

**Travel and Transport Committee 17/12/2024**

**Pedestrian Safety Measures Planned and for Future Consideration**

**1. Station Road Pedestrian Priority Lane**

**Issue:** A narrow road with designated parking bays on one side reducing the width further. Pedestrians have to shelter between parked cars to avoid oncoming vehicles. The road is used by pedestrians on their way to and from the station.

**Action Required:** To remove the parking bays and mark a Pedestrian Priority Lane (PPL), on a trial basis, on the northern side of the road.

**Progress:** The removal of the parking bays and replacing them with double yellow lines was part of the TRO made earlier this year covering changes to parking restrictions across the Village. Completion is dependent on the re-surfacing of Station Road to bring it to a standard for pedestrians and wheelchair users.

**Action:** OCC Highways.

**Expected Completion:** Early 2025.

**2. Gatehampton Road Dropped Kerb Pedestrian Priority Lane**

**Issue:** MIGGS identified the need for a crossing between the station carpark and the end of the Gatehampton Road pavement. A dropped kerb on the pavement and a PPL marked on the GWR carpark, aligning with the dropped kerb opposite, was proposed and accepted by the Council.

**Action Required:** Install dropped kerb, mark PPL.

**Progress:** Dropped kerb in place but remedial work needs to be done to the adjacent drain to prevent flooding. The PPL will be marked once that part of the carpark has been re-surfaced to make it safe for pedestrians and wheelchair users.

**Action:** Work to drain – OCC, PPL – GWR.

**Expected Completion:** Early 2025.

### 3. High Street – Social Club

**Issue:** Vehicles parked outside the Club restrict the space available for pedestrians walking into the Village.

**Action Required:** To explore the possibility of realigning the parking spaces.

**Progress:** Ongoing discussion with the Club.

**Action:** Travel and Transport Committee.

**Expected Completion:** No date.

### 4. Manor Road/High Street Junction

**Issue:** The junction has a wide splay for the benefit of traffic entering and leaving the High Street. A pedestrian crossing is provided at the widest part by dropped kerbs on opposite sides of the junction; this is a long crossing exposing pedestrians, particularly those with limited mobility, to a greater risk than would be the case in most road crossings. Vehicles are often illegally parked on the crossing points impeding access to the pavement.

**Action Required:** Installing a ‘build out’ at the junction would enable a shorter crossing to be provided, would prevent parking at that point and, additionally would cause vehicle to reduce speed entering and leaving the junction.

**Progress:** Travel and Transport Committee to consider details, feasibility and cost and seek Council approval and budget if agreed. OCC Highways agreement would also be required.

**Action:** Travel and Transport Committee.

**Expected Completion:** To be considered.

### 5. High Street/Red Cross Road/Upper Red Cross Road junction

**Issue:** An identified need for a safe crossing at a point where visibility is limited and where traffic speeds exiting the Village are excessive. Possibly to form part of a safe circular pedestrian route.

**Action Required:** Various measures have been suggested to limit vehicle speed and provide a crossing point. These included a raised table (to limit speed but which could also include a pedestrian crossing) at a likely cost in excess of £100K; a pedestrian crossing to allow safe access to the Surgery and Station Road (and possibly to link with circular walking route) not costed; and three way traffic lights at the High Street/Wallingford Road junction, possibly pedestrian controlled (to reduce speeds, provide a crossing point at the Red Cross Road junction and reduce the risk to pedestrians on the railway bridge approaches.

**Progress:** None have been actively pursued, principally because of cost

**Action:** Travel and Transport Committee.

**Expected Completion:** To be considered.

### 5. Reading Road – Access to Farm Road footpath

**Issue:** A pavement runs on the south side of the Road from the junction with Wallingford Road/Gatehampton Road past Whitehills Green. The path stops short of the steps on the north side accessing the footpath from Farm Road/Fairfield Road requiring pedestrians to walk on the road. This route is used by people going to the station and Sheepcot Field, and is used by frequent and fast moving traffic.

**Action Required:** The existing pavement could be extended (or a new pavement on the northern side added with a 'build out') but would require cutting into the embankment and/or narrowing what is already a narrow road. Cutting into the embankment may go into private property. A 'build out' to protect the bottom of the steps could help reduce speeds.

**Progress:** Not yet Considered, likely to involve significant cost.

**Action:** Travel and Transport Committee.

**Expected Completion:** Not yet Considered.

## **6. Wallingford Road to the Station**

**Issue:** The pavement running from the railway bridge to the station is, at points, too narrow to allow pedestrians walking in opposite directions to pass each other and requiring them to step into the busy road. The fencing has been moved to provide more space in some stretches, presumably only where it was practical to do so.

**Action Required:** To explore with Network Rail whether there is any possibility of moving the fence protecting the railway to give more space and/or raise with OCC highways the widening of the pavement (on what at some points is a narrow road).

**Progress:** Not yet Considered.

**Action:** Travel and Transport Committee.

**Expected Completion:** Not yet Considered.

## **7. High Street Raised Table**

**Issue:** The raised table was installed to limit the speed of traffic on the High Street, a pedestrian crossing could be put in over it which would link in with the revised crossing suggested in 4 above.

**Action Required:** Travel and Transport Committee to consider details, feasibility and cost and seek Council approval and budget if agreed. OCC Highways agreement would also be required.

**Progress:** Not yet Considered.

**Action:** Travel and Transport Committee.

**Expected Completion:** To be considered.

## 8. Pavement Outside Pierrepont's Cafe

**Issue:** East of the Café frontage the pavement becomes very narrow because of a large tree; pedestrians cannot pass without going into the road and wheelchair access is difficult because of the narrowness and tree roots.

**Action Required:** The tree should be retained, but it may be possible to widen the pavement at that point. Alternatively a pedestrian crossing/dropped kerb could be provided by the steps opposite the café and a route on that side of the road could be formed using the revised crossing and 'build out' in 4 above and the new crossing at 7 above. New dropped kerbs and preventing parked vehicles from blocking the way outside the Village Hall would be needed. Travel and Transport Committee to consider details, feasibility and cost and seek Council approval and budget if agreed. OCC Highways agreement would also be required.

**Action:** Travel and Transport Committee.

**Expected Completion:** Not yet Considered.

## 9. Safe Walking Routes

**Issue:** There are potentially a number of places in the Village where minor modifications and works could provide walking routes that would enable pedestrians, wheelchairs and, on a shared basis, cycles to avoid traffic and so encourage active travel. New routes, and any existing footpaths that they join up with, would need to be properly surfaced, suitable for wheelchair use and appropriately signed.

**Action Required:** Possible routes to be surveyed and the need to obtain any permissions from landowners assessed.

**Action:** Travel and Transport Committee.

**Expected Completion:** Not yet Considered.