

Divisions affected: *Hendreds and Harwell*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 FEBRUARY 2022

HARWELL: B4493 AND ADJACENT ROADS - PROPOSED 20MPH SPEED LIMIT ZONE & TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a) the introduction of a 20mph speed limit zone a **20mph speed limit zone** in Harwell. The proposals will replace the existing 30mph speed limit with a 20mph speed limit zone on all roads within Harwell village, leading out to the following points:
 - Blenheim Hill/Didcot Road - a point 40 metres east of its junction with Teasel Bank
 - Grove Road - a point 410 metres west of its junction with Drewitts Corner
 - Townsend - its junction with Barrow Lane
 - Wantage Road - its junction with Reading Road
 - b) traffic calming measures within the 20mph zone comprising:
 - Raised tables to be located on:
 - Wantage Road - with its junction Tyrrells Close,
 - High Street - outside Wellow House,
 - Blenheim Hill - outside Hill Orchard.
 - One sided 'build-out' feature on the High Street (near the War Memorial) on the northbound lane, with priority given to traffic travelling southwards,
 - Centre line road markings will be removed on High Street & Wantage Road & 1.5m wide advisory cycle lanes in each lane will be provided,
 - '20' roundel road markings on the carriageway & '20 mph' repeater signs will be installed at various locations within the zone.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to introduce a 20mph speed limit zone and supporting traffic calming measures at Harwell.

Financial Implications

3. 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

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

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 25 November 2021 and 31 December 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Harwell Parish Council, Vale of the White Horse District Council and the local County Councillor. Letters were also sent directly to approx. 165 properties in the immediate vicinity of the proposals, and street notices placed on site in the area.
7. 108 responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / objection	Total
20mph speed limit	18 (17%)	12 (11%)	74 (69%)	4 (4%)	108
Raised tables	30 (27%)	8 (8%)	63 (58%)	7 (6%)	108
Build-out feature	43 (39%)	12 (12%)	49 (45%)	4 (4%)	108

8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed no objection to the raised tables and traffic calming build out, but did object to the proposed 20mph zone on the grounds that there is a query if the 20mph limit will be self-enforcing without additional calming measures given that no speed data had been provided as part of the consultation documentation.

10. Harwell Parish Council expressed support for all the proposals, citing their involvement in discussions about suitable traffic calming in Harwell for some years.
11. The Vale of the White Horse District Council expressed no objection.
12. Oxford Bus Company while supporting the proposed 20mph limit, objected to the traffic calming measures citing concerns that the proposed removal of centre line & 1.5 metre cycle lane introduced on both sides of the carriageway will make the road very narrow and if two buses meet then there would be a need to use the full width of the road. Additionally, concerns were raised on how 'bus friendly' the raised tables would be and also on the impact of the proposed build-out on delays and requested further information on these features.
13. Noting the above, in respect of the concerns on the removal of the centre line on the High Street, the existing carriageway width is not being changed, with the current carriageway width being 'reallocated' to facilitate the 1.5m wide advisory cycle lanes, this arrangement has recently been applied to the Didcot/Wantage Road in Didcot. If two buses or cars want to pass, then they can do so by moving into the cycle lane when safe to do so. This reduces vehicle speed and provides a safer space for cyclists. The junction tables will have on/ off ramp gradients of 1:16 which are judged to be bus friendly. However further discussions will be held with the bus operators on aspects of the detailed design.
14. The Royal British Legion (Harwell Branch) expressed an objection to the 20mph limit or raised tables did object to the proposed siting of the build out by the War Memorial, stating that the narrowing of the road directly opposite the War Memorial would compromise the position the parade would take as the available space would be reduced to unusable the focal point of the Commemorations. Additionally, a local councillor also objected to the build out on the grounds of its impact on traffic and parking, and it possibly being counterproductive as vehicles may speed up to avoid having to give way to oncoming traffic.
15. Taking account of the above and other responses in respect of the appropriateness, safety, effect on parking and its overall traffic and environmental impact (including noise and vehicle emissions) , a design review is taking place of the build-out outside the War Memorial.
16. The Oxford Cycling Network supported all the proposals, although queried if the gaps between the raised table are too long and in consequence may not achieve sufficient speed control and suggested it would be sensible to monitor speeds. Their response also noted with the proposal for cycle lanes but expressed a preference for the advisory lanes to be closer to 2.0m than 1.5m if where there is sufficient carriageway.

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>20mph speed limit - Object Raised tables – No objection Build-out feature – No objection</p> <p>Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits .All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</p> <p>We are aware that Oxfordshire County Council have recently passed a policy to introduce many more 20 mph speed limits and are working with them through their 20s Steering Group committee .</p> <p>TVP Welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety and may offer further such as median speed reduction and speed reduction of faster drivers, but the best benefits are where road design is improved and the DfT guidelines are followed. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, attempts to create an environment more friendly to cycling and to encourage a greater diversity of road users</p> <p>. The police stance still reflects that 20 mph limits and zones should still be self-enforcing</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between sign-only and other schemes and the influence of the road environment is key to achieving compliance. TVP have no policy to enforce based on arbitrary speed limits alone but we will enforce based on harm, risk and resourcing. 20mph limits are not excluded</p>

	<p>from this and would be enforced where appropriate. However, there are no additional resources available to support extra enforcement.</p> <p>Messages from partners that police do not enforce need to be discouraged as such messaging can encourage non-compliance and should be avoided..</p> <p>No speed data has been provided to support these measures.</p> <p>It is noted in these proposals that engineering has been included although most I would describe as soft ,and unlikely to achieve the levels of compliance expected .</p> <p>Grove road ,Harwell has for a number of years been subject to a 20 mph limit with poor compliance and continual complaint .Only now are further engineering measures being considered .</p> <p>It suggests funding /support for this scheme has come from Great Western Park .Sadly these developments within Didcot have not been good examples of 20 limits with poor design , low compliance and many complaints from residents.</p> <p>In light of this I do not believe the level of measures planned for the rest of Harwell Village will achieve good compliance especially the High Street. Therefore unless more severe measures or data to support such a lowering is included, the Police object .</p>
<p>(2) Local Cllr, (Harwell, The Park)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Object</p> <p>I support the plan in principle but have concerns about:</p> <ol style="list-style-type: none"> 1) there is a 'table' proposed for outside the Village Hall with an associated 20 sign. Since the survey for this was done the Village Hall has erected a sign made by a local artist very close to the proposed site for the 20 sign, which will therefore detract from the Hall's sign. Can the proposed location be moved south 15 or 20 metres to be outside Peartree Barn? 2. There is no 20 sign proposed for the section between Gaveston Road and the Grove Road junction but currently this section seems to have more than average numbers of vehicles exceeding the 30 limit. Can there be a repeater sign on this section please? 3. I know the lane from the A417 to Princes Manor Farm is not a public road but it was surfaced a few years ago with the result that delivery vehicles and others regularly do 35 to 40mph and some residents of the Park living towards the north end are quite happy to do 50 and even 60 mph on this lane. If there is a method of setting a limit on unadopted roads then can this lane please be included? <p>I wish to object to the built-out feature. The section where it is proposed to site it already has vehicles regularly parking</p>

	<p>on the west side of the road and effectively reducing it to one lane. Adding this feature will just encourage parking on the road and create a longer section of one-lane road. Since drivers will be forced to give way this will only encourage those being given way to drive faster to reduce the time they are holding up the oncoming vehicle. Therefore it will encourage faster driving rather than slower. Surely both for safety and traffic-calming considerations the aim should be a slower uniform speed rather than increasing the amount of stop-start driving?</p>
(3) Harwell Parish Council	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Have been involved in discussions about suitable traffic calming in Harwell for some years and welcomes the proposals.</p> <p>The council would like to ask that all qualifying built-up areas in the parish are considered for this scheme, and indeed for reductions in speed limits generally in the parish (e.g. 40 to 30 as well as 30 to 20).</p>
(4) Vale of White Horse District Council	<p>20mph speed limit – No objection Raised tables – No objection Build-out feature – No objection</p>
(5) Oxford Bus Company	<p>20mph speed limit - Support Raised tables - Object Build-out feature - Object</p> <p>I'm afraid that we are going to have to OBJECT to these proposals pending further information. Our concerns are as follows:</p> <p>We fully support a reduction in the speed limit to 20mph, as this would hopefully reduce the amount of traffic using the village as a "rat run". However, on looking at the Consultation Plan diagram we have the following concerns:-</p> <ul style="list-style-type: none"> • Removal of centre line & 1.5 metre cycle lane introduced on both sides of the carriageway - This will make the road very narrow and if two buses meet then there would be a need to use the full width of the road. I believe this would be the same type as is currently used on the road between the Nuffield hospital and Headington Shops, which is a much wider road and issues can still occur along this stretch. • Raised table for speed control, these are not usually "bus friendly" depending on the height and length of these. We would need more information about the design and make up of them to make sure that they were 'bus friendly'.

