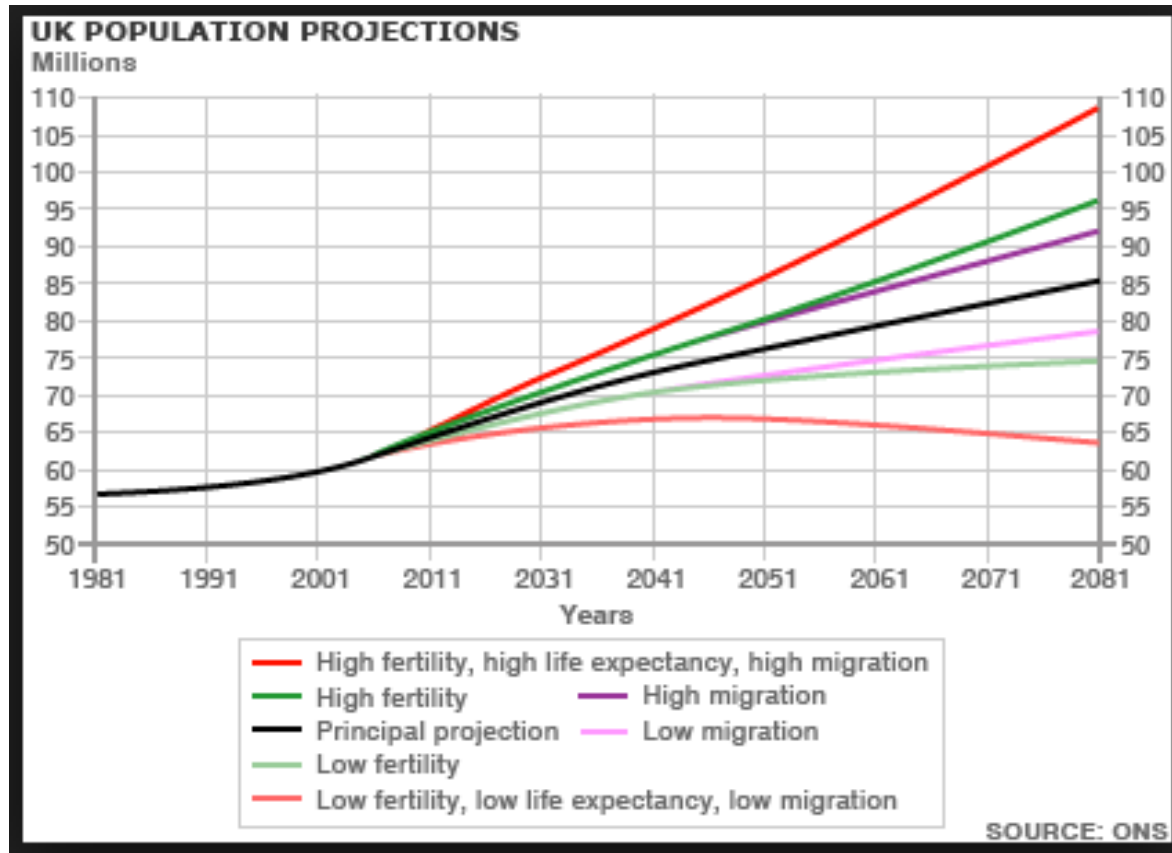




Transport Forum

Nigel Millington
Director – Phil Jones Associates

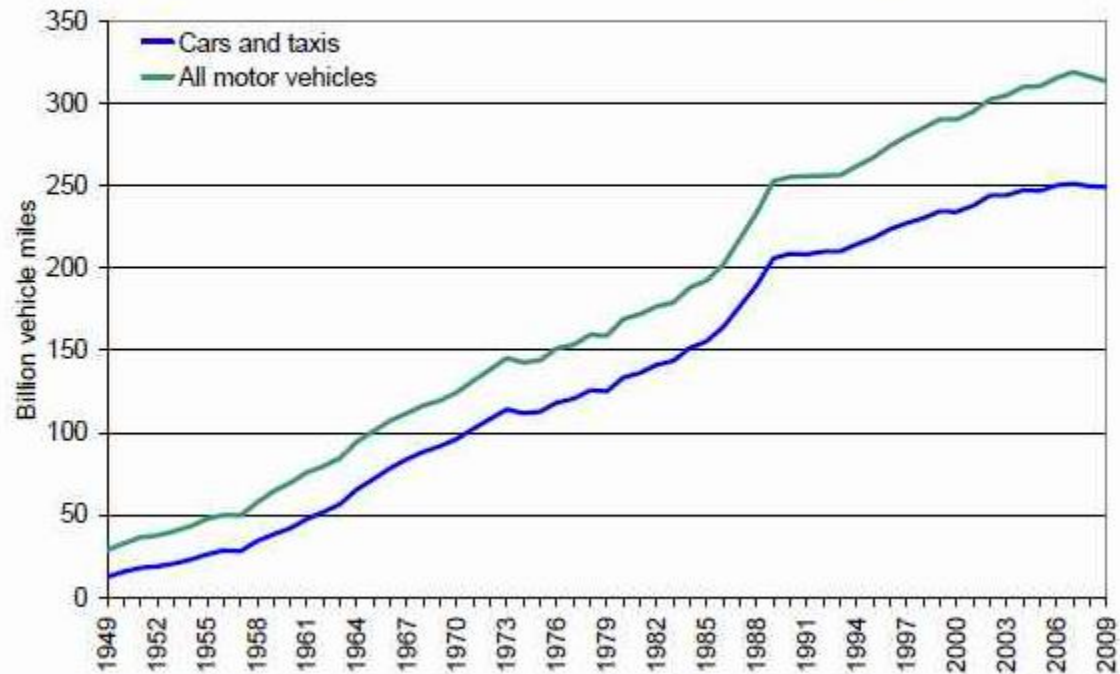
The population is growing...



We have had a love affair with our cars...

Chart 1: Road traffic by vehicle type: 1949-2009 (cars and all motor vehicles)

