

Divisions affected: *Sutton Courtenay & Marcham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

27 MARCH 2025

DRAYTON: B4017 ABINGDON ROAD & B4016 HIGH STREET – PROPOSED ZEBRA CROSSINGS AND TRAFFIC CALMING FEATURES

Report by Director of Environment & Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following features in Drayton (nr Abingdon) as advertised:

- a) Raised Zebra crossing on the B4016 High Street,**
- b) Raised table traffic calming feature incorporating a Zebra crossing on the B4017 Abingdon Road.**

Executive Summary

- 2. This report presents responses received to a statutory consultation on proposals to introduce various traffic calming / safety measures in Drayton, near Abingdon. Specifically the proposals comprise of a raised Zebra crossing (humped crossing for use by pedestrians only) on the B4016 High Street, and also a raised table traffic calming feature, with incorporated Zebra crossing on the B4017 Abingdon Road at its junction with Chestnut Drive, as shown in **Annexes 1 & 2**.
- 3. The proposals will also be accompanied by a new footway link on the High Street to tie in with the existing footway, as shown in **Annex 3**, kerb realignment works at the Sutton Wick Lane junction, and associated lining and signing improvements (not subject to consultation).

Financial Implications

- 4. Funding for consultation on the proposals (and detailed design / implementation if approved) has been provided by S106 contributions from several housing developments in Drayton village.

Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984, and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1984, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

7. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

8. The proposals will help improve road safety for all road-users (especially more vulnerable groups, such as pedestrians) in the area by controlling the speed of motor vehicles, as well as aiming to encourage more active travel in the village.

Formal Consultation

9. Formal consultation was carried out between 04 December 2024 and 03 January 2025. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, Drayton (Abingdon) Parish Council, local District Cllr's, and the local County Councillor representing the Sutton Courtenay & Marcham division.
10. Letters were sent directly to approx. 125 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
11. 91 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection/ opinion	Total
Raised Zebra crossing on B4016	19 (21%)	9 (10%)	57 (63%)	6 (7%)	91
Raised traffic calming feature & Zebra crossing on B4017	19 (21%)	12 (13%)	53 (58%)	7 (8%)	91

12. Additionally, a further five emails were received directly – with one in support, two raising concerns, and Thames Valley Police & Oxford Bus company raising non-objections (see paragraph 13 below).
13. The non-objection from Thames Valley Police came with the proviso that the necessary speed monitoring has taken place and the results support both of these crossings, and that both crossings fully meet all current design criteria. Whilst Oxford Bus Company submitted theirs on the assumption that the consultation plan was inaccurate, and that an integrated table incorporating the crossing is what was intended in the proposals.
14. The full responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) B4017 Abingdon Road / Chestnut Drive

15. Oxford Bus Company expressed concerns that the drawings were confusing as they appeared to show two transitions approaching the crossing, from the south and only one in the opposite direction, resulting in an unacceptable ramp height.
16. Officers acknowledge that drawing does contain an error for the third ramp, however the public notice specifically stated the following:
- “B. Raised table (including 2 metre ramps, with heights of 100mm & gradients of 1:20) – to be located on the B4017 Abingdon Road at its junction with Chestnut Drive for a length of approximately 39 metres*, further extending into Chestnut Drive by approximately 15 metres.”*
17. Therefore, Officers feel that it is clear that the height and gradient of the ramps are in accordance with standard practice for a bus route, and as such will be designed accordingly.
18. Residents expressed concerns that the raised table will worsen an existing issue with localised flooding at the entrance to Chestnut Drive.

19. The design team have been made aware of the drainage concerns within this location. New gullies at new low points will be installed as part of this scheme along with existing gullies and gully connections being jetted clean and emptied. Furthermore, flooding issues will be reported with Thames Water who are the responsible party for surface water drainage in the area.
20. Concerns were raised regarding the risk of increased noise affecting the residents as vehicles negotiate the ramps, and a request to extend the 20mph speed limit north of Sutton Wick Lane to reduce speed approaching the raised table and crossing.
21. Whilst extension of the 20mph speed limit is not part of this scheme, this request will be referred to the County Council's 20mph team for consideration as part of their countywide review of the recently installed 20mph limits.
22. Improvements to the signing entering the village will be undertaken as part of the works, including consideration of a Vehicle Activated Sign, to encourage speed reduction and advise drivers of the new raised table and crossing.
23. The ramps are to be designed with a 1 in 20 gradient as is appropriate for a bus route, this will reduce the noise impact to surrounding properties whilst still providing speed reducing benefits.

b) B4016 High Street

24. One objection and one partial support for the crossing on High Street, questioned its location, with both suggesting it should be located further East. One requested that it be moved so that the Beacons did not cause a nuisance through bedroom windows.
25. The position of the crossing has been identified to provide a link for those exiting the Plough Lane development, providing a safe place to cross to access local services including but not limited to the Post Office, local shops including convenience store, restaurants and pub, the local Primary School and bus services. It also maintains a distance of 5m between vehicles exiting the junction and the give way line for the crossing as recommended in design guidance.
26. There may be scope to move the crossing slightly East to minimise the impact on local residence, which will be investigated further during the next stage of design. All beacons will have shields to remove any light intrusion into adjacent property windows.
27. Several objections referred to issues with increased parking on High Street, making it difficult for pedestrians to cross and vehicles to negotiate.
28. The current parking on the B4016 High Street is out of scope of this project. The proposed zebra crossing will have a controlled area which will prevent parking and allows pedestrians to safely cross the road.

c) General

29. General objections were raised by a few residents who:

- a) Felt that there is sufficient traffic calming and opportunities to cross the road safely in the village, and that further calming will impact traffic flows and increase queuing.
- b) Would rather see speed cameras to encourage greater compliance to the 20mph speed limits.
- c) Felt the money could be better used on things such as maintenance, and / or is a waste of taxpayers' money.
- d) Money could be spent on restricting HGVs.
- e) Cars ignoring the raised areas.
- f) Lack of data to justify a need.
- g) Object to the use of tables/ramps which are a nuisance and result in increased noise and minimal speed reducing benefits.

30. Funding has been identified through S106 contributions to improve safety throughout the village. There are certain stipulations on the types of work that can be undertaken utilising this funding such as for the purpose of improved safety and better pedestrian provision rather than for maintenance. It is recognised that creating raised tables with bus compliant ramps is not as effective as full height speed humps, but will still have some speed reduction benefits.

31. The proposals have been developed in partnership with Drayton Parish Council over a number of years, based on the local plan which was developed by considering concerns raised by local residents.

32. Several options were identified, and the proposed schemes have been prioritised as they provide the most improvement in terms of safety and pedestrian improvements.

33. Most residents who have responded to the consultation are in favour of the proposals, where concerns have been considered as part of the design.