	<ul style="list-style-type: none"> • Looking at the plans it seems there will be a build out next to the War Memorial as a speed control measure, again more details would be advantageous on this one, such as the design etc so that we can see if it would cause any issues or delays.
<p>(6) Local Group, (Harwell Branch, Royal British Legion)</p>	<p>20mph speed limit – No opinion Raised tables – No opinion Build-out feature - Object</p> <p>I write very much in my RBL role as both Vice-Chairman and Ceremonial Officer, with regards the layout of the proposal in relation to the proximity to the War Memorial.</p> <p>Based on the Consultation Plan as found on the https://letstalk.oxfordshire.gov.uk/ webpage I notice that there is proposed "build out" feature directly opposite the War Memorial.</p> <p>The concern I have is this could not be in a worse location (other than being on the War Memorial side of the road) for the annual Remembrance Parade which takes place as I am sure you are aware every November and write to raise this concern.</p> <p>I offer the following link to an album of photos from Remembrance 2019 and attached photos as an example of a "typical year" (given the pandemic 2020 and 2021 have not been typical) which I am hope you can see how the parade forms up in front of the War Memorial and the position upon the road. The narrowing of the road directly opposite the War Memorial would compromise the position the parade would take as the available space would be reduced to unusable.</p> <p>Attached are specific photos which show how the space in front of the War Memorial is used for this very important event for the village.</p> <p>With the growing size of the village and thus the community attendance at the Parade has been growing year on year, which has required squeezing more people into the available space. This 20mph Zone with narrowing of the high street proposal not only reduces this available space but specifically does so front and centre of the focal point of the Commemorations.</p> <p>I am not writing to voice an opinion against or in protest to narrowing the road, only that the narrowing is placed somewhere not directly opposite the War Memorial.</p>
<p>(7) Local Group, (Oxfordshire Cycling Network)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p>

	<p>We support 20mph speed limits and appropriate traffic calming to improve the safety of people walking, wheeling and cycling, and to encourage the use of these active and healthy modes.</p> <p>The reduced limit will also feed through to sat-navs and reduce traffic driving through Harwell rather than the Link Road.</p> <p>We think the speed tables are appropriate for traffic calming, but the gaps between them are long and they may not achieve sufficient speed control. It would be sensible to monitor speeds.</p> <p>With the 'cycle lanes with no centre line' solution - we are interested to see how this works in practice as this should be a good situation for it with low traffic numbers and speeds. We prefer the advisory lanes to be closer to 2.0m than 1.5m if where there is sufficient carriageway (say 2.5-3.0 remaining in the centre lane).</p>
<p>(8) Local Group, (Sustainable Harwell)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>fully supports the proposal to limit speeds within the village to 20mph as well as the proposed traffic calming measures, The measures will help to provide a safer environment for pedestrians and cyclists within the village. They will also support the move to net zero by encouraging greater levels of active travel and reducing the CO2 emitted by vehicles. In addition they will help improve the air quality within the village by reducing exhaust, brake and tyre particulates. We also suggest that the proposed scheme represents an opportunity to measure the air-quality benefits to Harwell to help inform other communities looking to undertake similar measures.</p> <p>We note that the proposed cycle lanes and 20mph zone are shown to finish on Blenheim Hill/Didcot Road at a point 40 metres east of its junction with Teasel Bank. We question this as we believe that the cycle lanes and 20 mph speed limit should run the full length along Blenheim Hill all the way to the Link Road roundabout, This would provide a safer, more pleasant cycling route from the village into Didcot which can be used by commuters to the station as well as pupils attending schools. We therefore ask that this is re-considered.</p> <p>The Sustainable Harwell community action group is working to promote cycling and walking within Harwell and in 2020 conducted a cycling survey with residents to find out more about what they need and what the barriers might be that hold people back from doing more. Over 100 responses showed clearly that people want to be able to cycle more around the village and into Didcot but they are concerned about the danger of doing so, including poor road surfaces and worries about traffic and the lack of joined-up cycle routes.</p>
<p>(9) Local Resident, (Harwell, Broadway)</p>	<p>20mph speed limit - Object Raised tables - Concerns Build-out feature - Object</p> <p>This is just another example of misuse of public resources. For a road cyclist, the state of the roads around Oxfordshire is a disgrace, and the money could be better spent on maintaining the existing roads and features.</p>

	<p>Specifically my objections are as follows: Environmental concerns - increased stop/starting of vehicles through Harwell. Safety concerns- traffic calming Islands are unsafe for cyclists because many motorists do not give way to cyclists at traffic Islands regardless of who has the right of way. This is just another disadvantage for cyclists! Unnecessary - where is the data that shows these steps are necessary? I'm not aware that the main road through Harwell is an unsafe road? Noise - Harwell is a very quiet village, which is why I moved here. Why increase the motoring noise with acceleration from Islands, and squealing of brakes? Wear and tear on cars from speed ramps - these disproportionately inconvenience the residents of Harwell who drive through it every day. Would the council like to offer to cover the expense for the additional wear and tear on my wife's car?</p>
(10) Local Resident, (Harwell)	<p>20mph speed limit – No objection Raised tables - Object Build-out feature - Object</p> <p>I do not think traffic calming features are relevant in Harwell. Cars parked on the side of the road are sufficient to slow the traffic down especially near the War Memorial. It would be much better to spend the money tidying up the Memorial, the existing site is a disgrace.</p> <p>No objection to 20 mph signs.</p> <p>I think the raised tables are a total waste of money as traffic is already slowed by parked cars where said tables are suggested. If there is all this money going begging it would be much better if Harwell Parish employed more people to keep the Village tidy.</p>
(11) Local Resident, (Harwell, Barrow Road)	<p>20mph speed limit - Object Raised tables - Concerns Build-out feature - Object</p> <p>The 20 mph limit is more suited to areas where there is a lot of foot traffic, schools, hospitals and general built-up areas. The High Street in Harwell is generally quieter than other villages. The existing 20 mph limit in force in Grove Road, Barrow Road, Barrow Lane, The Croft and The Barrow is almost always ignored or drivers do not read road signs. They accelerate up the Grove Road from the High Street only to brake at the first pinch point then repeat the acceleration for the second pinch point the accelerate again towards the 40 limit. This shows that a 20 limit is not expected because it is in appropriate and irrelevant. For another example, my neighbour regularly exceeds 30 mph in the Croft, We regularly have ten parked cars in Barrow Road and cars carelessly speed past this obstruction.</p> <p>There are now new cycle lanes in Wantage Road, Didcot. These introduce new hazards for both cyclists and drivers</p>

