



GORING-ON-THAMES PARISH COUNCIL

Minutes of a Meeting of the Station Road Sub-Committee of the Traffic Management, Parking & Pedestrian Safety Committee of the Goring On Thames Parish Council Thursday 11th November 2021 at 11:15am, at the Gardiner Pavilion

Members Present:

Chairman	John Boler (JB)
Members	Cllr Bryan Urbick (BU)
	Cllr Sonia Lofthouse (SL)
	Briony Cooke (BC)
	Angie Tomlinson (AT)

Officers Present: L White (Clerk)

Public and Press: Total: 0

Meeting started 11:15

SR.04.1. To elect a Chairman of the Committee

Resolved: J Boler was elected as chairman of the meeting, unanimous.

SR.04.2. To receive apologies for absence and to approve the reasons given. [LGA 1972 s85(1)]

Resolved: Apologies were received from Cllr David Brooker (DB), the reasons given were approved, unanimous.

SR.04.3. Declarations of Interests [LA 2011 s31]

None

SR.04.4. To approve the minutes of previous Sub-Committee Meetings [LA 1972 Sch 12. Para 41(1)]

SR.04.4.1. 26th October 2021

Resolved: It was unanimously agreed the minutes were a correct record of the meeting and they were duly signed.

SR.04.5. To review/note actions taken since the last meeting.

No further update. BU to help Clerk in progressing Speed Survey on Station Road.

SR.04.6. Discuss results of the investigation into the Pedestrian Priority Lane v Low Traffic Neighbourhood and agree which to proceed with, and detail on the informal consultation.

The findings were present to the meeting, highlighting the following points:



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Low Traffic Neighbourhood Positives:

- Reduces air pollution
- Lowers collision rates
- Increases community activity
- Increases the physical activity of residents
- Low Cost to implement, becomes one lane access maintained for emergency services.

Low Traffic Neighbourhood Negatives:

- Failed schemes can mean wasted money
- Traffic Jams
- Push traffic to side roads / currently quieter roads
- Increase pollution on side streets
- Businesses will lose customers.
- No specifically designated pedestrian lane (Pedestrian priority lane has a specifically designated area)
- Disabled people may be disadvantaged.

A pedestrian priority lane is probably the quickest and easiest to implement, but should not discount the LTN at this time.

Does there have to be an *equality impact assessment*? [ACTION: To be investigated]

Resolved: Approved to progress with informal consultation, to continue to investigate LTN for the consideration of a hybrid scheme long term, unanimous.

Resolved: To delegate to the Clerk, in consultation with JB & BU on final wording of the consultation and how to deliver / receive the data, unanimous.

SR.04.7. To receive feedback from Conservation Area Appraisal Working Group member on progress and implications for Station Road of the Appraisal and agree actions.

No further update.



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SR.04.8. Matters for future discussion.

Discuss results of the consultation at the next meeting.

SR.04.9. To confirm the time and date of the next meeting

Agreed to decide once data from the consultation has been received.

Meeting Closed: 11:39