

Divisions affected: Chalgrove & Watlington

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –  
26 JANUARY 2023**

**BERRICK SALOME: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

**Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Berrick Salome as shown in **Annexes 1-3**.

**Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

**Equality and Inclusion Implications**

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

**Sustainability Implications**

5. The proposals would help encourage walking and cycling within Berrick Salome by making them safer and more attractive.

**Consultation**

6. Formal consultation was carried out between 23 November and 30 December 2022. A notice was published in the Oxfordshire Herald Series newspaper, and an email 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, the local District Cllrs, Childrey Parish Council, and the local County Councillors representing the Chalgrove & Watlington, and Berinsfield & Garsington divisions.

### **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views on OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company responded but had no objection or comments to make.

### **Other Responses:**

8. 12 online respondents expressed support. Three replies objected to the proposals in principle; one cited the lack of bus services and another from a distance away submitted their standard objection suggesting potential hazards from cyclists overtaking cars adhering to the proposed limits. Three supporters of the 20 limits were concerned at the retention of higher limits on the links between the B4009 and the village at Rokemarsh and Roke respectively.
9. The Parish Council reported 94% support from residents who responded to their survey when they approached them a year ago.
10. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	8 (53%)
Yes - cycle more	2 (13%)
No	5 (34%)

11. The responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors.

### **Officer response to objections/concerns**

12. The objections are similar to those expressed and considered in earlier schemes which were then not deemed to warrant a change in proposals. A lower limit on the link to the village at Rokemarsh forms part of the Benson consultation where it is proposed that the 50 mph limit on the B4009 replaces the national speed limit on that link. At Roke the connecting link is longer and the existing rural limit is deemed appropriate.
13. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make

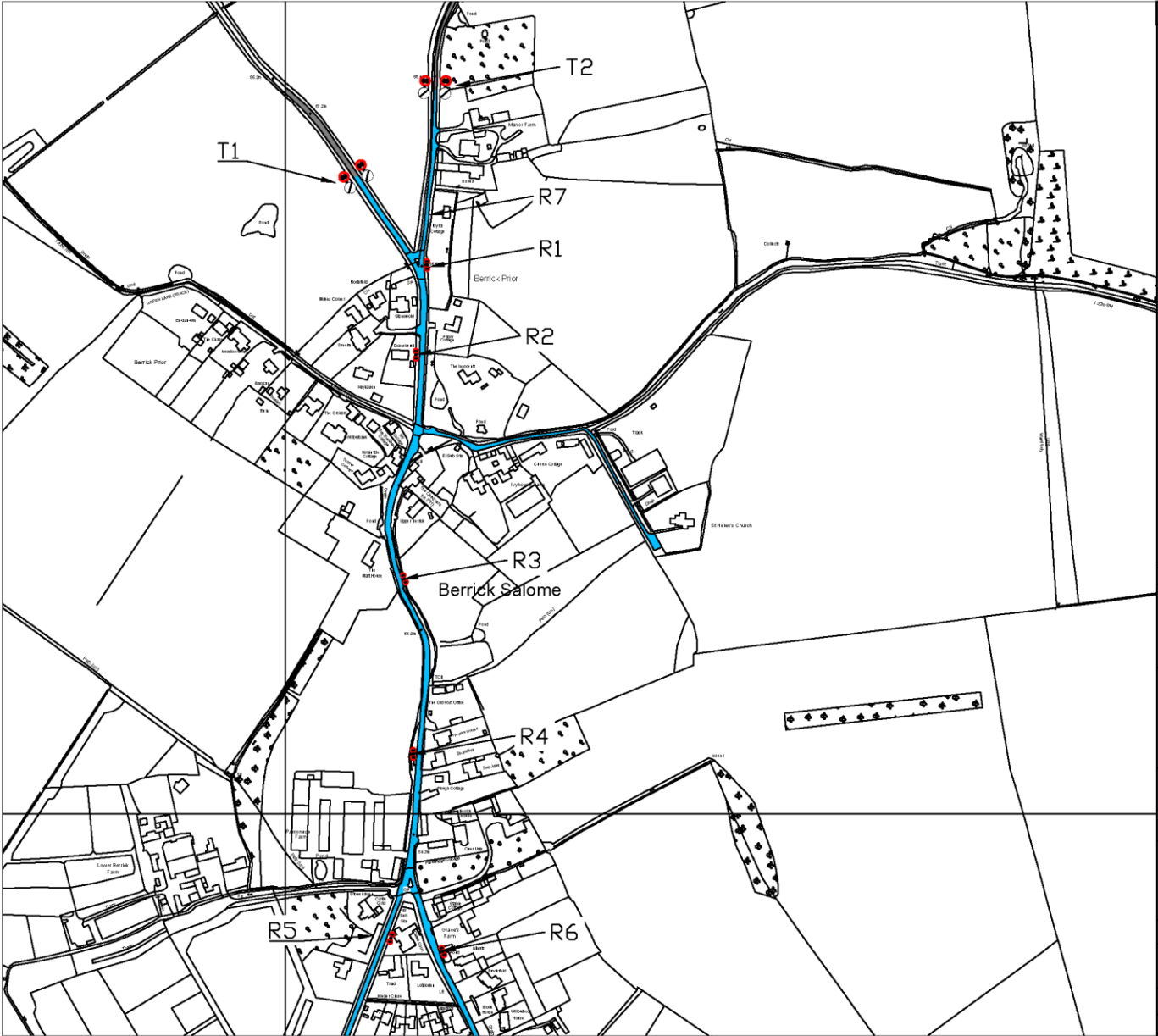
speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’.

