

Divisions affected: *Faringdon*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT
27 JANUARY 2022**

FARINGDON TOWN CENTRE: PROPOSED 20 MPH ZONE

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of a 20mph zone as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph zone in Faringdon Town Centre as shown at Annex 1.

Financial Implications

3. Community Infrastructure Levy (CIL) funding has been provided for consultation on the proposals. Should the speed limit proceed to implementation then further CIL funding is available for this work.

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, Faringdon Town Council, Vale of White Horse District Council and local County Councillor.
7. Sixty-seven responses were received during the formal consultation. 42 in support (63%), 13 objections (19%), 8 raising concerns (12%), and 4 expressing no opinion or no objection (6%).

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8. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
9. Thames Valley Police were involved in detailed discussions with the County Council and Faringdon Town Council prior to the proposals being advertised. They have not objected citing that the speed limit data recorded supports the introduction of the lower limit.
10. Two Faringdon Town Councillors have supported the proposals and the Vale of White Horse District Council have not objected.
11. Thirteen residents objected to with seven residents and one group raising concerns over the introduction of the 20mph zone. Those concerns centred on the scheme being a waste of money, which could be better spent elsewhere, a 20 mph speed limit being unnecessary as it is safe to drive through Faringdon with the current 30 mph limit, the Police not carrying out any enforcement, studies showing that 20 mph limits increase collisions, no history of personal injury road traffic collisions, the lower speed limit will be a significant detriment to car users and the proposals do not extend further than the town centre to cover most of the residential areas & schools.
12. In response, the County Council wants to make built environments safer and more attractive places to walk and cycle. To enable this to happen 20 mph speed limits are being used to help promote alternative modes of transport for local travel.
13. The Department for Transport suggests that 20mph speed limits should be self-enforcing to avoid additional demand on police resources. Four 'before' speed surveys have been carried out across the town centre which showed current mean speeds to be between 18 & 21 mph. This indicates that the proposed 20 mph zone will be self-enforcing and, it is hoped, that the introduction of the lower speed limit will encourage even more drivers to slow down.
14. There has been one serious and three slight personal injury road traffic collisions in Faringdon Town Centre in the last 3-year period. Again, it is hoped that the introduction of the lower speed limit will reduce the frequency and severity of such collisions. There is little evidence that lowering the speed limit adversely affects road safety.
15. This 20 mph zone is promoted by Faringdon Town Council using CIL funding. The Town Council have stated that they may make an application for a wider 20 mph zone/limit in the future. However, as the town centre zone proposal has been planned for a long time they wish to proceed with this scheme as quickly as possible.

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Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan.

