

Divisions affected: *Hendreds and Harwell*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

21 MARCH 2024

HARWELL – PROPOSED 20MPH SPEED LIMIT ZONE

Report by Corporate Director, Environment and Place

RECOMMENDATION

- a) The Cabinet Member for Transport Management is **RECOMMENDED** to approve as advertised the proposed 20mph speed limit zone in Harwell.

Executive Summary

1. This report presents responses to a consultation on the proposal to introduce a 20mph speed limit zone in Harwell, which will replace the existing 30mph speed limit on all roads within Harwell village, as shown in **Annex 1**.
2. The proposals have been put forward as part/under funding support for the Great Western Park improvement works, and in order to help achieve compliance with the new lower speed limit, separate proposals were also put forward that included the introduction of various traffic calming measures within the area.
3. The proposals also align with the ambition & policy of Oxfordshire County Council to make local built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
4. The speed limit proposal mirrors those which were put forward in a consultation carried out in December 2021, which was subsequently approved by the Cabinet Member for Highway Management in February 2022. However, they have been required to be put forward again as a result of the expiration of the statutory two-year period within which to complete implementation on site.

Financial Implications

5. Funding for consultation on the proposals and their implementation if approved has been provided by the developers of the Great Western Park residential development at Didcot to mitigate its traffic impact on neighbouring villages.

Equality and Inclusion Implications

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

Sustainability Implications

7. The proposals would help facilitate walking and cycling, and the safe movement of traffic within Harwell.

Formal Consultation

8. A formal consultation was carried out between 24 January and 23 February 2024. 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, Vale of White Horse District Council, local District Cllr's, and the local County Councillor representing the Hendreds & Harwell division.
9. 109 responses were received during the course of the formal consultation, with: 42 objections (38%), 58 in support (53%), nine partially supporting (8%), and one non-objection.
10. Additionally, an email from Thames Valley Police (TVP) was received – stating that similar to the previous consultation – they had no objection to the proposal in principal, but did query if the 20mph limit would be self-enforcing without the introduction of additional calming measures.
11. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.
12. It should be noted that the level of response was similar to that received in the previous consultation (108 total responses), with 18 objections (17%), 12 raising concerns (11%), and 74 in support (69%).

Officer response to objections/concerns

13. Thames Valley Police raised no objection to the proposal, but did query if the 20mph limit would be self-enforcing without the introduction of additional calming measures.
14. In response, it should be noted that the construction of various traffic calming features within Harwell, comprising of 'Raised Table Calming Features' i.e. full

width flat top humps located on Burr Street/Blenheim Hill, High Street, & the Wantage Road/Tyrells Close junction, as well as additional measures to help reinforce road safety in the area, including two new Vehicle activated speed signs (VAS) 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, were proposed in the summer of 2023, and subsequently approved in December 2023.

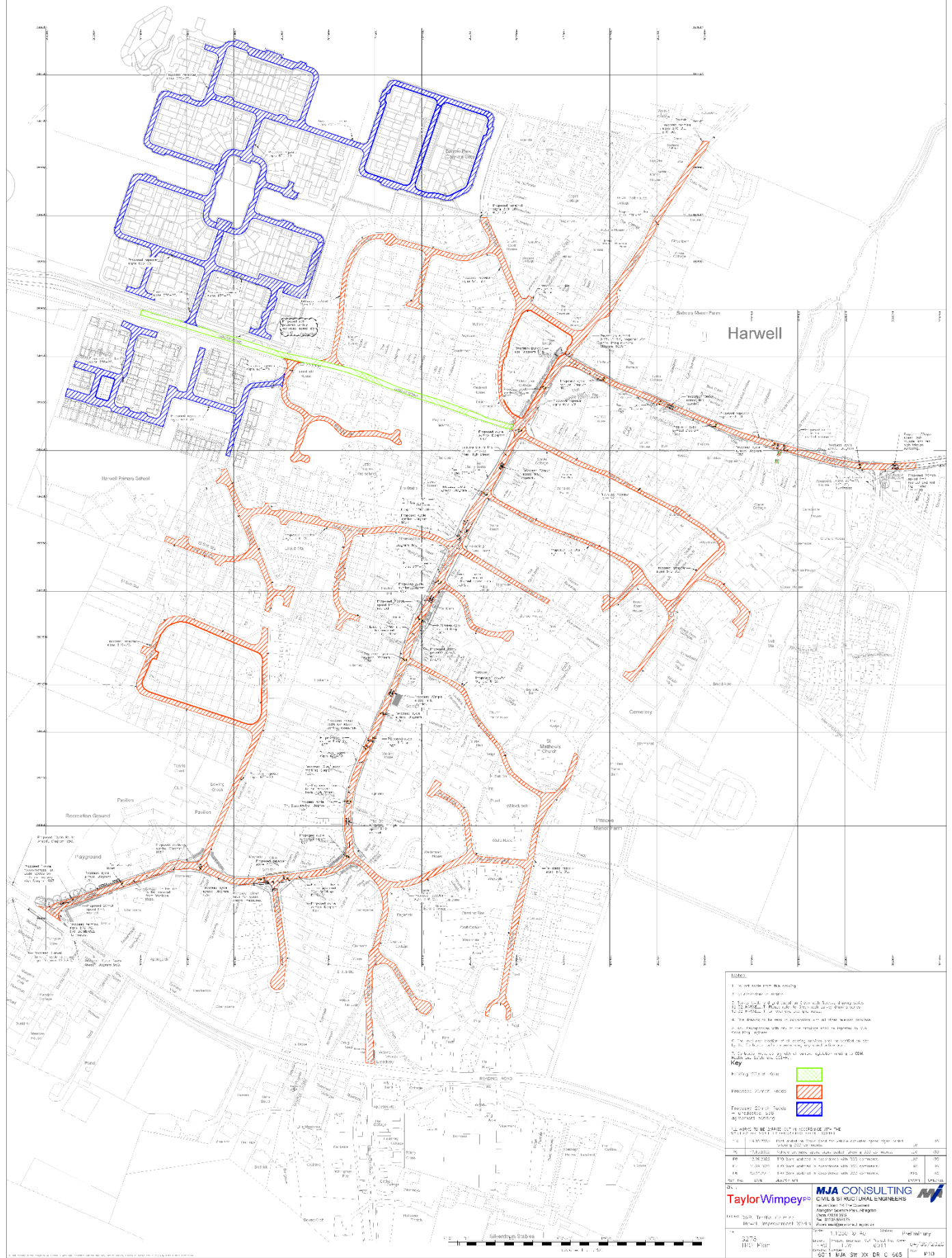
15. A number of objections were received stating the proposals were a waste of taxpayers' money, however Officers can confirm that the proposals are to be fully funded by the developer of the Great Western Park estate (Taylor Wimpey), and as such there would be no additional burden on the taxpayer.
16. Additional comments received also stated that less traffic uses Harwell now that the Harwell link road is open. Whilst this is correct, it should also be noted that due to the lower volume of traffic, the speed of vehicles still using Harwell has potentially increased.
17. The 20mph proposals as put forward are in line with OCC policy and have previously been approved, unfortunately due to a delay with getting the traffic calming element of the works approved, this meant the statutory two-year period within which to complete implementation on site expired.
18. Comments were made in various responses that the 20mph speed limit would be ignored if approved. Officers reiterate that there is an approved supporting traffic calming scheme that is planned to be implemented at the same time as the speed limit change should it be approved. Officers believe this will directly assist with enforcement and compliance of the lower limit.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1 Consultation Plan
 Annex 2 Consultation Responses

