

Notes from meeting 07th May 2021 with OCC Highways.

NOTE: This was an informal meeting so the various subjects discussed are still to be developed in consultation with others so some aspects could be subject to change.

Meeting held on the 7 May'21 to discuss the proposal to introduce a Pedestrian Priority Lane (PPL) in Station Rd and associated highway matters including a general review of the High St.

Present:

Cllr David Brooker (DB), Goring-on-Thames Parish Council (GPC), John Boler (JB), Chairman of MIGGS and Lee Turner (LT) of OCC Highways (OCCH)

YEW TREE COURT JUNCTION

Observations

Poor road surface and faded road markings. JB reported complaints from Yew Tree Crt (YTC) residents – vehicles from Red Cross Road entering instead of turning into Station Road.

LT acknowledged that road marking was in a poor state but pointed out that there are Dead End signs at the entrance to YTC

Discussion

DB expressed the view that a “spot” mini-roundabout would be an option as they tend to cause drivers to slow down. LT advised that adequate street lighting is required which may be a problem as signs announcing a roundabout have to be illuminated. Agreed that this would be a long-term option, should the line repainting not improve the situation.

Action

LT to arrange for existing road markings to be refreshed.

STATION ROAD SURFACE

Observations

LT noted the poor state of the surface, including successions of top dressings, ruts, potholes and steep camber and undulations at exit from Wheel Orchard car park.

Discussion

LT advised that a total reconstruction or resurface would be a decision at higher level in highways department, subject to budget cycle and priorities for work elsewhere in the county, but acknowledged it should be brought to their attention - Long term option.

ACTION

LT to investigate whether resurfacing is planned or scheduled and report back.

LT to seek repair of undulations at Wheel Orchard exit. JB to report on FixMyStreet and send email with picture to LT (cc: DB) so he can ensure it is not overlooked.

SPEED LIMIT

Observations

Variable traffic volumes and flows, including lull of 5-10mins. Plenty of pedestrians, including parents with prams and toddlers using both sides of road interspersed with traffic movement. Several delivery vans and dustcart.

Discussion

A speed survey (£250.00) would be required to establish current speeds, which if found to be around 22-24 mph then imposing a 20mph would be considered uncontroversial and may be possible to implement without formal consultation. However, if speeds were above then to consider a 20mph limit LT suggested GPC carry out an informal consultation to determine if a formal consultation (£3000.00) would be worth pursuing. GPC would have to formally request a consultation.

The formal consultation would have to be separate from any consultation on relocation of parking spaces. The cost of replacing speed limit signs would also have to be paid by the GPC unless covered by general fund for county 20mph roll-out.

ACTION

Parish council to be asked to decide whether to pursue 20mph limit, with a speed survey in the first instance.

PEDESTRIAN PRIORITY LANE (PPL)

Observations

Due to no footpath Station Road is effectively a “shared space” for vehicles and pedestrians. Carriageway measurements confirmed the road is not wide enough to install full pavement and maintain two-way traffic. The east end road surface is better on the south side of Station Road. From Wolsey Court westward the better surface is on the north side of the road. Wooden posts alongside the Old Barn are essential to protect the overhanging thatched roof from damage by passing vehicles.

Discussion

Station Road is in the Conservation Area, so there would have to be consultation with the SODC conservation officer. Options for trial introduction of a PPL : (i) white line to delineate the PPL (ii) white line and coloured surface (brown or green) indicating PPL and (iii) as (i) or (ii) with one or two pedestrian silhouettes in white.

Given the state of the road surface and the fact that there are existing stretches of pavement with dropped kerbs on the north side at both ends, on balance the north side would be the better side for a pedestrian priority lane. This implies a need to relocate lawful parking places. All options would allow large vehicles to encroach on to pedestrian lane in order to pass. Coloured surfacing would require making good existing surface defects. It was noted that OCC may have funds available for this type of project as it seeks to address access for people with mobility issues.

ACTION

DB and JB to check out other existing similar schemes, such as in Whitchurch village and Harwell village.

Parish council to be asked to decide whether to pursue pedestrian priority lane on a trial basis and in addition to consider whether to include silhouettes or a preferred road surface colour.

RELOCATION OF PARKING SPACES FROM STATION RD

Observation

Four or five cars in permitted parking spaces including one arrival while we were there. Pedestrians walking round them while dodging moving vehicles.

Discussion

Agreed that wheelchair/push chair users should not be left to their fate to get round parked cars if a PPL is installed, so pursuing the priority lane meant also relocating parking spaces, which would be subject to consultation.

ACTION:

Need would arise if one of the pedestrian priority lane options is pursued. GPC would need to carry out an informal and formal consultation through OCC including newspaper advertisement (cost: ~£3,000 + advert). The formal consultation would have to be separate from any consultation on change to the speed limit

ONE-WAY TRAFFIC

Observation

Carriageway width is insufficient for vehicles to pass each other for most of Station Road between Croft Road and Red Cross Road. When cars are parked in lawful places the road is effectively single carriageway east of Croft Road.

Discussion

Although some vehicles were perceived to be moving too fast they almost certainly conform with 30mph speed limit, although they might be moving at an inappropriate speed for the road conditions. It was noted that one-way working would probably lead to an increase in vehicle speeds. But it would allow for construction of a proper pavement on one side, although this would be very expensive. One-way working between Red Cross Road and Croft Road only was discussed inconclusively.

ACTION: Not to be pursued at this time.

OVERGROWTH, OBSTACLES, ETC

Observations

Overgrowing shrubs from the Old Farm House obstruct headroom for pedestrians. Weeds, etc growing along boundaries can be removed by GPC but this will not be done by the highway authority.

Discussion

Does parish council still have an annual weed control contract?

ACTION: DB to speak to clerk.

HIGH ST

A brief review of the High St was carried with the following matters discussed:

McColls

Delivery vehicles, which cause vehicles to mount the footpath outside Warminghams etc.

LT advised that there was no easy solution apart from banning deliveries, which would require a traffic order, however he believed it may be considered as the problem impacts on pedestrian safety. LT indicated that it had been looked into by another Council with a similar problem and when the process had been started the delivery company addressed the problem so that the ban would not be pursued.

ACTION: To be discussed by GPC

Traffic Loading time sign outside Warminghams.

LT agreed they could remove the post and fix the sign to the wall, subject to our getting agreement from the property owners. JB agreed to approach property owners to seek agreement:

ACTION: JB

Rear of half bell bollard to be painted

LT advised that the painting required at the rear had been instructed and he would chase this matter up.

ACTION: LT

Multiple street signs adjacent to Inspirations.

LT advised that the current signs should have been replaced with a streamlined version, which he would chase up.

ACTION: LT

It was agreed that it had been an extremely useful meeting and LT thanked for his valuable contribution.