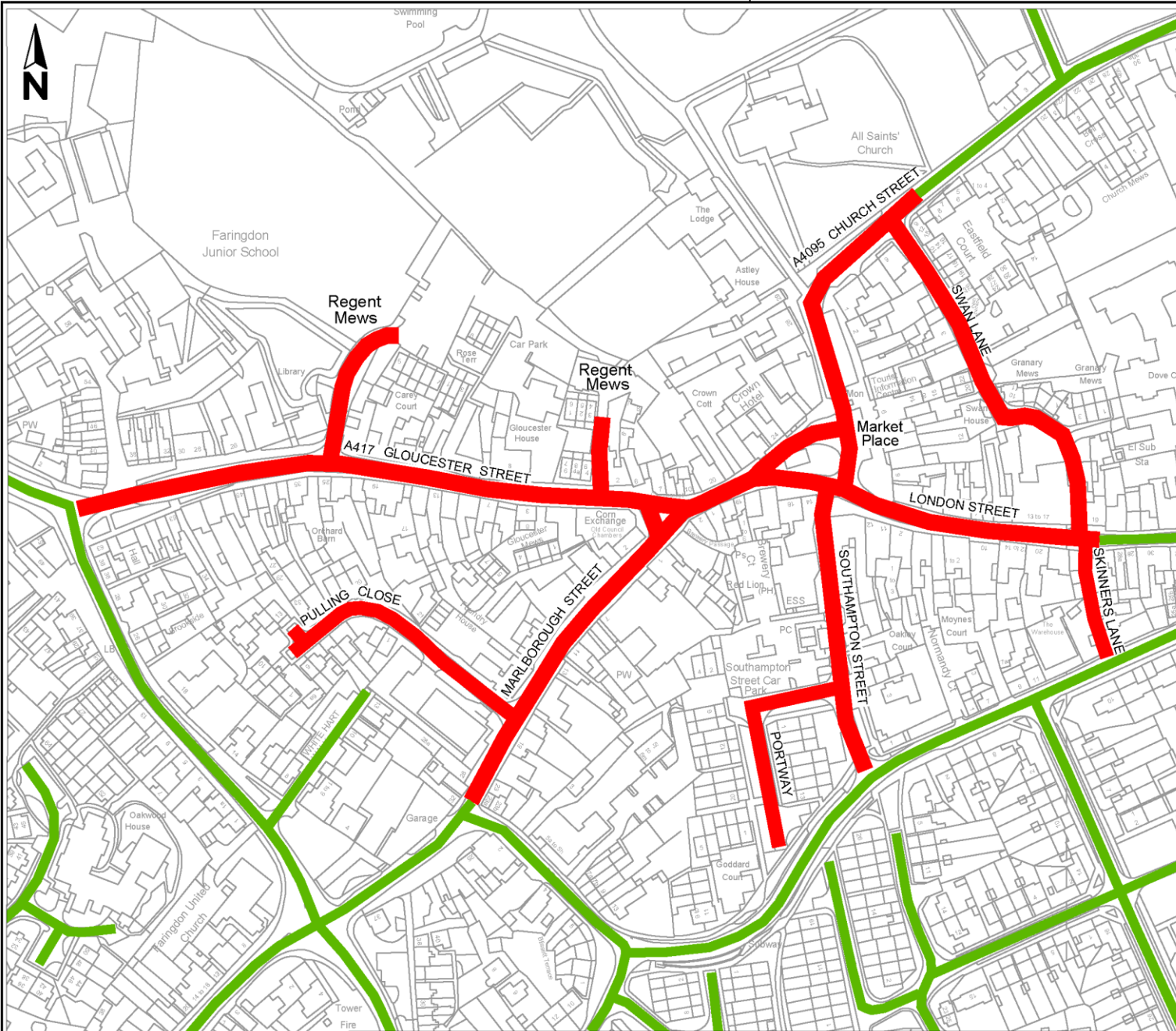
Annex 2: Consultation responses.

Contact Officers:

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January 2022



Drawing No.		Revision							
		0							
Key									
		Proposed 20mph Zone in place of existing 30mph speed limit							
		Existing 30mph Speed Limit to remain							
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>No objection – 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 police stance still reflects that 20 mph limits and zones should still be self-enforcing.</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>I am aware that Speed limit data has already been obtained on a number of roads subject of this consultation and the results support such a lowering.</p> <p>I can also confirm that in the build up to these proposals there has been considerable communication between The Police, Highway Authority and Town Council in setting what appears to be a realistic limit for Faringdon Town Centre.</p>

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(2) Local Cllr, (Faringdon Town Council)	Support - Fully support these proposals in the interests of road safety
(3) Local Cllr, (Faringdon Town Council)	Support - People speed down London St as it is. It's a shame though that the police won't enforce 20 mph.
(4) Vale of White Horse District Council (Planning Service)	No objection
(5) Local Resident, (Faringdon, Blackthorn Row)	Object - Waste of money, it's perfectly safe to drive through Faringdon without lowering the speed limit, the ones who drive faster will drive it no matter what and there will never be anything done as there's never any enforcement
(6) Local Resident, (Faringdon, Blackthorn Row)	Object - I think the money could be better spent on improving the traffic flow in the town. The roads are already very tight and unlikely anyone is able to do more than 20mph already. More effort and time should be on improving the roads and access not just adding a 20mph sign
(7) Local Resident, (Faringdon, Coxwell Road)	Object - I feel this unnecessary, the money for this could be better spent on Social Services. Legally parked cars act as speed limiters in any event.
(8) Local Resident, (Faringdon, Fernham Road)	Object - 20mph is not necessary. There is little footfall and few residential properties. The road layout and restricted width already requires slow speed when driving through the town centre. Not sure this would achieve anything.
(9) Local Resident, (Faringdon, Folly View Road)	Object - It is not the speed that is the problem it is the parking on double yellow lines that causes danger to pedestrians.
(10) Local Resident, (Faringdon, Gloucester Street)	Object - There's no need for it. Waste of money changing any signage.

