

transport ● engineering ● placemaking



# Haddenham, Buckinghamshire

## Streetscape Design Project

September 2022

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## Version Control and Approval

Version	Date	Main Contributors	Issued by	Approved by
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**HADDENHAM**  
Parish Council

Prepared for

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## Executive Summary

In December 2021 Haddenham Parish Council appointed PJA to undertake a village wide appraisal and develop a vision and design framework for Haddenham in line with Project 5 of the Haddenham Neighbourhood Plan. The project supports the commitment to undertaking a traffic impact assessment set out in the Neighbourhood Plan.

The aim is that this strategy would serve as a supplement to the existing Neighbourhood Plan and help the Parish Council to guide onward investment in transport infrastructure in the village and help to ameliorate some of the current issues discussed in the Haddenham NP.

This report sets out a set of design principles to help reconcile the impact of traffic movement on the quality of place in the village and to help lower traffic speeds and improve safety by integrating highway improvement measures with key features which define the village.

Following a series of engagement events with the local community and key stakeholders the final concept design options were presented to the general public at a public exhibition in July 2022. Following this, attendees were given the opportunity to provide feedback on the designs presented, the results of which are presented in more detail in the Engagement chapter of this report.

This report has been prepared to summarise the work undertaken by the team and to provide an overview of the outcomes of the public engagement process.

Haddenham is a large and prosperous village in Buckinghamshire, with its character reflecting its origin as three ancient hamlets.





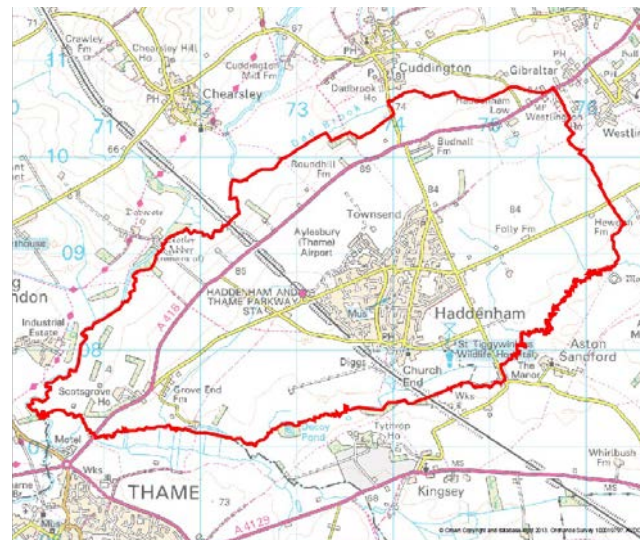
# Introduction

## Scope of Work

PJA has been commissioned by Haddenham Parish Council to undertake a village wide appraisal and develop a vision and design framework for Haddenham in line with Project 5 of the Haddenham Neighbourhood Plan. The project supports the commitment to undertaking a traffic impact assessment set out in the Neighbourhood Plan.

Haddenham Neighbourhood Plan Project 5: Traffic Management states:

The Parish Council should encourage Buckinghamshire County Council Highways Division to conduct a comprehensive traffic management review of all major traffic routes in the village, particularly the east-west axis from the railway station to Woodways; this should include measures to control both traffic flow and speed.

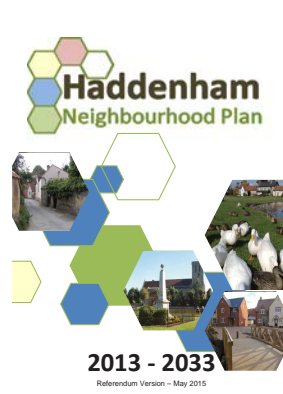


Haddenham Neighbourhood Plan Area

The aim is that this strategy would serve as a supplement to the existing Neighbourhood Plan and help the Parish Council to guide onward investment in transport infrastructure in the village and help to ameliorate some of the current issues discussed in the Haddenham NP.

This report sets out a set of design principles to help reconcile the impact of traffic movement on the quality of place in the village and to help lower traffic speeds and improve safety by integrating highway improvement measures with key features which define the village.

