

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020 GORING – B4009 HIGH STREET – PROPOSED TRAFFIC CALMING MEASURES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed introduction of traffic calming measures at B4009 High Street, Goring, as advertised.

Executive summary

2. The provision of traffic calming measures is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

Introduction

3. This report presents responses received to a statutory consultation to introduce a traffic calming buildout, flat top road hump and realigned footway at B4009 High Street, Goring.

Background

4. The above proposals as shown at Annex 1 have been put forward in conjunction with Goring Parish Council, who have undertaken to majority fund the project subject to approval being given to proceed with the scheme.

Consultation

5. Formal consultation was carried out between 29 July 2020 and 28 August 2020. A notice was published in the Oxfordshire Herald series newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Goring Parish Council and local County Councillor. Letters were sent directly to approximately 105 properties in the immediate vicinity and public notices also placed on site.
6. 61 responses were received. 32 in support (52%), 15 objections (25%), 13 raising concerns (22%), and 1 non-objection from Thames Valley Police.

7. The responses are recorded at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police expressed no objection to the proposal.
9. Objections and concerns have been received from residents and a local group on the grounds of need for, and the nature of, the proposed measures; that drivers will avoid the High Street by diverting around less suitable village roads such as Station Road and Cleve Road; that the scheme is an expensive waste of money; and regarding the finer points of the design of the build-out and the realigned footway.
10. Responding to the first point, the advertised scheme and its proposed measures are the culmination of the Parish Council discussing traffic issues in the High Street with local businesses and OCC in 2014/15 and undertaking an informal consultation in the village on the feasibility of the scheme in 2017, when 90% of responses were in favour. In respect of this formal consultation, which has majority support, the Parish Council held a full council meeting to review the responses, instructed their consultants to make some minor amendments to the design and agreed to proceed with the scheme.
11. Regarding the second point, it is not felt that the proposed measures will result in drivers avoiding the High Street. The flat top hump does not restrict the passage of vehicles along the road and the build-out is an addition to the existing priority working system. However, the Parish Council have stated that they will monitor the impact of the scheme over the next twelve months to see whether further action needs to be considered.
12. Goring Parish Council are providing most of the funding for this scheme which they believe will significantly benefit pedestrians and local businesses.
13. Lastly, concerns raised about the narrow carriageway alongside the build-out and the narrow corner of the realigned footway have been acknowledged by Goring Parish Council and their consultants, with the respective widths being increased.

How the Project supports LTP4 Objectives

14. The proposals will help facilitate the safe movement of vehicular traffic and pedestrians.

Financial and Staff Implications (including Revenue)

15. The proposed measures will be majority funded by Goring Parish Council with a contribution from the County Council's Area Town/Parish Support budget.

Equalities Implications

16. The proposals are considered not to have any implications in respect of equalities.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Scheme Plan
 Consultation responses

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September 2020

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Online Response, (Goring-on-Thames)	Object - It is an expensive waste of money and will merely exacerbate the problems of vehicles trying to pass each other in the High Street. The raised kerb will make crossing the road for pedestrians (which they frequently do at this point) difficult and dangerous. A simple pedestrian crossing would be cheaper and more effective.
(3) Local Resident, (Goring-on-Thames)	<p>Object - Proposed measures have not been fully thought through, will not be effective, and will have unfortunate unintended consequences.</p> <p>Issue with high street is cars heading west not observing the priority. However, this is not helped by cars parking on the west facing side of the street meaning cars heading west have to set-off into the single lane area before cars heading east come into sight. At the moment this causes minor inconvenience but is manageable, however with new measures this will create significant issues and block the road. If these measures are to be implemented then parking on the side of the street should be removed. If this is not possible, then as a minimum traffic wardens need to be employed to stop individuals parking illegally on double yellow just short of the allowed parking (which causes some of the issues for the cars).</p> <p>Part of the issues of car speed is vehicles accelerating to get through the 'gap' before oncoming cars arrive. By removing the parking, it significantly shortens the 'gap' and reduces the issue.</p> <p>The increased delays caused by the proposed traffic calming measures to vehicles heading west bound will result in an increase in vehicles circumventing the high street through use of Station Road and Manor road. This is undesirable for a whole number of very obvious reasons, not least the lack of pavements on station.</p> <p>Simply removing (or reducing) the parking outside the arcade will significantly improve traffic flow, and reduce speeds as people do not accelerate into the gap (perhaps counter-intuitive that widening the road will reduce speed, but it</p>

