

Faringdon Market Town Healthcheck – Initial Findings



Transport and Accessibility

FINDINGS	COMMENTS	ISSUES	POTENTIAL ACTION
<p>A420 is approx 1 mile from Town Centre- not dual carriageway</p> <p>Villages have reasonable access to A420m via country roads</p> <p>Regarding improvements which are planned for the local highway network Per Richard Dix, Oxford CC, there are no planned improvements to the A420. De trunking discussions will include improvements to the A420/A417 junction</p> <p>The roundabout at this location is planned (don't know time scale). There have been requests for the Stanford Road to be opened up again to the A420 once the R/A is in place. This has been discussed and is not part of the plans.</p>	<p>This is a strength, as, as a country town, distances are reasonable.</p> <p>There are a certain number of weaknesses:</p> <ul style="list-style-type: none"> ◆ Some view that detrunking of A420 is limited or non-existent ◆ There may be an issue in terms of future maintenance ◆ Bypass needed on the Witney/Lechlade side of the town 	<p>Ease of Travel outside the local area</p>	
<p>There is no train station in the town. The nearest are as below: Didcot 20 miles</p>	<p>A weakness is that the branch line at Challow was closed in 1960s.</p>	<p>Access to national rail network is distant. No bus service to Didcot Station</p>	<p>Open Challow station to improve accessibility to national rail network and reduce road traffic. Work opportunities would</p>

<p>45mins (inc parking/walk time) Swindon 12 miles 40 mins (inc parking/walk time) Oxford 17 miles 45 mins (inc parking/walk time)</p> <p>Possible opening of station at Grove, Wantage. No timescales known</p> <p>There is no bus station</p> <p>Public buses stop in Market Square</p>	<p>To a great extent Faringdon provides homes for people who work further afield. A nearer train service would reduce road congestion.</p> <p>Need for bus station not identified but possible need for bus station outside town centre if and when number of buses increases</p> <p>The main bus stop is in the centre of Faringdon – if Faringdon gets busier and more buses come into the town, alternative arrangements will be necessary.</p>	<p>A420 Swindon/Oxford is very busy A420 likely to be detrunked</p>	<p>be improved.</p>										
<p>The travel times to the nearest large towns by bus are as follows:</p> <table border="0"> <tr> <td>Oxford</td> <td>Swindon</td> </tr> <tr> <td>Faringdon 35mins</td> <td>30 mins</td> </tr> <tr> <td>Littleworth 30</td> <td>35</td> </tr> <tr> <td>Eaton Hastings 45</td> <td>40 (2 buses if they connect)</td> </tr> <tr> <td>Fernham 40</td> <td>30</td> </tr> </table> <p>There are no national coach services from Faringdon.</p> <p>Coaches are available from Swindon 12 miles Cirencester 20 miles Oxford 17 miles</p> <p>No improvements are planned for the public transport infrastructure and public transport services. County subsidised services due for review Spring 2004</p> <p>Buses to Oxford and Swindon about hourly</p>	Oxford	Swindon	Faringdon 35mins	30 mins	Littleworth 30	35	Eaton Hastings 45	40 (2 buses if they connect)	Fernham 40	30	<p>There is no train station, therefore changes between coach and train are not applicable.</p> <p>Public transport to Swindon and Oxford not possible from villages off A420.</p> <p>Public transport review 2004</p> <p>Make use of school transport (if exists)</p> <p>National coaches used to stop in Faringdon. It is rumoured that they stopped through lack of customers and traffic difficulties in Faringdon</p> <p>An opportunity will be the public transport review 2004</p> <p>While the bus service to Swindon and Oxford</p>	<p>There are no national coach services from Faringdon</p>	<p>Traffic congestion issues need to be resolved</p> <p>Potential use needs to be ascertained</p> <p>Out of town centre stop probably wise</p>
Oxford	Swindon												
Faringdon 35mins	30 mins												
Littleworth 30	35												
Eaton Hastings 45	40 (2 buses if they connect)												
Fernham 40	30												

