

# Thomson Avenue Consultation Response Report

## Introduction

Oxfordshire County Council (OCC) proposes to improve the current give-way junction between the A4185 Newbury Road and Thomson Avenue by upgrading it through the provision of new traffic signals. This new design will provide greater capacity to accommodate the predicted future housing and employment growth in the Science Vale area and improve provision for walking and cycling.

Although there is no requirement to undertake a statutory consultation for this scheme, the County Council is committed to making consultation an important part of what we do and wanted to take this opportunity to seek the views of local residents and stakeholders. The consultation process for these proposals ran from 2<sup>nd</sup> March 2018 to 6<sup>th</sup> April 2018 during which time 20 replies were received. This report summarises these comments into the topic areas shown below and provides a response from the County Council. Full comments as submitted can be found in the appendix.

## Bus shelter relocation

One of the key concerns for respondents was the proposed re-location of the bus stop. A number of respondents expressed the view that removing the existing layby so that buses stop within the carriageway would cause delay to traffic as the buses would remain stationary for long periods of time while loading/unloading passengers. It was noted that some drivers may be tempted to overtake the stationary bus, thus causing potential conflicts with oncoming traffic. Harwell Parish Council specified a preference for a layby to be included in the scheme.

### **OCC Comment**

*Removing the layby enables the inclusion of a longer right-turn lane into Thomson Avenue from Newbury Road. There is an aspiration for buses serving Harwell Campus to be re-routed through the site, utilising Eighth Street. As such the northbound stop on Newbury Road may cease to be used entirely or will be used by fewer services. Therefore, the impact on traffic flows is likely to be significantly reduced or will cease altogether. Furthermore, the cost of providing a new layby and the resultant loss of grass verge would be soon rendered redundant following the changes to bus routeing and would not represent good value for money.*

## Benefits of a roundabout versus traffic signals

Several responses, including from Chilton Parish Council, expressed concerns regarding the proposed traffic signals and their potential impact on congestion along the A4185 Newbury Road. Many of these responses viewed a roundabout as the long-term solution, a design that was explored in a previous proposal.

### **OCC Comment**

*Traffic modelling was undertaken on this junction and has been used to inform the design of this scheme. The modelling data showed that a roundabout at this junction would reach capacity by 2031 and would therefore only act as a medium-term measure. The proposed traffic signals showed the ability to cope with capacity beyond 2031. Further to this, as was mentioned amongst some of the responses received, land would need to be purchased to build a roundabout. This would require additional funding and goes beyond the scope of this project. Additionally, recently delivered and forthcoming highway schemes in the local area will alleviate pressure on the A4185, including the provision of north-facing slips at Chilton Interchange, Harwell Link Road, and improvements to Hagbourne Hill.*

## **Traffic signal timing and phasing**

Furthermore, responses frequently focused on the volumes of traffic utilising the A4185 Newbury Road. This road was commonly perceived by respondents as experiencing a high volume of traffic during peak hours but relatively low congestion during other periods of the day. As a result, many requested that traffic signals installed on Thomson Avenue only be in use during the busier hours of the day to avoid delay to journeys made during quieter periods.

Concerns were also raised regarding the newly extended right-hand turn lane which allows vehicles to turn right from the A4185 Newbury Road onto Thomson Avenue. It was suggested that despite the increased length of the right-hand turn lane, it was felt that traffic would still build-up due to the lights not changing quickly enough to effectively deal with the volume of cars. The responses sought clarity regarding the phasing of the traffic lights due to concerns that the traffic signals would lack the ability to recognise and respond to the build-up of vehicles.

### **OCC Comment**

*The traffic signals will only be red on Newbury Road if there is a vehicle waiting to exit from Thomson Avenue (detected by loops to be installed under the carriageway) or if there is demand for pedestrians or cyclists crossing Thomson Avenue. At all other times it will be green on Newbury Road. The signals will be operating under MOVA control, which means the signals can respond dynamically to different traffic flow patterns and increase the efficiency of the junction. Additionally, the modelling undertaken to assess the performance of the proposed improvements showed that significant queuing would not occur.*

## **Impact on North Wessex Downs AONB**

Potential impacts on the North Wessex Downs Area of Outstanding Natural Beauty's visual character were highlighted with a preference expressed to avoid unnecessary light pollution from new infrastructure. OCC's Environment & Resource Efficiency Team highlighted the potential impacts increased light levels can have on wildlife and the AONB.

