

Divisions affected: *Wheatley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

WHEATLEY – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Wheatley, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Wheatley as shown in **Annex 1**.

Financial Implications

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

Legal Implications

3. 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 related regulations.
4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

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Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help encourage walking and cycling within Wheatley by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 24 October and 15 November 2024. 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, South Oxfordshire District Council, the local District Cllrs, Wheatley Parish Council, and the local County Councillor representing the Wheatley division.
8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst local residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection, although they did raise specific concerns regarding the proposals for London Road and the current Fixed Camera site.
10. Oxford Bus Company submitted a non-objection, and were pleased to have engaged with the Project team at an early stage of the design process, however they remain unhappy that the only practical outcome is likely to be that buses will be slower, less attractive, and less relevant, especially for those settlements east of Wheatley.
11. Wheatley Parish Council whilst overall extremely supportive of the proposals, did however offer some additional suggested amendments to the extents of the scheme on the Waterperry Road and also the road between Wheatley and Holton village.
12. The parish council also commented that London Road is a long, wide, straight road that carries a significant amount of the traffic coming in and out of Wheatley, Holton and surrounding villages and that there appears to be reasonably good compliance with the current 30mph speed limit, and sought advice from the County Council on whether there was evidence that in these

circumstances there may be a risk that some vehicles would seek to overtake slower vehicles, increasing speed and the risk of accidents.

13. Additionally, the parish council response noted an error in the plan (with on London Road there being a short gap in the colouring that indicates a 20mph) and confirmation of the status – whether advisory or statutory - of the current 20mph zone on the High Street.

Other Responses:

14. 41 further responses were received via the online survey during the course of the formal consultation, comprising of 14 objections (34%), nine partially supporting (22%), 17 in support (42%), and one non-objection (2%).
15. 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:

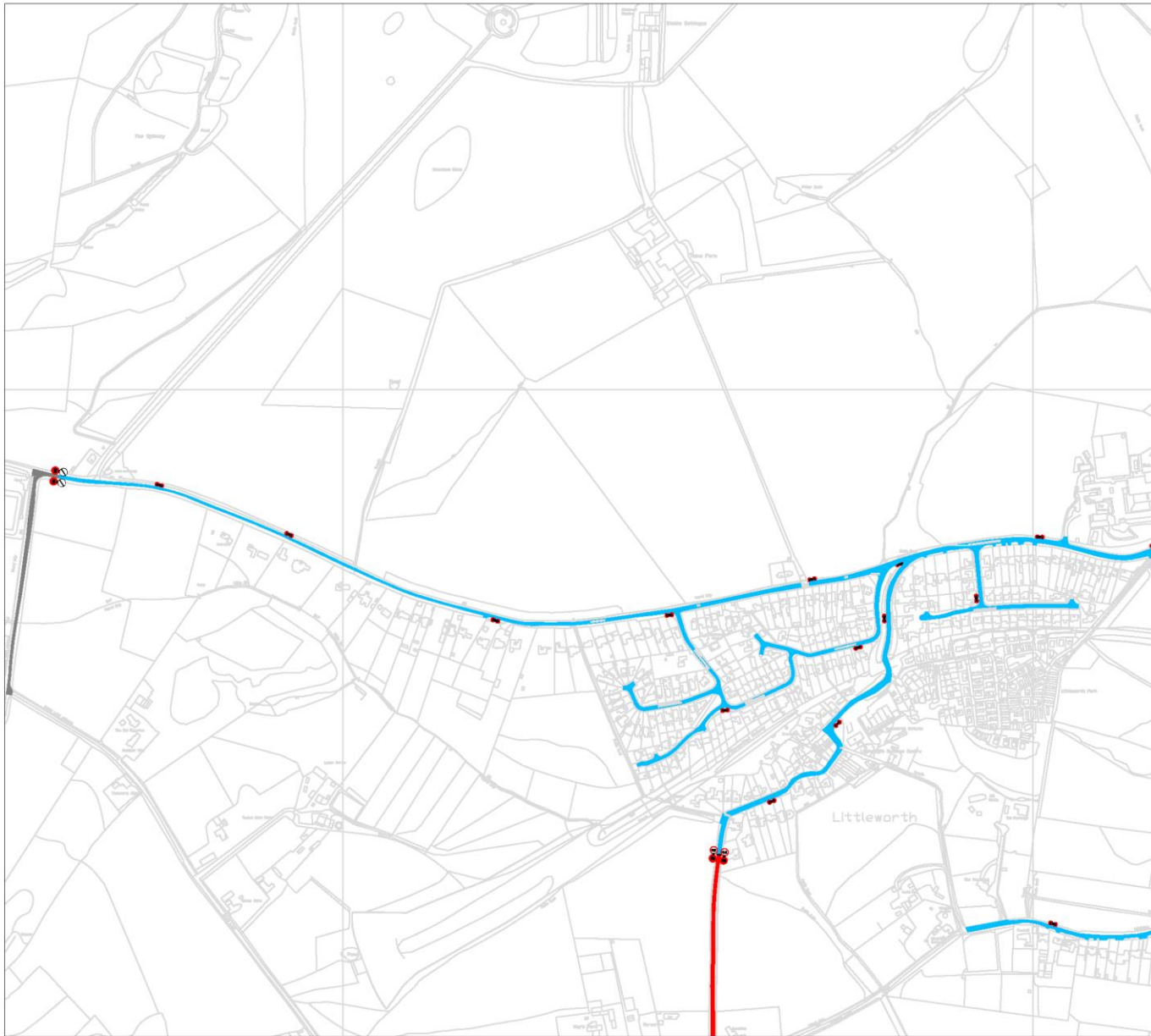
Travel Change	Number
Yes – walk/wheel more	7 (17%)
Yes - cycle more	4 (10%)
No	26 (63%)
Other	4 (10%)
Total	41

16. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

17. The main purpose of the scheme is 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 County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
18. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project. In respect of their comments specifically on the London Road and the speed camera, the London Road is discussed in more detail below in the context of Wheatley Parish Council's query. The existing speed camera on London Road has not been upgraded by the police to a digital installation and so is not currently actively used for enforcement.

A



Wheatley 20mph Sheet A 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	07.05.24	Proposal 1	C.R		

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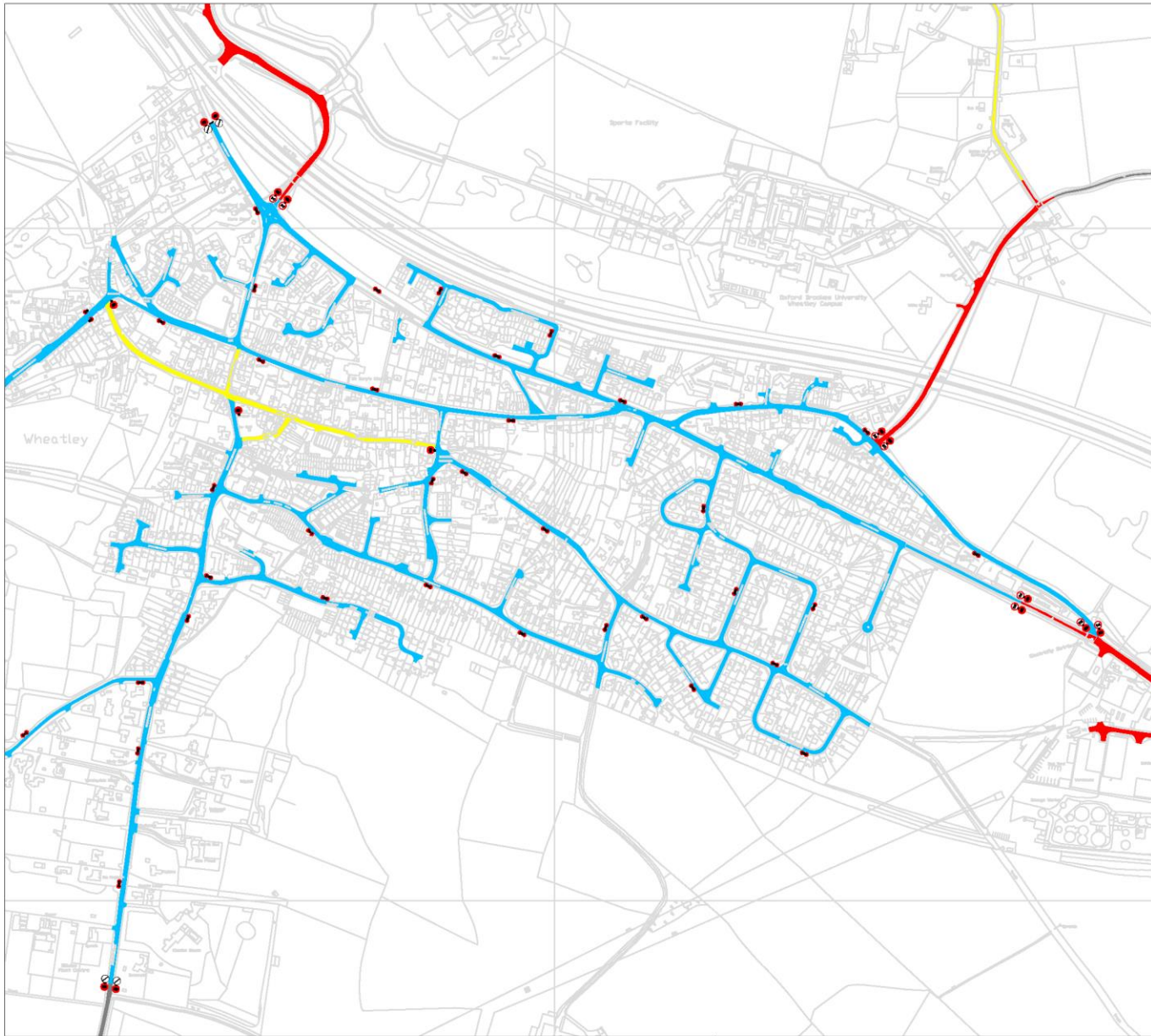
Project title: Wheatley 20mph Scheme