<p>during the day Travel times are similar to those by car</p> <p>Villages near to A420 can reach train stations by bus (not Didcot). Those further away from A420 require car transport to reach stations</p>	<p>from Faringdon is good, access to these services by villages off the A420, on public transport is almost non-existent</p> <p>Early evening and late night service needed to and from Swindon.</p> <p>An opportunity is the Public transport review 2004.</p>		
<p>There are no proposed improvement in rail, bus services or improvements in the road network that will improve journeys</p>	<p>Increased frequency of buses between Faringdon and villages would improve access- but likely volumes probably make this uneconomic.</p> <p>Reopening of station at Challow, Wantage would improve accessibility to rail network and reduce road usage.</p>		
Ease of Access to Services			
<p>Public transport times and coverage are as follows</p> <p>Faringdon :Uffington Fridays 13.06 and return 14.25 Wed 13.00 and return Wed/Fri 9.50</p> <p>Oxford: Swindon Mon – Sat Hourly from 7.30am until 19.05, plus 20.50 and 00.10 Sun 11.45, 14.45, 17.45</p> <p>Swindon Oxford Mon – Sat Hourly 06.05-16.20, plus 18.05,21.05 Sun 10.30, 13.30, 16.30</p> <p>Swindon, Longcot, Fernham, Faringdon Mon/Fri 6 buses from 7.15 until 18.05, similar return Sat from 07.15, 6 buses until 18.05, 08.35, 13.35, 18.20 return</p>	<p>There is no early evening and late night service to and from Swindon.</p>	<p>Public Bus Service</p> <ul style="list-style-type: none"> - unsuitable for school/work from some villages - no late night bus to/from Faringdon - poor provision for mobility impaired - almost no bus service from non A420 villages 	<p>Investigate detailed need for public Transport review 2004.</p> <p>Consider multi use of existing school transport</p> <p>Review Community Bus timetable</p>

<p>Faringdon, Shellingford, Stanford, Wantage Mon/Fri 4 buses until 17.42, 8.20, 13.203, 18.08 return</p> <p>Faringdon, Littleworth, Buckland, Oxford Mon/Fri 06.36 hourly, then 18.50, 22.15</p> <p>Sat 07.37 until 16.52, then 18.50, 22.15</p> <p>Faringdon, Littleworth, Buckland, Shellingford, Stanford, Hinton Waldrist Oxford Mon/Sat 8.40, 10.40, 13.27, return 12.25, 14.25, 17.10</p> <p>Faringdon to Witney by bus is only possible via Oxford</p> <p>Train services are available from Swindon, Oxford and Didcot</p> <p><u>Faringdon Community Bus</u> Faringdon, Gt Coxwell, Coleshill, Buscot, Eaton Hastings, Faringdon Tue 10.05 and 12.05</p> <p>Faringdon, Clanfield, Radcot, Thrupp, Faringdon Fri 10.05, 12.05</p> <p>Good services – when villages lie on A420- Littleworth, Buckland, Watchfield, Shrivenham</p>			
<p>To travel to school or work:</p> <p>Shellingford/Stanford – Faringdon 8.30, return 15.37, 17.42 suitable for work and school depending on age</p> <p>Buses from Faringdon/Littleworth/Buckland</p>	<p>The use of buses for school/work travel to Faringdon is patchy</p> <p>An opportunity may be is school buses exist. These could be used by the general public for work travel.</p>		

