

Divisions affected: *Hendreds and Harwell*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT
14 DECEMBER 2023**

**HARWELL: BLENHEIM HILL, BURR STREET, HIGH STREET &
WANTAGE ROAD – PROPOSED TRAFFIC CALMING AND CYCLE
PROVISION**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the raised table traffic calming features on: Burr Street/Blenheim Hill, High Street, and Wantage Road/Tyrells Close as advertised.

Executive summary

2. This report presents responses to a consultation on a proposal to construct traffic calming features within Harwell, comprising of 'Raised Table Calming Features' i.e. full width flat top humps to be located on Burr Street/Blenheim Hill, High Street, and the Wantage Road/Tyrells Close junction, as shown in **Annex 1**.
3. Additional measures to help reinforce road safety in the area will also be introduced, which include: two new Vehicle activated speed signs (VAS) will be located on either side of High Street, Cycle lane symbols on 'buff' coloured surfacing squares, and 20mph Speed Roundels to be placed at various locations.
4. These proposals are being put forward in response to residential development within the area and to support improvements for Great Western Park, and supersede those put forward in a previous consultation carried out in December 2021.

Financial Implications

5. Funding for the proposals, including consultation will be met from the developer, Taylor Wimpey.

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 seek to improve road safety for residents

Formal consultation

7. A formal consultation was carried out between 05 July and 04 August 2023. 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, the Vale of White Horse District Council, local District Cllr's, Harwell parish council, and the local County Councillor representing the Hendreds and Harwell division.
8. A letter was also sent to approx. 150 properties in the area, and street notices were placed on site in the immediate vicinity.
9. 122 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Raised table on Burr Street/Blenheim Hill	47 (39%)	13 (11%)	59 (48%)	3 (2%)	122
Raised table on High Street	51 (42%)	12 (10%)	56 (46%)	3 (2%)	122
Raised junction table on Wantage Road/Tyrells Close	49 (40%)	9 (8%)	59 (48%)	5 (4%)	122

10. Additionally, a further eight emails were received, with Thames Valley Police not objecting, and then Harwell Parish Council, Go-Ahead Group (local bus operator), and five members of the public raising various concerns about aspects of the proposed scheme.
11. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

12. Thames Valley Police raised no objection.

13. This traffic calming scheme for Harwell has now been designed three times over four years, and are now well overdue following the completion of the Great Western Park estate. Since the proposals were last rejected at CMD, a considerable amount of time has been spent engaging with the public, the Parish Council, County Council Cllr (Sally Povolotsky) and colleagues within OCC, including OCC's active travel lead.
14. Officers and Taylor Wimpey have listened to the concerns raised as part of the previous consultation and acted on these accordingly and revised the scheme to include, but not limited to:
 - a. Removing the build out outside the War Memorial and replacing this with 2x VAS's (Vehicle Activated Signs).
 - b. Removal of advisory cycle lanes and replacing these with painted cycling symbols within the centre of each carriageway lane, with a coloured surfaced background.
 - c. Installation of a new pole to house a SID (Speed Indicator Device) to support speed watch/ enforcement along Grove Road.
 - d. Additional signage on the Reading Road to highlight cycling distance to Harwell Campus.
 - e. Short section of advisory cycle lane on the uphill section of Wantage Road where it meets Reading Road, to provide a safe space for slow moving cyclists.
15. After carefully considering various stakeholder's comments and opinions, OCC officers and Taylor Wimpey are content we have the right scheme designed to accommodate these and to provide the best design possible, within the available budget and constraints of the existing Highway network, to provide sufficient traffic calming and improved pedestrian and cyclist facilities, whilst in accordance with Taylor Wimpey's commitment as part of the S106 agreement.
16. The Local Bus operator objected to the relocation of the Tyrrells Close bus stop, due to the existing reduced width footway, meaning insufficient space for passengers boarding and alighting the bus, and concerns over the ability to use the wheelchair ramp safely.
17. OCC and Taylor Wimpey have considered this objection and concerns raised and have agreed that the current bus stop can remain in the existing location with the flag and pole being relocated to the rear of the new footway at the existing location.
18. In response to Harwell Parish Council's concerns regarding the 1.5m wide short section of advisory cycle lane on the Wantage Road, this was agreed with the Parish Council last year and following the independent road safety audit review, there were no concerns raised with this section and we are content this is in line with the recommendations of OCC's active travel lead.

Concern raised: Raised tables on Bus route will result in passenger discomfort.

19. The raised tables are designed to the standard for bus routes and therefore any possible passenger discomfort has been reduced. However, it should be noted that these types of raised tables are not uncommon on bus routes.

Concern raised: Humps are a waste of money.

20. The cost to deliver the scheme is being 100% met by the developer. The humps/ raised tables are a critical part of the design to control vehicle speeds and to provide self-enforcement to the approved 20mph speed limit which will be implemented at the same time.

Concern raised: Loss of parking opposite War Memorial will exacerbate an existing issue with parking in this area.

21. The area proposed to be closed off to vehicles by using 4no. bollards is not currently a designated area of parking. Removing the parking from this area will increase safety by improving visibility for the access adjacent to White House Cottage. Furthermore, removing the parking from the verge will protect the new VAS sign and pole and ensure pedestrians can use the steps to the side of the War Memorial by having somewhere safe to cross too, as currently they would be met with parked vehicles opposite.

Concern raised: Why use cycle marking without advisory cycle lanes?

22. Published cycling guidance sets out the need for cyclists to be given more space within the available carriageway width. It is proposed for painted cycle symbols with a coloured surfaced background to be provided to increase the awareness and presence of cyclists within the carriageway. Advisory cycle lanes are not proposed due to the width available.

Concern raised: Why is this scheme needed after opening the Harwell Link Road?

