

Notes of a Meeting of the Traffic Committee with OCC Highways

Thursday 12th May 2022 at 10:00, Various locations around the village of Goring

In attendance

OCC Highways	Lee Turner (LT)
OCC Highways	John Beale (JB)
GoT Parish Council	Cllr Sonia Lofthouse (SL)
GoT Parish Council	Cllr David Brooker (DB)
MIGGS	Briony Cooke (BC)

Introduction

The main purpose of the meeting was to follow up on the village consultation and Council approval to progress the introduction of the Trial Pedestrian Footway in Station Road.

1. Station Road footway

1.1. As part of the discussions the following were noted and acknowledged by all:

1.1.1. The footway would run down the north side of Station Road.

1.1.2. Generally, the road surface was in an acceptable condition with LT agreeing that road surface repairs were needed adjacent to the shop unit/barn at the east end of Station Road.

1.1.3. It was noted that as the existing carriage way is narrow the introduction of the footway, which would be approx. 1.2m wide, would create a single traffic lane for the majority of Station Road. LT pointed out that if no pedestrians were on the footway two-way vehicle movement could occur as it would not be a formal footpath.

LT advised that 3m would be required to maintain a vehicle carriageway, so 3m was measured from the yellow line adjacent to kerbs/property boundaries on the South side of Station Road to set the line of the footway. Using this criteria, the road surface for the footway was generally in good condition and avoided the need to repair/raise the existing surface at wall/building abutments.

- 1.1.4. To remove the short-term parking area in Station Road, although GPC's informal consultation had shown people were in favour, OCCH will now need GPC to instruct them to carry out their formal consultation, which will cost GPC approx. £3k. **[ACTION: GPC]**
- 1.1.5. As Station Road was in the Conservation Area (CA), OCCH would liaise with the local CA officer. It was agreed that the white line would be 50mm wide as yellow lines in CA. **[ACTION: OCCH]**
- 1.1.6. LT advised that they had a budget for works that were associated with improving the highways for mobility impaired people. So apart from the cost for the formal consultation OCCH would cover all other costs. **[ACTION: OCCH]**
- 1.2. During the meeting we were approached by a member of the public (shop owner) requesting a bollard in some form on the corner of Station Road and Red Cross Rd, as vehicles mount the footpath to avoid vehicles coming in the opposite direction. DB advised that we would bring the matter to the attention of OCCH. **[ACTION: GPC]**
- 1.3. We were approached by a member of the public who raised concerns regarding the Croft Rd junction and the following were agreed to be pursued.
 - 1.3.1. SL proposed a dropped kerb was put at the end of the exiting footpath in Croft Rd where it meets Station Road. LT agreed and would arrange for this work to be carried out. **[ACTION: OCCH]**
 - 1.3.2. Owners of the properties on both sides of the road at the Croft Rd/Station Road junction to be approached to request they cut back their hedges, to improve sight lines. **[ACTION: GPC]**

NOTE: B Cooke left the meeting.

2. High St

- 2.1. LT requested that GPC rod through the surface water drains each side of the existing ramp. **[ACTION: GPC]**
- 2.2. The verge adjacent to Rectory Garden was discussed with regards to the problem of vehicles parking on it.

JB advised that there were a number of services below ground, so it may be best to avoid setting anything into the ground e.g., plants or bollards. If GPC wished to pursue the matter, then planters may be a better solution. **[ACTION: GPC]**

2.3. Manor Rd/High St junction

2.3.1. DB believed that further traffic calming was required in this area possibly a mini roundabout. The matter was discussed and LT advised that a speed survey would be required plus evidence e.g., accidents and an informal consultation for it to be considered. It was decided that this idea should be set aside for the time being.

2.3.2. JB suggested that GPC consider the introduction of flashing speed indicators, OCCH could erect poles in more than one location, to be determined by GPC and GPC buying a solar powered speed indicator (approx. £2k) and who would be responsible for moving it from pole to pole at intervals to keep cost low. **[ACTION: GPC]**

2.4. Speed ramp/unofficial pedestrian crossing

2.4.1. Concern had been registered by Members of Public at the difficulty in crossing the road adjacent to the Red Cross Road junction with the High Street. It was pointed out that pedestrians mainly came up and down the High Street to access the doctors, hardware shop, station etc.

LT could see the benefit a ramp could provide in acting as an unofficial pedestrian crossing and cause vehicles to slow down.

LT advised that GPC should carry out a speed survey, which DB pointed out may have already been carried and an informal consultation before the matter could be pursued by OCCH. **[ACTION: GPC]**

2.5. LT advised that they would repaint the road markings at the Cleeve Road/High Street junction.

3. Yew Tree Court (YTC)

3.1. SL advised that residents were still concerned that vehicles were still entering YTC in error and was proposing a sign be fixed to the wall at the entrance. OCCH would provide the sign but GPC would need to get permission for the sign to be fixed to the wall. **[ACTION: GPC]**

4. Generally

4.1. GPC to seek to review dropped kerbs and yellow lines. **[ACTION: GPC]**