Understanding the Potential Pedestrian Safety Proposals

Before you complete the survey, here is a plain-English guide to each of the six proposals: what it means, what it would change, and what the trade-offs are. Please read this first. It will help you give us a view that reflects what each scheme actually involves, not just its name.

Cost ranges below are indicative planning-level estimates, based on typical costs for similar schemes elsewhere. They are not confirmed figures for these specific sites and will be refined with Oxfordshire County Council as designs progress.

Manor Road / High Street Pedestrian Island -Option A



What it is: Putting a pedestrian refuge island in the middle of the Manor Road High Street Crossing

What it would change: Pedestrians would have a shorter distance to cross, and vehicles turning into or out of Manor Road would be forced to slow down. Crossing the road, people could rest at the island and take their time crossing.

- Shorter, safer crossing point
- Better visibility between drivers and pedestrians
- Relatively simple to build
- A stopping point in the middle of the road

- Slightly reduces road width at the junction, which may affect larger vehicles such as bin lorries or delivery vans turning in and out
- May remove a small amount of on-street parking near the junction
- Adds a street sign- might make the village feel more urban

Indicative cost range: Adding a pedestrian refuge island costs between £40,000 and £50,000 (Source: OCCH walking tour report, June 2025; Engineering walking tour, February 2026)

Manor Road / High Street Build-Out Option B



What it is: Extending the brickwork pavement on the corner outside Rectory Gardens, so it sticks out further into the road.

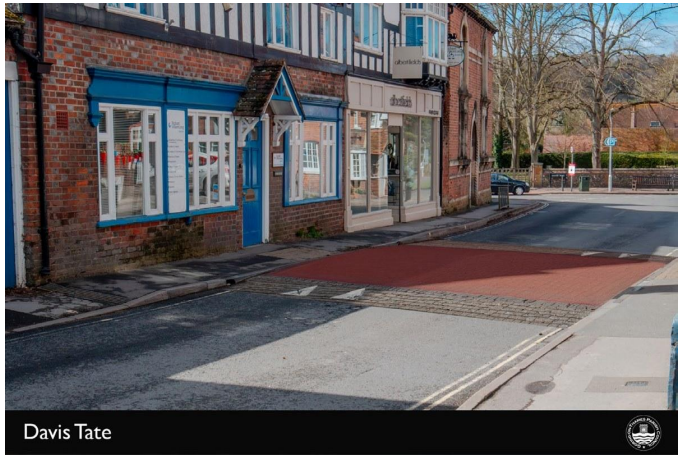
What it would change: Pedestrians would have a shorter distance to cross, and vehicles turning into or out of Manor Road would be forced to slow down. There would also be a small amount of extra space for seating or cycle parking.

- Shorter, safer crossing point
- Better visibility between drivers and pedestrians
- Relatively simple to build
- Creates more space for benches, planters and bike racks

- Slightly reduces road width at the junction, which may affect larger vehicles such as bin lorries or delivery vans turning in and out
- May remove a small amount of on-street parking near the junction

Indicative cost range: A full brickwork build-out at the Rectory Gardens corner, including a raised table and dropped kerb, is estimated at £25,000 or up to £40,000 on OCC Highways' fuller specification. (Source: OCCH walking tour report, June 2025; Engineering walking tour, February 2026)

High Street Courtesy Crossing Improvements



What it is: Making the existing pedestrian courtesy crossing hump on the High Street more visible, by painting the top surface red and adding cobbles to the sides.

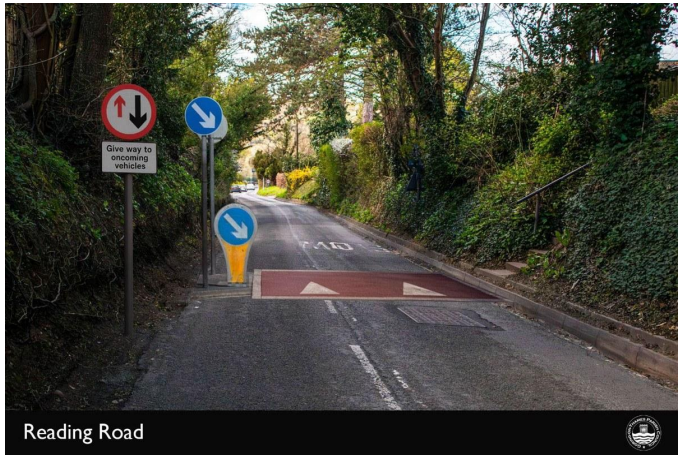
What it would change: Drivers would be more likely to notice the crossing and slow down before reaching it.

- Low cost and quick to deliver
- No loss of road space or parking
- Immediate visual improvement to an existing safety feature

- A courtesy crossing is not a legal pedestrian priority crossing, so it relies on driver good will rather than a legal obligation to stop
- Paint and surface treatment need periodic maintenance to stay effective
- Cobbles can be uneven for wheelchairs, mobility scooters and pushchairs if not installed carefully

Indicative cost range: From £10,000 for the red surface marking alone, rising to £30,000 if cobblestone rumble sides are added. A further £20,000 would be needed if the dropped kerbs are realigned to create a formal pedestrian refuge route across the junction. ((Source: OCCH walking tour report, June 2025; Engineering walking tour, February 2026)

Traffic Priority Filter and Pedestrian Priority Lane, Reading Road



What it is: A pinch point (a physical restriction that slows down through traffic) on Reading Road, combined with a pedestrian priority lane heading towards Tesco.

