

Division(s) affected: *Benson & Crowmarsh*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

CROWMARSH GIFFORD: BENSON LANE – PROPOSED 30MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of the 30mph speed limit on Benson Lane in Crowmarsh Gifford, as advertised.**

Executive Summary

1. This report presents responses received to proposals to introduce a new 30mph speed limit on Benson Lane in Crowmarsh Gifford – between its junction with the A4074 and the current village 20mph speed limit to the south, replacing the existing 60mph National speed limit in the process – as shown in **Annex 1**.

Corporate Policies and Priorities

2. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
3. 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.”*

4. As part of the ‘Bus Service Improvement Plan’, Benson Lane has been identified as needing upgrades for improving bus journey time reliability in accordance with LTCP targets (i.e. to reduce personal vehicle trips/mileage). Local engagement with the Parish Council and County Cllr has taken place where further active travel measures have been identified, such as reduction in speeds to help vehicles slow down as they come into the village 20mph.
5. In July 2022, the Local Transport and Connectivity Plan (LTCP) was formally adopted. This includes ambitious targets and policies for giving residents more options for travelling around Oxfordshire by investing in the walking, wheeling and cycling infrastructure. These proposals actively support the following policies:
 - (a) Policy 1 – Transport User Hierarchy – “We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:
 - (i) Walking and wheeling
 - (ii) Cycling and riding
 - (iii) Public transport
 - (iv) Motorcycles
 - (v) Shared vehicles
 - (vi) Other motorised modes”
 - (b) Policy 2 – Cycle and walking networks – “We will:
 - (i) develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns.
 - (c) Policy 15 – Vision Zero – “We will:
 - (i) Adopt the vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire’s roads and streets, to have safer, healthier, and more equitable mobility for all.
 - (ii) Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change.”

Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
7. 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

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:

Nicole Olavesen – Solicitor (Law & Governance)

Nicole.Olavesen@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 'Vision Zero', 'TRO & Schemes' and the 'Place Shaping' teams as part of their regular day-to-day duties, with no additional or 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 proposals would help improve road safety and also help to encourage active travel in the area by slowing down traffic where there are currently advisory cycle lanes.

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 21 January and 20 February 2026. A notice was published in the Oxfordshire Herald Series 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 District Council, relevant local District Councillors, Benson, and Crowmarsh Parish Councils, and the local County Councillor representing the Benson & Crowmarsh division.
14. During the course of the formal consultation, 75 responses were received via the online survey, comprising of 34 objections (45%), eight partially supporting and/or raising concerns (11%), 31 in support (41%), and two offering no opinion/objection.
15. Additionally, a further four emails were received directly – with Thames Valley Police raising concerns, reiterating their stance that speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety, with changes to the highway (narrowing, vertical traffic calming or re-aligning the road) possibly being required to encourage lower speeds. Thames Travel (local bus operator), Benson Parish Council, and 'Oxfordshire Liveable Streets' (not-for-profit campaign organisation) all offered their support.
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. As referenced in paragraph 15, Thames Valley Police raised concerns around compliance and enforcement to ensure that users of Benson Lane are complying with the new speed limit. Suggestions for other measures were put

forward, such as narrowing the carriageway or providing vertical traffic calming as well as implementing a speed reduction.

18. The County Councillor for the Benson and Crowmarsh division, in which Benson Lane runs through is fully supportive of the proposed change.
19. Another County Councillor expressed support for the scheme in the interest of improving safety for people walking, wheeling, cycling and horse-riding.
20. The Oxfordshire Cycle Network were fully supportive of the speed limit reduction due to the key link Benson Lane forms between Benson and Crowmarsh Gifford.
21. There were several responses received from members of the public querying the need for speed limit reduction or expressing the view that there were higher priorities for funding, including highway maintenance in the local area. Whilst noting these views, the proposals put forward are consistent with LTCP views and ensure compliance with central government guidance with regard to the existing walking and cycling infrastructure on Benson Lane, thus making it safer for these to be used.
22. There were a number of responses received from members who expressed the view that there is no need to reduce the speed limit due to the lack of incidents that have taken place. As well as ensuring consistency with the LTCP to improve the environment of the streets in Oxfordshire to encourage more walking, wheeling and cycling, it also forms part of the county's commitment to vision zero to not only respond to reactively to incidents taking place but to also act pre-emptively to avoid them happening in the first place. Thus, the reduction in the speed limit is deemed appropriate here given the mix of traffic using the road.
23. Concerns were raised about the impact on the vehicular traffic, including on the bus journey times on Benson Lane. Thames Travel expressed their support for the speed limit reduction in the interest of road safety and improving accessibility to the employment sites, which their operations serve.
24. Positive engagement between Council Officers and officers at Thames Travel and Oxford Bus Company took place as part of the consultation to understand the impact on bus journey times, which was minimal.