23. Taylor Wimpey has a requirement as part of the Great Western Park development to provide a traffic calming scheme to meet their legal obligation. Furthermore, after the opening of the Harwell Link Road, although the volume of vehicles reduced, this has led to an increase in vehicle speeds. Finally, the traffic calming scheme is provided to accompany the approved 20mph speed limit to increase compliance.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers: Ryan Moore (Lead TDM Engineer)

December 2023

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Harwell Parish Council	<p>Concerns – Harwell Parish Council was pleased to see the scheme out for public consultation but was disappointed that the agreed suggestion for the approach to Reading Road from Wantage Road has apparently been dropped – this is the excerpt from the original exchange between the PC/Sally Povolotsky/OCC (MJA being the OCC officer)–</p> <p>Wantage Road – Add 1.5m advisory cycle lane of the uphill section only, downhill section to have cycle symbols as mentioned above – this approach is something we are implementing in Oxford for steeper sections. MJA response – Recommendation accepted. 1.5m advisory cycle lane added on uphill section of Wantage Road, and cycle symbols added on downhill section.</p> <p>In a meeting it was specifically agreed that the shared space would be continued all the way to the junction with the Reading road. This is a short section and you are forcing cyclist to move through to 1.5m lane then most will shortly move out again to turn right. This seems unsafe as cars will naturally try and move past.</p> <p>I am not an expert in this area but it does not seem very well thought through and I always look to the death trap in the village that is the shared space on the Grove road and allowed the Alder view development to go ahead and makes me very sceptical and was also recommended by the traffic officers . This also goes against what was agreed in the meeting with the Parish Council.</p>
(3) Business Development and Partnerships Manager, (Go-Ahead Group)	<p>Object/Concerns – a Harwell is very well served by buses for a village of its size in terms of frequency, spread of operating day and in destinations served. This is due to the large employment site at Harwell Campus generating significant passenger flows for buses between Didcot Parkway and the Campus which operate through the village. The village therefore benefits from having X34/X35 buses up to every fifteen minutes to Didcot Parkway station and Didcot town centre via Great Western Park. In the opposite direction the X34/X35 operates up to every fifteen minutes to Harwell Campus. Of these four buses per hour, two buses continuing on to Wantage (one of which continues</p>

	<p>further to Faringdon) and one bus continues on to Newbury. The fourth bus terminates at the Campus. In addition to the X34/X35 service the BB4 and BB5 services operate on school days at times suitable for pupils at Didcot Girls' School and St Birinus School. All these services are provided by our Thames Travel subsidiary based in Didcot.</p> <p>We responded to the previous consultation exercise in December 2021. During this process we were assured in a response from R Moore in an e-mail of 19th January 2022 that the existing carriageway width was being retained and that the full width flat top road humps were similar to those at Great Western Park.</p> <p>We have concerns that the full width flat top road humps will make bus passengers' journeys less comfortable and that this reduced comfort will impact bus passengers to a greater extent than for motorists and their passengers. Also we have concerns that there will be increased wear and tear on our buses. Unlike a motorist that may make a journey once in each direction per day our buses operate through Harwell up to 68 times per day in each direction and therefore the impact will be that much greater. Despite these concerns we do not object to the overall scheme.</p> <p>One aspect of the proposals however gives us greater concern due to its impact on bus passengers. This is the proposal to move the Harwell Campus bound Tyrrells Close bus stop further east next to the existing telegraph pole. The footway narrows the further east the stop is moved. This reduces circulation space for passengers boarding and alighting the bus. When the wheelchair ramp is used it will also reduce the amount of space available for the wheelchair user to manoeuvre and board the bus. We therefore object to this aspect of the proposal.</p> <p>Whilst objecting to the relocation of the Tyrrells Close bus stop we understand that leaving the stop in its current location would mean it would not be possible to install a flat top road hump at the junction of Wantage Road and Tyrrells Close. We therefore suggest that this flat top road hump is moved to the west to the junction of Wantage Road and Westfield. As well as removing the need to move the bus stop, this alternative location has the advantage of slowing vehicles closer to the entrance to the village. It is also closer to the playground and is likely to have a beneficial impact on reducing speeds of traffic using Westfield which as well as serving a residential area also provides access to two car parks at Harwell Parish Recreation Ground and the back of the Village Hall. In comparison Tyrrells Close is a short cul-de-sac which is unlikely to see much traffic.</p>
<p>(4) Email response, (unknown)</p>	<p>Concerns – I agree with the 20mph signs. I don't think you should waste money on humps etc. I thought that's why the road to nowhere was built to take away the traffic from coming into the village as I live on the High street I don't really feel that there is a lot of traffic to warrant the money being spent.</p>

<p>(5) Local resident, (Harwell, High Street)</p>	<p>Concerns – With regard to the overall plan for traffic calming in Harwell village, we see no obvious signs on the plan that stand out as unworkable but note with great concern at one suggestion in particular.</p> <p>This being the proposed re-verging and position of four bollards on the area north of the current lay-by thus preventing cars parking there at all. See plan attached.</p> <p>Currently, because of the lack of off road parking in this whole area, a maximum of three cars park here for most of the day, nearly every day.</p> <p>The four dwellings along this stretch of the High Street, the two Alms Houses, White Cottage and White House Cottage, have no off road parking and as they are all more than 200 years old it is unlikely to have been a problem back in the day.</p> <p>People living on the other side of the High Street opposite Orchard House, I believe, have garages at the back of their houses but choose to park outside their front doors.</p> <p>When Orchard House (the brain injury unit) was increased in size it was pointed out during consultation that a bigger building probably meant more staff and more cars but we were assured this wouldn't be a problem. Suggestions were made that staff park round in Loder Road which was met with a resounding NO from the residents of Loder Road.</p> <p>However people will park where they believe there is room and this gives rise to some unfortunate parking.</p> <p>We have attached some photos taken over just three days this week to indicate the problems. We are not pointing out the owners of the vehicles, nor pointing the finger of blame, but simply showing how crowded the parking is now before you reduce the number of "spaces" by two/three shown in your proposed plans.</p> <p>By taking away these areas which at least allow the cars to be parked slightly off the main carriageway, it will force people to park fully in the road.</p> <p>A far better solution would be to extend the lay-by by three spaces over the area concerned, thus allowing cars to be parked completely off the main carriageway.</p>
<p>(6) Local resident, (Harwell, High Street)</p>	<p>Concerns – I have looked at the survey with regard to the proposed traffic calming measures in Harwell but the survey appears to be entirely limited to the three proposed raised tables, rather than facilitating more general</p>

comments on the proposal as a whole. I know I am not alone in wanting to raise concerns with other aspects of the proposal. It would be helpful to know whether the survey form could be extended, or if more general comments can be submitted by other means (e.g. email). In case the latter of these options is acceptable, my views are:

1. It is not clear to me that there is a compelling need for this scheme given the extent to which the Harwell link road has diverted a significant amount of traffic away from the High Street. I am certainly in favour of encouraging reduced speeds on the main roads through the village but there is little to suggest that these measures will the small (but painful) number of drivers who do not drive appropriately. In our 15 years living on the High Street with no off street parking, we have lost two cats, two wing mirrors and had one car written off - but I see no rationale for how these proposals will actually improve matters in any way comparable to the effect of the link road. In particular, for any driver who is going to be undeterred by the signage, the distance between the tables is such that they will not limit their maximum speed. I understand that the funding for this is ring-fenced, but I know I am also not alone in thinking that the money would be much better spent, for all road users (cars, cycles, horses, pedestrians), on fixing the roads themselves as they are in a dreadful state of repair.