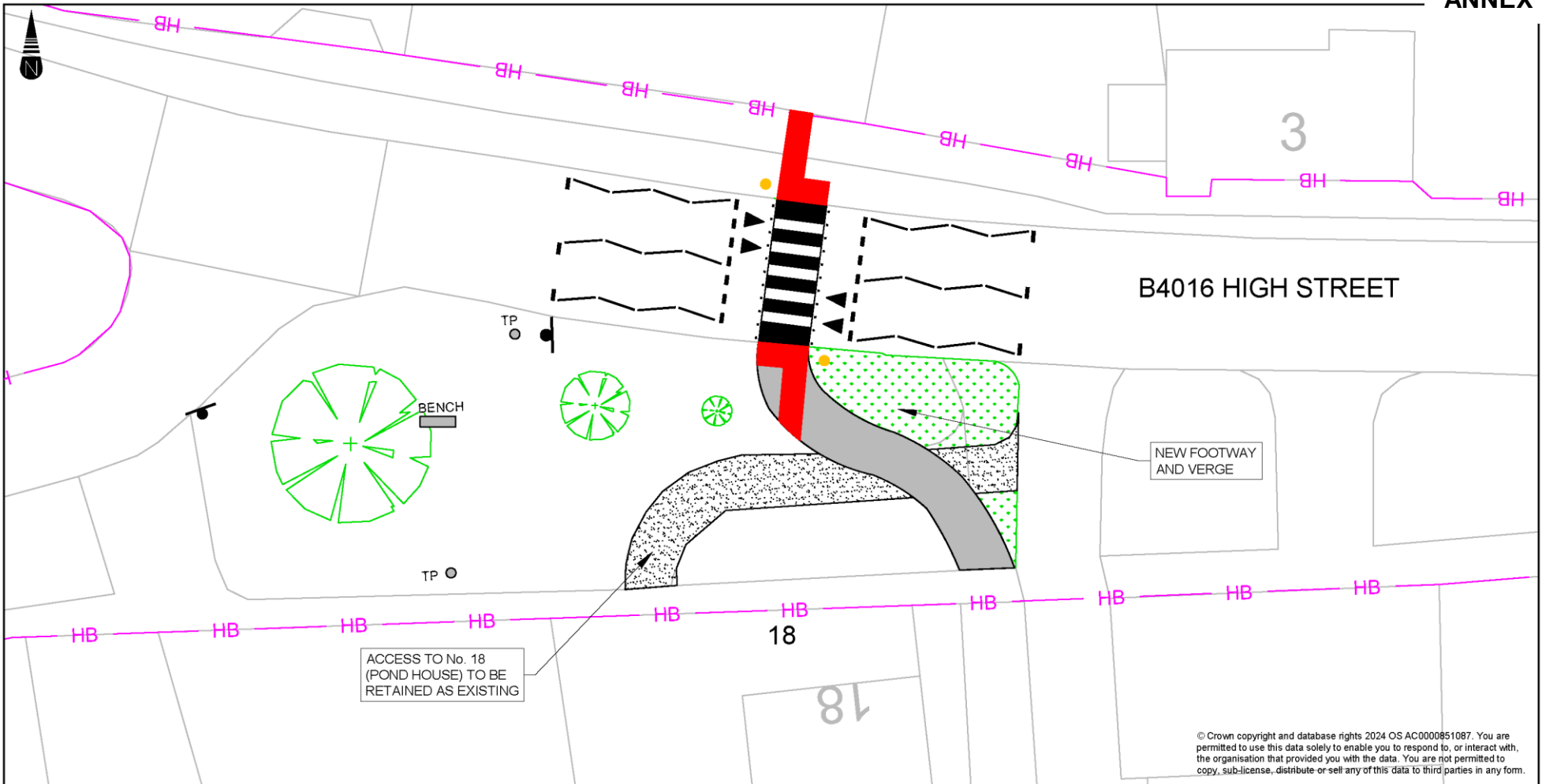
34. The locations for the crossings have been identified to provide improved access particularly from new housing developments to the local school and services.

Paul Fermer
Director of Environment & Highways

Annexes	Annex 1-3: Consultation plans Annex 4: Consultation responses
---------	--

Contact Officers: Lee Turner (Team Leader – Traffic & Road Safety)

March 2025



© Crown copyright and database rights 2024 OS AC0000851087. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

NOTES

1. This drawing is to be used for consultation purposes only.
2. The proposed option is contained entirely within the extents of the highway boundary.
3. A full surface water drainage system survey is to be carried out to check connectivity and function of the existing system.
4. A topographic survey will be carried out to accurately record existing ground levels, kerb alignments, building lines and such like.

KEY:

- PROPOSED FOOTWAY
- EXISTING DRIVEWAY ACCESS
- PROPOSED VERGE

- HB HIGHWAY BOUNDARY
- ROAD MARKINGS
- PROPOSED BELISHA (AMBER) BEASON

- EXISTING TREE
- EXISTING SIGN
- RED BLISTER TACTILE PAVING

- TELEGRAPH POLE

F02	31-05-24	Updated for Consultation	AKC	NB	NB
F01	29-11-23	First Issue	MB	NB	EA
Rev	Date	Description	Dm	Chkd	App
Revisions					

Client

OXFORDSHIRE COUNTY COUNCIL

Drawing Originator

MILESTONE INFRASTRUCTURE

A part of **MGroup Services**

Woodlands Court,
Burnham Road,
Beaconsfield,
Buckinghamshire,
HP9 2SF

This drawing is copyright of Milestone Infrastructure and shall not be reproduced without prior written permission

Drawing Status

For information

Title

**High Street Consultation Plan
Raised Zebra Crossing**

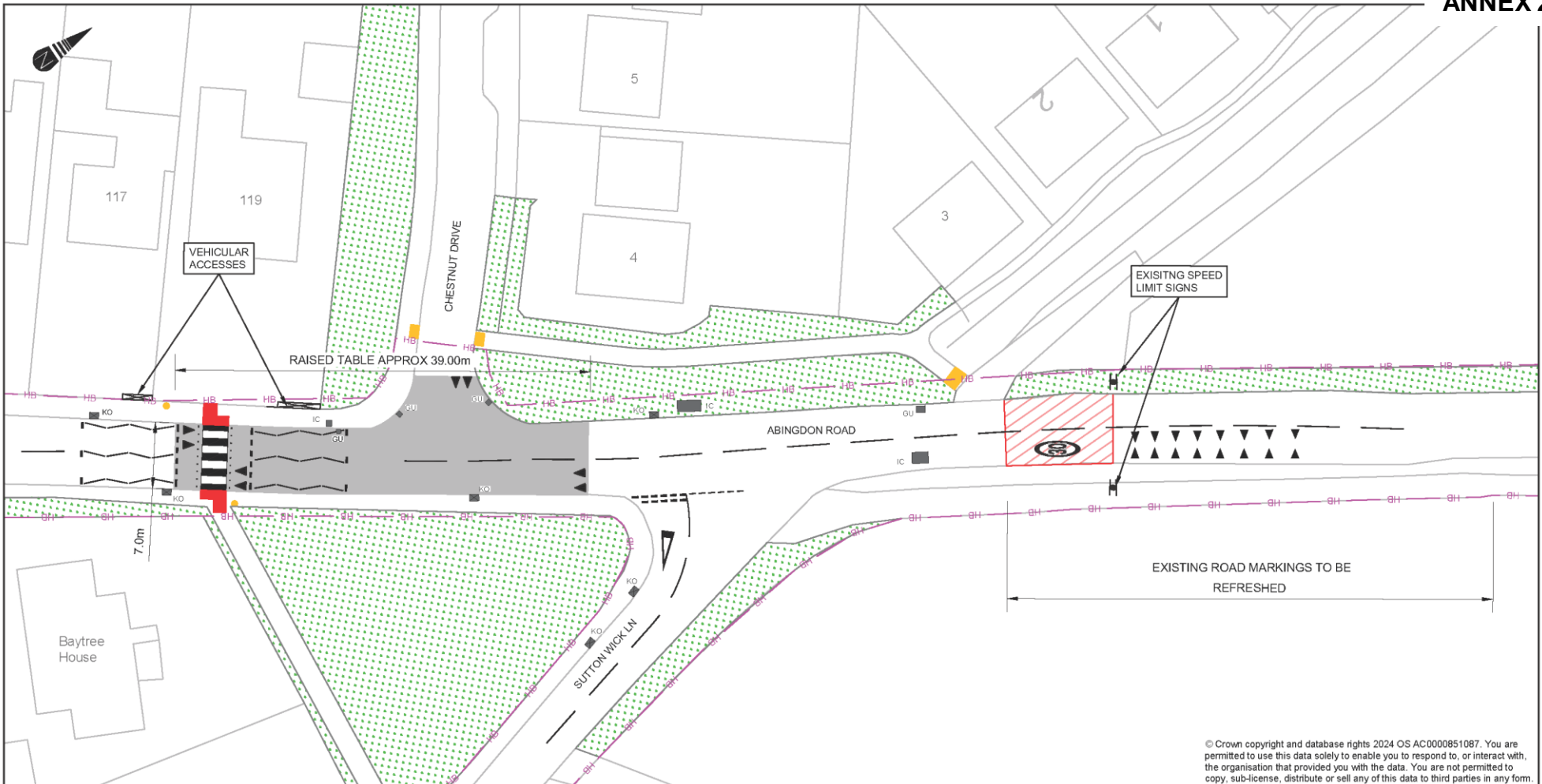
Drawing Number

Project Name

**Drayton Village
Traffic Calming Measures**

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	Not to scale	MB	NB	EA
		Drawn Date	Checked Date	Approved Date
		29-11-2023	05-12-2024	06-12-23

Drawing Number	Status	Rev
810100-MIL-GEN-DRA-DR-CH-0006	A1	F02



© Crown copyright and database rights 2024 OS AC0000851087. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

NOTES:

- This drawing is for consultation purposes only.
- A full surface water drainage system survey is to be carried out to check connectivity and function of the existing system.
- A topographic & utility survey is to be carried out at the location of each proposed traffic calming measure to facilitate accurate design development.
- New controlled crossing, new traffic calming comprising vertical deflection, new traffic regulation orders and changes to existing traffic regulation orders will be subject to statutory consultation.
- Additional signage, located to the north of the works (not shown), is proposed to warn of the staggered junction and humped crossing.
- A vehicle activated sign (VAS) is proposed to encourage speed reduction on approach to the new humped crossing when travelling southbound on Abingdon Rd.