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): Rosie Lawrence (Senior Transport Planner – Place Shaping)
Anthony Kirkwood (Team Leader – Vision Zero)
Daron Mizen (Operational Manager – Highway Schemes)

March 2026

Drawing No. 0

KEY

- PROPOSED 30MPH SPEED LIMIT
- EXISTING 50MPH SPEED LIMIT - TO REMAIN
- EXISTING 60MPH NSL SPEED LIMIT - TO REMAIN
- EXISTING 20MPH SPEED LIMIT - TO REMAIN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

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|----------------------------|------------------------------|
| CONSTRUCTION | (ENTER 'NONE' IF APPLICABLE) |
| MAINTENANCE/CLEANING | (ENTER 'NONE' IF APPLICABLE) |
| USE | (ENTER 'NONE' IF APPLICABLE) |
| DECOMMISSIONING/DEMOLITION | (ENTER 'NONE' IF APPLICABLE) |

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
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Project title
 Project ref: P0379
 Benson Lane,
 Crowmarsh Gifford

Drawing title
 Proposed 30mph
 speed limit

Drawing Status
 consultation

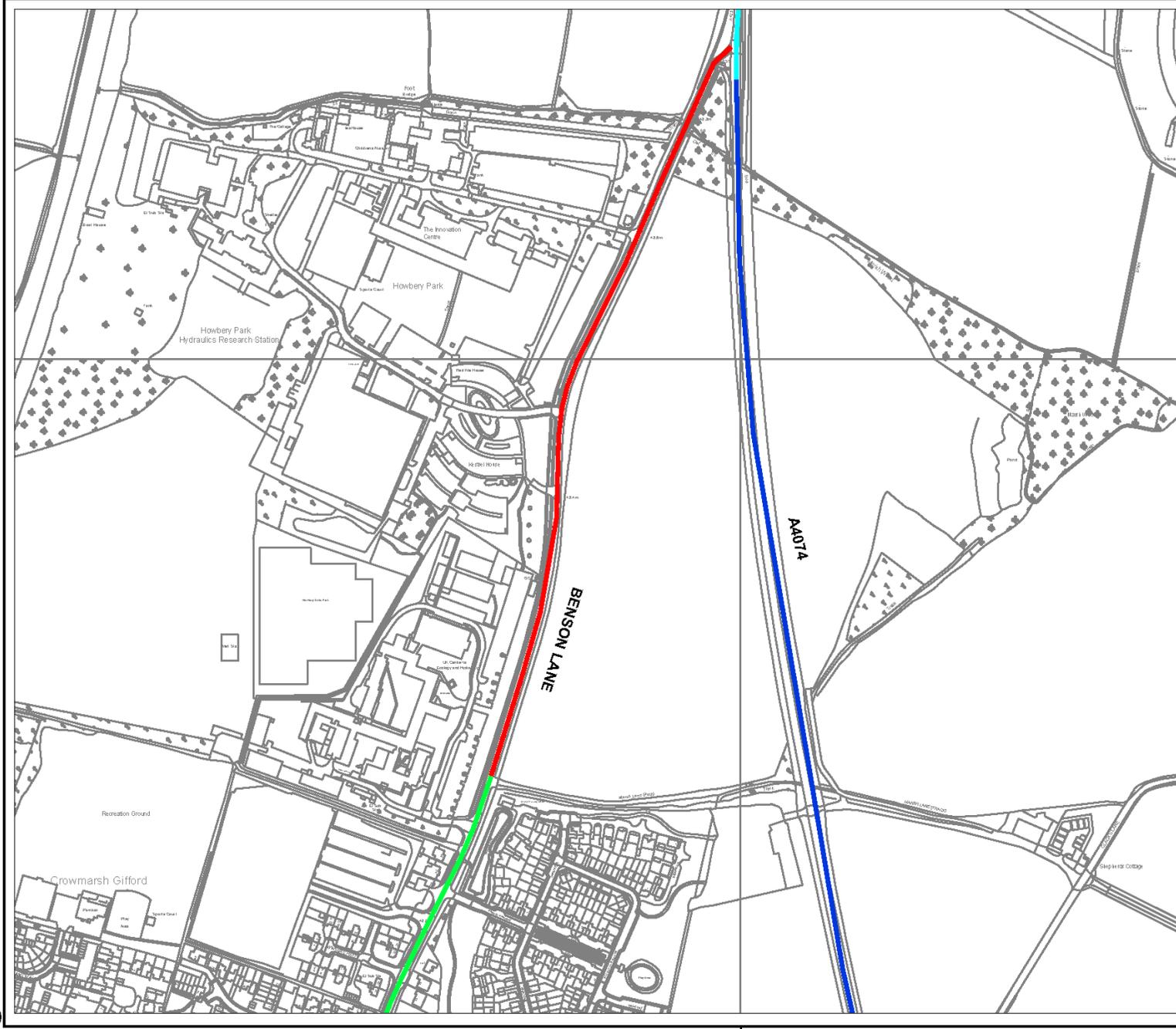
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Oxfordshire Project No. 3 File Ref.

