

Division(s) affected: *Faringdon*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**04 SEPTEMBER 2025**

### **FARINGDON: COXWELL ROAD – PROPOSED HIGHWAY IMPROVEMENTS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to approve:

- a) The introduction of parallel crossings consisting of a zebra crossing (for pedestrian use only) with an adjacent parallel priority cycleway, to be located on Coxwell Road
- b) The introduction of shared-use foot & cycle paths on Coxwell Road
- c) The introduction of bus stop clearways (with associated 'No stopping except buses' restrictions) on Coxwell Road.
- d) The extension of the existing 30mph speed limit on Coxwell Road south-westwards to a point 145 metres southwest of its junction with Harrison Drive.

#### **Executive summary**

1. This report presents responses received to a statutory consultation on the following proposals to Coxwell Road in Faringdon:
  - a) To extend the existing 30mph speed limit replacing the current 60mph national speed limit in the process.
  - b) To carry out the following highway improvement measures:
    - Parallel crossings - consisting of a zebra crossing (for pedestrian use only) with an adjacent parallel priority cycleway, to be located southwest of its junction with Fernham Road, and southwest of its junction with Coleshill Drive,
    - Shared-use foot & cycle paths - ranging from 2.5m to 3.5m wide (depending on location) on both sides of the carriageway, and

- Bus stop clearways - with associated 'No Stopping except local buses' restrictions, to be located on both sides of the carriageway, either side of the junction with the access to the new development.

Plans of the proposals can be viewed in **Annex 1-5**.

2. The extension of the 30mph speed limit will help to reduce speeds in the vicinity of the new access junction to the Wain Homes housing development site (The Steeds), whilst the introduction of parallel crossings, the conversion of existing footway into shared-use foot & cycle paths, and new bus stop clearways will all help to encourage more 'active travel' by providing off-road cycling infrastructure along Coxwell Road, and the new bus facilities to encourage fewer private car journeys.

## **Sustainability Implications**

3. The proposals will help promote road safety for all road users within the area, especially for the more vulnerable road users such as pedestrians & pedal cyclists.

## **Financial Implications**

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the developer.

## **Legal Implications**

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*  
*Nicole Olavesen (Solicitor – Legal Services)*  
[Nicole.Olavesen@oxfordshire.gov.uk](mailto:Nicole.Olavesen@oxfordshire.gov.uk)

## **Equalities and Inclusion Implications**

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

## Formal Consultation

8. Formal consultation was carried out between 16<sup>th</sup> July and 15<sup>th</sup> August 2025. A notice was published in the Oxford Herald newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, ambulance service, bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, Faringdon Parish Council, and the local County Councillor representing the Faringdon division.
9. In total, 16 responses were received via the online survey during the course of the formal consultation, with 14 identifying as local residents, 1 as a local councillor and 1 from an organisation.
10. Additionally, a further 5 emails were received directly, with 2 from local residents not raising objections to the proposals. Further representations were received from Oxford Bus Company, Faringdon Parish Council and Thames Valley Police which are documented in the following sections.
11. A representative of Oxford Bus Company has responded to the consultation to state that:

*'We are not the operator of this strategic inter-urban bus route (S6). Thus, ultimately it is for Stagecoach to comment, if they so choose. We on our part have no objection to the speed limit reduction, which is the substantive legal matter before us.*

*However, we are faced once again at this 11<sup>th</sup> hour with a detailed design that begs some basic questions about bus user safety.*

- *Pavement width of ped lead in to W/B stop? While not dimensioned, it doesn't look as if its 2m needed to deploy the wheelchair ramp. If this is the case that is an Equalities Act problem.*
- *The standing bus blocks the carriageway entirely, and unnecessarily and incentivises erratic driver behaviours passing the bus on the offside of the pedestrian refuge. There is a second island feature to the east – why was the ped crossing not put there?'*

12. A representative of Faringdon Parish Council has responded to the consultation to state that:

*'The Planning & Highways Committee met last night and resolved to support the proposed improvements. However, we also considered a response to the application below which I believe ties in with the proposals:-*

*[P25/V1095/S73](#) - Land South of Steeds Farm, Coxwell Road - Variation of conditions 4 (approved plans) and 6 (access) on planning application P18/V0259/O. Appeal ref: 3264500 Outline planning application for up to 125 dwellings and associated public open space all matters except access reserved.*

*Faringdon Town Council has no objection to this application. However, the Council queries what connectivity provisions have been implemented for the South of Steeds development, Ferndale Gardens and Great Coxwell for pedestrians/cyclists? It is requested that Planning Authority check whether ransom strips are planned that may prohibit connectivity/access for residents.'*