KEY:

- PROPOSED RAISED TABLE
- PROPOSED KERB/FOOTWAY REALIGNMENT
- EXISTING TACTILE PAVING
- EXISTING COLOUR SURFACE TREATMENT TO BE REFRESHED
- PROPOSED UNCONTROLLED CROSSING
- RED BLISTER TACTILE PAVING
- HIGHWAY BOUNDARY
- ROAD MARKINGS
- PROPOSED BELISHA (AMBER) BEACON

SIGN LOCATION

- KO EXISTING ROAD DRAINAGE KERB OUTLET
- IC EXISTING INSPECTION COVER
- GU EXISTING ROAD DRAINAGE GULLY

F03	19-08-2024	Removal of jnc realignment	NB		
F02	31-05-24	Updated for Consultation	AKC	NB	NB
F01	24-01-24	First Issue	MB	NB	NB
Rev	Date	Description	Dm	Chkd	App
Revisions					

Client

OXFORDSHIRE COUNTY COUNCIL

Drawing Originator

MILESTONE INFRASTRUCTURE
A part of **MGroup Services**

Woodlands Court,
Burnham Road,
Beaconsfield,
Buckinghamshire,
HP9 2SF

This drawing is copyright of Milestone Infrastructure and shall not be reproduced without prior written permission

Drawing Status

For information

Title

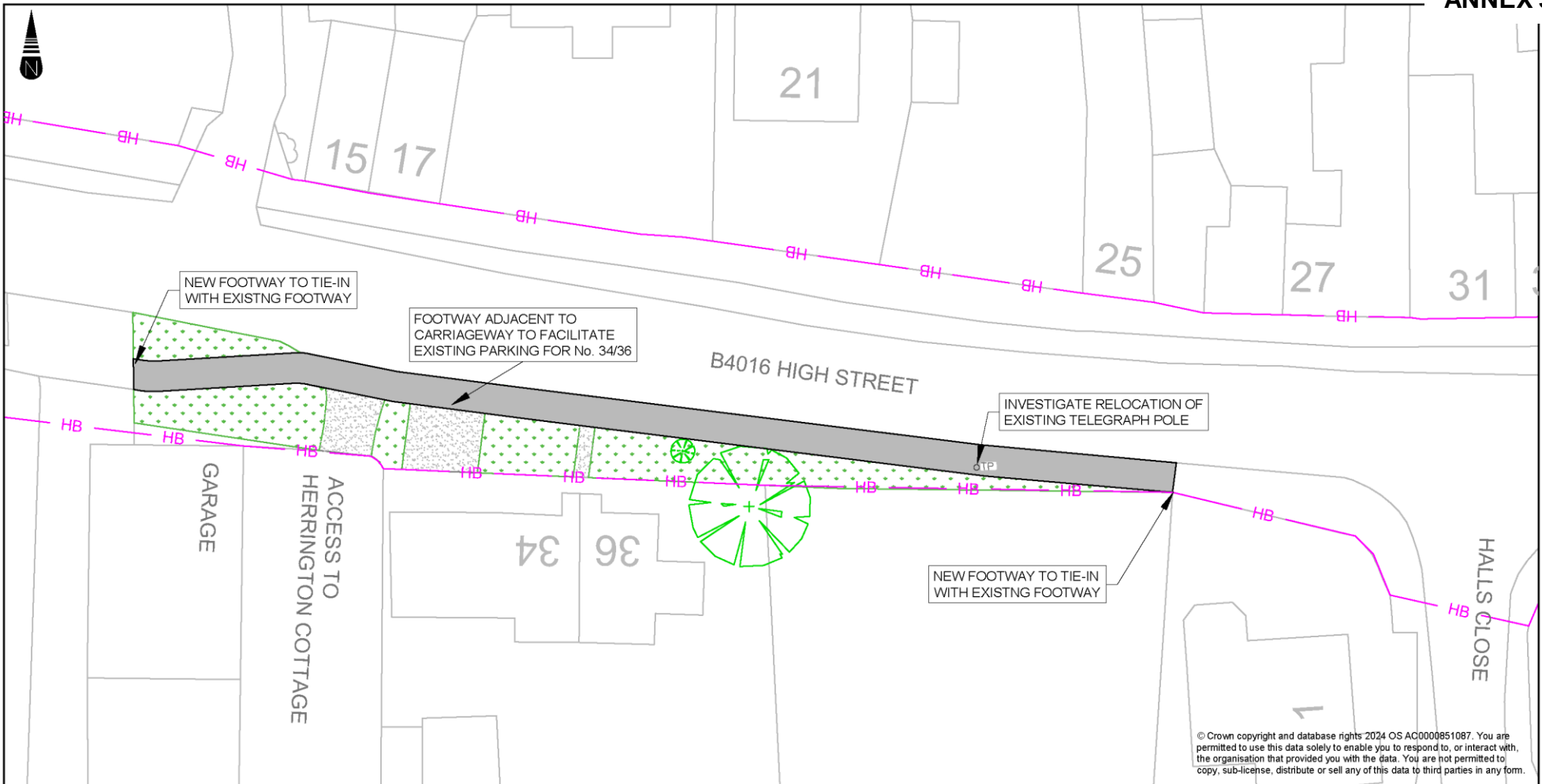
**Abingdon Rd Consultation Plan
Raised Zebra crossing
and Sutton Wick Lane junction
narrowing**

Project Name

**Drayton Village
Traffic Calming Measures**

Sheet Size	Scale	Drawn by MB	Checked by NB	Approved by NB
A3	Not to scale	Drawn Date 24-01-24	Checked Date 30/5/24	Approved Date 30/5/24

Drawing Number	Status	Rev
810100-MIL-GEN-DRA-DR-CH-0005	A1	F03



© Crown copyright and database rights 2024 OS AC0000851087. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

NOTES

1. This drawing is to be used for consultation purposes only.
2. The proposed option is contained entirely within the extents of the highway boundary.
3. A full surface water drainage system survey is to be carried out to check connectivity and function of the existing system.
4. A topographic survey will be carried out to accurately record existing ground levels, kerb alignments, building lines and such like.

KEY:

PROPOSED FOOTWAY
 HIGHWAY BOUNDARY

EXISTING DRIVEWAY ACCESS
 EXISTING TREE

EXISTING VERGE
 TELEGRAPH POLE

F01	19-08-24	For Consultation	AKC	NB	NB
Rev	Date	Description	Dm	Chkd	App
Revisions					

Client

OXFORDSHIRE COUNTY COUNCIL

Drawing Originator

MILESTONE INFRASTRUCTURE
A part of **MGroup Services**

Woodlands Court,
Burnham Road,
Beaconsfield,
Buckinghamshire,
HP9 2SF

This drawing is copyright of Milestone Infrastructure and shall not be reproduced without prior written permission

Drawing Status

For information

Title

High Street Consultation Plan Footway Link

Project Name

Drayton Village Traffic Calming Measures

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	Not to scale	AKC	NB	NB
Drawn Date		Checked Date		Approved Date
19-08-24		05-11-24		05-11-24