	<p>due to parking on the cycle lanes and reducing road width. I recently saw a family on bikes cycling on this road. Two adults and three kid all cycling on the main carriageway and ignoring the splendid new cycle lanes!</p> <p>The outer build-out feature on Grove Road is located in a dangerous position, inbound traffic cannot get a good view of outbound traffic because the road furniture and signs get in your line of sight. I have observed near collisions because, I think, drivers do not know how to use them.</p> <p>I am ex TV Police and an advanced driver and feel qualified to comment on this crazy scheme which seems to have been created just to spend some allocated money.</p> <p>"Calming tables" (I will guess what this means). Cannot be seen easily at night because Oxfordshire Highways fail to refresh faded or invisible white road markings.</p>
(12) Online response, (unknown)	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>How will you enforce the 20mph speed limit when you do not enforce the 30mph one? Will the road working be of a better standard than the poorly laid taptiles? The ones on the high st have been relaid 3 times and need doing again. What compensation will you provide to shops whilst the work is being done? Do you hate small shops? We already have a bypass/link road. Have the same people designed the cycle track through Harwell that did the one along Wantage rd Didcot? Why don't you use the money to finish the cycle track from the new Harwell bypass roundabout into Didcot ? Have you ever built a cycle way that people use, or will they still use the road?</p>
(13) Resident, (Didcot, Bowness Avenue)	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>I often travel through Harwell, I don't believe extra measures are currently needed for the traffic.</p>
(14) Local Resident, (Harwell, Tyrrells Close)	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>I strongly oppose the whole scheme. Traffic through Harwell and the whole of Didcot is incredibly built up, much of the time. Lorries, busses, cyclists, parked cars lining the streets and during busy times, getting anywhere is like running</p>

	<p>the gauntlet. I drive a fair bit but almost never even make it to 30 mph. Putting additional obstacles in the road only causes more chaos, cars having to reverse, pedestrians not sure which car is moving next, cars pulling out and then having to go back again (which I consider more dangerous than driving a bit faster) queues and road rage. We are trying to use less fuel to save the planet but the constant stop/start nature of driving where there are so many obstacles around uses far more fuel. I would like to see the flow of traffic maintained so as to give a more restful driving experience which pedestrians can easily negotiate rather than the erratic driving that comes of road blocks and artificial "calming" measures. I find the more calming measures are in place, the worse the driving and the less calm the drivers. Its all very well saying that making driving through the village impossible will reduce the traffic and be a good thing but for us who live there, we can't avoid it. Rather than clogging up the roads with concrete blocks, speed cameras might work much better.</p>
<p>(15) Local Resident, (Harwell, Gaveston)</p>	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>It not going to stop the idiots and there are far better places like roads heading to the school that need measures to ensure the safety of the kids walking to school which is what is wanted more walking less cars</p>
<p>(16) Local Resident, (Harwell)</p>	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>I object to the proposed 20mph zone on safety grounds, as it does not include the village road which needs speed reducing measures the most, the Reading Road. There is clear evidence showing a high proportion of drivers on the Reading Road exceed the 30mph speed limit. Considering the narrow footways and lack of crossing facilities, this poses a serious safety issue for residents, cyclists and pedestrians, specifically school children. Why has the Reading Road been excluded from the 20mph zone and accompanying traffic calming measures, when on safety grounds it should have been prioritised?</p> <p>I request that the proposals are revised to include the whole village before being resubmitted for approval. I also have other safety concerns with the current proposals as follows:</p> <ul style="list-style-type: none"> • Advisory Cycle Lanes (ACL) have been proposed in many areas where the carriageway is narrow (example on Burr St below). What width of carriageway will remain for vehicles between the 1.5m wide ACL's? Does this meet the minimum requirements of the various cycling standards including LTN 1/20? What is the strategy where the carriageway width falls below the minimum? As required by the CDM Regulations and Cycling Standards, has this been documented in a risk assessment of the proposed measures? (A Designers Risk Assessment and/or Road Safety Audit?)

	<ul style="list-style-type: none"> • There appear to be gaps in the ACL's – is this correct or an error in the plans? If correct then this is unacceptable. Gaps in ACL's are not safe or practical and if a continuous ACL can not be installed, then there should be no ACL's at all. Example on the High Street. • The proposed raised table at Tyrrells Close junction seems to be poorly positioned. There are bus stops on either side of the road – will the footway and kerbs be raised to maintain easy access to buses for disabled users? Will the bus be stopping half on and half off of the raised area? <p>In summary, please consider my safety concerns with the current proposals, but most importantly, revise the plans to include the Reading Road which has the most significant road safety issues in the village.</p>
(17) Local Resident, (Harwell)	<p>20mph speed limit - Object Raised tables – No opinion Build-out feature – No opinion</p> <p>We wish to object to the proposed 20mph zone, because the plan is incomplete and does not include the A417 Reading Road which needs speed reducing measures the most. There is clear evidence showing a high proportion of drivers on the Reading Road exceed the 30mph speed limit. Considering the narrow footways and lack of crossing facilities, this poses a serious safety issue for residents, cyclists and pedestrians, specifically school children. We would like clarification on why the Reading Road has been excluded from the 20mph consultation plan and the accompanying traffic calming measures, when on safety grounds it should have been prioritised?</p>
(18) Local Resident, (Harwell)	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>As a resident of Harwell and road user by car and bicycle i object to most of proposed measures Reducing speed limit to 20 mph will result in most vehicles traveling in lower gears increasing fumes and noise pollution</p> <p>At 20mph it will be difficult for vehicles to pass cyclists the prospect of vehicles following my bicycle the entire length of village is not a pleasant one. Location of ramps will slow progress of cyclist. As progress along high street is usually slowed by parked vehicles i think build out is not needed</p> <p>I have no objection to cycle lane markings.</p>

<p>(19) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>The proliferation of 20mph speed limits, far from improving the effectiveness of transport in the area, makes things even worse. It is particularly undesirable to put a build-out feature in the middle of the High Street, where residents have had to suffer months of obstructions from building works, unrestricted parking and badly potholed roads, which make the village hard to negotiate in a vehicle most of the time anyway. Instead of further constricting the High Street with a cycle lane, investment should be made to a proper cycle path through the backstreets of the village, avoiding the dangerous bottleneck on High Street and Didcot Road altogether. If a 20mph limit is introduced, it should be limited to the side streets and not the main route through the village. Much more useful would be to mend the roads and actually enforce the existing 30mph limits! Speed cameras and active policing would be welcome.</p>
<p>(20) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>I live next the war memorial on the high street and strongly object to the proposed features which will cause further disruption to a section of the village which has seen significant construction activity over the last few years where I do not find the evidence demonstrates a need for a 20mph zone and certainly not that these proposed features would overall help the village because the proposed features would be highly disruptive to create and in operation would increase pollution and noise and disrupt the throughflow of traffic through the village with cars increasingly likely to queue waiting to pass the features. In addition, I am appalled to hear that 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, cycle lanes, public recreational facilities, road repairs, schools, public healthcare and a wide range of other important priorities which far outweigh any perceived benefit of this proposed 20mph zone. Please urgently reconsider re-prioritising this funding to the facilities which residents actually need.</p>
<p>(21) Local Business, (Harwell, High Street)</p>	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>The current 30mph speed limit is not enforced, what is the point of an unenforceable 20mph limit?</p>

<p>(22) Local Resident, (Harwell, Jennings Lane)</p>	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>Will Crete more congestion and danger with idiots racing to get past, better to fine those parking poorly on main high street</p>
<p>(23) Local Resident, (Harwell, Harwell Roads)</p>	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <ul style="list-style-type: none"> - Environmental impact with everyone stopping and starting - waste of money when there is so many other road issues I.e. all the pot holes - Build up of traffic every morning for commuters
<p>(24) Local Resident, (Harwell, Westfield)</p>	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>This is really not necessary, just a waste of our council tax.</p>
<p>(25) Resident, (Oxford, Rymers Lane)</p>	<p>20mph speed limit - Object Raised tables - Object Build-out feature - Object</p> <p>I've driven through Harwell on many occassions and do not believe these are necessary. The use of raised road surfaces and 'build-out' features increases pollution as cars brake and then accelerate away. They also inhibit those cycling. The statement of reasons virtually acknowledges that this is not what road users want through saying "in order to help achieve compliance with the new lower speed limit".</p>
<p>(26) Local Resident, (Harwell, Loder Road)</p>	<p>20mph speed limit - Object Raised tables - Support Build-out feature - Object</p>