The scope of this study comprises the area designated by the Haddenham Neighbourhood Development Plan (2016-2033). Haddenham is a large village and civil parish in Buckinghamshire, around 5 miles southwest of Aylesbury and 2 miles northeast of Thame (which is in South Oxfordshire). The village is well located adjacent the A418 strategic route, which connects it to the M40 motorway, the A40 and Aylesbury and is served by regular rail services between London and Birmingham via the nearby Haddenham & Thame Parkway railway station.









# The Policy Context

## Balancing movement and place functions

Previous attempts to combat increasing traffic volumes in villages have been met with varying levels of success. Until recently the only tools available to highway authorities have consisted of a limited mix of often clumsy traffic calming measures. Frequently these measures have taken little to no account of the unique context and therefore posed the potential to exacerbate existing issues. However, the publication of Manual for Streets 2 in 2011 began a shift towards a different relationship between streets and all their users. This national guidance document has helped to open up new possibilities for reconciling the need for highway movement with the qualities of space.

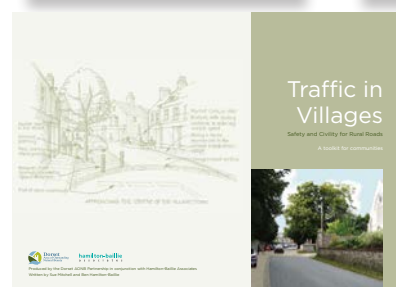
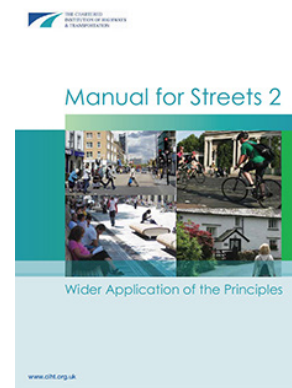
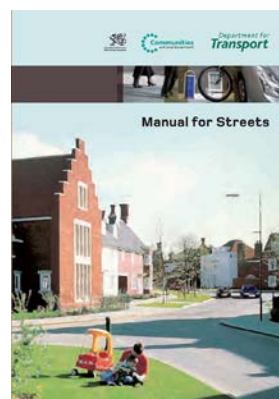
More recently guidance documents such as Dorset's Traffic in Villages have been published, further developing the knowledge base through their analysis of exemplar schemes in places such as West Meon and Buriton in Hampshire. Haddenham's streetscape initiative to address traffic issues further contributes to this growing body of experience.

Haddenham village is located adjacent to the A418 which provides an important connection with the M40, the A40 and Aylesbury. These roads frequently suffer from congestion, which causes the subsequent rat running vehicles to divert through Haddenham, causing significant and detrimental impacts on village life. The movement of large vehicles, excessive traffic speeds and reckless driving are eroding Haddenham's unique sense of place in the heart of the village.

Conventional traffic calming measures offer limited scope for busy villages with issues such as Haddenham, and local residents are struggling with the implications this leaves on their village life. In addition, Haddenham's Neighbourhood Plan initiative coincides with the common constraint of highway authority's being unable to fund both the construction and maintenance of major infrastructure projects. However, the new policy context responds to these issues, reflecting the need to extend the palette of community-led measures to include the influence of traffic speeds and exploiting psychological messages conveyed by the presence of the village itself.

The clear need to re-balance the relationship between traffic and village life underpins the case for exploring additional measures, reflecting the policy context and learning from recent schemes elsewhere. Such measures contribute to a set of principles aimed at accommodating existing and future traffic flows, whilst significantly changing driver perceptions and expectations of the fabric of Haddenham. It is the alteration of these driver expectations which are essential to creating a sense of place back in the heart of the village.

The combination of contemporary traffic engineering with a strong understanding of place creates the opportunity to build on the intrinsic qualities Haddenham has to offer. If this approach can form a contribution to the Neighbourhood Plan, Haddenham will be able to maximise the benefits from any future development whilst reconciling inevitable traffic flows with the essential qualities and civilities increasingly associated with successful places.







# Haddenham Village

## Main observations

Haddenham is a large and prosperous village in western Buckinghamshire. The village grew around three ancient hamlets at Church End, Fort End and Towns End situated along a stream. Land between these original settlements has been gradually in-filled to create a historic linear core to the village, now a designated Conservation Area.