Contact Officers: Ryan Moore (Lead TDM Engineer)

March 2024



Notes

1. To be read with the main report.
2. To be read in conjunction with the main report.
3. The proposed cycle routes are shown in green hatched lines.
4. The proposed roads are shown in orange hatched lines.
5. The existing roads are shown in blue hatched lines.
6. The proposed cycle routes are shown in green hatched lines.
7. The proposed roads are shown in orange hatched lines.
8. The existing roads are shown in blue hatched lines.

Key

Existing Cycle Route

Proposed Cycle Route

Proposed Road

Existing Road

Legend

1:1	1:250	1:500	1:1000	1:2000	1:5000	1:10000	1:25000	1:50000
1:1	1:250	1:500	1:1000	1:2000	1:5000	1:10000	1:25000	1:50000

Taylor Wimpey **MJA CONSULTING**
 CIVIL & STRUCTURAL ENGINEERS
 5275, High Street, Harwell, Oxfordshire, OX8 3JF
 Tel: 01235 832111 Fax: 01235 832112
 Email: info@taylorwimpey.com www.taylorwimpey.com

ANNEX 2

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – In principal the Police do object.
(2) Harwell Parish Council, (Harwell, High Street)	Support – Harwell Parish Council SUPPORTS the proposal for the 20mph extending to the boundaries as specified in the consultation
(3) Local resident, (Dicot, Crossville Crescent)	Object – Waste of public money. Not needed. 30mph has worked fine for decades.
(4) Local resident, (Didcot, Great Western Park)	Object – We in Didcot are simple folk, we work, we strive to support our communities and we commute. Life is already difficult; what does 20mph an achieve? There is no accident history; this only increases journey times. We are rural. Please remove this proposal
(5) Member of public, (Didcot, Loddon Drive)	Object – There is no proof that lowering the speed limit improves air quality.
(6) As a business, (Didcot, Hagbourne Road)	Object – The implication of 20mph speed limits across Oxfordshire are causing more traffic and increasing travelling times. This is impacting local businesses like ours because our vehicles spend more time travelling and can complete less drops. We will have to put additional vehicles on the road.
(7) Local resident, (Harwell, Armstrong Close)	Object – With all of the new builds, the road infrastructure is not equipped to deal with such volumes of traffic. Especially with the A34, Harwell Campus and Milton Park all being nearby. Traffic is often fairly bad in morning and evening traffic. You can't always get up to 30mph but when you can it is a godsend. We don't need to slow down by 10mph for people to be safe. If someone was going to break the speed limit at 30,they would also do it at 20.

<p>(8) Local resident, (Harwell, Barrow Lane)</p>	<p>Object – I am a Harwell resident and walk, cycle and drive in the village - myself and young children. I have read the documents provided and can't see any reasons given for this change. For example how many accidents will it prevent? How many accidents have their been that were caused by excessive speed by most drivers. For money to be spent on any public works there should be a financial or moral case and it seems like none has been given. It seems that this decision is just following others. By all means make changes, but do them for a reason based on evidence of existing problems that will be fixed by the change. For example, over the past 5 years say, how many accidents involving injury that would be prevented by the proposed change not caused by drunk or drug drivers, thefts of cars, recklessness etc. which the limit would not change?</p>
<p>(9) Local resident, (Harwell, Barrow Lane)</p>	<p>Object – Since the Harwell link road opened Harwell village traffic has reduced and is generally not excessive in speed or volume. I walk with a dog morning and evening and do not see a problem that needs solving. (The Reading road is a little different with many still driving too fast). I think 20mph is too slow and creates steady constant traffic - stand on Stevenson Rec and watch. There are no gaps in the steady traffic where pedestrians or bikes can cross.</p>
<p>(10) Local resident, (Harwell, Barrow Lane)</p>	<p>Object – The 30 mph limit is neither observed nor enforced. It would be folly to change it to 20. A far better solution would be to create traffic calming measures; speed bumps or pinch points.</p>
<p>(11) Local resident, (Harwell, Barrow Lane)</p>	<p>Object – People who speed will still speed, 30 mph is low enough. No problems now.</p>
<p>(12) Local resident, (Harwell, Barrow Road)</p>	<p>Object – Since the introduction of the Harwell bi pass the volume of traffic has drastically reduced, more and more vehicles parking on the roads which provide natural restrictions without the need to waste money on the introduction of signs. Those that drive at speeds higher than 30mph now will do the same at 20mph. Speed limits are unenforceable.</p>
<p>(13) Local resident, (Harwell, Barrow Road)</p>	<p>Object – Since the building of the Harwell Bypass traffic has decreased through the village and the costs involved in implementing the scheme is poor use of public money and would be better being spent on repairing the roads and footpaths.</p>