Drawing Number		Status	Rev
810100-MIL-GEN-DRA-DR-CH-0007		A1	F01

A. Email responses:

Respondent	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – providing the necessary speed monitoring has taken place and the results support both of these crossings. And that both crossings fully meet all current design criteria.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Concerns/No objection – The widespread imposition of 20mph limits extensively through Oxfordshire’s settlements ought already to have transformed the environment for active travel and vulnerable road users more generally if it is achieving the Councils stated goals. We note this further set of interventions, which we assume arise from “safer routes to school” measures. This ought naturally, to further address safety concerns for pedestrians in particular and the most vulnerable. Naturally, this is highly supportable in principle.</p> <p>With regard to the ramp specification and table dimensions we confirm that these are such that excessive and potentially hazardous pitching movements for buses are avoided. Moreover, we particularly note that a 2m transition length and a 100m high geometry is proposed for the transition ramps. These principles are acceptable to us.</p> <p>However, the drawings are confusing, as they appear to show two transitions approaching the crossing, from the south: the first onto the table followed by a second onto the crossing. A single transition exists to the north from the table/crossing back down to the existing carriageway level. This implies that the crossing will in fact be 200mm above the existing level, and this being the case, a 2m transition would be 1:10. This would be unacceptable, on a number of grounds, one being the risk of a bus departing the table striking the carriageway surface, especially subsequent to many years of use when percussive forces can be expected to lead to carriageway deformation at the base of the ramp at the departure end. However, it is more apparent that the crossing would end up sitting as much as 80-100mm above the footway grade, and there is no sign of this on the drawings, nor does it pass the “common sense” test”. We therefore conclude that the published drawings are erroneous.</p> <p>I would be grateful if you could raise this urgently with the AT team and Milestone to confirm the position and clarify this matter. It may be the consultation needs to be restarted.</p>

	<p>However, on the credible assumption that an integrated table incorporating the crossing is what is in fact intended, we confirm that we would have no objection.</p>
<p>(e3) Local resident, (Drayton, Chestnut Drive)</p>	<p>Concerns – Can you please be mindful of the flooding problems we have at the entrance to Chestnut Drive. We have to sweep the water down the drain immediately on the left at the entrance so please do not compromise this. Please do not effectively create a dam at the entrance to Chestnut Drive with the extension of the raised platform from Abingdon Rd.</p> <p>Hopefully, the raised platform will be constructed so as not to make the entry and exit levels too noisy for the dwellings in close proximity which already shake from vehicles passing.</p> <p>The zebra crossing will be a huge help for people, but it does not make any sense to have a small length of 30mph limit after the rest of the village being 20mph limit. This will encourage vehicles to speed up after leaving the 20mph limit when they are approaching a raised platform and zebra crossing.</p> <p>We implore you to make the 20mph limit to continue to north of Sutton Wick Lane therefore making the whole of Abingdon Rd Drayton the same speed limit and the approach and exit of the raised platform safer.</p> <p>It is no wonder so many vehicles ignore the current speed limits with so many changes over a small area.</p>
<p>(e4) Local resident, (Drayton, Chestnut Drive)</p>	<p>Concerns – Chestnut drive floods and residents have to clear the drains on the corner of chestnut drive and Abingdon Road. The drains along chestnut drive do not drain so water just sits in them from the swale. The only way to clear chestnut drive is to constantly remove debris from the drain on the corner.</p> <p>With the proposed table the water will not be able to go to the drain and will flood Chestnut drive and the driveways and properties.</p> <p>We feel that this has been overlooked and with the assumption that the drains along chestnut drive drain when in-fact they do not.</p> <p>We also feel that the table will cause thudding and scraping of heavy vehicles. Our house shakes when buses or heavy goods vehicles go past, and we worry this will be made worse.</p>

	<p>The village has a 20-speed limit that then goes to 30 at the sight of the proposed crossing and then 40. Vehicles speed up as they leave the 20 and are exceeding the speed limit as they leave the village. There have been many accidents near the entrance of chestnut drive, and we feel this should be a 20 at this end of the village.</p> <p>This is a dangerous bit of road that would be suited to a speed camera as drivers will slow down for a camera but not for a sign. Cars and motorbikes regularly overtake near the entrance of chestnut drive and a 20 limit is needed.</p> <p>We do fully support the crossing, and it is very much needed but feel that a reduction in speed would benefit and make it safer for the crossing.</p>
(e5) Local resident, (Drayton, Abingdon Road)	<p>Support – This is much needed to slow the traffic down so people can cross safely. At week-ends families and dog walkers are going to the millennium Green for recreation and vice versa. when leaving the village traffic picks up speed much faster than it should.</p> <p>I have heard people want to stop this, but it is needed before someone is hurt or worse.</p>

B. Online responses:

Respondent	COMMENTS
(o1) Local resident, (Drayton, Binning close)	<p>B4016 High Street – Object There are more than enough traffic calming measures already in place.</p> <p>B4017 Abingdon Road – Object As before it's not required</p>
(o2) Local resident, (Drayton, Close End)	<p>B4016 High Street – Object Put speed cameras instead</p> <p>B4017 Abingdon Road – Object Same as previous</p>
(o3) Local resident, (Drayton, Furlongs)	<p>B4016 High Street – Object We already have 20mph in the village and ample opportunities to cross the roads safely</p> <p>B4017 Abingdon Road – Object We already have 20mph in the village and ample opportunities to cross safely</p>
(o4) Local resident, (Drayton, High Street.)	<p>B4016 High Street – Object We live on High Street, Drayton which this crossing will affect. It will be a nuisance to and appears to be directly in front of our house. If it is, please move to the wall between 1 High Street and 3 High Street or further up the high street towards Sutton Courtney. If it's still close by, please can you make sure that any flashing beacons are covered so they do not let the flashing lights get into our bedrooms at night? If not this will cause light pollution due to the artificial light you will be installing. This would be classed as a 'statutory nuisance' (covered by the Environmental Protection Act 1990). And limit any other light pollution caused by this crossing.</p>

	<p>For the artificial light to count as a statutory nuisance it must do one of the following, but this is not an exhaustive list:</p> <ol style="list-style-type: none"> 1, unreasonably and substantially interfere with the use or enjoyment of a home or other premises 2, injure health or be likely to injure health <p>Both these points are true for us. This will cause us sleep problems in two of the bedrooms that will give the family slept deprivation and will affect our mental health.</p> <p>Many thanks in advance for your understanding. We look forward to hearing from you and getting to a resolution by putting the crossing further up the high street towards Sutton Courtney.</p> <p>B4017 Abingdon Road – Object As above</p>
(o5) Local resident, (Drayton, Lammas Land)	<p>B4016 High Street – Object Can see no evidence that this is necessary. Funds can be put to much better use</p> <p>B4017 Abingdon Road – Object See previous comment</p>
(o6) Local resident, (Drayton, Lyford close)	<p>B4016 High Street – Object Negotiating the high street is at best of time a nightmare cars parked either side and at present construction workers parking all over the street</p> <p>B4017 Abingdon Road – Object Cars ignore the raised areas and the I d we have in place d has needed to be worked on three times already .</p>
(o7) Local resident, (Drayton, Sutton Wick)	<p>B4016 High Street – Object There exists enough crossing islands in this area. Also a light controlled crossing not a million miles away. It will interfere with the flow of traffic, adding to traffic flow in my opinion</p> <p>B4017 Abingdon Road – Object</p>

	<p>A light controlled crossing is not a million miles away. It will interfere with the flow of traffic, adding to traffic flow problems in my opinion. It will just lead to small queues forming, a complete line of traffic going through Drayton and locals having to dart out to enter the main highway, causing more danger and likelihood of incidents</p>
<p>(o8) Local resident, (Drayton, Sutton Wick Lane)</p>	<p>B4016 High Street – Object There is already traffic calming and crossings. Further 'traffic calming' i believe will impede the flow of villager's traffic to unecssary proportions. There are 20mph limits here, or in very close proximity so no need</p> <p>B4017 Abingdon Road – Object There is already traffic calming and crossings. Further 'traffic calming' i believe will impede the flow of villager's traffic to unecssary proportions. There are 20mph limits here, or in very close proximity so no need</p>
<p>(o9) Local resident, (Drayton, Whitehorns way)</p>	<p>B4016 High Street – Object Because further penalising already law abiding citizens in their cars is not fair. A speed camera for those that choose to speed is what's needed</p> <p>B4017 Abingdon Road – Object Because further penalising law abiding drivers is uncalled for, speed cameras to cath those choosing to speed would be far more effective.</p>
<p>(o10) Local resident, (Drayton, Whitehorns Way)</p>	<p>B4016 High Street – Object The 20mph limit has already been ruinous enough for traffic flow, increasing emissions, harming the economy and wasting our time when cars have never been safer. This is another excessively risk averse measure: the benefits don't outweigh the disbenefits and cost. Stop wasting our tax money making our lives worse. Use it to make our lives better.</p> <p>B4017 Abingdon Road – Object The 20mph limit has already been ruinous enough for traffic flow, increasing emissions, harming the economy and wasting our time when cars have never been safer. This is another excessively risk averse measure: the benefits don't outweigh the disbenefits and cost. Stop wasting our tax money making our lives worse. Use it to make our lives better.</p>

