

# Haddenham Streetscape Project

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## Haddenham Streetscape Project - Background

- Rapid growth in the village is placing additional strain on the current infrastructure.
- The Haddenham Neighbourhood Plan (2016) includes a commitment to appraise the streetscape and public realm of Haddenham.
- This scheme provides such appraisal, providing recommendations to improve the environment of Haddenham
- **Aims**
  - To use innovative streetscape design to influence behaviours and create an attractive environment which is more people-centred.
  - Assess the viability of 20mph zones.
  - Prioritise walking & cycling, improving connectivity within the village.
  - Address parking problems, particularly near the station and outside schools











# Help us shape the future of Buckinghamshire...

... by telling us what you think about recent developments that have been built across the area. You can also tell us what you think about where you live or work.

We are interested to know what you think about **streets, public spaces, buildings, nature and water.**

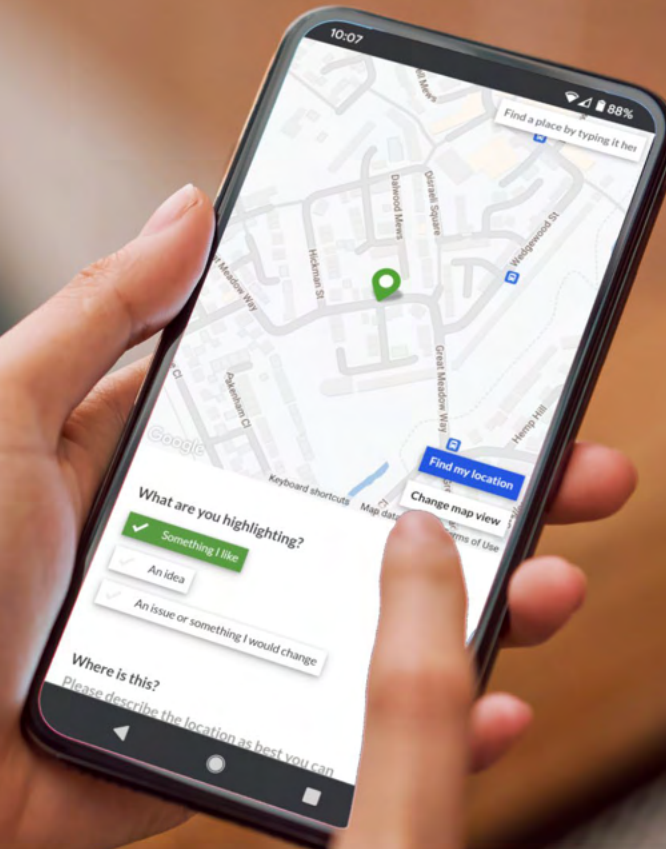
What do you like?

What do you not like?

What do you think could be designed better?

We will use your comments, suggestions and ideas to help us create design policies for new developments across Buckinghamshire.

Buckinghamshire Council has started work on a new Local Plan. Once the Local Plan is complete, this will set out where, when and how much new development



## Current Issues

- Poorly defined gateways into the village
- Dangerous junctions
- Difficulty crossing the road
- Pedestrians feel vulnerable / vehicle speeds
- Rat running / unsuitable vehicles
- Lack of parking / antisocial parking
- Active travel routes
- Street clutter
- Poor setting for listed buildings

### Emerging themes



Poorly defined gateways



Dangerous junctions



Difficulty crossing the road



Pedestrian vulnerability /  
vehicle speeds



Rat running /  
unsuitable vehicles



Lack of parking / anti-social  
parking



Active travel routes



Street clutter



Poor setting for listed  
buildings



## Stakeholder Engagement - Event

- A mini-exhibition of the proposals was held in May 2022 at the Village Hall.
- The exhibition was well attended by local residents.
- 5 banners were displayed, presenting the following information:
  - Background to the project
  - What residents have told us so far
  - Ideas and Emerging themes for consideration
  - The Design Toolkit
  - Initial Design Ideas for Discussion