Drawing title:
 Wheatley 20mph Scheme Overview Sheet A

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by AK	Approved by AK
	Date drawn 07.05.24	Date checked 09.05.24	Date approved 10.05.24

Oxfordshire Project No. & File Ref
 Drawing No. 1.0 Revision 1.0

B



Wheatley 20mph Sheet B Revision 1.0

Legend	
Proposed 20	█
Existing 20	█
Existing 30	█
Existing NSL	█

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Project title: Wheatley 20mph Scheme

Drawing title:
 Wheatley 20mph Scheme Overview Sheet B

Drawing Status			
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 Drawing No. 1.0 Revision 1.0

ANNEX 2

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – Especially for London Road and the current Fixed Camera site.</p> <p>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

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • 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 a substantial number of motorists.</p>
<p>(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)</p>	<p>No objection – As always, we appreciate your proactive consultation with us.</p> <p>This set of proposals is one on which we did have some pre-consultation with officers. Again, this is something we appreciate, and we take the opportunity to input into emerging designs very seriously.</p> <p>OBC now operates three separate regular bus routes along the roads through the village, and Carousel Buses Ltd operates a fourth, albeit only 4 times a day each way. These routes perform a wide range of functions providing both local and much longer-distance connectivity, to an exceptionally wide range of settlements. It is entirely appropriate to point out that the level of bus service that Wheatley enjoys is exceptional. It is also pertinent to note that the A40 allows longer-distance services to bypass Wheatley entirely, and one, the X20 operated by a competitor, already does so. The impact of widespread 20mph limits being applied extensively has already had a particularly damaging impact on Carousel 275, and the 46 is also likely to be inoperable on the current timetable if this and other proposals at Horspath and Littleworth take effect as anticipated. Increased running time and fewer journeys will be the result – and, potentially, some parts of communities losing service, to reduce operated mileage to what can be operated at much slower speeds.</p>

