director of Environment and Highways

Annex(es): Annexes 1-5: Consultation plans
Annex 6: Consultation responses
Annex 7: 'British Horse Society' consultation response

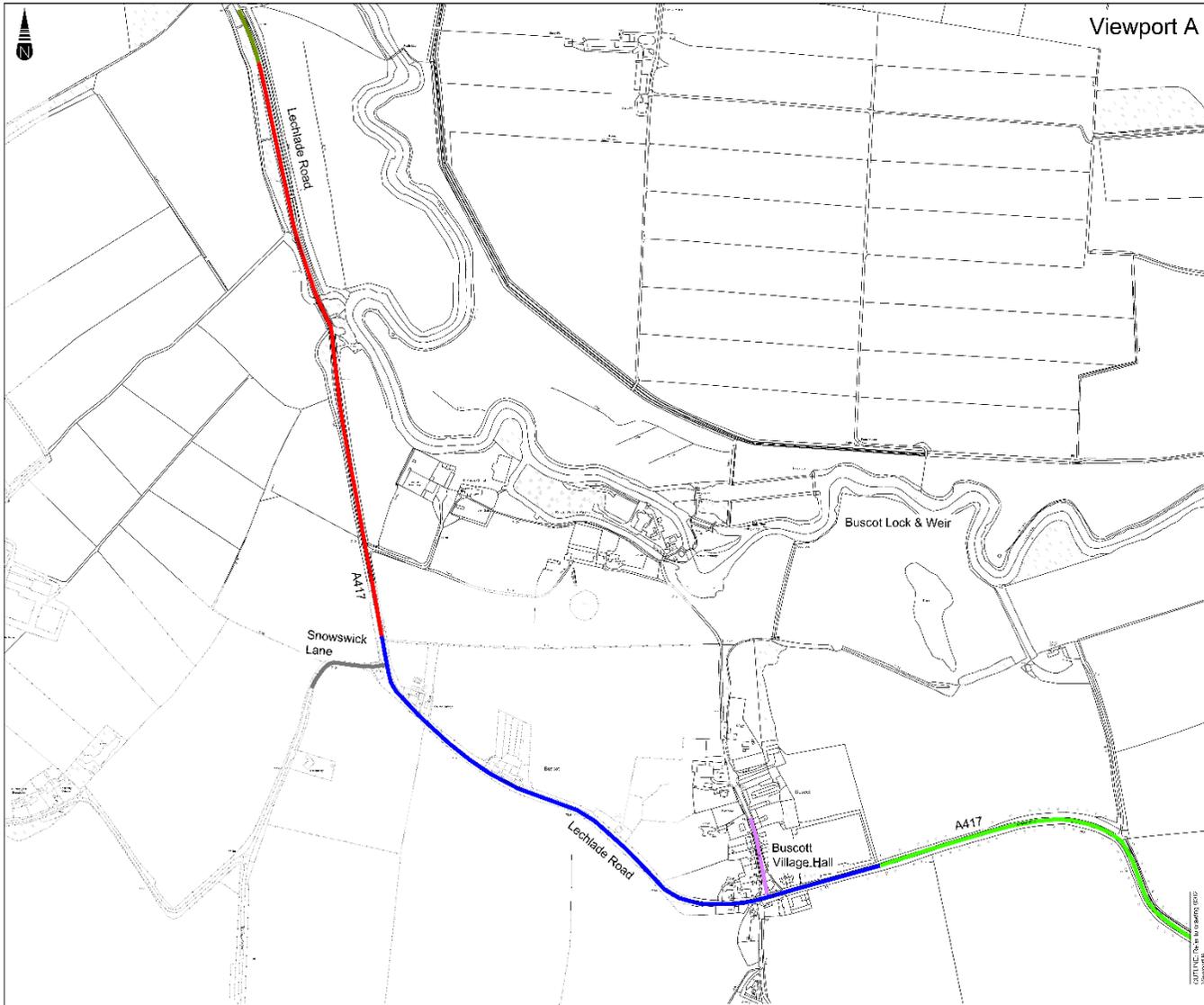
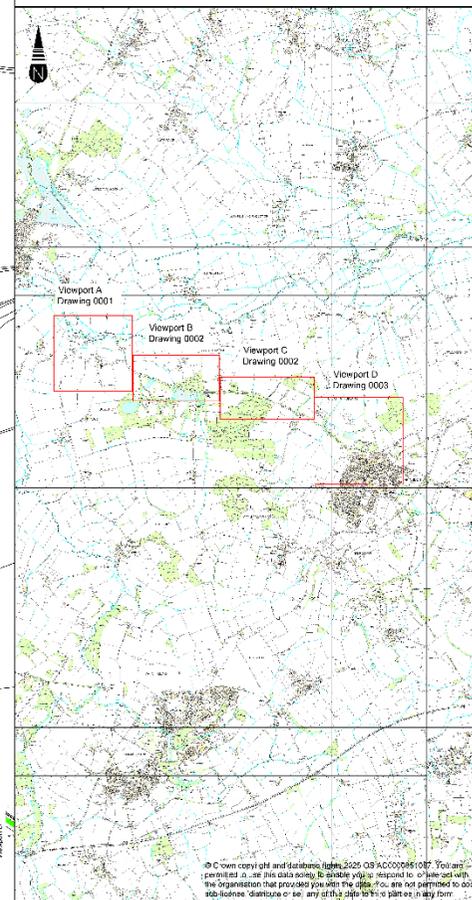
Background papers: n/a
Other Documents: n/a

Contact Officer(s): Roger Plater (Senior Officer – Vision Zero)
Anthony Kirkwood (Team Leader – Vision Zero)

March 2026

Proposed 30,40 and 50mph speed limit to replace existing 40mph & National Speed Limit (NSL) on A417 Lechlade Road

Location Plan



- Key:**
- █ Existing 20mph to remain
 - █ Existing 40mph to remain
 - █ Existing NSL to remain
 - █ Proposed 30mph (Existing 40mph)
 - █ Proposed 40mph (Existing NSL)
 - █ Proposed 50mph (Existing NSL)

- Notes:**
1. Do not scale from this drawing.
 2. Report all discrepancies to the Drawing Originator immediately
 3. This drawing is to be read in conjunction with all relevant documents and drawings