Source: National Road Traffic Survey, DfT



Why not build our way out of the problem?



One major constraint...



Would it really solve the problem?

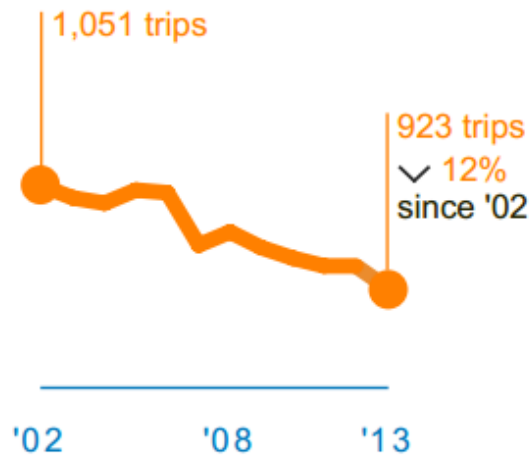


We have responded in a different way

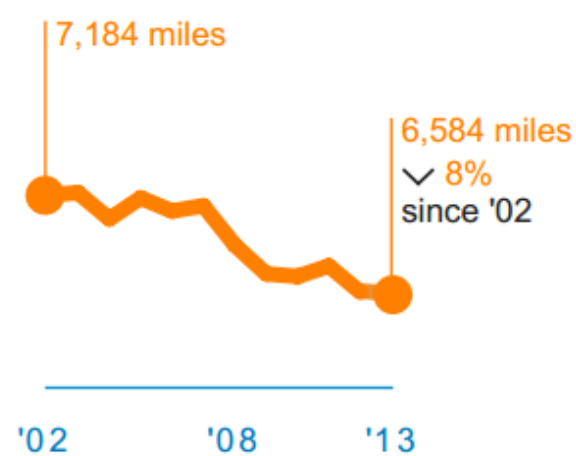


But we are changing our travel habits...