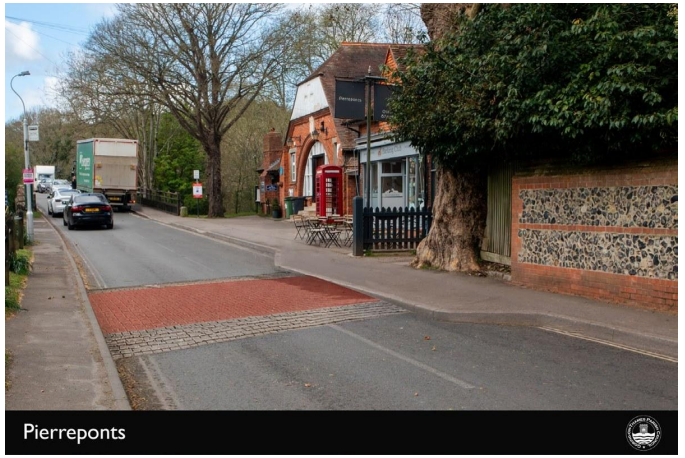
What it would change: This is the biggest change of the five. It would slow traffic significantly on a fast stretch of road and give pedestrians a safer, dedicated route where currently the Farm Lane steps lead straight onto a busy road with no safe path.

- Addresses what is currently the most dangerous gap in the pedestrian network, where there is no safe route at all
- Meaningfully reduces vehicle speed on a fast section of road
- A similar filter already operates successfully on the A329 leaving Streatley towards Moulsford
- A comparable pedestrian priority lane treatment has already been trialled successfully on Station Road

- The most disruptive and expensive of the five schemes
- Could push some traffic onto other village roads instead of removing it entirely
- Pinch Points can be contentious with residents who rely on that route for direct vehicle access
- Requires the most detailed design work with OCC before it could be delivered

Indicative cost range: Around £60,000 for the pinch point . The painted pedestrian priority lane is expected to add comparatively little on top of this, based on the cost of the equivalent Station Road treatment. (Source: OCCH walking tour report, June 2025; Engineering walking tour, February 2026)

Courtesy Crossing at the Boathouse Arcade



What it is: A new courtesy crossing linking the dropped kerb by the Boathouse Arcade to the steps on the opposite bank, plus a reduction in unrestricted parking outside the arcade, replaced with disabled parking and/or bike parking.

What it would change: Better sightlines and a safer crossing point where the Thames Path and the Ridgeway meet a busy stretch of road.

- Improves access to the river and Thames Path, used heavily by both residents and visitors
- Replacing general parking with disabled parking improves accessibility for those who need it most
- Addresses a specific, known visibility problem caused by parked cars

- Removes some general on-street parking, which may be unwelcome to nearby businesses and their customers
- Uneven path surfaces towards Thames Road would still need separate attention to fully solve the accessibility issue

Indicative cost range: £90,000 to £100,000 for the raised pedestrian crossing. Sightlines from the Boathouse Arcade side entrance need particular attention in the design, and the crossing point would sit closer to the phone box than originally shown, to link with the dropped kerb and steps on the left bank. (Source: OCCH walking tour report, June 2025; Engineering walking tour, February 2026)

New Courtesy Crossing, Upper High Street


Goring Social Club

What it is: A raised table and courtesy crossing near the railway bridge, where the pavement currently runs out close to the Social Club.

What it would change: Safer access to the surgery and the station for people who currently have to cross without a formal crossing point, in a stretch where the pavement disappears entirely.

- Directly addresses a gap in the pavement network, not just a crossing improvement
- Benefits older residents and those with mobility needs accessing medical services
- Improves the walking route to the station

- Raised tables can affect drainage and need careful design to avoid water pooling
- Some cost and disruption during construction on a well-used route
- A courtesy crossing is not a legal priority crossing

Indicative cost range: If a raised table and a dropped kerb would need to be included, costs estimated by OCCH at £90,000. Only painting to mark an informal crossing could be a possibility at about £10,000. (Source: OCCH walking tour report, June 2025; Engineering walking tour, February 2026)

A note on costs

Estimated costs for the five schemes above are drawn from the OCC Highways walking tour report (June 2025) and an engineering walking tour report (February 2026). They are engineering estimates rather than confirmed budgets and will change once designs are worked up in detail.

Where a scheme has more than one option at a different price point, both are shown, so you can weigh cost against the scale of benefit when you rate each project.

What happens next?

Your ratings and priority ranking will help the Parish Council decide which scheme, or schemes, (if any) to take forward for detailed design and funding discussions. Nothing is decided yet. This is genuinely about finding out what matters most to you.