

Divisions affected: *Hanborough & Minster Lovell*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
16 NOVEMBER 2023**

RAMSDEN: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

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

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Ramsden as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph 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 Ramsden by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 21 September and 13 October 2023. A notice was published in the Oxford Times 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, West Oxfordshire District Council, the local District Cllrs, Ramsden parish council,

Finstock parish council, and the local County Councillors representing the Hanborough & Minster Lovell and the Charlbury & Wychwood divisions.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. The Parish Council also supported the proposals.

Other Responses:

8. 18 further responses were received; all except for a single member of the public expressing concerns were from local residents 14 of whom supported the proposals, two expressed concerns and one objected. Two of those not in support suggested the limit would be ineffective while one expression of concern centred around the need for further extension of the proposals on some routes and conversely another concern was centred on the need for the proposals to be restricted to the core village.
9. 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:

Travel Change	Number
Yes – walk/wheel more	8 (42%)
Yes - cycle more	1 (5%)
No	9 (48%)
Other	1 (5%)

10. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to 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 help 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'.
12. While there was a modest level of engagement, clear support was shown for the proposals with a single objection. Officers believe the current proposals encompass the core village with gateways at logical locations on each approach and no benefit would derive from further amendment.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

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November 2023



Ramsden 20mph Revision 1.0

Legend	
Proposed 20	
Existing 30	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	31.07.23	First draft	C.W		


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Project title: Ramsden 20mph Scheme

Drawing title:
Ramsden 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 31.07.23	Date checked: 08.08.23	Date approved: 08.08.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
(1) 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 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 (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>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</p> <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>
(2) Ramsden Parish Council	<p>Support - Other than these comments Parish Council is supportive of the proposals.</p> <ol style="list-style-type: none"> 1. Omit repeater sign B7 on Wilcote Lane 2. Add the "unrestricted speed " zone on Skippett Lane to the 20 mph zone in both the Ramsden and Finstock plans.
(3) Local Resident, (Ramsden, High Street)	<p>Object - Drivers who will obey the new limit will generally already be driving with care, whilst those who will not, will ignore the lowered limit. The worst offenders are the delivery drivers and it is most unlikely they will alter their driving habits.</p> <p>Travel change: No</p>
(4) Local Resident, (Ramsden, High Street)	<p>Concerns - 20 mph will have no effect on perpetrators of the speeding .. usually occurring early in the morning . Especially as the council have no powers to have it inforced.</p> <p>Travel change: No</p>
(5) Local Resident, (Ramsden, Wilcote Lane)	<p>Concerns - Fully support, but it needs to extend further up Akeman Street. It is currently shown as stopping right outside the village playing field, by the entrance to the car park, where cars are exiting with very limited visibility. At</p>