*To summarise, we would wish to avoid future connectivity problems for current and new residents.'*

13. A representative of Thames Valley police has responded to state that they have no objection providing the necessary speed monitoring has taken place and results support these improvements.
14. The full responses are shown in **Annex 6**, and copies of the original responses are available for inspection by County Councillors. Any comments received that officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

15. In total we received 16 responses to the on-line consultation with the majority in support of all elements of the scheme. The most objected-to element of the proposals related to the shared use foot and cycle paths (5 responses).
16. The speed limit proposals were well supported with 81% of on-line respondents in support. Comments were received that the proposed 30mph speed limit should be extended further and the 20mph speed limit should be extended to Coleshill Drive.
17. The responses to the proposed shared use footway/ cycle paths were mixed with 44% in support, 25% raising concerns and 31% raising objections. The majority of objections related to concerns about safety with residents stating that 3.5m footways were not suitable and that shared paths were not safe and cyclists and pedestrians should be segregated.
18. Other concerns raised included the potential narrowing of the road to accommodate wider footways and maintenance of cycleways in general with examples of existing routes being obstructed meaning cyclists are forced into the road.
19. One resident felt that the layout of the proposed footway/ cycleway would mean users of the new estate would be forced to cycle along a busy road for a long distance before reaching the new facilities. Questions were also raised about the disjointed route and suggested alternatives included improving the existing footpath on the west side of Coxwell Road. Others suggested investing in a foot crossing over A420.

20. A local cycling group responded to state that they supported any measures that will encourage cycling and believed that the proposals would provide the improvements being put forward.
21. The proposals for the pedestrian crossings were well supported with 87% of on-line responses in support or partial support. A total of 13% were in objection and a single comment was made that the proposed pedestrian crossings are in the wrong locations and the site of a pedestrian refuge south west of Farnham Road would be a better location.
22. The proposed bus stop clearways were well received with 81% of on-line responses in support or partial support. 2 objections were received, along with a comment that the stops were not needed as there is existing stops either side of Ampthill Way.
23. A number of comments made reference to the A420 Great Coxwell Road junction, raising safety concerns and making suggestions that improvements were needed including signalisation.

#### Officer response

24. Stagecoach were consulted but did not formally respond to the statutory consultation. Oxford Bus Company has confirmed that they are not the operating provider for the service in question and it is noted that they have no objections to the proposed speed limit reduction. Despite not being the service provider, they raised concerns regarding the provision for the westbound bus stop. Specifically, the connecting footway is only 1.1 metres wide, which falls below the standard requirement of 2.0 metres for adoptable footways.
25. The Section 106 agreement secures the provision of the bus stop within the vicinity of the development access. The footway width is constrained to 1.1 metres due to limitations within the highway boundary. This arrangement has been subject to an independent Road Safety Audit, which did not identify any concerns.
26. Oxford Bus Company also commented that the bus currently blocks the carriageway, encouraging erratic driver behaviour as vehicles attempt to pass on the offside of the pedestrian refuge. They queried why the pedestrian crossing was not located further northeast, where an additional splitter island is proposed. The chosen location for the crossing is due to land constraints on the southeast side of Coxwell Road, where the available highway width is less than 1 metre—below the absolute minimum requirement for adoptable footways.
27. Additional responses were received querying the progress of the signalised junction on the A420. Although not directly related to this consultation, it should be noted that technical approval for these works is imminent, and construction is anticipated to commence in the first quarter of 2026.

28. It is also noted that Faringdon Town Council did not raise any objections to the proposals.
29. Thames Valley Police and some residents had concerns about monitoring the speed of vehicles once the speed limit is reduced. To address this, we have agreed with the developer to conduct a post-completion speed survey. This survey will assess vehicle speeds and determine if further speed calming measures are necessary.
30. One resident suggested extending the proposed 30mph speed limit towards the small roundabout. However, this is outside the remit of the current works. Extending the 30mph speed limit without self-enforcement could lead to reduced compliance as drivers approach the new junction. The current location is considered the most appropriate to ensure compliance with the speed limit when entering the new junction arrangement.
31. Several objections were raised regarding the proposed shared cycleway/footway, including concerns about its provision, safety, limited space, and the location of the parallel crossings. These cycleway works were secured as part of the S106 agreement, and the developer is obligated to deliver them. In response to these concerns, the officer in the transport development management team who secured these works at planning has said that during the planning stage, consideration was given to the cycling infrastructure that could be safely provided along the Coxwell Road, linking the site access northwards towards Faringdon. Given the highway boundary constraints between the access and Kings Street, it was not possible to provide an off-carriageway facility along the western side of Coxwell Road, without a significant deviation from standards. It was therefore considered that providing advisory cycle symbols and extending the 30mph speed limit was a safer option, rather than providing a substandard shared use facility, which would bring pedestrians and cyclists into conflict with each other and moving vehicles travelling northbound.
32. Cyclists are directed onto a shared facility opposite Wearn Road, along the western side of Coxwell Road, where there is the highway space to provide this and can then safely cross to a wider 3.5m shared facility on the eastern side of the carriageway all the way to Fernham Road. Any off carriageway cycling facility is not possible northwards of Fernham Road, without taking width from the carriageway, however, this was not deemed acceptable, given the requirements necessary for the Coxwell Road to operate safely as a bus route.
33. The scheme that has been taken forward has been put through a Road Safety Audit and takes account of all the required cycling standards at the time of planning (2018 – prior to LTN 1/20) and was found acceptable by the Vale of White Horse District Council. As Highways Officers, a balanced view had to be taken, giving consideration to highway boundary and land constraints, user safety and national and regional policy to ascertain what made the development acceptable in planning terms.

