

HIGHWAY SAFETY ISSUES

Notes of meeting at Shiplake College 25th of January 2017

PRESENT: David Bartholomew (County Councillor)
Keith Stenning (OCC Highways)
Mark Francis (OCC Traffic)
Roger head (Shiplake PC)

The SPC schedule of locations was used as an agenda:

1) A 4155 /MEMORIAL AVENUE/MILL LANE.

Reference was made to an email dated 16th of November 2016 from Keith Stenning in which he suggested the “islands” would need to be located 10 to 15 metres to the south with footpath links to the bus stops.

It was pointed out that this would take pedestrians and cyclists away from the crossing point which is currently used to link up with the “permissive footpath” within the field alongside Memorial Avenue.

2) A 4155/STATION ROAD/WOODLANDS ROAD

A pedestrian crossing to link with the Woodlands Road bus stop could not be supported by OCC.

3) WOODLANDS ROAD/A 4155

The introduction of a left turn only when exiting Woodlands Road would not be practical.

4) BROCK’S WAY/STATION ROAD.

OCC considered this junction to be safe for vehicles, leaving Brock’s Way given that there are cushions in Station Road near this junction and that there is a 20-mph speed limit.

A one-way system for the section of Brocks Way closest to Station Road-Station Road into Brocks Way could be an option to improve safety.

Consultation would be necessary at a cost of £2500 and the full cost likely to be £7000.

OCC recommended undertaking a “village survey”.

5) A 4155/AT THE WAR MEMORIAL.

OCC considered the direction signs, chevrons and the 30-mph speed limit to be adequate. Vehicles that have left the road over the years are likely to have been speeding.

6) MEMORIAL AVENUE.

Speeding should be controlled by the 20-mph limit. Restricting the use of Memorial Avenue by HGV’s would not be acceptable as OCC consider Memorial Avenue more suitable than Plough Lane for larger vehicles.

Reference was made to the damage to the verge in Memorial Avenue, closest to the school, caused by large vehicles passing parked cars.

OCC are prepared to consider repairing damage to the verge using planings and topsoil. Due to financial constraints, this can only be carried out in the next financial year.

7) PARKING OUTSIDE THE PRIMARY SCHOOL.

It was accepted that the only practical measure possible was to continue to work with the school in reminding parents of the dangers of parking irresponsibly. As this is a common problem this does not rate as an OCC priority.

8) PLOUGH LANE

OCC is unlikely to support further work to the footpath in the foreseeable future because the section in question would require the lowering of the verge and a retaining wall on the frontage to the properties and would be costly.

9) STATION ROAD

This would require the purchase of land and construction of a retaining wall which makes it a nonstarter in the present climate.

10) A 4155.

There is no support for reducing the speed limit between Henley and Lower Shiplake.

11) A 4155/SPAN HILL.

OCC are prepared to undertake a further review of signage to warn motorists of the series of bends when travelling from the North.

12) STATION ROAD/CROWSLEY ROAD.

The view of OCC is that there is not a safety issue, especially as it is within the 20-mph speed limit.

NOTE:

Items five, six and 11 are the subject of a recent request by Shiplake Parish Council to OCC for additional signage which Keith Stenning said had been responded to (to the clerk)

OTHER BUSINESS.

OCC had considered a request for a pedestrian crossing on the a 4155 at the frontage of Shiplake College and had made a site inspection before meeting. They will be responding in writing with a proposal for a pedestrian controlled crossing located at a point where the public footpath from Orchard Close meets the A 4155. There is a pavement at this point and on the opposite side of the road at the frontage to the Lodge at the entrance to Shiplake College. The cost is likely to be in the region of £50,000.