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	<p>will). This is also considerably cheaper to implement than other proposed measures, and therefore not waste council and taxpayer's money. I strongly suggest this is at least trialled before implementation of other measures. If council is still concerned about speed then implementation of 20 MPH zone could be considered.</p>
<p>(4) Local Resident, (Goring-on-Thames)</p>	<p>Object - I fully support road calming for Goring High Street, but must object because, living in Yew Tree Court, and having to walk down Station Road which has no pavements, I can envisage traffic using Station Road to avoid the High Street. Traffic using Station Road already goes too fast.</p>
<p>(5) Local Resident, (Goring-on-Thames)</p>	<p>Object - Traffic lights would be a better solution.</p>
<p>(6) Local Resident, (Goring-on-Thames)</p>	<p>Object - As the owner of a property on High Street this has a large negative impact on my property.</p> <p>I would like to register my strong objection to scheme. As a further suggestion - it would be a lot more cost effective to install a camera and fine the irresponsible drivers who park outside the cafe/bakery.</p>
<p>(7) Local Resident, (Goring-on-Thames)</p>	<p>Object - You must realise that every few years a new Parish Council dreams up a traffic scheme. I know this from my personal experience of living here for 25 years and being a Parish Councillor myself when the previous 'great idea' was implemented. At that time, this was the '20 mph limit from Goring Bridge through the High St'. It brought nothing but a lot of ugly road signs and painted marks on the road and expense and pointless work. The traffic does not need calming. No further obstructions or restrictions are needed. There is no history of serious injury on this stretch. Be strong and resist the Parish Council and they will eventually go away. Use your TRICS data which will tell you that the stretch is already sub-standard. If you want to do anything, take away ALL the signs and road markings which will be much more calming for the traffic and hopefully, the frustrated drivers.</p>
<p>(8) Local Resident, (Goring-on-Thames)</p>	<p>Object - These measures will only divert traffic along Station road, which is two lane, has on street parking and has no pavement for much of the way.</p> <p>It is the most direct pedestrian route into the village from the station and much used by children and their parents with pushchairs going to primary school.</p>

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	<p>This road is dangerous for pedestrians now and in my opinion would be lethal with increased traffic</p>
<p>(9) Local Resident, (Goring-on-Thames)</p>	<p>Object - This measure will make it more difficult for motorists to get through the village centre. This will inevitably mean that they will seek a "rat-run" to avoid the centre. The obvious "rat-run" is via Mill Road, Cleeve Road, Glebe Ride, and Thames Road. There are two major safety concerns arising from this. Firstly, significant sections of Mill Road and Cleeve road are narrow and without pavements to separate cars and pedestrians. These roads are regularly used by walkers and in particular children (often unaccompanied) attending the primary school. The increased traffic will put pedestrians at significantly increased risk. Secondly, traffic already speeds along Cleeve road and in the absence of any limit enforcement or speed control measures this problem will only get worse. Again, causing a significant safety issue. If this scheme goes ahead speed humps or similar are needed in Mill Road and Cleeve road to mitigate these issues. These should be an essential addition the scheme.</p>
<p>(10) Local Resident, (Goring-on-Thames)</p>	<p>Object - In my opinion the biggest problem is the thoughtless illegal parking on the junction by the Arcade.</p> <p>If something was put in place to allow 2/3 vehicles to park outside the Fish & Chip Shop/ Hairdressers only, as per existing, and stop all other cars parking on the yellow lines on the junction outside Inspirations/The Village Cafe then moving throughout the High Street would not be a problem.</p> <p>Driven properly two cars can pass comfortably all the way down the High Street, I know as I've done it many times, but as soon as people park illegally on the junction it blocks the whole system.</p> <p>We do not need a 'raised table' to calm the traffic as nothing can pass through the High Street very quickly, anyway, so the speed of the traffic is not an issue. The bend at the Millar of Mansfield slows traffic down.</p> <p>A 'raised table' is also a pain for cyclists and horse riders etc to negotiate. It is not the speed but the volume of traffic that now passes through that potentially presents the problems.</p> <p>Maybe a zebra crossing, outside DavisTates, would help pedestrians crossing at busy times.</p> <p>Finally, I would like to ask how many accidents have there been in the past, say, 10 years, that warrants a change in</p>

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	<p>layout anyway.?</p>
<p>(11) Local Resident, (Goring-on-Thames)</p>	<p>Object - I use Goring High Street frequently both as a pedestrian and a driver and have not observed any major problems.</p> <p>The traffic in Goring High Street has increased from road actions in Oxfordshire near to Goring e.g. the traffic calming devises in Cholsey and the toll increases on Whitchurch Bridge both forcing traffic through a less congested and cheaper route.</p> <p>The proposed calming measures seem to be similar to other calming systems around Oxfordshire which cause very long queues at busy times and result in traffic queue jumping and the creation of alternative 'rat runs'. The calming measures will divert traffic from Goring High Street to the parallel residential roads with the corresponding safety problems.</p> <p>Why solve a perceived problem by creating a real problem? Removing the other traffic calming devices and possibly subsidising Whitchurch toll will do more for 'traffic calming' in Goring and the rest of the surrounding area than any of the proposals will do.</p>
<p>(12) Local Resident, (Goring-on-Thames)</p>	<p>Object - I live on Goring High Street and having taken time to watch this area, the only problem I have witnessed is caused by the illegal and inconsiderate parking on the yellow lines and on the junction outside Inspirations and the Arcade.</p> <p>Approximately 3 cars can park outside the Hairdressers/Fish & Chip Shop, but invariable during the day there can be 5/6 cars parked there. Stop the illegal car parking on the High Street and it stops the problem. If the footpath outside the Goring Grocers was also reduced, two cars could then pass easily along the High Street.</p> <p>There is also no need for a 'raised table' as speeding is not an issue. Vehicles have to slow down anyway on the bend when coming past the Miller of Mansfield.</p> <p>I would suggest with Council/Highways financial constraints at a premium, the money could be better spent elsewhere. How about re surfacing Station Road!!</p>