	<p>Our feedback suggested that the westbound on-slip to the A40 at Park View should remain at 30; and that the eastern approach to the village on London Road should also remain at 30mph, heading towards the Old London Rod mini roundabout, in view of the character of the road and the likely very low level of self-enforcement. We notice that this input has not led to very substantive changes to the published draft TRO.</p> <p>We have considered the matter carefully at the most senior level within the business. It is clear that most of the proposed 20mph limit affecting the bus route in the heart of the village is entirely appropriate and current bus operating speeds broadly need to be no higher than 20mph in any event. The additional section of London Road extending east of the village is not so lengthy that the additional impact of this in practice is so deleterious to justify an objection. Further, since our original input, a development proposals has been lodged with SODC pursuant to a Neighbourhood Plan allocation south of London Road, and the proposed 20mph extends east to the planned junction. The baseline situation has thus slightly changed over that that we were aware of when we made initial comments. Therefore, no objection is raised on this occasion.</p> <p>That said, we must record that remain very unhappy that the only practical outcome is likely to be to make buses slower less attractive and less relevant in the round, especially for settlements east of Wheatley. While we never like to reduce services, the Council should be aware that we will have to take unwelcome action if we find that the overall running time situation makes legally compliant operation of any service impossible within the requirement of the Transport Act 1985 (as amended).</p> <p>I trust that the foregoing is welcome to the 20mph team and sufficiently clear.</p>
(3) Wheatley Parish Council	<p>Support – Following our recent Parish Council meeting, I'd like to provide Wheatley Parish Council's feedback on the proposed Wheatley 20 MPH speed limits. Overall, we are very supportive of the scheme and believe it will add significantly to road safety in Wheatley. Having studied the proposal we would make the following specific comments.</p> <ul style="list-style-type: none"> • The council felt it would be useful to extend the 20mph from the junction with Old London Road to the Holton Turn off Waterperry Rd. This would extend the 20 MPH limit from Old London Road to the Holton 20MPH limit and improve safety for pedestrians, especially once the Brookes development starts to have residents. • In addition, it would be useful to extend the 20mph limit from the roundabout on London Road/A40 bridge into Holton up to the existing 20mph by Wheatley Park School. This road is used by pupils from the school and people using Wheatley Playing Fields and extending the 20 mph would improve their safety.

	<ul style="list-style-type: none"> • The Council believes that the current 20mph limit on High Street is advisory only and this should be amended to a full 20mph limit. • On the consultation plan there is a length of London Road that is missing a speed limit. This section should also be 20 mph. <p>London Road is a long, wide, straight road that carries a significant amount of the traffic coming in and out of Wheatley, Holton and surrounding villages. Generally, traffic seems to stick to the 30 mph speed limit and the concern was that if the speed limit on the road is reduced to 20 mph, would drivers become frustrated and start to overtake slower vehicles, increasing speed and the risk of accidents? I understand this is the sort of thing you consider when designing a 20mph scheme so I thought I'd raise it.</p>
(4) Local resident, (Wheatley, Farm Close Road)	<p>Object – no thanks, what we have is adequate, which just needs enforcing when necessary</p> <p>Travel change: No</p>
(5) Local resident, (Wheatley, High Street)	<p>Object – I don't think it's necessary</p> <p>Travel change: No</p>
(6) Local resident, (Wheatley, High Street)	<p>Object – No need. Most roads and streets within Wheatley can be safely driven at 25mph (some sections of Church road even at 30mph). Barely anyone goes faster than 20mph in the streets where 20 would be a reasonable limit, anyway, and those who go faster than that care little about the safety of others, so I'm willing to bet they care even less about a 20 limit. So, all in all, I think it's a waste of money and, potentially if done wrong (and let's be honest, the track record of occ is not great) it could lead to even worse conditions on our roads.</p> <p>Travel change: No</p>
(7) Local resident, (Wheatley, Hillary Way)	<p>Object – 20 mph is very difficult to drive at. The London Road is a major thoroughfare and should definite be kept at 30mph. Cars generally drive safely through the village and the windy road help control the speed limits. As a cyclist, it is dangerous when cars are trying to get past you doing 20mph. I can be doing 16/17mph hour on my bike and car</p>

	<p>drivers try to overtake but with such a small differential in speeds it takes them longer and then they have to cut in quickly to avoid cars coming the other way. If they can do 30th they can easily overtake. I have had close calls through Garsington with cars trying to overtake when doing similar speeds. I personally do not agree with any of the 20mph speed limits in the surrounding villages.</p> <p>Travel change: Other Cycle LESS</p>
(8) Local resident, (Wheatley, Hillary Way)	<p>Object – It seems that speeding fines are the council's real reason. We now be going slower than cycles.</p> <p>Travel change: No</p>
(9) Local resident, (Wheatley, Hillary Way)	<p>Object – Speed limits are the maximum speed you can legally go on a road - not the speed that you have to go at. All road users should go at a speed suitable to the conditions at that time. 20 mph limits are potentially dangerous as I have seen it lead to too small a gap for vehicles to come out. To get safer roads get the potholes mended.</p> <p>Travel change: No</p>
(10) Local resident, (Wheatley, Kelham Hall Drive)	<p>Object – The current speed limits are adequate. No evidence has been provided that these reduced limits are needed in Wheatley. They would only be likely to increase congestion.</p> <p>Travel change: No</p>
(11) Local resident, (Wheatley, Kelham Hall Drive)	<p>Object – I do not see any need for this, the structure and layout of the roads already force cars to drive slowly through narrow streets. I think it is a waste of money that would better be spent elsewhere.</p> <p>Travel change: No</p>
(12) Local resident, (Wheatley, Kellys Road)	<p>Object – waste of money installing new signage and won't be enforced. On many of the included roads it would be difficult to go any faster than this anyway.</p>