Rev	Date	Description	By	Check	App'd
001	18/11/20	Change to speed limit signs	SA	NE	AS
002	01/08/20	Change to speed limit signs	SA	NE	AS
003	29/07/20	Change to speed limit signs	SA	NE	AS
004	18/11/20	Final Issue	CB	NE	AS



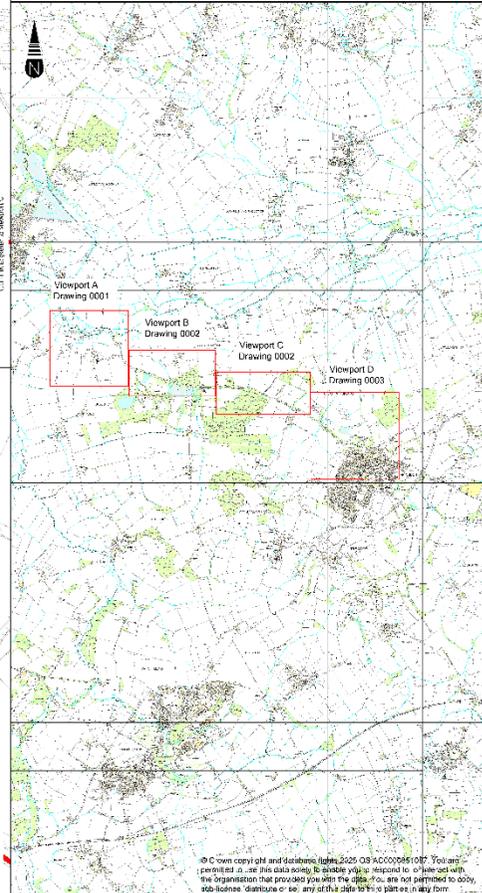
For Consultation
 A417 - Lechlade Road
 Proposed 30,40 and 50mph
 Speed Limits
 Sheet 1 of 3

Drawn By	Checked By	Checked By	Checked By	Approved By
A1	NE	CB	NE	NE

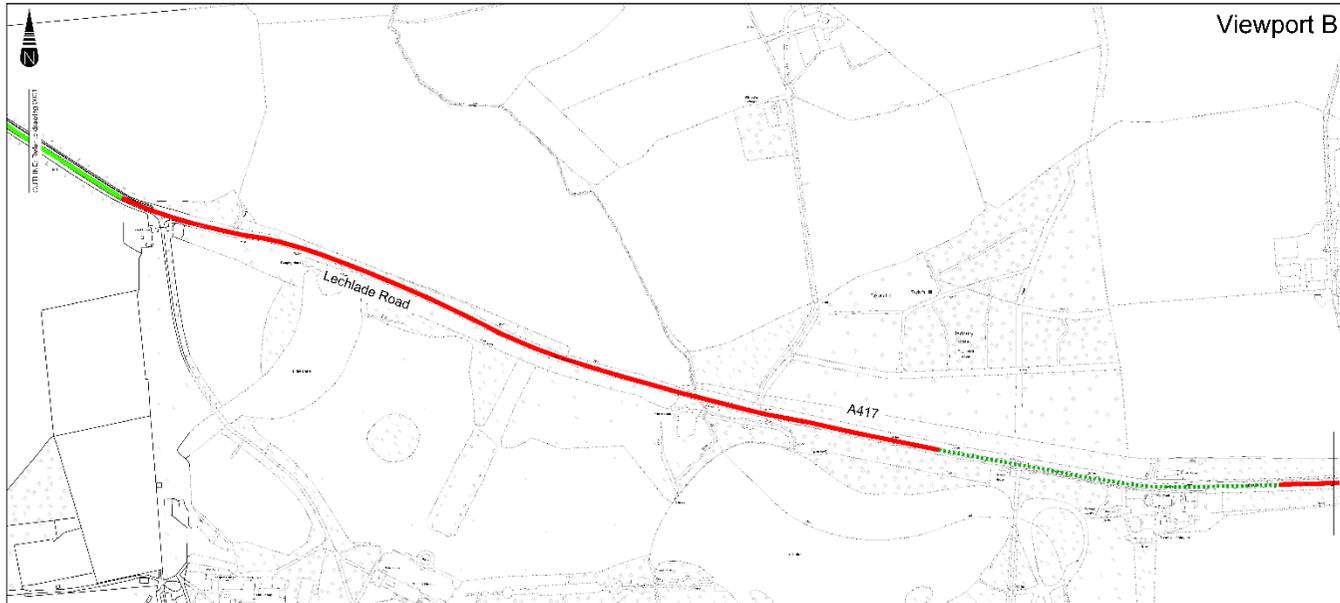
20/07/20 MGH HGN IFC DR CH 0001 F 002

Proposed 30,40 and 50mph speed limit to replace existing 40mph & National Speed Limit (NSL) on A417 Lechlade Road