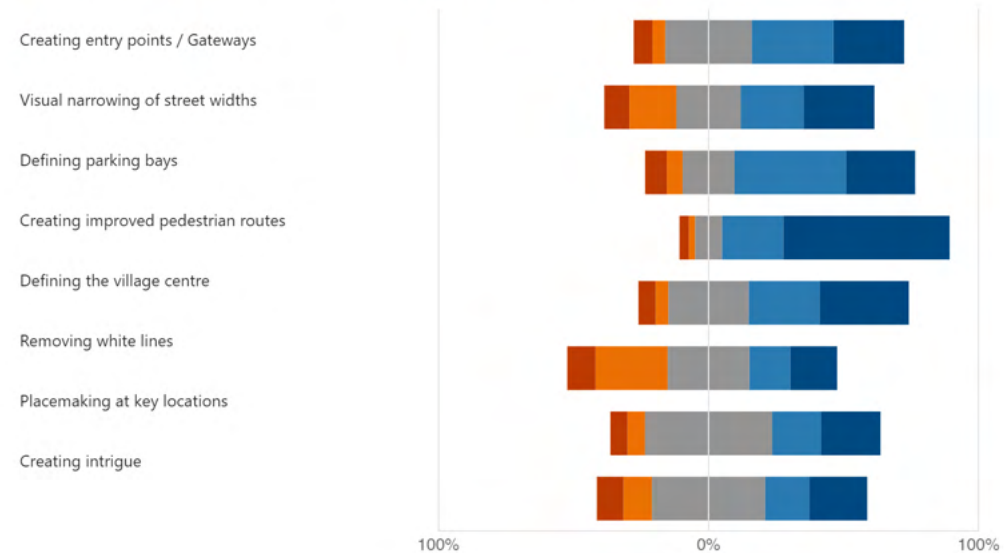
# Design Toolkit

	<b>Creating entry points / Gateways</b>		<b>Visual narrowing of street widths</b>
	<b>Defining parking bays</b>		<b>Creating improved pedestrian routes</b>
	<b>Defining the village centre</b>		<b>Removing white lines</b>
	<b>Placemaking at key locations</b>		<b>Creating intrigue</b>

11. Overall, to what extent do you agree or disagree with the following design principles outlined within the Design Toolkit?

[More Details](#)

■ Strongly disagree 
 ■ Disagree 
 ■ Neutral 
 ■ Agree 
 ■ Strongly agree



## Questionnaire – The Data

- As part of the engagement event, people with an interest in Haddenham were asked to complete a short online survey.
- People were asked to respond to 31 questions, seeking their views on the streetscape project and the initial ideas designed.
- The survey took around 5 minutes to complete. **172 individuals** responded to the survey.
- 92 % of respondents were local residents and 4% considered themselves as being disabled or mobility impaired.
- We have undertaken analysis of the outcomes from the Questionnaire, helping to inform and develop our initial design proposals.

### Haddenham Streetscape Improvements

Haddenham Parish Council are looking at ways to reduce the impact of traffic on the village in line with Haddenham Neighbourhood Plan Project 5: Traffic Management (NPP5). We are keen to gather ideas on how to do this and provide a better balance between the movement of people and the places people want to get to through slowing traffic and improving the look and feel of Haddenham.

This study seeks to build on the work undertaken as part of the Haddenham Neighbourhood Plan and will be undertaken over a number of months, concluding in Summer 2022.

As part of the development process, the Parish Council and the general public have recorded things people like, key issues and ideas across Haddenham which have been used to shape three concept design ideas.

These design ideas have been developed for three key locations within the village:

1. Fort End: Thame Road / Banks Road
2. Double Roundabout: Junction of Banks Road / Churchways and Woodways
3. Church End: Key public space adjacent to St Mary's Church

The initial design drawings for these ideas can be found on the Parish Council website using the following link:

[https://www.haddenham-bucks-pc.gov.uk/\\_VirDir/CoreContents/News/Display.aspx?id=49023](https://www.haddenham-bucks-pc.gov.uk/_VirDir/CoreContents/News/Display.aspx?id=49023)