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<p>(13) Local Resident, (Goring-on-Thames)</p>	<p>Object - These proposals include the provision of a “traffic pinch”. I believe that this will force through traffic to try to divert down the parallel Station Road. I live directly on Station Road and am daily frightened by the rapidly increasing number and size of vehicles down this road.</p> <p>There is also significant and increasing pedestrian movement particularly visitors either leaving the railway station or from the car park using it as the most direct route to the riverside picnic area at the bottom of Ferry Lane. Station Road is much narrower than the High Street, has only a short length of pavement outside Belleme Mews and outside the Tithe Barn is very steeply cambered consequently pedestrians, often in groups are forced to straggle across the road in an inherently dangerous way.</p> <p>With no rear access to the houses on either side of the road cars can only exit those properties directly across the road virtually unsighted to any vehicle, usually fast moving.</p> <p>The proposal to introduce a traffic pinch should be abandoned. Alternately through moving traffic, particularly heavy vehicles, should be prohibited from accessing Station Road from either end with additionally repeat 20 mph speed signs.</p> <p>Quite apart from the pedestrian safety aspects the existence of two narrow and physically constrained right-angle turns makes total blockage of that route by large commercial vehicles a virtual certainty.</p> <p>I hope that these points can be given due and serious consideration.</p>
<p>(14) Local Resident, (Goring-on-Thames)</p>	<p>Object - Station Road is already unsafe and these proposed measures for traffic calming in the High Street will exacerbate the existing problem and it is only a matter of time before a tragedy unfolds.</p> <p>Goring, a beauty spot is a lure for visitors, particularly now due to travel restrictions hence the huge increase in the number of cars in the heart of the village. Online deliveries are much in evidence too and increase the flow of traffic.</p> <p>Heavy duty vehicles, passing through or delivering building materials do not use Sat navs especially designed for large commercial vehicles and the personal ones direct onto smaller roads. The increase in house building in this village will see an increase in deliveries from lorries too.</p> <p>Station Road is unsafe. The only small stretch of pavement outside Belleme Mews is frequently blocked by vans or parked cars, thus pedestrians and people with mobility aids and those with buggies have to walk on the road. Similarly, with parking further up the road, pedestrians have to circumnavigate these cars and vans.</p>

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	<p>The road is well used by pedestrians, walking to the library, the shopping arcade, the station and information centre, plus of course access to the John Barleycorn and Catherine Wheel. Many users are elderly or those with young children.</p> <p>Already drivers frustrated by traffic in the High Street will use Station Road as a 'Rat run.' This occurs more so when drivers are not local and unaware of village life. The speed of cars cornering from Manor Road and increasing speed is truly unnerving at times.</p> <p>When suggesting solutions for the High Street, consider the dangerous implications for Station Road. What is done cannot always be undone and we do not want to witness thoughtless tragedies in our beautiful village.</p>
<p>(15) Local Resident, (Goring-on-Thames)</p>	<p>Object - I've lived in Streatley for 31 years and have used Goring High Street as a pedestrian and a driver for all these years.</p> <p>The traffic has got worse due to nearby so-called traffic calming measures introduced by Oxfordshire Council. For example, the road obstruction in Cholsey which causes massive congestion at that point and has consequently increased the traffic flow through Goring High Street.</p> <p>Queues in Goring High Street are also caused by the PEDESTRIAN sequence at the Bull traffic lights at Streatley. The pedestrian sequence didn't use to exist, when it was introduced it was intended to give priority to traffic rather than pedestrians. This is no longer the case. At school time the button is constantly being pressed causing a traffic jam which unbelievably extends to Goring rail bridge. This could easily be changed.</p> <p>This proposed speed bump in Goring High Street causes noise and pollution. The pull-out moves the pinch point further east and further up the High Street to the narrowest point of the High Street. Traffic will try to pull out quickly and dangerously and will force vehicles onto the pavement.</p> <p>It will create rat runs through residential streets running parallel to the High Street with resulting safety issues. This is totally unfair to residents who have chosen to live in quiet roads and not on a High Street.</p> <p>The SOLUTION is do nothing and remove other dangerous restrictions in the local area.</p>