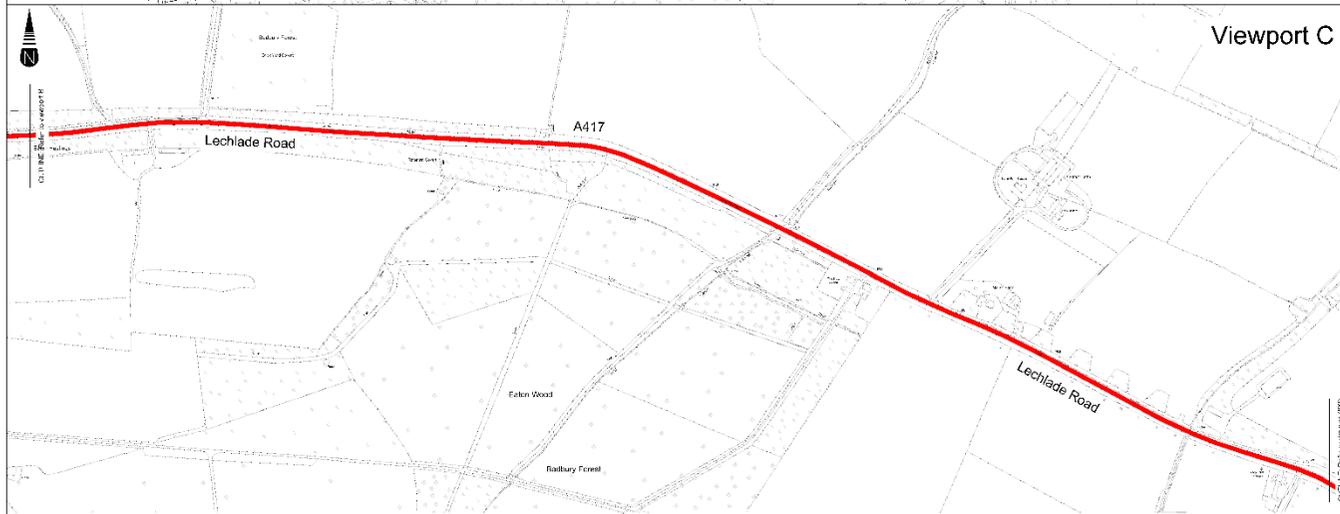
Location Plan



Viewport B



Viewport C



- Key:**
- Existing 40mph to remain
 - Proposed 40mph (Existing NSL)
 - Proposed 50mph (Existing NSL)

- Notes:**
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Ref	Date	Description	By	NE	App
1001	13/11/20	Change speed limit across the road to 50mph	SA	NE	1/1
1002	01/08/20	Change speed limit across the road to 40mph	SA	NE	1/1
1003	29/07/20	Change speed limit across the road to 40mph	SA	NE	1/1
1004	13/11/20	Final Issue	CB	NE	1/1



For Consultation

A417 - Lechlade Road
Proposed 30,40 and 50mph Speed limits
Sheet 2 of 3

Drawn By	Checked By	Checked By	Checked By
A1	NS	CB	NE
Draw Date	Checked Date	Approved Date	Approved Date
20/11/20	13/11/20	13/11/20	13/11/20

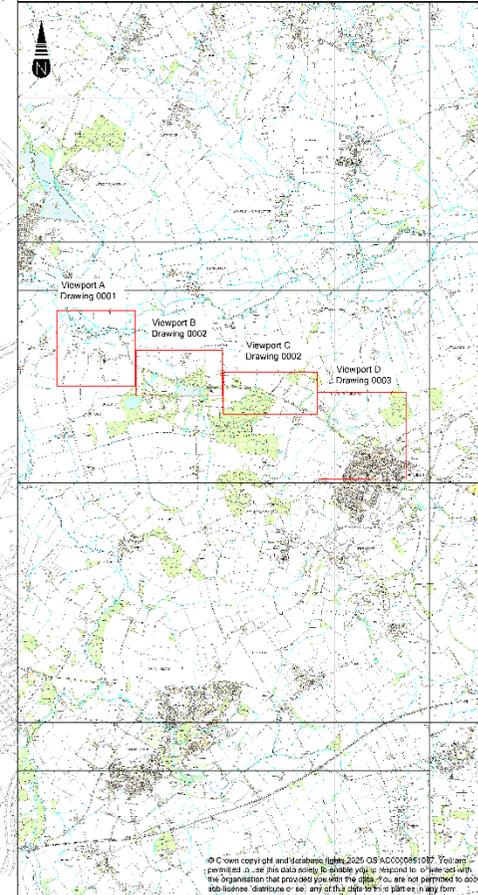
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20/07/20 MGH HGN IFC DR CH 0002 F 02

Viewport D

Proposed 30,40 and 50mph speed limit to replace existing 40mph & National Speed Limit (NSL) on A417 Lechlade Road

Location Plan



- Key:**
- █ Existing 30mph to remain
 - █ Proposed 50mph (Existing NSL)

- Notes:**
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 2. Report all discrepancies to the Drawing Originator immediately
 3. This drawing is to be read in conjunction with all relevant documents and drawings

Rev	Date	Description	By	Check	App
001	13/11/25	Change speed limit across Lechlade Road	SV	NE	AS
002	01/08/25	Change speed limit across Lechlade Road	SV	NE	AS
003	29/07/25	Change speed limit across Lechlade Road	SV	NE	AS
004	13/11/25	Final Issue	CB	NE	AS



Woodlands Drive
Watlington Road
Didcot
OX20 2JF

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For Consultation
A417 - Lechlade Road
Proposed 30,40 and 50mph
Speed Limits
Sheet 3 of 3