<p>to Swindon and Oxford are suitable for to and from work</p> <p>Any villages not on A420 will have difficulty using buses for school or work</p>			
<p>No planned improvements to rural public transport services</p> <p>Public Transport review Spring 2004</p> <p>Faringdon Community Bus (launched 11/01) group reviews timetable regularly.</p>	<p>A strength is that the Faringdon Community Bus can change/adapt timetable as required.</p>		
<p>In terms of accessibility to the mobility impaired, the bus services, such as the number 66 route, are almost invariably inaccessible.</p> <p>There are no taxi services offering disabled access, although some may well be willing to help those with a mild disability.</p> <p>The mobility impaired are disadvantaged in being unable to access regular transport services, forcing them to find more specialist alternatives, or rely on private transport.</p>	<p>There is a necessity to identify needs and input to Public Transport Review 2004.</p>		
<p>Faringdon Community Bus is accessible for wheelchair users. Coverage is largely within Faringdon, see T23.1 or timetable for village service</p> <p>A Ring a ride service run by Oxfordshire County for Voluntary action operates in the Vale., from Mon – Fri 9am – 16.30, Sat 9 – 13.30. It is a local minibus service for those unable to use ordinary buses</p>	<p>Low floored buses would help some enter them, and converted buses with ramps and bays would enable wheelchair users to use the buses (such buses are rare but quite effective).</p> <p>Loading steps would help, in reducing the distance from the ground to the first step of the coach.</p> <p>Again, a strength is the Faringdon community Bus</p> <p>A weakness is that there is no information Office for public transport information – and</p>	<p>Information</p> <p>Public Transport information availability is</p>	<p>An information office for all information and advice is needed.</p>
<p>In terms of access to public transport information Stagecoach timetables can be</p>			

<p>seen in the Market Sq, Faringdon, and at some bus stops</p> <p>Faringdon TI have timetables when they are sent them – this seems to be spasmodic</p> <p>A directory of Community transport schemes is published annually- Distribution through ORCC to all organisations on their mailing list(mainly professionals), advertised in village newsletter and in press, available in all libraries in the County.</p> <p>Faringdon Community Bus advertised in press and local distributors</p> <p>Travel Line 0870 608 2608</p> <p>New public transport policy to come into force 18/1/2003</p> <p>OCC has a scheme where all Parish Councils can get updated information for subsidised services</p> <p>There is currently no one place in the town to find out about the full breadth of public transport for the vicinity.</p> <p>Faringdon Online has significant info, but relies on being told of services and service changes</p> <p>There are a number of internet sites where transport information is available. www.uffington.net, www.faringdon.org</p> <p>Stagecoach Swindon no longer provides their timetables on line.</p> <p>Pti.org.uk Railtrack.co.uk national rail.co.uk</p>	<p>potentially for lots of other things</p> <p>An opportunity would be to maybe extend Tourist Office hours (and premises?)</p> <p>In terms of electronic services a weakness is the reliance on service providers to publish information on websites. This is not consistently done.</p> <p>County/District subsidise services to make it mandatory for service providers to provide online access to uptodate information.</p>	<p>fragmented and out of date</p>	<p>Could combine and extend Vale and Town Council services or Tourist information office or library to include Citizen's advice, Age Concern etc</p>
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<p>thetrainline.com sustrans.org.uk</p> <p>Per ORTP, other initiatives are being developed</p>			
<p>The access to health, education, cultural and retail facilities by public transport is as follows:</p> <p>Eaton Hastings Poor access ((A417 < 3 miles from Faringdon) Hospital (Oxford 20 miles or Swindon 15) would require car, bus1, bus2 Witney hospital is only reasonably accessible by car 2ndry sch & Leisure Centre, Faringdon Car, then walk only, except Tuesday (Community Bus) Job Centre, Swindon Bus Supermarket, Faringdon Tue Community Bus Library, Faringdon (P/t) Tue Community Bus Cinema, Wantage(8 miles) no suitable public service Cinema Swindon,(11 miles) Bus, walk Cinema Oxford (17 miles) Bus</p> <p>Littleworth adequate (A420 < 3 miles from Faringdon) Hospital (Oxford 20 miles or Swindon 15) would require bus1, bus2 Witney hospital is only reasonably accessible by car 2ndry school & Leisure Centre, Faringdon Bus and walk, or car Supermarket, Faringdon Bus Library, Faringdon (P/t) Bus Cinema, Wantage(8 miles) No suitable public service Cinema Swindon,(11 miles) Bus, walk Cinema Oxford (15 miles) Bus</p>	<p>A weakness is that public transport for residents of villages not near to A420 is limited or non-existent.</p> <p>Research is needed in time for Spring 2004 review</p> <p>Perhaps provide 'taxi tokens' for elderly/infirm who live in inaccessible villages!</p>		

