

Travel and Transport Committee – Report

1. Yellow lines/Station Rd Pedestrian Priority Lane (PPL): New parking restrictions following the changes to yellow lines came in to force on 7th April. Station Road is now No Waiting at Any Time with parking bays removed to provide for a Pedestrian Priority Lane. The road has been re-surfaced to make it suitable for pedestrian use. Elsewhere there are new ‘No Waiting Mondays to Fridays’ at specified times in Lockstile Way to discourage commuter parking, and new limited parking bays in Cleeve Road, Manor Road and Croft Road. Increased parking space is available in Glebe Ride. The Committee has asked for and increased parking enforcement presence to ensure compliance with the changes.

2. Speed surveys: Follow up speed surveys are to be carried out later this year with consideration of the need for speed humps in Elvendon Road and Gatehampton Road if the surveys indicate a need.

3. Community Speed Watch: Advertising for volunteers has not met with success and a campaign will be run through Goring Gap News.

3. Parking at Sheepcot Field/Whitehills Green: Residents attended the Committee meetings on 18th February and 18th March to complain about parking when football was being played on Sheepcot Field. The Committee met with Goring Robins FC and suggestions for reducing the number of matches played at Sheepcot Field by, for example, finding other sites in the Village were considered for discussion at the next Committee meeting.

4. Actions to improve pedestrian safety and accessibility:

A. Ongoing:

(i) Gatehampton Rd/Station: A dropped kerb has been installed opposite the Station, the station carpark surface has been repaired for safety and an order for marking a PPL across the car park to link with the dropped kerb on the other side of the road has been placed by GWR’s contractor.

(ii) Sheepcot Field and the Community Centre car park: The Committee has agreed to mark Pedestrian Priority Lanes along the Sheepcot Field access road and in the Community Centre car park, with the two being done simultaneously to achieve a saving. OCC agreement would be needed for the Community Centre car park, but has been denied so we will proceed with Sheepcot Field.

B. Proposed:

The Committee has identified a number of sites where improvements could be made but where work is the responsibility of OCC Highways:

(i) Manor Rd/High Street Junction: Installing a pedestrian refuge at this point would improve safety at this wide junction. This is the Committee’s priority. OCC Highways have been asked to take this forward.

(ii) High St/Red Cross Rd junction to the Social Club: A crossing is needed and OCC have been approached for likely costs and feasibility.

(iii) High St raised table: A crossing could be provided on the existing raised table and OCC will be approached for likely costs and feasibility.

(iv) Reading Rd/Farm Rd footpath: The footpath narrows at the junction with Fairfield Rd on a bend where the Reading Road narrows and is unsafe. Steps from the footpath on to the road do not coincide with the pavement on the opposite side of the road. OCC have been approached for likely costs and feasibility.

Other measures:

(v) Ferry Lane: The proposal is for an accessible, wheelchair friendly route linking Ferry Lane and the Thames Path, costs to be established for consideration by Council. OCC advice is that a hard surfaced path rather than, as originally proposed, a boardwalk, would be better. This needs to be linked in with the recently published Mend the Gap Access Improvement Report

(vi) Safe walking routes: The Committee will prepare a map of safe walking routes identifying those that are wheelchair accessible.

(vii) Pavement outside Pierrepont 's café : To investigate the possibility of a 'parklet' (a boarded extension to the pavement) being created, using one of the existing parking spaces, to provide more space for pedestrians wheelchairs and pushchairs. OCC's views on this have been sought.