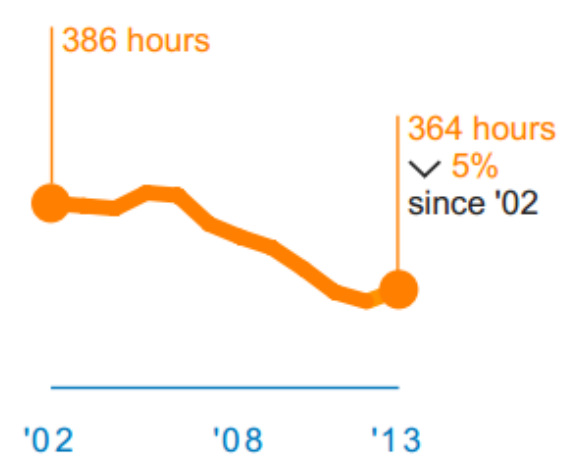
Average trips per person per year



Average distance travelled per year

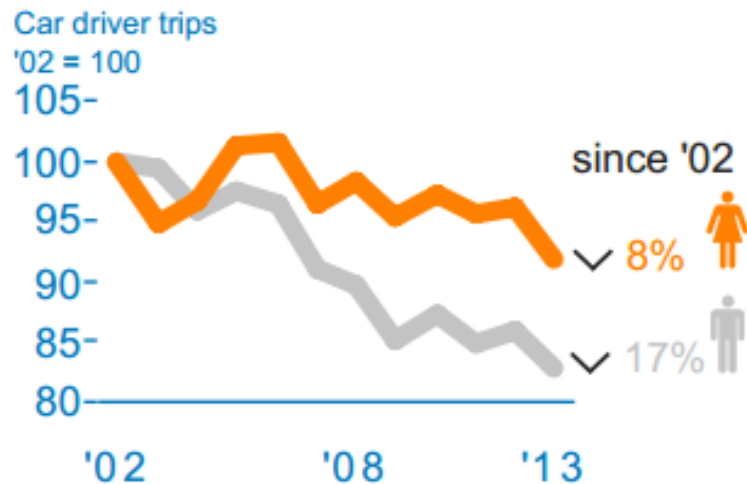


Average time spent travelling per year

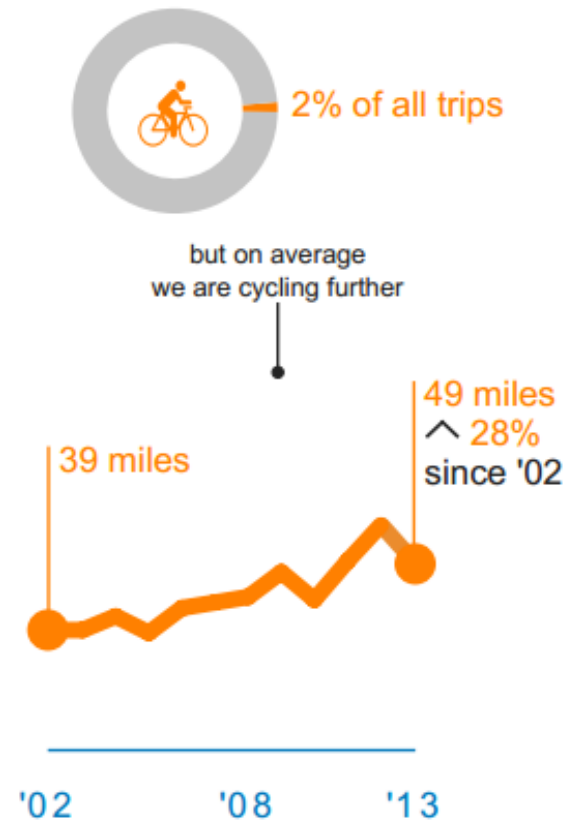


Moving towards non-car modes...

Car use by gender



Cycling



Time for a change?



“The fact remains that most of our streets are not civilised, enjoyable places to be.”

CABE Space.

Reducing the dominance of the car...e.g. Ashford



Three lane ring road to a two-way street



Spot the difference?



More pedestrian space



Improving the quality of the public realm...



Promoting 'place' over 'movement'...



