

Divisions affected: *Faringdon*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

FARINGDON: B4019 COXWELL ROAD / A417 STATION ROAD – PROPOSED RAISED TABLE MINI-ROUNDBOUT

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to:

- a) **Approve the construction of a new 'Flat Top Road Hump' at the existing mini roundabout junction of the A417 Station Road & B4019 Coxwell Road in Faringdon as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to construct a new traffic calming feature on the A417 Station Road / B4019 Coxwell Road mini roundabout in Faringdon, as shown in **Annex 1**.
2. The traffic calming feature will comprise of a 'Flat Top Road Hump' (with ramp heights of 75mm & gradients of 1:10) to be located at the existing mini roundabout junction, and would extend approximately 20m into its various junctions.
3. Additional improvements to the existing informal crossing points will also be included as part of the proposals.

Financial Implications

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

Legal Implications

5. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

7. The proposals would help improve safety for vehicles and cyclists using the mini roundabout, maintaining safety for pedestrians crossing the carriageway.

Formal Consultation

8. Formal consultation was carried out between 13 March and 05 April 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, local District Cllr's, Faringdon Town Council, and the local County Councillor representing the Faringdon division.
9. 31 responses were received during the course of the formal consultation, comprising of 14 objections (47%), seven in support (23%), six partially supporting (20%), and four non-objections.
10. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. Thames Valley Police expressed no objections to the proposals as advertised.
12. It was asked in the consultation if the proposals would lead to an increase or decrease in the number of road signs, having reviewed the scheme there is no proposed changes to the number of road signs.
13. Comments were made on the cycle provision within the roundabout and scope of the works, unfortunately the scheme approved at planning and secured in the S106 agreement did not include proposed improvements to the cyclist provisions in this area, however it has been negotiated and agreed with the developer to provide better safety for cyclists using the 'slip lane' from Coxwell road (B4019) to Gravel Walk (A417) by placing 'Armadillo' cycle lane raised separators to prevent vehicles entering the cycle lane.

14. Major cycleway improvements and facilities have been provided as part of the main development along Park Road as part of the scheme.
15. Concerns were raised that the narrowing of Marlborough St will lead to difficulties for vehicles turning right at the roundabout, the scheme has undergone detail technical review and tracking analysis and it is confirmed that tightening the radii will not impact vehicles turning right.
16. In addition, concerns were raised that the additional grass verge area could lead to parking issues, there are existing double yellow lines along this section of Marlborough St which prohibits parking on the carriageway and grass verge.
17. It is noted that the Town Council's response stated that the proposed works do not reflect the plans within S106 agreement. The proposed works are almost identical to that secured in the S106 agreement for the development, with the exception of the eastern approach to the mini roundabout from Coxwell Road, in the S106 it is proposed to have a two lane entry to the roundabout, however during the detailed technical review it was not possible to accommodate a dual lane approach due to the width available, having a two lane approach would mean insufficient space for two vehicles to wait alongside each other.
18. It should be noted that the plans annexed to the S106 agreement are indicative and are subject to detailed technical review.
19. It has been noted that other areas of Faringdon require more urgent attention such as dangerous junctions and to fix potholes, this scheme is funded by the developer of the 'Park Road' development and is secured in the developments planning consent and S106 agreement, therefore it is not possible to consider other junctions or works as part of the scheme. Residents and members of the public should report concerns to Oxfordshire County Council using the fix my street website.
20. Numerous comments were made in the consultation asking how the works are funded, the works are to be fully funded by the developer of the 'Park Road' development.
21. It has been asked when the works will be delivered, at this time it is not possible to confirm due to the numerous different factors to consider, however it is envisaged to be completed within 12 months should approval be given.
22. Concerns made within the consultation report that it is difficult to cross the road at the designated crossing points, due to the speed and volume of traffic, these proposals will assist with resolving these concerns as the crossings will become raised (flush) and vehicles will slow down due to the ramp's proximity to the crossings.