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A. Email responses:

| RESPONDENT | COMMENTS |
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| (e1) Traffic Management Officer, (Thames Valley Police) | <p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 30mph limits can be a useful tool in road safety. There are other reasons 30 limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 30 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. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) |

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| | <ul style="list-style-type: none"> existing traffic speeds (No data provided) road environment (I would suggest 40 mph would be more appropriate in light of the current environment here) <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.</p> |
| (e2) Benson Parish Council | Support – Councillors discussed this at our FC meeting last night [26/02/2026] and resolved to fully support the proposals to introduce a 30mph speed limit on Benson Lane. |
| (e3) Managing Director, (Thames Travel) | Support – We see it as a sensible step ahead of the proposed introduction of two-way buses on Benson Lane, following the implementation of the bus gate with the A4074 to allow Southbound buses to turn right from the A4074 into Benson Lane - which Oxfordshire County Council is working to deliver as part of the county's Bus Service Improvement Plan. |
| (e4) Local group/organisation, (Oxfordshire Liveable Streets) | Support – We support this scheme. With a narrow footway on only one side of the street, and unprotected cycling on a narrow carriageway, a good argument could be made for this being 20mph. It should certainly not be more than 30mph. |
| (e5) County Cllr, (Benson and Crowmarsh division) | Support – all for it. |

B. Online responses:

| RESPONDENT | COMMENTS |
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| <p>(o1) County Cllr, (Bartlemas division)</p> | <p>Support – As Active Travel Champion, I support measures which are proven to improve the safety of pedestrians, cyclists and horse-riders. Adding in a 30mph zone just before the 20mph zone will reduce motor traffic speeds and make the highways safer for more vulnerable road users.</p> |
| <p>(o2) Local resident, (Benson, Broad Lays)</p> | <p>Object – I don't see a strong reason to reduce the speed limit on this road, especially since there haven't been any serious accidents. Instead of spending money on lowering the limit and replacing signage, I believe the funds would be used more effectively on repairing the existing road surface—particularly the potholes and unclear road markings, which pose a more immediate safety concern.</p> |
| <p>(o3) Local resident, (Benson)</p> | <p>Object – Doesn't matter going to do it anyway. Just another incompetent waste of money as usual by a bunch of morons who have never used a road in their lives, want everyone to bring back the horse and cart.</p> |
| <p>(o4) Local resident, (Benson, Bonners Mead)</p> | <p>Object – 30mph is too great a reduction from the current 60mph limit - which works fine. If a reduction is necessary, at least consider 40mph. Creeping all the way up that road at 30mph is simply pointless. I write as someone who worked for a number of years on Howbery Park and never saw any traffic issues at all.</p> |
| <p>(o5) Local resident, (Benson, Brook Street)</p> | <p>Object – Waste of public money - divert to fixing services people care about. Speed limits should be rising not falling due to improved road, car, passenger and pedestrian safety.</p> |
| <p>(o6) Local resident, (Benson, Brook Street)</p> | <p>Object – The consistent reduction of speed limits is absolute insanity, it takes nearly 30mins to get to cholsey some days, get a grip on reality please. Oxfordshire is a disgraceful place to live and travel around with all these speed limits reductions.</p> |
| <p>(o7) Local resident, (Benson, Clerk Bank)</p> | <p>Object – Unnecessary and further unnecessary regulation</p> |

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| <p>(o8) Local resident, (Benson, Gerard Avenue)</p> | <p>Object – 30mph seems to low for a road that has no direct residential properties. 40mph would be more appropriate - especially when there are no RTCs on the road.</p> |
| <p>(o9) Local resident, (Benson, Hither Derhams)</p> | <p>Object – This is not a residential portion of road. There are no pedestrian crossings. There is no safety case to reduce the speed limit on this section of road.</p> |
| <p>(o10) Local resident, (Benson, Horseshoes Lane)</p> | <p>Object – There is no reason to reduce the speed limit. There are no schools in the area and very little pedestrian traffic along this route. If the council wish to tick some boxes make it 50 mph</p> |
| <p>(o11) Local resident, (Benson, Lane Ness)</p> | <p>Object – Slows down public transport and reduces it usefulness. Road is not busy and is low risk, Cyclists already have two cycle lanes so not needed.</p> |
| <p>(o12) Local resident, (Benson, Littleworth Road)</p> | <p>Object – With increased traffic in the area, it is already taking longer to travel by car due to existing local 20mph speed limits. I would like to know what these concerns are based on and if there have been recent accidents on the road. The road doesn't only serve residents at the Crowmarsh Gifford end, it also serves users travelling the other way towards the A4074. With a reduced speed limit slowing down vehicles at that end of the road, the bottleneck at the end will be under more pressure from increased vehicles. Local villages already have reduced speed limits coupled with increased housing development. Another reduction on a road where it is not necessary will not help.</p> |
| <p>(o13) Local resident, (Benson)</p> | <p>Object – It is the obligation of the County Council to provide safe and effective roads for its residents. This road is a very quiet road with minimal traffic on it. There are no safety risks on the road and I use the road every day, twice a day so I do have first hand experience of the road.</p> <p>If OCC believe there is a risk, it must address the confusing layout, 2 way then 1 way traffic, bike lanes reducing the width to less than a cars width and an absence of a central white line. These are the issues that need addressing, not yet another poorly thought through anti car methodology.</p> |