	<p>least a further 100m would be safer.</p> <p>It also seems a shame not to join up the Ramsden zone with the Finstock Zone, given that nobody should be driving faster than 20 on that road anyway. That lane is used frequently by walkers and cyclists, and is little more than a footpath. Any car driving along forces pedestrians to squeeze up against the bank. Drivers should definitely not be given the impression they can drive faster. It should also extend further up the High Street towards the Witney Road, to get past the final dwelling in the village (Cherry Tree Cottage).</p> <p>Travel change: No</p>
<p>(6) Member of public, (Stonesfield, Slate Crescent)</p>	<p>Concerns - The centre of Ramsden is difficult to drive at more than 20mph currently as it is narrow and there are parked cars. However the proposed extent of the 20mph limit is too far along the road towards the Delly End / Wilcote junction and also beyond the houses in the road going west from the church.. I think the 20mph limits should be applied in a limited way.</p> <p>Travel change: No</p>
<p>(7) Local Resident, (Hailey, Delly End)</p>	<p>Support - Reduction in accidents and in injuries from RTAs, lower pollution, reduced noise and disruption to residents and visitors. Protection of verges and street furniture, and fewer incidents of damage to parked vehicles. Safer and easier passage for cyclists, pedestrians and hikers.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(8) Local Resident, (Ramsden, High Street)</p>	<p>Support - Many people race through the village as a rat run with no consideration for local residents. It's unsafe for both people and their pets. One elderly man I know who is currently receiving chemotherapy had to jump out of the way of a car moving over 50pmh and he tripped and broke his hip. The driver didn't even stop. There is increasing traffic through the village and a 20mph limit would help drivers respect the fact they are moving through a residential neighbourhood. There are also young children in the village who are at risk from fast moving cars.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(9) Local Resident, (Ramsden, High Steet)</p>	<p>Support - Feel 20mph is more appropriate for a residential road where pedestrians have to walk down the carriageway because there is little in the way of pavements. There is also no lighting.</p> <p>Travel change: No</p>
<p>(10) Local Resident, (Ramsden, High Street)</p>	<p>Support - 20 is sufficient for the conditions in the village with many houses directly on the road and no pavements.</p> <p>Travel change: No</p>
<p>(11) Local Resident, (Ramsden, High Street Ramsden)</p>	<p>Support - There is no footpath through most of the village and the road is relatively narrow. As a frequent pedestrian, a limit of 30 mph is too fast for cars to be passing by. 20mph will create a safer environment and reduce noise.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(12) Local Resident, (Ramsden, Lower End)</p>	<p>Support - Through traffic often passes through Ramsden at a high speed. The pavements are not continuous and speeding cars present a real danger to pedestrians and a risk of damage to resident's parked cars.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(13) Local Resident, (Ramsden, Lower End)</p>	<p>Support - We live on lower end where there are no parked cars to slow down traffic, and a blind corner. Cars launch themselves from the memorial down the road, and also when entering the village in the opposite direction. We have had a number of near misses when exiting our drive on foot (there are no pavements) and also exiting by car. Plus walking down the road by the corner is hazardous.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(14) Local Resident, (Ramsden, Mount Skippett)</p>	<p>Support - Given the almost complete absence of pavements, cars travelling at the current speed limit of 30 mph endanger the lives of pedestrians.</p>

	Travel change: Yes – walk/wheel more
(15) Local Resident, (Ramsden, Mount Skipsett)	Support - Safety Travel change: No
(16) Local Resident, (Ramsden, Wilcote Lane)	Support - Whilst I support the proposal in principle - I have a number of concerns about the details. In particular the 20MPH limit should begin at the junction of the Hight Street and the B4022 and proposed number and siting of the 20MPH signs which are excessive and intrusive for a village of this size, situated within a Conservation Area. Travel change: No
(17) Local Resident, (Ramsden, Akeman Street)	Support - Living along Akeman Street, many vehicles speed along the narrow road especially by the play park. Many walkers, cyclists and horse riders use the old Roman Road because of its historic past and because it is a lovely thoroughfare. Reducing the speed limit will hopefully encourage drivers to drive slower and safely, without putting anyone at risk. Travel change: Yes – walk/wheel more
(18) Local Resident, (Ramsden, High Street)	Support - The High Street is increasingly busy with passing traffic. Most cars drive well over 30 and show little thought for pedestrians (there are no pavements). 20 is fast enough and even if many drivers will not keep to a 20mph limit it will tend to reduce their speeds. Travel change: Yes – walk/wheel more
(19) Local Resident, (Ramsden, Wilcote Lane)	Support - Too many cars are travelling unsafely fast through the village Travel change: No

(20) Local Resident,
(Ramsden, Pond Lane)

Support - Some motorists travel much too fast through our village ... especially it seems, those non-residents, who use the High Street as a short-cut. A 20 mph speed limit (if clearly signed and enforced) would help to slow them down. Not only would this be safer for pedestrians, animals and other vehicles, it would also be environmentally preferable.

Travel change: **Yes - cycle more**