Bill Cotton  
Corporate Director, Environment and Place

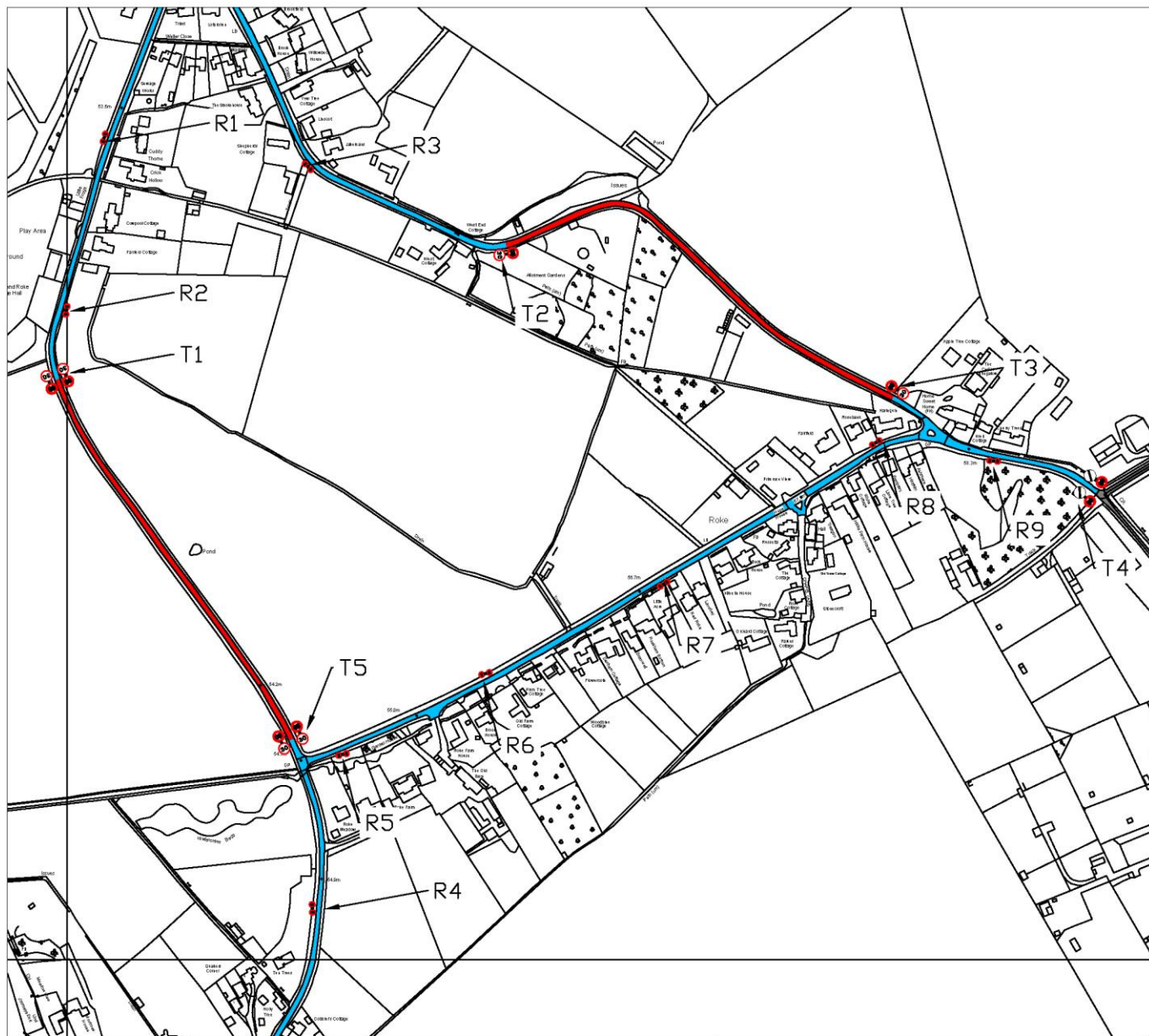
Annexes                              Annex 1-3: Consultation Plans  
    Annex 4: Consultation responses