### **OCC Comment**

*Highway safety standards will inform the necessary amount of additional street lighting and the level of lighting proposed will be based on that deemed appropriate through the road safety audit process.*

## **Cycling and pedestrian infrastructure**

Some of the responses received were critical of the staggered crossing point proposed for cyclists and pedestrians on Thomson Avenue. A few of the views expressed regarded the crossing point as a potential hinderance to both pedestrians and cyclists as they felt it would slow down their movement on a road they currently have little difficulty navigating. Furthermore, it was suggested that the bike lanes in the area were currently underutilised and it was questioned whether there was significant benefit to improving cycling infrastructure around Thomson Avenue; although others disagreed and were broadly in support of potential improvements.

### **OCC Comment**

*The design criteria for the staggered crossing are derived from national guidance, namely those found in the Design Manual for Roads and Bridges and The Design of Pedestrian Crossings. These documents stipulate that where a crossing is over 15m in width, it must have a staggered crossing. The road width at this crossing point is 15.5m. As Harwell Campus grows, so too will the numbers of people wishing to access the site by bicycle which supports*

*the need for good provision for cyclists. Additionally, the provision of a signal controlled crossing is better suited to those with mobility and visual impairments.*

Harwell Bicycle Users Group (HarBUG) asked if it was possible for the northern half of the crossing on Thomson Avenue to remain green at all times while the signal for vehicles exiting Thomson Avenue is on red.

**OCC Comment**

*The traffic lights will function in the manner requested above by HarBUG as this is the default behaviour for signals of this type.*

There were safety concerns expressed regarding the proposed dropped kerb designed to allow cyclists to join the northbound Advanced Stop Line (ASL) from the shared footway/cycleway; although the specifics of these concerns were not expounded upon in the response. In contrast, HarBUG expressed their support for this proposal.

**OCC Comment**

*This aspect of the design will be reviewed in the subsequent detailed design process. The design and any subsequent changes will be required to go through a road safety auditing process before being approved.*

There would appear to have been a misunderstanding in the interpretation of some aspects of the design from one response. There was concern shown that the loss of a controlled crossing point would introduce complications for people who suffer from disabilities affecting mobility. In fact, the proposals are for the introduction of a controlled crossing point as part of the scheme where one does not currently exist on Thomson Avenue.

One point noted amongst the responses highlighted the potential difficulties of shared footways/cycleways for people who suffer from visual impairments and other disabilities affecting mobility.

**OCC Comment**

*Physical constraints mean that widening the shared use cycle/footway to allow for a segregated facility would require third party land. The cost of acquiring this land is not available within the budget.*

**Harwell Campus access**

Many respondents felt that there was not enough traffic entering Harwell Campus via Thomson Avenue to warrant the changes proposed. It was noted that Fermi Avenue now serves as the main entrance to Harwell Campus and this road along with Becquerel Avenue and Eighth Street should serve as the primary focus for future improvements. Another respondent suggested that attention should be given to the creation of a new access point for Harwell Campus that wasn't along the A4185 Newbury Road.

**OCC Comment**

*While Fermi Avenue functions as the main entrance into Harwell Campus, it is important to consider improvements to other key accesses to accommodate the future growth of the Campus and of the wider area. There are no other suitable roads in the vicinity of the site to which a new all-modes road connection could be made, hence improvements to existing junctions on Newbury Road are being developed. Harwell Campus is set to expand significantly in the future, so these works help future proof the transport network in this area.*

## Appendix

### Summary of Respondees

Location	Tally
Local resident (Chilton)	4
Local resident (Didcot)	1
Local resident (North Drive)	1
Harwell (Parish Council)	1
Chilton (Parish Council)	1
Other organisations	5
Other individuals	6

