

Title	High Street Strategic Project Report
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Meeting	Goring Parish Council – 09 th Sept 2020

The Oxfordshire County Council Highways (OCCH) consultation has concluded. There were 61 responses comprising of: 32 in support (52%), 15 objections (25%), 13 raising concerns (21%), and 1 non-objection from Thames Valley Police. OCCH have not raised any concerns, but did ask the Goring-on-Thames Parish Council (GPC) to confirm (by Friday 11th September, latest) whether the GPC wishes to go ahead, and if there are issues raised in the consultation that the GPC would like to have addressed

We briefly summarise comments below.

Objections & Concerns

- (6 mentions) This scheme will create congestion on the High Street; traffic would use Station Road, Cleeve Road, Glebe Ride and Thames Road would become more used.
 - With high pedestrian use of Station Road, the increase of traffic would make it more dangerous
 - Speed limits on all these streets should be 20MPH
- (2 mentions) Parking on the High Street should be dealt with instead
- (3 mentions) A pedestrian crossing/zebra crossing would be cheaper/more effective
- Don't need raised table
- Traffic lights would be better
- Waste of money/too expensive
- (2 mentions) Install a camera and fine irresponsible drivers/those who park inappropriately; just enforce speed limits and parking restrictions
- It would be better to do nothing
- Should include other roads in the scheme (mentioned Reading Road, Fairfield Rd, Station Road, etc)

Support

- Numerous positive comments: 'much needed', 'essential', 'strongly support pedestrian access being prioritised', 'long overdue', 'make High Street safer', 'most logical plan to calm the traffic through the village', 'should enhance the pedestrian experience', 'raised area overcomes current impediment (wheelchair and mobility scooter user)', 'will do much to improve'...
- (12 mentions) **MIGGS submission** - We support unequivocally (1) the proposed Raised Table 'Informal' Crossing Point and (2) the proposed Build-Out Feature. We also support the third option, "realignment & improvement of the footway adjacent to Nos.1 & 10 High Street". However, this proposal is in need of further strengthening to better serve the needs of elderly and disabled pedestrians, especially wheelchair users.
 - Overall, this group strongly supports measures shown in the plan prepared by Glanville for traffic calming in High Street, Goring.
 - In the case of the proposed Raised Table 'Informal' Crossing Point, our support is unequivocal.
 - In the case of the proposed Build-Out Feature, our support is also unequivocal.
 - We also support the third option, described in the consultation as "realignment & improvement of the footway adjacent to Nos.1 & 10 High Street". This option was originally proposed to Goring Parish Council by this group, MIGGS and it is the option that received the strongest support in a local consultation conducted by the parish council in 2017. However, the detail of this option, as shown in the Glanville drawings, is in need of further strengthening, as follows.
 - The purpose of realignment & improvement of the footway adjacent to Nos.1 & 2 High Street, as proposed by this group in 2017, is to improve safety by enlarging the vision splay for pedestrians, especially people using

wheelchairs, emerging into High Street from the Wheel Orchard footpath, which is also the main of two pedestrian access points to and from the village car park and accessible public toilet.

- In our view, this is possibly the busiest and certainly the most hazardous part of High Street from the point of view of wheelchair users, the elderly and other pedestrians
 - The current westward vision splay for pedestrians at this point extends at best to the Beacon Flooring shop at number 16, on the opposite side of High Street.
 - Pedestrians, especially the elderly, the disabled and those in wheelchairs, need to be in a position to see traffic approaching from as far off as the Miller of Mansfield, at the junction of Manor Road (as in Picture X1, attached). This picture was taken by standing on the road rather than on the pavement.
 - For a wheelchair user it would be almost impossible at present to get such a good view from a safe position. An ordinary pedestrian has to stand right on the kerb edge to get it.
 - What is needed is for the pavement, with full kerb height, to be as wide as possible at the corner where the Wheel Orchard path joins the High Street pavement to the west.
 - However, the Glanville plan also shows the corner kerb edge of this pavement as swept at this point. In our view it should be as near as possible at a right-angle, ie, a much smaller radius.
 - We have cut and pasted sections from the plan to illustrate this (see Attachment 3) and provided a picture montage within this attachment to show in a stylised way the difference this would make as seen from the front door of 1-2 High Street.
 - Extending and squaring-off the pavement in this way, and repositioning the proposed bell bollard 300mm further from the corner of the building at 1-2 high Street, would add some 300mm (1ft) to the available pavement at that point, enabling a typical wheelchair to turn comfortably and with reasonable safety out of the Wheel Orchard path and westwards along the newly widened pavement towards number 10 High Street. (Incidentally, we strongly welcome this proposed pavement widening.)
- (5 mentions) Should add calming to Station Road/parallel/other roads as well; concern that traffic calming on High Street will cause problems elsewhere
 - (3 mentions) **Concern about width of larger lorries and farm equipment**, forcing them onto the footpath/pavements
 - **This is a Conservation Area** - no materials are mentioned but they must be sympathetic to the historic centre and sensitively used, yellow lines in Goring Conservation Area have always been narrow, pale yellow and of 'conservation standard.' Please ensure these are specified in the contract and replaced carefully and correctly.
 - (2 mentions) Why not have a one-way system?; eastbound traffic through Goring should be redirected via Thames Rd, Glebe Ride and Cleeve Rd. Glebe Ride was purpose-built in the 1970s as a by-pass for the centre. This one-way system would reduce High St traffic by 50%, freeing up space for wider, safer pavements.
 - Support but perhaps there should be another 'Give Way' sign near junction of Cleeve Rd/High St
 - The turning onto Red Cross Road is blind and needs a mirror.

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Recommendation to the Council for Consideration:

The emboldened points (above) are recommended to be considered and it is proposed that GPC moves ahead with the works as previously agreed, but to ask Glanvilles (the OCCH recommended consultant) and OCCH to ensure that:

1. the suggestions put forward by MIGGS are considered and adopted subject to compliance with OCC Public Highways standards/criteria;
2. that the concern regarding width and larger vehicles/farm vehicles be raised to ensure that there will be no problems and appropriate signage/etc is put in place (as necessary);
3. and that Conservation Area colours and materials be specified.