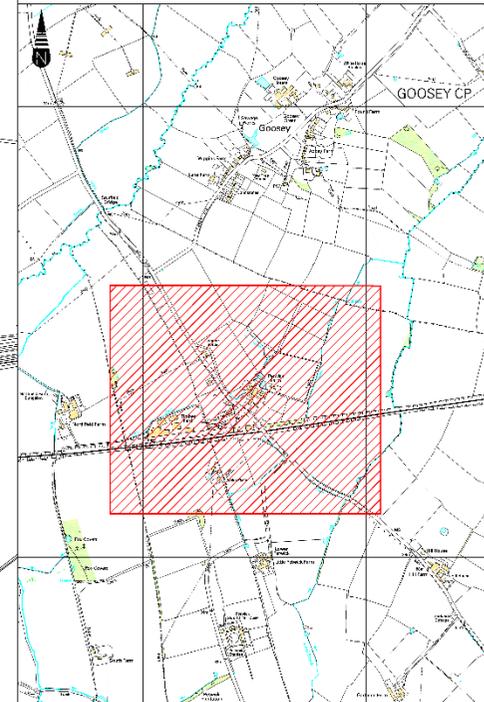
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Drawn By	Checked By	Drawn Date	Checked Date	Approved Date	Approved By
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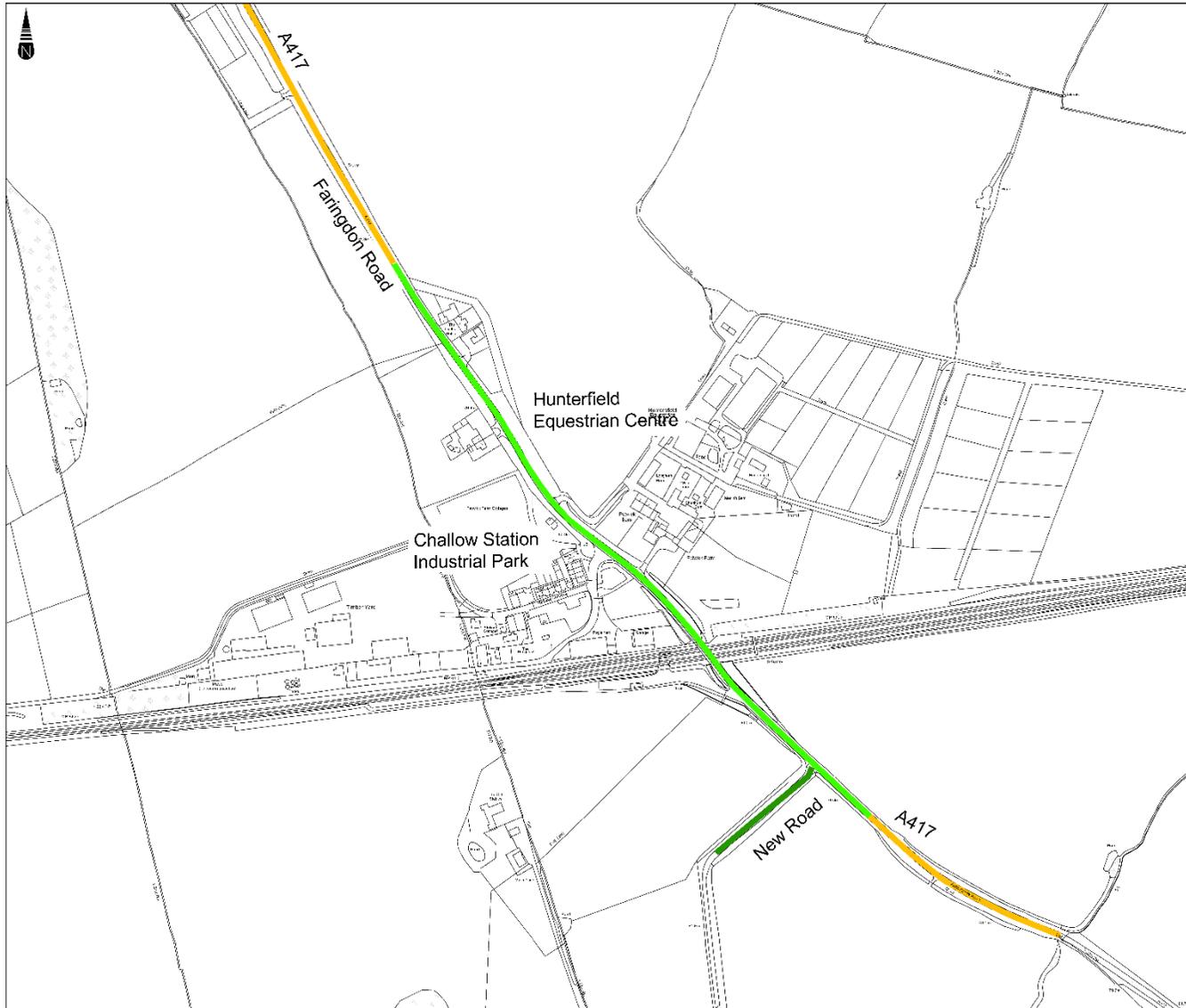
20250702 MGH HGN IFC DR CH 0003 F 004

Proposed 40mph speed limit to replace existing 50mph speed limit on A417 Challow Station

Location Plan



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- Key:**
- Proposed 40mph (Existing 50mph)
 - Existing 40mph to remain
 - Existing 50mph to remain
- Notes:**
1. Do not scale from this drawing.
 2. Report all discrepancies to the Drawing Originator immediately
 3. This drawing is to be read in conjunction with all relevant documents and drawings

REV	DATE	DESCRIPTION	BY	CHKD	APPD



For Consultation

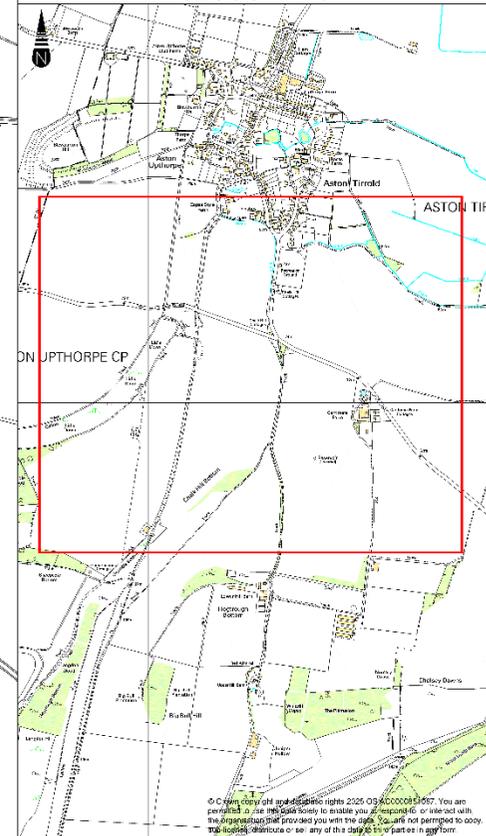
A417 - Challow Station Proposed 40mph Speed limit

