

## **Draft Progress Report on the work of the Traffic, Parking and Pedestrian Safety Committee**

1. The TMPPS Committee was formed in January 2021 in response to the four actions identified in Section 12 of the Goring Neighbourhood Plan (made in July 2019), that is Actions 06,07,08, and 09. A copy of Section 12 is attached [will be in the final version]. The Committee's terms of reference reflected the work needed to fulfil those four actions. The first Action Plan, used to monitor progress, was created in November 2022 and updated at each Committee meeting thereafter. A copy is attached to illustrate the range of actions the Committee embarked on initially.

2. The Committee have decided that the greater part of fulfilling the GNP actions has now been completed and that it is necessary to revise the Committee's terms of reference to take account of developments since the GNP was made. Accordingly, revised terms of reference are being put to Council to agree and this progress report is to accompany them to show how far the GNP actions have been met.

### Action 06: Improving the Village Centre congestion and Safety

3. The completed actions are:

A raised table to limit speed in the High Street was installed in [date to be added] including the build out at The Arcade and associated give way road markings.

New bollards have been installed in High Street [date to be added].

A 20 mile an hour speed limit was implemented in April 2023.

Flashing speed reminders installed in the High Street and Wallingford Road by the school in July 2024.

Monitoring the impact of the above and assessing the need for further measures is ongoing.

### Action.07: Improving Wallingford Road Access and Safety

4. The Committee reviewed the need for parking restrictions across the Village to limit use by commuters and to improve safety, including the junction of Lockstile Way and the Wallingford Road. A Traffic Restriction Order has been made and the changes to yellow lines are expected to be implemented in the New Year 2025.

5. Action will be needed to ensure effective enforcement of existing and new parking restrictions.

### Action 08: Stopping illegal use of the High Street by Heavy Goods Vehicles

6. The only practical way of achieving this has been by engaging with the developers of major building sites.

### Action 09: Sustainable Village Centre Parking

7. The review referred to in 4 above includes this action. Additionally, the Committee keep in touch with plans by SODC to introduce EV charging points and additional cycle stands have been provided in Manor Road, in the High Street and at the Gardiner Recreation Ground.

#### Other actions

8. A trial pedestrian priority lane in Station Road will be introduced as part of the changes to yellow lines. Yellow lines and bollards have been placed at the Station end of Station Road and at the junction with Yew Tree Court; a no loading/No Waiting zone has been introduced in the High Street [check].

9. A dropped Kerb survey was carried out (attached) and dropped kerbs have been installed at [add locations and date]. A dropped Kerb has since been installed in Gatehampton Road opposite the Station to be integrated with a pedestrian priority lane to be marked on the railway land opposite. The Committee has also monitored overgrown hedges in the interests of pedestrian safety.