Bill Cotton
Corporate Director for Environment and Place

Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

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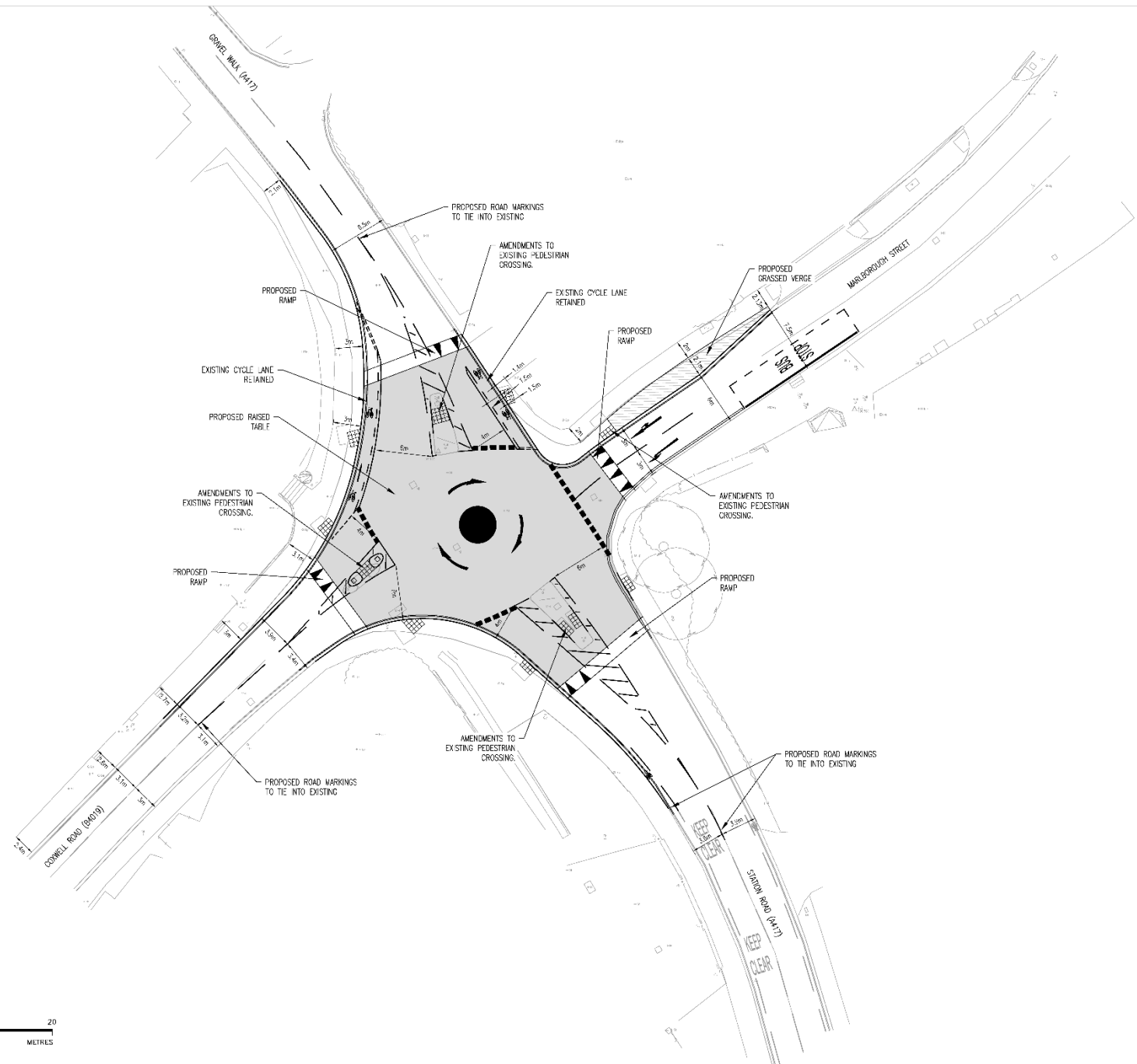
May 2024

ANNEX 1

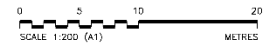
CDM R:
The works
and highway safety management arrangements by proposed
contractors.
Road are full considered equivalent.