34. In relation to the concerns regarding the parallel crossing locations, these are positioned to provide safe and convenient crossing locations. Due to land ownership constraints, it was not possible to continue the cycleway on one side of the road only. Similarly, providing on-carriageway cycle lanes between the development access and the start of the shared cycleway/footway was not feasible due to the available carriageway width, which could have led to conflicts between cyclists and vehicles. Instead, cycle symbols with a coloured background are proposed on the existing carriageway to highlight to both cyclists and motorists that cyclists have the right to use the carriageway.

35. A concern was raised about the maintenance of the hedge along the existing footway. This is an existing maintenance responsibility and should be reported via Fix My Street. Additionally, there was a comment that the new bus stops are not needed, as future residents living at the front of the development are within walking distance to the existing bus stops. However, future residents in other parts of the development are not within walking distance, so the new bus stops provide necessary provision for them.

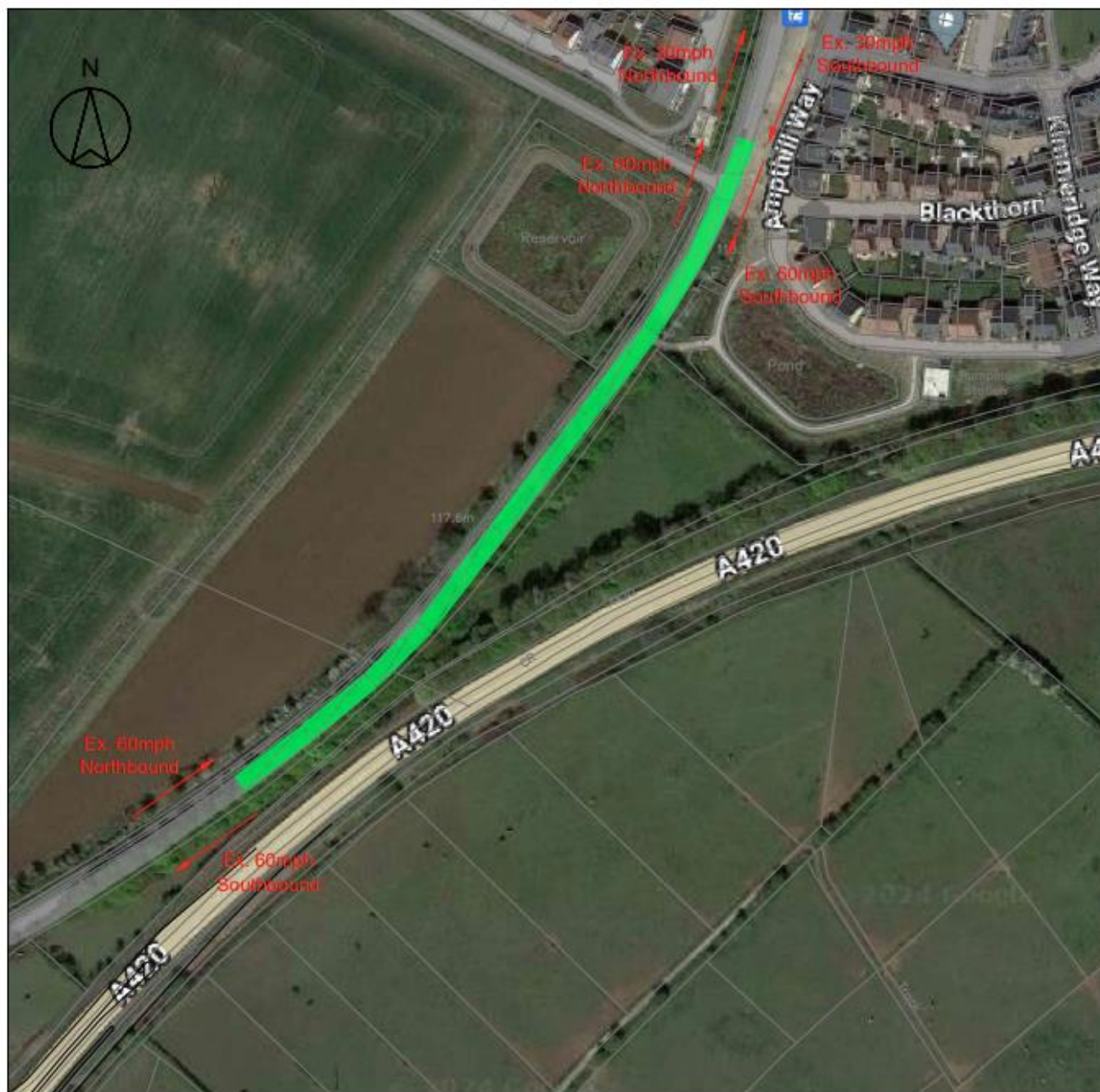
**Paul Fermer**  
**Director of Environment and Highways**