	Travel change: No
(13) Local resident, (Wheatley, Keydale Road)	<p>Object – We have significant traffic restrictions already in place in the village. More money should be spent repairing the existing road surface and cleaning the gulleys. The inconsiderate parking in certain areas of the village is far more dangerous than the existing 30 mph limit.</p> <p>Travel change: No</p>
(14) Local resident, (Wheatley, Roman Road)	<p>Object – While I do partially support the proposal I have lived in Wheatley for over 7 years and have never found excessive speed to be an issue when walking or driving around the village.</p> <p>I object strongly to London Road having a 20mph limit at all. Most people do stick to 30mph here and it is a wide road with good visibility with pavements all along it. It seems unnecessarily heavy handed and distracts from the roads where a limit is probably a less divisive idea.</p> <p>Some roads could benefit from slightly slower speeds (Beech Road/Farm Close Road, Roman Road, Ambrose Rise which are on the 'rat run', the deterrent effect could be useful. The issue here is volume of traffic at peak times, not speed. Mulberry Drive which is a wide cut through and Crown Road where there is no pavement could benefit. But on the whole people do not, indeed, cannot, drive fast in most of the village and a blanket 20mph limit seems like a sledgehammer to crack a nut.</p> <p>In addition, the extra street signage necessary is ugly and offensive in its own right. I would like to see less of it, not more.</p> <p>Travel change: No</p>
(15) Local resident, (Wheatley, Windmill Lane)	<p>Object – I am strongly against 20mph zones except in very specific areas. I do not find that they are well observed, and they simply serve to make law-breakers of all of us, thus reducing the respect for speed-limits in general. Particularly on the through-roads through the village (London Road, Ladder Hill) it is desirable to have free-flowing traffic. The concept that 20mph speed limits encourage people onto other modes of transport is another way of saying "we'll make travel just so awful that people will use other means". The consequence is that people are driven to other</p>

	<p>forms of transport until the travel experience is just at the very limit of what is tolerable, beyond which there is no reason for it to reduce further. In other words, you're guaranteeing that transport will be as close to intolerable as you can get it, forever. It is a profoundly misguided policy.</p> <p>Travel change: No</p>
(16) Local resident, (Wheatley, Old Road)	<p>Object – Most of the roads are so narrow that a speed of more than 20 is impossible. For the major roads 30 is adequate and is rarely exceeded.</p> <p>Travel change: No</p>
(17) Member of public, (Wheatley, Ladder Hill)	<p>Object – Parts of Wheatley are 20mph already. There is absolutely no need to expand this. Sensible drivers will already drive at less than 30 where conditions warrant it, and those not that way inclined will likely ignore the new restrictions</p> <p>Travel change: No</p>
(18) Local resident, (Wheatley, Bell Lane)	<p>Partially support – I think 20mph is fine for most of Wheatley but I think the whole of London Road should be 30mph. The houses there are set well back from the road and it is a straight wide road with good visibility, so safety wise I cannot think of a reason to have 20mph and it will frustrate people as they think it is unnecessary.</p> <p>Travel change: No</p>
(19) Local resident, (Wheatley, High Street)	<p>Partially support – Mostly support due to the presence of schools, but London road definitely does not need the 20mph limit so perhaps the 20mph zone could be placed to the south of London road.</p> <p>Travel change: No</p>
(20) Local resident, (Wheatley, High Street)	<p>Partially support – 'Generally agree, except that two roads should be or remain 30mph to facilitate through traffic: - London Road</p>

