

Travel and Transport Committee 17/12/2024

Meeting With Highways Engagement Team 4/12/2024

Summary note

Before we went on the walk around the Village there was a discussion on parking enforcement where it seems that despite the numbers of visits by the enforcement team very few notices were issued. When we spoke about this later on I think it is because the team visit at the wrong times of day, i.e. when the restrictions do not apply. You said that we could ask for the team to come at the right times and also to carry out a 'blitz' - which would be a good idea when the changes to Yellow lines are implemented.

Cllrs commented that there was little feed back from Fix my Street once a case had been registered, there seemed to be too many open cases where nothing had been done. From what you said it seems that much more attention is given to requests accompanied by photographs. You mentioned the 'super user groups' (residents trained to identify problems and report) who could fast track requests for repairs to potholes etc. You said later that you would let me have some information about forming a group.

Cllrs also said that there were problems with flooding due to blocked gullies and, in particular, where a new dropped kerb had been put in on Gatehampton Road. We would see this on the walk around. The need for a review of pavements and dropped kerbs was mentioned. Cllr Williamson said that he had had difficulty finding a contact to advise on the legal and other procedures for changing the footpath by Bourdillon Field to a shared use for pedestrians and cycles. We went on to see this later. You said you would provide the right contact, probably in the Countryside Team. He would also be grateful for other contacts dealing with Active Travel.

On the walk around the Village, we went via Station Road where there is to be a trial PPL, but this dependent on re-surfacing the road, where you were able to see a number of potholes. Cllr Williamson explained that an intention was to encourage the use of the access to the station from Station Road rather than from the Wallingford/Reading Road as this would be safer for pedestrians. Signage on Station Road would help as would signage in the station itself directing pedestrians to that exit for the Village. As we walked from the Station along Wallingford Road the narrowness of the pavement and the level of traffic was pointed out.

At the junction of the High Street and the Wallingford Road, by the railway bridge, the problems of access for large vehicles and the danger to pedestrians were indicated, exacerbated by traffic speeds approaching the junction.

We moved to Lockstile Way and the footpath referred to above, showing how it could be widened to allow shared use and access to the school by bike avoiding main roads.

We moved on to look at the Mill Road/Wallingford Road junction and then on to the High Street where we discussed the possibility of a pedestrian crossing on the raised table and to reducing the width of the junction of Manor Road and the High Street and relocate the dropped kerb pedestrian crossing (using a build out?) to achieve a shorter, safer crossing and prevent parking on the junction.