The village contains 121 listed buildings within the conservation area ranging from the 12th to 20th century. Housing developments, and the subsequent opening of a new railway station in 1987, were significant factors for growth, attracting commuters and industry to the area, with associated industrial development on the airfield business park. Since then, there has been a steady evolution.

Despite this wealth of heritage assets, Haddenham is not an easy village to perceive - it does not have a strongly defined village centre, and the local movement pressures make some of the central spaces challenging. In addition the village lacks a strong visual relationship between the road and the presence of the village buildings.

The poor pedestrian environment and lack of defined footways in key locations contributes to the sense of an increasingly traffic dominated public realm, with the village effectively turning its back on the road. Links to the key village facilities and village play ground are not comfortable for pedestrians, and its is quite difficult to cross the road in a number of locations where public rights of way cross key vehicular routes.

Like many historic towns and villages, Haddenham has suffered from gradual erosion of quality through some poor planning decisions, and, above all, from highway engineering measures. The accumulation of inappropriate and unnecessary road markings, parking and directional signs and general clutter has had a negative impact in recent years.



Church End, Haddenham



Fort End, Haddenham



Church End, Haddenham



## Photographic Audit

A photographic audit of the village has been undertaken and is illustrated on the plan below. These photographs highlight where a gradual erosion of quality and distinctiveness is evident.

The pressure from traffic and parking places particular strains on the built and natural environment. Integrating and managing car parking, coping with speeds and volume of traffic whilst preserving the very qualities that attract residents in the first place requires careful attention.



Key photograph locations (approximate)





Photo 01. View east along Thame Road



Photo 04. View west along Thame Road from Dollicott



Photo 02. View west along Thame Road



Photo 05. Traffic calming on Thame Road



Photo 03. Traffic calming on Thame Road



Photo 06. View east along Thame Rd





Photo 07. View north from Thame Road towards Pegasus Way



Photo 10. View east towards Banks Road



Photo 08. New housing development off Pegasus Way



Photo 11. View west towards Tacks Lane



Photo 09. New local shops north of Pegasus Way



Photo 12. View south towards Fort End



Photo 13. View from Churchway (south) to roundabout



Photo 16. View north along Churchway



Photo 14. View from Churchway (north) to roundabout



Photo 17. Public right of way connection to Maslin Elms



Photo 15. View east towards double roundabout



Photo 18. Public right of way connection to Maslin Elms





Photo 19. View towards the public right of way at The Grove



Photo 22. View west towards Station Road



Photo 20. View south along Stanbridge Road



Photo 23. Existing bus stops adjacent to Doctor's Surgery



Photo 21. View south towards junction with Woodways



Photo 24. View north from Rosemary Lane





Photo 25. View west towards Station Road



Photo 28. View east along Thame Road / Sheerstock



Photo 26. View east towards The Paddocks



Photo 29. View south along Sheerstock



Photo 27. View north along Churchway



Photo 30. View west along Station Road



### Haddenham Consultation

#### Haddenham Streetscape Project?

Streetscape study reviewing options to improve the village for pedestrians, cyclists and vehicles.

Haddenham Parish Council, with funding support from the Highways Department, has appointed placemaking consultants PJA to lead a study of the streets in the village to improve accessibility and safety.

The work undertaken as part of the Streetscape Study will be undertaken over the summer of 2022.

#### What has happened so far?


The Streetscape Study development plan and the general public consultation "about the streets" has been completed. This is being used to inform the locations of the streetscape study. This study will build on this existing work to create a streetscape plan and design for the village.

For more information visit [www.haddenhamparishcouncil.gov.uk](http://www.haddenhamparishcouncil.gov.uk) or contact the Parish Council's website.