2. Related to point 1 above, I am concerned that the proposed raised tables will have a greater negative effect on the village than a positive one. They inconvenience everyone without discrimination as to whether they are sensible road users or not, and they could have a particularly negative effect on village events, such as the Harwell Feast, where there is a parade that includes vintage vehicles of all sizes. There are also a number of care homes in the village and so the impact on ambulances (and other emergency vehicles) should also be considered.

3. The proposed road markings (speed limit and cycle markings) will hardly enhance the appearance of the village - safe driving is a priority but there needs to be some expectation that they will actually make things better. In particular, what are the "cycle lane" markings for? The proposal doesn't create any cycle lanes so what do they actually mean? What behaviour are they intended to drive and what problem for cyclists in the village are they trying to solve?

4. The proposal to convert the existing "grasscrete" area on the High Street (that the plan acknowledges are currently used for parking) to grass verges with bollards is clearly irrelevant with regard to traffic calming - unless the intention is to use cars forced to park fully in the road in lieu of other traffic calming measures, which is completely unacceptable. While the traffic through the village has dramatically reduced as a consequence of the link road, our car (parked half on the grasscrete) was written off by a white van with no regard for village safety (they were seen but did not stop) - this proposal either removes much needed parking or greatly increases the risk of further accidents of this nature. This part of the proposal is completely unwarranted on the basis of traffic calming and should be removed.

	<p>Whilst I entirely support the intent of making the village safer by reducing both traffic speed and volume, this current proposal doesn't seem to be a significant improvement on the last one in terms of clarity of purpose and likelihood of achieving an outcome. In particular, the plan lacks any commentary on how it is anticipated that any benefit will be delivered by the specifics of the proposal. There may well be statistical evidence that could be used to show the expected benefit - but, if so, where is this evidence? It certainly isn't in the material made available so far. If the funding is on the basis of "use it or lose it" then it would still be better to hand it back than invest in a poorly thought through scheme.</p>
<p>(7) Local resident, (Harwell, High Street)</p>	<p>Concerns – As someone who has lived on the High Street in Harwell, I have studied the on-line documents about the proposed traffic calming measures in Harwell with interest, and I am in principle in favour of them.</p> <p>However, I have three specific comments or objections which it did not seem to be possible to add to your on-line survey.</p> <p>1 The proposed VAS facing southbound traffic on the High Street near the War Memorial will adversely affect the Conservation Area in the centre of the village. It will interrupt the view of the four pollarded lime trees to the north of the War Memorial (and one to the south), together with Almshouse Farmhouse and the Harwell Almshouses. This area around the War Memorial is one of the few unspoiled historic areas in the village. It is also the site of annual Remembrance Services attended by hundreds of people. I find it difficult to believe the Planning or Conservation Officer would accept the erection of a sign at the proposed point. I would suggest that the VAS should be positioned further north in the High Street, perhaps north of the intersection with Jennings Lane - where it would have the added advantage of slowing traffic down before the pedestrian crossing and the busy turn into and out of Gaveston Road.</p> <p>2 Several of our neighbours have no parking space and so park on the High Street. In addition staff at the Nursing Home in Orchard House regularly park along the High Street in this area, especially since the home was granted planning permission to build an extension on their former staff car park a few years ago! We already have considerable difficulty at many times in emerging safely from our driveway onto the High Street, as do our neighbours in Chapel House, Hadley Rill and Willowcroft, who share a driveway just south of ours, and there is a particular risk of not seeing cyclists on the road from our driveway because of parked vehicles on either side. I find it difficult to interpret the plans, but it appears that the northbound VAS and associated bollards will have the effect of removing the largely off-road parking spaces outside White Cottage, which can only make these on-road parking problems worse. I would suggest that the northbound VAS should instead be placed somewhere in the vicinity of the Village Hall, which would also have the advantage of slowing traffic before the busy village garage and the hazardous intersection with Church Lane. The parking outside White Cottage could thus be retained.</p>

	<p>3 The raised table on Wantage Road at its junction with Tyrrells Close will include the bus stops on Wantage Road in both directions. With the present locations of the bus stops, this will mean that buses have to stop partly on the table and partly not. Is that an acceptable arrangement?</p>
<p>(8) Local resident, (Harwell, Burr Street)</p>	<p>Concerns – please confirm that the proposed 20 mph roundels will not be placed on the grass verge outside our house. This land is owned by us. Also, we have a very old stone wall along our boundary and any roundel installation here could potentially disturb the structure of the wall, make it unsafe and cause a potential hazard to motorists.</p>
<p>(9) Local resident, (Harwell, Barrow Lane)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Money spent on these measures would be better spent on the general conditions of the roads. They cause damage to vehicles and slow emergency service vehicles down.</p>
<p>(10) Local resident, (Harwell, Barrow Lane)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>There is no meaningful evidence based benefits and justification to support introducing these measures. The following issues far outweigh any questionable benefits:</p> <ol style="list-style-type: none"> 1. Introduces risk of slower emergency vehicle response through the village. 2. Unnecessary inconvenience to local residents. 3. Unnecessary cost.
<p>(11) Local resident, (Harwell, Barrow Lane)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p>

	<p>I have a car with low ground clearance, these humps will cause problems. People who drive cars fast will ignore the limit as they do now. Will cause more pollution as cars accelerate. Could cause problems with emergency services vehicles.</p>
<p>(12) Local resident, (Harwell, Barrow Road)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Raised tables are not effective and cause drivers to brake and accelerate instead of driving slower. Some cars also with lower chassis also can be damaged. Recent ones installed in Slade Rd have not slowed drivers who still speed regardless of raised tables. Parking will also be affected. The parked cars do slow traffic down. People who suffer from back problems and many other mobility issues, bumps in the road add to their discomfort. The one at the bottom of the Grove Rd does nothing to slow traffic and erratic driving. It's a miracle there hasn't been a serious accident there. Please don't clutter the High Street with unnecessary signage and spoil the area and the listed buildings. Cycling signs are not needed.</p>
<p>(13) Local resident, (Harwell, Barrow Road)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Correct spelling for Harwell is required. Burr Street has its own traffic calming system of parked cars. High Street has its own traffic calming measures of parked cars. Wantage Road does not lend itself to speeding because of the bends in the road.</p>
<p>(14) Local resident, (Harwell, Blenheim Hill)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Please leave the village alone.</p>