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| | <p>Until these poorly thought out attempts are addressed, there just isn't any justification for reducing the speed limit and it won't be enforced or adhered to by drivers so it won't deliver the outcomes that these proposals are seeking to address.</p> <p>Given the state of roads in Oxfordshire's the focus must be on repairing the roads across the county as an absolute priority, not changing perfectly good roads to lower speed limits based on opinions, rather than evidence.</p> |
| (o14) Local resident, (Benson) | Object – No evidence - nothing na da |
| (o15) Local resident, (Benson, Offas Close) | Object – The reduction in speed looks to have nothing to do with safety. There have been no accidents on that road. This looks like rules for the sake of rules. Stop it! Leave the motorist alone. |
| (o16) Member of public, (Benson, The Cedars) | Object – Whilst accepting that the current National Speed Limit for this stretch of road is too fast, i do not consider it necessary to reduce the speed limit down to 30mph is necessary. a limit of 50mph or, at least, 40mph would be sufficient to meet the safety needs. |
| (o17) Local resident, (Benson, Winch Piece) | Object – This has to be based on accident rates and road safety issues. There are no footpaths at risk. The decision cannot be based on subjective opinion |
| (o18) Local resident, (Benson, Winch Piece) | Object – That road has few pedestrians or side roads and I believe it's not an accident black spot, so 'why fix it, if it isn't broken.' |
| (o19) Local resident, (Benson, Blacklands Road) | Object – It reads as though vehicular traffic can enter the village directly from the main Benson to Crowmarsh roundabout road, the A4704. This is not the case, traffic can only be entering from the Howberry park business premises and I very much doubt that many actually reach the maximum permitted speed limit that now stands. I therefore feel that maybe a 40mph limit would be more appropriate. |

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| <p>(o20) Local resident, (Benson, Bonners Mead)</p> | <p>Object – Its ridiculous. Yiu have already built way to many houses in the area. Instead of making the traffic worse make more relief roads, fix the roads too. Stop waiting all this money on changing the speed and focus on the real issues.</p> |
| <p>(o21) Member of public, (Benson, Bull Lane)</p> | <p>Object – Not needed. Councillors are not traffic management experts . They do not have the experience, training or expertise so no reason to agree . Make a case - any recent accidents, speed related??</p> |
| <p>(o22) Local resident, (Benson, Horseshoes Lane)</p> | <p>Object – I can't think of 1 reason to change the current speed, why fix something that isn't broken. Use the resources for these proposals and changes to fix what is broken, like the roads.....potholes!</p> |
| <p>(o23) Local resident, (Cholsey)</p> | <p>Object – Not any need. Once out of the 20mph there is no residential properties. Traffic coming towards crowmarsh is minimal due to having no access from a4074 and just traffic from howberry park. All this speed change will do is risk more accidents from people over taking.</p> |
| <p>(o24) Local resident, (Crowmarsh Gifford, Benson Lane)</p> | <p>Object – Utterly pointless and waste of money. Perhaps concentrate on repairing the potholes surrounding the speed bumps on the The Street.</p> |
| <p>(o25) As part of a group/organisation, (Crowmarsh Gifford, Benson Lane)</p> | <p>Object – Benson Lane (after you exit Crowmarsh Gifford) is a quiet, rural road used only for access to the businesses on Howbery Park (and almost everybody going there comes in a motor vehicle). It is wide, with clearly demarcated cycle lanes, a pavement for pedestrians and good visibility all the way along it. There is absolutely no reason to halve the speed limit on this section. Who are these Parish Councillors and what exactly are their 'concerns', other than just a pathological hatred of cars? This is nothing other than OCC's usual nonsense of pandering to a green agenda at the expense of all else, including common sense. I fundamentally object to this proposal and will not be complying with it if progressed by the latest in your line of fig-leaf consultations, as it has no legitimacy or justification.</p> |
| <p>(o26) Local resident, (Crowmarsh Gifford, Benson Lane)</p> | <p>Object – The start of Benson Lane has a 20 mph limit which seems to be mostly adhered to - but only until the vehicles get past the speed monitor, opposite the village hall , and then they put their foot back on the accelerator. I</p> |