(o11) Local resident, (Drayton, Whitehorns Way)	<p>B4016 High Street – Object No need for it</p> <p>B4017 Abingdon Road – Object No need for it</p>
(o12) Local resident, (Drayton, Binning close)	<p>B4016 High Street – Object Waste of money. The road conditions need improving first. The high street is a horrible condition</p> <p>B4017 Abingdon Road – Object Spend the money on improving the road conditions</p>
(o13) Local resident, (Drayton, Corneville Road)	<p>B4016 High Street – Object Rather than waste money on this proposal, you could start with limiting the HGVs through the village. There are a large number of HGV training companies that also constantly use Drayton and Road network to train their students. They damage curbs, roads and endanger pedestrians and it won't be long before there will be a serious incident.</p> <p>B4017 Abingdon Road – Object See previous comment</p>
(o14) Local resident, (Drayton, Furlongs)	<p>B4016 High Street – Object Damage to my car as are the council going to pay for the damages as it will do the cars suspension in</p> <p>B4017 Abingdon Road – Object Damage to my car is council going to pay my suspension cost</p>
(o15) Local resident, (Drayton, Private)	<p>B4016 High Street – Object No requirement, poor use of budget which we are told is scarce</p>

	<p>B4017 Abingdon Road – Object No requirement and poor use of budget which we are told is scarce</p>
<p>(o16) Local resident, (Drayton, Steventon Road)</p>	<p>B4016 High Street – Object With the parked cars in these areas, and more houses being built, people already need to slow down, plus the reduction in speed limit has already been put into force. I have lived here for almost 12 years and not seen many issues. There are a few individuals that drive unsafe, but these are the minority and if you had more police patrol this would be more of a prevention, as these drivers have a total disregard for the laws.</p> <p>B4017 Abingdon Road – Object Already answered</p>
<p>(o17) Local resident, (Drayton, Whitehorns Way)</p>	<p>B4016 High Street – Object Don't needed road's should be flat and full of bumps, to many pot holes as it is without stupid ramps coursing even more damage to people's cars</p> <p>B4017 Abingdon Road – Object Waste of money fix the pot holes</p>
<p>(o18) Local resident, (Drayton, High Street)</p>	<p>B4016 High Street – Object I live on the High Street. There is absolutely no need for a crossing of any sort. Why? Because there is no data or any substance behind this requirement. The 'idea' was formulated as part of the local plan 10 years ago. I have asked the PC to provide backup/data on the requirement and they are unable to do so other than say more houses have been built. What they fail to acknowledge is the vast majority of occupants dont need to cross the road (they have cars!) and more importantly we don't need 'traffic calming' measures in Drayton. Again why? At peak times the roads around here are gridlocked. A traffic 'calming' measure would have zero impact. In no peak times, anyway, there is the junction / roundabout at the wheatsheaf pub. Where you have proposed the crossing is not that far from the junction and drivers are already slowing down by this point. In addition, there is none/minimal level of crossing. Again, where is the data to back up numbers of crossings, reduction in accidents/incidents, how much difference to what is happening now. To summarise:- There is absolutely no requirement for this measure whatsoever. There is no data to back it up</p>

	<p>and nor will if it have any benefit or effect on day to day activity by villagers or drivers. ITS A COMPLETE WASTE OF MONEY.</p> <p>B4017 Abingdon Road – Partially support As long again as there data to back up this requirement I would support but I see no evidence of this</p>
(o19) Local resident, (Drayton, Abingdon road)	<p>B4016 High Street – Object High street is increasingly dangerous with the number of parked cars vs traffic and pedestrians coming from the new estate struggle to cross</p> <p>B4017 Abingdon Road – Support Pedestrians from chestnut drive at the moment have no safe way to cross the main road</p>
(o20) Local resident, (Drayton, Whitehorns way)	<p>B4016 High Street – Partially support I support the possible need for a crossing but do not feel it needs to be raised. No other crossing within the area requires it to be raised as the table top zebra crossing next to Hilliat fields already proves a nuisance with its rather harsh gradient.</p> <p>B4017 Abingdon Road – Object The current table top crossing already proves a nuisance with its harsh gradients and seems to create more road rage than necessary.</p>
(o21) Local resident, (Milton, Beaker place)	<p>B4016 High Street – Support Because there is currently no crossing on that rosd</p> <p>B4017 Abingdon Road – Object The 20mph speed limit is enough, there is sufficient safe places to cross</p>
(o22) Local resident, (Drayton, Friars Mews)	<p>B4016 High Street – Partially support</p>

	<p>Whilst I support any actions to try and keep our pedestrians safe, as I use the zebra crossing by hilliat fields 4 times a day to take my young children to school I don't feel they are enough. I and my children have had several very close and scary calls nearly being hit by careless drivers which I have previously raised concerns with the council.</p> <p>B4017 Abingdon Road – Partially support As per previous comment</p>
(o23) Local resident, (Drayton, Manor Road)	<p>B4016 High Street – Partially support Don't object to zebra crossing but in a 20mph zone they shouldn't need to be raised. Humps in the road cause road noise to those living in immediate vicinity.</p> <p>B4017 Abingdon Road – Partially support As previously noted do not object to zebra crossing but raised table is not necessary in a 20mph zone. It causes unnecessary road noise to those living in immediate vicinity</p>
(o24) Local resident, (Drayton, Abingdon road)	<p>B4016 High Street – Partially support I agree we need more safe ways to cross the roads, especially with children going to and from school at Drayton primary school. I struggle to cross when getting off my bus at the green to go to the post office and often wait for many cars to pass, going faster than 20mph before safe to do so. If this was to slow traffic then I am in favour of this measure. However it may also cause delays and traffic build up in these areas, pollution and delays would then become an issue.</p> <p>B4017 Abingdon Road – Partially support As stated before I feel both positive and negative things would become apparent.</p>
(o25) Local resident, (Drayton, Steventon road)	<p>B4016 High Street – Partially support There needs to be traffic calming on Steventon Road too, it's like a race track. I have lived there for 24 years and it's almost impossible to cross done days as it's so busy and fast. Why are all the calming measures being put at the other end of the village.</p> <p>B4017 Abingdon Road – Partially support</p>

	<p>I agree it is needed but we really need traffic calming measures on the Steventon Road in the village wee I love as it's like a race track. Why are all the calming measures bring out at the other end of the village only?</p>
<p>(o26) Member of public, (Wantage, Hangar Lane)</p>	<p>B4016 High Street – Partially support table top humps do little to nothing to slow traffic down. The other issue with humps is that vehicles can't keep taking the pounding every time they go over them. They don't just destroy the suspension but other parts on the front end. Perhaps it would be better to put the square humps in but that won't stop the speeding motorcyclists that fly through the village but it will stop the buses from breaking the speed limit.</p> <p>B4017 Abingdon Road – Partially support raised tables do nothing to stop speeding, square humps would be better but they won't stop the motorcyclists from speeding. The Zebra crossing would be a welcome addition to the protection of pedestrians.</p>
<p>(o27) Local resident, (Drayton, Chestnut Drive)</p>	<p>B4016 High Street – Partially support To reduce speed and making it safe for residents.</p> <p>B4017 Abingdon Road – Support The main reason is the speed at which the vehicles drive. Living on Chestnut Drive, crossing the road is very dangerous for parents and for children who want to go to the park or the shop. Vehicles joining from Chestnut to Abingdon Road is also becoming an issue with the volume of traffic and very dangerous.</p>
<p>(o28) Local resident, (Drayton, Gravel lane)</p>	<p>B4016 High Street – Partially support I support the traffic calming measures and zebra crossing but wonder if this is the best location, rather than further east down the high street? I would be interested in why this location has been selected and whether this reflects observations of typical crossings made by pedestrians.</p> <p>B4017 Abingdon Road – Support It makes sense to have this crossing near the entrance to the new housing estate and planned MUGA.</p>