	<p>The village is used as a cut through either to the research centre or using Grove road towards Milton/Rowstock this is what the bypass was built for, I think the village needs some sort of calming and signage to prevent this , this is also applicable to cyclists as they completely ignore the very nice cycle path along the new bypass to come through village causing problems because the roads are too narrow they hold up all traffic, as for a marked cycle lane this would just encourage and fuel the problem , buses and other traffic will not be able to pass this will cause people to make risky manoeuvres and eventually someone will get hurt or killed. One solution to this is to continue the cycle path from the end of the relief road towards Rowstock and the Winnaway and not encourage cyclists through the village.</p>
<p>(27) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Concerns Raised tables - Concerns Build-out feature - Object</p> <p>I object specifically to the inclusion of advisory cycle lanes on the High Street in Harwell Village. These are included in the planning document but not referenced in this consultation.</p> <p>Several factors form this objection:</p> <ul style="list-style-type: none"> • The cycle lanes will most likely coincide with areas normally used for residents parking, most notably near the village shops, and near White House. • Advisory cycle lanes do not prevent parking of vehicles, and as such will cause disagreement between cyclists and residents over misunderstanding of the regulations. This is of direct concern to me as I park my car on the High St where cycle lanes are proposed to be added. • The width of the High Street will not sensibly facilitate two 1.5m wide advisory cycle lanes plus vehicles in the centre of the road. • If cycle lanes are added in the winding region of the High St (near Wantage Road), it will result in all vehicles travelling in the centre of the road on blind bends, which increases the risk of vehicular collisions. • Changes to accommodate the cycle lanes would disrupt the look and feel of the village, in particular considering that the centre of the village is in a conservation area. • Advisory cycle lanes have been shown to increase the odds of injury by 34 percent in a study by TfL under the title “Cycling Injury Risk In London: Impacts of Road Characteristics And Infrastructure”, which was performed between 2016 and 2018. • The village now has significantly reduced traffic flow compared with previous years, as the bypass road carries a huge proportion of traffic that used to pass through – in particular HGV’s and higher speed through traffic. The traffic levels are suitably low that cars can easily pass bicycles on straight sections of road.

	<ul style="list-style-type: none"> • The poor condition of the road currently results in cyclists using the centre areas of the road – so they would unlikely use the cycle lanes anyway. The road condition needs to be improved but this was not mentioned in the planning documents. <p>In summary, the proposal for the cycle lanes causes problems for existing households, the lanes are not sensible in several parts of the village, and the traffic flow is low enough that cycles and cars already successful co-exist.</p>
<p>(28) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Concerns Raised tables - Object Build-out feature - Concerns</p> <p>Overall, I am not quite sure what problem this proposal is designed to solve. It would be nice to reduce traffic through the village, but speeding through the village is not currently a significant issue. Weight of traffic and the amount of unsuitable HGVs using the road is however something that would be nice to reduce.</p> <p>We have significant concerns and objections to the proposed cycle-path</p> <ul style="list-style-type: none"> • We live on the high street and have no off-street parking with only access to the front of our property by car via the high street. The cycle path would remove this. We also do not own the access land to the rear of our property which causes us significant accessibility issues as it is. The cycle path proposal would exacerbate this issue and would mean we cannot get a vehicle anywhere near our property without parking on cycle lanes. This is quite a worry for us as I have no idea how I would manage a small child, pram and shopping etc if I cannot park near my house. We are in a rural village with de-rated roads – vehicular access to the property shouldn't be a problem! • We, as many of our neighbours do, rely on on-street parking on the high street. During the day you will find many cars parked on the high street. While the suggested cycle lanes may be advisory, there seems to be little point putting them outside houses where the residents only have on-street parking. This would necessitate us and our high street neighbours parking on the cycle lanes and this would negate the expense and point of putting cycle lanes in the first place and potentially engender some bad blood within the village about us parking there and also risks angering cyclists. • Cycle lanes will also remove parking for the local businesses as the high street is regularly used as a parking for these companies (Butchers, Newsagents and Cherry Tree Barns) as there is insufficient parking on the forecourts. • By removing our cars which currently act to calm traffic by narrowing the road, there will be nothing physically slowing cars through the village, we feel this may actually increase traffic speed. • A previous application (P15/V1504/FUL) included double yellow lines down the high street (effectively the same as introducing a cycle-path). This was rejected, in part due to the loss of amenity of the residents of the high street in parking and accessing their properties. Please keep this in mind as we have been (literally) down this road once before. • If you are proposing 2 x 1.5m cycle-paths plus existing pavements can HGVs and buses fit down the road, or will they just have to run over the cycle lanes, which again negates the point of the cycle lanes? • This effective removal of parking is really a significant concern and worry for us, and we feel would negatively impact our house price too as we would no longer be able to get a car anywhere near our property rendering it very

	<p>inaccessible for us.</p> <p>20mph speed limit: In principle this seems like it -could- be a good idea and would help make the village safer. However, if unpoliced I fear it may just serve to increase frustrations i.e. more villagers will be irritated when cars don't comply with the 20mph speed limit. Grove road is a classic example of a well-meaning 20mph zone which is just not observed by the vast majority of cars. What is the point of putting time and money into such a scheme when it is not enforced and people don't comply with it? They do not appear to be effective solutions to speeding.</p> <p>Traffic calming tables: Honestly, worse idea ever(!) People don't slow for them and they increase traffic/road noise significantly. This is primarily a residential area – why would you make it noisier for the residents by introducing bumps people won't actually slow for? Would it not be better just to introduce some right of ways to force traffic to slow?</p> <p>Build out feature : I assume this means the part near the war memorial? The drawings are not very detailed so it is difficult to understand how far this build out extends to. Does it negatively impact on-street parking for the Alms-houses and nearby? Currently there are a significant number of cars that park on the high street in this area as the houses in that area do not have off-street parking, so this will reduce the amenity for those properties. In addition it will reduce access and parking for the Orchard house – the care home which already suffers from parking issues.</p> <p>In summary I am all for making the village safer, but if by doing so you remove accessibility and parking for local residents it isn't really improving the village for us. This particularly seems to negatively impact those of us living in the older houses on the high street. Had you considered instead narrowing the roads, building out features which include parking and putting tighter restrictions on the weight and size limits of HGVs using the roads?</p>
<p>(29) Local Resident, (Harwell, Barrow Lane)</p>	<p>20mph speed limit - Concerns Raised tables - Object Build-out feature - Concerns</p> <p>There is so much on road parking that these measures would just add a layer of driver frustration and cause more problems than they solve. The appalling state of the local roads should be dealt with before these arbitrary measures</p>
<p>(30) As an individual</p>	<p>20mph speed limit - Concerns Raised tables - Object Build-out feature - Concerns</p> <p>What reason is this being considered? Just because it's in place elsewhere or in reaction to collected evidence that 30mph is inappropriate for Harwell?</p>

<p>(31) Local Resident, (Harwell, Harwell)</p>	<p>20mph speed limit - Concerns Raised tables - Object Build-out feature - Object</p> <p>If there has been recent injuries or deaths in the village or indeed alarming near misses on record, then I could not object to some traffic calming measures. However if none of the above is the case - then as a resident I feel that 30mph through the village is a safe speed. Also traffic calming measures such as islands or speed bumps penalise villagers who drive through the village every day because they can cause frustrating delay (which results in speeding between the obstructions and in other areas later on in the journey) and wear and tear to the suspension parts of vehicles. They also require regular maintenance to make sure they are fully visible in darkness etc.</p>
<p>(32) Local Resident, (Harwell, Barrow Road)</p>	<p>20mph speed limit - Concerns Raised tables - Object Build-out feature - Object</p> <p>The 20mph speed limit should be sufficient. To implement all the other traffic calming measures is overkill. The raised tables are bad for the environment i.e. noise and air pollution and are not helpful to emergency services. Surely a speed camera or two would do a much better job of slowing the traffic. It certainly works in Nuneham Courtney. There are so many parked cars through the village, which is traffic calming in itself, how is a cycle path going to work.</p>
<p>(33) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Concerns Raised tables - Object Build-out feature - Object</p> <p>I live next the war memorial on the high street and strongly object to the proposed features which will cause further disruption to a section of the village which has seen significant construction activity over the last few years where I do not find the evidence demonstrates a need for a 20mph zone and certainly not that these proposed features would overall help the village because the proposed features would be highly disruptive to create and in operation would increase pollution and noise and disrupt the throughflow of traffic through the village with cars increasingly likely to queue waiting to pass the features. In addition, I am appalled to hear that 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, cycle lanes, public recreational facilities, road repairs, schools, public healthcare and a wide range of other important priorities which far outweigh any perceived benefit of this proposed 20mph zone. Please urgently reconsider re-prioritising this funding to the facilities which residents actually need.</p>