Sheet 1 of 1

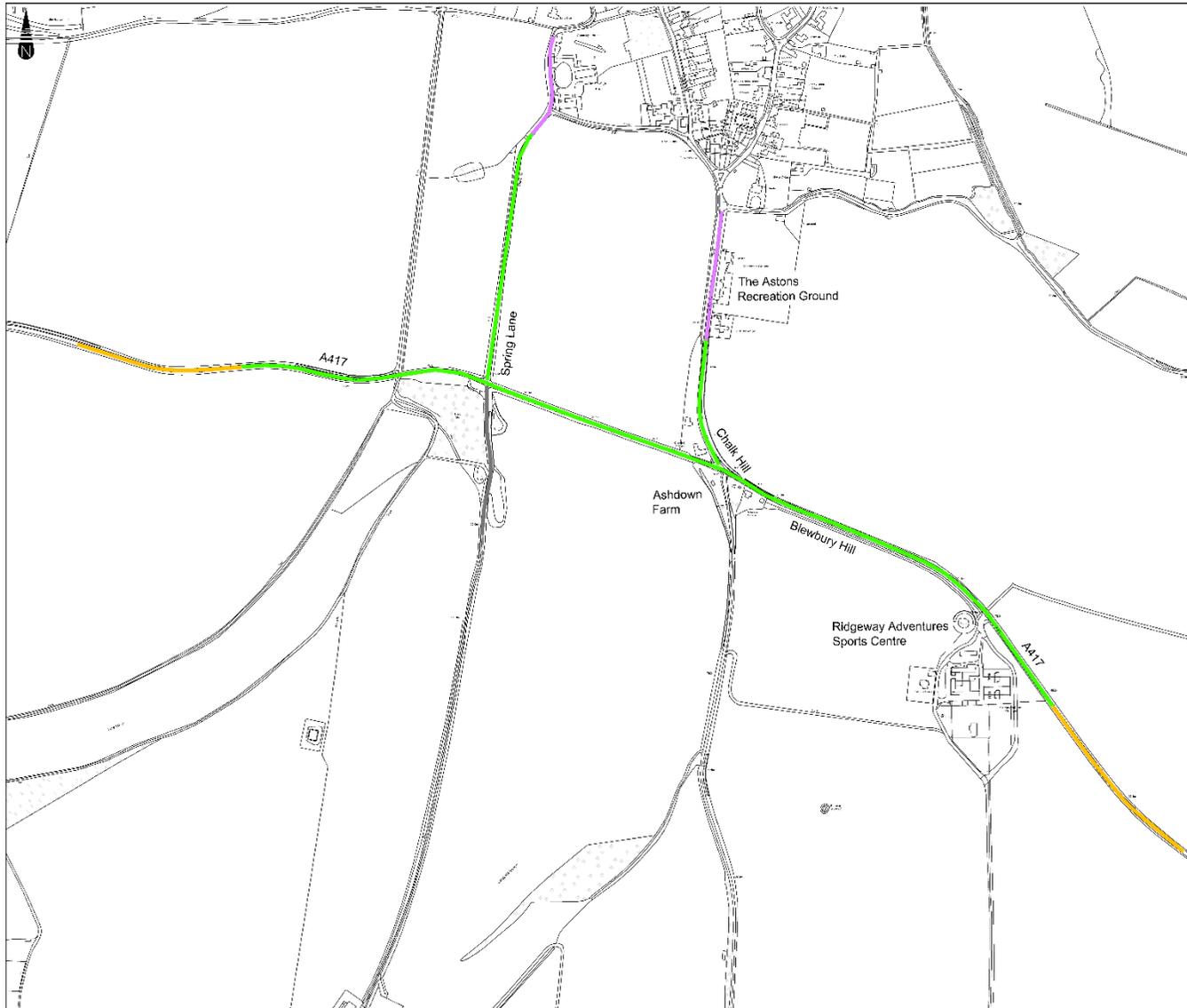
Drawing No:		Project Name:	
For Consultation		Vision Zero - Speed Management	
Drawn By:	Drawn Date:	Checked By:	Approved Date:
A1	1/3	NE	13/03/25
Drawing No:		Scale:	
202370.M11_HGN_CHA.DR.CH.0001		F 0%	

Proposed 40mph speed limit to replace existing 50mph speed limit on A417 Blewbury Hill

Location Plan



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- Key:**
- █ Proposed 40mph (Existing 50mph)
 - █ Existing 20mph to remain
 - █ Existing 50mph to remain
 - █ Existing National Speed Limit to remain

- Notes:**
1. Do not scale from this drawing.
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11/03	10%	Change proposed limit to 40mph	SA	NA	5/1
11/03	20/07/25	Change proposed limit to 40mph	SA	NE	5/3
11/03	18/01/25	Final Issue	CB	NE	1/3
Rev	Date	Description	By	Checked	App'd



For Consultation
A417 - Blewbury Hill
 Proposed 40mph
 Speed limit
 Sheet 1 of 1

Revision No: Vision Zero - Speed Management

Drawn By: A1	Check: NPS	Checked By: CB	Checked By: NE	Approved By: NE
Draw Date: 20/07/25	Checked Date: 18/01/25	Approved Date: 13/03/25		
Drawing No: 202070.M11_HGN_P1.W_DR.CH.0001		Scale: 1	Rev: F	03

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – here is my response to informal consultation on these proposals.</p> <p>Your Vision Zero Speed Management programme seems to focus on lowering speed limits with no consideration as to how compliance is going to be achieved . Surely better signing and lining that is well maintained might be a better option than a lowered speed limit that is likely to be ignored . So many of the road Death sites that I visit ,often identify poor maintenance issues with both signing and lining .</p> <p>As you well know we are not opposed to lowering speed limits . 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.</p> <p>Therefore in relation to these proposals I raise concern with the Buscot lowering to 30 mph . The speed data clearly does not support this unless other measures are going to be included and Blewbury Hill for the same reasoning.</p> <p>Clearly cluster sites have been identified therefore signing and lining may be a better option .</p> <p>As you well know Thames Valley Police welcome the opportunity to engage on plans for road safety improvement</p> <p>Compliance with new speed 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.</p> <p>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.</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 • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <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 substantial numbers of motorists.</p>
<p>(e2) Local County & District Cllr, (Faringdon division & Faringdon ward)</p>	<p>Support – I am generally in favour of the suggested changes, particularly the general reduction from 60 to 50 MPH, but I know residents of Buscot would want me to suggest one change. They would like to see the extension of the 40MPH from Eaton Hastings all the way through to the proposed 30MPH zone at the entry to the village.</p> <p>I know that officers would probably say that this would not be adhered to, and for that reason we should stick with what is proposed here, but I wanted to represent the view of residents, and would appreciate it if officers' reasoning could be confirmed so that I can feed back to them.</p>

	<p>I am grateful to see a 40MPH zone in what is known as 'the bends' being suggested and believe that would be welcomed.</p> <p>I am speaking here as a district councillor, and much of this is not in my ward, but does affect residents here in Faringdon.</p>
(e3) Local group/organisation, (British Horse Society)	Partially support – see Annex 7 for full response.