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<p>(11) Local Resident, (Faringdon, Gloucester Street)</p>	<p>Object - Completely unnecessary, we do not have problems with 30 mph limit.</p>
<p>(12) Local Resident, (Faringdon, Gloucester Street)</p>	<p>Object - 20 MPH in the centre? you're lucky to get up to 20 the way the centre is designed anyway and with the parking issues!!! serious waste of money!!!! Please don't waste money that can be better spent! it doesn't warrant it!</p>
<p>(13) Local Resident, (Faringdon, Kiln Terrace)</p>	<p>Object - Unenforceable as there is zero police presence in the town. Pointless exercise, will cause jams etc.</p>
<p>(14) Local Resident, (Faringdon, Coach Lane)</p>	<p>Object - No policing to enforce. As illegally parked cars. Money would be better spent on making A420 safer, e.g., traffic lights at roundabout / more speed cameras.</p>
<p>(15) Local Resident, (Faringdon, Coxwell Road)</p>	<p>Object - There are studies that show that 20mph limits increase accidents. Also, people speed through Faringdon anyway, dropping the speed limit isn't going to fix that!</p>
<p>(16) Local Resident, (Faringdon, Walker Drive)</p>	<p>Object - Traffic already travels at low speeds through the town (under 30) and are restricted by bends, parked cars, and the like. I don't believe the cost of signage and its upkeep represent value for money. There is no history of road rage of injuries that I am aware of to cause the requirement of a reduced speed.</p>
<p>(17) Resident, (Oxford, Rymers Lane)</p>	<p>Object - I do not agree with the statement of reasons, noting that this change will be of significant detriment to car users, and especially outside of peak times. It is also defective since there is absolutely no reason to think that a 30mph put people off walking on a pavement next to a road.</p>
<p>(18) Local Resident, (Faringdon, Gloucester Street)</p>	<p>Concerns - I largely support this and find it hard to believe that currently anyone can/should safely get much above 20mph in the town centre anyway! I do have concerns that any areas not covered by the 20mph zone will become rat runs concentrating dangerous driving in one area. I also have concerns that there is no capacity to enforce any speed limit rendering it pointless, seeing as parking restrictions are STILL not being enforced. Much real terms consideration of enforcement measures should be undertaken before ANY money is spent. I also believe that door to door consultations should be undertaken in the areas where 20mph limit is proposed to ensure voices of those not on social media are heard and given full consideration.</p>

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<p>(19) Local Resident, (Faringdon, Tollington Court)</p>	<p>Concerns - I fully support the proposal for the town centre. My concerns are that the scheme does not go further. There are other roads which should also be concerned. Those with schools - Fernham Road and Canada Lane. Marlborough Gardens used as a rat run and with cars travelling too fast past the children's play area. Park Road - it is increasingly difficult to get out of the supermarket access roads. Particularly Tesco's, because of the almost blind corner on the town side of the exit.</p> <p>In making these comments it makes me consider that these extra areas are almost more important than the town centre, where the traffic is already slowed by the twists and turns and junctions within the town centre.</p>
<p>(20) Local Resident, (Faringdon, Willes close)</p>	<p>Concerns - It's too slow for many cars to comfortably drive at that speed and is very rarely obeyed. Better to enforce the 30mph limit. There are bigger safety problems in Faringdon, such as illegal parking</p>
<p>(21) Local Resident, (Faringdon, Elm Road)</p>	<p>Concerns - I don't believe that this will be able to be supported, by the correct policing measures. As we have no police in situ. Many fail to stick to 30MPH, so can't see 20 working with no one to check.</p>
<p>(22) Local Resident, (Faringdon, Highworth Road)</p>	<p>Concerns - A 20mph Zone is a reasonable concept theoretically but unless it has form of physical intervention it will rely upon enforcement by the police, who will undoubtedly declare insufficient resources. The argument that a large proportion of drivers will honour the lower speed limit is a lame one; the people who habitually speed will continue to do so and there is a valid argument that if they are balked by a 'slow' driver they will be even more likely to try to overtake in a dangerous manner. A more pressing issue in Faringdon is the thorny subject of terrible parking that obstructs footways and forces disabled people and pushchair users into the road.</p>
<p>(23) Local Resident, (Faringdon, Marlborough Close)</p>	<p>Concerns - It would be better to stick with national speed limits. Local variations lead to increased incidence of exceeding the speed limit. Question is this an evidence based on actual incidents I see no evidence presented. I would say that the road conditions naturally keep speeds low in town and I personally have not witnessed excess speed. To impose a lower limit than the national limit just leads to confusion, increased cost to implement with little or no gain in this instance.</p>