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January 2023



<b>Berrick Salome Etc. A1</b>		Revision 1.0																		
<table border="1" style="margin: auto;"> <tr><th colspan="2">Legend</th></tr> <tr><td>Proposed 20</td><td style="background-color: #00AEEF; width: 15px; height: 10px;"></td></tr> <tr><td>Existing 20</td><td style="background-color: #FFD700; width: 15px; height: 10px;"></td></tr> <tr><td>Not within Highway Boundary</td><td style="background-color: #FF69B4; width: 15px; height: 10px;"></td></tr> <tr><td>Existing 30</td><td style="background-color: #FF0000; width: 15px; height: 10px;"></td></tr> <tr><td>Existing 40</td><td style="background-color: #008000; width: 15px; height: 10px;"></td></tr> <tr><td>Existing 50</td><td style="background-color: #800080; width: 15px; height: 10px;"></td></tr> <tr><td>Existing NSL</td><td style="background-color: #A9A9A9; width: 15px; height: 10px;"></td></tr> <tr><td>Not Public Highway</td><td style="background-color: #FFFFFF; width: 15px; height: 10px;"></td></tr> </table>			Legend		Proposed 20		Existing 20		Not within Highway Boundary		Existing 30		Existing 40		Existing 50		Existing NSL		Not Public Highway	
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved															
1.0	22.09.22	Final Draft	C.R.																	
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;">                 Owen Jenkins                  Director for                  Infrastructure Delivery                  Communities                  Oxfordshire County Council                  County Hall                  100, High Street                  Oxford                  OX1 1ND                  Tel: 0845 310 1111             </div>																				
Project title: Berrick Salome, Berrick Prior Roke & Rokemmarsh 20mph Scheme																				
Drawing title: Berrick Salome, Berrick Prior Roke & Rokemmarsh Sheet A1																				
Drawing Status																				
Scale @ A3	Drawn by: C.R.	Checked by	Approved by																	
	Date drawn 22.09.22	Date checked	Date approved																	
Oxfordshire Project No. & File Ref																				
Drawing No. 1.0					Revision 1.0															



**Berrick Salome Etc. Sheet A2** Revision 1.0

Legend	
Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	22.09.22	Final Draft	C.R.		