### Summary of responses by topic

Type	Issue	Tally
Bus Shelter Re-Location	Opposition to Bus Shelter Re-Location	6
Traffic Signals	Roundabout Requested	4
	Part Time Traffic Signals Requested	4
	Opposition to Right-Hand Turn Lane Overflow	1
	Traffic Signal Phasing Clarification	3
	Opposition to Visual Character Impacts	2
	HarBUG Traffic Signal Alteration Requests	1
Cycling & Pedestrian Infrastructure	Opposition to Staggered Crossing Point	2
	Bike Lanes Underutilised	1
	Opposition to Dropped Kerb Into ASL	1
	Support of Dropped Kerb Into ASL	1
	Opposition to Loss of Controlled Crossing Point	1
	Opposition to Shared Footway/Cycleway	1
Harwell Campus Access	Fermi/Becquerel Avenue & Eighth Street Focus Requested	5
	New Harwell Access Point Requested	1
	Repair Potholes on A4185 Requested	1

## Responses in Full

Respondent	Comment
(1) The Guide Dogs for the Blind Association	<p>I am writing to respond to the proposed improvements outlined in the consultation regarding Harwell Campus Entrance (A4185 Newbury Road / Thomson Avenue).</p> <p>I note from the document 'Thomson Avenue Junction Scheme Plan' that the existing controlled crossing will be replaced by an uncontrolled crossing. I also note that there will be no controlled crossing included within the junction plan. Controlled crossings are a vital aid to enabling blind and partially sighted people (and other vulnerable pedestrians) to move around safely and with confidence. I have attached a pedestrian crossing guidance document produced by Guide Dogs, for your information.</p> <p>I also note from the plan that it is proposed to have shared use pedestrian/cyclist footpaths. I have also attached Guide Dogs guidance document relating to shared pedestrian and cycle routes.</p>
(2) Stagecoach in Oxfordshire	<p>Many thanks for your email. We are completely happy with the proposals and thank you for inviting our comments. As you will be aware, we currently have only a few journeys a day into the Harwell Campus, although this may change in the future.</p>
(3) Thames Valley Police	<p>Thank you for the consultation document.</p> <p>I have no objection.</p>
(4) Harwell Parish Council	<p>Harwell Parish Council has no objections to any of the proposals but would prefer that a layby is created for the newly-positioned bus stop.</p>
(5) Chilton Parish Council	<p>Below are the comments from Chilton Parish Council on the A4185/Thomson Avenue Improvements consultation.</p> <p>Chilton Parish Council has no objections to improving the access to the Campus but does object to the installation of more traffic lights on the A4185 as this will impede, and not assist, traffic movement along the A4185. A better solution would be to use Becquerel Avenue, which is within the Harwell Campus and is easily accessible by the roundabout off Fermi Avenue. Becquerel Avenue also has links to Eighth Street and into the expanding Campus.</p> <p>Using this proposal would remove the need for a set of traffic lights on the busy A4185; there would be no need to move the bus stop; and there would be one main entrance to the Campus with good access to all areas.</p>
(6) HarBUG Response 1	<p>Harwell Bicycle Users Group (HarBUG) represent cyclists at the Harwell Campus. We campaign for better facilities and routes for cyclists on the campus and in local towns.</p> <p>HarBUG does [not] have any objections to the plans for the proposed improvements to the Harwell Campus Thomson</p>

	<p>Avenue Entrance as detailed in drawing no. 60552579-HARWELL-SHE-03.</p> <p>We are pleased that you have included a dropped kerb by the advanced stop line on the north bound carriageway of the A4185 and that the crossing point is a segregation kerb and not 'fenced in' with safety barriers.</p> <p>One observation; could the crossing point in front of the traffic lights and ASL on Thomson Avenue be changed from a Toucan style crossing to cycle and pedestrian traffic lights? Instead of pressing a button to cross the first half of the junction, the cycle/pedestrian lights would always be green whilst the traffic lights are on red. The second half of the crossing, south side, would still be a standard Toucan crossing.</p>
(7) HarBUG Response 2	<p>I can confirm that HarBUG does <u>not</u> have any objections. And yes, the requested green light refers to crossing the eastbound/exit lane from Thomson Ave.</p>
(8) Highways England	<p>Consultation: Harwell Campus Entrance (A4185 Newbury Road / Thomson Avenue) Improvements</p> <p>Thank you for inviting Highways England to comment on the above document.</p> <p>Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.</p> <p>We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the A34, specific to this consultation A34/A4185 Chilton Interchange.</p> <p>We have reviewed Consultation document and have no comments.</p>
(9) Local Resident, (Didcot Area)	<p>Harwell Campus Entrance (A4185 Newbury Road / Thomson Avenue) Improvements Consultation</p> <p>I would like to respond to the above consultation as both a resident of the Didcot area and an employee at the Harwell Campus of almost 30 years.</p> <p>1) It is important to put this scheme in context. The entrance to Thomson Avenue is what was the old Main Gate to (UK)AEA Harwell. At its heyday the campus employed more than twice the number of people it does now,</p>

including during the period before the present A34 and the limited Chilton Interchange were constructed.