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<p>(24) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p>Concerns - This response is on behalf of the Oxfordshire Cycling Network which represents the interests of people cycling, walking, and wheeling across the county. We support 20mph speed limits and appropriate traffic calming in general to improve the safety of people walking, wheeling, and cycling, and to encourage the use of these active and healthy modes. We support this proposal, but this is only a small fraction of the 20mph limits that Faringdon needs as it does not cover most of the residential areas and schools so does not increase safety or encourage active travel for families and children in those areas.</p> <p>We recommend that this proposal is approved, but a process is set up to get input from local residents about the residential, school, and other areas that would benefit from 20mph speed limits.</p>
<p>(25) Resident, (East Hanney, Ashfields Lane)</p>	<p>Concerns - As a regular visiting the town every week. The traffic is slow as it is and I don't think 20mph will help the flow of traffic. Better to stop the illegal parking and the size of the vehicles passing through the market area.</p>
<p>(26) Local Resident, (Faringdon, Bennett road)</p>	<p>Support - To control speed through the town centre</p>
<p>(27) Local Resident, (Faringdon, Blackthorn Row)</p>	<p>Support - The centre of Faringdon has a lot of pedestrian traffic and there is obviously a high risk of injury from cars.</p>
<p>(28) Local Resident, (Faringdon, Bromsgrove)</p>	<p>Support - I'm a regular user of the town centre and want to ensure it is a safe environment</p>
<p>(29) Local Resident, (Faringdon, Carters Crescent)</p>	<p>Support - The town has a many older residents and many children who access the Market Place. Despite the speed bumps on Market Street, traffic still moves too quickly along that road. A 20mph zone would help prevent accidents and also allow cars to pass more safely at the pinch point of the road. a 20mph zone should also be considered along Park Road, especially the section passing Tesco. It's a nightmare trying to get out of Tesco if turning right towards town.</p>