	<p>- Ladder Hill south of Windmill Lane</p> <p>Travel change: No</p>
(21) Local resident, (Wheatley, Ladder Hill)	<p>Partially support – The only area I feel may be an issue is Ladder Hill. As a resident on this Road I know that parts of it require 30mph to drive up it so you have enough power. What we need are visits by police with speed cameras. They are only ever seen on Cuddesdon Rd in Horspath, but London Rd & Ladder Hill in Wheatley need spot checks too. Unfortunately those not doing 30 are unlikely to do 20 so by catching and prosecuting these people it will help.</p> <p>Travel change: No</p>
(22) Local resident, (Wheatley, Leyshon Road)	<p>Partially support – A lot of the village roads can only be driven safely at 20 mph now because of poorly maintained roads & vehicle parking. London road is adequate as a 30 mph limit & there would be no positives for a 20 limit on this road.</p> <p>Travel change: No</p>
(23) Local resident, (Wheatley, Hillary Way)	<p>Partially support – I agree with a 20 mph limit on every section of the proposal with exception of London Road. I understand the alleged benefits of 20 zones, but the London Road has a speed camera on it, set at 30 mph but has never caught a speeding motorist. (Figures published in 2023). This suggests that either there isn't an issue or speed cameras are pointless.</p> <p>I cannot see 20 being adhered to on that road as it's so long and straight. I also feel that in making the London Road a 20 mph zone, it will train drivers to become more rebellious. They won't stick to 20 on that road, then get used to breaking speed limits regularly and continue in more dangerous areas.</p> <p>Travel change: Other</p> <p>I'm a keen cyclist who commutes to Oxford City Centre by bike. Since the introduction of 20mph zones on my route to work, cycling has become more dangerous! I can cycle in the high teens, cars drift by my side then forget I'm there and turn left. I have started taking diversions to avoid getting involved with cars in these areas. But I'm old and don't appreciate having to detour on Oxford's appalling cycle tracks, so it's feeling safer to drive more these days. So net result, this cyclist is deterred by you safety ideas.</p>

(24) Local resident, (Wheatley, Hillary Way)	<p>Partially support – London Road from King's Arms public house to the mini roundabout by the doctors surgery should be 20 miles an hour then perhaps we would not have been hit on the roundabout by someone stupid woman doing at least 55 and not even stopping and leaving my husband suffering for the last 2.10 moths and then having to pay £19500.00 for an operation</p> <p>Travel change: No</p>
(25) Local resident, (Wheatley, The Glebe)	<p>Partially support – I don't support a full 20mph zone as it costs a lot of money to install and I think the money could be spent on other things to reduce drivers speed. Enforcement by average speed cameras or police. Drivers that want to go fast will still go fast unless they worry about being caught.</p> <p>Travel change: No</p>
(26) Local resident, (Wheatley Oxon, Old Road)	<p>Partially support – The 20mph limit should only apply to High Street and Church Road.</p> <p>Travel change: No</p>
(27) Member of public, (Headington, Lime Walk)	<p>Support – 20mph is a reasonable speed in residential and built up areas. Most vehicles travel at more than 30 mph in those restricted areas. When in 20mph areas more drivers make an effort to drive slower and in doing so are less stressful and assertive.</p> <p>Travel change: Yes - cycle more</p>
(28) Local resident, (Littleworth, Littleworth)	<p>Support – I live in Littleworth, please make it 20 mph speed limit, put bumps in too! Endless streams of traffic dangerously speeding through at all times of the day.</p> <p>Travel change: No</p>

(29) Local resident, (Wheatley, Barlow Close)	<p>Support – 20 mph zones have been consistently shown to be safer (especially for children), with limited to no impact on average journey times. I'm particularly keen that the centre of Wheatley e.g. near the primary school (is made a 20), as with the terrible parking people often travel dangerously fast to get through gaps in traffic on one side of the road.</p> <p>Travel change: No</p>
(30) Local resident, (Wheatley, Farm Close Lane)	<p>Support – There are many roads where cars travel too fast in a heavily residential area. I have had two cats run down on mulberry drive, where people drive at crazy speeds, and beech road is also an accident waiting to happen - people see the long straight road and do 40 mph. Please, please bring this in for the safety of our community and pets.</p> <p>Travel change: Yes – walk/wheel more</p>
(31) Local resident, (Wheatley, Farm close Road)	<p>Support – Road safety saves lives.</p> <p>Travel change: Yes - cycle more</p>
(32) Local resident, (Wheatley, Farm Close Road)	<p>Support – I live on Farm Close Rd where there are cars parked everywhere they can. The long straight from the co.op down to the Farm Close Rd children's park is often a cat and mouse game as to who can get by the quickest. This is therefore a daily danger for people crossing the Rd and a struggle for residents trying to get in and out of their own driveways as the road narrows to almost single file by the park and cars will often mount pavements to get by. I have seen a few wheelchair/mobility scooter residents who go on the road up to the co op and dodge the traffic as there are no drop kerbs at points. Mornings and after 3pm are the busier periods. To note ,there are coaches and tractors that come onto this road .To my mind it is not always the speed but the sheer acceleration of cars that is the danger from the co op point to the hidden corner at Farm Close Rd Park. I have highlighted these issues to the Councils quite a few times and pleased that this will be addressed in an appropriate way for each area of Wheatley.</p>

