

Traffic Workshop February 2016 – Drayton Village Hall.

60 people attended

Resources: 'Poynton Regenerated' (town in Cheshire). Video is about 15 mins long, but worth a look. <https://www.youtube.com/watch?v=-vzDDMzq7d0> You'll see a number of other videos on the right-hand side, including one which is critical of the idea. If you look at the latter, look at the appended comments also.

Summary of Comments

Aims

- To reduce the speed of traffic, but get a regular flow of traffic through Drayton
- To provide a safer environment for pedestrians and cyclists in Drayton
- To improve the 'look and feel' of the village by decluttering signage and road markings
- To provide high quality village gateways to mark the entry points to Drayton
- To use the concept of 'shared space' on roads to achieve these objectives, using high quality materials

General Comments

Getting constructive views on the traffic proposals was a bit of a struggle at times. The problem is that, as clearly stated by the presenter, the idea that removing white lines, signage, clear edges to the carriageways and blurring the distinction between the space for motorists, pedestrians and other road users, is counterintuitive. This means that people start from a position of thinking that the proposals won't work.

Specific Comments – All Areas

- We can't start to plan new schemes until we know what OCC plans in terms of cycle routes through the village. Lack of input from OCC makes any decision impossible!
- Plans incomplete and inadequate to comment on!
- Artist's impressions look attractive – but when is there only one/two car(s) on the road!
- Whole concept – Totally brilliant – will really improve the look and feel of the village and contribute hugely to Drayton's sense of place. A few tweaks needed, from local knowledge, but otherwise fantastic work and concept. Thank you.
- Need feature gateways to slow traffic at entrances to village
- No provision for CYCLISTS in any of the plans I have seen this morning
- Slower traffic through Drayton will not be a good idea when the A34 is blocked – which happens frequently. Need to widen A34 to get more lanes
- Bus stops: not sure about loss of bus stop bays (many such comments). Without them traffic will be held up, particularly at busy times. It also poses the risk of people trying to overtake.
- Lack of bus pull-ins will cause havoc! Buses often wait here to get to their correct scheduled times
- I am worried about air quality if cars are stopped behind waiting buses
- There is a view that we need roundabouts for each of the three new developments

- Lots of discussion about the benefits or otherwise of the short 40mph section between Steventon and Drayton.
- Speed indicator sign south of the A34 flyover need to be moved to the southern gateway.
- Stripes on road before 30 mph limit
- Concerns that any narrowing of roads will leave insufficient width for commercial and agricultural vehicles. Commercial vehicle 2.55m excludes wing mirrors. add approx. 60cm (30cm each side). Frozen container trucks 2.60m + mirrors. Combines 3.4m & to 4.3m with police escort.
- Is there or should there be a weight limit through the village? Check and enforce!
- Why can't the A34 slip road be reopened (at least one way?)
- Car Parking outside village shops – introduce parking and improve visibility from side roads
- Need safer crossing points for pedestrians at key points in village
- Safer wider footpaths (several such comments)
- Future cycle route connectivity through village and to adjacent settlements (Abingdon/Steventon/Sutton Courtenay)
- Materials – ensure no noisy materials – just colour change in surface treatments – needs to be safe for cyclists – not cobbles (many such comments)
- Materials/colours need to hard wearing so that maintenance is minimised. Who will pay for regular maintenance?
- No chicanes!
- No rumble strips – noise would be a problem above 5 mph
- Better street lighting – particularly to emphasise areas of high traffic flow
- Illegal use of s106/CIL not fairly related to the three developments
- Based on a false premise: traffic must reduce. See s19 (1A) & s.39(2) of Planning and Compulsory Purchase Act & p-T1 of NDP “Reduce”
- All transport funds should go to car clubs [1 vehicle per 20 households see Co Wheels] & public transport if concessions reduced

Northern Section

- Junction with Hilliat Fields and new Manor Farm development looks convincing
- Concern about traffic emerging from side roads
- Mace shop – parking needed
- Mask car parking on carriageway – Henley's Lane entrance
- Mini-roundabout at junction – Henley's Lane/Drayton Road – improve visibility and access
- Concern over parking at Henleys Lane junction
- Yes – yellow stripes
- Reduce speed limit Abingdon to Drayton to 40 mph
- Slow traffic entering from north (Abingdon) - Move 30mph speed limit out
- Miller Site Access – Doesn't start early enough
- Extend treatment further north
- Change road surface colour at speed limit sign
- Pedestrian crossing here
- Pedestrian pavement on north side (edge of Walnut Meadow development) Footpath from Barrow Road bus stop to 113 Abingdon Road should be built

- Cycle connectivity – cross movement to get on to cycle route. Northern gateway needs to incorporate a safe route for CYCLISTS travelling to Abingdon to cross over to the lovely cycle path
- Tree planting from Abingdon Road north not practicable as present owners have consistently been forced to cut trees back!
- I am not convinced that the short line of trees will do enough to slow traffic coming from the north. Why not try to get permission from the landowners to place trees further north and place a courtesy crossing there?
- No chicanes
- Speed indicator signs
- A northern mini 'O' bout @ Sutton Wick Lane would calm traffic speed.