<p>(o29) Local resident, (Drayton, Whitehorns way)</p>	<p>B4016 High Street – Partially support Entire High street (and especially within a reasonable distance from the proposed crossing) needs to have sections of double yellow lines each side to ensure cars are not parked in an unsafe manner - there is an ongoing issue with contractors blocking the road, but local residents and their visitors are also guilty of inconsiderate parking meaning only one lane is in use for a significant distance without any room on the side of the road to stop and let oncoming traffic to go through. This, in turn, increases speeding as everyone is trying to pass through a lot quicker and often significantly over the limit.</p> <p>B4017 Abingdon Road – Support Fully support</p>
<p>(o30) Local resident, (Drayton, PLOUGH LANE)</p>	<p>B4016 High Street – Support Safe crossing for children walking from dovecote estate to Drayton school</p> <p>B4017 Abingdon Road – No objection No problem</p>
<p>(o31) Local resident, (Drayton, Steventon Road)</p>	<p>B4016 High Street – Support Used a lot by school kids</p> <p>B4017 Abingdon Road – No objection Not necessary. Alternative crossing available with short diversion</p>
<p>(o32) Local resident, (Drayton, Binning Close)</p>	<p>B4016 High Street – Support Always felt the crossing there was not adequate for the number of pedestrians, in particular school children, who use it daily. As a child I was clipped by a car crossing that road after getting off the school bus. A zebra crossing will make it much safer.</p> <p>B4017 Abingdon Road – No objection I don't feel like this will be enough. A speed camera would be a better choice. People will just slow for the bump and then speed back up.</p>

(o33) Local resident, (Drayton, Whitehorns Way)	<p>B4016 High Street – Support Anything that help to slow the speeding drivers through the village can't be a bad thing</p> <p>B4017 Abingdon Road – No objection Same as previous</p>
(o34) Local resident, (Drayton, Abingdon road)	<p>B4016 High Street – Support Cars driving too fast in village and due to the amount of accidents on the A34 recently, there is an endless stream of lorries, motorbikes and cars coming though. Lorries ignoring speed limit at night which is also extremely noisy</p> <p>B4017 Abingdon Road – Partially support Not sure a zebra crossing is needed or sensible due the the road layout . Definitely support other measures though</p>
(o35) Local resident, (Drayton, Fisher Close)	<p>B4016 High Street – Support Need more safe crossing points in the village as it is a busy road</p> <p>B4017 Abingdon Road – Partially support Zebra crossing is needed here desperately however the raised hump doesn't seem to slow traffic,but instead makes it difficult to judge car speed and adds noise</p>
(o36) Local resident, (Drayton, High Street)	<p>B4016 High Street – Support A necessary safety feature that will help people cross safely on a very busy road. Lots of children cross twice a day from the school & school buses especially now with the families living in the Dovecote estate. Lots of people of all ages crossing to go to the Green? Bust stops & shop.</p> <p>B4017 Abingdon Road – Partially support</p>

	<p>Crossing definitely needed as lots of pedestrians & cyclists cross there as well as cars coming out of Miller homes site & Sutton Wick roads. Don't think the raised platform needs to be so long.</p>
<p>(o37) Local resident, (Drayton, Abingdon Road)</p>	<p>B4016 High Street – Support Traffic is speeding along the Abingdon Road</p> <p>B4017 Abingdon Road – Partially support Should be more calming eg chicanes .</p>
<p>(o38) Local resident, (Drayton, Lyford Close)</p>	<p>B4016 High Street – Support Crossing would definitely help</p> <p>B4017 Abingdon Road – Partially support Crossing would help, but due to the angle of that junction it can be difficult to see right due to bushes from pre existing properties. A mini roundabout would make the junction easier to maneuver and wouldn't impact a crossing which is needed</p>
<p>(o39) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>B4016 High Street – Support On behalf of CoHSAT, the Coalition for Healthy Streets and Active Travel, we support this crossing in Drayton which will slow traffic in the centre of the village and make it easier to cross the road.</p> <p>B4017 Abingdon Road – Support On behalf of CoHSAT, the Coalition for Healthy Streets and Active Travel, we support this crossing in Drayton which will make it easier to cross the road in the north of the village.</p>
<p>(o40) Local resident, (Drayton, Abbot Crescent)</p>	<p>B4016 High Street – Support Traffic ignores the 20 speed limit</p> <p>B4017 Abingdon Road – Support Anything that slow the traffic down.</p>

<p>(o41) Local resident, (Drayton, Abbot CRESCENT)</p>	<p>B4016 High Street – Support Traffic calming (some vehicle speeds are ludicrous along that stretch) and safer crossing for me with dog and for schoolchildren and elderly.</p> <p>B4017 Abingdon Road – Support Traffic calming (some vehicle speeds are ludicrous along that stretch) and safer crossing for me with dog and for schoolchildren and elderly.</p>
<p>(o42) Local resident, (Drayton, Abingdon Road)</p>	<p>B4016 High Street – Support Anything to help stop the speeding through the village.</p> <p>B4017 Abingdon Road – Support Anything to help stop the speeding through the village.</p>
<p>(o43) Local resident, (Drayton, Chestnut Drive)</p>	<p>B4016 High Street – Support The new crossing will definitely enhance safety of the children that live in Walnut Meadow as well as everyone that use the area. Improving pedestrian crossings will make a big difference in our community safety.</p> <p>B4017 Abingdon Road – Support The new crossing will definitely enhance safety of the children that live in Walnut Meadow as well as everyone that use the area. Improving pedestrian crossings will make a big difference in our community safety.</p>
<p>(o44) Local resident, (Drayton, Conifer drive)</p>	<p>B4016 High Street – Support This is a welcome crossing for all village residents, especially for children & the elderly, but with the extra traffic experienced by the village, any extra crossing facilities are welcome for pedestrian safety.</p> <p>B4017 Abingdon Road – Support This will be a very useful addition for pedestrians crossing our village roads</p>

<p>(o45) Local resident, (Drayton, Furlongs)</p>	<p>B4016 High Street – Support Safer crossing, particularly for children.</p> <p>B4017 Abingdon Road – Support Safer crossing for residents to access the play park on the development. Safer to drive as sometimes pedestrians attempting to cross are hidden from view.</p>
<p>(o46) Local resident, (Drayton, Gravel Lane)</p>	<p>B4016 High Street – Support People, and especially their safety, are more important than cars. Anything that makes the village more walkable is going to get my support. Physical road calming methods will also help to reduce speeding in the village.</p> <p>B4017 Abingdon Road – Support Again, this should reduce speeding and make the village more walkable and safer for people.</p>
<p>(o47) Local resident, (Drayton, High Street)</p>	<p>B4016 High Street – Support Heavy, often fast-moving traffic area. Increased number of residents. (eg Dovecote, 140 new homes. Many children of all ages cross at that point, morning, afternoon & evening to walk or cycle to/from school or catch school buses to Abingdon, Culham etc. And, adults too throughout the day.</p> <p>B4017 Abingdon Road – Support Another new housing estate, Walnut Meadow, 73 homes. No continuous pavement on west side of Abingdon Road southwards from Walnut Avenue, so to reach bus stops, shops etc in Drayton it is necessary to cross the main road - at a point where traffic has hopefully slowed to 30mph.</p>
<p>(o48) Local resident, (Drayton, High Street)</p>	<p>B4016 High Street – Support Currently there is no safe crossing.</p> <p>B4017 Abingdon Road – Support Again currently there is no safe crossing</p>