(14) Local resident, (Harwell, Barrow Road)	Object – The High Street does not need change. It works fine without any intervention needed. The parked cars slow the traffic and people who do speed will speed regardless of any changes. This applies to all areas. I agree to reduced limit by the school but there is no need anywhere else. Since the link Rd the traffic has reduced and cycle lanes work on wide roads not through the village.
(15) Local resident, (Harwell, Boot Lane)	Object – 20mph is too slow and drivers will either ignore it or constantly watch their speed taking their eyes off the road. It punishes local residents who just want to get around
(16) Local resident, (Harwell, Church Lane)	Object – I don't believe that a 20mph speed limit zone within Harwell is necessary or required. Since the link road was built there is less traffic coming through the High Street in Harwell or speed restriction. Also less need for traffic calming measures but I would prefer these to a general speed limit zone.
(17) Local resident, (Harwell, Church Lane)	Object – The objectives on which the proposal is built can be achieved in far better ways.
(18) Local resident, (Harwell, Church Lane)	Object – These costly and unproven proposals will provide benefits to less than 20 people in the whole of Oxfordshire - your published accident data from 2021 (fewer than 3 in 100,000 of the population) while causing higher vehicle emissions and poorer fuel consumption resulting from a drop in vehicle engine efficiency when operating at lower engine speeds. While injuries from accidents may fall imperceptibly the overall worsening of the health of Oxfordshire's population from vehicle emissions will rise.
(19) Local resident, (Harwell, Church Lane)	Object – Not desired

<p>(20) Local resident, (Harwell, Crispen Place)</p>	<p>Object – Don't agree with 20mph. In my opinion it makes the driving more dangerous and causes more stress</p>
<p>(21) Local resident, (Harwell, Crispen Place)</p>	<p>Object – If people are going to speed they'll do it regardless of the reduced speed, grove road for example some people use it as a racetrack, so many speed down it, 30mph is enough, 20mph doesn't improve air quality or safety cos it means cars are stationary for longer polluting the air even more, as an asthmatic I can't stress this enough, We can't all afford electric hybrid cars!!!! When the roads are fixed properly then consider speed, until then leave the speed well alone it's fine as it is,</p>
<p>(22) Local resident, (Harwell, Crown Fields)</p>	<p>Object – No requirement for it</p>
<p>(23) Local resident, (Harwell, Crownfields)</p>	<p>Object – Spend OCC's transport budget on complete reinstatement replacement.(not just surface dressing but fall plan and new tarmac. A better surface would allow for reduced stopping distances far better than putting up some 20mph signs.</p>
<p>(24) Local resident, (Harwell, Didcot Road)</p>	<p>Object – Not necessary. It's proven that vehicles produce more emissions at 20mph than at 30mph as they are running at a higher RPM in a lower gear. As a result more noise as well. No major accidents/fatalities</p>
<p>(25) Local resident, (Harwell, Fidlers Orchard)</p>	<p>Object – I don't think 20 zones are enforceable. The current stretch of Grove Road that is 20 mph creates a situation where many drivers speed, tail gate and take risks at the chicane to get through even when it's not their right of way. I like to cycle but these changes will not make me more likely to cycle because the we need dedicated cycle routes away from traffic. This is a sticking plaster tactic not a root-cause approach.</p>

<p>(26) Local resident, (Harwell, High Street)</p>	<p>Object – 20mph is not necessary in this area. Existing measures are sufficient including on street car parking. Vehicles that are not accessing the village can easily use the new bypass road, so through traffic is significantly lower than in the past</p>
<p>(272) Local resident, (Harwell, High Street)</p>	<p>Object – Prior to the construction of the Harwell Link Road, there was a bit of a problem with traffic through Harwell - notably with regard to emergency vehicles which had no alternative for access to the west of Didcot. We had two cats run over on the High Street, as well as damage to our cars as we have no off-street parking. Since the Link Road was built, however, the situation is completely different and the High Street is very quiet all day - I now principally work from home in a room that looks out onto the High Street. Any suggestion that Harwell is some kind of death trap for pedestrians or cyclists is complete nonsense (with the one exception being the ridiculous OCC design for a "fake pavement" at the end of Grove Road which is now unsafe for everyone). This proposal is completely unnecessary and will also inevitably lead to equally unnecessary traffic calming measures that will spoil the character of the conservation area in this heritage village.</p>
<p>(28) Local resident, (Harwell, High Street)</p>	<p>Object – I see no need for this proposed 20mph speed limit. Thanks to the Harwell relief road there is now very little traffic through the village. The vast majority of road users already drive responsibly; and those who do not do so are unlikely to be deterred by a lower speed limit. I do not say this lightly: our household have lost several wing mirrors, and have even had a car written off due to a speeding (possibly drunk) driver but I genuinely believe that a 20mph speed limit would not have made any difference. Without enforcement, changing the speed limit is pointless. Calming measures such as signs and raised tables will be ineffective against the most dangerous drivers, yet will cause added noise and inconvenience to residents and responsible drivers, and will be unsightly additions in a conservation area.</p>
<p>(29) Local resident, (Harwell, High Street)</p>	<p>Object – Safety for local residents.</p>
<p>(30) Local resident, (Harwell, Jennings Lane)</p>	<p>Object – I feel that this will not prevent the main traffic issues , parked cars on main road and will actually cause more aggressive driving</p>