2) As of last summer, the Chilton Interchange has been upgraded to a full interchange and other traffic improvement schemes, such as the new Harwell Link Road for example, are changing vehicular access patterns to and from the Campus. In particular, the volume of traffic accessing the Campus from the north (Rowstock), and which would therefore need to turn right into the Campus, has been reduced, as has the amount of traffic passing Thomson Avenue on the northbound carriageway.

3) The Campus has recently removed the 'sleeping policemen' at the junction of Curie Avenue and the A4185 making this an additional, and now more viable, route into the Campus for traffic approaching from the north, helping to equalise the pressure on Thomson Avenue. The Campus has also opened a north-south interconnector between Curie Avenue and Fermi Avenue.

4) Even the most optimistic forecast for the growth of the Campus would not see employment levels return to 'heyday' levels in the next 13 years! Therefore, if a signal-controlled junction at Thomson Avenue was not needed before, it is difficult to see why one is needed now.

5) As the previous OCC consultation identified, if a new Campus access improvement is needed, a roundabout would be the preferable solution. This new proposal smacks of short-termism and penny-pinching and will not deliver the greater capacity claimed for two reasons.

6) First, traffic signals stop the traffic! I could not see what type of signals were proposed, but my greatest fear would be that they would be in operation 24/7 and without any intelligent sensing of traffic trying to turn right into Thomson Avenue or turning right out of Thomson Avenue. If there must be signals, please can they be peak time operation only?

7) Second, it is proposed to remove the existing bus stop lay-by on the northbound side of the A4185 carriageway and replace it with a (painted) bus stop in the carriageway itself. This is insane! There is plenty of scope to create a new bus stop lay-by along this carriageway on either side of the Thomson Avenue junction. If the Campus wants these improvements they can donate the land.

8) The best course of action for all concerned would be for OCC, in concert with the Campus businesses, to go away and re-examine the roundabout option and the sources of funding necessary for it. There is plenty of time to do so.

(10) Email Response, (Unknown)

I would like to make the following comments in response to the consultation on the Thomson Avenue junction improvements.

It seems a terrible pity to introduce traffic lights to the Harwell Campus where currently there are none. Those of us who travel in from Didcot by bus already face slower journeys than in past years due to new traffic lights relating to Great Western Park. Also, traffic lights will detract from the green, semi-rural nature of the Campus.

A roundabout would have been much better. Since the previous consultation, the Campus has started to construct a large car park next to Thomson Avenue, including removing a number of trees. This site could be used to accommodate a roundabout, offset so that it is contained entirely on the Campus side of the A4185, as is the Fermi Avenue roundabout. That would remove the need to acquire third party land.

If traffic lights must be used, please could I suggest that they are part-time lights that are only used at peak times? As anyone who works at Harwell knows, the roads are very busy in the morning and evening peaks, but there are few issues at other times.

I do not see any details of how the traffic lights will be phased.

Will they include sensors so as only to trigger a Thomson Avenue phase when needed? My experience of the aforementioned Great Western Park lights is that buses seem to be stopped at the lights disproportionately. Buses tend to accelerate more slowly, and drivers are trained to slow as they approach lights in case they change. This means people who take the bus are inconvenienced more by additional traffic lights. (We also do not have the option of changing our route to avoid them, for example by using the A34 or Hagbourne Hill). Could I request that the County Council investigates devices that can be fitted to buses that allow them to hold the lights on green as they approach?

Ultimately, changing the junctions onto the A4185 Newbury Road will only make very small improvements to access to the Campus. What the Campus really needs is an additional access point onto somewhere other than the A4185. Providing such access should be a requirement if any future major developments on the Campus are given the go-ahead. The councils and the Campus management should also make a serious effort to reduce car journeys, rather than just providing a "travel plan" with each new planning application that in reality has no impact.



