



T&T related actions from the Conservation Area Appraisal

The Goring-on-Thames Conservation Area Appraisal (CAA)

www.southandvale.gov.uk/app/uploads/sites/2/2026/01/Goring-WIP-adopted.pdf

contains a Management Plan (section 8) with Actions for the Conservation Area which relevant Council decisions need to take note of.

The following actions (with numbers as in the CAA) are relevant to the Travel & Transport Committee which should consider if it can, and how it might, take these forward:

Character area 2 issues

2. Over 6000 vehicles per day cross the river bridge and the narrow High Street suffers from serious congestion and pollution. HGVs are a particular problem despite a 7.7 tonne weight limit and 'Access Only' restrictions through the village. Conditions for pedestrians in this area are poor, with narrow and discontinuous pavements.

Support from Oxfordshire County Council Highways Department could help to improve the situation, for example, by examining the potential for a one way system for through traffic.

Character area 3 issues

2. The busy High Street pavement frontages to Saunders' Boathouse and Halsbury House (Pierreponts Café and a shop) suffer from unsightly and uneven forecourt surfaces, subsidence and poor drainage.

Resurfacing can improve the setting and the appearance of this group of historic buildings, the red telephone box and the approach to the bridge.

3. Cleeve Road lacks any surface water drainage between Clevemedes and the High Street (525m). Rainfall causes the eastern side of the road to flood, detracting from the character and appearance of the conservation area and resulting in poor conditions for pedestrians (see also below) and cyclists.

Addressing the drainage problem can also improve the experience of the conservation area for pedestrians and cyclists.

4. The pavement on the east side of Cleeve Road between junctions with Glebe Ride and Clevemedes has an intermittent grass verge. Over time, maintenance has ceased and the grass has worn away to a muddy strip as the paved area is too narrow for pedestrians to walk on or pass easily, reducing accessibility. This is due in part but not entirely, to the fact that in places hedges have not been cut back to property boundaries. Were this done adequately, the pavement would still be too narrow to accommodate pushchairs, wheelchairs and pedestrians.

Removal of the redundant verge and resurfacing the whole pavement with a porous/permeable hard surface can provide a useful pavement width of 1.70m - 2.00m and make a substantial enhancement to the appearance and accessibility of the conservation area.