Annexes                      Annex 1-5: Consultation plans  
                                    Annex 6: Consultation responses

Contact Officers:              Ryan Moore (Lead Engineer – South and Vale)

September 2025





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THIS SYMBOL IS USED TO HIGHLIGHT INSTANCES OF RISK WITHIN THE CONSTRUCTION PROCESS.

**KEY:**

30mph TRO - North and Southbound

Coxwell Road 30mph TRO: From a point near the existing speed limit gateway approximately 20m north of Blackthorn Row to a point 84m south of the proposed site access.

DISTANCE: 275m

ORIGINATOR OF THE PROPOSAL: Oxfordshire County Council

P02	RELOCATION OF GATEWAY	CL	FA	23/06/25
P01	FIRST ISSUE	CL	FA	23/07/24
REV	DESCRIPTION	BY	APP	DATE

CLIENT:

**Wain**  
HOMES

**CLFA DESIGN**

71-75 Shelton Street, Covent Garden  
London, WC2H 9JQ

PROJECT:

THE STEEDS

FARINGDON

DRAWING:

S278 TRAFFIC REGULATION ORDER PLAN

PROPOSED 30mph SPEED LIMIT

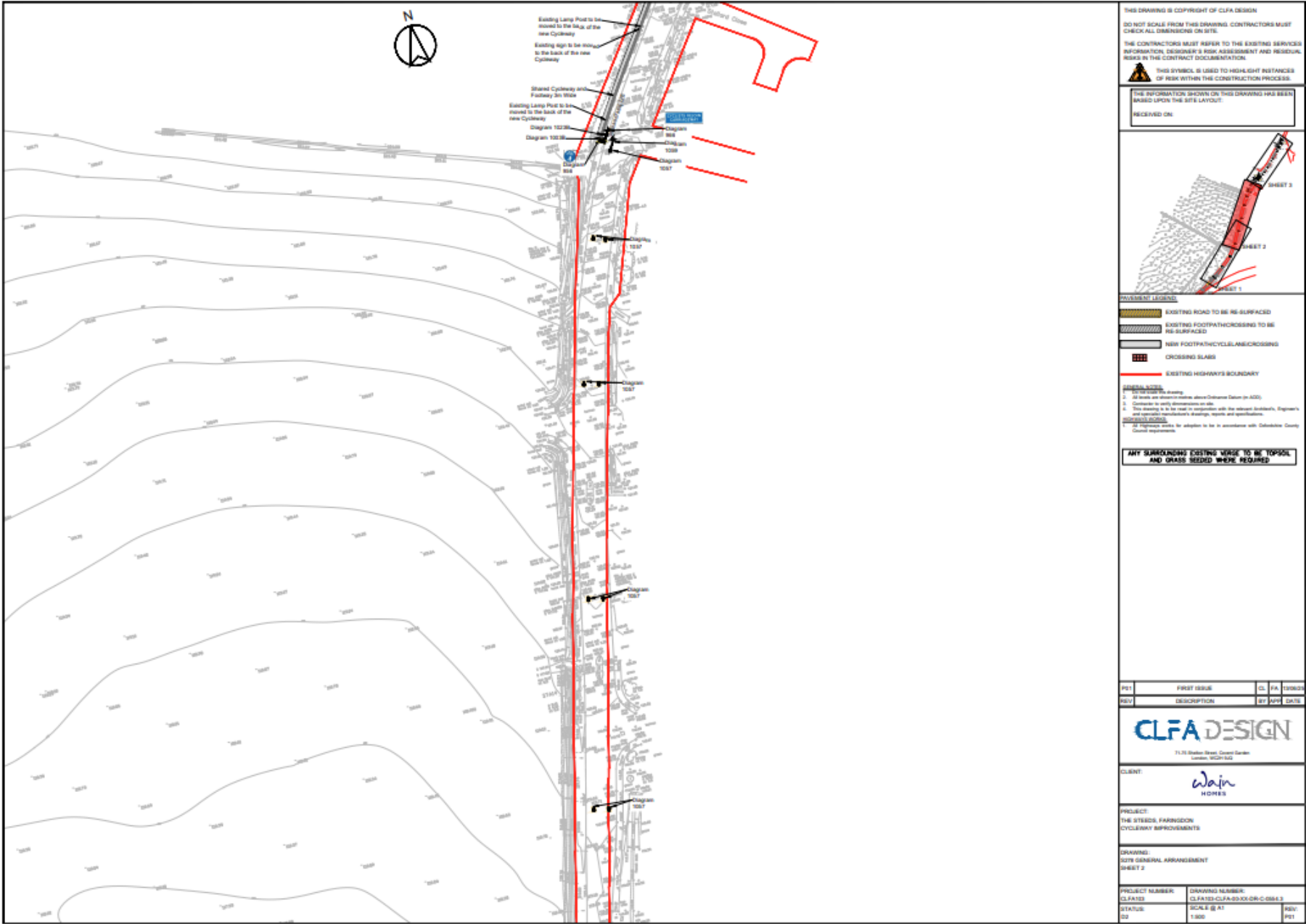
PROJECT NUMBER: CLFA117	DRAWING NUMBER: CLFA117-CLFA-00-XX-GA-C-0507
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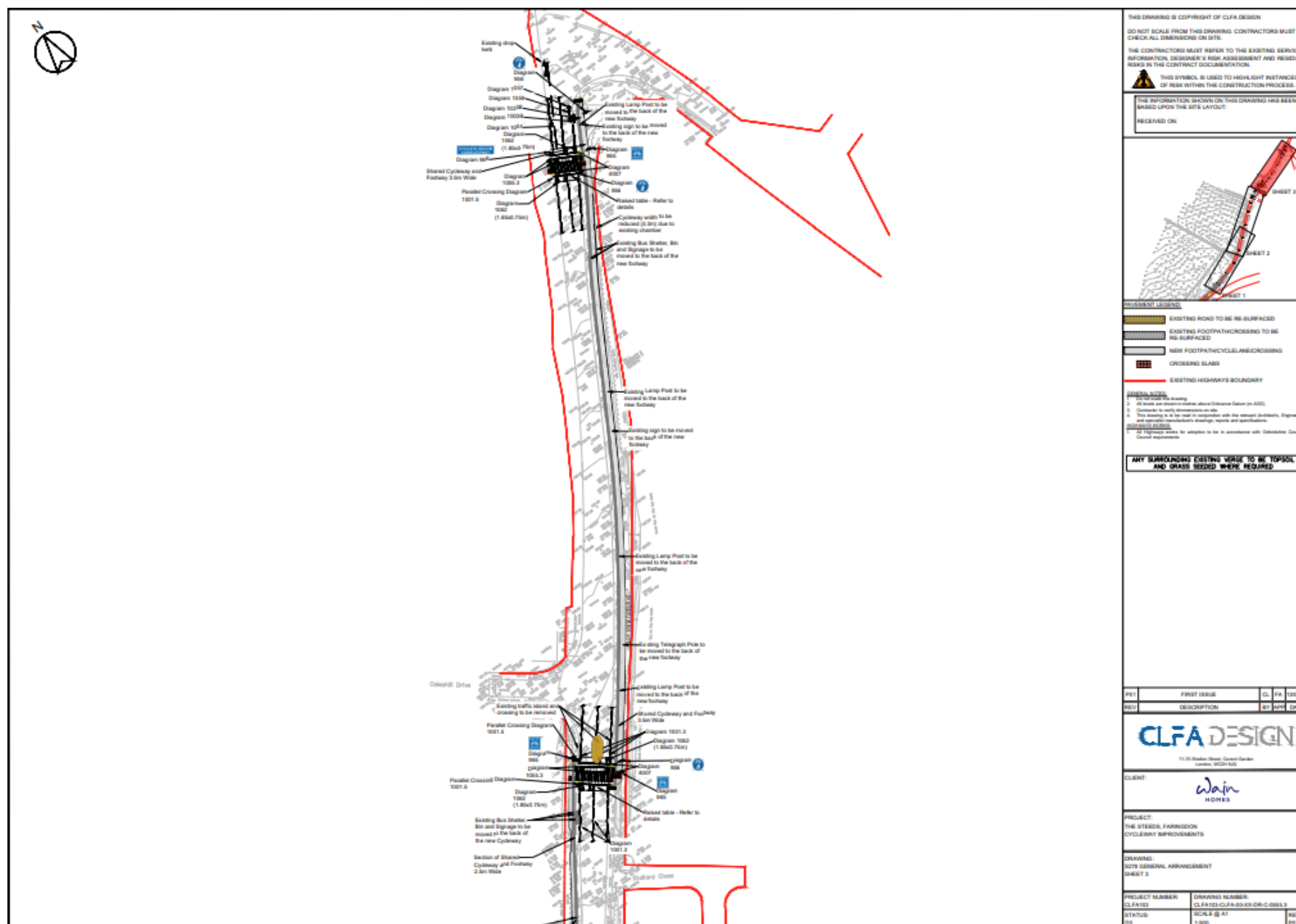
STATUS: S2	SCALE @ A4 1:1000	REV: P02
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## A. Email responses:

RESPONDENT	COMMENTS
(e1) Head of Built Environment and Infrastructure – Oxford Bus Company	<p><b>No objection</b> – We are not the operator of this strategic inter-urban bus route (S6). Thus, ultimately it is for Stagecoach to comment, if they so choose. We on our part have no objection to the speed limit reduction, which is the substantive legal matter before us.</p> <p>However, we are faced once again at this 11th hour with a detailed design that begs some basic questions about bus user safety.</p> <ul style="list-style-type: none"> <li>• Pavement width of ped lead in to W/B stop? While not dimensioned, it doesn't look as if its 2m needed to deploy the wheelchair ramp. If this is the case that is an Equalities Act problem.</li> <li>• The standing bus blocks the carriageway entirely, and unnecessarily and incentivises erratic driver behaviours passing the bus on the offside of the pedestrian refuge. There is a second island feature to the east – why was the ped crossing not put there?</li> </ul>
(e2) Local Resident	<b>No objection</b> - I have no objections to the proposals you describe.
(e3) Local Resident	<p><b>No objection</b> - I am in agreement re the proposals apart from concern re the shared pedestrian and cycle path. My main concern is that there is no mention re upgrading of the junction onto the A 420.</p> <p>I understood that at the time of planning permission being given that no houses would be sold until the junction was improved either by traffic lights or a round about, What has happened to this proposal please.</p>
(e4) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> - The Police have no objection providing the necessary speed monitoring has taken place and result support these improvements .



(e5) Town Clerk, Faringdon Town Council	<p><b>No objection</b> - The Planning &amp; Highways Committee met last night and resolved to <u>support</u> the proposed improvements. However, we also considered a response to the application below which I believe ties in with the proposals:-</p> <p><a href="#">‘P25/V1095/S73</a> - Land South of Steeds Farm, Coxwell Road - Variation of conditions 4 (approved plans) and 6 (access) on planning application P18/V0259/O. Appeal ref: 3264500 Outline planning application for up to 125 dwellings and associated public open space all matters except access reserved.</p> <p>Faringdon Town Council has no objection to this application. However, the Council queries what connectivity provisions have been implemented for the South of Steeds development, Ferndale Gardens and Great Coxwell for pedestrians/cyclists? It is requested that Planning Authority check whether ransom strips are planned that may prohibit connectivity/access for residents.’</p> <p>To summarise, we would wish to avoid future connectivity problems for current and new residents.</p>
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*B. Online responses:*

RESPONDENT	COMMENTS
(f1) Local resident	<p>30mph speed limit: <b>Partially support/concerns</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Support</b>  Bus stop clearways: <b>Support</b></p> <p>I would suggest that the 30mph limit be extended to the roundabout as the section of 60mph road remaining after this extension will be very short. Making the whole length of the road 30mph at least gives a fighting chance that traffic may be doing something approximating to 30mph.  I fear that without some level of enforcement this reduction will have negligible effect, based on how people treat the 20mph limit further down Coxwell Road.</p>