Ideas can come to life...

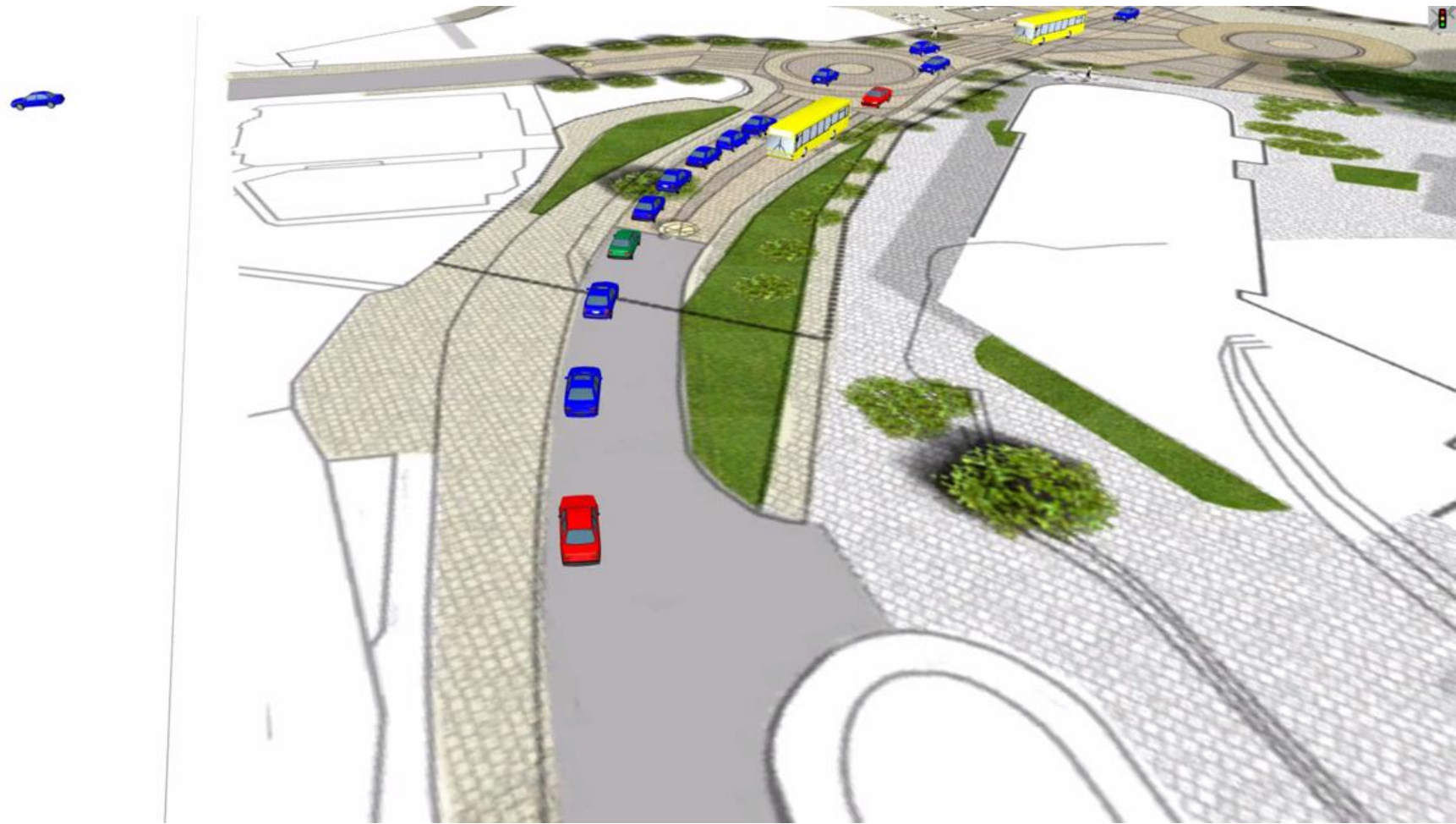


...and in Bexleyheath



...and in Bournemouth





What about a different setting? E.g. Bath



...and elsewhere...