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<p>(16) Resident, (South Stoke)</p>	<p>Object - Traffic through Goring High Street is already slow due to the nature of the road layout. The road width outside Massooms and on the corner by Mary S naturally slow the traffic and force one lane of traffic at a time. Delivery vans and parking further restrict traffic flow. Any additional traffic calming measures would further confuse drivers who already have a complex road layout made even more difficult by taking due account of pedestrians.</p>
<p>(17) Local Resident, (Goring-on-Thames)</p>	<p>Concerns – I support these measures but I am concerned that the carriageway is narrow on the eastern approach to the ‘give way to oncoming traffic’ sign. The measures will (hopefully) result in more drivers letting oncoming traffic through, but if a queue forms behind the waiting vehicle the oncoming traffic may not be able to get past the queue. Result: gridlock or driving on the pavement.</p> <p>The only way I can think of to resolve this would be to have another Give Way to Oncoming traffic sign before the point where the road narrows – near the junction with Cleeve Rd. However, this might make exiting Cleeve Rd even more difficult than it is at present since traffic given way to may speed up past the junction. Right hand side visibility is poor entering the junction from Cleeve Rd and drivers have to edge out and this relies on traffic moving slowly on the High Street. A car waiting to give way would be a warning not to edge out so it might work.</p>
<p>(18) Local Resident, (Goring-on-Thames)</p>	<p>Concerns – I would like to feedback on the proposals and raise serious concerns over their potential impact.</p> <p>a) “Informal” crossing point... I see very little value in this and only £ that could be better invested elsewhere (20MPH speed sensor?)</p> <p>b) a kerbed “Build-out” ... I see value to this as it would help avoid the danger caused by inconsiderately parked vehicles. The “Built-out” element should be correctly positioned to allow limited parking in front of the shops. I would also suggest that this parking be time restricted to allow food collection and drop off to the hairdressers</p> <p>c) footpath improvement ... ok</p> <p>Now to my main concerns. I’ve attached a map which shows an existing “rat run” that could face increased traffic volume as a consequence of High Street change. It already has places where accidents are waiting to happen:</p> <ol style="list-style-type: none"> 1. Mill Rd coming up to Wallingford Road is a blind junction 2. Under the railway bridge is single lane 3. Bend is blind and due to parked cars and is single lane 4. Cleeve Rd is a give way going into Glebe Ride. This is largely ignored by vehicles coming either from the High

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	<p>Street or Cleeve Road. With kids at play in the Recreation Ground this is dangerous</p> <p>5. I look out onto Glebe Ride and frequently see vehicle break lights being applied due to the blind bend and cars parked on the north side (as the maps shown). Speed through this one-way section is also an issue</p> <p>6. This is an abrupt junction that is difficult to enter from the B4009 coming from the west</p> <p>I would suggest that with changes to the B4009 that:</p> <ul style="list-style-type: none"> • A speed limit through Thames Rd, Glebe Ride and Cleeve Road be set to 20MPH • The junction at of Glebe Road and Cleeve Road (4) be improved to make sure drivers slow/stop before proceeding • Speed calming measures be installed along the west side of the Recreation Ground and along Glebe Ride/Thames Road (full road width speed bumps) <p>Generally: enforce the 20MPH through the village either aggressively with a speed camera/periodic mobile traps or passively with a speed board</p>
<p>(19) Local Resident, (Goring-on-Thames)</p>	<p>Concerns – The proposals Inset 1 and 2 make perfect sense as planned. For Inset 3 we believe the solutions could be improved. I have attached a pdf-file with sketch showing how we think an improvement could look like.</p> <p>We like to suggest relocating the road markings ‘Give Way’ another 7 or 8m to the East, then located near the parking space of the Pharmacy. Thus, we would avoid traffic jams with cars trying to turn into the vehicular access for the Arcade Parking, especially when they are coming from the Streatley/Thames side. This is, certainly during busy times (mornings around 10AM, Saturdays while shops are open) already the case now, causing grief to drivers and pedestrians. It would not increase cost, which I understand is important.</p> <p>Another advantage will be, in the future, when the ‘Thames Court’, one of the few designated development areas within the newly adopted Goring Neighbourhood Plan (GNP) is developed and more pedestrians will use the access route opposite the vehicular access of the Arcade, I personally even like to think that another ramp (as in Inset 1) will make sense then at this location, thus calming the ‘shops’ stretch of the high Street even more or better.</p>
<p>(20) Local Resident, (Goring-on-Thames)</p>	<p>Neither/Concerns - I support the overall idea but can see no reason why a zebra crossing cannot be included instead of the proposed "Raised Table ‘Informal’ Crossing Point". An uncontrolled zebra crossing will provide a method of crossing Goring High Street which is safe for old people and families, gives priority to pedestrians, and avoids the uncertainties that arise when using an informal crossing point.</p>

