Measures to Improve Pedestrian Safety in Goring- Travel and Transport Committee

Title of Motion To fund initial engineer site visit for Pedestrian Safety Projects identified and approved by the Travel and Transport Committee

Proposed by: Travel and Transport Committee

Proposed resolution: Authorisation of £725 for site visit, discussion and initial professional visualisation by transport engineer for 5 pedestrian safety improvement projects in Goring.

Background: The Travel and Transport Committee have identified 5 projects for improving pedestrian safety in the village. A feasibility study with John Beale (Senior Officer; Traffic & Road Safety) from OCCH and Maggie Filipova-Rivers was conducted in June. John Beale advised the next step was to employ an engineer for Phase 1 Preliminary designs, starting with a site visit.Glanville (https://glanvillegroup.com/) was chosen from a shortlist to conduct the Phase 1 Site Visit by the TAT committee.

Rationale: we should be doing more to promote safe active pedestrian travel in the village.A site visit by an engineer will enable a clear estimate to be made of the cost of commissioning a design and feasibility study for each of the 5 schemes proposed.

The 5 projects:

1. **Manor Rd / High St Junction:** Introduce a new uncontrolled pedestrian crossing including a pedestrian refuge.

2. **High St East / Social Club:**Introduce a new straight across uncontrolled pedestrian crossing.

3. **High St Raised Table :** Improve the conspicuity of the existing pedestrian crossing through introduction of either:a) new Zebra crossing facilities; or b) contrasting surface materials.

4. **Boathouse parade:** Introduce a new pedestrian crossing or dropped kerbs outside Pierponts and replace one or more of the existing on-street parking spaces with a parklet to improve: a) pedestrian accessibility; b) cycle parking; and potentially, c) add additional outdoor seating.

5. **Reading Rd:** Improve pedestrian accessibility by: a) extending the existing southern footway beyond Whitehills Green up to the Farm Road steps opposite; b) introducing a new build-out at the bottom of the Farm Road steps; and c) widen the existing footway on the northern side up to Fairfield Rd (private)

1. Manor Road/High Street Junction

The TaT Committee 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 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.

2. High Street East/Social Club

The TaT Committee 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

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.

3. High Street Raised Table

The raised table was installed to limit the speed of traffic on the High Street. A visual pedestrian crossing could be added to enhance conspicuity in order to provide a safer 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). N.B.The pavement on the south side of the High Street could need widening for safer wheelchair use.

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. A preferred 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.

4. Parklet by Pierrepont's Cafe, Boathouse Parade

The committee suggests 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 safer crossing of the road, cycle racks (the café is much used by cyclists) and, possibly, additional seating space.

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 here:

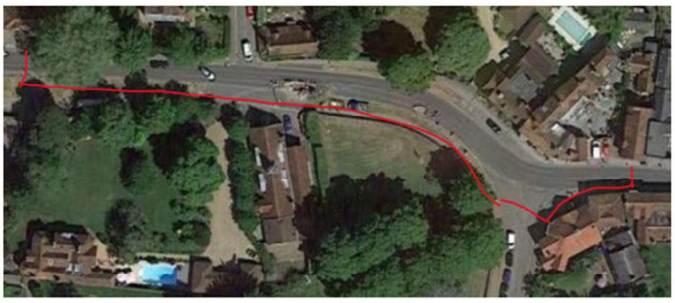

Image of a parklet at the intended location outside Pierrepoints Cafe:

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- this would require cutting into the embankment .

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 the pavement was extended. Alternatively, the bank could be cut away to provide space.

Financial implications:

Phase 1 – Preliminary Design

The first phase would comprise the preparation of preliminary CAD design drawings for each of the five locations in order to provide a basis for discussion with the Parish and agree the principles of what might be deemed feasible and acceptable with OCC, the local Highway Authority. This may include an element of optioneering and small step discussions to determine whether one or another scheme is possible or preferred. Step 1 is to authorise the Site Visit.

HIGH STREET, GORING PH1 - FEASIBILITY DESIGN		Fee		
Ref.	Item	Fixed	Budget	Note
1	Site Visit	£ 725	-	• Site visit (one Engineer inc disbursements) + sketches.
2	Baseline Mapping, Data	£ 5,950	-	Allows for purchase [where noted] and due diligence assessment of the following information: • OS mapping [inc. purchase].

	Collation and Due Diligence			•	3D Topographical survey (All sites 1 to 5).
				•	Highway boundary records [inc. purchase] - plot and agree with HA.
				•	Land Registry Title Register and Plans [inc. purchase].
				•	Accident data (5-years) [inc. purchase].
3	Feasibility Design	-		Allows for / assumes:	
				•	All related works are within the public highway and/ or the Client's control.
				•	Tracking assessment.
				•	
					Design iteration following feedback from Goring / OCC.
			1,500	-	Location 1 Manor Rd / High St Jct
			1,500	-	Location 2 High St East / Social Club
			1,500	-	Location 3 High St Raised Table
			1,500	-	Location 4 Pierrepont Café
			2,000	-	Location 5 Reading Rd
4	Utilities	£ 450		•	Purchase and assessment of potentially affected services records.
5	Consultancy Services			Assumes a 3-month process up to agreeing preliminary designs following instruction, and allows for:	
			1,500	•	Provision of advice, correspondence, negotiation and liaison with relevant parties, including ad hoc virtual meeting attendance (assume £500/month).
			750	•	Project administration (assume £250/month).
				•	In -person meeting attendance is not anticipated necessary at this stage, but if required would be charged at £850 per person per meeting, including for disbursements.
	SUB TOTAL	7,125	10,250		
	TOTAL	£ 17,375		plus VAT	

Phase 2 – High Level Cost Estimate

Once we've reached a point where preliminary design is deemed acceptable by Goring and OCC, we could then carry out an exercise to estimate high level costs for the associated construction at each location.