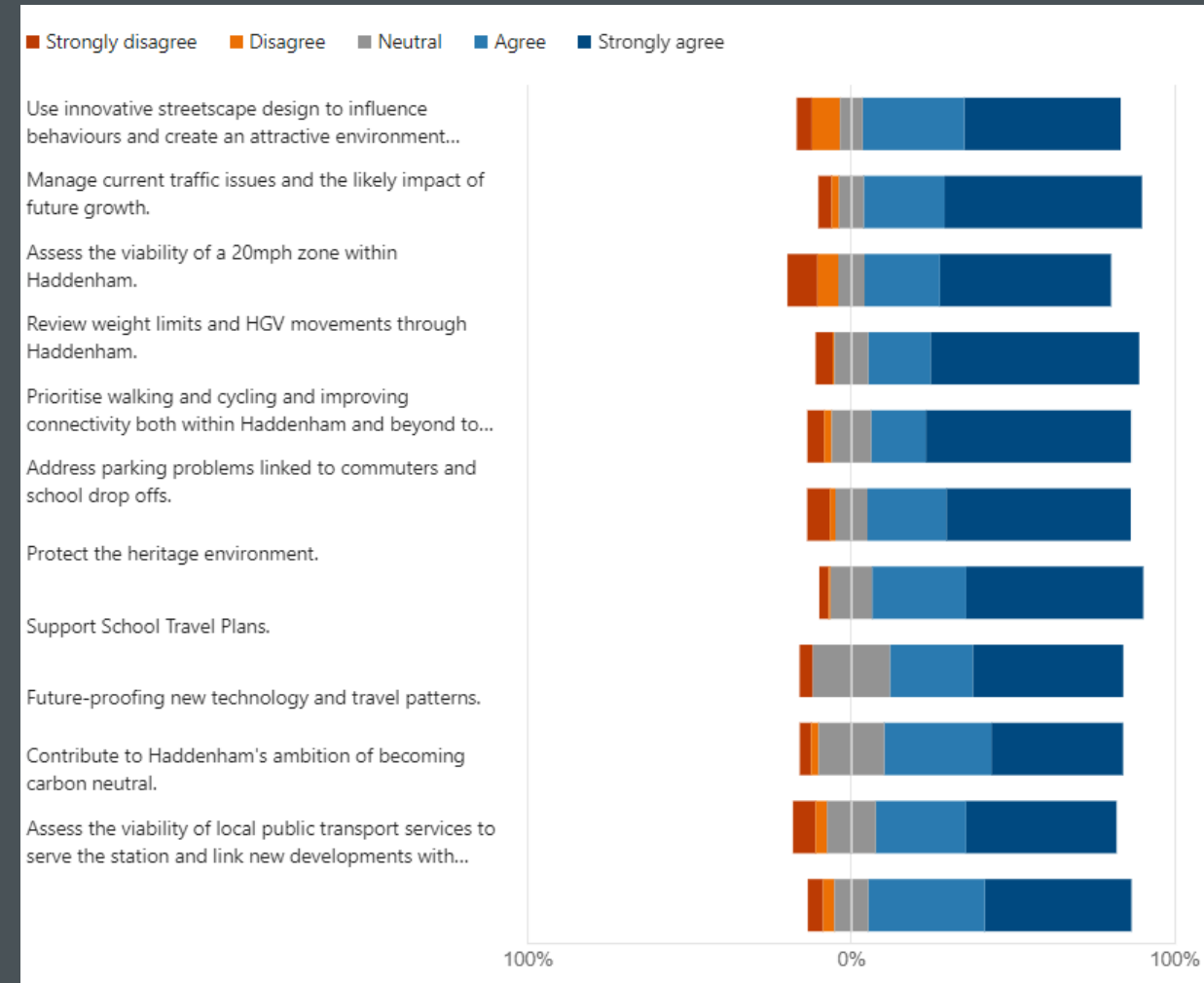
**It is strongly recommended that you view these drawings prior to completing this survey.**

We will also ask for your views on other key locations where we will continue develop design ideas over the coming months.

Thank you for taking time to complete this survey.