(f2) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Support</b>  Bus stop clearways: <b>Support</b></p> <p>I support the changes, regarding speed limit, crossing, foot &amp; cycle paths etc.</p> <p>However I would also like to know if anything is being done regarding the junction from Great Coxwell Road on the A420 as this is such a dangerous junction and its getting busier and busier and will only get worse when the new estate opens.</p>
(f3) Local resident	<p>30mph speed limit: <b>Partially support/concerns</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Object</b>  Bus stop clearways: <b>Partially support/concerns</b></p> <p>30 mph limit: it is a shame that the plan from Wain homes does not actually show the new site entrance but I know from being a local resident that it is on the bend in Coxwell Road and not visible to drivers coming off the A420 and there needs to be more warning of a speed limit ahead - possibly as soon as they have left the mini roundabout.</p> <p>I would add that (in conjunction with items 2 and 3) I believe the 20mph zone should be extended as far as Coleshill Drive.</p> <p>Shared-use foot/cycle path: I am not at all clear from the three plans what is proposed here. In your letter you say "shared use foot &amp; cycle paths on both sides of the carriageway" but the plans appear to indicate one foot/cycle path, on one side of the road, crossing sides between the two new parallel crossings. If that is the case then I don't think a maximum 3.5 m wide pathway carrying pedestrians and cyclists in both directions is suitable and I would register an objection. This proposed foot/cycle path lies between the new estates and town and its schools and would be very heavily used at certain times of day by child cyclists, parents with buggies and toddlers and the potential for accidents is high</p>



	<p>Bus stop clearways: I've no concerns about these but I am concerned that these proposals do not address the long-standing lack of a bus stop on the southbound carriageway between Fernham Road and Ampthill Way. It is a steep hill to climb in both directions for residents of Coleshill Drive.</p>
(f4) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Object</b>  Shared-use foot &amp; cycle paths: <b>Object</b>  Bus stop clearways: <b>Object</b></p> <p>Shared use cycle foot paths are dangerous. Money should be invested in either a foot crossing over the A420 or linking up footpaths between existing new estates. S106 funds from previous estates have still not been used in relation to resolving issues at the dangerous Coxwell/A420 road turn. What has happened to these funds?</p>
(f5) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Support</b>  Bus stop clearways: <b>Support</b></p> <p>These should be in addition to the promised roundabout/traffic lights on the Coxwell Rd junction with the A420</p>
(f6) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Partially support/concerns</b>  Bus stop clearways: <b>Support</b></p> <p>Concerns regarding the shared use of footpaths/cycle paths would e if this includes widening of the paths and therefore narrowing the road. The road is currently difficult to travel down due to the number of parked cars along Coxwell road travelling into Faringdon. The best way to reduce traffic flow down Coxwell road is to install traffic lights/roundabout at the A420 junction. This was promised once the new development had started &amp; the first residents were housed. Is this still the case as it is desperately needed. This would stop people driving down Coxwell road into Faringdon to join the A420 as the current junction at the South/West of Coxwell road/A420 is too dangerous to use.</p>

(f7) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Partially support/concerns</b>  Bus stop clearways: <b>Support</b></p> <p>These are all very good ideas except for the shared footpaths/cycle ways, in my opinion. The road is not wide enough to enlarge the footpaths and the footpaths aren't wide enough for bikes (often at speed and being ridden by teenagers to school without due care or attention) to pass parents with young children also walking to/from school or elderly people. At the moment bikes are ridden on the road (sometimes with a parent behind) in a reasonably satisfactory way (though the road could do with resurfacing on the southern edge from the roundabout most of the way to Fernham Road!! Which is why I don't like riding up there myself very much)</p>
(f8) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Object</b>  Bus stop clearways: <b>Support</b></p> <p>while walking my dog I will get knocked over by a cyclist, or bumped into. This is not a good idea they need to be separate.</p>
(f9) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Partially support/concerns</b>  Bus stop clearways: <b>Support</b></p> <p>Not sure if there is room for shared use cycle and foot paths.</p>

(f10) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Object</b>  Shared-use foot &amp; cycle paths: <b>Partially support/concerns</b>  Bus stop clearways: <b>Support</b></p> <p>The siting of the Zebra Crossing makes no sense in your current document as you have it sited SW of Fernham Road and SW of Coleshill Drive. Presumably it should read SE of Coleshill Drive. Surely this should be sited at the current central refuge (SW of Fernham Road) rather than having a new location. It is absolutely certain that passengers alighting from buses will continue to use the central refuge, particularly in the mornings and afternoons when school pupils are using buses.</p> <p>It is very unclear where the shared pavements and cycleways are to be sited. It is totally impractical to have these from the current 30MPH limit to the Great Coxwell roundabout as the land available is too narrow (particularly opposite the Wain development). In any case it floods every winter and the current ditches need to have constant maintenance (which they don't get), to stop the road from flooding. The path between Steeds Farm the Great Coxwell roundabout (on the Wain side) however, is in desperate need of upgrade so that parents with buggies can walk without having to use the road.</p> <p>I assume as part of this upgrade that the junction with the A420 and Coxwell Road is to be upgraded with traffic lights. Buses are struggling to turn towards Swindon due to traffic levels. In addition the Coxwell Road outside of the building site is in a terrible state of disrepair and desperately needs resurfacing.</p>
(f11) Local councillor (i.e. Town/Parish/District)	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Support</b>  Bus stop clearways: <b>Support</b></p> <p>These changes improve road safety for pedestrians, cyclists and motorists.</p>
(f12) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Partially support/concerns</b></p>

