

Central Goring Survey of Pavements and Dropped Kerbs (DK) June-August 2022

Road Rd	Map ref.	Location	Problem	Solution
Holmlea Rd.	1	Junction of railway path and HR	The temporary tarmac slope is disintegrating. Steep camber on both sides of HR.	Resurfacing and reduction of camber and DK construction
Croft Rd Station Rd junction	2 No photo	Junction of Croft R and Station Rd	The pavement on the east (station) side of Croft Rd. fizzles out on this hazardous junction with poor visibility in 3 directions and an uneven surface.	Dropped kerb has been recommended on the station side of Croft Rd. and was agreed in principle in the May survey by Cllrs SL and DB.
Red Cross Rd and Station Rd junction.	4	Opposite Hardware shop	The only pavement is on the shop side. This junction has limited visibility and takes 4-way traffic. An additional hazard for pedestrians is the large number of heavy vehicles and delivery vans manoeuvring at this tight junction.	A DK would give access to the pavement on the shop side from the railway side of the road.
Surgery entrance, Walnut Tree Ct.	5		Very busy in all directions. Poor quality pavement; narrow and with steep camber. Kerb materials are suitable and not damaged	Cut back hedge to increase pavement width and reduce camber by levelling pavement.
Cleeve Rd	6 No photo	Adjacent to Rec. ground.	Provision of DKs is fine	No remedial work needed.
Glebe Ride	7 No photo	Throughout	AS above	As above
Thames Rd	8	Approaching junction with High St	Steep kerbs but suitable materials used to produce smooth finish.	This example should be followed elsewhere.
High St	9 No photo	Junction High St. and Manor Rd.	Delivery vehicles parked on existing dropped kerb.	DK agreed in May.
Manor Rd	10 As above	Opposite St Thomas's church	Rough kerbstones and dropped kerb needed opposite church path	Construct new dropped kerb as suggested using improved smoother materials.
Gatehampton Rd	11	By station bridge	Narrow pavement on slope and bend. Competition with vehicles. Kerb is disintegrating.	Major improvement needed to slow vehicles.
Tescos	12 -13	TESCO -Station	High volume of vehicles including buses, school coaches, taxis, pedestrians on sloping pavement. Multi-directional checking required.	Speed restriction to reduce temptation to speed, DK exists here. Very limited pavement on Tesco side. DK needed here on both sides.

There are micro hazards which we can rectify including: rough road surface, pot-holes, poor drainage, mud, leaves, overhanging vegetation.

Macro hazards are more serious and often beyond our immediate control. There may be property rights to consider. They will take longer to fix and are costly. These hazards include:

HGVs, illegal parking, conflict at junctions and obstruction of view for other road users.

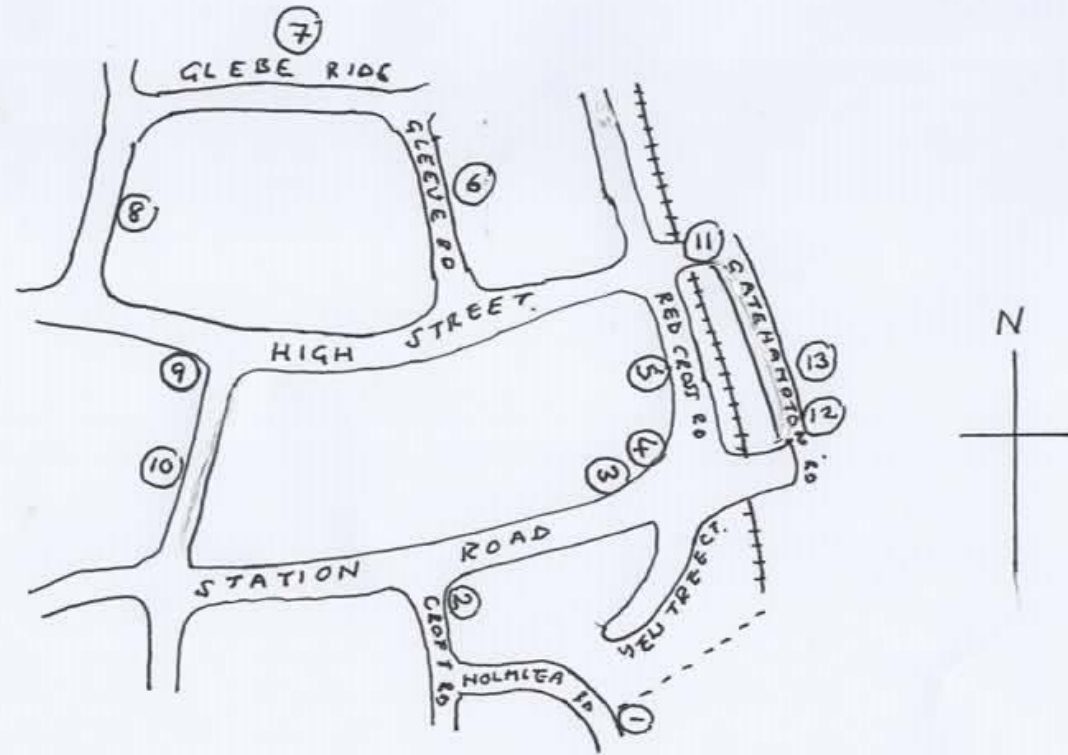
There are several factors which make those using mobility vehicles particularly vulnerable.