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| | <p>would estimate that over 70% of the cars/lorries etc that pass me on my daily walks are doing 40-50mph long before they reach the national limit sign , which is just past the McLean Centre</p> <p>I would rather we enforced a speed limit of 30mph , not 20 mph, up to the existing 60mph zone as I really don't think anyone is that bothered about there being a 30mph limit that far up Benson Lane. However the current 20mph limit is toothless and even if the remainder of Benson Lane was made into a 30mph zone then whose to say this wont be another toothless limit that's ignored and not enforced?</p> <p>Frankly I'd rather you spent the money fixing the dreadful potholes in the area .</p> |
| (o27) Local resident, (Crowmarsh Gifford, Winters Field) | Object – There is no requirement to reduce the speed of the carriage way and in doing so will cause further disruption to traffic routes as the already ridiculous reductions have done. Has there been an overwhelming number of incidents on that road? Then why change it |
| (o28) Local resident, (Crowmarsh Gifford, Benson Lane) | Object – There has been no accidents there in the 11 years I have lived there and there is no residential housing along that stretch of the road. |
| (o29) Local resident, (Didcot, Foudry Close) | Object – There is already an unwanted 20mph zone that has been placed at one end of the road, reducing the entire road to 30 , halving the speed limit is outrageous. If it is believed there is a genuine safety case then a safety camera should be proposed. Please show data to support your proposal . |
| (o30) Member of public, (Great Missenden, Bryants Bottom Road) | Object – No need |
| (o31) Member of public, (Marcham, Haines Court) | Object – Neighbouring roads are already slow enough, commuters who use this road to get to Howbery park in particular experience long enough commutes without this road as well as roads nearby also having new reduced speed limits implemented. Perhaps consider installing a two-way road (instead of one way) at the north side of Benson Lane, this would reduce the traffic via Crowmarsh, Crowmarsh Roundabout and the neighbouring 20 mph roads leading to Benson Lane. The road is also wide enough to occupy both vehicles and cyclists, instead of reducing the speed limit cyclists should be given better cycle paths if there is particular issue with cyclists and safety. |

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| (o32) Local resident, (Preston Crowmarsh) | Object – The "statement for reasons" has no objective reasoning. It claims to be part of the "Bus service improvement plan" but does not relate to how reducing a speed limit to 30mph will assist in delivering improvement. The other reason is from the Parish Council, but lacks depth or transparency. There is no evidence to indicate improved safety in this instance. |
| (o33) Member of public, (Rokemarsh, Unnamed road) | Object – There is, currently, no housing along that stretch of Benson Lane. The level of traffic is light, even during working hours. The road is wide enough to deal with cyclists and motorised vehicles. A reduction in the speed limit to 40-50 mph would be more appropriate. |
| (o34) As part of a group/organisation, (Wallingford, Benson Lane) | Object – This is unnecessary as it is outside the curtilage of Crowmarsh. Of greater concern , are the excessively wide cycle lanes that force cars into the middle of the road. I have witnessed multiple occasions where cars have swerved or braked heavily to avoid a head-on collision. |
| (o35) Local resident, (Watlington, Love Lane) | <p>Object – There is no valid reason to change the 60mph to 30mph on Benson Lane. The proposal states about reducing the speed of traffic before it gets to the village - The speed of traffic is already reduced due to their being a roundabout.</p> <p>When negotiating the roundabout speeds are between 15 and 20 mph. If you want to enforce a 20mph into Crowmarsh village then erect a speed camera for the incoming traffic - that is the problem solved. There are already speed humps and speed indicators, i would suggest it is quite difficult to speed without damaging your vehicle on The Street in Crowmarsh.</p> <p>I understand we want safer roads in residential areas but Benson Lane is a perimeter road with no housing adjacent to it so there is no risk to pedestrians.</p> |

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| <p>(o36) Member of public, (Abingdon)</p> | <p>Partially support/concerns – i support the fact of lowering the speed limit however i feel that 30 MPH will be to low. could 40 MPH be considered ?</p> |
| <p>(o37) Local resident, (Benson, Bell Weather Furlong)</p> | <p>Partially support/concerns – Benson Lane is narrow, gets flooded quite often and is used by a large number of cyclists and pedestrians especially those walking the Thames Path. It is therefore appropriate that it should have a restricted speed limit and in fact I would go further and say that it should be 20mph along its length rather than being 30 mph and then 20mph in the village. Changing speed limits are confusing. Much better to have 20mph all along Benson Lane. There are houses all along there so why confuse people? Also if the mobility hub comes into being on the A4074 at Benson Marina there will be even more users on bikes, walking, wheelchairs etc. so a lower speed limit makes much more sense for everyone's enjoyment and safety.</p> |
| <p>(o38) Local resident, (Benson, Cheney's Piece)</p> | <p>Partially support/concerns – I agree with reducing the speed limit but think it should be 40mph. One of the main reasons was given as slowing down the traffic into the village. However there is very little traffic coming into the village on this road as it can only come from Howberry Park. The vast majority of the traffic on the road is leaving the village.</p> |
| <p>(o39) Local resident, (Benson, St Helens Avenue)</p> | <p>Partially support/concerns – I support the reduction in speed along Benson lane. I was involved in an RTC along Benson lane where a third party hit my vehicle and and speed and carless overtaking was a contributing factor. However I would also like OCC to address the lane markings along the road, these were removed a number of years ago and the cycleways widened. This makes the road 'feel' like a one way with drivers driving down the middle of the road when it is in fact a route in two directions. This should be addressed too.</p> |
| <p>(o40) Local resident, (Cholsey, Ilges Lane)</p> | <p>Partially support/concerns – As someone using this road mostly as a cyclist, I think reducing the maximum speed is a good idea, but think a 40 mph limit would be more suitable for this road.</p> |
| <p>(o41) Local resident, (Crowmarsh, Marshfield)</p> | <p>Partially support/concerns – I am writing to comment on the plan to make the entire stretch of Benson Lane past UKCEH a 30 mph zone in both directions. While I support a 30 mph limit shortly after UKCEH toward Benson as part of a gradual acceleration zone, I believe that extending 30 mph along the entire stretch is unnecessary and does not address the key safety issues currently present.</p> |