<p>(34) Local Resident, (Harwell, The Barrow)</p>	<p>20mph speed limit - Concerns Raised tables - Object Build-out feature - Object</p> <p>There are parked cars along the High Street and a pedestrian crossing that reduce the speed at which traffic can travel and the volume of traffic has reduced since the opening of the relief road. Should a 20 mph speed limit be required I think 3 traffic calming tables and a built out feature are over the top for the length of the road. The built out feature could particularly cause congestion and a potential problem as drivers negotiate this, buses stopping at bus stops and traffic entering and leaving side roads, not to mention the 'advisory cycle lanes' and checking for oncoming traffic in the middle of the road as there will no longer be a central white line. As both a cyclist and driver I think 'advisory' cycle lanes are confusing. I believe the scheme smacks of someone trying to find ways to spend the budget available from the Great Western Park developers and wonder whether a proper survey has been undertaken. It is a shame that some of these funds are not being used to calm traffic on the Reading Road which causes more of a hazard.</p>
<p>(35) Local Resident, (Harwell, Reading Road)</p>	<p>20mph speed limit - Concerns Raised tables - Object Build-out feature - Support</p> <p>Drivers need to be forced to slow down. Cars currently travel over the speed limit, simply lowering the limit without putting in traffic enforcement measures will be ineffective. Speed bumps are extremely unpleasant with those with back issues and other ailments. I am in favour of the build out feature or regular positioning traffic police to issue tickets to speeders.</p>
<p>(36) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Concerns Raised tables - Support Build-out feature - Concerns</p> <p>I agree with the 20mph speed limit and calming tables but cannot see how cycle lanes and the build out feature will help with traffic safety. The whole principle relies on people driving safely which most will do but some will ignore whatever is put in place.</p>
<p>(37) Local Resident, (Harwell, Boot Lane)</p>	<p>20mph speed limit - Concerns Raised tables - Support Build-out feature - Object</p>

	<p>The bypass was and is designed to cut traffic from Harwell village. Adding more measures will frustrate local people and people who need to be in the village</p>
<p>(38) Local Resident, (Harwell, Brookside)</p>	<p>20mph speed limit - Concerns Raised tables - Support Build-out feature - Support</p> <p>It is clear from Grove Road that speed limits at any level without enforcement are a waste of time.</p>
<p>(39) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - No opinion Raised tables - Concerns Build-out feature - Object</p> <p>My concerns with the raised traffic calming tables is where the first one (by Tyrrells Close) is situated. This is on a bend at the end of the Close and incorporates a bus stop. It seems to me that a safer place would be nearer to the Reading Road (A417) before the Westfield turn off.</p> <p>My objection to the Build-Out feature is that no consideration has been given to the residents of this part of the street, either that or no-one has bothered to visit the area. I propose that a better option would be to put the Build-Out feature on the War Memorial side of the street and to build a lay-by(s) on the north side of the street that extends the current one as far as possible up to Gaveston Road. This will then allow the road to be kept clear of parked cars and would also provide the traffic calming measure that you seem to think is important.</p>
<p>(40) Local Resident, (Harwell, White Hart Way)</p>	<p>20mph speed limit - Support Raised tables - Concerns Build-out feature - Concerns</p> <p>I fully support the proposed 20mph zone and the proposed 1.5m wide cycle lane markings.</p> <p>I support the raised traffic calming tables on the provision that the interface between the road and the up and down ramps are sufficiently smooth to accomodate road cyclists. Some raised table designs have a small stepped kerb at the interface, something that cars are barely affected by but give a significant "bump" to a road cyclist going over them.</p> <p>I support the build-out feature only on the provision that a path or bypass for road cyclists is included. It is more dangerous for cyclists if they have to pull out into the road to go around the build-out feature.</p>

<p>(41) Local Resident, (Harwell, Wantage Road)</p>	<p>20mph speed limit - Support Raised tables - Concerns Build-out feature - Object</p> <p>20mph limit: This is fine</p> <p>Raised traffic calming tables: I would like more information on how this will be implemented outside our house (Chequers Cottage on Wantage Road, opposite the bus stop). Our driveway will presumably exit onto the raised table.</p> <p>Build out feature: I do not see the need for this and it will detract from the "village" feel of Harwell. I am also concerned about the impact on the cars which need to park along High Street due to lack of off-road parking.</p> <p>General comments:</p> <ol style="list-style-type: none"> 1. The plans have too much street furniture (build out feature, road narrowing and 20mph repeater signs) which are inappropriate for a village environment. 2. The cycle lanes will make the road dangerously narrow, particularly when large double decker buses are running through the village - this is an accident waiting to happen. 3. The cars which park along High Street will partially obstruct the cycle lane which provides a hazard for cyclists. 4. If the plan is implemented please remove the sharp left sign outside Chequers Cottage which is rusted, not facing the oncoming traffic and appears to serve no purpose,
<p>(42) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - Concerns Build-out feature - Object</p> <p>While I am generally supportive of the proposed scheme and would expect it to improve safety, reduce noise, and generally improve the environment, I do have some queries, objections and suggestions for improvement.</p> <ol style="list-style-type: none"> 1. I have not been able to determine from the drawing if the introduction of the cycle lanes and the build out implies the loss of the parking bays in the vicinity of the War Memorial and elsewhere, but if it does it would be hugely inconvenient and I would request a redesign. 2. The build out feature on the High Street should reduce vehicle tyre and aerodynamic noise but unfortunately this will be replaced to some extent by engine noise from accelerating vehicles. I suggest the build out feature is re-sited in a location where housing is further back from the road so residents are less affected by engine noise. The vicinity of the garage is an obvious location. 3. Unfortunately there still appears to be through traffic in the village causing noise despite the construction of the bypass. I suggest we eliminate this traffic completely (except for buses and cycles) by replacing the build out feature with

	<p>a short section of bus / cycle lane enforced with ANPR, or bus operated bollards. https://www.youtube.com/watch?v=nzHBOOEz41g This section may have to be sited close to a junction to enable through traffic attempts to extricate themselves. Even in the worst case, a no through section would delay residents travelling in and out of the village by about 2 minutes - a delay that I am willing to accept in exchange for a quieter environment.</p>
(43) Resident, (Didcot, Peacock Mews)	<p>20mph speed limit - Support Raised tables - Concerns Build-out feature - Support</p> <p>I strongly support the 20mph speed limit as I cycle through Harwell every day to commute to work. It will make it safer for walking and cycling through the Village. I support the principle of the raised tables as a further traffic calming measure however I am concerned about possible implementation issues. The speed tables in Great Western Park have very sharp kerb across them that makes them very uncomfortable to cycle over while not affecting motor traffic. They also collect puddles and litter on slopes. The build out looks good with a cycle bypass for northbound cyclists. I do have some concerns about the advisory cycle lanes however. I think they are a good idea but I think the 1.5m width of the lanes could encourage motorists to make dangerous overtakes. Motorists often treat the white lines of advisory lanes as the boundary of where they should drive, with the poor quality of the road surface in Harwell you often have to ride quite far out from the kerb, thus the passing distance would end up well under 1.5m, the recommended safe distance. Could the lanes be wider?</p>
(44) Local Resident, (Harwell, High Street)	<p>20mph speed limit - Support Raised tables - No opinion Build-out feature - Object</p> <p>I support the overall aim of slowing down traffic through Harwell village however I object the idea of a build-out feature near the War Memorial. This seems utterly pointless as traffic is already slowed at this point by cars parked opposite the war memorial, which cause a narrowing effect. I estimate that there are cars parked in this location, hence providing a traffic calming effect, for around 90-95% of the time. Adding a build-out feature would therefore make absolutely no difference to the speed of passing cars. However, the build-out feature would almost certainly remove two heavily-used parking spots on a road which already has extremely limited scope for parking. This would cause considerable inconvenience to residents (myself included) who do not have access to off-street parking so have no option but to park on the High Street or nearby side streets. In short, there would be no added benefit, only cost and disadvantages.</p>