B. Online responses:

RESPONDENT	COMMENTS								
(o1) Local resident, (Bampton, Market Square)	<p>Speed limit amendments on the A417 between Lechlade and Faringdon:</p> <table border="1"> <tr> <td>30mph speed limit – Object</td> <td>50mph speed limits – Object</td> </tr> <tr> <td>40mph speed limit – Object</td> <td></td> </tr> </table> <p>40mph speed limit on the A417 at Challow – Object</p> <p>40mph speed limits at Blewbury Hill:</p> <table border="1"> <tr> <td>A417 – Object</td> <td>Spring Lane – Object</td> </tr> <tr> <td>Chalk Hill – Object</td> <td></td> </tr> </table> <p>The current speed limits are perfectly suitable. The proposed slower speed limits will create more bottlenecks and less concentration on the road. This is a waste of funds - how expensive is it going to be to change all of the road signs? Surely the money should be spent fixing the very poor condition roads. If you want safety, make the road conditions safer.</p>	30mph speed limit – Object	50mph speed limits – Object	40mph speed limit – Object		A417 – Object	Spring Lane – Object	Chalk Hill – Object	
30mph speed limit – Object	50mph speed limits – Object								
40mph speed limit – Object									
A417 – Object	Spring Lane – Object								
Chalk Hill – Object									

(o2) Local resident, (Uffington, Green Lane)	Speed limit amendments on the A417 between Lechlade and Faringdon:	
	30mph speed limit – Object	50mph speed limits – Object
	40mph speed limit – Object	
	40mph speed limit on the A417 at Challow – Object	
	40mph speed limits at Blewbury Hill:	
	A417 – Object	Spring Lane – Object
	Chalk Hill – Object	
	<p>I object to all of these proposals because the information provided within the consultation is inadequate.</p> <p>The material provided only refers to the Council Vision Zero strategy as the justification for the reductions in speed. No other justification is provided other than stating that Officers and key stakeholders have carried out investigations. We do not know who those key stakeholders are. We do not know what priorities and interests those Key Stakeholders have. We do not know whether the Officers and Key Stakeholders have taken other issues into account in making their recommendation e.g. impacts of bus journey times. We do not know what analysis has been undertaken to recommend a speed reduction in these locations rather than other locations.</p> <p>It is not adequate to be making specific proposals to reduce speed on the basis of a general policy. Otherwise why not just reduce speed limits consistently across the whole county?</p> <p>As a specific example. The proposed reduction in speed at Challow. in the past 10 years there have been 4 accidents in the area of the proposed speed restriction. But over the same length of road there have been about double the number of accidents in the area around the B4508 junction with the A417 near Shellingford (data taken from DfT data presented in crashmap.co.uk). So why prioritise reducing speed in the Challow area? We don't know because the information has not been provided in the consultation.</p>	

(o3) Local resident,
(Buscot, A417)

Speed limit amendments on the A417 between Lechlade and Faringdon:

30mph speed limit – Support	50mph speed limits – Object
40mph speed limit – Partially support/concerns	

40mph speed limit on the A417 at Challow – **Support**

40mph speed limits at Blewbury Hill:

A417 – Support	Spring Lane – Support
Chalk Hill – Support	

I live directly on the A417 in Buscot and have to endure vehicles speeding past my house every day. This actually causes the walls and windows to shake. I fear using my front door as walking on the very narrow pavement with cars and Lorrie's passing at high speed feels very unsafe especially if I have my young granddaughters with me.

My main concern is for anyone pulling out of Buscot onto the A417. Vehicle coming from Lechlade towards Faringdon are often in excess of 40mph and come around the bend without a clear view of the junction. There have been many near misses and actual collisions. It is just a matter of time before there is a fatality. This junction is used by many visitors to the weir who risk their lives each time they visit. There are also many older residents in the village who again have to use the junction on a daily basis. Slower reaction times attributed to age again put them at risk of an accident.

We recently set up a community speed watch and have recorded and reported speeds in excess of 70mph for vehicles travelling in both directions. Large commercial vehicles are just as guilty with Wiltshire concrete exceeding the speed limit on a daily basis. Their speed causes pooling rainwater to hit my windows with force.

The current 40 mph limit throughout the village is not observed and I feel reducing it to 20 or 30 would mean people slowed to 30 or 35 which would reduce the risk to people pulling out of Buscot. I do not want to have to wait for a fatality before the speed is reduced. There is no logical reason to refuse the reduction in speed as this would definitely reduce the risk of injury or death.

<p>(o4) Local group/organisation, (Oxfordshire Cycling Network)</p>	Speed limit amendments on the A417 between Lechlade and Faringdon:	
	30mph speed limit – Support	50mph speed limits – Support
	40mph speed limit – Support	
	40mph speed limit on the A417 at Challow – Support	
	40mph speed limits at Blewbury Hill:	
	A417 – Support	Spring Lane – Support
	Chalk Hill – Support	
	1) Lechlade to Faringdon, there is a high casualty rate and we support these measures to make the route less dangerous.	
	2) Near Challow Industrial Park, there are several casualties in recent years and we support speed limit reductions to reduce road danger. In addition, we propose a further approx 900m to the north is reduced in speed limit as this is well used by people cycling, making the link between Goosey Lane and Baulking Lane (for example, many of Cycling UK Wantage's rides will use this route, it will show on the Strava heat map) - at present this section is an unpleasant and dangerous section of otherwise pleasant routes. A better long-term alternative would be to provide a traffic-free path on the verge or behind a hedge, but reducing the speed limit to 40mph provides some short-term improvement.	
	There have been 8 collisions on this short extended section in the last 20 years:	
<ul style="list-style-type: none"> * 2010 south of Goosey Lane * 2007, 2021, 2023 at junction with Goosey Lane * 2005 between Goosey Lane and Baulking Lane * 2006, 2011, 2020 at junction with Baulking Lane 		
3) The junctions south of Aston Tirrold and Aston Upthorpe are known collision hotspots and speed reduction measures are a positive step towards reducing the danger.		

