

Measures to Improve Pedestrian Safety in Goring

Travel and Transport Committee 8th April 2025

1. Manor Road/High Street Junction

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 with a shorter route. Vehicles are often illegally parked on the crossing points impeding access to the pavement and reducing visibility.



1. Manor Road/High Street Junction

The Council consider that a pedestrian refuge between the dropped kerbs, as indicated below, would improve the safety of the crossing for pedestrians, particularly those with limited mobility, wheelchair users and for push chairs. The Council therefore requests that a refuge be installed at that point.



1. Manor Road/High Street Junction

- Image of a refuge, the Council understands that Highways have standard designs, but this is to indicate that a simple solution would be sufficient :



2. High Street East/Social Club

The Council has identified the need for a safe crossing at a point on the eastern end of the High Street, approaching, or exiting from the railway bridge, where traffic speeds exiting the Village are excessive (there is a flashing speed warning for traffic entering the Village).

On the southern side, the pedestrian footway ends just before the Social Club and pedestrians need to cross the road to continue on a safe route into the Village. The route is used by patients attending the GP Surgery in Red Cross Road.



2. High Street East/Social Club

Parked vehicles outside the Social Club mean that pedestrians walk on the roadway. The route is not suitable for wheelchair users or push chairs, The pedestrian crossing would be located here, at the end of the pavement.

At present, the Council are only looking for advice on the feasibility and likely costs of installing a pedestrian crossing at that point on the High Street.



3. High Street Raised Table

The raised table was installed to limit the speed of traffic on the High Street; a pedestrian crossing could be put in over it to provide a safe crossing and further reduce traffic speed. When linked with the pedestrian refuge at the junction of Manor Road and the High Street (see 1 above) it would encourage pedestrians to use the southern side of the High Street to access the Thames Path. For wheelchair users this could link with the refuge and the existing footpath to access, via dropped kerbs, a 'parklet' outside Pierrepont's café (See 4). The pavement on the south side of the High Street could need widening for safer wheelchair use.



3. High Street Raised Table

- It is likely that a full pedestrian crossing (Belisha Beacons and markings on the road surface) would give rise to complaints about the 'urbanisation' of the Village. An alternative could be to indicate the presence of a crossing point on the raised table by incorporating a cobblestone or paved texture in a contrasting colour to the rest of the road surface. This would have an added advantages of possibly being cheaper and making the raised table more conspicuous and so slowing down vehicles.
- At present, the Council are only looking for advice on the feasibility and likely costs of installing a pedestrian crossing, or alternatively, an enhanced surface on the raised table on the High Street and widening the pavement on the south side .