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**Project title:** Berrick Salome, Berrick Prior Roke & Rokemarsh 20mph Scheme

**Drawing title:** Berrick Salome, Berrick Prior Roke & Rokemarsh Sheet A2

**Drawing Status**

Scale @ A3	Drawn by: C.R.	Checked by	Approved by
		Date drawn 22.09.22	Date checked Date approved

**Oxfordshire Project No. & File Ref**

Drawing No. 1.0	Revision 1.0
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Berrick Salome Etc. Sheet A3 Revision 1.0

Legend	
Proposed 20	<span style="display: inline-block; width: 10px; height: 10px; background-color: #00AEEF; border: 1px solid black;"></span>
Existing 20	<span style="display: inline-block; width: 10px; height: 10px; background-color: #FFD700; border: 1px solid black;"></span>
Not within Highway Boundary	<span style="display: inline-block; width: 10px; height: 10px; background-color: #FF0000; border: 1px solid black;"></span>
Existing 30	<span style="display: inline-block; width: 10px; height: 10px; background-color: #FF00FF; border: 1px solid black;"></span>
Existing 40	<span style="display: inline-block; width: 10px; height: 10px; background-color: #00FF00; border: 1px solid black;"></span>
Existing 50	<span style="display: inline-block; width: 10px; height: 10px; background-color: #808080; border: 1px solid black;"></span>
Existing NSL	<span style="display: inline-block; width: 10px; height: 10px; background-color: #FF0000; border: 1px solid black;"></span>
Not Public Highway	<span style="display: inline-block; width: 10px; height: 10px; background-color: #FFFFFF; border: 1px solid black;"></span>

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Project title: Berrick Salome, Berrick Prior Roke & Rokemash 20mph Scheme

Drawing title: Berrick Salome, Berrick Prior Roke & Rokemash Sheet A3

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by	Approved by
	Date drawn 22.09.22	Date checked	Date approved

Oxfordshire Project No. & File Ref

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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Concerns</b> – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph 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 20mph 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing 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>
(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>No objection</b> – In line with our general practice, I am again happy to confirm that Stagecoach has no comments or observations to make and offers no objection to these proposals.</p>
(3) Local Resident/Member of public, (Berrick Salome, Church Lane)	<p><b>Object</b> - OCC seem determined to make driving extremely difficult and imposing a 20mph is another example of the quest to get cars off the roads, which may be all very well in cities but cars are essential to rural dwellers.</p> <p>Travel change: <b>No</b></p>
(4) Local Resident/Member of public, (Berrick Salome, Unnamed Road)	<p><b>Object</b> - Because car hindrances are getting more and more ridiculous in oxfordshire--there is NO public transport anywhere near us so trying to punish motorists all the time is a very bad idea</p> <p>Travel change: <b>No</b></p>
(5) Local Resident/Member of public, (Moulsford, Ferry Lane)	<p><b>Object</b> - The 20mph proposals are in nobody's interests. As a motorist I strive to strictly observe 20mph limits just as I observe all other speed limits. Where speed limits are inappropriately low, compliance usually leads to a hazardous and unpleasant driving experience owing to tailgaters. Worse still, it often leads to overtakes by less patient drivers, presenting extreme danger to other road users, especially pedestrians who may not anticipate traffic on the wrong side of the road.</p>



	<p>As a pedestrian, when stepping into or crossing a road I certainly won't assume that oncoming traffic is crawling along at 20mph, just because there's a 20mph sign. It is much safer to assume that the vehicular traffic will be judging their speed according to their natural instincts founded upon Newtonian physics and stopping distances and so quite logically, they be going much faster than 20mph. Thus, there is absolutely no benefit to pedestrians - we still have to treat all traffic as if it were travelling at similar speeds to a 30mph limit. Even worse, just occasionally, a vehicle will turn out to be actually driving at 20mph thereby causing us to wait patiently by the roadside for it to pass, waiting much longer than we would in a 30mph limit, before we can safely cross behind it.</p> <p>Regarding speed limits in general, such TROs have no legal significance for cyclists. Yet in the case of 20mph limits many reasonably fit cyclists often exceed that speed, and can and will continue to do so perfectly legally. This will give rise to the bizarre situation whereby those few motorists who actually observe the limit could find themselves tailgated by impatient/aggressive cyclists. When assisted by a slight gradient, perhaps even overtaken by cyclists - which is highly unlikely to be a safe manoeuvre. It may also give rise to a further temptation for cyclists to illegally ride on the footway, if it allows them to get past slower traffic more easily. Any inducement for cyclists to use the footway is dangerous for pedestrians.</p> <p>Travel change: <b>No</b></p>
<p>(6) Local Resident/Member of public, (Berrick Salome, Lane with no name)</p>	<p><b>Concerns</b> - I fully support the adoption of the 20mph limits.  There is a small stretch of road from the B4009 towards the start of the Rokemash 20mph limit. The present proposal by OCC is that this remains as NSL (60mph) rather than 30mph as requested.  Going from a 60mph limit into the new 20mph limit doesn't make much sense and may reduce the likelihood of drivers respecting the new limits.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(7) Local Resident/Member of public, (Roke, Chapel Lane)</p>	<p><b>Concerns</b> - Support the reduction from 30 to 20mph but concerned about the two 30mph sections between Berrick and Roke</p> <p>Travel change: <b>No</b></p>
<p>(8) Local Resident/Member of</p>	