Scale: FARNINGDON Date: 05.01.2024

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CONTRACTORS TO CHECK ALL DIMENSIONS AND REPORT ALL
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Project:
PARK ROAD FARINGDON

Drawing Title:
**SECTION 278
MINI ROUNDABOUT
CONSULTATION PLAN**

Drawing Status: APPROVAL	
Project No: WB04775	Drawing No: SW108-EN-216
Scale: 1:200	Date: 01.2024
Drawn: FM	Checked/Drawn By: AT

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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Faringdon Town Council	<p>Object</p> <ul style="list-style-type: none"> • Cycle lanes need review. The one going from Coxwell St to Gravel Walk makes a cyclist think they are they are on a protected cycle lane but then suddenly the lane ends leaving the cyclist vulnerable. • Marlborough St narrowing will reduce space for cars turning right and grass verge may be parked on. <p>The plans do not seem to completely match those that are laid out in the s106 agreement that funds this work - This needs to be explained and revisited.</p>
(3) Local resident, (Eaton Hastings, A417)	Object – More important junctions need priority
(4) Local resident, (Faringdon, Beech Close)	<p>Object – Unknown assessment of need for scheme. No data to support the scheme. Traffic safety issues already addressed through imposition of 20mph zones (subsequent to this scheme). Unknown cost funded by housing developer. No timescale or indication of time required. No plan for completion Alternatives not considered (if they were there is no information) If funding is available serious safety issues should take priority need addressing.</p> <ol style="list-style-type: none"> 1. Access to A420 and 2. Dangerous potholes on Coxwell road (cyclists are in danger through the failure to remedy this road surface)

<p>(5) Local resident, (Faringdon, Cedar)</p>	<p>Object – If OCC has money to spend on traffic calming situations in Faringdon, there are several other areas that need improvement before the proposed changes to Station Road and Coxwell Street junction. As a pedestrian I believe the Station Road/Marlborough Street/Gravel Walk/ Coxwell Street 7arlboro works very well as there are already very good crossing facilities, some of the best in Faringdon. Whereas the junctions created by Tesco and Waitrose supermarkets onto Park Road are dangerous, both would benefit from a mini roundabout and speed humps on Park Road before the Tescos entrance.</p>
<p>(6) Local resident, (Faringdon, Coxwell Gardens)</p>	<p>Object – The money would be better spent on managing the current road structure. That includes pot holes, 20 mph speed limit which is ignored. Parking on double yellows in Coxwell rd, Illegal parking in Coxwell rd.</p> <p>If you cannot currently manage these, why spend money on another hair brained scheme ?</p>
<p>(7) Local resident, (Faringdon, Coxwell Road)</p>	<p>Object – will make parking even more difficult and not reduce the volume of traffic to make crossing easier traffic calming along the roads would be a better option to reduce the speed altogether, not just at the roundabout</p>
<p>(8) Local resident, (Faringdon, Coxwell Street)</p>	<p>Object – do not see that this is necessary. Already reduced to 20mph. the speed of the vehicles is not the thing that makes it difficult for people/bikes to cross at these junctions, it is the volume of traffic so would rather see something in place that can break that flow to allow for safer crossing.</p> <p>Raised humps will cause even further pressures on parking available in Coxwell street (post 6pm) and increase illegal parking in the area. This will also increase the vibration from vehicles going over the raised hump, which long term may impact the dwellings in close proximity.</p> <p>The issue on the streets is not at the roundabout, it is the speed that people drive along the longer sections of road that cause the danger for the cyclist and crossing pedestrians.</p>