<p>(11) Email Response, (Unknown)</p>	<p>I am writing in response to the updated proposals to improve signalling at the A4185 junction with Thomson Avenue.</p> <p>I am generally in favour of the proposals and recognise that it addresses the balance of increased vehicle traffic with the needs of pedestrians and cyclists. One aspect of the proposal that I find difficult when walking or cycling is that to cross Thomson Avenue requires waiting at two traffic lights; when I drive, I only have to wait for one traffic light. Please arrange to have the traffic light timing equitable between vehicles and other road users, so we all have the same number of traffic light changes to negotiate at the junction.</p>
<p>(12) Local Resident, (Chilton)</p>	<p>In summary, I'm not a fan.</p> <p>The design of the Harwell Campus means Thomson avenue isn't suitable as a "main entrance". It has a slow kink in the road where it joins Rutherford Avenue. It's also very close to the Fermi Avenue roundabout. I think they'd be much better off improving the junction with Curie Avenue and then designing the Campus internally so that it's effectively served by Curie Avenue from the north and Fermi Avenue from the south.</p> <p>If the campus is aiming to treble in size over the next 15 years (as recently reported), I do not feel these lights are the long-term solution, barely a sticking plaster which will cause more disruption both during the works and on an ongoing basis.</p> <p>This comes on the back of people in the area facing a succession of road closures and traffic lights - several lots on the A417. Multiple closures of Hagbourne Hill. The ridiculous situation in Upton. Closures through West Hagbourne (could they really not have waited a couple of weeks for the Harwell Link Road to open!?), the works on the A34, Milton Interchange...You cannot move in this area for roadworks and adding more on ill-conceived projects is just madness.</p> <p>It also seems the phrase "improve provision for walking and cycling" is added to every consultation to make it seem like a good idea. Having cyclists drop off a cycleway on a dropped kerb into an ASL is a recipe for disaster and completely unnecessary. In reality any cyclists that are on the cycleway will be happy to stop and look both ways as they do at present. The rest of the cyclists will be on the carriageway anyway to avoid having to give way at the junction.</p> <p>As a cyclist, I don't view this as an "improved provision" at all, I view it as another needless set of lights that will give</p>

	<p>drivers an excuse to cut me up, squeeze me into the kerb or try and intimidate me in an ASL.</p> <p>As a runner and pedestrian, I have no problem crossing Thomson Avenue at present - often without even breaking my stride. I can only imagine these proposals will make things worse, not better.</p> <p>As a motorist, I don't massively welcome the introduction of more hold ups and street furniture for the lights, nor the removal of a bus stop in favour of having the bus stop in the carriageway to further delay things.</p> <p>As a local resident (Chilton Dene) I have serious concerns about the impact this development would have on my ability to leave my estate in the morning. This is challenging at the best of times since the opening of the northern A34 slips. The proposed lights would further slow traffic as it heads north past our estate, closing any usual gaps in traffic. Stationary busses in the carriageway would exacerbate the problem.</p> <p>I really feel you need to try much harder to justify and explain this proposal to local residents.</p>
(13) Email Response, (Unknown)	<p>I have just looked at the road "improvements scheme" I don't believe having the bus stop situated in the vehicle lane to be very advantageous especially if your planning on putting lights and crossings on this road.. the bus does pull in and stay there for a good period of time (and they tend to just drive out of the layby regardless of traffic anyhow.) If I understand the proposed system correctly you want to place traffic signals (lights) in this area? If so that would cause significant backlog on the main road way due to the number of vehicles leaving the area at a time it would be much more prudent to install a roundabout here due to the advantages of not making people stop. As for cyclists they don't use the cycle paths as it is so I don't understand why adding more will make them use it.. (the real place to put cycle lanes would be the rather large hill on the Harwell side of the map) the new stop signal ghost lane despite it being longer would also cause a problem due to the shear amount of people attempting to enter this lane would probably overcome the time it takes for the lights to cycle (and to speed this cycle up or to allow more time for the ghost lane traffic would cause more problems on the other side of the road.</p> <p>Has a road survey been taken on this stretch of road to see how many people use this junction at this time? (I can't recall any being done here and I have been using this route for the last 5 years.)</p>
(14) Local Resident, (Chilton)	<p>1. In my view this so-called improvement is a complete waste of resources.</p>

2. Although Thompson Avenue might have been the prestigious main entrance to UKAEA Harwell many years ago.

However, it is now only a minor entrance to the Campus with very little traffic in my experience. The main entrance is now off the roundabout a few hundred yards to the south leading to Fermi Avenue.