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	<p>Two yellow globe beacons will be needed ('Belisha beacons') in accordance with Section 16, Zebra Crossings, in the Traffic Signs Manual, Chapter 6, 2019.</p>
<p>(21) Local Resident, (Goring-on-Thames)</p>	<p>Neither/Concerns - I fully support the raised table and the footway realignment outside Mary S. I have, however, concerns about the third measure.</p> <p>The Build-Out will, no doubt, achieve the desired restriction of on-street parking outside the shops, but the resultant carriageway restriction to 3.25m (1.25m narrower than the current main pinch point outside Mary S) may well cause significantly more traffic congestion in the High Street than is the case at present.</p> <p>The Build-Out may well calm the traffic speed but increase driver frustration when there is a line of vehicles built up at this new pinch point, possibly causing some to rush past the Build-Out when they see a line of oncoming traffic coming up the High Street. If they misjudge the timing, they would be forced to pull in alongside the parked cars outside the hairdressers which would slow down the upcoming traffic.</p> <p>Hopefully drivers will avoid this temptation, but unless large commercial vehicles and the massive tractors and farm vehicles are restricted from using this stretch of the High Street, I can envisage new problems caused by this change, including more incidents of mounting the pavements.</p>
<p>(22) Local Resident, (Goring-on-Thames)</p>	<p>Neither/Concerns - I have a concern that there is insufficient space for two lines of traffic above the give-way system that will likely mean longer queues of traffic waiting before passing the new build-out feature required to support the traffic calming proposed. It is already very tight when a large vehicle is waiting outside the Chemist and Masoom's so this either needs to be addressed by either 1) limiting the vehicle size allowed through this road junction or 2) consideration must be made to widen the road at that point, noting however, that there is already limited pedestrian access so this will be difficult. Putting in traffic calming measures that then mean cars have to mount the pavement opposite the Chemist to pass waiting traffic is not solving the problem but just moving it somewhere else.</p>
<p>(23) Local Resident, (Goring-on-Thames)</p>	<p>Neither/Concerns - I completely agree with traffic measures being introduced to improve the safety of pedestrians through the high street. The raised area sounds good but I don't understand why narrowing the road would help. Vans and lorries already get stuck there unable to pass each other.</p> <p>While discussing this, please could I ask you to consider traffic calming measures on the Reading Road near the junction with Fairfield road. We live near the corner and you can see from the state of the wall the number of cars that</p>

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	<p>have scraped it. Since working from home, I have become very aware of the screeching of brakes and near misses on multiple occasions each day. There have been two collisions in the last 6 months alone. Cars fly around the corner blind on the wrong side of the road and are not aware that the road isn't wide enough for two cars, let alone a car and a lorry. It is a lethal corner and there will be more accidents. Even clearly painted road markings would help. Thank you.</p>
<p>(24) Local Resident, (Goring-on-Thames)</p>	<p>Neither/Concerns - As well as Calming in the High Street, Station Road must be included because</p> <ul style="list-style-type: none"> Minimal pavements Elderly using the Library Traffic speeds are high Dangerous and not pleasant Pedestrians from Station
<p>(25) Local Resident, (Goring-on-Thames)</p>	<p>Neither/Concerns - We are very supportive of the proposed traffic calming measures being put forward in the High Street, although we strongly believe that these must be combined with other measures to ameliorate the effect the traffic calming will have on other adjoining and parallel roads.</p> <p>Our strong concern is that the measures in the High Street, once they are built, will inevitably encourage a much greater flow of traffic down Station Road, which at one stage was the village high street and which is woefully inadequate to cope with the existing level of traffic, let alone any increases. At least four elderly and frail residents live in the road and are confined to wheelchairs or mobility machines and as the road has no pavements and car parking is permitted in several places, it is an already extremely dangerous road to walk down, even for the fitter residents and is most unsuitable for use as a 'rat run'..</p> <p>We would therefore respectfully suggest that the High Street traffic calming measures should only be approved subject to similar measures being taken along Station Road, for example by laying 'sleeping policemen' at the very least.</p> <p>Without this action, we would expect that the High Street measures, once built, will be directly responsible for a serious accident, or worse, to occur in Station Road in the foreseeable future.</p>