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<p>(30) Local Resident, (Faringdon, Coach Lane)</p>	<p>Support - I agree to reduction of traffic speed with traffic calming and ENFORCEMENT for Faringdon town centre.</p> <p>I suggest that the 20mph scheme should be extended to include London Street from the Stanford Rd turning to the market square and to include COACH LANE + all of Church St in 20mph zone as traffic from Witney direction will increasing use of Coach Lane which is narrow with many concealed exits. Vehicle regularly speed down Coach Lane and also vehicles and cyclist ignore the ONE Way, potential for a serious accident!! Coach Lane is also popular with walkers and tourist doing the circular walk of the town.</p> <p>I note that it is being considered that Swan Lane is made one way (probably a good idea anyway) which would mean more traffic along Coach Lane.</p> <p>Parked cars on both sides of London St (ignoring double yellows) and parked on pavement - which means pedestrian must walk in the road - makes this a dangerous section of road. Relying on illegally parked cars to provide traffic calming is wrong - there should be a road layout that allows for some on-street parking, allows passing places for vehicle to avoid the dead-lock that often occurs, and strict ENFORCEMENT of parking restrictions and of parking on the pavement.</p> <p>Vehicle approaching from the Oxford direction down London St don't even start to slow down until they are past the Folly pub, with traffic turning out of Stanford Rd and Coach Lane this is a serious hazard.</p>
<p>(31) Local Resident, (Faringdon, Coach Lane)</p>	<p>Support - I agree to reduction of traffic speed with traffic calming and ENFORCEMENT for Faringdon town centre. I suggest that the 20mph scheme should be extended to include London Street from the Stanford Rd turning to the Market Square and to include COACH LANE & all of Church St in 20mph zone as traffic from Witney direction will increasingly use Coach Lane. Coach Lane is narrow with many concealed exits. Vehicles regularly speed down Coach Lane and also vehicles and cyclist ignore the ONE Way, potential for a serious accident!! Coach Lane is also popular with walkers and tourist doing the circular walk of the town. I note that it is being considered that Swan Lane is made one way (probably a good idea anyway) which would mean more traffic along Coach Lane. Parked cars on both sides of London St (ignoring double yellows) and parked on pavements - which means pedestrian must walk in the road - makes this a dangerous section of road. Relying on illegally parked cars to provide traffic calming is wrong - there should be a road layout that allows for some on-street parking, allows passing places for vehicle to avoid the dead-lock that often occurs, and strict ENFORCEMENT of parking restrictions and of parking on the pavement. Vehicles approaching from the Oxford direction down London St don't even start to slow down until they are past the Folly pub, with traffic turning out of Stanford Rd and Coach Lane this is a serious hazard</p>

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(32) Local Resident, (Faringdon, Coleshill Drive)	Support - Improving road safety would be welcomed, many drivers flout the existing speed limits, this would give greater power for enforcement.
(33) Local Resident, (Faringdon, Corallian Drive)	Support - Makes sense as it would be safer and could encourage a cafe culture which would be good for the town
(34) Local Resident, (Faringdon, Coxwell Road)	Support - All in favour of consultation with the public.
(35) Local Resident, (Faringdon, Coxwell Road)	<p>Support - In my view the introduction of a 20mph speed limit in Faringdon town centre is long overdue and can't come soon enough.</p> <p>There has been a lot of discussion on social media about this in recent days and objections seem to fall into roughly three categories:</p> <ol style="list-style-type: none"> 1. The issue of policing (or lack of it) - opponents feel that as the 30 mph limit is not enforced, there is no point reducing it. 2. The issue of cost – that it is not a good use of taxpayers' money. 3. That there are other priorities, such as parking control and highway improvement. <p>My answers to each of these, in brief:</p> <ol style="list-style-type: none"> 1. Speed limits in small towns like this are effectively self-policed, by the small proportion of drivers who obey the speed limit and thereby control the speed of vehicles behind them, whose drivers are content to “go with the flow”. Only a small minority attempt to overtake in a built up area and go at irresponsible speeds. There is very little that can be done to police them. 2. Cost as I understand it is around £3 - £5 per head of population. If the question were phrased like this: “Over the next ten years, it is likely one child in your town will be killed on the road by a vehicle travelling at around 30 mph. Would you be prepared to pay £5 to stop that happening by ensuring vehicles travelled at a maximum of 20 mph?” I