THAME

the Neighbourhood Plan



### Haddenham Consultation

#### What you have told us so far

Things you like within the village:



PJA

### Haddenham Consultation

#### Ideas for the village:



Poorly defined

Active travel routes

A





# Engagement

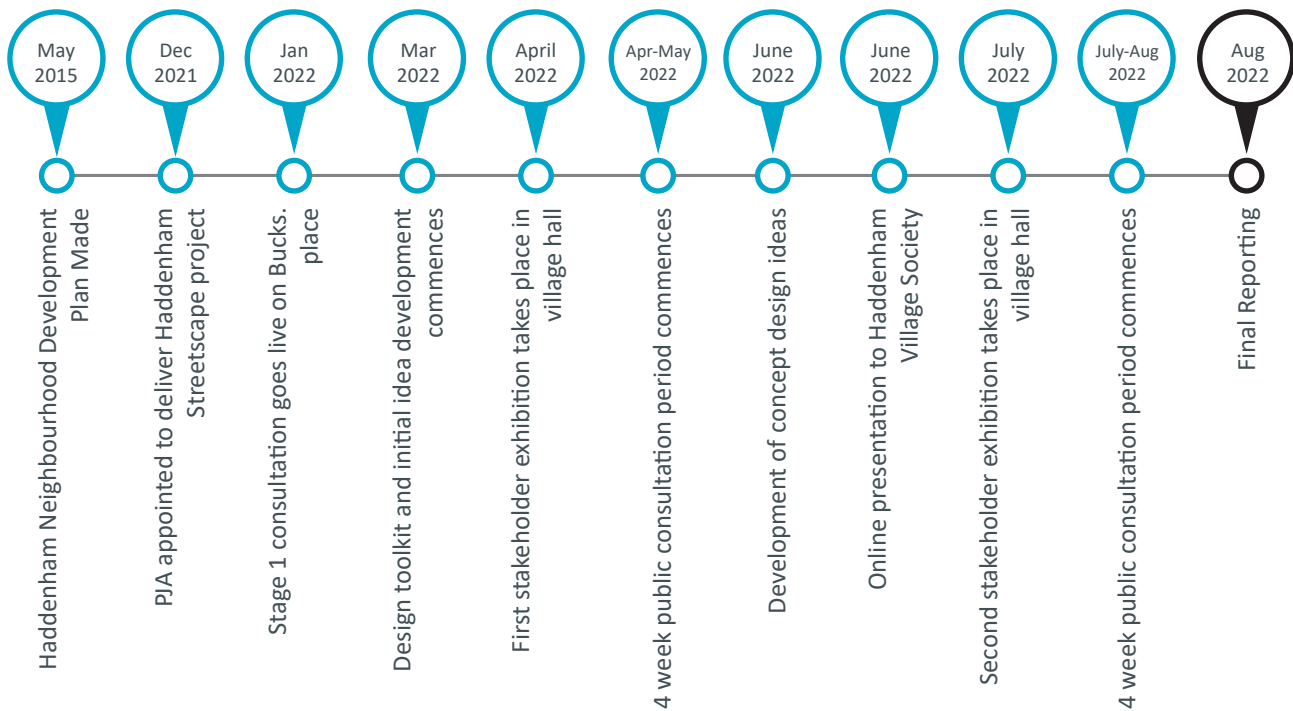
## Public and stakeholder engagement process

### Overall Approach

Since the start of the commission in December 2021 the project team have undertaken a comprehensive programme of engagement with key stakeholders, including local residents, Buckinghamshire Council and Transport for Bucks.

The engagement process has included online engagement via a dedicated engagement platform, online and in person meetings and culminating with a final public exhibition in July 2022.

This chapter provides a summary of the events which have been undertaken to date and explains the emerging design concepts.



Project timeline



## Stage 1 - Bucks.place engagement

### Bucks.place website

As part of the development process the team initially worked alongside the Parish Council and the general public to record “things people like, key issues and ideas” about the village.

The information has been captured on the website [www.bucks.place](http://www.bucks.place) and has also been summarised on three plans which are included below.

This information collected has been used to develop a series of concept design ideas for a number of locations around Haddenham.