Traffic in Villages

Safety and Civility for Rural Roads

A toolkit for communities

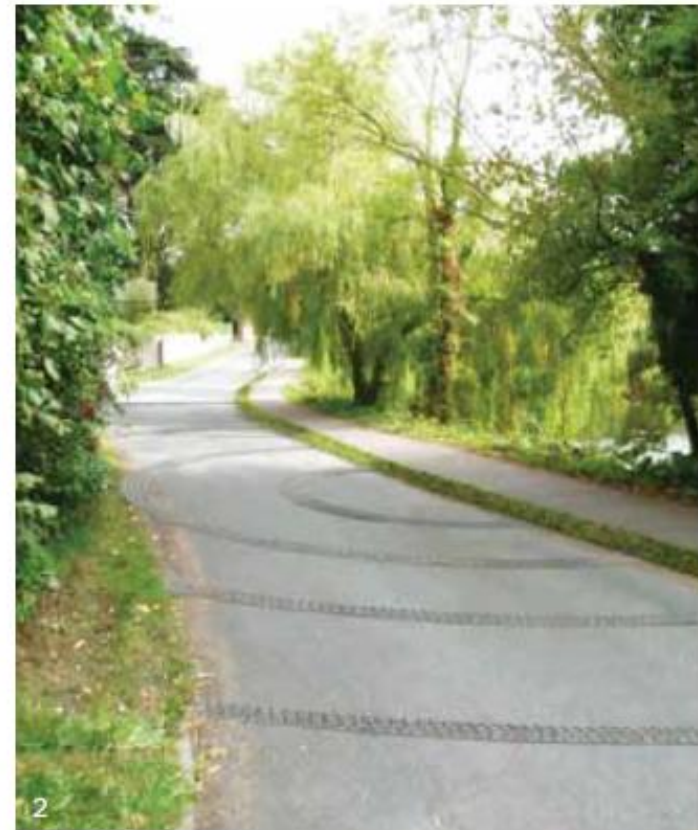
Buriton, Hampshire – Less is more



Dunster, Exmore



Slindon, West Sussex



Stonehouse, Gloucs



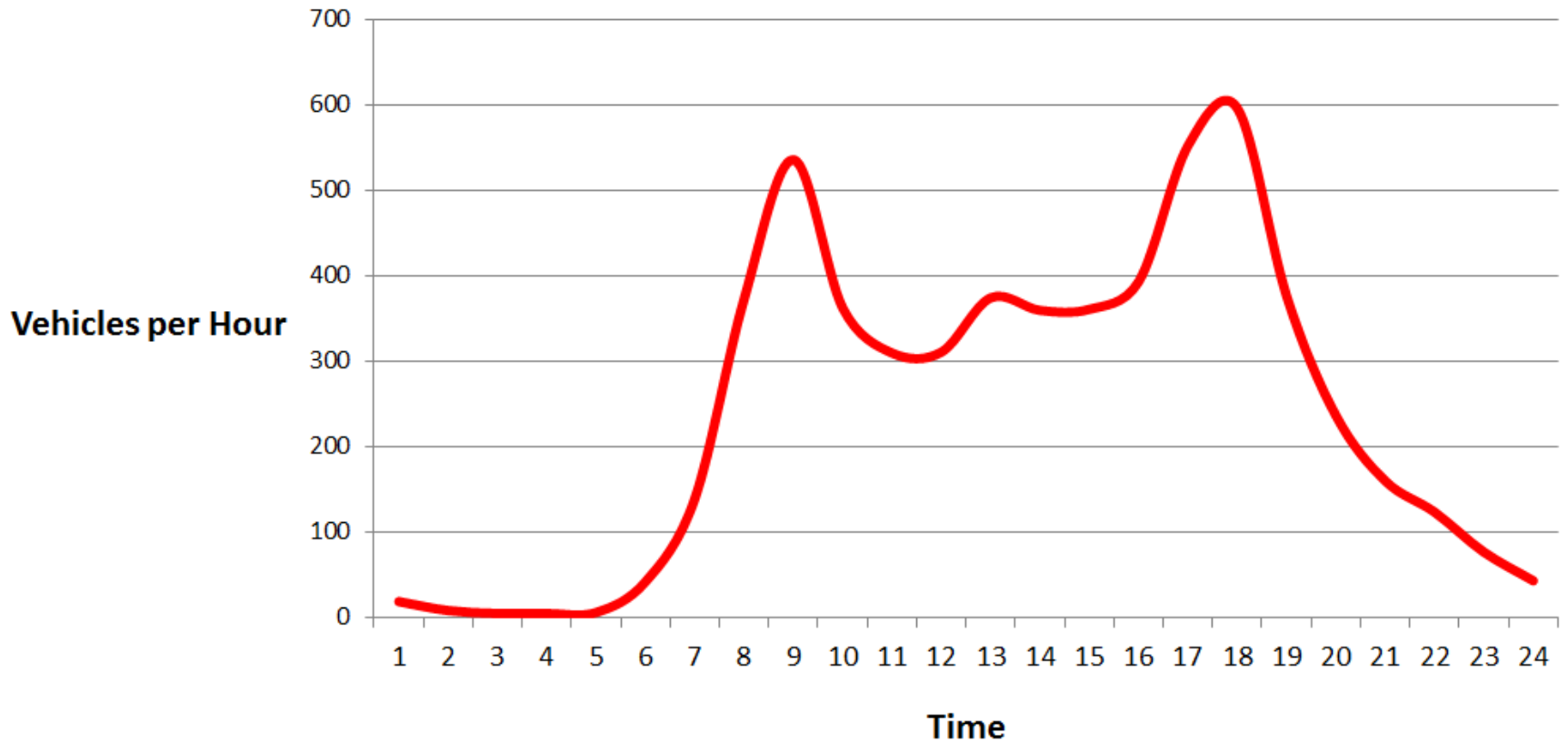