<p>(o49) Local resident, (Drayton, High Street)</p>	<p>B4016 High Street – Support</p> <p>This proposal would make it substantially safer and easier for all residents and visitors to Drayton to cross two of the three main roads. As a resident and someone who needs to cross these roads regularly, I am fully supportive. For many of the children in the village there is currently no safe crossing to get to Drayton Primary School, or to the bus stops that take them to Secondary schools.</p> <p>I currently accompany my son to the bus stop at the Green and we have to wait a long time to cross the High Street, perched on the kerb waiting for a gap in traffic. With pushchairs, or several children, wheelchairs etc this is even more challenging and dangerous.</p> <p>For adults - this would allow them to safely cross the road to access shops and pubs.</p> <p>The locations detailed on the plans are ideal, and are exactly where people need to cross.</p> <p>It is very important that we make Drayton a safe place to live and more around. I sincerely hope these plans go ahead and also that a third crossing can be considered for the near future for the Steventon Road/B4017 which currently has nowhere to cross to access the Village Hall and play area from the other side of the village.</p> <p>Many thanks.</p> <p>B4017 Abingdon Road – Support</p> <p>I fully support this for the same reasons as supporting the crossong on the High Street:</p> <p>This proposal would make it substantially safer and easier for all residents and visitors to Drayton to cross two of the three main roads. As a resident and someone who needs to cross these roads regularly, I am fully supportive. For many of the children in the village there is currently no safe crossing to get to Drayton Primary School, or to the bus stops that take them to Secondary schools.</p> <p>I currently accompany my son to the bus stop at the Green and we have to wait a long time to cross the High Street, perched on the kerb waiting for a gap in traffic. With pushchairs, or several children, wheelchairs etc this is even more challenging and dangerous.</p> <p>For adults - this would allow them to safely cross the road to access shops and pubs.</p> <p>The locations detailed on the plans are ideal, and are exactly where people need to cross.</p> <p>It is very important that we make Drayton a safe place to live and more around. I sincerely hope these plans go ahead and also that a third crossing can be considered for the near future for the Steventon Road/B4017 which currently has nowhere to cross to access the Village Hall and play area from the other side of the village.</p> <p>Many thanks.</p>
---	---

<p>(o50) Local resident, (Drayton, High Street)</p>	<p>B4016 High Street – Support Because I live close and would use this crossing often to reach my bus stop in the morning to get to school.</p> <p>B4017 Abingdon Road – Support When I am walking or riding my bike I use that area of oread to reach the other side often</p>
<p>(o51) Local resident, (Drayton, High street)</p>	<p>B4016 High Street – Support Stop the speeding</p> <p>B4017 Abingdon Road – Support Stop the speeding</p>
<p>(o52) Local resident, (Drayton, Hilliat fields)</p>	<p>B4016 High Street – Support For kids and people in general to cross safely to go to the corner shop or to the bus stop</p> <p>B4017 Abingdon Road – Support Same as above to make sure people and kids in particular cross safely</p>
<p>(o53) Local resident, (Drayton, Holly Lane)</p>	<p>B4016 High Street – Support Traffic travels through the village far too fast making it difficult to cross the road.</p> <p>B4017 Abingdon Road – Support We have been waiting over 8 years for this crossing and traffic calming which was promised as part of the new housing development. Crossing the B4017 with children to visit the village pond and Millenium Green is extremely dangerous with traffic speeding on entering and departing the village. Also with the secondary school bus no longer being provided a safe crossing for children needing to cycle or walk to school is very important.</p>
<p>(o54) Local resident, (Drayton, Lammas)</p>	<p>B4016 High Street – Support For the safety of all the children at Europa school and by extension local residents</p>

	<p>B4017 Abingdon Road – Support As per previous</p>
<p>(o55) Local resident, (Drayton, Lammas Land)</p>	<p>B4016 High Street – Support I live on the Dovecot estate and would welcome a safer crossing of the High Street to get to the bus stops and shops.</p> <p>B4017 Abingdon Road – Support I frequently make the crossing of the Abingdon road at this point and would welcome a safer crossing option.</p>
<p>(o56) Local resident, (Drayton, Lammas land)</p>	<p>B4016 High Street – Support I have two young children and we have to cross the high street every morning. Every car coming from the roundabout ignores the speed limit and drives way too fast. In winter when it is dark, this is really dangerous. It is only a matter of time before a child gets hurt.</p> <p>B4017 Abingdon Road – Support See my previous answer. Cars drive too fast from the roundabout towards Sutton Courtenay and trying to cross at busy times when taking my children to school is really dangerous.</p>
<p>(o57) Local resident, (Drayton, Lammas land off high street)</p>	<p>B4016 High Street – Support It will avoid an accident waiting to happen. I strongly support.</p> <p>B4017 Abingdon Road – Support Safety reasons</p>
<p>(o58) Local resident, (Drayton, Lesparre)</p>	<p>B4016 High Street – Support Crossing the main roads are dangerous. Especially with children. Any traffic calming and crossings are welcome. Though I would strongly advise if any remedial work can be done on the footpaths on the Abingdon road especially on the suttonwick side of the road would be greatly appreciated as they are extremely narrow and slope into the road</p>

	<p>B4017 Abingdon Road – Support Because the roads I. Drayton are dangerous</p>
<p>(o59) Local resident, (Drayton, Manor close)</p>	<p>B4016 High Street – Support To slow cars down, especially during peak times and when the a34 is closed. When crossing the road twice daily on the current zebra crossing by Hilliart fields most cars tend not to stop. This concerns me that the road is unsafe to cross but having multiple humps and zebra crossings in and out of the village may overall reduce speed</p> <p>B4017 Abingdon Road – Support Same comment as before</p>
<p>(o60) Local resident, (Drayton, Newman Lane)</p>	<p>B4016 High Street – Support I cross the road there quite often</p> <p>B4017 Abingdon Road – Support I cross the road there very often, with small children usually</p>
<p>(o61) Local resident, (Drayton, Plough Lane)</p>	<p>B4016 High Street – Support High street is so busy and it's difficult to cross the road with my 2 children at drop off and pick up time.</p> <p>B4017 Abingdon Road – Support There are other families that use that route to go to school</p>
<p>(o62) Local resident, (Drayton, Plough Lane)</p>	<p>B4016 High Street – Support We have been pushing for this for years and are glad to see progress is finally being made.</p> <p>B4017 Abingdon Road – Support This is a critical crossing as well and the implementation is years overdue</p>

<p>(o63) Local resident, (Drayton, Steventon Road)</p>	<p>B4016 High Street – Support The road needs a crossing there isn't one along here.</p> <p>B4017 Abingdon Road – Support This road is an accident waiting to happen fully support a crossing here.</p>
<p>(o64) Local resident, (Drayton, Sutton Wick Lane)</p>	<p>B4016 High Street – Support Badly needs a crossing here.</p> <p>B4017 Abingdon Road – Support Particularly with the sports area currently underway a crossing and slowing traffic is paramount.</p>
<p>(o65) Local resident, (Drayton, Sutton Wick Lane)</p>	<p>B4016 High Street – Support Safe access for pedestrians on a busy road</p> <p>B4017 Abingdon Road – Support Again pedestrian safety on a busy road. It will also ensure cars reduce speed as coming into Drayton</p>
<p>(o66) Local resident, (Drayton, Sutton wick lane)</p>	<p>B4016 High Street – Support Safer option for kids crossing the street</p> <p>B4017 Abingdon Road – Support Safer for kids</p>
<p>(o67) Local resident, (Drayton, Sutton wick lane)</p>	<p>B4016 High Street – Support I am a local resident of this planned proposal and I think it is a fantastic idea. I am a father of 3 children, 2 that attend drayton primary school. If we choose to cycle or walk to school our crossing point is the exact position of the proposed crossing. Some mornings it is dangerous trying to pick the right moment to cross into the new housing estate from Sutton wick lane where we live. I have taken videos and pictures to support this and was planning on raising this issue and I am delighted that this proposal has happened and I support this 100%!</p>

