

High Street and Eastfield Lane virtual pedestrian crossing plans

The Parish Council has been working with Oxfordshire County Council for several years on a number of traffic initiatives on the High Street to improve pedestrian safety, reduce congestion and prioritise parking for residents. The vision for these improvements were first outlined in the 2019 Village Plan. Progress to date has included:

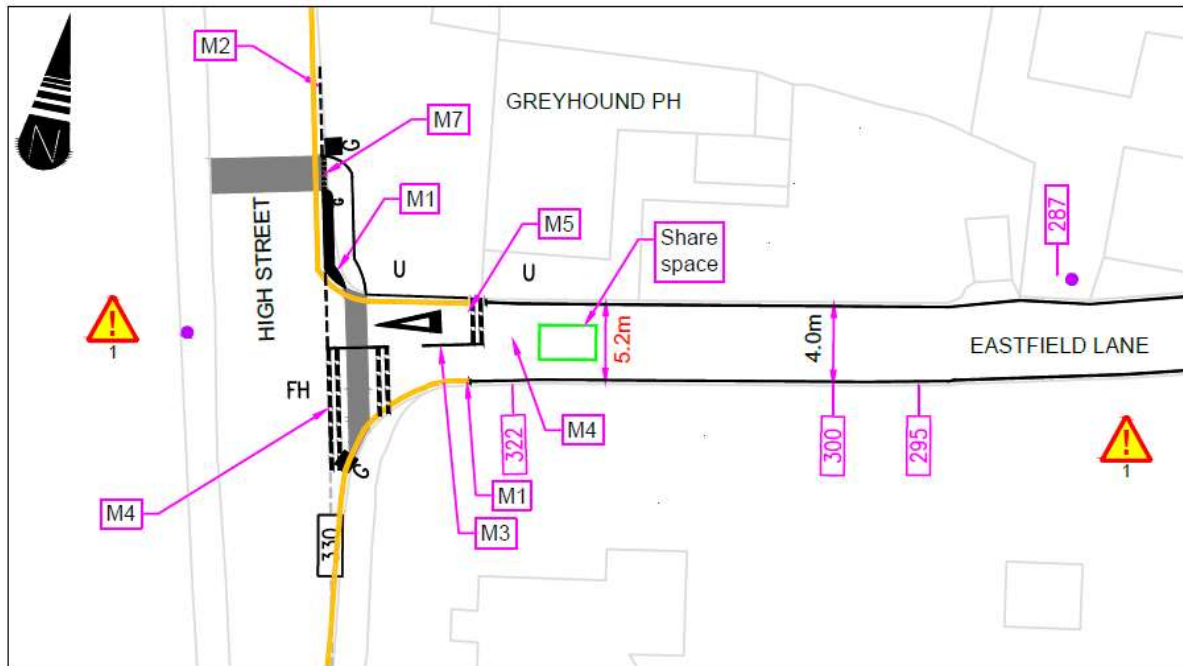
- Reduced the speed limit to 20mph in the village – May 2022
- Village Speedwatch team established – 2023
- Residents parking scheme implemented on the High Street – September 2024
- Traffic calming sign on High Street – 2025

One of the final steps in implementing this 2019 Village Plan vision is to have a virtual pedestrian crossing on the High Street to improve safety for pedestrians crossing the High Street near the Greyhound and Eastfield Lane, especially for parents and children on the school run coming from Manor Road and the High street. This crossing has now been approved for implementation this summer in conjunction with the Eastfield Lane resurfacing programme.

The planned crossing point aligns with the residents parking scheme implemented almost two years ago. The designated crossing point is at an existing dropped kerb and the parking restrictions now provide pedestrians crossing at this point with the statutory 20m of clear visibility in either direction.

As shown in the diagram below, the crossings will include line markings for virtual footpaths over the High Street and across Eastfield Lane. There will also be new markings on Eastfield Lane to emphasise the pedestrian and cyclist priority along the narrower section of the road.

There will be a grey virtual pavement crossing across the High Street from the previously develop dropped kerb opposite the Greyhound to another virtual footpath on the verge in front of the Greyhound. The virtual footpath in front of the pub will be bordered on one side by double yellow lines indicating no parking on the road and by a hatched white line on the other side. OCC has stated that the crossing should not impact the existing vehicle parking in front of the pub as the road will continue to act as the pedestrian path along Eastfield Lane.



ROADMARKING KEY:

- M1** DIAG. 1018.1 - CONTINUOUS DOUBLE YELLOW LINES 75mm GAP, 75mm WIDE
- M2** DIAG. 1010 - INTERMITTENT WHITE LINE, 1000mm MARK, 1000mm GAP AND 100mm WIDE
- M3** DIAG. 1004 - INTERMITTENT WHITE CENTRE LINE, 4000mm MARK, 2000mm GAP AND 100mm WIDE
- M4** DIAG. 1003A - INTERMITTENT WHITE STOP AND GIVE WAY MARKING, 600mm MARK, 300mm GAP AND 200mm WIDE
- M5** DIAG. 1023A - GIVE WAY MARKING 3750mm LONG, 1250mm WIDE
- M6** DIAG. 1012.1 - SOLID WHITE EDGE LINE, 100mm WIDE
- M7** DIAG. 1003B - INTERMITTENT WHITE LINE, 300mm MARK, 150mm GAP AND 100mm WIDE

There will also be a virtual pavement across Eastfield Lane to the High Street pavement south of Eastfield Lane for those walking in the direction of Pangbourne.

OCC also confirmed that the virtual pedestrian footpaths across the roads would be grey. These are normally red, but they are recommending grey for the village Conservation Area.

Pedestrians walking down Eastfield Lane would use the road as usual, as the narrow section near the High Street is too narrow to segregate pedestrians and vehicles. OCC are therefore proposing to use bespoke road marking transfers to emphasise and encourage a 'Shared Space' (one marking to be installed at either end of the narrow section) as this is a recognised symbol. Eastfield Lane as a shared space is essentially what already often happens, and, with the road marking transfer, this will add extra clarity for all drivers – especially those unfamiliar with the area.



Weather permitting, the line marking will follow the Eastfield Lane and High Street resurfacing by a few days at the end of July/early August.