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<p>(26) Local Resident, (Goring-on-Thames)</p>	<p>Neither/Concerns - Hello, firstly I do strongly support the need for traffic calming measures but with a number of concerns. There is a risk to pedestrians all the way along the High St not just in the village centre. One of the main risks is traffic travelling too fast down the High Street from the junction with the Wallingford Road. Drivers do not see the 20mph speed limit as they turn onto the High Street and, regularly, there are vehicles travelling around over 40mph down the hill in a 20mph zone. There are no pavements on the left as you approach the village centre from that direction. Traffic coming down the hill must be slowed. The same problem exists with drivers coming too fast from the other direction over the river bridge, which again only has pavement on one side, meaning pedestrians regularly have to step onto the road to pass each other. Even though the 20mph sign is more visible here, than at the top of the High St, vehicles need to be slowed over the bridge. So, the proposals need to extend beyond the village centre to address where the real speeding issues lie. My other comment is that there is a risk that drivers will by-pass the village centre and drive around Thames Road / Glebe Road / Cleve Road; roads which are not designed for heavy traffic and have multiple hazards. There must be something in the proposal that deters this. i.e. traffic calming measures or traffic restrictions.</p>
<p>(27) Local Resident, (Goring-on-Thames)</p>	<p>Neither/Concerns - My concern is that even more traffic wanting to get through the village will use Station Road (a parallel road) to avoid the restrictions in the High Street if the measures proposed go ahead. In fact, Station Road itself urgently needs traffic calming measures before a serious accident to a pedestrian takes place. The road has very minimum pavement (only outside Belleme Mews) and some limited parking at the top end. To be frank pedestrians walking to and from the station take their lives in their hands as vehicles do not observe the 30-mph speed limit. The parked cars add more danger when pedestrians cannot always be seen, particularly in bad light. This road in its present form is truly a danger to anyone walking along. I have heard reports of near misses. Are we not ameliorating one problem while worsening another?</p>
<p>(28) Local Resident, (Goring-on-Thames)</p>	<p>Neither/Concerns - I support the comments made by MIGGS, the Mobility Issues group, on 23rd August 2020, in particular the need for the revisions he proposes to the pavement outside no. 1, High Street.</p>
<p>(29) Local Resident, (Goring-on-Thames)</p>	<p>Neither/Concerns - While generally I support this scheme, which I think will be helpful in calming the traffic in Goring High Street - and therefore make it safer - I do have one reservation. This road is used quite frequently by agricultural traffic and some extremely large vehicles, with wheels some 8 foot high or more, come through the High Street. I am concerned that where the road is being narrowed to 3.25 metres it may not be wide enough for these vehicles, thus forcing them onto the footpath on the north side of the High Street.</p>

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	<p>This would constitute an even graver danger than the current one.</p>
<p>(30) Local Resident, (Goring-on-Thames)</p>	<p>Support - Something needs to be done but I'm not sure the proposed measures are the answer. Why not simply have a red arrow one-way sign/system?</p>
<p>(31) Local Group, (MIGGS, the Mobility Issues Group)</p>	<p>Support - We support unequivocally (1) the proposed Raised Table 'Informal' Crossing Point and (2) the proposed Build-Out Feature. We also support the third option, "realignment & improvement of the footway adjacent to Nos.1 & 10 High Street". However, this proposal needs further strengthening to better serve the needs of elderly and disabled pedestrians, especially wheelchair users.</p> <ol style="list-style-type: none"> 1 Overall, this group strongly supports measures shown in the plan prepared by Glanville for traffic calming in High Street, Goring. 2 In the case of the proposed Raised Table 'Informal' Crossing Point, our support is unequivocal. 3 In the case of the proposed Build-Out Feature, our support is also unequivocal. 4 We also support the third option, described in the consultation as "realignment & improvement of the footway adjacent to Nos.1 & 10 High Street". This option was originally proposed to Goring parish council by this group, MIGGS and it is the option that received the strongest support in a local consultation conducted by the parish council in 2017. However, the detail of this option, as shown in the Glanville drawings, needs further strengthening, as follows. 5 The purpose of realignment & improvement of the footway adjacent to Nos.1 & 2 High Street, as proposed by this group in 2017, is to improve safety by enlarging the vision splay for pedestrians, especially people using wheelchairs, emerging into High Street from the Wheel Orchard footpath, which is also the main of two pedestrian access points to and from the village car park and accessible public toilet. 6 In our view, this is possibly the busiest and certainly the most hazardous part of High Street from the point of view of wheelchair users, the elderly and other pedestrians 7 The current westward vision splay for pedestrians at this point extends at best to the Beacon Flooring shop at number 16, on the opposite side of High Street. 8 Pedestrians, especially the elderly, the disabled and those in wheelchairs, need to be able to see traffic approaching from as far off as the Miller of Mansfield, at the junction of Manor Road (as in Picture X1, attached). This picture was taken by standing on the road rather than on the pavement. 9 For a wheelchair user it would be almost impossible at present to get such a good view from a safe position. An ordinary pedestrian has to stand right on the kerb edge to get it. 10 What is needed is for the pavement, with full kerb height, to be as wide as possible at the corner where the

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	<p>Wheel Orchard path joins the High Street pavement to the west.</p> <p>11 However, the Glanville plan also shows the corner kerb edge of this pavement as swept at this point. In our view it should be as near as possible at a right-angle, i.e., a much smaller radius.</p> <p>12 We have cut and pasted sections from the plan to illustrate this (see Attachment 3) and provided a picture montage within this attachment to show in a stylised way the difference this would make as seen from the front door of 1-2 High Street.</p> <p>13 Extending and squaring-off the pavement in this way, and repositioning the proposed bell bollard 300mm further from the corner of the building at 1-2 high Street, would add some 300mm (1ft) to the available pavement at that point, enabling a typical wheelchair to turn comfortably and with reasonable safety out of the Wheel Orchard path and westwards along the newly widened pavement towards number 10 High Street. (Incidentally, we strongly welcome this proposed pavement widening.)</p> <p>14 We have made these comments direct to Goring parish council and understand the council is sympathetic to our proposed amendments.</p>
(32) Local Resident, (Goring-on-Thames)	<p>Support - Vehicles currently often travel at excessive speeds in this area and it is very difficult to cross during peak periods. I strongly support pedestrian access being prioritised.</p>
(33) Local Resident, (Goring-on-Thames)	<p>Support - The increasing volume & speed of traffic through the village, makes crossing the road and walking on the pavement dangerous. The High Street is a 20mph zone, a few small signs, which most cars ignore.</p> <p>Through the shops, the narrow part, we regular have stand-off between cars - which are sometimes resolved with a car mounting the pavement. As the pavements have a low step & are narrow. It's not nice walking up the pavements. With vehicles ignoring the priority sign, along with speeding.</p> <p>I'm guessing single lane traffic with traffic light would be to expensive?</p>
(34) Local Resident, (Goring-on-Thames)	<p>Support - My main reason for supporting the proposal is that more traffic calming measures are essential before a nasty accident occurs. At present the 20 mph speed limit is frequently ignored and some drivers often tailgate those who do observe it.</p> <p>Although I support the proposal I believe it could be improve by building a proper Zebra crossing at the arcade end in place of a traffic build-out.</p>