Eastern Section

- Footpaths needed further out towards Sutton Courtenay. A good, flat pavement on the north side would be welcome – enough for 2 people to walk on. The grass areas are nice but they are uneven and wide in places. The dips down to drains are where we have fallen over at night
- If people are to be encouraged to walk into the village centre along High Street then we need a consistent pavement on the south side. Is this feasible?
- A good path on the southern side of High Street between the Manor and the Taylor's Forge Garage
- Traffic coming out of new 'South of High Street' estate – is it proposed to have a junction so that traffic from the new estate has no priority? Will this cause problems?
- Pedestrian crossing in High Street near new entrance to development South of High Street
- Hard parking to be put outside the [Forge] Garage where there is a large grass area. This would ensure that ALL vehicles visiting the garage are off the High Street
- Space for parking needed at SC end of High Street
- Remove grass verges and replace with parking for cottages opposite Halls Close and for cars to park for church for weddings/funerals etc.
- There are parked cars outside 27/31/33/35 High Street already, almost permanently – these provide adequate traffic calming already
- High Street (South Side). Any informal parking by the entrance to Chiers Drive i.e. in the area by the Manor's Barn, would make it difficult/dangerous to exit from Chiers Drive
- Parking solution needed for High Street! Cars parked on carriageway FORCE cyclists to use the footpath i.e. to break the law
- Church Lane already very narrow – an additional footpath on west side is not really practical. To get past cars already very difficult. Parked cars are also half on eastern pavement
- Rumble strips produce noise! Cottages like 15-37 High Street which are on the road edge will suffer constant noise pollution.
- Drayton Mill is also in Drayton village. There is no provision for pedestrians and cyclists at that point and there are concerns about road safety as a consequence.
- Need cycle path from Milton Road junction to join with Hanson Way (to Abingdon) and with existing path eastwards to Sutton Courtenay (diagram provided)

- The Drayton Parish boundary goes as far as the Milton turn. It **will** be affected by traffic leaving Drayton in the morning. PLEASE don't neglect this – it is already VERY dangerous
- Keep 30mph flashing sign please – add a smiley face!
- Move 30mph limit out as far as Milton turn – **to include** all houses which are in Drayton

Southern Section

- Location of Southern Gateway – needs moving south of A34 to start of Drayton Village
- Area south of A34 bridge needs same treatment as shown in plans to north of A34
- Any signage on Eastway must make clear that access to the South of High St development via Eastway is restricted to pedestrians and cyclists (and horses).
- Cyclists – what are details of OCC cycle route?
- Tree planting on the right as you approach the central area from the south would help to make the approach seem more like the entry to a green area (in conjunction with the attractive mature trees on the left (between Lockway and Kiln Lane).

Central Section

- Don't like 'implied roundabout' – concern about traffic flow
- The roundabout at the top of High Street won't work during periods of heavy traffic
- Improve the traffic table/roundabout at Wheatsheaf by taking part of the Green and moving the memorial
- The road design needs to ensure that traffic will flow from the east as well as north and south
- The existing mini-roundabout outside the Wheatsheaf MUST be retained. A T-junction just does not work – it will be impossible with increased traffic to merge to go from High Street and to Abingdon
- Think about cyclists negotiating this junction!
- Ensure orientation to approach at Wheatsheaf junction is changed to slow traffic
- Key points for centre are steady overall traffic throughput and pedestrian safety/crossing. Preventing obstruction of carriageways is a key issue (parking/buses/deliveries)
- Traffic lights do work in causing rhythmic gaps in traffic when 10 or so cars have passed there will be a gap for side road traffic to pull out
- Additional trees on south side of High Street at junction are lovely but could restrict vision. For same reason can Jubilee Cross be lowered?
- Bus stop fill in – against this because of concern about stopping on carriageway (many such comments)
- Parking. More needs to be on shops side. People reluctant to park on the Green and cross road. Many pull in to Marcham Road cul-de-sac
- Keep the option of customers being allowed to park outside the post office, otherwise the P.O might lose valuable customers
- Lorries need space of road for deliveries too. Access for Thames Saw trucks in/out of Gravel Lane
- Current northern exits from Gravel Lane to Abingdon Road is unsatisfactory and dangerous. See HMI Report on stopping up of Green GOSE/029/001/OXOV/038

- Space in village centre should NOT be for cars. Village Green is for people, On street parking for cars is where they should be – and behind bus stop (Marcham Road)
- Pedestrian crossing between bus stops (north and south) is essential – especially for visually impaired – and from shops to car parking
- Clear crossing points needed (in right places) for pedestrians to guide pedestrians and encourage drivers to give way
- Need refuge/island for pedestrians to cross road
- Parking outside the shop is currently dangerous (Mace shop by Henley's Lane)
- Village Green - It would be good to see grass return to the village green. It is just grass areas around the roadways now, with parked cars. More grass and trees would be preferable to extensive pink 'square' areas – they will be used for parked cars, not people as illustrated