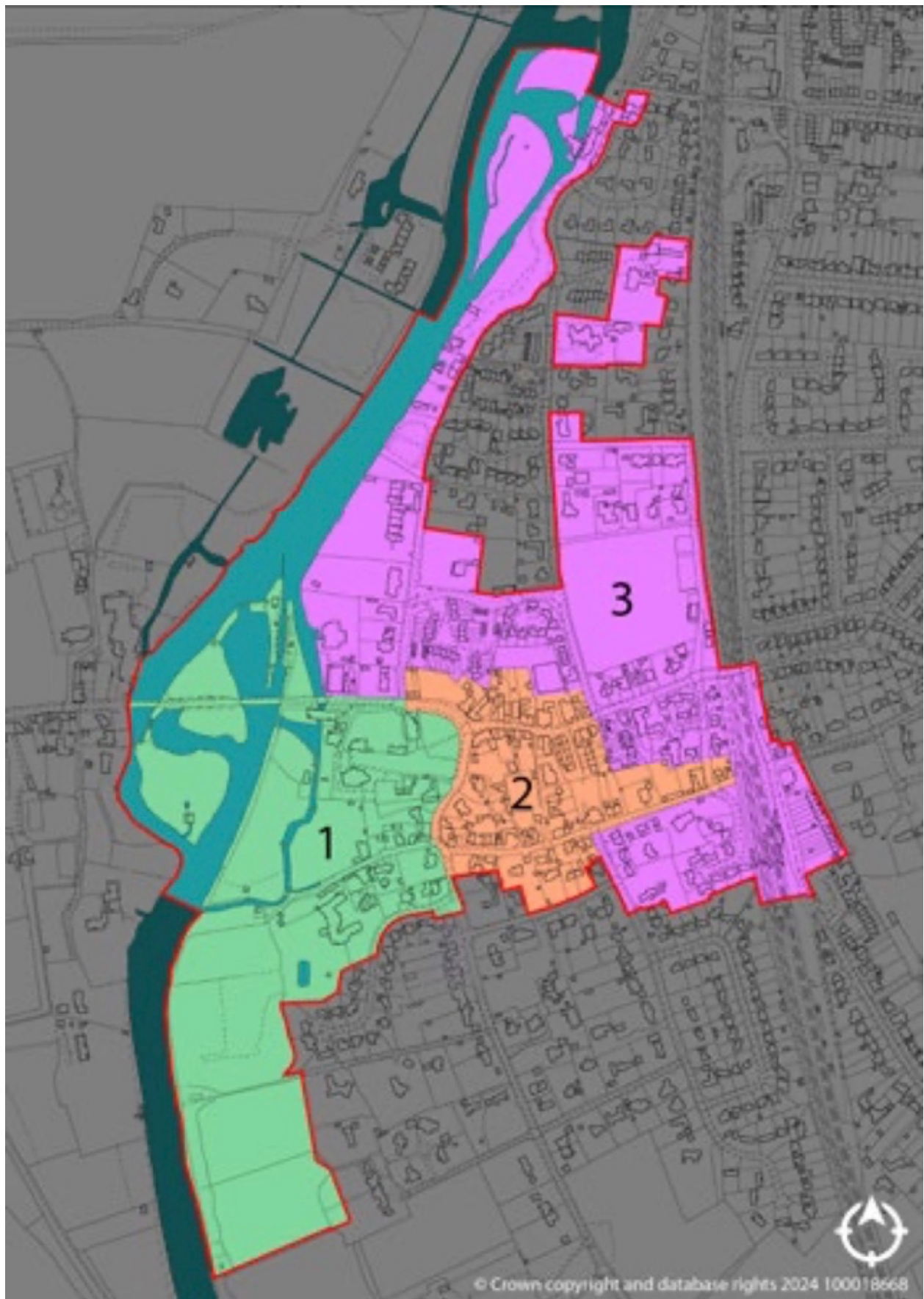
8.3 Public realm

The Council should encourage statutory undertakers and other stakeholders to:

1. Retain, maintain and reinstate historic street surfaces, verges and banks in a manner in keeping with the character of the conservation area. For example by:
 - selection of appropriate high quality, textured and coloured surface materials and use of granite kerb setts to complement the local vernacular;
2. Prioritise improvements to pavements to improve accessibility and public safety. For example by:
 - improvement of drainage and pavement surface in Cleeve Road to improve access and safety in areas heavily used by pedestrians;
 - Improvement of conditions for pedestrians in the High Street.
3. Work to improve the appearance of the public realm by encouraging reduction of street clutter including wirescape and signage.
5. Adopt minimum signage and lighting commensurate with safety.
6. Support sustainability and address climate change. For example by:
 - use of permeable/porous street surfaces to promote natural drainage;

8.4 Design

6. ensure that historic boundary walls enclosing streets, paths, pavements and car parks are appropriately maintained and conserved to preserve their historic value and protect public safety;
13. Consider how to better manage heavy traffic (about 6,000 vehicles/day, including many HGVs) uses the High Street to access the bridge. This creates a polluted, unpleasant environment in the village centre and detracts from peoples' experience of the heart of the conservation area.



The 3 character areas

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28 July 2026

Conservation Area Appraisal Character Area 3 issue 4

“The pavement on the east side of Cleeve Road between junctions with Glebe Ride and Clevedon has an intermittent grass verge. Over time, maintenance has ceased and the grass has worn away to a muddy strip as the paved area is too narrow for pedestrians to walk on or pass easily, reducing accessibility. This is due in part but not entirely, to the fact that in places hedges have not been cut back to property boundaries. Were this done adequately, the pavement would still be too narrow to accommodate pushchairs, wheelchairs and pedestrians.

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Area to be surfaced

There are 4 strips to be resurfaced

- 34.2m From the entrance to Gardiner opposite Glebe Ride to Lyndhurst Rd
- 57.6m From Lyndhurst Rd to the drive of rest Harrow
- 27.0m Between the 2 entrances to Court Garden
- 24.3m Opposite entrance to Criad Court to the corner of Clevedon

Total length 143.1m Width 0.5m => Total area 71.6m²

Estimated cost

(According to Google) **£2,500 to £8,300**

Based on

“Tarmacking typically costs between £45 to £115 per square metre depending on whether you need a simple overlay or a full excavation with a new sub-base, drainage, and edging.

Cost Breakdown by Installation Type

- **Resurfacing / Overlay:** 35–£55 per m² if the current base layer is strong and stable.
- **Standard Full Install:** £55–£75 per m² including digging out, laying a new Type 1 sub-base, binder course, and wearing course.
- **Premium Full Install:** £75–£115 per m² including deep excavation, heavy-duty sub-base, specialized surface, edging, and drainage.

Factors That Change the Price

- **Excavation & Waste:** Removing old concrete or heavy soil adds to labour and skip/disposal fees.
- **Site Access:** Narrow or difficult access makes moving machinery harder and raises labour costs.
- **Edging & Drainage:** Adding block borders or channel drains increases the overall total.