3. Housing proposed by Harwell Campus is to the north of the site and wouldn't use Thompson Avenue. It would almost certainly use Curie Avenue to the north of Thompson Avenue, which leads to retail facilities, the nursery school and Harwell Innovation Centre.

4. There seems to be no advantage whatsoever in providing traffic lights (signals) Thompson Avenue and it beggars belief that the present bus stop with a lay-by has moved to a location without a lay-by when maintaining traffic flow should be a major consideration.

5. Have Harwell Campus actually requested this "improvement"?

6. Please study this...<https://harwellcampus.com/vision/>

Which includes this image showing the majority of development accessed off Fermi Avenue and housing, item 17, located nearest to Curie Avenue.



- |                               |                                   |   |  |
|-------------------------------|-----------------------------------|---|--|
| 1 Public Health England       | 6 HUSCO                           | 11 Scientific Computing Data              | 16 Genesis Building                          |
| 2 Medical Research Council    | 7 Diamond Light Source            | 12 Rutherford Appleton Laboratory         | 17 Residential Complex (future masterplan)   |
| 3 ISIS Neutron & Muon Source  | 8 RAL Space                       | 13 University Quarter (future masterplan) | 18 Rosalind Franklin Institute (coming soon) |
| 4 Central Laser Facility      | 9 Satellite Applications Catapult | 14 Quad One                               |  |
| 5 Research Complex at Harwell | 10 European Space Agency          | Zephyr Building                           |  |

It is clear that Thompson Avenue serves little purpose in the grand scheme of things.

(15) Email Response, (Unknown)

The plans look good but to ensure limited traffic impact at peak times – can the relocated bus stop be moved off slightly off the main road to allow cars to pass, as otherwise it will lead to cars trying to pass as they will not wait for the bus to continue on its route.

(16) Local Resident, (Chilton)

Harwell Campus Entrance (A4185 Newbury Road / Thomson Avenue) Improvements – Comments

I live in Chilton and have the following comments / observations on the proposed Harwell Campus Entrance (A4185 Newbury Road / Thomson Avenue) Improvements – please see below.

Rather than go for a sub-optimal solution of traffic lights on the A4185, I believe that the new road (not sure if this was considered during options process) within Harwell Campus – Becquerel Avenue - which is easily accessible by the roundabout off Fermi Avenue and links to Eighth Street to should be used as the main route into the expanding Campus – see map below. This would (compared with the current proposal):

- Prevent the need for a new set of traffic lights on the A4185 thereby improving traffic flow on this busy A road
- Improve road safety for all users
- No requirement to move bus stop
- Provide one main entrance to the Campus via Fermi Avenue with good road access to all areas within the expanding Campus
- Separate Campus traffic from A4185
- Save Money - which could be used to repair the A4185

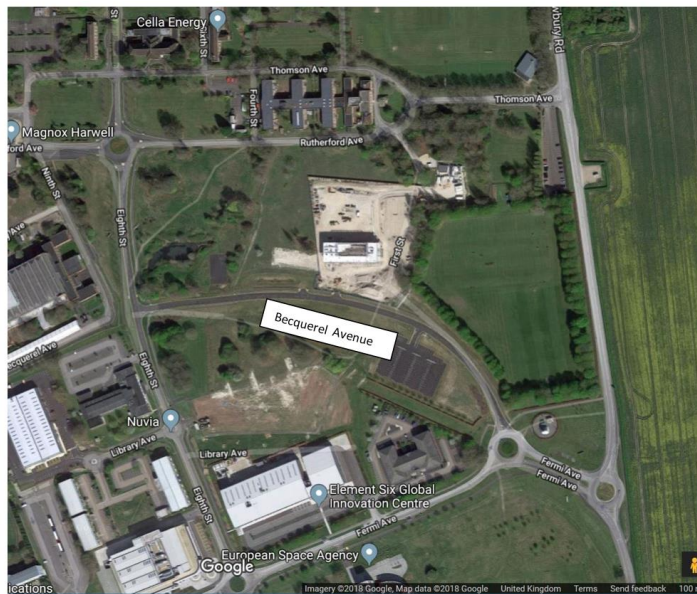


Figure 1-Google Map Image of Becquerel Ave

Figure 1-Google Map Image of Becquerel Ave

(17) Local Resident, (Chilton)

With regards to the Harwell Campus Entrance (A4185 Newbury Road / Thomson Avenue) Improvements, I fail to see the need for traffic lights at this location.