<p>(31) Local resident, (Harwell, Jennings Lane)</p>	<p>Object – Since the new bypass road we don't get a lot of traffic through the village anymore.</p>
<p>(32) Local resident, (Harwell, Jennings Lane)</p>	<p>Object – No necessity for 20mph, this suggestion mindlessly following fashion rather than based on a local need. There is no history of either speeding or traffic collisions in Harwell.</p>
<p>(33) Local resident, (Harwell, Jennings Lane)</p>	<p>Object – I think this is unnecessary, as the bypass has already massively reduced traffic flow through the village. Only cars starting or finishing their journey in harwell grill be affected, and so to add speed bumps will not reduce the traffic through the village. Speed bumps increase noise and air pollution when cars break and swerve before them, and then accelerate afterwards. Ultimately, the money would be better spent in repairing the potholes throughout the village.</p>
<p>(34) Local resident, (Harwell, Jennings Lane)</p>	<p>Object – These proposals are a ridiculous waste of rate payers money and much will make our roads more dangerous. The removal of the centre line in particular is of great concern. The problem of safety is of major concern as the footpaths are unsafe for pedestrians , prams wheelchairs and mobility users as there condition is extremely poor and they have not been maintained or repaired to a satisfactory standard. The roads generally are very poor and are in a dangerous condition for the use by cyclists as there are so many potholes uneven surfaces poor condition gullies. We have whole areas of patches which are continually being repatched making up areas of some junctions. Edges of road have degraded and it is clear that the substrata of some areas of road have failed. The only work that gets done is patching of holes and to a generally very poor standard. previous filled trenches are also sinking and are a danger to all road users. Don't waste our money on 20 mile signage just get all the repairs to footpaths and roads done with the money which would be a much better use of the money to protect people, children, bicycles, property and vehicles.</p>
<p>(35) Local resident, (Harwell, Reading Road)</p>	<p>Object – It is unnecessary, especially on the main road. It will increase journey times as well. It will contribute nothing at all to safety. I suspect the decision has already been made by our anti-car council.</p>

<p>(36) Local resident, (Harwell, The Cleave)</p>	<p>Object – Since the opening of the Harwell relief road, the amount and speed of traffic on the high street has reduced hugely so to implement this would be a waste of resources which could be spent elsewhere eg filling potholes. I would strongly object to spending money on this in light of the changed situation.</p>
<p>(37) Local resident, (Harwell, The Winnaway)</p>	<p>Object – I don't think it is needed apart from by the school and little Pippins. Through the village cars are parked along the road which slows traffic. The reading road speed has lowered due to the work of the parish council and the speeding illuminated signs. To lower the speed limit to 20 would inhibit traffic accessing the Reading road from the Wantage road, The Winnaway and The holloway plus housing/estates. There is already a problem at certain times of the day.</p>
<p>(38) Local resident, (Harwell, Townsend)</p>	<p>Object – The traffic is already getting worse in the village with the ever increasing size of Didcot. Adding these measures will clog the roads up with slow moving traffic this increasing pollution. Also, the measures will slow emergency response vehicles including first responders who travel in private cars on behalf of SCAS. I see benefit for these types of measures in some places but feel the money spent introducing them would be better spent fixing the failing infrastructure in the village - particularly the potholes which are damaging vehicles.</p>
<p>(39) Local resident, (Harwell, Westfield)</p>	<p>Object – Since the opening of the Harwell by-pass road the need for traffic calming measures within the village has much reduced. The change to a 20-mph restriction within the village High Street is not required any longer. The recent similar changes to Steventon High Street have resulted in widespread dissatisfaction with the local residents who consider it "stupid" and a waste of money.</p>
<p>(40) Local resident, (Harwell, Hengest Gate)</p>	<p>Object – Not necessary now this an alternative road bypassing Harwell village</p>
<p>(41) Local resident, (Harwell, The Cleave)</p>	<p>Object – The vast majority of people respect 30 mile an hour speed limits; however, I don't think the same can be said for 20 mile an hour one's where people just get frustrated, and are much more likely to exceed the limit. The village isn't really an attractive option to drive though since there's now the bypass, and so the main people who are going to be negatively impacted by these restrictions are going to be the residents of the village who will just have constantly uncomfortable car journeys. As far as I'm aware no one has been injured, and we have a safe traffic light crossing that means that it's not a particularly dangerous road. If the main worry is that people are exceeding the</p>