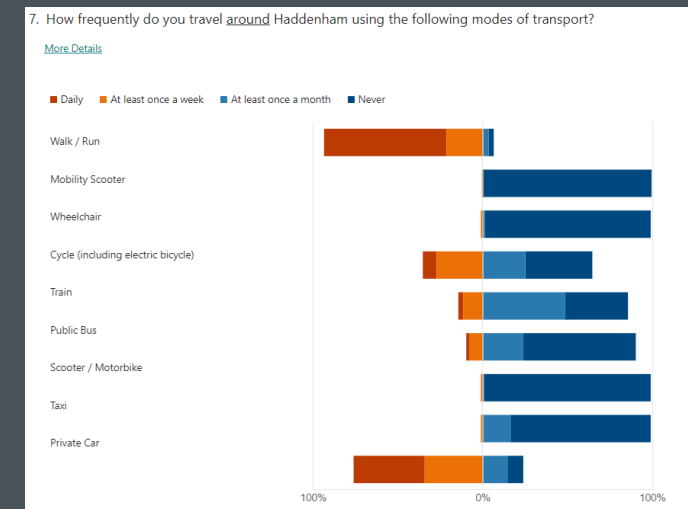
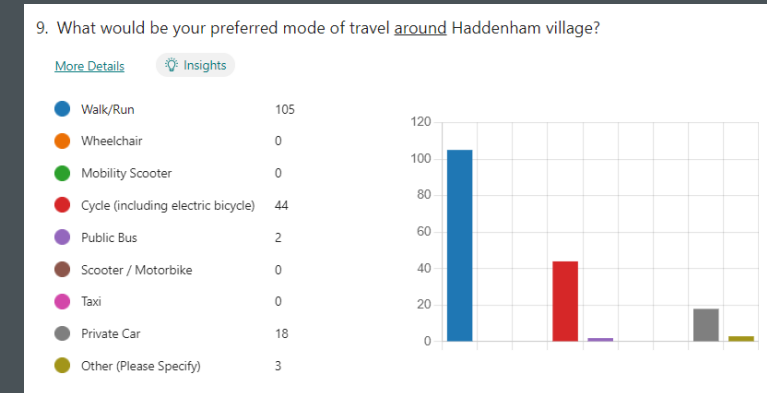
# Questionnaire – Vision and Objectives

- All respondents to the survey were largely in favour of all objectives of the Haddenham Streetscape Study.
- Top 3** objectives that respondents agreed with the most were:
  1. Manage current traffic issues and the likely impact of future growth
  2. Protect the heritage environment
  3. Review weight limits and HGV movements through Haddenham



# Questionnaire – Appetite for Active Travel

- A high proportion of respondents to the survey already walk/run around Haddenham frequently.
- A similarly high proportion of respondents also use their private car daily whilst travelling around Haddenham.
- However, respondents preferred mode of travel is heavily in favour of active travel modes.
- This shows that there is a desire within the local population to travel without the need for their car around Haddenham.



# Fort End & Thame Road

## Questionnaire – Fort End

### Initial Idea 1



- Narrowing of carriageway on Tacks Lane
- Improved pedestrian crossing points
- Small expansion of the Fort End greenspace
- Improved car parking on western side of Fort End

[contact@pja.co.uk](mailto:contact@pja.co.uk)

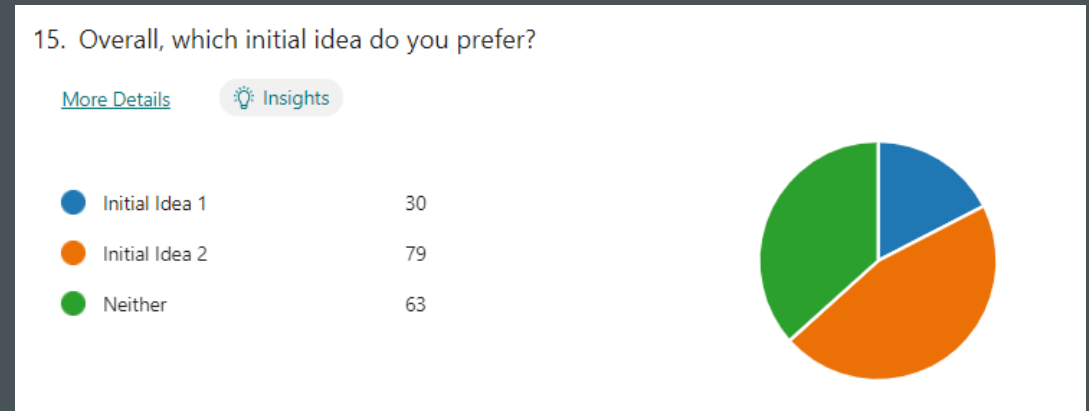
### Initial Idea 2



- Narrowing of carriageway on Tacks Lane
- Improved pedestrian crossing points
- Large expansion of the Fort End greenspace
- Closure of western side and improved car parking on eastern side of Fort End