### Key Issue Map

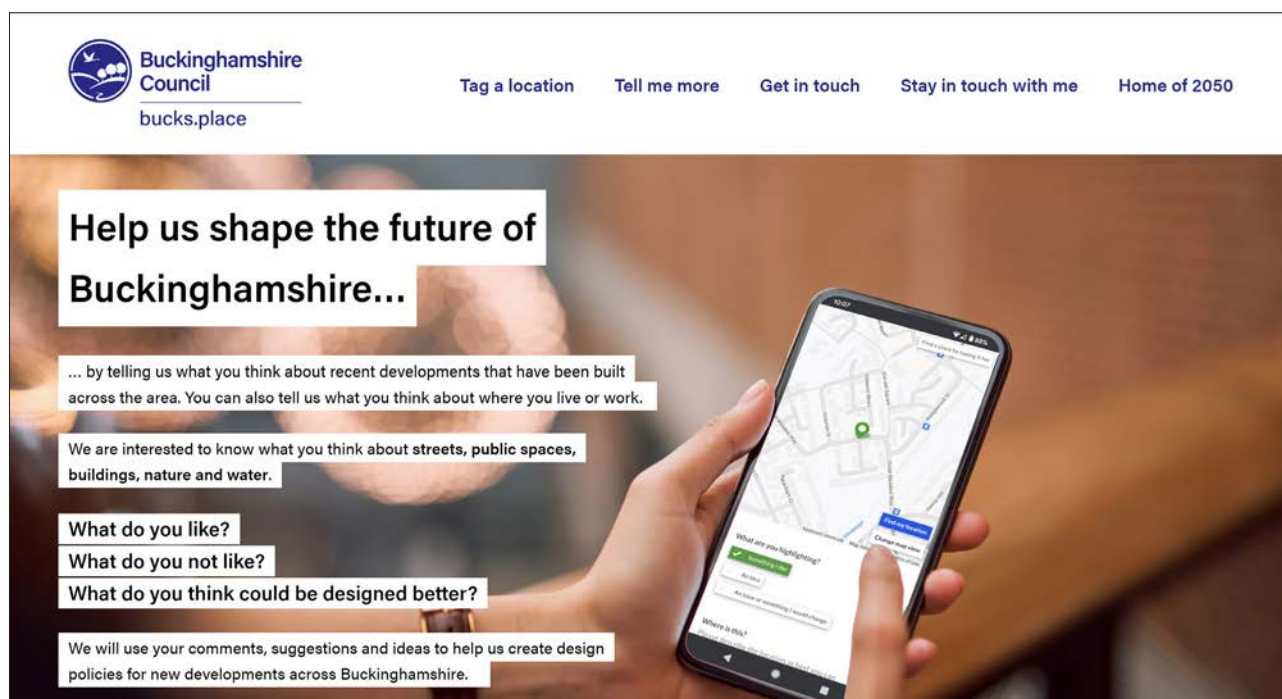
Nearly 200 individual comments were received concerning an issue or something residents would change across Haddenham. Areas of particular concern for residents were clustered in the following locations:

### Thame Road

Thame Road is a busy route through Haddenham Village with limited space for pedestrians on pavements. Aggressive driving along the road also results in poor conditions for cycling, with vehicles regularly speeding. Whilst there is a shared pedestrian/cycle path leading to the Train Station, this is narrow which results in pedestrians and cyclists experiencing conflict. This route is also frequently used by children walking to school, further emphasising the need for intervention. Such considerations have been addressed as part of the concept design ideas for Thame Road.

### Banks Road / Churchways / Woodways Roundabout

Otherwise known as the ‘Double Roundabout’, residents highlighted the unclear design of the roundabout, which frequently causes conflict between vehicles, pedestrians and cyclists. There is limited crossing points in this location, a particular issue given the proximity to the Junior School. This makes the area difficult for children to safely walk and/or cycle to school, creating severance for active travel journeys. Such considerations have been addressed as part of the concept design ideas for this location.