	<p>current speed limit then surely the solution is a speed camera rather than measures that not only punish those who are driving too fast, but every single other person who drives perfectly carefully. Weighing up the marginal benefits of a few less people speeding occasionally to the annoyance and disturbance to everyone else who drive well seems to be very unfairly balanced for those who do nothing wrong.</p>
<p>(42) Member of public, (Moulsford, Glebe Close)</p>	<p>Object – I don't object to it for minor roads in the village, but please, please, to avoid driver frustration and rage, spare the A417 and leave it at 30mph</p>
<p>(43) Local resident, (Rowstock, Abingdon Road)</p>	<p>Object – Who would argue about road safety? No-one. So every right-minded person will agree with the scheme and those who object are misguided petrol-heads. No, it's more complicated than that. Modern life is a risk, aircraft can drop from the sky, train drivers can fall asleep, we can contract disease and fall of ladders. We accept that as the price we pay for modern life. So why are OCC going after 2-mph zones? Is it because there has been a surge in serious road accidents by involving speeds in the 20-30 mph range and residents are clamouring for 20mph zones? Or is it because the OCC LD/Green coalition is pursuing a unannounced anti-car policy, or like all of left-of-centre politicians they want to dabble in our lives, or just because they can? I suspect it's not the frequency of accidents. Let's also look at the Harwell situation. It's only High Street that needs looking at the other roads are too narrow or short to be a concern. There is limited traffic on High Street since the bypass opened. Has there been serious accidents recently? Why 20mph and not 15? Why not ban cars? If OCC want to help Harwell residents in relation to road safety why not do something about the dangerous Grove Rd. Or tackle the anti-social drivers with illegal exhausts and chipped engines who blight area. Or some better street lighting on High Street. I suspect this sort of thing is in the OCC 'too hard' pile. In any event the 20mph zones I use in Steventon and Abingdon are ignored by everyone and Harwells would be too. So, I object. If OCC is short of money stop wasting it.</p>
<p>(44) Local resident, (Great Western Park, Greenfinch Road)</p>	<p>Partially support – I would support a restriction from the entrance to the village from Blenheim Hill and along Burr St and the high street but there is no justification for anything beyond this.</p>
<p>(45) Local resident, (Harwell, Brookside)</p>	<p>Partially support – Existing speed limits are not enforced so reducing will not make Harwell any safer.</p>

(46) Local resident, (Harwell, Burr Street)	Partially support – Have no objection to 20mph but would not want speed bumps etc alongside this
(4) Local resident, (Harwell, High Street)	Partially support – Whilst supporting the idea of a 20mph zone I object to changes in the parking opposite the Alms houses in the High Street
(48) Local resident, (Harwell, Reading Road)	Partially support – 20 mph through the Village would be good with significant traffic calming measures along A417.
(49) Local resident, (Harwell, Reading Road)	Partially support – The road markings on the A417 through Harwell are no longer suitable for the community. Repainting the center line as a simple white dashed line and moving the white lines, that are currently extremely close to the kerb, out 20cm into the road will automatically slow traffic. Moving the 'shoulder lines' out into the road slightly will also encourage cars to park on the road and not on the pavement as most currently do. I only partially support the 20mph because I feel 30mph is suitable on the road, but at present the road markings encourage drivers to go 40. The road is being resurfaced in March 2024, this would be an excellent time to re-do the road markings.
(50) Local resident, (Harwell, The Cleave)	Partially support – I support the introduction of 20mph limits on side roads in Harwell. I am not convinced of the need to introduce a 20mph limit on Wantage Road/High Street/Burr Street/Blenheim Hill - as a resident who frequently walks around the village, it is very rare to see the speed of vehicles (even with the current 30mph limit) causing issues or danger on those roads. However, the two biggest problems with vehicle speed in the village are not addressed at all by the proposal, which is why I cannot fully support it as it does not seem to solve the most important problems. The speed issues that need addressing in the village are : Excessive speed of some vehicles above the existing 30mph limit on Didcot Road Excessive speed of some vehicles above the existing 30mph limit on A417 Reading Road The problem in both areas is not the 30mph speed limit - the problem is vehicles travelling at 35,40mph or more. Speed calming measures and/or speed cameras on the A417 and Didcot Road should be introduced to encourage keeping to the existing 30mph limit

<p>(51) Local resident, (Harwell, White Hart Way)</p>	<p>Partially support – Not a lot of people pay attention to 20mph on grove road by alder view and some of those are people who live on the estate or the village.</p>
<p>(52) Local resident, (Harwell, The Park.)</p>	<p>Partially support – With so much on street parking, it is often impossible to drive freely through the village.</p>
<p>(53) Member of public, (Coscote, Main Road)</p>	<p>Support – Safer for children and when I cycle them to school. My sons are at Harwell Primary School</p>
<p>(54) Member of public, (Didcot, Lydalls Road)</p>	<p>Support – Safety</p>
<p>(55) Local resident, (Harwell, Manor Green)</p>	<p>Support – to improve safety for cyclists and pedestrians</p>
<p>(56) Local resident, (Harwell, Townsend)</p>	<p>Support – I am in favour of 20mph limits in residential areas like villages. I walk my 2 young children to school along the high street and Gaveston Road and would like to see safety improved for pedestrians, especially at key crossing points. I hope the 20mph would also reduce traffic through the village during rush hours - where it is clear the village is being used as a cut through. I agree with the Council's view to prioritise pedestrians, cyclists and public transport users.</p>
<p>(57) Local resident, (Harwell, A417 Reading Road)</p>	<p>Support – In my opinion the 20mph limit is essential in all residential areas to protect the safety of pedestrians and all road users. It also makes life more pleasant and healthy. My wish would be that not only Harwell village centre be under consideration but also the A417 as it passes through the village. Villagers on this road are also suffering the impact of speeding vehicles, necessitating a Community Speedwatch group of which I am co ordinator.</p>
<p>(58) Local resident, (Harwell, A417 Reading Road)</p>	<p>Support – I want to improve road safety in the village for everyone- including pedestrians, riders and all road users. The 20 mph limit should also include the A417 as it passes through the village. It is common knowledge that the braking distance is almost halved when the speed is reduced from 30 to 20mpj.</p>