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| | <p>Pedestrians accessing Wallingford Reach and French Gardens currently cross Benson Lane in unsafe ways. Some walk northbound along the wrong side of the road into oncoming traffic, while others attempt to cross from left to right where northbound cars from Crowmarsh frequently accelerate beyond the 20 mph limit. Southbound cars from Benson also do not slow adequately when approaching from a 60 mph zone, creating additional hazards for those crossing the road.</p> <p>To address these hazards, I would argue that a zebra crossing should be installed just north of French Gardens. The road already “feels” like a crossing at this point, with raised surfaces on either side guiding pedestrians from the path into Wallingford Reach, so adding a zebra crossing would formalize this natural desire line. Northbound traffic from Crowmarsh should retain a 20 mph limit approaching the crossing, supported by a speed hump or raised feature to prevent early acceleration. Beyond the crossing, once past UKCEH, a gradual acceleration zone should allow vehicles to increase speed progressively from 20 mph to 30 mph, and then up to 60 mph over approximately 200–250 meters. Extending the 30 mph limit further along the road is unnecessary, may reduce compliance, and risks driver frustration. For southbound traffic from Benson, speeds should start at 60 mph, reduce to 30 mph around 300 meters before the crossing, and then further reduce to 20 mph immediately before the zebra. Signage, road markings, or other calming measures should reinforce these reductions and ensure safe approaches.</p> <p>I would also note that pedestrians approaching from the south currently have no formal crossing before French Gardens, which may lead some to cross the road unsafely. While a full crossing south of French Gardens may not be strictly necessary, the council could consider additional measures such as footway improvements, signage, or raised tables to guide pedestrians safely toward the zebra.</p> <p>While future development may introduce a new access point partway up Benson Lane, this submission focuses on the current risks at Wallingford Reach, which are already significant. A blanket 30 mph limit along the entire stretch is unnecessary and does not resolve the main pedestrian safety issues.</p> |
| <p>(o42) Member of public, (Crowmarsh Gifford, Benson Lane)</p> | <p>Partially support/concerns – I cycle from Cholsey to Howbery Park at least two times a week for work. The speed limit on this road is too fast given the partially obscured entrances and it makes it very dangerous for traffic joining onto the road. I would advocate for a 40 mph limit. However, in either case there will need to be speed cameras or other traffic calming measures in order to enforce the new speed limit.</p> |
| <p>(o43) Member of public, (Oxford, Wharton Road)</p> | <p>Partially support/concerns – I suggest you change the proposed 30 miles per hour to 20 miles per hour as this would streamline the process (ie keep it all at 20 miles/hr) and would avoid another speed sign.</p> |

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| (o44) As part of a group/organisation, (Oxfordshire Cycling Network) | <p>Support – We support the reduction in speed limit here, because this is a Primary link in the Strategic Active Travel Network route between Wallingford/Crowmarsh Gifford and Benson-Berrick Salome-Chalgrove. Having unprotected National Speed Limit sections on this network is untenable, and we look forward to further sections being improved in this way in the near future. We would go further, with note to LTN 1/20 and the upcoming Rural Active Travel Guidance and say that routes on this network should either be 20mph and low traffic, or traffic-free/protected. (This one is low traffic).</p> <p>In practical terms, this route is frequently used by cyclists and other active travellers to reach Benson and routes beyond (e.g. via Ewelme), and the popular Waterfront Cafe. It will become more popular and useful when the Benson Mobility Hub is constructed.</p> |
| (o45) Member of public, (Abingdon, South Avenue) | <p>Support – I work on site at Howbery Park. There are two entrances to the site that have a lot of traffic, particularly around 8-9am and 4.30-6pm. In addition to cars and the occasional heavy vehicles, there are a lot of pedestrians and cyclists accessing the site. Finally, there is a bus stop immediately adjacent to one of the entrances, which often obscures visibility</p> |
| (o46) Local resident, (Benson, Littleworth) | <p>Support – I think 30mph is sensible for this stretch of road. I also think 40mph would be fine however feel that 60mph is too fast given the proximity to places of work.</p> |
| (o47) Local resident, (Benson, Mill Lane) | <p>Support – More sensible speed for this area.</p> |
| (o48) Local resident, (Benson, Mill Lane) | <p>Support – Makes sense as it's a narrow road</p> |
| (o49) Local resident, (Benson) | <p>Support – I work on Howbery Park and the proposed 30mph speed limit would make it safer for all those accessing the park.</p> |