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(35) Local Resident, (Goring-on-Thames)	Support - Too many vehicles coming through the village at speed which is very dangerous. Important to slow traffic to save lives and make village centre safe for pedestrians
(36) Local Resident, (Goring-on-Thames)	Support - This is long overdue and strongly supported. Speeding in the village is a related issue; these works should be accompanied with a speed warning sign between the village centre and the railway bridge.
(37) Local Resident, (Goring-on-Thames)	Support - To make high street safer
(38) Local Resident, (Goring-on-Thames)	Support - The current system whereby traffic coming from Streatley has right of way is poorly sign posted and many do not adhere to it. I also hope this would discourage people using the village as a rat run and in then decrease traffic overall
(39) Local Resident, (Goring-on-Thames)	Support - I support the comments made by MIGGS, the mobility issues group, on 23 August 2020,
(40) Local Resident, (Goring-on-Thames)	Support - The Traffic sometimes speeds through the village and an accident waiting is to happen! I feel the public would be a lot safer with all the calming plans put forward.
(41) Local Resident, (Goring-on-Thames)	Support - I support the comments made by MIGGs, the mobility issues group. I also support the more detailed comments he made in an accompanying letter. The improvements will also be helpful to parents with young children, pushchairs etc
(42) Local Resident, (Goring-on-Thames)	Support - the necessity to improve safety and efficiency for pedestrians and vehicles in the centre of the village. I also support the comments made by MIGGS, the mobility issues group, on 23 August 2020.

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(43) Local Resident, (Goring-on-Thames)	Support - We support the application made by MIGGS, Goring Mobility group.
(44) Local Resident, (Goring-on-Thames)	Support - These proposals are much needed safety measures for all residents and visitors to our village. They will especially help the elderly and wheelchair users Wholeheartedly support these proposals.
(45) Local Resident, (Goring-on-Thames)	Support - I support the comments made by MIGGS, the mobility issues group, on 23 August 2020.
(46) Local Resident, (Goring-on-Thames)	Support - I support the comments made by MIGGS, the mobility issues group on 23rd August 2020. As someone who lives on the High Street we suffer hugely from the speed with which traffic goes through the village and the challenges with the size of construction and delivery lorries and farm machinery trying to pass often requiring use of the pavement areas outside Brewery Cottages and causing huge danger to pedestrians, particularly families with children. The proposals might encourage these to find other routes or at least take it in turns to go through the High Street.
(47) Local Resident, (Goring-on-Thames)	Support - I strongly support all initiatives which will reduce traffic speed and danger to pedestrians especially those with mobility problems. Traffic/pedestrian conflict is a major problem in Goring and needs addressing urgently. I have Parkinson's.
(48) Local Resident, (Goring-on-Thames)	Support - To raise concerns about the continuing increase in traffic on Station Road that I believe will further increase as drivers choose to avoid the traffic calming measures on the high street. Station Road would also benefit from traffic calming measures-there is no pavement, many cars drive too fast, there are many pedestrians walking to the station/to the village/library. Many of these pedestrians are elderly. Additionally, we have concerns about the potential damage to our listed 17 century barn which directly borders the road at the narrowest part of the road where only one car can pass.
(49) Local Resident, (Goring-on-Thames)	Support - I agree with and support the views of MIGGs and want Goring to have a much safer village centre.