(59) Local resident, (Harwell, Applewood Close)	Support – As a resident of Reading Road, the speed with which cars drive through, especially at night, is staggering. A support a reduction to 20mph because I think that a motorist reducing their speed by even 1 or 2 miles would make a huge difference.
(60) Local resident, (Harwell, Applewood Close)	Support – Due to significant housing development over recent the years, there are more cars in the village and more cars passing through the village from Didcot and surrounding villages and I believe that with so many cars on the road an accident will happen if the speed limit is not reduced. Areas that particularly need to be reduced are The High Street and also a major issue is the A417. The A417 is an extremely busy road and even when drivers are driving at 30mph this is too fast (many drivers exceed this speed as we know from our local group who monitor speed limits on the A417 and we have seen this ourselves). The A417 is in need for a reduced speed of 20mph, it is also in desperate need for traffic lights/crossing. There are many families who live the north side of the A417 and they struggle to cross the road, particularly in the morning for school. In the winter it is very scary crossing the road as it is so dark and even when drivers obey the 30pmh rule, is is too fast - it is an accident waiting to happen. Harwell is a large village with lots of young families, it has a pre-school and primary school which every day parents/guardians have to get their children to school, I think the community would feel safer if speed limits were reduced.
(61) Local resident, (Harwell, Barrow Lane)	Support – Traffic speed through the village is too high and it is commonly used as a shortcut to avoid the main roads. Lower speed limit will help with both of these and encourage active travel.
(62) Local resident, (Harwell, Barrow Lane)	Support – I cycle this route and it isn't safe with the speed the traffic moves at and I am an experienced cyclist so actively discourages children cyclists and less experienced adults. Also because of the 30 speed limit it doesn't encourage people to us the new road of travelling from wantage /steventon etc direction towards didcot
(63) Local resident, (Harwell, Blenheim Hill)	Support – Cars use Harwell as a way of cutting through to the A34 which in turns makes them go at least 50 mph through the centre of Harwell, it is unsafe and causing harm.

<p>(64) Local resident, (Harwell, Burr Street)</p>	<p>Support – It will slow traffic thru the village, ideally mean drivers will use the new link road instead of cutting thru the village</p>
<p>(65) Local resident, (Harwell, Burr Street)</p>	<p>Support – People come speeding through the village of harwell, it needs to be a 20</p>
<p>(66) Local resident, (Harwell, Burr Street)</p>	<p>Support – Everyone ignores the 30 zone, so bringing it down to 20 hopefully although people will still speed, will be a reduced speed</p>
<p>(67) Local resident, (Harwell, Burr Street)</p>	<p>Support – People come flying through the village, hopefully a 20 mph limit or speed humps would deter from this</p>
<p>(68) Local resident, (Harwell, Burr Street)</p>	<p>Support – I live on Burr street, drivers using Harwell as a short cut come flying through the village, there have been at least 2 crashes involving the parked cars opposite in the last few years. It's unsafe to cycle or try and cross the roads as they are.</p>
<p>(69) Local resident, (Harwell, Church Lane)</p>	<p>Support – Harwell is an active and vibrant community and there are high numbers of pedestrians, including children, elderly, commuters and general locals who go about their daily business within the village. Both the roads within Harwell and the A417 have a high level of pedestrians crossing at many points. There are countless places along these roads where visibility is limited due to the shape of the road, parking and buildings. There is only one pedestrian crossing. The roads within Harwell are not main routes since the link road was built and therefore there is no need to have a fast flow. In addition, the A417 cuts through the higher and lower sections of the village with many commuters and families having to cross multiple times during the day. Additionally, we have noticed an increase in speed along the A417 since the link road was built as it has created long straight sections. We also farm the fields surrounding the village and our farm is situated on the edge of Harwell, which means we are frequently driving heavy vehicles on the roads in question. Reducing the speed limit would increase safety for us and other road users. For these reasons we as a family strongly support a 20 mile an hour limit throughout the roads within Harwell and on the A417.</p>

<p>(70) Local resident, (Harwell, Didcot Road)</p>	<p>Support – What if any steps will be taken to slow traffic entering and leaving Harwell on the Didcot Road. Excess speed of vehicles is enough to cause concern for residents living on this stretch of road. They will be outside of the 20mph limit though the road is subject to a 30mph limit.</p>
<p>(71) Local resident, (Harwell, Downs Close)</p>	<p>Support – I'm supporting this proposal, particularly in relation to the Reading Road A417 from the Harwell Link Road through to Rowstock. Given the level of traffic, combined with the amount of school children, dog walkers, horse riders on this stretch of road, 30mph is too quick. Particularly given, that most do not observe the 30mph speed limit. The well trodden argument of bringing the speed limit down to 20mph will be ignored too, is inaccurate, the data shows that noise pollution and increased levels of safety with roads that have 20mph speed limits as people on average will drive slower. I am in incredible support for the proposal. We also have high amounts of wildlife to the west of the reading road, deer, foxes, hedgehogs and the like, and the increase in traffic and related noise pollution is driving the wildlife away.</p>
<p>(72) Local resident, (Harwell, Gaveston)</p>	<p>Support – It's already been agreed so let's get on with it</p>
<p>(73) Local resident, (Harwell, Grove Road)</p>	<p>Support – The village is not a racetrack</p>
<p>(74) Local resident, (Harwell, Wellshead)</p>	<p>Support – Support but no speed bumps please??!</p>
<p>(75) Local resident, (Harwell, Hengest Gate)</p>	<p>Support – 20 mph is becoming the default for villages. It will make the village safer for cyclists, pedestrians and children.</p>
<p>(76) Local resident, (Harwell, High Street)</p>	<p>Support – I hope it will improve safety and life in the village</p>