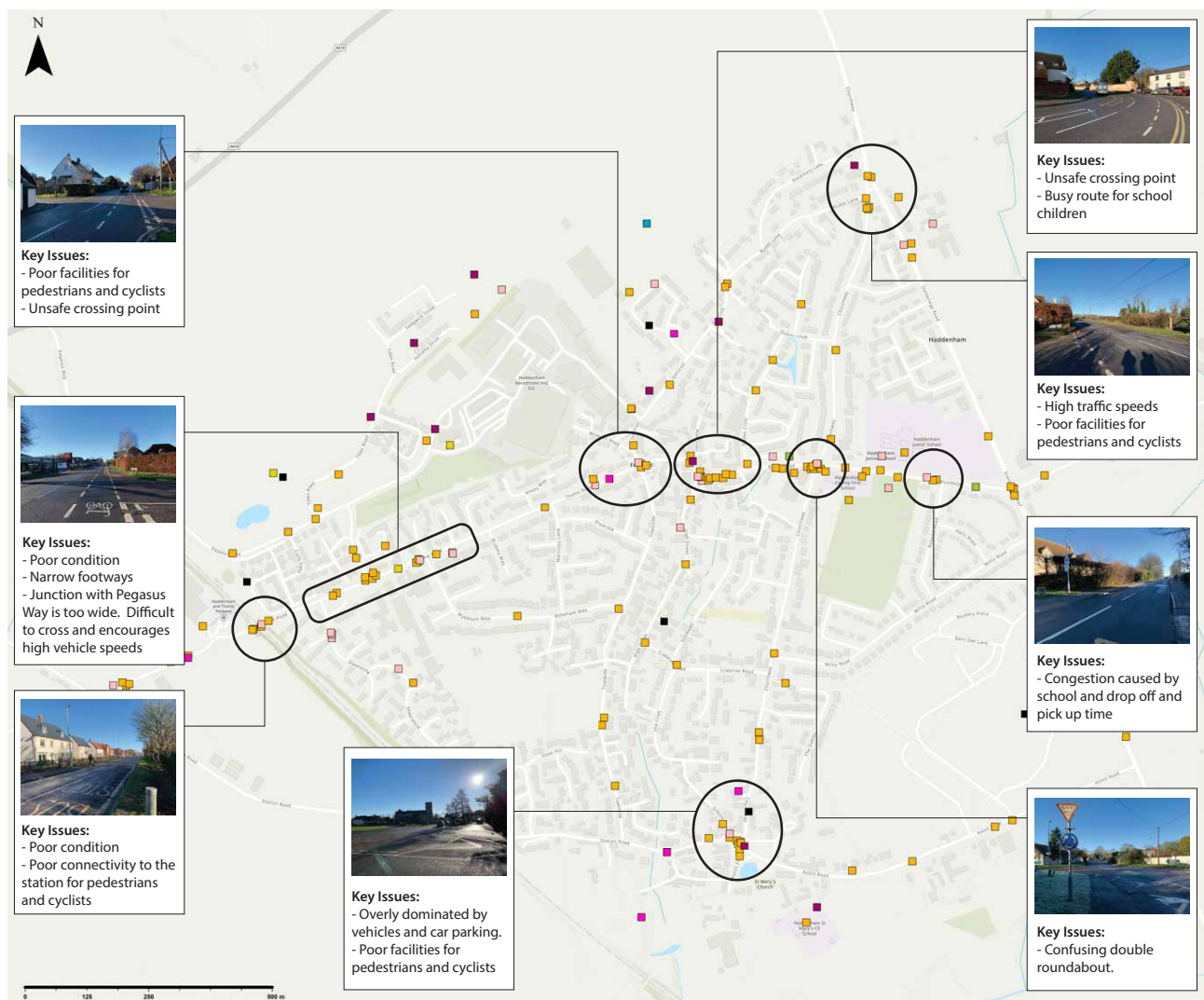
Bucks.place website



### Fort End

Residents emphasised that Fort End is in the heart of the village, with an attractive historic green. However, pedestrians and cyclists are marginalised in favour of the private car, with limited safe crossing points and poor visibility to vehicles travelling along Banks Road. This results in the private car being the preferred mode of travel. Such considerations have been addressed as part of the concept design ideas for Fort End.

Other key issues were identified across the Village, which included the village-wide issue of aggressive driving and overall dominance of inconsiderate car parking. These issues have been addressed as part of the village wide principles that have been developed.