<p>There are no rural settlements with Good public transport links Any villages not on A420 only have spasmodic/irregular buses services In most cases it is necessary to walk to the bus stop on the main Oxford/Swindon road</p>																																																																										
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<p>Friday/Sat night bus services from Faringdon to the villages are as follows: Villages on or near Faringdon/Oxford road are best served Eaton Hastings Poor Weekly bus, midday Littleworth Good 22.15 Fernham Adequate/poor 18.25</p> <p>Faringdon Community Bus can be hired Faringdon is largely inaccessible by public transport in the evenings for people in the surrounding villages</p>	<p>A weakness is that the last bus from Swindon is 18.05. Research is needed in time for Spring 2004 review.</p>		
Ease of Movement Around the Town			
<p>There are congested junctions and parts of the road network. Within the town, due to legal and illegal parking London St Coxwell St, Marlborough St And at school take and collect times Canada Lane/Lechlade Road Fernham Road Gloucester St Bromsgrove</p> <p>Canada Lane, Lechlade Road, Fernham Road are congested at school start and end times. Police are going into primary schools to talk to the children re responsible/legal parking in</p>	<p>Increase traffic warden type enforcement of on street parking. Introduce unscheduled visits in Faringdon to improve effectiveness. Cars park illegally on verges. Grass verges become damaged and unsightly. Faringdon currently has a share of a part-time traffic warden – scheduled for Tuesdays. On street parking restrictions need to be reviewed in the whole of the Old Town area. Consider double red lines. Provide parking for London St residents</p>	<p>Traffic congestion - illegal on street parking - parking on verges - low amount, same day each week enforcement schedule - more on street restrictions needed - residents parking in some streets - school start and end times - abandoned cars</p>	<p>Review of all legal and illegal on street parking needed. - more, unwarned enforcement – particularly London St, lower Marlborough St. Coxwell St, Bromsgrove - use of Brackendale for Ferndale St residents - access to rear of Marlborough St properties - Arthur's Hill residents parking beneath Hill (currently monopolised by Peugeot Garage) - Development off Swan Lane to include parking or access for London St</p>

<p>the hope they will educate their parents into parking more considerately and safely near the schools. Their view is that there is probably not a school road in the country which doesn't have similar problems.</p> <p>Abandoned cars are not removed quickly.</p>	<p>when industrial/housing off Swan Lane is redeveloped.</p> <p>Final access to land behind Marlborough St to give car access to land at rear of properties.</p> <p>Identify land suitable for a future car park as Farringdon grows.</p> <p>Allow use of Infant School car park to specific Lechlade Road residents</p> <p>Allow use of Brackendale car park for some Ferndale St residents</p> <p>Erect bollards in some places to prevent verge parking.</p>	<p>residents</p> <ul style="list-style-type: none"> - Use of Infant school car park for Infant for Lechlade Road residents - Use of Gloucester St car park for residents - Access from Gloucester Sr car park to Junior School - Extend Infant School car park and give access to parents - Erect bollards on verges where appropriate - Have walk to school campaigns, encourage sharing - Remove abandoned cars more quickly - Bypass the town on Witney/Lechlade side <p>Enforce parking regs in these areas</p> <p>Add double red lines in the lower parts of London St and Coxwell Road</p> <p>Find alternative residents parking for London St residents (off Swan Lane?)</p>
<p>Pedestrians and cyclists are not particularly well-catered for.</p> <p>The Corn Market is very narrow. Two normal size vehicles can pass, but this endangers pedestrians on very narrow paths</p> <p>Similarly in the narrow part of London St</p> <p>Very small number of accidents on the town centre roads and those could not be contributed to conflict.</p> <p>There have been some near misses on the slip road to the left of the old town hall when vehicles ignore the no entry signs.</p> <p>Agree with above re narrow paths.</p>	<p>An opportunity is the Market Square Improvement plan (2003) which may include a traffic priority system through the Corn Market. This would allow pavements to be widened.</p> <p>Priority system could be considered for the narrow part of London St.</p> <p>A weakness is too much street furniture, road signage will not be in keeping with the character of the town.</p>	