<p>(77) Local resident, (Harwell, High Street)</p>	<p>Support – Many villages are adopting 20mph speed limits both locally and nationally. Such a reduction in speed should make the roads in Harwell safer for pedestrians and cyclists, reduce noise, lower particulate, Co2 and tyre pollution and encourage more active travel.</p>
<p>(78) Local resident, (Harwell, High Street)</p>	<p>Support – The high street is extremely busy with double decker buses going through at speed every 15 minutes or so. The proposed 20mph limit may encourage people to use the bypass - at present they would rather drive through the village!!</p>
<p>(79) Local resident, (Harwell, High Street)</p>	<p>Support – Considering many more horses and bicycles now use the High Street, there are too many vehicles using this road going far too fast. I believe that reducing the speed limit to 20mph through the village will encourage people to use the new link road. Which at present they do not appear to be using.</p>
<p>(80) Local resident, (Harwell, High Street)</p>	<p>Support – Imposing speed limit and speed limiting devices will reduce amount of traffic and slow remaining traffic down, which will improve safety, reduce pollution and noise for village residents. It will also reduce the number of bottlenecks caused at the corner by White Hart, where buses and other vehicles frequently get into stalemate standoffs about who will back up, causing long tailbacks of angry drivers.</p>
<p>(81) Local resident, (Harwell, High Street)</p>	<p>Support – to reduce noise, safety of elderly and young crossing the road, to prevent the bottleneck at the corner of the hart of harwell when buses are turning,</p>
<p>(82) Local resident, (Harwell, Hill Mead)</p>	<p>Support – Cars travel too fast through the village - there are parked cars and no cycle lanes down the high street, so it is safer for cyclists to have a lower limit.</p>
<p>(83) Local resident, (Harwell, Hill Mead)</p>	<p>Support – 20 mph speed limit is much needed around the village, there is no need to drive any faster and it is much safer for cyclists and pedestrians if the cars travel around the village at a slower speed. Particularly on the high street, it will feel much safer to cycle along if the cars are limited to 20 mph</p>

<p>(84) Local resident, (Harwell, Kings Lane)</p>	<p>Support – My children (11 and 8) walk around the village on a daily basis. My 11 year old walks on his own to catch a school bus. I'm concerned for his safety on his walk - many cars exceed the 30 mph limit, especially along the long straight uninterrupted stretch of the main high street. My son has to cross the road where the view is often obstructed by parked cars. I'm concerned cars driving at 30 mph or in excess will not have visibility nor the time to safely stop to allow pedestrians to cross. Reducing the speed limit will reduce the chances of an accident in a built up area with lots of pedestrians, a high proportion of them children.</p>
<p>(85) Local resident, (Harwell, Manor Green)</p>	<p>Support – I am keen to promote an environment where children can cycle safely throughout the village. However I am concerned about the proposal to put speed bumps on Burr Street. This road has a steep dip that is currently poorly lit. Introducing bumps without improving lighting increases the risk of cyclists crashing.</p>
<p>(86) Local resident, (Harwell, Reading Road)</p>	<p>Support – For both safety and emissions. This is such an obvious thing to implement in the village.</p>
<p>(87) Local resident, (Harwell, Reading Road)</p>	<p>Support – I live on the north side of the A417 through Harwell. The opening of the Link Road to Didcot down the eastern side of Harwell Village has led to an increase in the Traffic on A417 through the village. Many drivers exceed the 30 mph speed limit and it is difficult and sometimes dangerous to drive out of my gateway onto the main road. Two years of Community Speed Watching shows that many drivers still exceed the speed limit and there is little prospect of any effective statutory speed control in the near future. I therefore strongly support the implementation of a 20 mph speed limit throughout that stretch of the A417 from the junction with Wantage Road/Winnaway in the west to the edge of the village in the east.</p>
<p>(88) Local resident, (Harwell, Reading Road)</p>	<p>Support – Vehicles speed through our local area and it's unsafe.</p>
<p>(89) Local resident, (Harwell, Reading Road)</p>	<p>Support – i cross with two small children and it can be extremely dangerous.</p>

<p>(90) Local resident, (Harwell, Reading Road)</p>	<p>Support – Will be safer when I am walking my children to school, around the village and will hopefully also slow motorists down on the 40mph area of the reading road (ideally would like that speed limit to change also)</p>
<p>(91) Local resident, (Harwell, Reading Road)</p>	<p>Support – Safer for children and hopefully slow motorists down on the reading road towards the 40 mph zone as it seems most drivers are doing 40+</p>
<p>(92) Local resident, (Harwell, The Cleave)</p>	<p>Support – I feel unsafe walking around with my dog and pram on narrow uneven pavements and the cars going past at 30 and often even faster.</p>
<p>(93) Local resident, (Harwell, The Cleave)</p>	<p>Support – It is difficult to drive above 20mph along the high street due to parked cars so it wouldn't feel any different. Cycle lanes along the high street concern me - are there enough cyclists to warrant the resulting narrow road?</p>
<p>(94) As part of a group/organisation, (Harwell, The Holloway)</p>	<p>Support – I am supporting a 20 mph limit in both the village of Harwell and along the A417 as it has become fundamental traffic must slow down in built up areas due to high volumes which now exist making it dangerous for young children, old people, horses and other animals.</p>
<p>(95) Local resident, (Harwell, The Park)</p>	<p>Support – I think a 20mph limit will make it safer for me (I am disabled and use a walking stick) and my primary school aged children to cross the main road. Traffic is often going too fast. My daughter in year 6 cannot confidently cross the road at our end of the village as visibility is poor (by Wellshead) to go to the park or visit friends on the other side of the road and currently has to walk to safer parts of the village to cross. If we really want kids to walk to school and adults to use bus stops etc we really need it to feel safer and more welcoming for pedestrians. A 20mph limit would also reinforce that the road is predominantly for local traffic.</p>
<p>(96) Rather not say, (Harwell, The Park)</p>	<p>Support – I am frequently at the Village Hall or cycling around the village and see that while a lot of vehicles keep well under 30mph there is a significant number who are prepared to put their foot down between the Wellshead bend and Gaveston Road if it is clear, or from the Townsend bend to Gaveston Road. If this measure gets all speeds below 30mph that will be a start.</p>