(15) Local resident, (Harwell, Boot Lane)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>I object to the proposals on the following grounds. Cycle lanes should be better separated from the main body of traffic for the sake of safety and to encourage more cyclists. Removing the center line for roads seems plainly dangerous. I support the 20mph zones in the residential areas where pedestrians are at risk from traffic.</p>
(16) Local resident, (Harwell, Boot Lane)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>They are unnecessary. They punish locals.</p>
(17) Local resident, (Harwell, Didcot Road)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>As a long time resident cyclist and car user i do not think raised tables are necessary</p>
(18) Local resident, (Harwell, Gaveston Road)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>I honestly don't think it's needed, the money would be better spent repairing the pot holes. I walk and cycle around the village and the parked cars and other obstacles keep the traffic slow anyway.</p>

<p>(19) Local resident, (Harwell, Hengest Gate)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>The A417 is a major road and I am of the opinion that the existing speed limits are adequate but should be policed rigorously to allow traffic flow.</p>
<p>(20) Local resident, (Harwell, Hengest Gate)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>There is not enough traffic now to warrant these measures since the building of the link road. The cars parked at the bottom of Burr street also act as traffic calming measures - so I was told by the police.</p>
<p>(21) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>The issue we face is not the reduction in car traffic speed from 30 to 20. The issue is motorbikes driven by youngsters (sometime doing wheelies down the High street) at speeds well in excess of 30mph. This will not solve this.</p>
<p>(22) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>These things are terrible</p>
<p>(23) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p>

	<p>I live on the high street and strongly object to the entire proposed scheme and the proposed features. There is no evidence published here to demonstrate a need for a 20mph zone or these proposed traffic calming features. I can only guess that this scheme was proposed a long time ago, before the Harwell bypass was created, as traffic has not been an issue at all in the 5 years that I have lived on the High Street in Harwell and I have seen no evidence to support this scheme in that time at all. As for downsides, the scheme will be unnecessarily disruptive to create and in operation. It is likely that the proposed scheme will cause significant noise, pollution and travel disruption to residents and the operation will likely increase pollution and noise from the increased acceleration required to navigate the raised tables and disrupt the throughflow of traffic through the village. In addition, I am appalled to hear that - if I understand this correctly - this is a proposed use of the funding from GWP improvements, which could far better be used to support desperately needed local infrastructure in a wide range of other areas including improved broadband, parking, public recreational facilities, road repairs, schools, public healthcare including Primary and secondary care and a wide range of other important priorities which far outweigh any potential - and as yet unexplained - benefit of this proposed 20mph zone and the overall scheme. The cycle lane proposals I support but these are hardly a priority. Please urgently reconsider re-prioritising this funding to the facilities which residents actually need and abandon this bizarrely unnecessary and counter-productive waste of money.</p>
<p>(24) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>I question whether these measures are still needed, given the reduction in traffic since the Harwell link road opened. Raised tables will create added noise and pollution (as cars will inevitably slow then speed up), and will be uncomfortable for some car users (e.g. those with back trouble/who are pregnant), thus inconveniencing both residents and road users. Since there are only 3 roads into/out of the village, why not introduce cameras and an average speed check. This enforcement would be far less intrusive and much more effective than raised tables. I also strongly object to the addition of bollards effectively removing parking spaces opposite the war memorial. Parking is already a huge issue all along the High Street, and in this area in particular.</p>
<p>(25) Local resident, (Harwell, Hoopswell)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p>

	Speed cameras are better to prevent people speeding. Also the don't cause more noise and wear to the cars.
(26) Local resident, (Harwell, Jennings Lane)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Would create more issues due to number of parked cars. On the road and in the case of wantage road two bus stops and a bend will cause more issues</p>
(27) Local resident, (Harwell, Kings Lane)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Raised tables increase pollution, and they can damage vehicles particularly those that have lowered suspension. Link road has reduced traffic through the village, and the proposed 20mph limit will reduce speed too, negating the requirement for the tables.</p>
(28) Local resident, (Harwell, Orchard Way)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Damaging to cars. Increased noise. Difficulty navigating narrow roads made harder with table tops.</p>
(29) Local resident, (Harwell, Reading Road)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>These do not work. All they achieve is to damage suspension, add to noise and pollution and are extremely uncomfortable for the elderly, not to mention people in ambulances. They are dangerous cyclists and those using disabled vehicles.</p>

(30) Local resident, (Harwell, Reading Road)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>This scheme is totally unnecessary and a waste of money. Restrictions on the High Street will only increase congestion and make journeys slower. Most of the roads listed in Harwell one couldn't speed on anyway. Vast amounts of money have already been wasted on cycle lanes in Didcot which are hardly used. What's the point in cycle lanes when the roads are in such poor condition and the pot holes make cycling difficult. If you want to improve road safety bring the roads up to a proper standard.</p>
(31) Local resident, (Harwell, School Lane)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Speed bumps Cause damage to cars. Would prefer average speed camera</p>
(32) Local resident, (Harwell, Teasdale)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Does not seem a Problem</p>
(33) Local resident, (Harwell, The Barrow)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p>

	<p>I walk my dog through the village most days, most weekends I cycle. I don't see traffic at excessive speed. There are parked cars and potholes already slowing the traffic. I therefore consider this unnecessary and a waste of limited money available. (The Reading road is different where cars are still too fast)</p>
<p>(34) Local resident, (Harwell, The Winnaway)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>A 20mph around the centre of the village would be more appropriate</p>
<p>(35) Local resident, (Harwell, Townsend)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Complete objection to these pointless and damaging proposals. Traffic in the village is significantly reduced since the creation of the Harwell Link Road. There is no need for any of these traffic calming measures. Placing a VAS in such close proximity to the war memorial is completely inappropriate. Plastering cycle lane symbols all over the village's roads is as distasteful as it is pointless.</p>
<p>(36) Local resident, (Harwell, Townsend)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Will create hazards and accidents.</p>
<p>(37) Local resident, (Harwell, Tyrells Close)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Burr Street is already an obstacle course with narrow sections, parked cars and buses. Additional road blockage will only cause more confusion.</p>