As a resident of Chilton, the majority of workers to the Harwell science park use fermi Avenue. Very few use

	<p>Thompson avenue at present. These traffic lights will only serve to delay traffic and cause queues.</p> <p>They should further encourage and improve traffic flow at fermi Avenue as the main entrance to the science park, which also allows access to Thompson avenue, than implement restrictive traffic lights on the Newbury Road.</p>
(18) Email Response, (Unknown)	<p>I'd like to comment on the proposed changes to the Harwell Campus entrance /Thomson Avenue. Currently missing from your plans is the existing zebra crossing that crosses Thomson Avenue by the entry pillars, this is how most pedestrians currently cross Thomson Avenue. The changes from this to a staggered controlled crossing is a substantial downgrade in pedestrian amenity and it will take significantly longer to get across here. I thought the new walking design guidance was generally against staggered crossings for this very reason?</p> <p>In general, the Harwell campus is really well served by public transport and this (plus active travel) is what the county council should be encouraging. This scheme looks like another one to improve car access above all else and I would prefer to see a scheme that doesn't degrade the already crappy pedestrian/cyclist experience when travelling along the A4185.</p>
(19) Email Response, (Unknown)	<p>Here are my comments on the proposed scheme.</p> <p>Problems: We're trying to reduce pollution in the environment especially in hot spots. Traffic lights, especially with large pedestrian crossings integrated into the cycle, clearly create long periods where traffic is going nowhere, just sitting there burning fuel. Vehicles will be forced to stop and accelerate again burning even more fuel to the detriment of the local environment.</p> <p>The lights also create great bunches of traffic that then cause repercussion at following junctions. For instance, traffic approaching from the South of the roundabout at the end of Fermi Avenue will have to wait building up another queue as a long stream of traffic, previously built up at the new traffic lights, passes through.</p> <p>I cannot see why the recessed bus stop has been removed and replaced with a stop in the traffic lane, which will further add to queuing traffic in the area.</p> <p>None of this is helping general smooth movement of traffic at all.</p> <p>Then there is the complete waste of more energy powering the traffic lights, ongoing maintenance costs and more light pollution.</p>

	<p>Options: As in the previous proposal, actually take the long-term solution and build a roundabout as required regardless of the extra cost now as it will have long term benefits. A smaller roundabout would work. The old proposal with two lanes approaching from each direction is not necessary and, as seems to be the norm in the area, the centre of the roundabout seems to be so oversized as to make it difficult for two vehicles to enter and negotiate the roundabout at the same time anyway.</p> <p>How about just having a well-marked mini-roundabout? Cheaper to implement and easier for lorries turning in/out of Thomson Avenue.</p> <p>Just rethinking and optimising the roundabout layout would be better than traffic lights.</p> <p>At the very least, have lights that are intelligently phased and sensitive to traffic coming from each direction at different times of day. The morning and evening flow requirement are very different.</p> <p>The lights could be off outside of peak times.</p>
(20) Local Resident, (North Drive)	<p>Many thanks for your letter dated 6 March to all North Drive residents regarding the Harwell Campus Entrance improvements. It is good to know that OCC are investing in the area with ongoing developments in this ever-increasing populated area.</p> <p>As a resident at North Drive, we have witnessed closures of the A34 for improvements from here to Milton Interchange meaning a huge number of lorries driving past on the A4185. I understand there are plans to create a new garage and shop on land near the Chilton roundabout, plus the development within your recent letter.</p> <p>My concern is the road - A4185. It's a relatively small road and cannot withstand constant pounding of lorries. There are an increasing amount of potholes now since the closures and I'm keen to know if OCC are going to repair this ongoing damage to the road?</p>