	<p>Also, keeping to 20mph isn't going to add many seconds to a drivers journey time within the village but will make it safer for pedestrians and cyclists.</p> <p>The High Street is on the route of a number of cyclists commuting between Didcot and the Harwell Campus and there is quite a bit of on-street parking so a 20 mph limit will improve safety for them.</p>
(97) Local resident, (Harwell, The Winnaway)	<p>Support – I live in the village and have two primary age children, in the last 5 years the village and Didcot has become significantly developed causing a huge amount of traffic through the village making some of the roads (mainly used for cut through) very dangerous for crossing. In particular the A417 into the village is a very fast road and is used by many families in the village to access the Rec. I fully support the reduced speed limit through the village, to be honest I could not fathom why it would be opposed. Equally I strongly recommend a crossing be put in on the a417 as a family that use it a few times a day we can be waiting somewhat up to 10 minutes waiting to cross a very busy fast road.</p>
(98) Local resident, (Harwell, Downs Close)	<p>Support – The noise of traffic and the risk to children crossing the road from the housing estates to play in the local park.</p>
(99) Local resident, (Harwell, High Street)	<p>Support – 20mph saves lives</p>
(100) Local resident, (Harwell, Hill Mead)	<p>Support – There are only a couple of sections where it is safe to do 30mph and most of the proposed sections are only safe to drive below this. Some drivers think that they are driving safely at they are driving at the speed limit not to the road conditions. A lower speed limit may encourage more use of the new link road and deter use of Grove Rd as a 'rat run'.</p>
(101) Local resident, (Harwell, Wantage Road)	<p>Support – Many children in Harwell, they should be protected</p>
(102) Local resident, (Harwell, Reading Road)	<p>Support – 20 mph limits are now commonplace throughout the UK. Harwell remains an unfortunate and noticeable exception. As both a pedestrian and a motorist I fully support the proposal. From the pedestrian's perspective the knowledge that motorists should (!) be driving at or below this limit is reassuring. From the motorist's: (i) driving at 20</p>

	<p>mph enables the driver to assess more easily, immediate potential hazards and take evasive action if necessary; (ii) rapid acceleration and deceleration are generally unnecessary with concomitant reduction in both gaseous and particulate pollutants. In my personal experience, there is not problem keeping to the limit, once used to it. The only stressful aspect is when a queue of motorists not willing to keep to the limit form behind!</p>
(103) Local resident, (Harwell Village, The Barrow)	<p>Support – Fast traffic in and around the village</p>
(104) Local resident, (Harwell, The Barrow)	<p>Support – Fed up with fast traffic especially at the Grove Road junction end of the High Street still used heavily as a cut through from Didcot to Abingdon etc and generally throughout the village</p>
(105) Local resident, (Harwell Village, Westfield)	<p>Support – We must make it safer to cycle and walk in the village and ensure that long term planning means that active travel can be prioritised over car based travel. 20mph will mean a lot of vehicles will driver slower even though some drivers will not obey the limit many responsible drivers will. These plans also enable safer crossing points in the village and it important that all types of users are considered not just the need of car drivers. Crossings on the high street combined with lower speed limits will be safer for children and the less mobile. Whilst many will complain about 20mph they are effective in many locations such as the village and the complementary measures will improve the high street for the long run. Hopefully these changes will also encourage more children and parents to cycle to Didcot schools because they should feel safer.</p>
(106) Local resident, (Harwell, Reading Road)	<p>Support – A 30mph speed limit means that in practice many motorists exceed this, as evidenced by the Harwell Speed Watch on the A417 on the edge of the village. Pavements in the village centre are often narrow so speeding vehicles pass very close. There is a dangerous sharp bend at the end of the High Street which motorists often approach at excessive speed. The High Street is a busy road which divides the village with many people including children and family groups needing to cross to access bus stops and shops. Harwell is one of very few villages in the area which lacks speed restrictions to 20mph and this should be remedied urgently. At the same time there is a very strong case for including the stretch of the A417 that lies within the village limits . The local Speed Watch group (on which I participate) regularly identifies vehicles, including tractors and lorries exceeding the 30 mph limit, often at over 40mph and sometimes over 50mph, making it hazardous crossing the road(and many people from the lower village cross at the top of the steps to access the Holloway for walks on the Ridgeway. Speeding vehicles also make it hazardous exiting drives onto the A417 . That stretch needs a 20mph limit which will bring it into synchrony with the rest of the village and reduce risk to pedestrians and risk to residents leaving their</p>

	drives , not to mention reducing road noise. That stretch needs active traffic calming measures such as chicanes or speed humps and ideally there should be a light controlled crossing at the point between the steps and Holloway. Other local villages have just this.
(107) Member of public, (Romsey, Hampshire)	Support – The main road into Harwell from the east (Didcot Rd - Blenheim Hill - Burr Street) is narrow and has old fashioned pavements (footpaths) that are also narrow and do not run the whole length of the road so that one must keep crossing the road to walk along the street as far as the "Hart of Harwell" from, say, the A34 bridge (and schools/UTC beyond). This is dangerous for pupils (ie grandchildren) walking or cycling to and from school / UTC.
(108) Member of public, (Wantage, Willow Walk)	Support – I am a cyclist who uses routes through Harwell
(109) Member of public, (Woodley, Church Road)	Support – The nature of the roads in Harwell and some of the small and single-sided footpaths warrants traffic calming measures to maintain a village feel and keep all highway users safe while allowing growth in neighbouring areas, limiting the urge for use as a cut-through.
(110) Local resident, (Harwell, Didcot Road)	No objection – Cars are speeding through the village and I don't feel safe allowing my children to walk to school.