<p>(45) Resident, (Didcot, Nightingale Way)</p>	<p>20mph speed limit - Support Raised tables - No opinion Build-out feature - Support</p> <p>I support these measures as a local cyclist, in the belief that it will:</p> <ul style="list-style-type: none"> a) Improve the safety of Harwell for cyclists b) Improve the perceived safety of Harwell for cyclists, encouraging sustainable transport choices c) Further encourage the use of the Harwell Bypass by motor vehicles, reducing unnecessary traffic through Harwell.
<p>(46) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - No opinion Build-out feature - Support</p> <p>I don't like the idea of raised parts of the road as this causes car to decelerate and accelerate adding to noise and emissions pollution a narrowing of the road is better</p>
<p>(47) Local Resident, (Harwell, White Hart Way)</p>	<p>20mph speed limit - Support Raised tables - Object Build-out feature - Object</p> <p>No comments.</p>
<p>(48) Local Resident, (Harwell, Gaveston Road)</p>	<p>20mph speed limit - Support Raised tables - Object Build-out feature - Object</p> <p>Raised traffic humps result in increased street noise for local residents, both through vehicles hitting them and through slowing for them and then noisily speeding up afterwards. They also result in a more painful journey for passengers with many physical disabilities. I would only support the cushion style, which can be navigated by a wide wheel base vehicle by slowing gently but with minimal physical impact for passengers.</p> <p>The built out feature would also result in increased idling traffic in the high street, increasing road noise for local residents.</p>
<p>(49) Local Resident, (Harwell, Church Lane)</p>	<p>20mph speed limit - Support Raised tables - Object Build-out feature - Object</p>

	<p>The placement of raised traffic calming tables means that drivers exceeding the speed limit have travelled a significant distance into the village before their speed will be affected. The placement of these outside residential dwellings will potentially be a noise nuisance to those in these houses as delivery vans/lorries and/or buses slow down and travel over them. I would suggest the best place for raised tables if they are deemed necessary is at the entrance to Wantage Road and Blenheim Hill where the 20 MPH zone starts. I drive in Oxford and this is done for example where St James Street meets Iffley road without being on the main road itself.</p> <p>The build-out section on the high street will mean that those living in houses at this site will not be able to park outside their dwelling. The parking that is there already acts as a build-out section and therefore makes a permanent feature unnecessary.</p> <p>I see there is mention of cycle paths on the consultation plan but I'm not sure if this is also being put forward for feedback. If so I would note that the addition of cycle paths outside residential houses usually makes them ineffective for cyclist safety as people need to park outside their houses - see for example new cycle paths on Donnington Bridge Road in Oxford. This is a village with many old houses that do not have off-street parking and this is therefore inappropriate.</p>
<p>(50) Local Resident, (Harwell, Wellshead)</p>	<p>20mph speed limit - Support Raised tables - Object Build-out feature - Object</p> <p>Calming tables cause noise when heavy vehicles pass; especially when loaded with items that can vibrate. Build- out features attract car parking either side; causing reduced vision of traffic, and hence more dangerous.</p>
<p>(51) Local Resident, (Harwell, Loder Road)</p>	<p>20mph speed limit - Support Raised tables - Object Build-out feature - Object</p> <p>Because it would turn the smaller side roads into chaos, as the people who currently park on the main high Street would have nowhere to park, due to double yellow lines or build-out features, and would then park in the smaller side roads which are already to busy. What Harwell really needs is plenty of signage advertising the local Pre-School and Primary school. The speed motorists drive up and down Gaveston road is a joke, and only a matter of time before somebody gets hurt. Hopefully not a child.</p>
<p>(52) Local Resident, (Harwell, Barrow Road)</p>	<p>20mph speed limit - Support Raised tables - Object Build-out feature - Object</p>

	<p>Due to limitations of parking for homes along the High Street it would make extra problems for residents by taking up valuable parking space.</p> <p>Raised tables cause cars to break to slow down and then speed up so no advantage. The tables do cause people who have medical problems especially back problems major pain issues even when going very slowly over them. That's a fact as having suffered myself.</p> <p>I do support speed reduction throughout the village but it needs to be everywhere including all lanes even if not adopted. I'm sure with a consult people living in the lanes would agree. This would particularly help all the van drivers as there would be no confusion over speed limit thus making it safer for all.</p>
(53) Resident, (Steventon, The Causeway)	<p>20mph speed limit - Support Raised tables - Object Build-out feature - Support</p> <p>There are too many speed bumps all over. I work with people in Harwell all the time. I am about to pay almost £650 in repairs for parts worn out from speed bumps around oxfordshire. I do slow down but you can check with garages they are making a bundle on repairs caused by the bumps. We should not have to drive heavy duty subs just to get around on public roads.</p>
(54) Local Resident, (Harwell, Church Lane)	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Object</p> <p>Traffic calming tables can also be planted out for air quality enhancement</p>
(55) Local Resident, (Harwell, Didcot Road)	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Object</p> <p>I live in Harwell and people always speed down Didcot Road. A build-out feature at the beginning of the village would be a good idea, like the one on Grove Road. Slowing people down as they enter the village is much better than just a flashing light with a happy or sad face, people ignore those!!</p>
(56) Local Resident, (Harwell, Didcot Road)	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Object</p>

	<p>I think people drive very fast, especially coming into Harwell from Didcot, down Didcot Road. I'd rather they do a build out entering into Harwell, as that's where the main speeding happens. Having the traffic calming tables is a good idea, but having a build out in an area in the middle of the village where there's always a lot of cars parked in the road might make traffic a lot worse.</p>
<p>(57) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Object</p> <p>20mph speed limit good. Raised traffic calming measures good Build-out feature Location is bad. I live at White House Cottage on the High Street. There are 4 dwellings (Almshouses x2, White Cottage and White House Cottage that have no off-street parking available. The proposed build-out feature is located where there are 3 parking spaces, used by these 4 dwellings. Parking in this part of the High Street is difficult at the best of times. Recently Orchard House has had some building work completed that both increased it's capacity and reduced it's parking area. This means that, when no other parking is available, the North side towards Hengest Gate has to be used, which reduces the usable carriageway width to 1.5 cars</p>
<p>(58) Local Resident, (Harwell, Chequers End)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Object</p> <p>Also object to cycle path as there is not sufficient room. This would cause danger for cyclists and pedestrians and would cause immense pressure for buses etc. at the end of the high st by the hart. Although there is a 20mph on grove road I have had many near misses with people speeding through. Suggest raised table on grove road more necessary than high street (where often it is hard to drive more than 20mph due to parked vehicles, buses etc) or traffic surveillance.</p>
<p>(59) Local Resident, (Harwell, Townsend)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Object</p> <p>Slowing the traffic down seems a sensible way to encourage vehicles onto the bypass road. A centre line is a very useful safety feature and I don't believe it should be removed as I think it increases the risk of accidents. The road simply isn't wide enough for a cycle lane in the village, but I think slowing the cars down will largely negate the need for one anyway. I would question whether we actually need repeater signs on Townsend and in a conservation area, they would stand out like a sore thumb.</p>