	<p>Additionally, Chalk Hill appears to be far more dangerous, both from looking at the geometry of the junction and from the collision data. It would appear sensible to consider stopping up Chalk Hill and focusing efforts on improving the safety of Spring Lane.</p>									
<p>(o5) Local resident, (Buscot, A417 Lechlade road)</p>	<p>Speed limit amendments on the A417 between Lechlade and Faringdon:</p> <table border="1" data-bbox="508 402 2020 523"> <tr> <td data-bbox="508 402 1283 459">30mph speed limit – Support</td> <td data-bbox="1292 402 2020 459">50mph speed limits – Support</td> </tr> <tr> <td data-bbox="508 466 1283 523">40mph speed limit – Support</td> <td data-bbox="1292 466 2020 523"></td> </tr> </table> <p>40mph speed limit on the A417 at Challow – Support</p> <p>40mph speed limits at Blewbury Hill:</p> <table border="1" data-bbox="508 663 2020 785"> <tr> <td data-bbox="508 663 1283 721">A417 – Support</td> <td data-bbox="1292 663 2020 721">Spring Lane – Support</td> </tr> <tr> <td data-bbox="508 727 1283 785">Chalk Hill – Support</td> <td data-bbox="1292 727 2020 785"></td> </tr> </table> <p>A417 is plagued by speeding vehicles, especially at and around fixed hazards, such as junctions, bends and habitation.</p>		30mph speed limit – Support	50mph speed limits – Support	40mph speed limit – Support		A417 – Support	Spring Lane – Support	Chalk Hill – Support	
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<p>(o6) Local Cllr, (East Hagbourne, Main Road)</p>	<p>Speed limit amendments on the A417 between Lechlade and Faringdon:</p> <table border="1" data-bbox="508 992 2020 1114"> <tr> <td data-bbox="508 992 1283 1050">30mph speed limit – Partially support/concerns</td> <td data-bbox="1292 992 2020 1050">50mph speed limits – Support</td> </tr> <tr> <td data-bbox="508 1056 1283 1114">40mph speed limit – Support</td> <td data-bbox="1292 1056 2020 1114"></td> </tr> </table> <p>40mph speed limit on the A417 at Challow – Support</p> <p>40mph speed limits at Blewbury Hill:</p> <table border="1" data-bbox="508 1254 2020 1375"> <tr> <td data-bbox="508 1254 1283 1311">A417 – Support</td> <td data-bbox="1292 1254 2020 1311">Spring Lane – Support</td> </tr> <tr> <td data-bbox="508 1318 1283 1375">Chalk Hill – Support</td> <td data-bbox="1292 1318 2020 1375"></td> </tr> </table>		30mph speed limit – Partially support/concerns	50mph speed limits – Support	40mph speed limit – Support		A417 – Support	Spring Lane – Support	Chalk Hill – Support	
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Chalk Hill – Support										

	<p>I generally believe that 40mph is quite fast enough on single carriageway roads. I am not totally convinced on the lower 30mph between Lechlade and Faringdon</p>									
<p>(o7) Local resident, (Goring on Thames, Limetree Road)</p>	<p>Speed limit amendments on the A417 between Lechlade and Faringdon:</p> <table border="1" data-bbox="508 402 2020 523"> <tr> <td data-bbox="508 402 1283 459">30mph speed limit – Support</td> <td data-bbox="1292 402 2020 459">50mph speed limits – Support</td> </tr> <tr> <td data-bbox="508 466 1283 523">40mph speed limit – Support</td> <td data-bbox="1292 466 2020 523"></td> </tr> </table> <p>40mph speed limit on the A417 at Challow – Support</p> <p>40mph speed limits at Blewbury Hill:</p> <table border="1" data-bbox="508 663 2020 785"> <tr> <td data-bbox="508 663 1283 721">A417 – Support</td> <td data-bbox="1292 663 2020 721">Spring Lane – Support</td> </tr> <tr> <td data-bbox="508 727 1283 785">Chalk Hill – Support</td> <td data-bbox="1292 727 2020 785"></td> </tr> </table> <p>I actively avoid the A417 because it is so unpleasant to be tail-gated by drivers who are trying to go faster than the limits. Please do all you can to slow down the traffic on this dangerous road.</p>		30mph speed limit – Support	50mph speed limits – Support	40mph speed limit – Support		A417 – Support	Spring Lane – Support	Chalk Hill – Support	
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<p>(o8) Member of public, (Oxford, Benson Place)</p>	<p>Speed limit amendments on the A417 between Lechlade and Faringdon:</p> <table border="1" data-bbox="508 992 2020 1114"> <tr> <td data-bbox="508 992 1283 1050">30mph speed limit – Support</td> <td data-bbox="1292 992 2020 1050">50mph speed limits – Support</td> </tr> <tr> <td data-bbox="508 1056 1283 1114">40mph speed limit – Support</td> <td data-bbox="1292 1056 2020 1114"></td> </tr> </table> <p>40mph speed limit on the A417 at Challow – Support</p> <p>40mph speed limits at Blewbury Hill:</p> <table border="1" data-bbox="508 1254 2020 1375"> <tr> <td data-bbox="508 1254 1283 1311">A417 – Support</td> <td data-bbox="1292 1254 2020 1311">Spring Lane – Support</td> </tr> <tr> <td data-bbox="508 1318 1283 1375">Chalk Hill – Support</td> <td data-bbox="1292 1318 2020 1375"></td> </tr> </table>		30mph speed limit – Support	50mph speed limits – Support	40mph speed limit – Support		A417 – Support	Spring Lane – Support	Chalk Hill – Support	
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	This road needs to be safer throughout.	
(o9) Local Cllr, (Uffington, Vale Cottage)	Speed limit amendments on the A417 between Lechlade and Faringdon:	
	30mph speed limit – Support	50mph speed limits – Support
	40mph speed limit – Support	
	40mph speed limit on the A417 at Challow – Support	
	40mph speed limits at Blewbury Hill:	
	A417 – Support	Spring Lane – Support
Chalk Hill – Support		
<p>As District Cllr for Buscot I am entirely supportive of the proposed 30mph limit, and indeed have shared everyone's disappointment that this 30mph section had not been included in earlier proposals. I would think the 30mph is vital for the safety of this village, given the main village T-junction and the bends, which I see from Crash Map UK has had 3 serious incidents recorded since 2020. That section of road is also prone to frequent and sudden flooding. In relation to Challow, there are many driveways, entrances, the blind bridge over the railway and the turning to Childrey all within a few hundred metres at that point. So I would be very supportive of creating that 40mph section as proposed. It also links directly to an existing 40mph section.</p>		

Lechlade to Moulsoford: A417 Corridor - proposed speed limits consultation.12th January 2026

British Horse Society National figures with South Region area breakdown

Area	2023		2024	
	Incidents	Horse fatalities	Incidents	Horse fatalities
Berkshire	24	0	39	1
Buckinghamshire	56	0	54	0
Hampshire	126	27	187	26
Isle of Wight	4	0	5	0
Oxfordshire	37	0	47	0
TOTAL	247	27	332	27