<p>There are some locations where there is conflict between pedestrians and cars, buses or heavy vehicles - London St, Marlborough St, Cornmarket as above</p> <p>Large vehicles turning from Gloucester St and into Marlborough St- tight corners, problems exacerbated by parked cars outside Post Office in Marlborough St</p> <p>School crossing patrols in Gloucester Street and Cornmarket are unclear and have potential for conflict as children often walk quite a distance from the lollipop ladies.</p>	<p>Weaknesses are on street parking enforcement and double red/yellow lines.</p> <p>A strength is that the crossing in Gloucester St due to be improved in 2003 under Better Ways to school scheme.</p> <p>Market Sq improvements should improve crossing in CornMarket.</p>	<p>There is an opportunity because Gloucester St Car Park is under used.</p> <p>Better signage is needed to direct cars to this carpark and to guide to pedestrian way to Gloucester St.</p> <p>Free parking would encourage use</p> <p>Conduct 'whole' review of on and off street parking, including residents parking scheme in some areas.</p> <p>CCTV in car parks would encourage use by providing more assurance of security</p> <p>Identify other land for car parking in readiness for growth of the town.</p> <p>Car access through Industrial Estate to land behind Willes Close would enable this to be a car park.</p> <p>It is unlikely that t5he Gloucester St car park gets enough fees to cover its costs.</p>	<p>Off street parking</p> <ul style="list-style-type: none"> - Gloucester St car park is under used - Fear of vandalism in Car Parks - Market Square parking is used as long stay 	<p>Improve signage to Gloucester St car park</p> <p>Improve lighting and pedestrian access signage in Gos St Car Park</p> <p>Install CCTV in car parks</p> <p>Restrict Market Square parking to short stay</p> <p>Allow free parking in car parks up to say 1 hour</p> <p>Plan for more Town Centre car parks for future growth</p> <p>Include Gloucester Street car parking in residents parking strategy</p> <p>The whole of the old town needs to have parking regulations reviewed, perhaps to include residents parking and if possible public space for London St and free parking.</p>
<p>There is both long and short-term car parking Pay/timed Car parks Southampton St and off Gloucester St (1hr 10p, 2hrs 20p, 3hrs 60p). Coaches can park in Gloucester St Car park Southampton St park is well used, but the Gloucester St park less so. This needs better signage into the car park and for the pedestrian access from it</p> <p>Southampton St Gloucester St</p> <p>No spaces 69</p> <p>Disabled spaces 4 2</p> <p>On street parking (some restrictions) currently allowed in some streets – no charges. There are many houses in these streets that have no off street parking, but spaces are taken up by people who work in the town or are visiting</p> <p>There is no CCTV in Faringdon</p>				
<p>Free spaces appear to be always available in the car-parks:</p>				

<p>Southampton St 11am 13:00 Tue 5 10 Fri 8 9 Sat 7 12</p> <p>Gloucester St Tue 39 41 Fri 43 45 Sat 40 40</p> <p>Faringdon Market Square has some free off street parking which is often used as all day parking by workers.</p>	<p>To encourage use consider free parking, with high penalties for say over 12 hour parking. This car park could become part of a residents parking scheme for Gloucester St residents.</p> <p>Change market square off street parking to a max time of say 45 mins</p>	
<p>In summary, approximately 35-40% of public buildings wheelchair accessible.</p> <p>Old Town Hall yes Health Centre yes Leisure Centre yes Corn Exchange/Council Office – access if side door is opened. Pump House Building – partial access if back door is opened. Post Office – Small step. Dentist – Accessible with ramps housed internally. Most Public Houses inaccessible or on partially accessible. All Market Square building inaccessible, with the exception of the Bell and the Chemist. London Street – access to approximately 35% of buildings. Gloucester Street – largely accessible. Marlborough Street – largely accessible. Police Station yes, at rear</p> <p>Most services well nucleated at the centre of the town, apart from the new doctors' surgery.</p>	<p>Unclear what can be done about this.</p> <p>Ensure all planning applications for business premises include disabled access.</p>	
<p>The majority of disabled parking places are within 250 metres of the main focal points of</p>	<p>Plan for well located disabled parking spaces, where traffic flow is not impacted.</p>	