	<p>A better idea on pedestrian safety would be zebra or pelican crossings and also explore a safer crossing point half way up Coxwell street as the distance between roundabout and the traffic lights is too far, many people cross to either turn down Highworth road or cut through the alley way toward Marlborough Gardens They choose not to cross at the bottom of the road by the roundabout due to risks, and then choose to cross half way up the street where there is much less visibility and increased risk of accident.</p> <p>people do not walk beyond their turning point to cross and double back.</p>
(9) Local resident, (Faringdon, King Street)	<p>Object – The road’s leading to the roundabout are already 20 or 30 miles an hour. It will soon be impossible to drive a car around the town whilst we continue to panda to the limited number of cyclists in the town, Farcycles as an organisation is terrific and has done a lot of good, but please don’t think we are a similar scale to Oxford for example.</p>
(10) Local resident, (Faringdon, King Street)	<p>Object – Waste of money. What are ramps going to do. You need to sort out the parking on the street down coxwell street. Very tight to get round cars. People are cutting through to this roundabout to get to a420 rather than getting onto a420 on the great coxwell turning. It is impossible to get out safely on the a420 due to the high levels of traffic and the new roundabout in shrivenham.</p>
(11) Local resident, (Faringdon)	<p>Object – It’s my opinion but given that the speed limit has already been reduced in the town and with the extent of the proposed works, I just don’t see why it is needed and how it represents value for money. My view would be that the pressing concern with local road safety instead lies with the junction at the top of London Street and the A420 where accidents are fairly regular for people turning left or right out of Faringdon. Trying to reduce the number of deaths that happen on the A420 each year has always felt like a more pressing issue.</p>
(12) Local resident, (Faringdon, The Pines)	<p>Object – Firstly there is a mistake in your notice, it is the mini roundabout at Station Road and Coxwell Street, not Coxwell Road. This proposal is unsuitable for this roundabout and is not needed. I cannot see how a raised flat top mini roundabout with ramps would help to improve safety here, if anything it is likely to increase the risks of traffic incidents. Approaching the roundabout from Marlborough Street there is already an incline at the junction, so how would an additional ramp onto a raised surface tie in with this and make it safer? The pedestrian crossing points as they are currently and as they are shown on the plan are not great and I would consider to be too close to the</p>

	<p>roundabout and should be moved further from the roundabout on their approaches or replaced entirely with a different type of crossing. The cycle lanes as they currently exist and as shown on the plan are utterly pointless. I have lived in Faringdon for my entire life and in 44 years I have never witnessed nor even heard of any incidents at this roundabout. It is just not necessary and the money that would be spent on this scheme could be better spent elsewhere such as fixing some of the roads around the town, Canada Lane is an example of this, of which the condition of the road surface is atrocious. Another option would be to fix and make safer the poorly designed junction at Tesco on Park Road. Coming out of the Tesco car park, the junction has poor visibility, with the junction to Marlborough Gardens opposite and two short turning lanes in the middle of the road. This is a more dangerous junction, where to exit the Tesco car park you often have to take your life in your hands. I have seen many near misses here and think it should probably be prioritised over the proposed scheme which would do nothing to make the mini roundabout at the junctions of Station Road and Coxwell Street safer.</p>
(13) Local resident, (Faringdon, Coxwell Road)	<p>Object – It would be much better to have traffic lights instead, much safer for traffic and pedestrians.</p>
(14) Local resident, (Faringdon, Leamington Drive)	<p>Object – This is an unnessasery in a 20MPH speed zone. Please spend the money on the very dangerous ‘T’ junctions around Faringdon on the A420.</p>
(15) Local resident, (Watchfield, High Streey)	<p>Object – This mini roundabout is safe and doesn’t need any “improvement” ! This is yet another waste of money scheme by Oxford CC on a stupid traffic scheme. In 30 years of use I have never seen a bike or someone trying cross. This is now a 20 mph zone and doesn’t need further traffic calming !</p>
(16) Local resident, (Faringdon, Coxwell Street)	<p>Partially support – I don’t think the plan addresses the issues, we live on Coxwell street so use the station road crossing a lot. The main issue that we see is that drivers approaching the mini roundabout from the 9arlborough street side don’t look left before turning left so as a pedestrian it does not feel safe to cross. It’s not always possible to tell which direction cars are turning so you have to wait until there is no traffic turning left from 9arlborough street to station road. Moving the existing crossing 5-10 metres along station road would make this a safer crossing for pedestrians</p>