	<p>Shared-use foot &amp; cycle paths: <b>Object</b>  Bus stop clearways: <b>Partially support/concerns</b></p> <p>The footpath on Coxwell Road heading towards Faringdon is not well kept, as the hedges have had little trimming over the past years it is very overgrown; currently if you meet someone coming the other way one of you has to divert into the road, so no I do not feel a shared footpath and cycle way is appropriate. Bicycles should be on the road.</p>
(f13) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Support</b>  Bus stop clearways: <b>Object</b></p> <p>We object to the new bus stop proposals because putting extra bus stops either side of Harrison drive would appear to be unnecessary as there is already bus stops either of Amptill Way only a short distance in either direction, which means persons living on the new estate would be well serviced already.</p>
(f14) Director of community cycling group - Farcycles	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Support</b>  Bus stop clearways: <b>Support</b></p> <p>I am a director of community cycling group, Farcycles, and we support all efforts to encourage cycling, of which by far the most important is cycling infrastructure to make it safer for cyclists. I believe these measures will help that.</p> <p>We would like to see further shared use paths to enable cyclists to cycle safely into Faringdon and to Great Coxwell, ie in both directions from the scheme under discussion.</p>
(f15) Local resident	<p>30mph speed limit: <b>Support</b>  Parallel Crossings: <b>Support</b>  Shared-use foot &amp; cycle paths: <b>Support</b>  Bus stop clearways: <b>Support</b></p>

	<p>I support all of these changes given the new estate on Coxwell Road near the Great Coxwell Roundabout. However, more changes are required at the opposite end of Coxwell Road, at the Station Road/Marlborough Street roundabout. Cars parking on both sides of the road causes many issues, particularly for the S6 double-decker buses.</p> <p>The Great Coxwell Roundabout itself requires reconfiguring to a roundabout on the A420, given traffic attempting to turn right at this junction can be waiting for extended periods.</p>
(f16) Local resident	<p>30mph speed limit: <b>Object</b>  Parallel Crossings: <b>Partially support/concerns</b>  Shared-use foot &amp; cycle paths: <b>Object</b>  Bus stop clearways: <b>No objection / No opinion</b></p> <p>I speak as a resident of Faringdon that cycles 5000km a year including cycling to work.</p> <p>I object to the cycle path proposals as they appear very much to be a tick in the box style of cycle improvements that don't meet the needs of cyclists or just people wanting to cycle instead of getting in the car. The new developments residents or show any working knowledge of how people use bikes to get around. It also shows a lack of holistic thought about how this isolated new infrastructure links up with the existing infrastructure provided during the recent housing explosion in Faringdon. It also shows that the developers of the existing new estates on either side of Coxwell Road have provided zero connecting cycle infrastructure so where is there Section 106 funding gone?</p> <p>Unless I am reading Sheet 1 of Drawing No. 554.3 incorrectly, there is no new off road cycle route from the development entrance. It forces cyclists living at the new development to cycle down a busy road for 0.5 mile before reaching the proposed new cycle way, which then forces you to get off the road, cross the road and then use about 0.5 mile of new off road shared cycle way which will then deposit you at a road junction where the pavement stops and offers very poor visibility to traffic approaching from Fernham Way and you also have to be aware of traffic turning in on you from Coxwell Road, this looks a probable collision point to me. Who would want to do this while trying to ride with their kids to the nearby FCC school.</p> <p>What would seem much more workable to me to provide cycle access to the new development, would be to widen the poorly maintained existing footpath on west side of Coxwell Road all the way up to King Street junction and also provide a crossing that gets you to the access to the Ampthill Way road (improving the shared</p>

	<p>cycle/walking infrastructure here to)so people can then get to the bottom of Fernham road through the park, avoiding the busy Coxwell road. That also means you can get to the crossing of the A420 if your cycle journey is to exit Faringdon to go to work for example. This proposal just takes people from somewhere near the new devlopment to a junction where if you want to go to Town, you then have to ride down a horrible section of road to cycle on where there are parked cars on both sides, a terrible road surface and its also a bus/HGV route. This proposal needs a rethink or at least provide some evidence that its what local residents want and it will increase cycling from the new development to town/other places that have been identified as where people are going in their cars curently.</p>
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