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	<p>suspect you'd get a different answer.</p> <p>3. Yes, there are other issues that need tackling but this is a relatively low-cost one that could be implemented very quickly. If other issues are given priority it will simply never get done.</p> <p>However, having looked at the proposed extent of the 20 mph zone, I can only say that it is far too unambitious. I can see that consideration has been given to keeping traffic moving at 30 mph on the A417 from Lechlade Road through to Park Road, but in fact the speed humps outside the Infants School (which I know is shortly to be closed but the future use of the premises is yet to be decided) restrict speeds to 20 mph anyway There are already speed-related issues on London Street, Ferndale Street, and the Station Road / Coxwell Street roundabout. Hart Avenue crosses an important pedestrian/cycling route into town (Southampton Street). Yet these roads are all excluded from the 20 mph zone. I can see no point in ending the zone at the Marlborough Street/Bromsgrove junction, one of the most difficult to negotiate owing to (legally) parked vehicles obstructing vision.</p> <p>I do wonder if whoever devised the zone has ever spent much time driving around the centre of Faringdon! My suggestion would therefore be to start the 20 mph zone at:</p> <ol style="list-style-type: none"> 1. Lechlade Road (at Canada Lane) 2. Coxwell Street (at junction with Coxwell Gardens) 3. Station Road (at Swan pub) 4. Ferndale Street (at top) 5. London Street (at Coach Lane junction) 6. Radcot Road (at junction with Church Street) <p>This would bring the Station Road/Gravel Walk roundabout into the zone from all directions.</p> <p>If cost is a consideration, the number of exit and entry points requiring signage under this enlarged zone would be just one more of each, than the proposed zone.</p> <p>Finally, it is a good start to implement a 20 mph zone in the town centre, but other areas particularly near the Community College also have a problem with speeding vehicles and these too need to be addressed.</p>
<p>(36) Local Resident, (Faringdon, Coxwell Street)</p>	<p>Support - 1 car written off by stagecoach bus which didn't stop but was later tracked down with the help of witness. Frequent wing mirrors smashed. All this done while my car legally parked. When there are accidents affecting the A420 Coxwell Rd and Coxwell Street become a rat run full of arctic lorries. We don't want more yellow lines (disabled</p>

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	so parking already a nightmare despite blue badge) We just want the 20 mph zone to start before all the new estates
(37) Local Resident, (Faringdon, Ferndale Street)	Support - Because Faringdon roads will be safer with a reduction in the speed limit
(38) Local Resident, (Faringdon, Gilligan's Way)	Support - I live on the estate next to the petrol station and cars are very speedy down this road once coming off the roundabout on top of this there are lots of children at school time who cross the road near the traffic lights at crossing which are not guided and cars come extremely fast.
(39) Local Resident, (Faringdon, Gloucester Street)	Support - Safety
(40) Local Resident, (Faringdon, Gravel Walk)	Support - I think that it would be of benefit particularly around the school on Gloucester St. I think it would be good to see in conjunction with parking improvements and improvements in safety around the school generally.
(41) Local Resident, (Faringdon, Highworth Road)	Support - Boy racers every night, driving over curbs, parking on pavements. Nothing is done about it. Who is going to enforce 20 mph?
(42) Local Resident, (Faringdon, Leamington Drive)	Support - VERY STRONGLY SUPPORT. Links in with Active Transport, shared spaces, sustainable transport infrastructure, greener travel, safety on the roads - especially for children, safer ways to school - and so on.
(43) Local Resident, (Faringdon, Lechlade Road)	Support - 30 MPH through the centre of Faringdon is dangerous especially when there are many people on foot visiting shops and the market. The streets are narrow and it is simply not safe.
(44) Local Resident, (Faringdon, Market Place)	Support - It will be useless without enforcement

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<p>(45) Local business, (Faringdon, Market Square)</p>	<p>Support - Safety - also traffic lights in the town centre for the narrows would be ideal.</p>
<p>(46) Local Resident, (Faringdon, Marlborough Street)</p>	<p>Support - Faringdon streets and pavements are narrow 20mph will improve safety</p>
<p>(47) Local Resident, (Faringdon, Park Road)</p>	<p>Support - Central Faringdon has constricted roads, made worse by illegal parking which limits views from people crossing. Crossing the Narrows is also a major pedestrian thoroughfare for children during school runs, at the same times as related traffic congestion. Limiting speed will deter rat running and make the town centre a safer and more pleasant pedestrian and market environment</p>
<p>(48) Local Resident, (Faringdon, Stanford Road)</p>	<p>Support - traffic is too fast in the town and there are frequently cars parked illegally which needs to be stopped</p>
<p>(49) Local Resident, (Faringdon, Tuckers Road)</p>	<p>Support - To reduce speed limit</p>
<p>(50) Local Resident, (Faringdon, Untons Place)</p>	<p>Support - because people do speed all over Faringdon</p>
<p>(51) Local Resident, (Faringdon, Church Street)</p>	<p>Support - I live in a road in the market place where cars regularly accelerate hard front wheel Radcot road junction to the market place of speeds in excess of 30, I'd welcome the slower pace and certainly some serious enforcement of the reduction in speed for the few dangerous drivers we have in Faringdon</p>
<p>(52) Local Resident, (Faringdon, Coxwell Street)</p>	<p>Support - I'm supporting the proposal because I live on Coxwell Street and the traffic here can sometimes be quite heavy and it feels dangerous to cross the road. I would even like to see this proposal extended to Coxwell Street and Park Lane near Tesco.</p>