	<p>High Street is picturesque and traditional. Much of the traffic is now village traffic rather than through traffic and I just don't think we need ugly and in my opinion useless road blockages. Some people are obsessed with vehicle speed, however slow they are going. I have never felt unsafe in the village because of cars and don't want humps all through the village which also affect cyclists.</p>
<p>(38) Local resident, (Harwell, Wantage Road)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <ol style="list-style-type: none"> 1. Raised Platform on Wantage Road will cause a major issue for us to turn into Wantage Road from our property because of the bendy road. Turning from our property is already challenging because of the bendy road and poor visibility of the oncoming vehicle. The proposed raised platform will further aggravate the issue. 2. Raised platform will cause damage to the vehicle. 3. The proposed traffic calming measures were raised prior to the new roundabout developed between Harwell and Didcot. The new roundabout has hugely reduced the traffic coming into Harwell. The proposed plan should be re-reviewed taking into consideration the new roundabout in place between Harwell and Didcot. Public funding should be better used in putting speed cameras, mirrors where visibility is poor and improving road quality.
<p>(39) Local resident, (Harwell, Wantage Road)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <ol style="list-style-type: none"> 1. Raised Platform on Wantage Road will cause a major issue for us to turn into Wantage Road from our property because of the bendy road. Turning from our property is already challenging because of the bendy road and poor visibility of the oncoming vehicle. The proposed raised platform will further aggravate the issue. 2. Raised platform will cause damage to the vehicle. 3. The proposed traffic calming measures were raised prior to the new roundabout developed between Harwell and Didcot. The new roundabout has hugely reduced the traffic coming into Harwell. The proposed plan should be re-reviewed taking into consideration the new roundabout in place between Harwell and Didcot. Public funding should be better used in putting speed cameras, mirrors where visibility is poor and improving road quality.

<p>(40) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>The number of parked vehicles at these locations means these proposals are not required, traffic is going at 20mph or less already.</p>
<p>(41) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>These proposals were initially raised before the by-pass road was constructed. The amount of traffic (mainly local village traffic) now going through the village is much decreased, these proposals are no longer necessary and would now be a waste of money and cause village motorists unnecessary obstruction to the free flow of residents about their activities.</p>
<p>(42) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>The by-pass road now takes most of the traffic that used to use the village high street. These traffic calming measures are not now required, it is excessive and out of keeping with the village.</p>
<p>(43) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>This is completely unnecessary!</p>

<p>(44) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Cars parked on high street / burr street naturally calm. Significant bends and short stretch of Wantage road naturally calm. Wear on cars unnecessary</p>
<p>(45) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>There is no need for any of this. What there is need for is parking issues on gavestone road and Westfield. It's ridiculous</p>
<p>(46) Local resident, (Harwell, Applewood Close)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Not required</p>
<p>(47) As a business, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>There is already natural traffic calming on the High Street and Burr St in the form of parked vehicles. The people that currently ignore the current regulations will continue to ignore the new ones. The cost involved is not a good use of funds. It is a historic High St and has already been blighted by unnecessary signs and furniture. An occasional police presence would be better. We already have a by pass. If you make the village inaccessible you risk the future of the village shops.</p>

<p>(48) Local resident, (Harwell, Manor Green)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Raised tables are a waste of time for modern cars with modern suspension systems- especially given the amount of large 4x4 vehicles in this area. The raised table on Grove Rd has had no impact on speeding vehicles.</p>
<p>(49) Local resident, (Harwell, North Drive)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>20mph is too slow</p>
<p>(50) Local resident, (Harwell, Wellshead)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>20 zone should be enough speed!!</p>
<p>(51) Local resident, (Harwell, White Hart Way)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>I don't agree with them</p>
<p>(52) Local resident, (Harwell, School Lane)</p>	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p>

	Utter waste of money. It won't deter determined speeders. Will be eyesores. Potential damage to vehicles and safety to humans.
(53) Local resident, (Harwell, High Street)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Object</p> <p>I think traffic calming throughout the village would be a nightmare! Months of road works to complete the measures which will probably be completed to a poor standard (If the quality of the previous work around the village is anything to go by). I would love to know the number of road traffic collisions caused by speeding through the village in the previous 10 years. Also when was the last time a traffic survey was completed? Traffic measures on the village would additionally kill local businesses such as the butchers and the news agents due to restricted accesses. If a village where no resident is able to park or access their property is what we are striving for then perhaps measures such as raised bumps would be ideal. Millions of pounds would be better invested in local resources such as adequate bus services, policing and youth services/engagement.</p>
(54) Local resident, (Harwell, High Street)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – Support</p> <p>I don't think the high street or Burr Street/Blenheim Hill is the best place for a raised table</p>
(55) Local resident, (Harwell, Loder Road)	<p>Burr Street/Blenheim Hill – Object High Street – Object Wantage Road/Tyrells Close – No opinion</p> <p>As there are always cars parked along Burr Street you already have to slow/stop, so not only is a raised table pointless it will only make getting past the parked cars even harder, this is also the case with the High Street. Maybe</p>

	<p>the time and money should be spent on looking at the dangerous parking in the streets around the school and nursery during drop off and pick up times!</p>
<p>(56) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Object Wantage Road/Tyrells Close – Support</p> <p>The centre of the village is a conservation area and the proposed changes in the heart of the village will urbanise the centre still further and help destroy the character of the village. I most strongly object to the new electronic signs in the heart of the village and the bollards which will have a massive visual impact and reduce the ability of long-standing residents on the high street to park near their houses - they have no viable alternative.</p>
<p>(57) Local resident, (Harwell, Barrow Road)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Object Wantage Road/Tyrells Close – Concerns</p> <p>I have concerns about raised tables as I don't think they are suitable as I've not seen them successfully used. All I've seen is cars and lorries breaking and accelerating away. Not a very green way of driving also people with mobility issues and medical problems can find these extremely uncomfortable and painful. In the High street when cars are parked along side the road it might take away precious parking spaces.</p>
<p>(58) Local resident, (Harwell, Reading Road)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Object Wantage Road/Tyrells Close – Object</p> <p>simply don't think they are needed and will obstruct some of the routine activities that occur in the village. Do not accept that they have support</p>
<p>(59) Local resident, (Didcot, Peacock Mews)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Object</p>

	<p>Traffic is naturally calmed on Blenheim Hill by parked cars and the narrow road width, the raised table will make bus and cycle journey more uncomfortable.</p> <p>Traffic is naturally calmed on High Street by the blind corner the raised table will make bus and cycle journey more uncomfortable. A better approach might be narrowing the road/widening the pavements.</p> <p>At Tyrells Close the raised table would compromise the accessibility of the bus stop, level access onto buses needs a raised kerb. A better solution here would be a continuous junction across Tyrells Close to give pedestrian priority with a zebra crossing just the west of Tyrells Close.</p>
(60) Local resident, (Harwell, Abingdon Road)	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Object</p> <p>I have concerns about raised tables on both Blenheim Hill/Burr Street and High Street. Cars are parked along those roads and generally drivers try to avoid raised humps so there is a greater danger of parked cars being hit as both roads are narrow because of parking.</p> <p>Wantage Road/Tyrells Close is an accident waiting to happen. Currently cars come round the bend by The Chequers blind as to what's round the corner. There are also bus stops at that junction.</p>
(61) Local resident, (Harwell, Townsend)	<p>Burr Street/Blenheim Hill – Support High Street – Object Wantage Road/Tyrells Close – Object</p> <p>Traffic calming coming from didcot into harwell village would be beneficial. I see no benefit in messing with the roads in the main village, from what I have seen vehicles do not generally speed through the village</p>
(62) Local resident, (Harwell, Church Lane)	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Concerns</p> <p>Would like to better understand the impact of individual measures</p>