<p>the town centre. 4 places - Budgens car park, 2 places – Marlborough ST, in front of Budgens 2 places - Gloucester Street car park. 1 place - Marlborough Street, 1 place – outside Baptist Church, Bromsgrove Reasonable availability of spaces (in terms of numbers). Per police, disabled people often park in London St and outside the Post Office . This affects traffic flows No shop mobility scheme.</p>			
<p>Buses cannot move freely throughout the town centre. Access to the market square by buses is adversely affected by legal and illegal parking in London St and Coxwell Road The bus slip road becomes inaccessible when the drey lorry is outside the Crown Hotel</p>	<p>Possible planned improvements for the market square may improve access for buses or may make it worse</p>	<p>Market Square improvement plan developed without reference to wider area issues or this Healthcheck:- On Street and off street parking Pavements beyond Market Square Pavement width Speed reduction measures</p>	<p>Assess current Market Square plans to ensure compatibility/ timing with wider needs.</p>
<p>There are some traffic management measures. One way system. No traffic calming, pedestrianised areas Traffic lights for pedestrian crossings in Park Road, Gravel Walk, Coxwell Rd Possible market square improvements currently include traffic priority system At Station Road/Gravel Walk roundabout many vehicles try and drive down Marlborough St</p>	<p>One way system would work well at all times if parking was enforced. Anecdotal evidence of vehicles speeding through the town. Discreet/ selective calming/ speed reduction measures are needed. Implement speed reduction measures on Lechlade Road, Coxwell Road, Park Road and London Road.</p>	<p>Speeding - occurs on Park Road, Lechlade Road, Coxwell Road, Marlborough St</p>	<p>Needs to be considered in line with Traffic congestion measures Current on street parking creates natural speed calming Could consider - speed cameras - judicial on street parking Better signage is needed at the Station Road/Gravel Walk roundabout as many vehicles try and drive down Marlborough St</p>
<p>No pedestrianisation or pedestrian priority in Town Centre' Possible market square improvements</p>	<p>Pedestrians needs have been considered in the Market Sq Improvement plan</p>	<p>Pedestrians - narrow pavements in Commarket - narrow pavements in London Street - uneven pavements for old and infirm</p>	<p>Consider traffic prioritisation and widen pavement Resurface all pavements in Old Town</p>

<p>currently include pedestrianisation measures</p>		<p>Limit impact of future excavations Enforce quality of repairs carried out Ensure twice yearly weed killing</p>
<p>No dedicated cycle paths. Designated area of road, on some roads for cycles. There are no paths available for use by both pedestrians and cyclists.</p>	<p>Review routes to school and deal with on street parking that inhibits the creation of on road cycle routes. Investigate creation of cycle paths from existing and proposed outlying housing developments. A strength is that there are sufficient signposts, except for the Gloucester St car park and pedestrian access to the town. Signage to warn that Marlborough St is needed at Gravel Walk roundabout.</p>	<p>Resolve on street parking on all routes into town/to schools Plan for cycle routes from outlying housing Review findings from Sustrans on possible Better Ways to School schemes Resurface all pavements in Old Town Review dropped kerbs condition and location Ensure mobility issues included in all shop/business planning applications</p>
<p>The town is small, so it is easy to find your way around. There are sufficient signposts, except for the Gloucester St car park and pedestrian access to the town</p>	<p>Cycling - inadequate provision - limited possible provision through narrow streets - limited further by on-street parking - no planned in routes from housing on the outskirts Mobility - poor state of movements - access to some shops and offices impossible</p>	
<p>All the streets of the old town were walked to assess the pavement condition. Without exception all need attention having suffered from ad hoc repairs and excavation over a long period of years. As a result pavement surfaces are an uneven patchwork of holes and bumps and are of different materials, There is a somewhat adequate provision of dropped kerbs, but they do tend to be inappropriately placed or badly laid out (e.g. still leaving a moderate step to contend with).</p>	<p>Market Square improvements will improve pavements in Market Square area. Beyond this all pavements need to be resurfaced. Need for dropped kerbs needs review at this time. Thought needs to be given to limit excavations such that new pavements stay in good condition.</p>	
<p>There are some newly dropped kerbs, such as those at the Coxwell Street/Park Road roundabout, and on the Market Square outside the “Blockbuster” video rental.</p>		