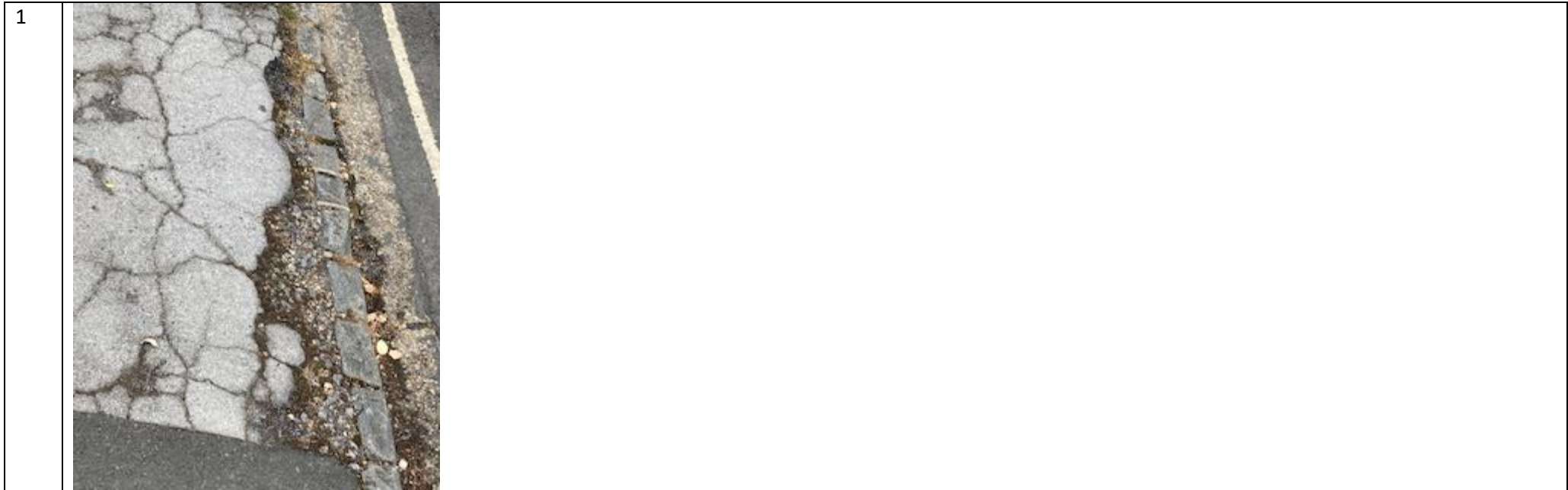
1. Many have balance problems and this causes instability
 - (a) On turning corners,
 - (b) On bends
 - (c) On steep inclines.

2. They may have physical limitations
 - (a) Their reaction time is slow
 - (b) Their agility is poor
 - (c) Their hearing is impaired

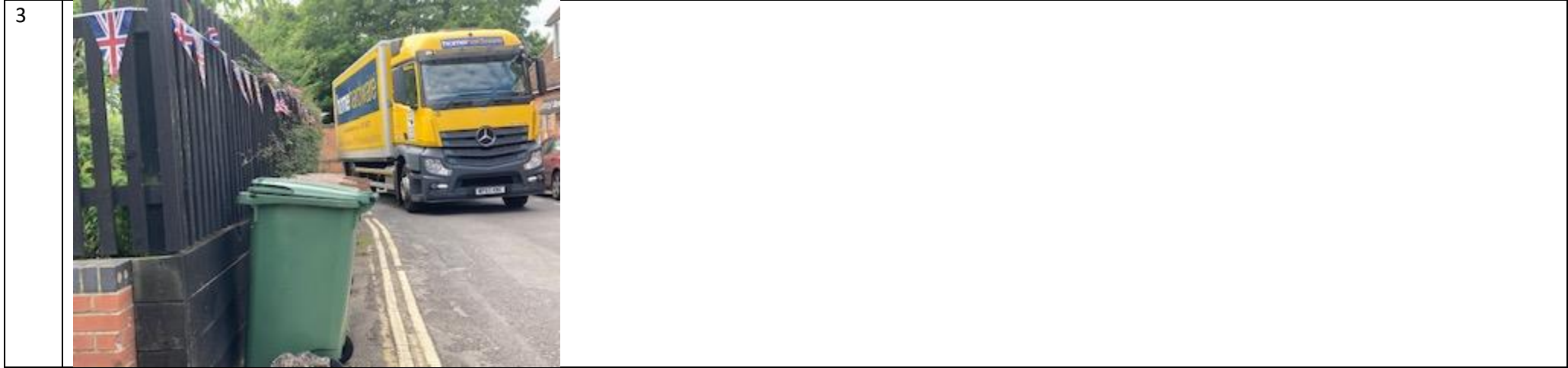
Given these problems, the risk of accidents in a village with an ageing population is very real.

Central Goring showing survey sites.






2 No photo



4		
5		
6	No photo	
7	As above	

8		
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9	No photo	
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10	As above	
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11		
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