<p>(60) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Object</p> <p>We have welcomed the marked reduction in traffic that the Harwell by-pass enabled. We welcome the proposed 20 mph speed limit. We are much less convinced by the proposed "build-out" feature by the War Memorial, which will increase local air pollution by tyre and brake-disk particulates from braking and from exhaust as vehicles accelerate. Parked cars already create some very effective traffic-slowing measures, albeit with the pollution consequences I have noted.</p> <p>As a wheelchair user, I can tell you that the pedestrian pavements in Harwell are not wheelchair friendly. They have cross-slopes and botched repairs. I'd much rather see the money earmarked for a "build-out" feature used to improve the pavements.</p>
<p>(61) Local Resident, (Harwell, Burr Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Concerns</p> <p>Thanks for the opportunity to comment on these plans. I see them as valuable for Harwell village; not only will they reduce the prevalence of speeding and make the village safer for pedestrians and cyclists but it was also act as a deterrent for the village to be used as a cut-through and may increase traffic using the bypass instead.</p> <p>I don't object to these speed-reducing plans per se; my view though is that we perhaps need more than just the one road width reducers in the plans. This is currently on Harwell High Street, but what, for example about Blenheim Hill, Wantage Road or Didcot Road? These are all areas in which cars regularly go more than 30mph</p>
<p>(62) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Concerns</p> <p>I'm concerned about the build out feature. These seem to add danger as drivers speed up to get there before the oncoming traffic, plus lead to idling traffic that then accelerates quickly to get back up to speed. This will cause pollution, both toxic and noise for residents adjacent to the build out.</p>

(63) Local Resident, (Harwell, Wantage Road)	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Concerns</p> <p>Regarding the build out feature, I would support it fully if it had features for cyclists to go through it easily.</p> <p>I think raised features should be placed also close to the crossing with Reading Road entering the village.</p> <p>The 20mph limit will be very welcome also in adjacent roads, such as Westfield which leads to the local school and residential neighbourhood.</p>
(64) Local Resident, (Harwell, Burr Street)	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Concerns</p> <p>Slower traffic is good. Concerns about the build out as I think drivers speed up to get past rather than slow to let others through.</p>
(65) Local Resident, (Harwell, Grove Road)	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Concerns</p> <p>I have concerns they the build out feature will be a hazard to road users, would rather a raised table.</p> <p>I also have concerns over the cycle lanes along high street, there isn't enough room and cars park on high street. We'd be better of with signage stating that it's a shared surface, encouraging cyclists to use the whole road and discourage cars from over taking.</p>
(66) Local Resident, (Harwell, Barrow Lane)	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Concerns</p>

	<p>20mph is a sensible speed through the village. The reduction in traffic with the completion of the Link Rd has meant there is less traffic volume to calm speeds, so engineering is required. It is welcome that the buildouts have cycle bypasses, but I have concerns that the entry to these will be blocked by parked cars, so would it be possible to either have a short section of double yellows before/after the buildout, or bollard protected entry space to ensure they are kept clear.</p>
<p>(67) Local Resident, (Harwell, Kings Lane)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Concerns</p> <p>I agree the speed limits should be reduced, people drive far too fast - however 20 is still too fast for kings Lane. Build out features could cause traffic build up</p>
<p>(68) Local Resident, (Harwell, The Cleave)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - No opinion</p> <p>Overall I am in favour of introducing 20mph speed limits to help reduce the speed of vehicles through the village. However I strongly oppose the proposal to introduce nearly thirty repeater signs, primarily in the village side roads. Adding to the amount of street furniture increases the 'urbanisation' of what is still a rural village. Further, the impact on speeds is likely to be minimal as I do not perceive that excessive speed in the side roads is a problem. I accept that repeater signs positioned where the speed limit changes from 30mph to 20mph, and along the High Street, would be useful. If other repeater signs are to be installed they would have a much greater impact positioned in the 30mph zones between Didcot and Harwell, and along the Reading Road, where adherence to the speed limit is much poorer.</p>
<p>(69) Resident, (Didcot, Medina Close)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I cycle through Harwell often and the traffic can be intrusive. I also think that now there is the by-pass there is little or no reason for through traffic and 20mph is reasonable for local traffic</p>
<p>(70) Local Resident, (Harwell, White Hart Way)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Better cycle Infrastructure promotes healthier lives</p>

<p>(71) Local Resident, (Harwell, Didcot Road)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Anything done to reduce overall speed and enhance safety within the village limits is good</p>
<p>(72) Local Resident, (Harwell, Hill Mead)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Traffic calming and cycle lanes are definitely needed in Harwell!</p>
<p>(73) Local Resident, (Harwell, Reading Road)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Although I live on the 30 mph A417, I know that people in the village central area are fed up with speeding motorists through the High Street. It is a real problem. My only reservation is that from personal experience local drivers more often than not totally ignore speed limits. This is certainly the case along the 30 mph section of the A417 on which I live. Also, when I drive through 20 mph zones a queue of cars inevitably builds up behind me - mostly locals. Enforcement really must come hand in hand with a new 20 mph zone.</p>
<p>(74) Local Resident, (Harwell, Greenwood Way)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Drive too quick and I'm in the 20th zone already</p>
<p>(75) Local Resident, (Harwell, Kings Lane)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I greatly support all these measures. It will make walking my children to the village school so much safer (we have to cross the busy main road). It will also help manage the expected increased volume of traffic due to the large-scale housing plans in neighbouring Didcot, protecting Harwell from becoming a fast 'through' route for local traffic.</p>

<p>(76) Local Resident, (Harwell, Grove Road)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I live on Grove Road in the existing 20 mph zone and this limit is ignored by the majority of drivers. Some thing more is needed to slow drivers down such as digital speed display signs. The Road could also be made quieter by making it except for access only.</p>
<p>(77) Local Resident, (Harwell, Kings Lane)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Traffic speeds in the village are excessive, and no effort has been made in the past to remedy this</p>
<p>(78) Local Resident, (Harwell, Burr Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>People driving crazy speed on Burr Street, it is dangerous. We have already lost a cat because of it.</p>
<p>(79) Local Resident, (Harwell, Orchard Way)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Please ensure that the traffic calming tables are easily accessible by wheelchair users and buggies to use as crossing points.</p>
<p>(80) Local Resident, (Harwell, Townsend)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I am fully supportive of the 20mph limit and traffic calming measures. I live in the village and walk my children to the village school along the high street. The traffic is often busy in the morning and cars frequently drive too quickly for a residential area, this can be frightening when trying to cross the road with two young children.</p>

<p>(81) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I am particularly concerned at the speed cars go through the village on the Reading Road.</p>
<p>(82) Local Resident, (Harwell, Blenheim Hill)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I've lived here almost 20 years and shocked that there hasn't been an accident on Blenheim Hill. Everyone speeds down the hill at over 30, including the buses and the pavement (which wasn't widen't when Bloor Home put in 90 houses next door) is under a metre wide and you almost get sucked into the road when a bus passes. Just make sure that when you put in the tables they actually work as some of the young guys have figured out a way to speed straight over them.</p>
<p>(83) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I support the proposed changes which will help to reduce traffic speeds and improve safety for cyclists and pedestrians within the village. in the village. I note the proposal to finish the cycle lanes and the 20 mph speed limit 40 metres east of the junction between Blenheim Hill and Teasel Bank. I don't understand why this is the case as I would expect them to extend the full length of Blenheim Hill and finish at the Link Road roundabout thus making it safer for cyclists who which to cycle between Harwell and Dicot. I would ask this is reconsidered.</p>
<p>(84) Local Resident, (Harwell, Didcot Road)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Requiring traffic to move more slowly through the village will undoubtedly reduce risk of road traffic accidents and encourage more cars to use the new link road to the east of Harwell. However, the traffic calming measures on Blenheim Hill are a missed opportunity to address the danger associated with the pavement between Blenheim House and the alleyway alongside Heron House being far too narrow. For a parent and child to walk hand in hand, side by side along this section of pavement is dangerous, and even to pass a pedestrian walking in the opposite direction is difficult usually requiring one to step into the road.</p>

	<p>My suggestion is to include a build-out feature at this narrowest of pavement sections to move vehicles away from the pavement and make the pavement wider.</p>
<p>(85) Local Resident, (Harwell, Church Lane)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Why I SUPPORT - Most people abide by current limits- BUT (BIG But)- some drivers simply tear through 40mph+++ this will cause a serious injury unless with school children crossing etc. solution = lower to 20 mph with smiley face signs + bike lanes- will then create feeling of 'shared space' and stop people thinking them (pedestrians and cyclists) and us (drivers)- if do it, fabulous legacy will be left and just great for community</p>
<p>(86) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Overdue.</p>
<p>(87) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Traffic calming will be good for Harwell and there is some provision for cycles</p>
<p>(88) Local Resident, (Harwell, Manor Green)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I think we need to move away from domination of our vilalge by cars. There needs to be more equity between pedestrians, cyclists and motor vehicles. It will make Harwell a more pleasant place to be in. I should also help people to use active means of transport that will have other benefits to health and wellbeing.</p>
<p>(89) Local Resident, (Harwell, Blenheim Hill)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p>