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<p>(50) Local Resident, (Goring-on-Thames)</p>	<p>Support - - Traffic calming is long overdue on this narrow, traditional village street which carries 6000 vehicles/day.</p> <ul style="list-style-type: none"> - This is a Conservation Area - no materials are mentioned but they must be subject to consultation, sympathetic to the historic centre and sensitively used. - Yellow lines in Goring Conservation Area have always been narrow, pale yellow and of 'conservation standard.' Please ensure these are specified in the contract and replaced carefully and correctly. - A 3.25m carriage width beside the build-out seems narrow. Isn't 3.65m standard? At only this width its highly likely that large vehicles will continue to mount the pavement dangerously outside Brewery Cottages. - Though better than nothing, I believe this is an inadequate and short term scheme. - Enforcing the 7.5 tonne weight restriction through Goring would improve matters significantly by eliminating over-sized vehicles. - Eastbound traffic through Goring should be redirected via Thames Rd, Glebe Ride and Cleeve Rd. Glebe Ride was purpose-built in the 1970s as a bypass for the centre. This one-way system would reduce High St traffic by 50%, freeing up space for wider, safer pavements.
<p>(51) Local Resident, (Goring-on-Thames)</p>	<p>Support - I support the comments made by MIGGS, the mobility issues group, on 23 August 2020.</p>
<p>(52) Local Resident, (Goring-on-Thames)</p>	<p>Support - It seems the most logical plan to calm the traffic through the village.</p>
<p>(53) Local Resident, (Goring-on-Thames)</p>	<p>Support - The proposals are very welcome and should enhance the pedestrian experience of Goring High Street. I think the proposals do not go far enough with respect to the corner leading into the drive to the 'telephone exchange' and hence I support the comments made by John Boler on behalf of MIGGS, the mobility issues group, on 23 August 2020.</p>
<p>(54) Local Resident, (Goring-on-Thames)</p>	<p>Support - As an elderly person with mobility issues, which require me to use both a wheelchair and mobility scooter I have had severe difficulties in crossing over the road at this location. Visibility is limited at the lowest point of where the path opposite to the access by the side of Mary S on the opposite side of the road. This is the only area currently where a scooter with a low amount of space underneath the seated structure can get across. The curbs are not able to enable travel over them due to their current height.</p> <p>The raised area proposed overcomes this current impediment - fully support this welcome proposal.</p>

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<p>(55) Local Resident, (Goring-on-Thames)</p>	<p>Support - The traffic does need to be calmed. I was unable to rialto the plan to the locations of existing buildings on the road, or to the road access point to the back of the Arcade which does not appear to be marked. This is very unhelpful for the public.</p> <p>I have therefore assumed that the new build out is not blocking this access. If in fact it is then I would strongly object that that access was being blocked.</p> <p>PLEASE get your consultants to produce land the public can relate to in future!!</p>
<p>(56) Local Resident, (Goring-on-Thames)</p>	<p>Support - I broadly support this plan, but it is important to consider an improvement to consider the needs of elderly and disabled pedestrians - especially wheelchair users (I support the comments made by MIGGS, the mobility issues group, on 23 August 2020). This is very important as Goring has worked to be sustainable and accessible to all.</p>
<p>(57) Local Resident, (Goring-on-Thames)</p>	<p>Support - Pedestrian navigation of the centre of Goring is increasingly difficult, and something which gives pedestrians and particularly those with mobility issues a safe crossing has been badly needed for some time. I have reservations about the 'build out feature' unless it is accompanied by a ban on parking in the section to the west of the build-out.</p>
<p>(58) Local Resident, (Goring-on-Thames)</p>	<p>Support - We live on the High Street, and fully support the proposals you outline. The problem is vehicles mounting the pavement right outside. I am told there is not adequate width of pavement to add a further bollard, to deter this behaviour, but I wonder if effective widening of the pavement, outside the vets could be taken advantage of to do so. I would be grateful if you could consider something like this in the measures you've shared with us.</p> <p>As you can see (and I'm sure you are aware of) some of these manoeuvres are potentially very dangerous, and it's likely that sooner or later, someone could be seriously injured by them.</p>

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	<p>I hope you his collection of pictures is useful to you and look forward to hearing about practical progress being made to apply the measures you mention in your letter.</p>
<p>(59) Local Resident, (Goring-on-Thames)</p>	<p>Support - This is a long-awaited improvement scheme that, in my opinion, will do much to improve the safety of pedestrians and reduce the ability of some motorists to park in an obstructive manner. Furthermore, it will improve sight lines to allow drivers to better see vehicles coming from the opposite direction. I fully support the Goring Parish Council in this matter.</p>
<p>(60) Local Resident, (Goring-on-Thames)</p>	<p>Support - We totally support the traffic calming features set out in your letter of 27 July 2020.</p> <p>May I add that the right turn of Red Cross Road onto B4009 is blind and would benefit from having a mirror on the corner of Upper Red Cross Road showing traffic crossing the railway bridge. This has probably been raised before and may not be relevant to your letter proposals.</p>
<p>(61) Local Resident, (Goring-on-Thames)</p>	<p>Support - The calming measures proposed for Goring High street are much needed and we are Very much for it, but please don't forget that in doing so you will create an enormous amount of traffic using Station Road as a quick way through the village to avoid being slowed down in the High Street. We have lived in Thatched Cottage for 55years and the amount of fast-moving cars lorry's etc is unbelievably heavy. There are virtually no pavements, with numerous pinch points, entrance and exit to the car park Library and the Community Centre and path leading to the shopping arcade all accessed by pedestrians with no pavements!</p> <p>If the High Street has traffic calming measures and even if it does not, Station Road most definitely needs similar measures before someone gets knocked down.</p>