

Full Council 14th July 2025

Travel and Transport Committee – Report

1. Yellow lines/Station Rd Pedestrian Priority Lane (PPL): The re-marking of single yellow lines in Upper Red Cross Road has not take place because of the condition of the surface. OCC Highways are reviewing the cost of the works needed. OCC Highways have also been asked to re-mark double yellow lines at the Station entrance on Station Road.

2. Speed surveys: £900 budget agreed at June Council, consideration to be given to timing of surveys at Committee meeting on 15th July but advice is to avoid school holiday period.

3. Community Speed Watch: There are 7 volunteers, 3 fully trained and 3 due to be trained, proposed sites for speed watch are to be approved by Thames Valley Police.

4. Actions to improve pedestrian safety and accessibility:

A. Ongoing:

(i) Outside the Social Club: Following complaints about large vehicles preventing safe passage between the carpark and the roadway. OCC Highways have clarified that the highway extends behind the double yellow lines up to the granite setts in the surface fronting the Club. The Club have been informed.

B. Proposed:

The Committee has identified a number of sites (listed below) where improvements could be made but where work is the responsibility of OCC Highways. A site meeting with Cllr Filipova-Rivers and OCC Highways officers took place on the 17th June to review the proposals.

(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 agreed a refuge would be suitable; GPC would need to appoint consultants to draw up a scheme. The dropped kerbs would need to be re-aligned and the total works cost was estimated at £20K.

(ii) High St/Red Cross Rd junction to the Social Club: A crossing is proposed. GPC would need to appoint consultants to draw up a scheme. Works costs of a zebra crossing £30-60K, possible option of painting an informal crossing £10K plus cost of including dropped kerbs. Safety issues to consider.

(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. Width of pavement on south side an issue for wheelchair access and for locating beacon for a zebra crossing. GPC would need to appoint consultants to draw up a scheme. Works costs of a zebra crossing £30-60K, possible option of painting an informal crossing £10K.

(iv) 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. GPC would have to engage consultants to develop a scheme, sightlines for possible crossing and vehicles exiting the boathouse carpark.

(v) 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. Not covered by the site visit.

Other measures:

(vi) 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. The path will now follow the route of an existing restricted byway on the south side of the open area. An arboricultural survey will be needed because of the presence of roots of large trees bordering the area and not on Council land. Initial estimates of cost for a hard surfaced path range from £8-12K.

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

5. 134 Bus Route

A new contract for the service will be let, the current provider, Going Forward Busses, has not tendered. A preferred provider has been identified but will use larger vehicles that will not negotiate the 'loops' off the main road nor offer the flexibility of 'hail and ride' currently provided. Both of these are helpful for the elderly and for those with limited mobility. The Committee has raised these issues with OCC who say they are considering options for the off main road provision offered by the Going Forward service.