<p>(63) Local resident, (Harwell, Crispin Place)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Concerns</p> <p>As proven on Grove Road, speed bumps/raised tables don't slow down large SUVs designed to handle them which represent a large proportion of road users. Average or regular speed cameras would be more appropriate and pay for themselves overtime while also enforcing improved behaviour elsewhere in Oxfordshire for those caught speeding due to not wanting to gain any more additional points on their licence.</p> <p>Speed bumps increase vehicle CO2 emissions as vehicles can't drive at an average speed which is possible with average speed cameras.</p> <p>Speed bumps also drastically deteriorated vehicle suspension when driven over daily which would affect Harwell residents.</p> <p>Speed bumps also required additional surface maintenance which can be costly compared to the frequency and cost of maintaining cameras.</p> <p>If raised tables are as high or equal in height to the one entering Grove Road from Drewitts Corner / High Street. I will be stuck in the village as my classic vehicle doesn't clear that height.</p>
<p>(64) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Concerns</p> <p>I agree that in order to reduce noise we should try to reduce traffic speeds and volumes on the main streets of Harwell.</p> <p>The aim of the calming measures should be to benefit the largest number of households. Raised tables should not be placed where speeds are already low or close to houses, especially houses with windows and gardens close to the road, where the deceleration and acceleration on either side of them would cause more noise than is already generated by faster moving traffic.</p> <p>In order to benefit more households on Blenheim Hill and Burr Street I suggest the raised table on Burr Street should be sited slightly further east to near the junction with Green Road. Burr Street narrows towards its west end and there are often parked vehicles there providing natural speed regulation.</p> <p>Average speeds near the Wantage Road/Tyrells Close junction are already low because of the bends nearby so I don't believe much benefit will be derived from a raised table there.</p>

	<p>The raised table near the village hall will cause noise problems for Beech House. I suggest it is relocated slightly further south closer to the boundary of the village hall, or to outside the MPH garage where housing is further away from the road.</p> <p>Travelling south from Burr Street / Drewitts Corner a normal driver would probably reach 20 mph at the Grove Road / High Street junction. I therefore suggest that the raised table budget from Tyrells Close be used here instead.</p> <p>Residential property is well back from the junction so acceleration noise should not be a problem. In any case It will be little different to what is experienced already at that junction.</p> <p>The area outside White Cottage opposite the War Memorial, rendered green on the GA and described as a verge, is in fact partly a designated parking area with a grasscrete surface. Removal of those existing designated parking areas would cause huge inconvenience to the three households that currently park there as parking in the immediate vicinity is already limited.</p> <p>It's difficult to judge what the intent of the bollards is if it isn't to prevent parking. They appear to be positioned midway between the road and the pavement which would make opening car doors difficult. They wouldn't protect pedestrians any more than would the existing inclined verge and parked cars, or curbs on the remainder of the street. The proposed VAS sign in this area would also make parking difficult and should be re-sited.</p> <p>I fail to understand how removing off-street parking contributes to traffic calming unless your idea is that the affected households should donate their vehicles to serve as chicanes. Will the council be compensating those owners when their vehicles are damaged?</p> <p>I'm unclear of the consequences of the cycle lanes, but it would be unacceptable if they prevented parking</p>
<p>(65) Local resident, (Harwell, The Styles)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Concerns</p> <p>Aren't the potholes traffic calming enough, the road as you enter Gaveston Road and all the way to the primary school is appalling . As a council WE fund, you should be ashamed of the state of the village as a whole. The more you let nature take back , the more it will cost you in the long run(if you know what that even is) as a council and ultimately us as tax payers.</p>
<p>(66) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Concerns</p>

	<p>Numbers 1 and 2 are full of cars and it will be impossible to pass with a raised table. No.3 will be just past a bend and I can see some of the fast cyclists falling off.</p>
<p>(67) Local resident, (Harwell, Manor Green)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Concerns</p> <p>Our property is next to the new raised table on Grove Road. That one clearly doesn't work. Car drive at speed up to table, slow to cross then speed again. Raised tables only slow traffic at point of table.</p>
<p>(68) Local resident, (Harwell, Reading Road)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Concerns</p> <p>Whilst I support the calming measures, I don't think the main village has an issue with speeding. The reading Road is far worse and should be considered. Equally I am amable to drive over the grove road humps as they are too steep for my standard Jaguar. Therefore steep humos would leave me completely stranded in the village.</p>
<p>(69) Local resident, (Harwell, Burr Street)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Concerns</p> <p>I remain unconvinced that such raised speed bumps are effective. I am concerned about the impact when towing my caravan even at slow speeds through the village to my home in Burr Street. It is also another obstacle for cyclist to negotiate as well.</p>
<p>(70) Local resident, (Harwell, Church Lane)</p>	<p>Burr Street/Blenheim Hill – Concerns High Street – Concerns Wantage Road/Tyrells Close – Support</p>

	<p>Impact on buses on the relatively narrow Burr and High Streets due to on road parking. Wantage Rd, esp at the mouth of Tyrrells Close, is wide enough to support raised tables and would contribute to near-miss prevention on the sharp bend at Chequers Corner onto the High Street.</p>
<p>(71) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Concerns Wantage Road/Tyrells Close – Support</p> <p>The location of the raised table on the High Street needs to be near the junction with Galveston Rd where vehicles come from Gaveston towards the High Street turning left where people of all ages are crossing the Rd.</p>
<p>(72) Member of public, (Didcot, Kynaston Road)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Slow down the traffic, my grandchildren live in the village</p>
<p>(73) Local resident, (Didcot, Falcon Drive)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>People driving way too fast through the village young children and families walking and at play. Blenheim hill particularly people speed through and it's dangerous.</p>
<p>(74) Member of public, (Didcot, Lydalls Road)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Pedestrian safety</p>

