

Comments from the Traffic Workshop

Friday 21<sup>st</sup> November 2014 – Drayton Village Hall

Map Nbr	Location	Comment
1	Whole Village	Cycle routes marked with dangerous junctions marked for treatment
1	Steventon Road South of East Way	Cycle Lane to be marked out
1	Abingdon Road north of Barrow Road	Cycle Lane to be marked out
1	High Street/Sutton Courtenay Road west of Rooks Nest	Cycle Lane to be marked out
2	Main entrances/exits to village	Instead of gateways there should be chicanes prioritising exiting the village (marked on map)
2	Manor Farm development	These houses should be moved to the back of the new village green to open up the green space facing the road, to enhance the look of the village. The Jubilee Cross could be placed in the centre of this green area. The earl of Plymouth has promised this land to the village.
2	Abingdon Road just south of Red Lion	New zebra crossing needed
2	Stone Green (Jubilee Cross area)	New zebra crossing needed
2	Stone Green(Jubilee Cross area)	With Jubilee Cross moved to the new Manor Farm green, there will be more space to enlarge and improve the roundabout
2	High Street east of the Manor	Widen/provide footpath
2	Whole Village	Pavements should be wide enough to enable 'walking buses; for school children
2	Whole Village	Cycle paths should be provided going right through to both Steventon and Sutton Courtenay
3	Stone Green(Jubilee Cross area)	Move roundabout and road to the east to open up more space in front of pub and shops
3	Stone Green(Jubilee Cross area)	Provide a slip road
3	Sutton Wick (Scrap yard turn)	Improve cycle access to Hanson Way cycle path
3	Sutton Wick through to junction of Henley's Lane/Church Lane	Improve pedestrian/cycle path (paved with lighting)
3	High Street at Rooks Nest	Cycle path north to Abingdon along existing bridleway linking through to Sutton Wick
3	High Street at Rooks Nest	Cycle/pedestrian way to cycle path to Sutton Courtenay & Abingdon
3	High Street west of the Manor	Informal parking will make it very difficult and dangerous for cars to access High Street from side roads. A pavement on <u>both</u> sides of High Street would be welcome [instead]
3	Whole Village	Plan ahead! With housing and business development planned

		around Drayton, traffic <u>will</u> increase through the village and needs to be enabled to pass through safely and without avoidable delay. Queues cause air pollution for pedestrians/cyclists
3	High Street – east of Stone Cross Green	This area should be looked at to enable people to cross more easily on foot, to enable cycling, but also to facilitate traffic movements, particularly from High Street where traffic is very busy at peak times and backs up [cf. the left (parallel) slip by Fairacres in Abingdon’s Marcham Road, this works well]
3	High Street/Stone Cross Green roundabout	Concern that if priority is not clear there could be accidents or unnecessary uncertainty, The main road would take priority? This would cause bangs.
3	Steventon Road south of East Way	Improve cycle paths to Steventon
3	Whole Village	Comment: Drivers often go south to go north i.e. down to Milton interchange to go north on A34, as Drayton Road and Marcham Road too busy.
3		Next meeting please book microphones!!
Email		<p>I agree that Drayton could do with a makeover and de-cluttering however I feel that the speaker (Nigel) missed the main key issue which is the potential increased volume of traffic. All be it a nice to have, the look and feel of the village must come second to how we are going to deal with the increased volumes of cars on the road. If this is not addressed then I assume that we will all have time to appreciate the new look of the village, whilst gridlocked in our cars! Surely the money should be spent on the volume issue before addressing the look?</p> <p>I was astounded to hear that the Drayton 2020 committee is expected to have the expertise and knowledge to come up with proposals and costings for improvements to the village. The example of this was the gentleman from the Council suggesting that we had to go to them with clear plans and costs for cycle paths, as an example. We may be very lucky with the contacts we have within the village and the commitment of the Drayton 2020 committee, however I cannot believe that the experts at Council level would expect us to go to them with these proposals. Perhaps I have misunderstood part of what was said today?</p> <p>One suggestion, which Tom and I discussed briefly, which would have very little cost and a small but worthwhile reduction in traffic around the village at key times, is the possibility of a “walking bus”. My understanding of this is that delegated parents take responsibility for a specific walking route within the village, calling on a list of pre-arranged children and taking them to school. The schemes I have seen involve the children and adults wearing high visibility jackets. This would reduce some morning and afternoon traffic within the village and overall</p>

		<p>promote a healthier lifestyle to the children. Sandra the CPO may have contacts with regard to this type of scheme. This may be a proposal we could put to the new Head Teacher. All you have to do is win the kids over with sticker charts and rewards/prizes and the parents will follow!</p>
		<p>I'm personally in favour of Traffic Calming in Drayton as per those used in Preston Rd, Abingdon. I'm against any 'speed bumps' of any nature in the village. Please take notice that any 'speed bumps' installed will mean that whilst driving my 1949 HRG1500 car will oblige me to travel extremely slowly.</p>