# Questionnaire – Fort End Responses

- Respondents were generally in favour of **Initial Idea 2**.
- Key things to take into account for the next stages of design are:
  - Consider the negative impact of removing all parking on the west side of Fort End, particularly due to the blue badge bay.
  - Protect the historic aesthetic of this area.
  - Pedestrian access is critical, particularly to the bakery and Banks Road.



*“I do not see how the closure of the west side of Fort End can work. This will negatively impact the residents on that side of the road. There is a disabled space for a local resident”*

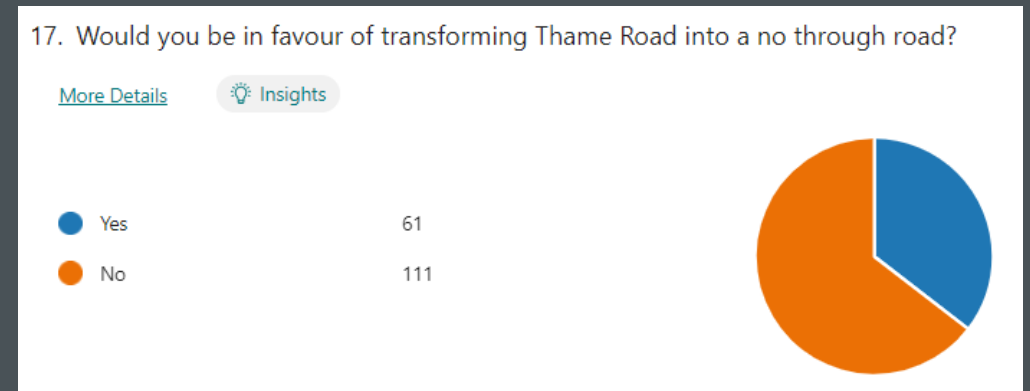
*“This is a conservation area surrounded by listed buildings, please do not destroy it’s historical character”*

*“Better pedestrian access from Banks Road – south side. An island in the middle of the corner which improve safety, slow down traffic and could be attractive.”*



## Questionnaire – Thame Road

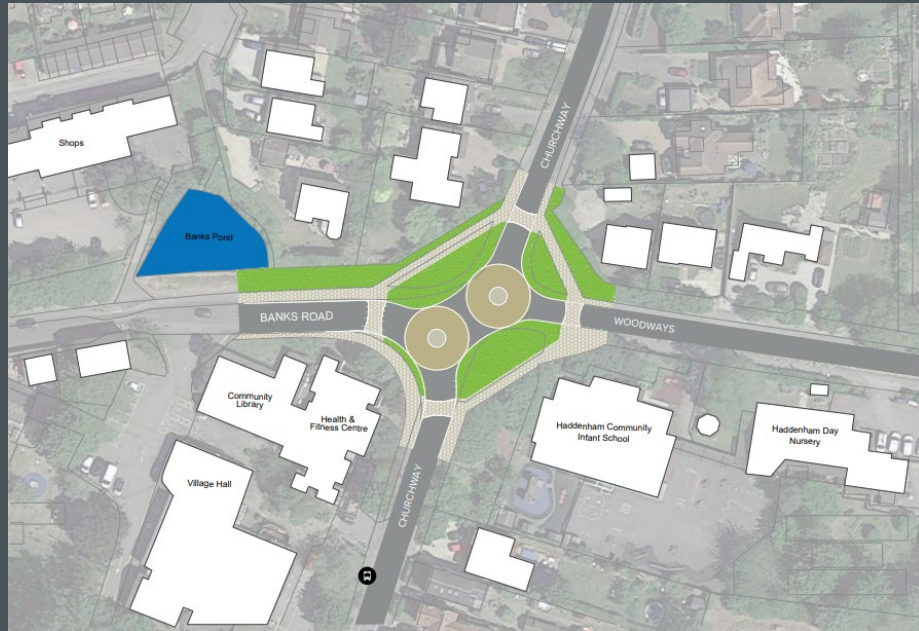
- Overall, respondents felt that the one-way cycle lane along Thame Road was unsuccessful, achieving 2 stars out of 5.
- Respondents were heavily not in favour of transforming Thame Road into a no through road. Reasons for this were:
  - Felt that this would simply displace traffic to other roads in the village
  - Residents on Thame Road felt this would isolate them from the village