<p>(75) Local resident, (Harwell, Barrow Lane)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Raised tables are the best way of reducing speeds in the absence of enforcement. They have had a substantial impact on speeding on Grove Road.</p>
<p>(76) Local resident, (Harwell, Barrow Road)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Road users do not adhere to the 20mph limit that is already in force on Grove Rd, which is a busy route for children heading to Harwell Primary. The more that can be done in the villiage to make road users aware of the proposed 20mph zones the better. I witness people speeding on a daily basis while walking my child to school. Grove Rd in particular is an accident waiting to happen. I am all for these improvements.</p>
<p>(77) Local resident, (Harwell, Blenheim Hill)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>High speed of cars coming into the village from Didcot onto Blenheim hill. Particularly at the top of Blenheim hill coming into the village.</p>
<p>(78) Local resident, (Harwell, Blenheim Hill)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>excessive speeding by cars and also buses/lorries down Blenheim Hill/Burr Street. Pavements are dangerously narrow and I'm surprised widening these is not being considered. It's only a matter of time before a pedestrian is clipped by a wing mirror.</p>

(79) Local resident, (Harwell, Burr Street)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>There have been multiple accidents in Burr street, at least 3 in the last year or so, people speed to often and put the lives of my family and others at risk.</p>
(80) Local resident, (Harwell, Church Lane)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I live on the high street and we are very in favour of traffic calming measures to reduce the speed of the traffic through the village</p>
(81) Local resident, (Harwell, Grove Road)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I am in support of anything that reduces speed in the village, although I would be curious if these would slow drivers down, as a resident of grove road I can safely say the bumps installed have made no difference to the speed of those drivers that have no regard for the limit, cameras and local police mobile cameras get my vote</p>
(82) Local resident, (Harwell, Hengest Gate)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p>

	<p>Traffic calming measures are essential to support a 20 mph zone through Harwell. Without these measure, drivers' behavioural change is unlikely to occur. However, please note that the speed limit must not simply be encouraged by these measures but actively enforced.</p>
<p>(83) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>These should help to deter highways users from breaking the new 20 mph speed limit</p>
<p>(84) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Please note the village is Harwell - not 'Harewell'! I support the principle of traffic calming through the village.</p>
<p>(85) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Because the high street traffic definitely needs slowing down</p>
<p>(86) Local resident, (Harwell, Hill Mead)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>To help with the problem of speeding in the village, by residents but also those using our roads as a through way / rat runners.</p>

<p>(87) Local resident, (Harwell, Jennings Lane)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Traffic needs to be slowed or discouraged from the village</p>
<p>(88) Local resident, (Harwell, Kings Lane)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Harwell is a quiet, semi rural village which has increasingly become overrun by traffic from the encroaching Great Western park development. As we are a young family who walk around the village every day I greatly support these measures to reduce the excess speed of traffic. At a minimum the calming measures in the high street are greatly needed. Many cars break the 30mph limit on this long stretch of straight road, which is busy with pedestrians, including children walking to and from school or the recreation ground. I greatly support the lower 20 mph limit in the villages narrow historic lanes.</p>
<p>(89) Local resident, (Harwell, Kings Lane)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Supporting as people often drives their cars above the speed limit and it feels dangerous when walking or cycling. The new measures proposed are an improvement but do not go far enough. Better cycling and walking infrastructure should be added especially on Blenheim hill towards Didcot with a fully segregated cycle lane (there is space for this) and on / the same direction as Grove road which is currently too dangerous to walk or cycle on.</p>
<p>(90) Local resident, (Harwell, Manor Green)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>to improve safety by reducing the speed of motor traffic through the village</p>

(91) Local resident, (Harwell, Manor Green)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Will assist with traffic control and slowing it down</p>
(92) Local resident, (Harwell, Queen Gardens)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Hopefully will slow speeding vehicles down in these areas</p>
(93) Local resident, (Harwell, Reading Road)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Traffic calming much needed</p>
(94) Local resident, (Harwell, Reading Road)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>It would be great to get effective speed reduction measures installed. There is a lot of speeding around here!</p>
(95) Local resident, (Harwell, School Lane)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p>

	<p>Cars continue to use Harwell as a shortcut to get to the A34 and ignore speed limits, especially at Grove Road. They should be encouraged to make use of the link road although this must also lead to consideration of speed control on Reading Road.</p>
<p>(96) Local resident, (Harwell, Talbot Close)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I support any measures that stop People driving too fast through and in the village.</p>
<p>(97) Local resident, (Harwell, Teasel Bank)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Speed of traffic needs to be reduced in the village. This is particularly the case on Blenheim Hill.</p>
<p>(98) Local resident, (Harwell, Teasel Bank)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Slow road down</p>
<p>(99) Local resident, (Harwell, The Cleave)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Traffic through the village needs to be slowed down, for the safety of local children and pedestrians as well as resident drivers.</p>

<p>(100) Local resident, (Harwell, The Cleave)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I believe that there needs to be a single lane barrier as you enter the village from Didcot to slow vehicles down before they descend down the hill at Burr Street/Blenheim Hill. My major road safety concern is dangerous parking on High Street, particularly close to the junctions of Jennings Lane and Church Lane. Parking restrictions urgently need to be introduced before there is a serious accident.</p>
<p>(101) Local resident, (Harwell, The Park)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>To make the village safer for children, I support slower speed limits on approach to the High Street, which these do</p>
<p>(102) Local resident, (Harwell, The Park)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Much safer for all residents, especially with narrow paths in areas. Turning into Wellshead is tricky with oncoming traffic, even more so with a bustop obscuring the view.</p>
<p>(103) Local resident, (Harwell, Townsend)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I live in the village and walk my young children to primary school everyday. Cars drive too fast through the village and during the morning it is clear that a lot of the traffic is travelling through the village despite the new link road. The proposed measures will hopefully reduce speed and traffic.</p>

	<p>I am particularly supportive of the speed limit in Gaveston Road and the Styles, this is where the pre-school and school are located and cars drive too quickly on these roads - especially turning from the high street into Gaverston Road. I think traffic calming measures could go further at this particularly dangerous spot. Pedestrians and cyclists should be prioritised in a village, not motorists.</p>
<p>(104) Local resident, (Harwell, Townsend)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Far too many people speed through the village and use it as a cut through. There are often kids around, including when I do the school run but lots of other times, and this would be a welcome step to reducing speeds in the village. I fully support all measures.</p>
<p>(105) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I highly support the raised tables as there is a high need for traffic calming measures in our village. It would also support our children to be able to cycle more safely to school and to Didcot. Improving the deep ruts and potholes in the tarmac on the high street also would prevent cyclists to have to cycle in the middle of the road. Again this is often a dangerous situation as there are many parked cars around and there are many many many potholes to avoid and very fast moving cars. I also would highly support that you could consider to review the high speed movement of turning cars in and out the Harwellian car park and the fact that there are a lot of children there and pedestrians without a proper safe path. There is an accident waiting to be happening before a child is run over by a car turning fast into the car park.</p>
<p>(106) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Sounds a good idea</p>