West Meon, Hampshire



What does this mean for Drayton?



Is Drayton a 'place' or a movement corridor?



Does this define Drayton?



....or this?



....or this?



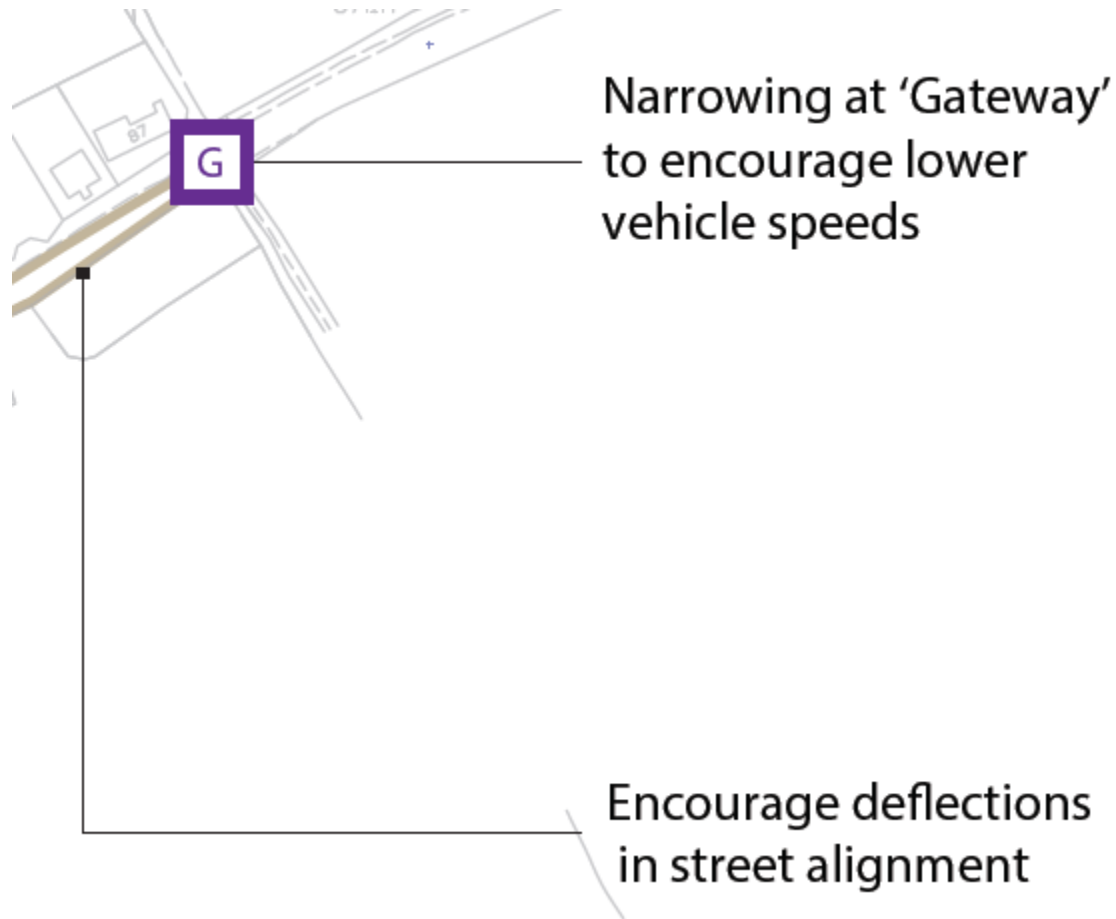
Focal point of the village?