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<p>(53) Local Resident, (Faringdon, Coxwell Street)</p>	<p>Support - Because traffic drive too fast through the town putting pedestrians at risk.</p>
<p>(54) Local Resident, (Faringdon, Eaton Close)</p>	<p>Support - I think all of Faringdon, not just the centre needs to be 20 mph with speed reactive signs on all the roads going into AND leaving Faringdon. I live on the edge of Faringdon, near the secondary school, and vehicles speed up as they go out of town and don't slow down coming in. With the new housing being built people's safety, particularly children's, on busier roads must be paramount. We have also had pets killed, leaving heartbroken children, due to drivers speeding. It's hard enough to cope with when it is a pet, heaven forbid it should be a child. I think those responsible for setting speed limits should bear this in mind so any accident causing injury or death would not be on their conscience.</p> <p>Over the years the volume of traffic has increased in Faringdon and traffic calming measures, through the whole town, now need to be put into place.</p>
<p>(55) Local Resident, (Faringdon, Gilligan's Way)</p>	<p>Support - Important for this to happen in Faringdon to reduce near misses and accidents</p>
<p>(56) Local Resident, (Faringdon, Limestone Lane)</p>	<p>Support - I have young children and feel that people drive much too fast all around the town very often - especially down Coxwell road into town but also around town. It's very scary walking my child to nursery along all the pavements in Faringdon and I always feel worried about serious accident and injury.</p>
<p>(57) Local Resident, (Faringdon, Russ Avenue)</p>	<p>Support - Cars go too fast - streets in the historic centre are narrow so pedestrians are closer to traffic than normal. A417 passes through the town with heavy lorries etc.</p>
<p>(58) Local Resident, (Faringdon, Stevens Way)</p>	<p>Support - Traffic drives too fast around the town. In the centre but also on Coxwell road & Highworth road. More needs to be done to reduce vehicle speeds entering the town.</p>
<p>(59) Local Resident, (Faringdon, Taylor Close)</p>	<p>Support - Idiots speed all over the place. Too many near misses</p>

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(60) Local Resident, (Faringdon, Tuckers Road)	Support - Safer community
(61) Local Resident, (Faringdon, Westland Road)	Support - The Market Place will be safer and less noise/pollution. The slower speed limit will discourage people using it as a cut through and be nicer for pedestrians.
(62) Resident, (Great Coxwell, Holloway)	Support - Too much traffic speeding unsafety thru inadequate roads in urban areas
(63) Resident, (Longcot, Church Close)	Support - Cars are always parked illegally along the main road and some cars try and whizz past with limited view when there is a gap in traffic making it extremely dangerous for pedestrians visiting the town
(64) Resident, (Shrivenham, Sandy Lane)	Support - Narrow roads with lots of parked cars, so reducing speed will help road safety
(65) Resident, (Watchfield)	Support - I teach in Faringdon and have heard of a number of near misses involving children walking to and from school.
(66) Resident, (Faringdon, King Street)	No opinion - Every time I drive through town, the driving conditions, other drivers, parked cars, and road layout mean that I don't exceed 20 mph anyway. It seems like there would be limited benefit in implementing a 20mph zone. Additionally, I'm not sure how you would police this, due to the road layout. I haven't seen any data which suggests speeding is an issue through the town centre either.
(67) Local Resident, (Faringdon, Radcot Road)	No opinion - I wish to know more about where etc. Also, the issues of illegal parking etc should be resolved before any more red tape is put in place. We have been told measures have been out in place, but there is no evidence of it working.