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| (o50) Local resident, (Benson, Old Barn Close) | Support – It would be safer for workers and road users in or near the Howberry Park and CEH areas, safer for pedestrians and cyclists and wouldn't make much difference for drivers in the time it takes to get from the 20 mph limit to the A4074 |
| (o51) Local resident, (Benson, Old Icknield Way) | Support – The road is shared by cyclists with only a painted line separating them from fast moving cars. Speed restrictions are essential to make it feel safer to cycle along this route. |
| (o52) Member of public, (Benson, St Helen's Avenue) | Support – The road surface is in very poor condition, it passes very close to houses and has several acute bands and therefore quite unsuited for 60 miles an hour limit to be applied. I am in fact surprised that it is not limited to 20 mph. |
| (o53) Local resident, (Benson, Westfield Road) | Support – I cycle along Benson Lane almost every day, between Benson and Howbery Park or Wallingford. Anything that encourages more active travel can only be a good thing. I would love there to be more street lighting too as it can be very dark, particularly at the Northern end. |
| (o54) Local resident, (Benson, Westfield Road) | Support – The road is mostly used for access to the various places of work and to access the new housing so there really isn't any need to have a 60 mph. 30 mph is a much safer speed and would make cyclists feel more confident. |
| (o55) Local resident, (Benson, Hither Derhams) | Support – I am supporting. It is such a small stretch of road but the exit from Howberry Park via the gate nearest the A4074 has poor sight lines when looking right - i.e. down Benson Lane towards Crowmarsh Gifford - and cars race up the road towards the A4074. However, I am surprised that this proposal is being progressed in view of many more urgent road issues in the area. Not least the disintegrating road surfaces, which create far more dangerous issues than this one very quiet stretch of road. |

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| <p>(o56) Member of public, (Benson, Sunnyside)</p> | <p>Support – I support reducing the speed to 30mph. Apart from the vehicles exiting the new development, there are also vehicles exiting Howbery Park and the road narrows considerably as it approaches the junction with the A4074. A 30mph limit would reduce the risk of accidents.</p> |
| <p>(o57) Local resident, (Benson, Williams Orchard)</p> | <p>Support – This would be a safe speed I support a reduction in current speed on that road.</p> |
| <p>(o58) Local resident, (Berrick Salome, Unnamed road)</p> | <p>Support – 'I support the proposal because:</p> <ul style="list-style-type: none"> - the road is relatively narrow for two way traffic at 60mph, particularly for bicycles. - there are cycle lane markings on either side that encourage vehicles to position themselves towards the centre of the road to be clear of the cycle lane. To deal with oncoming traffic drivers have to legitimately invade the bicycle lane which, if travelling at 60mph, puts cyclists using the lanes at greater risk. - at 60mph there is an increased risk that drivers travelling north may fail to see the warning signs before the A4074 junction and overshoot it, particularly in bad visibility. |
| <p>(o59) Local resident, (Chalgrove, Saw Close)</p> | <p>Support – I regularly use the road (and work nearby) and the current speed is not in keeping with the surrounding residential areas. It is too fast, especially with the entrances to the housing estate and business parks on this road. Slower speeds in built up areas have been shown to reduce accidents and the results of accidents if they occur. There is no justifiable reason for the road to remain at 60 mph.</p> |
| <p>(o60) Member of public, (Crowmarsh, Benson Lane)</p> | <p>Support – I support this proposal for the following reason: Slowing down the traffic along this road will make active travel more safe between Crowmarsh and Benson and intermediate businesses, particularly when its dark. I would also support replacing the one way system at the northern end of Benson Lane with a round about on the A4074. This would reduce traffic through Crowmarsh and slow traffic on the A4074 at this junction. In addition changing the Give Way to Stop will help with safety of vehicles exiting to the left from French Gardens along Benson Lane into Crowmarsh without fully checking to left.</p> |