# Double Roundabout

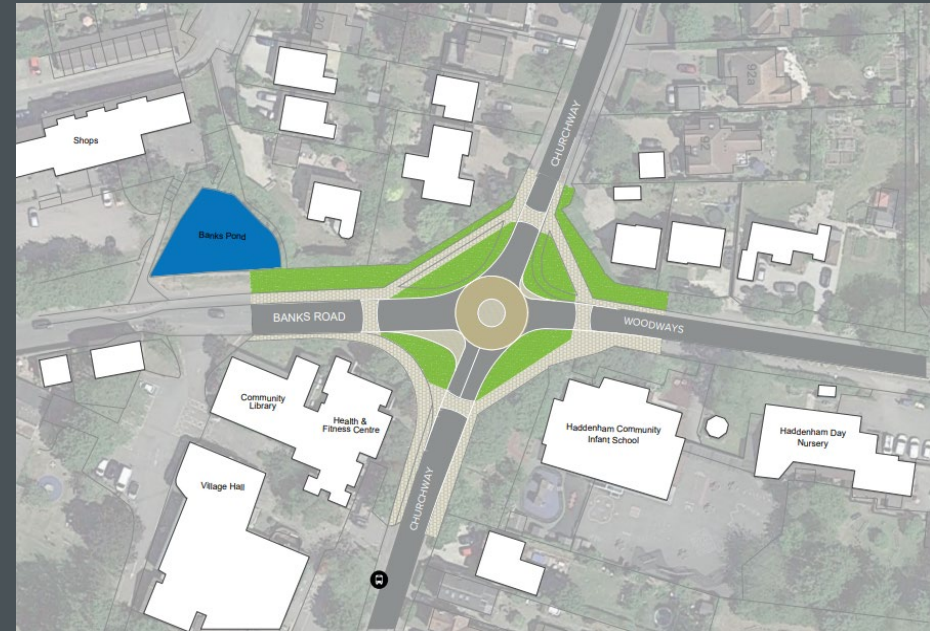
# Questionnaire – Double Roundabout

## Initial Idea 1



- Creation of a new **double** roundel
  - Improved pedestrian crossing points on all routes
  - New surface materials and improved green space, with opportunity for new tree planting
- [contact@pja.co.uk](mailto:contact@pja.co.uk)

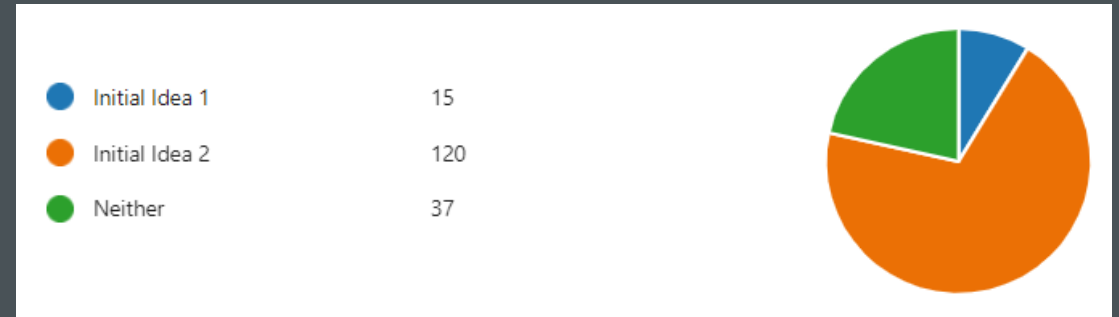
## Initial Idea 2



- Creation of a new simplified **single** roundel
- Improved pedestrian crossing points on all routes
- New surface materials and improved green space, with opportunity for new tree planting