4. Parklet by Pierrepont's Cafe

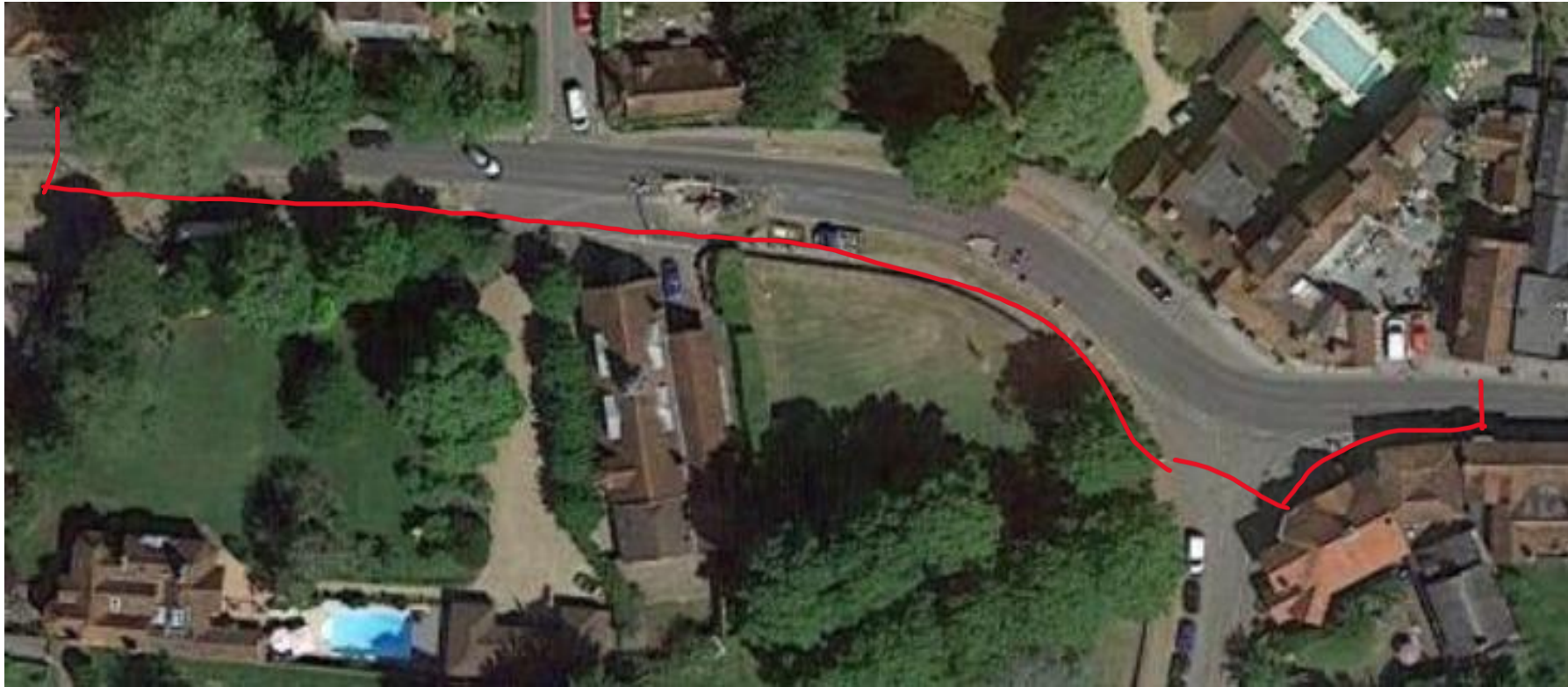
The Café is sited on the north side of the High Street, before the Thames bridge. East of the Café frontage the pavement becomes very narrow because of a large tree; pedestrians cannot pass without going into the road and wheelchair and pushchair access is difficult because of the narrowness and the tree roots. If a pedestrian crossing or a dropped kerb was provided to access the southern side of the High Street prior to that point, it would link with a route from a pedestrian crossing on the High Street raised table, via the proposed refuge at the Manor Road/High Street junction. The possible route is shown in the next slide.

It is suggested that the creation of a 'parklet' – an extended pavement occupying one or more of the current parking spaces - would provide more space for pedestrians before making a crossing of the road, cycle racks (the café is much used by cyclists) and, possibly, additional seating space for the café. A cheaper option would be to board over the parking space level with the pavement to the same effect.

At present, the Council is only seeking advice on the feasibility of installing a pedestrian crossing or dropped kerbs, and, on the removal of one or more parking spaces outside the café to create a parklet (whether an extended pavement or raised, boarded area).

4. Parklet by Pierrepont's Cafe

The potential route is shown below:



4. Parklet by Pierrepont's Cafe

Images of a parklet at that location:



5. Reading Road – Access to Farm Road footpath/Fairfield Road

A pavement runs on the south side of the Reading Road from its junction with Wallingford Road/Gatehampton Road, past Whitehills Green. The path stops short of a set of steps leading down to the road from the Farm Road footpath on the north side. Pedestrians wanting to access the steps need to walk about 15m on the road. This route is used by people going to and from the station and Sheepcot Field. The existing pavement could be extended, but this would require cutting into the embankment and/or narrowing what is already a narrow road.

The steps go directly on to the road and there is limited space for them to wait until it is safe to cross. A small build out would provide protection but would narrow the road where it would be narrowed if the pavement was extended. Alternatively, the bank could be cut away to provide space.



5. Reading Road – Access to Farm Road footpath/Fairfield Road

The Farm Road footpath becomes very narrow to virtually non-existent at its eastern end where it joins Fairfield Road. Pedestrians enter the road at that point where the Reading Road bends and visibility is limited. While there is some scope to remove vegetation the path runs by a steep bank and is partly blocked by a telegraph pole.

At present, the Council are only seeking advice on the feasibility of extending the existing pavement on the south side of the Reading Road; providing a build out to protect the steps for the Farm Road footpath and widening the footpath at its eastern end.