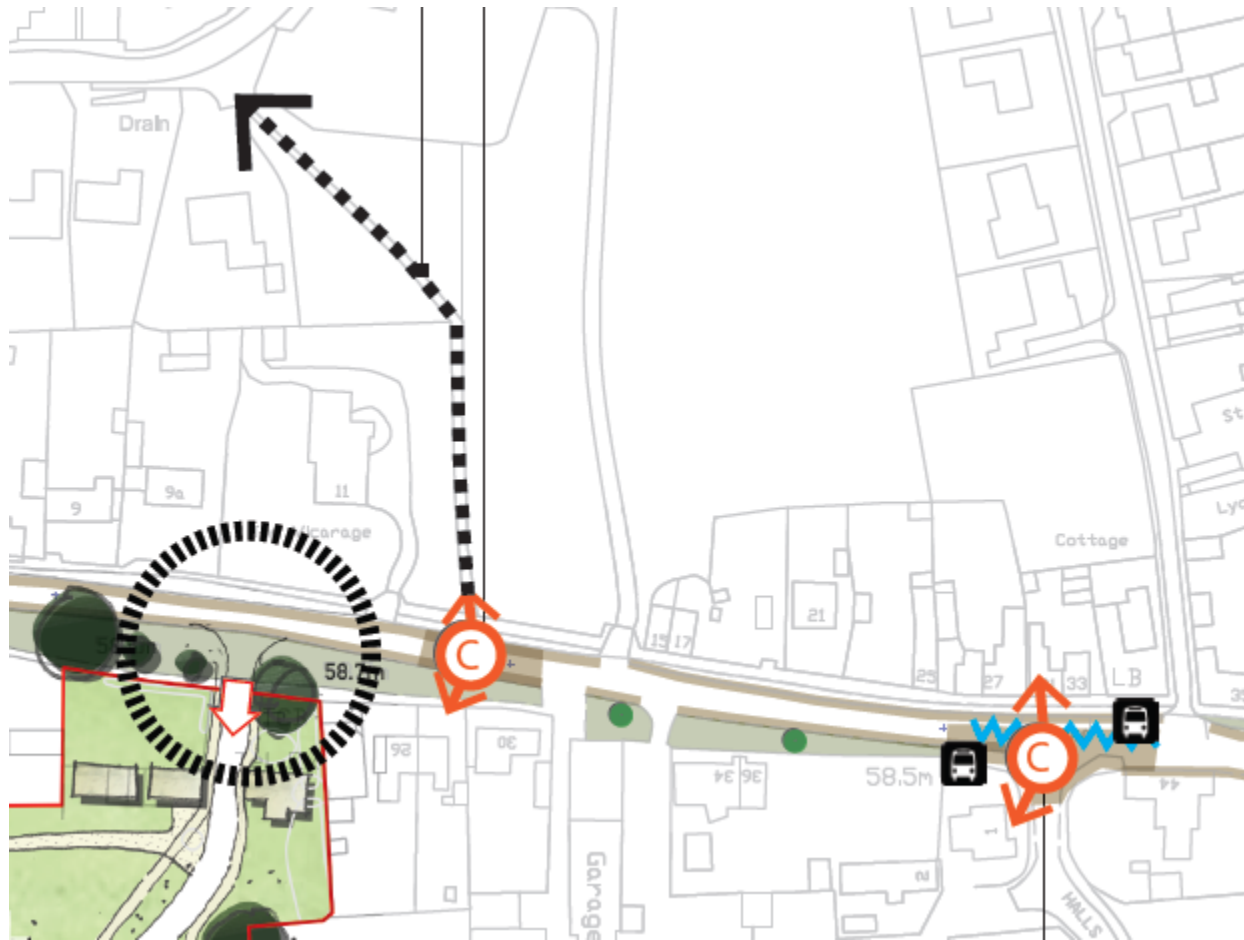
An opportunity?