<p>There is no shop mobility scheme</p> <p>2-shop mobility in Oxford/Temple Cowley Witney is considering it</p>		<p>There is no need identified.</p>	
<p>Traffic lights for pedestrian crossings in Park Road, Gravel Walk, Coxwell Rd (see map)</p> <p>These have all been installed (through Better ways to school) in the last 2 years and have tactile markings and audible warnings</p> <p>Recently modified drop kerbs have tactile/dropped kerb area - for example the Coxwell Street/Park Road round-about, Blockbusters, near C&G Building Society, but there remain many that are of the old style.</p> <p>Not sure how easily locatable they are by someone with poor vision, but they are at least moderately so.</p>		<p>As the town is small the only pedestrian crossings are very recent.</p> <p>Traffic controlled crossings have been installed. While these are good for pedestrians, the number and position should be limited so that the character of the town is not damaged.</p>	
<p>There is not secure cycle parking at all convenient locations throughout the town</p> <p>Southampton St car Park No</p> <p>Gloucester St car park No</p> <p>Market Square No</p> <p>Community College Yes</p> <p>Junior School Yes</p> <p>Health Centre ??</p> <p>Dentist No</p> <p>Adequacy of cycle parking provision not investigated. Likely that it is OK</p>		<p>Market Square Improvements plan may include some secure cycle parking</p> <p>If cycleways developed, cycle parking needs to be considered.</p>	
<p>The majority of short-term parking places are within 400 metres of the main shopping area.</p>		<p>This is a strength</p>	
<p>There are no dedicated/segregated cycle routes linking residential areas to the town</p>		<p>This is a weakness</p>	

<p>centre and to local schools. Through Better ways to school some cycle routes have been marked on some roads none are segregated/dedicated</p> <p>These are deemed to be the standard width, but use of them is jeopardised by sunken drains and poor road edges.</p> <p>Roads are too narrow in some places for a marked cycle route. In these situations many cyclists use the pavement, putting pedestrians at risk.</p> <p>If the road is used, cyclists are at risk as they negotiate around parked cars</p> <p>As part of the Better Ways to School scheme, a pedestrian refuge will be installed in Lechlade Road, at the junction with Gravel Walks and Glos St. Glos St will be narrowed to make it easier to cross</p> <p>To Junior School Highworth Rd .75 mile, all on main town roads, well lit, no main road to cross Marlborough Gardens .75 mile, all main town roads, well lit. Marked cycle ways from Park Road. Busy roundabout to cross Berners Way 1 mile., through estate, footpath to Park Road, then as above. Footpath unlit</p> <p>To Community College Highworth Rd .25 mile, Right turn at T junction, onto main town road, well lit Marlborough Gardens .4 mile, through housing estates, well lit, no major junctions Berners Way 1.2 miles, through estate, footpath to Park Road, marked cycle way to roundabout. Coxwell Rd (no cycleway), well lit</p>	<p>Review routes to school and deal with on street parking that inhibits the creation of on road cycle routes.</p> <p>Investigate creation of cycle paths from existing and proposed outlying housing developments.</p>	
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<p>It is fairly easy to walk to/from school</p> <p>To Junior School Highworth Rd 10/15 mins, no main roads. Marlborough Gardens 10/15 minutes, through Town Centre. 1 busy road to cross Berners Way 10/15 mins, 1 major(in town) junction All roads lit, populated unless footpath from Southampton St to Park Road used</p> <p>To Community College Highworth Rd 5 mins, crossing point Marlborough Gdns 5-10mins, through housing estate Berners Way 15/20mins, crossing point Park Road All roads lit, populated unless footpath from Southampton St to Park Road used</p>	<p>Further Better Ways to School projects possible, though there may be practical difficulties with these. Eg buy land, remove wall</p> <p>Schools are generally in easy walking distance.</p> <p>Encouragement needed to get more children to walk to school.</p> <p>Better Ways to school project may have investigated needs, made recommendations.</p>	
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