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| <p>(o61) As part of a group/organisation, (Crowmarsh, Benson Road)</p> | <p>Support – I fully support the proposal. There is pressure from drivers who rapidly accelerate from the end of the 20mph area. This leads to difficulties when turning into the business parks further along this road. These vehicles then often overtake cars turning left with a significant speed differential all in order to not miss a gap in the traffic on the A4074.</p> |
| <p>(o62) Local resident, (Crowmarsh, Benson Lane)</p> | <p>Support – The section of Benson Lane in question is not fit for purpose at 60mph:</p> <ol style="list-style-type: none"> 1. No center line owing to the designated cycle lanes makes it hazardous for cars and cyclists alike at 60mph as cars cannot pass safely without entering the cycle lanes. 2. Hazardous for Traffic joining from Howbery Business Park particularly at commuting times. 3. Cars entering the 20mph zone into Crowmarsh don't always slow down and continue at high speed into Crowmarsh Gifford. |
| <p>(o63) Local resident, (Crowmarsh, McCulloch Meadows)</p> | <p>Support – People speed pass Wallingford reach and a child is going to get hurt</p> |
| <p>(o64) Local resident, (Crowmarsh Gifford, The Street)</p> | <p>Support – I support any change that is beneficial for active transport. I also walk to work at Howbery Park daily and note that it is very scary in the dark when vehicles pass so fast. Benson Lane has no lighting.</p> |
| <p>(o65) Local resident, (Crowmarsh Gifford, Benson Lane)</p> | <p>Support – I live on Benson lane, Cars coming from the mini round about in the village know that it's a 60 just past Wallingford reach so just accelerate as soon as they pass the village hall, once it's straight with no thought to anything or anyone that might be coming out of a side road or crossing the road. I have seen several near misses by howbery park turnings</p> |
| <p>(o66) Local resident, (Crowmarsh Gifford, Benson Lane)</p> | <p>Support – The traffic flow has increased since new houses were built and it needs to be slowed, ideally with speed cameras</p> |
| <p>(o67) Local resident, (Crowmarsh Gifford, McCulloch Meadows)</p> | <p>Support – It will make the road safer for pedestrians and local traffic joining Benson Lane. Also should encourage drivers to comply with the current 20 mph limit in the village.</p> |

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| <p>(o68) Local resident, (Crowmarsh Gifford, McCulloch Meadows)</p> | <p>Support – Many cars speed up as they approach the 60 zone from Crowmarsh, thus exceeding the 20 limit and making exiting French Gardens dangerous for motorists, pedestrians and cyclists.</p> <p>Furthermore the stretch between the end of the 20 zone and the A4074 isn't very long so there is no real advantage to driving fast along a narrow road with traffic (again, motorists, pedestrians and cyclists) coming and going to and from Howbery Park. The road is not wide enough for a proper cycle lane, and the pavement is barely wide enough for 1 person</p> |
| <p>(o69) Local Cllr ((Ewelme, The Street)</p> | <p>Support – At the moment traffic moves from a 20mph zone into a 60mph when heading north along Benson Lane. The change takes place just about where the entrance to the new French Gardens estate is, and drivers often start to speed up as they approach the derestriction sign, so it is currently very dangerous for pedestrians, cyclists and indeed other drivers. The current 60mph stretch passes entrances to Howbery Park and one bus stop (although OCC plans to add more bus stops when the bus gate at the top of Benson Lane is built). There is also a cycle lane along both sides of Benson Lane, although it is in a very poor state of repair. This is a heavily used active travel route into Crowmarsh and Wallingford from the north, as it avoids having to go along the main A4074 and cuts off a big corner. As such, we should introduce any road safety improvements which will encourage more active travel and discourage drivers from speeding along this short stretch of road.</p> |
| <p>(o70) As a business, (Wallingford, Benson Lane)</p> | <p>Support – The current road is not wide enough to safely accommodate the cycle lane and bus traffic on top of the general traffic. The bends in the road also mean the view could be obstructed at various points, making the occasional overtaking dangerous. The 30mph speed limit should discourage the overtaking. The current 20 mph signs are often ignored by drivers. So the new speed limit, if approved, needs to be well signed throughout.</p> |
| <p>(o71) Local resident, (Wallingford, Market Place)</p> | <p>Support – Encourage and make it more safe for cycling</p> |
| <p>(o72) Member of public, (Wallingford, Norman Way)</p> | <p>Support – I cycle daily to Howbery Park from Wallingford along Benson Lane. A reduced speed limit would help me to feel safer as a cyclist.</p> |

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| <p>(o73) Local resident, (Wallingford, Norries Drive)</p> | <p>Support – I support the proposal for a 30mph speed limit on Benson Lane. In fact, I have always been surprised that it is not limited to 30mph since it is so narrow and with exits. I cycle to and from Benson Lane to work every day. On w/c 26th January 2026, when cycling towards Crowmarsh down Benson Lane in the cycle lane, I was almost taken out by a white 4x4 pulling out to overtake a car. The vehicle missed me by inches and then roared off down Benson Lane. This incident makes me concerned for cyclists (and traffic pulling out of Howbery Park) along that stretch, if the speed limit remains at 60mph. I also note that delivery vehicles often stop along that stretch for drivers to take a break.</p> |
| <p>(o74) Member of public, (Benson, Old Barn Close)</p> | <p>No opinion/objection – Rational proposal</p> |
| <p>(o75) Local resident, (Benson, St helens Ave)</p> | <p>No opinion/objection – You cannot travel faster than 30mph anyway due to the condition of the road.</p> |