	<p>I live in the road that all the above would be in place on abs fully support it. Drivers coming into the village drive very fast and dangerously along our road normally at 50 or 60mph. It is not safe in its current format.</p>
<p>(90) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>This is absolutely the best idea in along time. Having lived on the high street for 14 years. I am fed up of parked cars being left on the high street and too close to the junctions of side roads making it increasing unsafe to pull out. I would welcome cycle lanes and a speed limit and a built out feature. Good luck</p>
<p>(91) Local Resident, (Harwell, High Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Reduced speed desired as much safer, I cycle and walk much more in the village so this suits me and there are many children in the village</p>
<p>(92) Local Resident, (Harwell, Burr Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Harwell is in desperate need of traffic calming measures to slow traffic down, particularly around Burr Street and Blenheim Hill. There is going to be a 'head on' fatal collision soon as just prior to our driveway there are usually a number of parked cars for the terrace housing and there have been numerous near misses where cars pull out and then try and get back in before the on coming traffic that speeds down the hill arrives. It is so unpleasant as the car horns, language and fear of what will be a head-on collision when it happens takes place.</p> <p>My 'beef' isn't with the car owners as they are the only form of traffic calming we have. But its is horrible living with the constant car horn noise and aggressive and abusive language. Why is there only 1 raised table proposed, there needs to be another between the corner (Heart of Harwell and Linden Gate and another further up Blenheim Hill. Sutton Courtney Village a few miles away has them every few meters it feels and tens of them!!!</p>
<p>(93) Local Resident, (Harwell, Burr Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p>

	<p>I broadly support this scheme, but, I believe that Harwell would be better served by closing the Didcot Road at the junction with the Harwell Bypass roundabout, to all traffic except Buses, Emergency Vehicles and Cycles. I believe that this would achieve the main aim of restricting the through traffic, without additional traffic calming work. It would be considerably cheaper and it would not restrict public transport or emergency vehicle access. I have seen a similar scheme working in Wyre Piddle near Pershore in Worcestershire, the result of this scheme is to make village much quieter where villagers can walk and cycle without the danger of speeding traffic.</p>
<p>(94) Local Resident, (Harwell, Gaveston)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Living in the village with young children I see people speed through the village and it's constant flow of traffic especially rush hour. Living on the same road with a pre school, elderly people, families and the school at the end of the road I see it well used and high traffic volume delivery's, bin trucks, 18 ton lorry's and they all speed over 40 mph which is totally unexceptible not only dangerous but I am waiting for an accident to happen. So please consider some calming measurements on Gaveston rd.</p>
<p>(95) Local Resident, (Harwell, Hillmead)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Through traffic travels at excessive speeds on a daily basis. The area is growing as a residential zone and speeding drivers are putting our children's (and others') lives at risk.</p>
<p>(96) Local Resident, (Harwell, Broadway)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Much traffic passing through the village on high Street currently exceeds the 30mph limit so additional measures will hopefully slow it down, or detract cut through from Reading Road to Didcot</p>
<p>(97) Local Resident, (Harwell, Orchard Way)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p>

	<p>I frequently cycle through the village and traffic speeds are too high. I am a confident cyclist but wouldn't take my daughter's cycling in the village at the moment.</p>
<p>(98) Local Resident, (Harwell, Crispin Place)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>Traffic calming through Harwell village needs improving especially along Grove Road. The current traffic calming measures in place are not sufficient in slowing the traffic and the speed they drive at. I feel that the traffic calming measures need to extend the whole length of Grove Road as the speed that people drive down it is not safe.</p>
<p>(99) Local Resident, (Harwell, Manor Green)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I support these proposals as people drive too fast within the village at the moment. However, you need to include a proper campaign to raise awareness so that people know about this; plus the speed limits should be enforced by police or they just get ignored by many road users. I fully support the existing 20 mph stretch of the Grove road as it meets the main high street in the village but so many motorists do not understand how to use it and pedestrians (particularly when they have their backs to traffic as they walk away from the high street up Grove road) are at real risk when cars are travelling close to them in both directions. Personally, I feel there should be brief signage at top and bottom of that stretch to educate users as to how motorists should alter their behaviour on this stretch to protect pedestrians and cyclists, etc. Currently, on the Didcot road, the proposed 20 mph zone stops too early. I feel strongly that the 20 mph should continue to the roundabout at the north end of the Harwell link road rather than stopping within the village.</p>
<p>(100) Local Resident, (Harwell, Reading Road)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I am supporting these proposals, as speed has always been an issue on the road I live on.</p>
<p>(101) Local Resident, (Harwell, Crown Fields)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p>

	<p>Agree with speed limits and bike lane. Concern about the corner by White Hart for bikes and more measures should be suggested here. Also I think the scheme should include traffic measures on Grove Road up to the junction with Abingdon Road.</p>
<p>(102) Local Resident, (Harwell, Hill Mead)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>The area is still being used as a Rat run and motorists should be encouraged to use the main A roads and link road which has had a lot of money spent on it. There are now far more young families living in the village and the risk of a fatal collision has significantly increased.</p>
<p>(103) Local Resident, (Harwell, Westfield)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I am supporting these measures as it is a way to keep the whole village safe</p>
<p>(104) Local Resident, (Harwell, Burr Street)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>People drive much too fast through the village, calming and a slower speed limit are welcome</p>
<p>(105) Local Resident, (Harwell, Didcot Road)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I am in full agreement with the proposals. However I make the following observation. I live on the Didcot Road Harwell, while the proposed calming measures advocate a 20mph limit from just east of Teasel Bank going into the village they do nothing to alleviate the motorists who speed in and out of the village. As soon as they get to the top of Blenheim Hill going west or leave the roundabout going east they see a straight stretch of road and accelerate.</p> <p>Why cannot a build out be installed by the village signs going west from the roundabout or at least have 30mph signs painted on the road by the village signs or perhaps even a raised hump.</p>

<p>(106) Local Resident, (Harwell, Wantage Road)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>As a resident of Wantage Road I'd be delighted for traffic calming to be introduced.</p> <p>My only comment is that I think a useful addition would be traffic calming on Wantage Road between Westfield Road and the Reading Road. Traffic comes down from the Reading Road taking the bend just past Westfield Road far too fast, and recently a car failed to make it round the bend but instead ploughed into the hedge of the house on the corner.</p>
<p>(107) Local Resident, (Harwell)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p> <p>I am pleased that some action is been considered as when I wrote to the Parish Council some time ago they showed no interest in the Didcot side of Harwell. They were only interested in the Reading Road??</p> <p>If improvements are to be made then I would like you to consider the following although I fully appreciate cost may prevent you from following through with these proposals.</p> <ol style="list-style-type: none"> 1. Have you considered installing traffic lights at the corner where the Hart Pub is? By doing so it would make it considerably easier for buses especially when they meet another bus or lorry. Also, it would slow up cars and may even deter some from using the village as a "rat run". Sometimes cars travel down Burr Street well in excess of the current speed limit. Also, this would help the bus service to run on time as hold-ups on this corner can impact on their schedule. 2. Besides the "raised tables" at Blenheim Hill could you not install a speed camera on the triangle at the entrance to Teasel Bank ? After all, there is a current speed limit of 30mph from Didcot but very few people abide by it and often travel in excess of 50mph. 3. Grove Road is now a "rat run" and certainly no cars abide by the 20mph speed limit already in place as you enter and leave the village. If this road was made one way it would certainly deter possibly 50% of the cars from using it especially if my other suggestions were put in place in conjunction with your own.
<p>(108) Resident, (Upton, Aldens Lane)</p>	<p>20mph speed limit - Support Raised tables - Support Build-out feature - Support</p>

	<p>The A417 is a fast road with increasing volume of traffic which is speeding. The road needs widening and speed restrictions going through the villages along A417</p>
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