Initial concepts



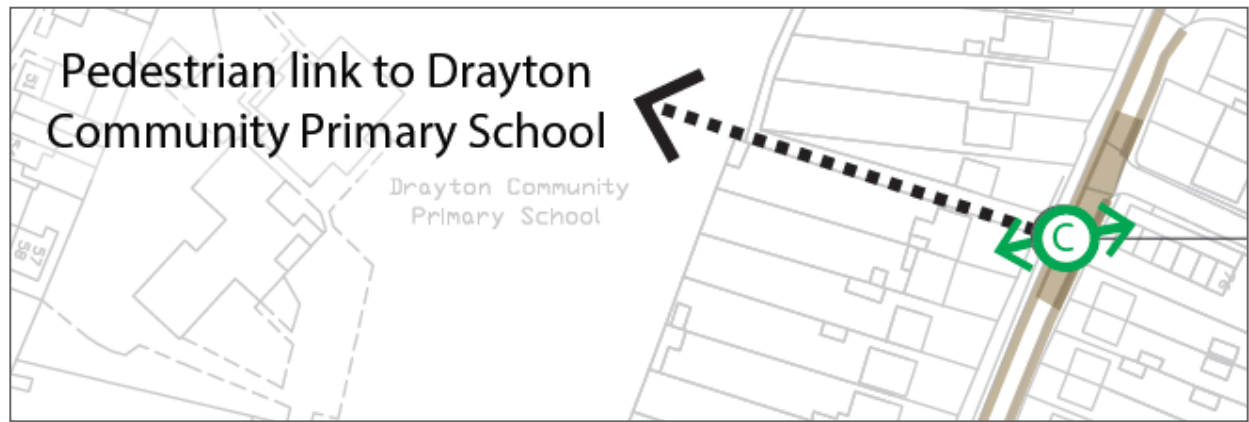
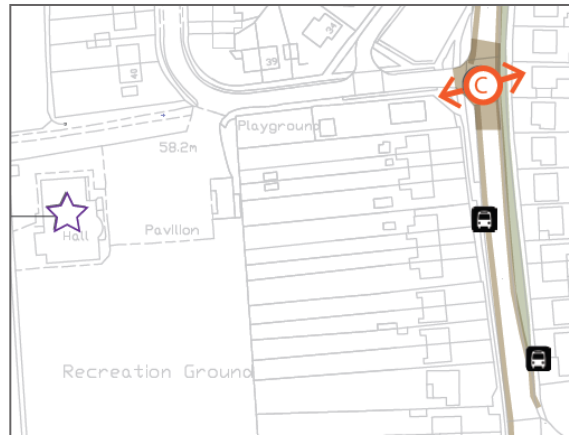
Identify key pedestrian routes



Refocus the village centre



A consistent approach – a sense of place



Over to you...