(107) Local resident, (Harwell, Crown Fields)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I support the raised humps, I feel they are more effective than lowering the speed limit.</p>
(108) Local resident, (Harwell, Hill Mead)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Locations are in risk areas and support safer driving. The 20mph speed limits only criminalise current safe drivers and do not add the already unsafe drivers.</p>
(109) Local resident, (Harwell, Manor Green)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Speeding in village</p>
(110) Local resident, (Harwell, Talbot Close)	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>The speed of cars through the village is concerning. I have witnessed elderly and infirm people struggling to cross the road when distant vehicles appear in a second due to their speed. The concern is that someone is going to get hit by a car.</p>

<p>(111) Local resident, (Harwell, Teasel Bank)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>People currently drive through the village too fast and so support anything which slows traffic down.</p>
<p>(112) Local resident, (Harwell, The Cleave)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I've seen too many motorcyclists and cars speed through the village. I have a baby and a dog and with the narrow paths it's an accident waiting to happen!</p>
<p>(113) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Hopefully it will slow traffic coming into village.</p>
<p>(114) Local resident, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I'm supporting to make Harwell a safer place</p>
<p>(115) Local resident, (Harwell, Blenheim Hill)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p>

	<p>We live on Blenheim hill and people drive at 60mph down our road, we have a daughter, which it terrifies us that she could be hit by how fast the cars drive down the road. There have already been pets run over because of people driving so fast into the village! Any traffic calming needs to be done asap!</p>
<p>(116) Local resident, (Harwell, Burr Street)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>The Burr Street/Blenheim Hill area is in desperate need of traffic calming, there is going to be a head on collision there very soon as vehicles travel so fast down the hill and face the oncoming traffic that is trying to get round the parked cars and in before they face the traffic coming from Didcot and vice versa. There have already been 2 serious accidents there in the last 10 months and someone is going to be hospitalised soon if something isn't done.</p>
<p>(117) Local resident, (Harwell, Didcot Road)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I support the proposals. As a resident on Didcot Road in one of the first 5 houses as you drive into Harwell from Didcot can i suggest there also needs to be something further down from Burr St / Blenheim Hill even 30mph signs as you enter the village might remind people. I am shocked at the speed of people coming into/out of the village on the final straight piece of road, i.e. Didcot Road before getting to Burr St / Blenheim Hill.</p>
<p>(118) Local resident, (Harwell, Didcot Road)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>I support all of the proposals, however living on Didcot Road as you enter the village from Didcot and before getting to Blenheim Hill / Burr Street, i do not believe they are a problem - it is the very straight Didcot Road section that has the speeding problem. Can I ask why nothing is being proposed for the Didcot Road section ?</p>

<p>(119) Local resident, (Harwell, Loder Road)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>As a mother with young children who regularly walk around the village and to and from the local primary school and shop, the traffic needs to be calmer. We have already on numerous occasions nearly been hit by speeding cars who have "jumped" the red light on the high Street whilst we are crossing the road. This is a huge concern for us, especially as the high Street is used as a rat run in and out of didcot, even more so since the development of yet more houses.</p>
<p>(120) Local resident, (Harwell, Loder Road)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>We live in the village and have young children who we walk with and they will eventually walk alone to and from school and to friends houses, and the park. The speed of the traffic is horrendous especially on the High Street and Gaveston Road.</p>
<p>(121) Local resident, (Harwell, Reading Road)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Can this extend to slow traffic on Reading road especially at the danger points, The Holloway and Winoway</p>
<p>(122) Local resident, (Harwell, Crown Fields)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Some people use harwell as a rat run and speeds . Would of been nice if to off seen some more raised / traffic calming down the crazy grove road where u can drive at 40mph . Crazy speeds down there</p>

<p>(123) Local resident, (Harwell, Teasel Bank)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Traffic travels too fast. It's dangerous to all residents</p>
<p>(124) Member of public, (Wantage, Humphries Green)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Travelling from Wantage to Didcot very regularly something needs to be done to reduce the speed through Harwell for the sake of the local residents.</p>
<p>(125) Local resident, (Harwell, High Street)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – No opinion</p> <p>Too much traffic goes through the village that could take alternative routes, some of it very noisy. There are regularly bottlenecks and queues of traffic at the corner by the Hart and any attempt to reduce traffic is welcome.</p>
<p>(126) Local resident, (Harwell, Teasel Bank)</p>	<p>Burr Street/Blenheim Hill – Support High Street – Support Wantage Road/Tyrells Close – No opinion</p> <p>I am supporting mainly for Blenheim hill as for walking that road daily with my 2 young children to and from school there's been so many near misses with people driving too fast! I actually fell into the road saving buggy and cars slamming breaks on because they was going to fast the path is narrow as it is and when cars/vans are up on the pavement it is not safe for me and my children to be walking round them when the cars drive at full speed at rush hour times.</p>

<p>(127) Local resident, (Harwell, Burr Street)</p>	<p>Burr Street/Blenheim Hill – Support High Street – No opinion Wantage Road/Tyrells Close – No opinion</p> <p>Most people drive through Burr Street to reach Grove Rd as a shortcut, therefore changes on High Street or Wantage Rd will be useless.</p>
<p>(128) Local resident, (Harwell, The Cleave)</p>	<p>Burr Street/Blenheim Hill – No opinion High Street – Support Wantage Road/Tyrells Close – Support</p> <p>Not sure on use of table overall. Speed restriction of 20mph throughout village would be environment friendly and safer</p>
<p>(129) As part of a group/organisation, (Harwell, Westfield)</p>	<p>Burr Street/Blenheim Hill – No opinion High Street – No opinion Wantage Road/Tyrells Close – No opinion</p> <p>I complete this survey in response to the changes made since the last proposal. I write as the Branch Ceremonial Officer for the RBL based in the village. The previous proposal would have caused significant hindrance to the annual Remembrance Parade and so commented as such. The revised proposal has taken those comments on board and therefore, from an RBL perspective, there is no objection to the proposal however that is not to say the RBL is supportive, simple is does not object and why "no opinion" has been selected.</p>
<p>(130) Local resident, (Rowstock, Wantage Road)</p>	<p>Burr Street/Blenheim Hill – No opinion High Street – No opinion Wantage Road/Tyrells Close – Support</p> <p>Supporting as live on Wantage road and cars regularly drive past extremely fast.</p>