# Questionnaire – Double Roundel Responses

- Respondents were heavily in favour of replacing the double roundabout with a single roundel (**Initial Idea 2**)
- Key things to take into account for the next stages of design are:
  - Plant trees and plants as part of the improved greenspace.
  - Ensure that the pedestrian crossing improvements are in proximity to the schools
  - Strongly against maintaining the double roundabout



*“Could there be planting in the middle of the roundel?”*

*“If the road layout is changed then pedestrian crossing with young children should be a primary consideration given the proximity to the schools”*

*“If it can fit a single roundabout it would be a huge improvement”*

*“Creation of a single roundabout would be much better”*

# Church End

## Questionnaire – Church End

### Initial Idea 1



- Creation of new improved hard landscape public space & enhanced surface materials
- Improved surface material to help soften impact of vehicles
- Removal of formal road markings
- Improved pedestrian crossing points

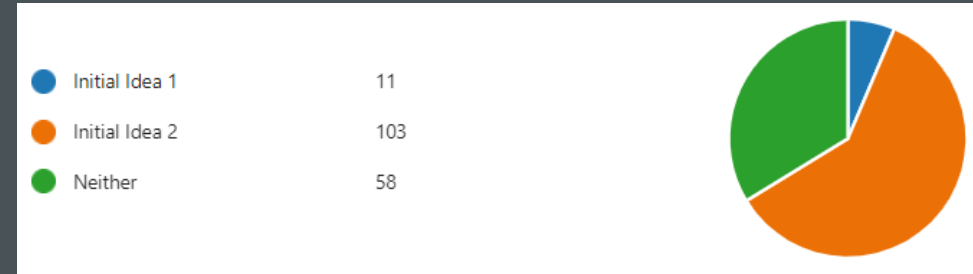
### Initial Idea 2



- Creation of a new green space at junction of Church Way and Station Road
- Improved surface material to help soften impact of vehicles
- Removal of formal road markings
- Improved pedestrian crossing points

# Questionnaire – Church End Responses

- Respondents were heavily in favour of **Initial Idea 2**
- Key things to take into account for the next stages of design are:
  - Liaise with Buckinghamshire Council to negotiate alternative school bus routes
  - Consider the potential of traffic calming measures due to proximity of school
  - Concerns over the removal of formal road markings
  - Dedicated space for school parking



*“Send buses on a one way route via Aston Road and Stanbridge Road rather than turning at Church End. This would take them past the large new Dandara housing development which would be ideal”*

*“Motor traffic must be seriously slowed and pedestrians not confined to crossing points”*

*“Road marking should be kept in place. When they are removed people just make up what they want to do”*

*“School parking is a priority now that St Mary’s School is very much bigger”*

# Stanbridge Road



## Stanbridge Road – Speeding

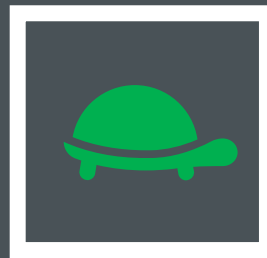
- 80% of Respondents were in full agreement that there is an issue with drivers speeding on Stanbridge Road.
- Methods that would successfully reduce speeding include:



Reduction in road width  
28%



Trees or Plants  
40%



Signage Only  
9%



**Vehicle activated speed signs**  
74%



Special road surfacing  
41%

## Stanbridge Road – Pedestrian Crossings

- 47% of Respondents generally agreed that it is difficult to cross Stanbridge Road.
- Respondents felt that the main safety problems for pedestrians trying to cross Stanbridge Road were:



Lack of Traffic Lights  
& pedestrian crossings  
35%



**Speeding and  
aggressive driving**  
**70%**



Bad or missing  
sidewalks  
38%



Lack of street lighting  
15%



Lack of wheelchair /  
pushchair access  
16%

# Common Themes

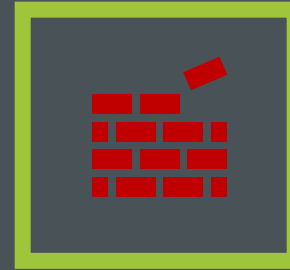
## Other Issues and Considerations



Enforce 20mph zone



Creative 'welcome to Haddenham' sign



Road surface improvements



Pedestrian access near Railway Station



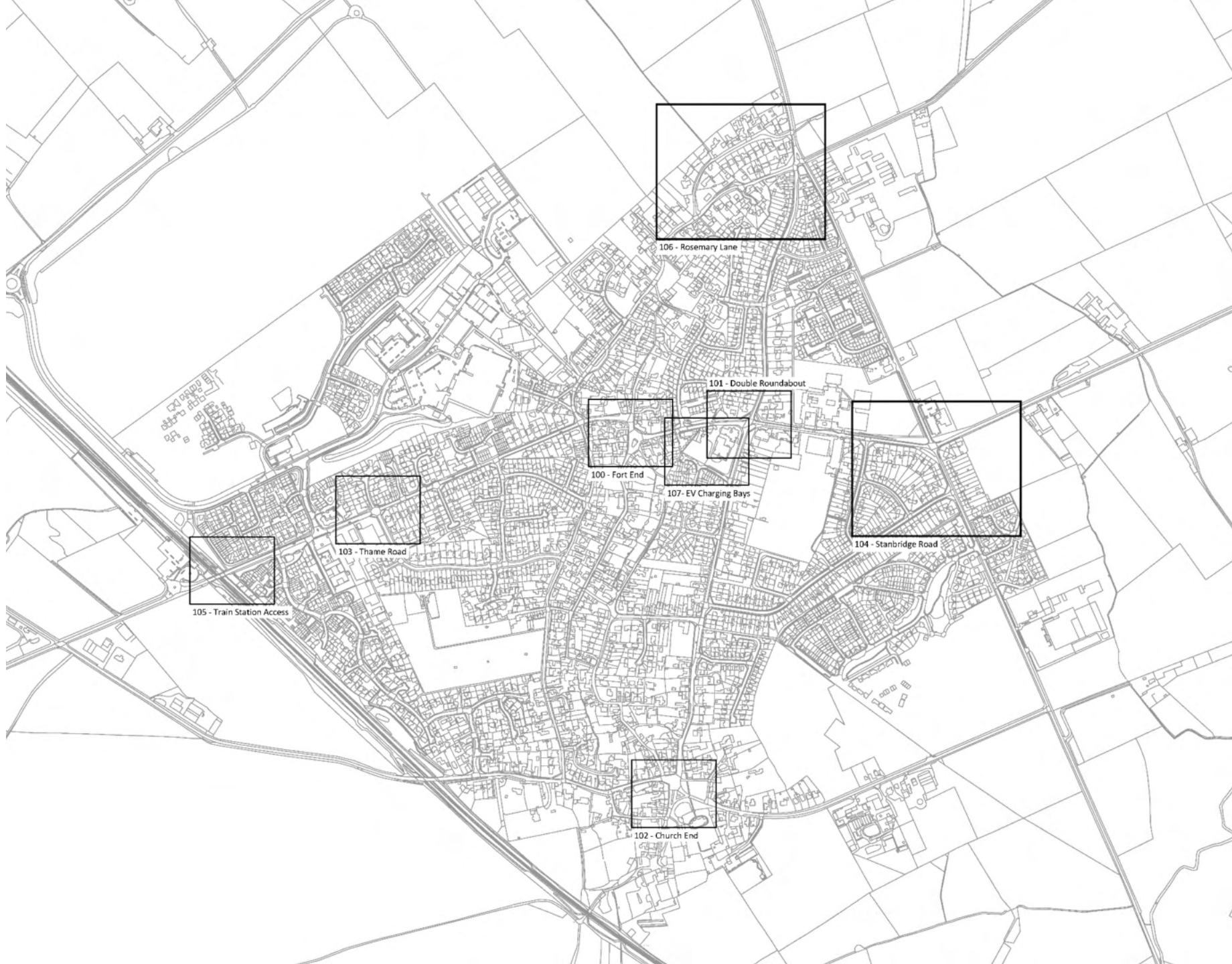
School parking



Street lighting

## Next Steps

- Currently developing further designs for other locations in the village
- Final exhibition to public on 13<sup>th</sup> July 2022 at the Village Hall.
- Hope to meet you in person then!



105 - Train Station Access

103 - Thame Road

105 - Rosemary Lane

100 - Fort End

101 - Double Roundabout

107 - EV Charging Bays

104 - Stanbridge Road

102 - Church End



transport ● engineering ● placemaking