<p>public, (Roke, Unnamed Road)</p>	<p><b>Concerns</b> - I support the 20 mph speed limit as it will make quiet rural roads used by walkers, runners, cyclists and horse riders safer. However, I am concerned that the small stretch of road as you turn off the 50 mph B4009 into the lane at Rokemarsh is going to be 60 mph. Having such a short stretch of 60 mph immediately before going to 20 mph doesn't make sense and 30 mph would be more sensible. Also for the other stretch of road turning off the B4009 into Roke, it is a sudden change to expect drivers to adjust from 60 mph to 20 mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(9) Local Resident/Member of public, (Berrick Salome)</p>	<p><b>Support</b> - We regularly walk with our children in the village and with no footpaths or pavements would be in support of a lower speed limit.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(10) Local Resident/Member of public, (Berrick Salome, Green Lane)</p>	<p><b>Support</b> - The village has no footpaths on its narrow bendy lanes and traffic going fast round the bends will kill someone one day</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(11) Local Resident/Member of public, (Berrick Salome, Unnamed Road)</p>	<p><b>Support</b> - The lane is very narrow and at some points 2 cars are unable to pass each other, with the additional hazard of blind bends. The lane is used by pedestrians, families, cyclists and horse riders. There is no pathway and the banks are not able to be used by pedestrians. It is therefore imperative that traffic is slowed down in order to avoid a serious accident either between 2 vehicles or a vehicle hitting a pedestrian.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(12) Local Resident/Member of public, (Berrick Salome, Unnamed Road)</p>	<p><b>Support</b> - We have a major issue of fast traffic through the village which is a threat to pedestrians, cyclists and Horse riders. Many of the roads in the village have blind bends and my concern is there will be a major injury or potential fatality due to fast moving vehicles</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(131) Local Resident/Member of public, (Roke, Chapel Lane)</p>	<p><b>Support</b> - I've regularly been forced into the bushes with my dogs by cars and vans speeding around these dangerous corners</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(14) Local Resident/Member of public, (Roke, Road running through Roke)</p>	<p><b>Support</b> - I want to register the need for the 20 to be preceded by a 30 from the B4009 main road down to Rokemarsh.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(15) Local Resident/Member of public, (Roke, Unnamed Road)</p>	<p><b>Support</b> - I support the proposal but would like the road coming into Roke from the B4008 to be 30 mph before dropping to 20mph. This road is regularly populated by cyclists and horse riders who are at risk from fast vehicles . Cars do not drop to 30mph when entering the village because of the speed allowed down the road from the B4009</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(16) Local Resident/Member of public, (Rokemarsh, Unnamed Road)</p>	<p><b>Support</b> - Support for most of the proposal except that for the area point 6 on the Public Notice situated 195 metres northwest of the junction of the westerly unnamed road to Rokemarsh. This stretch of road is currently NLS i.e. 60 mph, ridiculous for such a small stretch of road. The speed limits either side are 30 mph and 50 mph on the B4009. Under the proposals this would change to 20 mph and 50 mph. The Berrick Salome Parish Council has requested that the NSL stretch should have a speed limit of 30 mph which I fully support. This would lead to a sensible increase in permitted speeds from 20 to 30 to 50.</p> <p>Travel change: <b>No</b></p>
<p>(17) Local Resident/Member of public, (Shillingford , Shillingford Road)</p>	<p><b>Support</b> - Horses and pedestrians are at risk from speeding in the village I have seen it many times cars going to fast around bends in the road when there could be a horse and rider or a pedestrian walking</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>