<p>(17) Local resident, (Faringdon, Coxwell Street)</p>	<p>Partially support – As a local resident I often cross the area near the roundabout where the measures are being considered. My feedback is as follows:</p> <p>1)It is difficult to cross as a pedestrian when at the corner of Station Road and Marlborough Street as pedestrians cannot easily see traffic entering the roundabout from Marlborough Street and wishing to turn into Station Road. (and vice versa). A mirror at this corner may be an improvement. The other corners are quite open and are safer to cross.</p> <p>2) There is a growing number of large lorries using the roundabout and I would recommend alternative routes for heavier vehicles as they take a significant space in the roundabout area, often driving through and over the roundabout area as there is insufficient space for them to manoeuvre their lorries.</p> <p>3) With regards to general vehicles, there does not seem to be a significant number of accidents at the roundabout. There are of course the usual selfish drivers who think that they can access the roundabout ahead of others they should give way to, but this is a question of road etiquette rather than the current measures being inadequate. Perhaps speed signs asking drivers to slow down may be considered as an alternative.</p> <p>4)My main concern is the physical space that the proposals require especially with regards to larger vehicles and whether the proposals will in fact impede the flow of traffic rather than create a better flow.</p>
<p>(18) Local resident, (Faringdon, Elm Road)</p>	<p>Partially support – Without sorting out the vehicles parking down Coxwell Road/Street first (i.e. on both sides of the road) this will probably cause more congestion unfortunately. We are supposed to have a traffic warden, but I've never seen them & the Police seem indifferent.</p>
<p>(19) Local resident, (Faringdon, Lechlade Road)</p>	<p>Partially support – Our money has been spent on putting up signs to reduce speed to 20 and as far as I can see that hasn't worked so not sure more money being spent on a couple of humps is going to make much difference. Would it not be better spent on filling in the pole holes on the paths and road.</p>
<p>(20) Local resident, (Faringdon, Marlborough Street)</p>	

	<p>Partially support – There is insufficient information. le Colour of road surfaces. Explanation of grassed area – currently a seating area, gravelled</p>
<p>(21) As part of a group/organisation, (Farcycles, community cycling charity, Coxwell Road)</p>	<p>Partially support</p> <ol style="list-style-type: none"> 1. The ramps are definitely a good idea to slow traffic approaching the roundabout. 2. I think the cycle lanes are pointless, and even frankly dangerous – the one going from Coxwell St to Gravel Walk makes a cyclist think they are they are on a protected cycle lane but then suddenly finds the lane ends and a car comes across your path. I've had drivers follow me turning left and use the opportunity to overtake on the roundabout and cut in at the end of the cycle lane. 3. I cannot understand why Marlborough St should be narrowed, just after the bus stop? This will hold up traffic and it makes the 2 lanes very narrow at the top with cars squeezing past cyclists. What is the point of the grass verge? Other grass verges in Faringdon just get driven on! 4. I like the markings of 2 lanes going up Marlborough St to the roundabout.
<p>(22) Local resident, (Faringdon, Elm Road)</p>	<p>Support – Some vehicles approach and carry on through the current mini roundabout too fast. Whilst the move to a 20mph limit has helped, many drivers, particularly those coming along Park Road and travelling on down Gravel walk do so too fast. They often react quite late to vehicles exiting Marlborough Street.</p>
<p>(23) Local resident, (Faringdon, Marlborough Close)</p>	<p>Support – My partner and a friend were very nearly run over whist crossing here ghe driver took out the bollards. My son uses this crossing place on the way to school daily along with many other year 6 students to faringdon junior school.</p>
<p>(24) Local resident, (Faringdon, Marlborough Street)</p>	<p>Support – Speed of traffic towards mini roundabout in Marlborough St is too high, particularly double decker buses! Good idea to slow down all traffic before a bad accident occurs. We are the last house before roundabout in Marlborough St, so are very aware of high traffic speed.</p>

(25) Local resident, (Faringdon, Wessex Close)	Support – I agree with proposals but would suggest pedestrian crossing on Park Road is move further from junction I have encountered a number of times pedestrians start to cross without regard to traffic turning left out of Marlborough street with collision only narrowly avoided
(26) Local resident, (Faringdon, Gravel Walk)	Support – Drivers do not take enough care, pedestrians should be better protected. Any change that enables this should be supported
(27) Member of public, (Littleworth)	Support – I drive through the junction when shopping in town.
(28) Local resident, (Stanford in the Vale, Spencers Close)	Support – Should slow traffic down. Any reason why the cycle lanes couldn't be made longer?
(29) Local resident, (Faringdon, Sadlers Close)	No objection – So far in this survey there has been no description of the proposed scheme, so we cannot at this stage explain our reasons for supporting or objecting to the scheme! It's depressing to have to point out that the survey seem badly constructed!
(30) Local resident, (Faringdon , Nichol Court)	No objection – Proposal looks good to me because bumps are close enough to the roundabout
(31) Email response, (unknown)	No objection – Please would you explain what changes you are proposing for this area. Will there be more road signs- or fewer