	<p>B4017 Abingdon Road – Support I am a resident of Sutton Wick Lane and struggle to cross into the new housing estate opposite. This is our planned route to walk my 2 young children to school. There has been times we are trying to pick a safe time to cross with the volume of traffic passing through. This proposal is a fantastic idea and would benefit the community greatly.</p>
<p>(o68) Local resident, (Drayton, Sutton Wick Lane)</p>	<p>B4016 High Street – Support This idea is fantastic! I am a resident of Sutton Wick Lane with young children and this will be a great addition. Not only for the speed control aspect but for the safety of crossing a very busy road during school drop off and pick up! Great idea!!</p> <p>B4017 Abingdon Road – Support 100% support this proposal. It will slow drivers coming into our village but also help pedestrians and cyclists crossing a very busy road.</p>
<p>(o69) Local resident, (Drayton, Walnut Way)</p>	<p>B4016 High Street – Support Cars drive too fast down this road. It will be beneficial.</p> <p>B4017 Abingdon Road – Support It will be a great addition based on walking and cycling around the local area.</p>
<p>(o70) Local resident, (Drayton, Whitehorns Way)</p>	<p>B4016 High Street – Support There are not enough Zebra crossings in Drayton.</p> <p>B4017 Abingdon Road – Support The existing Zebra crossing is way too far to cover the whole area.</p>
<p>(o71) Local resident, (Drayton, Willow Way)</p>	<p>B4016 High Street – Support I think this is a good idea. As the village has grown, with more pedestrians and families this is needed. Also the volume of traffic through the village has hugely increased and a lot of drivers don't follow the 20mph speed limits.</p>

	<p>B4017 Abingdon Road – Support I think this is a good idea. As the village has grown, with more pedestrians and families this is needed. Also the volume of traffic through the village has hugely increased and a lot of drivers don't follow the 20mph speed limits. Given that the speed limit by Chestnut Drive is 30 (which I've never understood why the 20 didn't continue past Sutton Wick) this traffic calming and opportunity for pedestrians to cross is long overdue.</p>
<p>(o72) Local resident, (Drayton, Abbot Crescent)</p>	<p>B4016 High Street – Support I am a young person so it would be useful and safer for us to have a crossing.</p> <p>B4017 Abingdon Road – Support As a young person I would like to have a safe place to cross and would like a proper crossing.</p>
<p>(o73) Local resident, (Drayton, Abbot Crescent)</p>	<p>B4016 High Street – Support There is nowhere for pedestrians to cross safely in Drayton apart from near Edwards park. I would very much like a controlled crossing for people to use particularly young and older people.</p> <p>B4017 Abingdon Road – Support I would support a crossing on either road, both would be best as often people need to get from the other side of High Street to the post office or bus stop.</p>
<p>(o74) Local resident, (Drayton, Halls Close)</p>	<p>B4016 High Street – Support I have young school children and am keen to find ways to cross safely without speeding cars.</p> <p>B4017 Abingdon Road – Support As previous</p>
<p>(o75) Local resident, (Drayton, Hilliat fields)</p>	<p>B4016 High Street – Support It is important to have safe crossing in the village especially for children and elderly</p> <p>B4017 Abingdon Road – Support</p>

	A crossing is important especially for children and elderly, and to enable pedestrians and cyclists onto the cycle way.
(o76) Local resident, (Drayton, Lyford Close)	<p>B4016 High Street – Support To safely cross the roads</p> <p>B4017 Abingdon Road – Support To safely cross</p>
(o77) Local resident, (Drayton, Plough Lane)	<p>B4016 High Street – Support We live in the development off of the High Street and very much support a crossing as we have a small child and dog and find the road tricky to cross at times with the speed & quantity of cars traveling along the High Street</p> <p>B4017 Abingdon Road – Support We live in the village and fully support this</p>
(o78) Local resident, (Drayton, Plough Lane (Dovecote estate))	<p>B4016 High Street – Support I walk my two children to and from school every day and this particular crossing is always a challenge.</p> <p>B4017 Abingdon Road – Support Cars always go too fast on this section of road.</p>
(o79) Local resident, (Drayton, Sutton Wick Lane)	<p>B4016 High Street – Support Hope it will slow traffic turning off B4017 into High St.</p> <p>B4017 Abingdon Road – Support Will hopefully slow traffic before they reach Sutton Wick Lane, when travelling south!</p>

<p>(o80) Local resident, (Drayton, Sutton Wick Lane)</p>	<p>B4016 High Street – Support Difficult to join Abingdon Road off Sutton Wick Lane due to fast approaching cars from Abngdon breaching the 30mph limit at the entry to the village</p> <p>B4017 Abingdon Road – Support as stated before</p>
<p>(o81) Local resident, (Drayton, Sutton Wick Lane)</p>	<p>B4016 High Street – Support Crossing the road is currently dangerous for my kids using school bus at busy times.</p> <p>B4017 Abingdon Road – Support It is dangerous crossing the busy road for kids using school bus which coincides with rush hours in both times. To limit speeding vehicles along the road</p>
<p>(o82) Local resident, (Drayton, Sutton Wick Lane)</p>	<p>B4016 High Street – Support To help people cross a busy road. Will help to also lower traffic speed</p> <p>B4017 Abingdon Road – Support To help people cross a busy road and help lower traffic speed</p>
<p>(o83) Local resident, (Drayton, Whitehorns Way)</p>	<p>B4016 High Street – Support Safety of crossing road</p> <p>B4017 Abingdon Road – Support Will slow traffic down entering and leaving the village and make crossing the road safer.</p>
<p>(o84) Local resident, (Grove, Laurel crescent)</p>	<p>B4016 High Street – Support This zebra crossing is very much needed. The road is very busy and to get my family across that road scares me. Thank you!</p>

	<p>B4017 Abingdon Road – Support To have a new housing estate on a busy road and no crossing facilities is very unusual and causes potential danger crossing every day for all of those children.</p>
<p>(o85) Member of public, (Grove, Linden Crescent)</p>	<p>B4016 High Street – Support The traffic in Drayton is fast, drivers ignore the speed limit at all times , anything that helps to calm it down will be beneficial.</p> <p>B4017 Abingdon Road – Support My family live in Drayton and we constantly worry if the children are out , the foot paths are narrow and traffic faster than it should be even though it's been reduced to 20 some of the motorists are still doing about 40</p>
<p>(o86) Local resident, (Drayton, Chestnut Drive)</p>	<p>B4016 High Street – No objection Feedback only on the other proposal</p> <p>B4017 Abingdon Road – Partially support Plans need to consider that significant surface water flooding will occur during and after heavy rain: Surface water on Chestnut Drive flows down towards Abingdon Road and should drain into the swale ditch. But this is ineffective so there will be flooding of the road at the margin of the 'raised table', at the end of Chestnut Drive. Drainage from the field adjacent to Holly Lane and Chestnut Drive (in the event of heavy rain) largely happens via the swale ditch on Chestnut Drive but this fills up and overflows onto Abingdon Road. So there will be very large surface water flowing into the single gutter (in the planning diagram) on the corner of the 'raised table'. It could be overwhelmed in which case a lot of water will flow down onto the main road towards Abingdon. Or the water will flow back onto Chestnut Drive, where the margin of the raised table will be flooded (as per above). This would then spill out onto Abingdon Road or onto the pavement/curb.</p>
<p>(o87) Local resident, (Drayton, Halls close)</p>	<p>B4016 High Street – No objection I support it but the main issue is to reduce the number of car using our village as a shortcut to the A34 and do slow car at the east entrance of the village of the high street?</p> <p>B4017 Abingdon Road – Support Car arrive too fast as the Sutton wick junction</p>

(o88) Local resident, (Drayton, LESPARRE CLOSE)	<p>B4016 High Street – No objection Fed up of the drivers that speed through the village.</p> <p>B4017 Abingdon Road – Support We need this.</p>
(o89) Local resident, (Drayton, Marcham Road)	<p>B4016 High Street – No objection With the amount of vehicles parked in the High Street speedis limited</p> <p>B4017 Abingdon Road – No objection OK</p>
(o90) Local resident, (Drayton, High Street)	<p>B4016 High Street – No objection I think this is a sensible idea, as there is no safe crossing point on High Street. However, it needs to be located in an area with the highest footfall—specifically opposite the entrance to The Furlongs estate, which has a substantial housing area and is home to many young families. Sadly, raised crossed can be noisy, so I would strongly object to it being any further down the High Steet than The Furlongs junction as many of the houses are closer to the proximity of the road and this would significantly devalue someone's property.</p> <p>B4017 Abingdon Road – No objection n/a</p>
(o91) Member of public, (Harwell, Wantage Road)	<p>B4016 High Street – No objection Prefer raised tables to speed bumps or road narrowing. Hence no objection</p> <p>B4017 Abingdon Road – No objection</p>

	See response in part 3
--	------------------------