NATIONAL STATISTICS: 2024

- 3,118 road incidents involving horses have been logged with The British Horse Society
- Of these, 58 horses have died and 97 have been injured
- 80 people have been injured
- 33% of riders were victims to road rage or abuse
- 81% of incidents occurred because a driver passed by too closely to the horse
- 81% of incidents occurred because a driver passed by too quickly

COMPARED TO LAST YEAR:

- 8% decrease in incidents reports compared to 2023 (*3,383 incidents recorded in 2023*)

SINCE NOVEMBER 2010:

- 18,683 road incidents
- 47 people have lost their lives and 1,782 injured
- 697 horses have been killed and 1,625 horses injured

The Buscot 40mph zone includes public bridleway 200/7/10 from the National Trust Estate but does not extend east as far as the unclassified lane to Eaton Hastings, that has an onward bridleway 200/6/10- **Suggestion to extend the 40mph zone eastwards to include the lane, as bend in A417 affects visibility/ safety - See**

Street view images of A417 - (1st is at the Stud Farm drive)



Challow Station 40mph zone- Support but draw attention to HGV related accidents, where they lose control/crash between the Stutfield Brook Bridge and Baulking Lane junction (Faringdon bound)- this section is popular with cyclists and I have lived nearby since 2010 - Street View images of A417:



Blewbury Hill- Support- this has one byway & two Bridleways within the zone

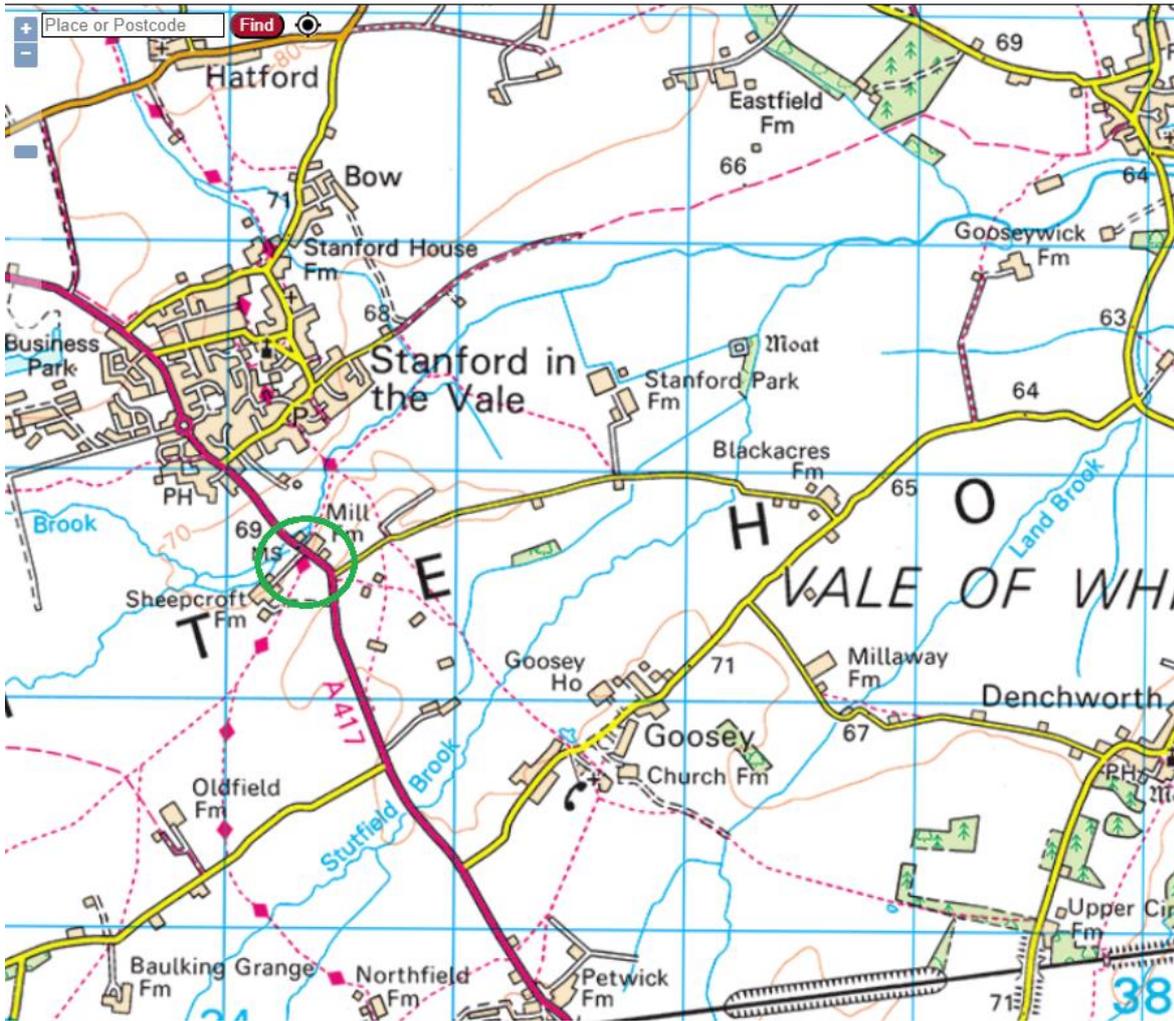
Section of A417 not included in speed reduction

Stanford in the Vale has a 30mph speed limit through the village that returns to 50mph. The road to Park Lane is well used by walkers, equestrians and cyclists. The area has a high horse population with yards and pony paddocks and there are two bridleways connected to Stanford in the Vale and cyclists often use the village cafe as a pit stop.

This section of A road has two bends that impact visibility and a very narrow pavement on the Ock bridge. Historic accidents near Park Lane have included a coach leaving the road, crashing into the hedge/field, a van turning into Park Lane ending up in the ditch and a vehicle crashed into one of the speed limit signs. There are three local quarries with HGV lorries that regularly use the A417. Google Street View images of A417:



Photo taken at Park Lane showing horse riders and the bend on the A417



Section of A417 to Park Lane circled in green



Leaving Stanford 30mph zone



Bridge over the river Ock with very narrow pavement



Passing Mill Farm

BHS Access & Bridleway Officer
For Vale of White horse