	<p>Travel change: Other I personally walk or get the bus to work but other members of my household do drive.</p>
<p>(33) Local resident, (Wheatley, High Street)</p>	<p>Support – Will the new speed limit be enforced? I have lived on Wheatley High Street for two years and have never seen any enforcement of the existing limit of 20mph, and have seen numerous cases which I judge well in excess of the limit.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(34) Local resident, (Wheatley, Hillary Way)</p>	<p>Support – I walk everywhere. I am unable to drive as I am visually impaired. Many cars drive too fast in the village. I am apprehensive about crossing roads. Some cars drive at over 30mph. 20 mph is good for safety and air pollution. Our pavements are very narrow and unsafe to walk on. Some cars also park on the pavement as well.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(35) Member of public, (Wheatley, Kelham Hall Drive)</p>	<p>Support – There is too much speeding in the village and this will be a sensible way to address this, in line with other similar measures elsewhere in the county.</p> <p>Travel change: No</p>
<p>(36) Local resident, (Wheatley, Keydale Road)</p>	<p>Support – Fully in support. The roads are too narrow for the current speed of traffic and often lead to conflicts between drivers and cyclists or pedestrians.</p> <p>Travel change: Yes - cycle more</p>
<p>(37) Local resident, (Wheatley, London Road)</p>	<p>Support – I support the principle of lowering speeds through the village, however, I do not believe this will be effective unless enforced, particularly on London Road. If enforced it may discourage traffic using Wheatley as a rat run. My concern is that it will not work at all without enforcement which I believe is not part of the proposal and therefore a waste of funds.</p>

	Travel change: No
(38) Local resident, (Wheatley, Old Road)	<p>Support – Wheatley is quite densely residential and has historic narrow streets with inadequate pavements. In the village itself there is no provision for safe cycling, especially with children. It's vital to slow traffic through the village to improve both actual and perceived safety for pedestrians and cyclists. This is especially true of the main routes through the village and between the schools. I'd also support bigger infrastructure changes to prioritise vulnerable users on these narrow streets.</p> <p>Travel change: Other I'd be more able to let my children cycle their own bikes alongside me.</p>
(39) Local resident, (Wheatley, Barlow Close)	<p>Support – Concerns for the safety of pedestrians and cyclists. Wheatley has some very narrow paths, which often force pedestrians onto the road. Also some very narrow and congested roads that can be dangerous for cyclists. Additionally large numbers of SUVs which are very dangerous for most other road users.</p> <p>Travel change: Yes - cycle more</p>
(40) Local resident, (Wheatley, Beech Road)	<p>Support – I live in Beech Road and the cars continually speed past our house in excess of the current speed limit when using the village as a rat run. Reducing the speed limit will make the village safer and it will be easier to drive on and off our drive.</p> <p>Travel change: No</p>
(41) Local resident, (Wheatley, Bell lane)	<p>Support – Couldn't agree more! The speed people come down Bell Lane at the moment (supposedly 20mph) is ridiculous and dangerous, so reducing speed beforehand can only be a good thing. Though more also needs to be done to enforce the existing 20mph areas, as they are frequently ignored</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(42) Local resident, (Wheatley, High Street)</p>	<p>Support – We have had two cats killed by drivers this past year. Walking around the village feels unsafe with fast cars around, especially with many narrow pavements and tight roads, some with no pavement at all. The 20 zone on the High Street feels so much safer when cars are going gently.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(43) Local resident, (Wheatley, Kelham Hall Drive)</p>	<p>Support – Slower speed saves lives and is better for the environment.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(44) Local resident, (Wheatley, Fairfax Gate)</p>	<p>No objection – Unfortunately, due to the location of Wheatley we get lots of non-local traffic who do not adhere to the speed limits. I walk round the village regularly and have been increasingly put off of walking down London Road due to the speed motorists drive, especially large lorries. As a local resident I should not feel uneasy to walk around my own village.</p> <p>Travel change: Yes – walk/wheel more</p>