Summary of key Issues identified on Bucks.place



## Things People Like Map

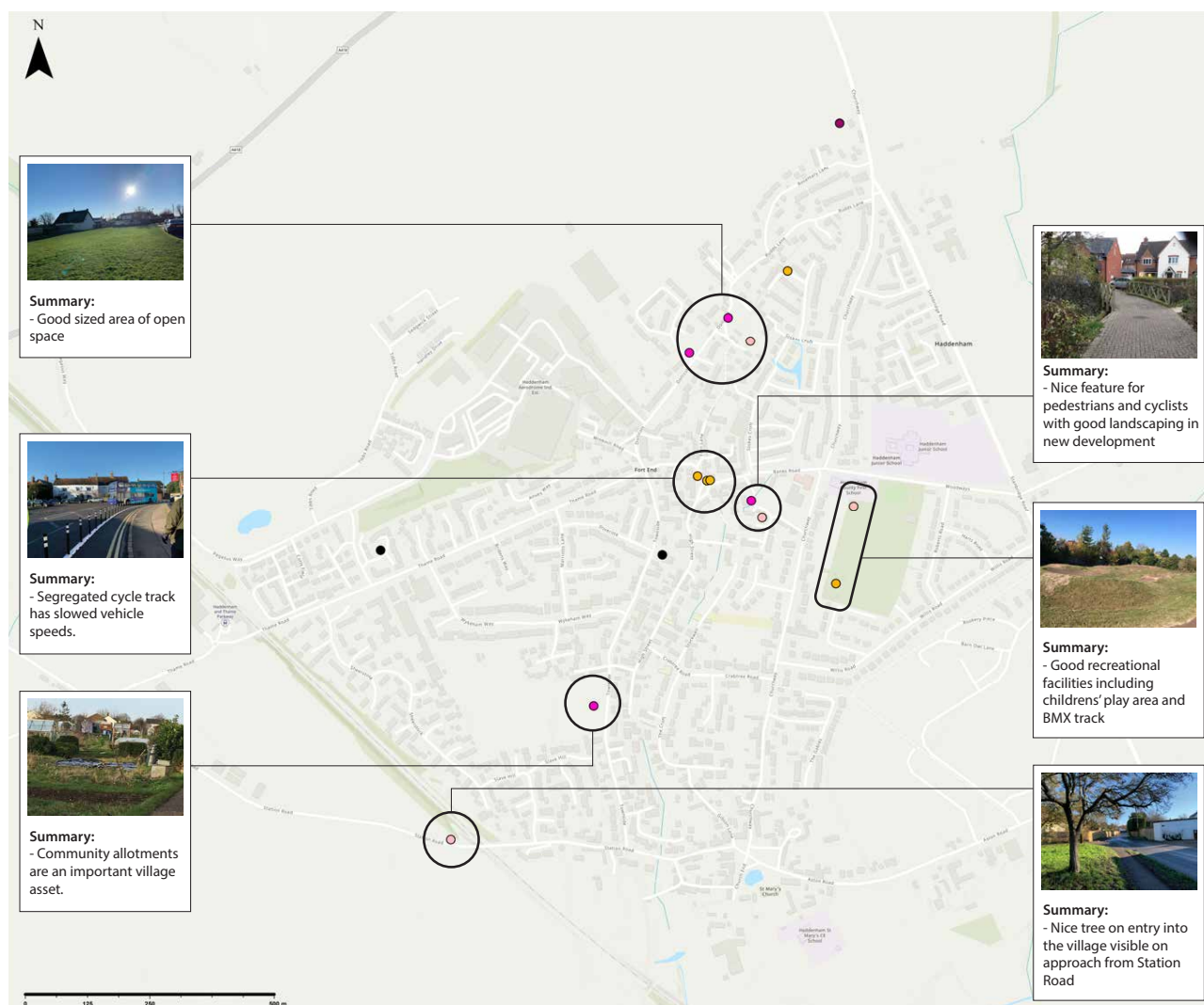
Residents took the opportunity to identify locations that are enjoyed by the local community. This included locations such as:

- The recreation ground, which includes children's play facilities and a BMX track
- Open areas of green space, located in the North of Haddenham Village
- Historic landscape features, such as the Oak Tree located on approach from Station Road.
- Haddenham allotments, which are an important community asset

Such facilities that residents like about Haddenham have been taken into account when designing key concept ideas for the village as well as taken into account when creating the village wide design principles.

## Key Ideas Map

Residents expressed how they would like to see Haddenham Village improved. The concept of implementing a 20mph speed limit village wide was referenced, creating a less intimidating environment for vulnerable road users. Such measures are required given the aggressive driving that is currently witnessed through



Summary of key things people like about Haddenham identified on Bucks.place



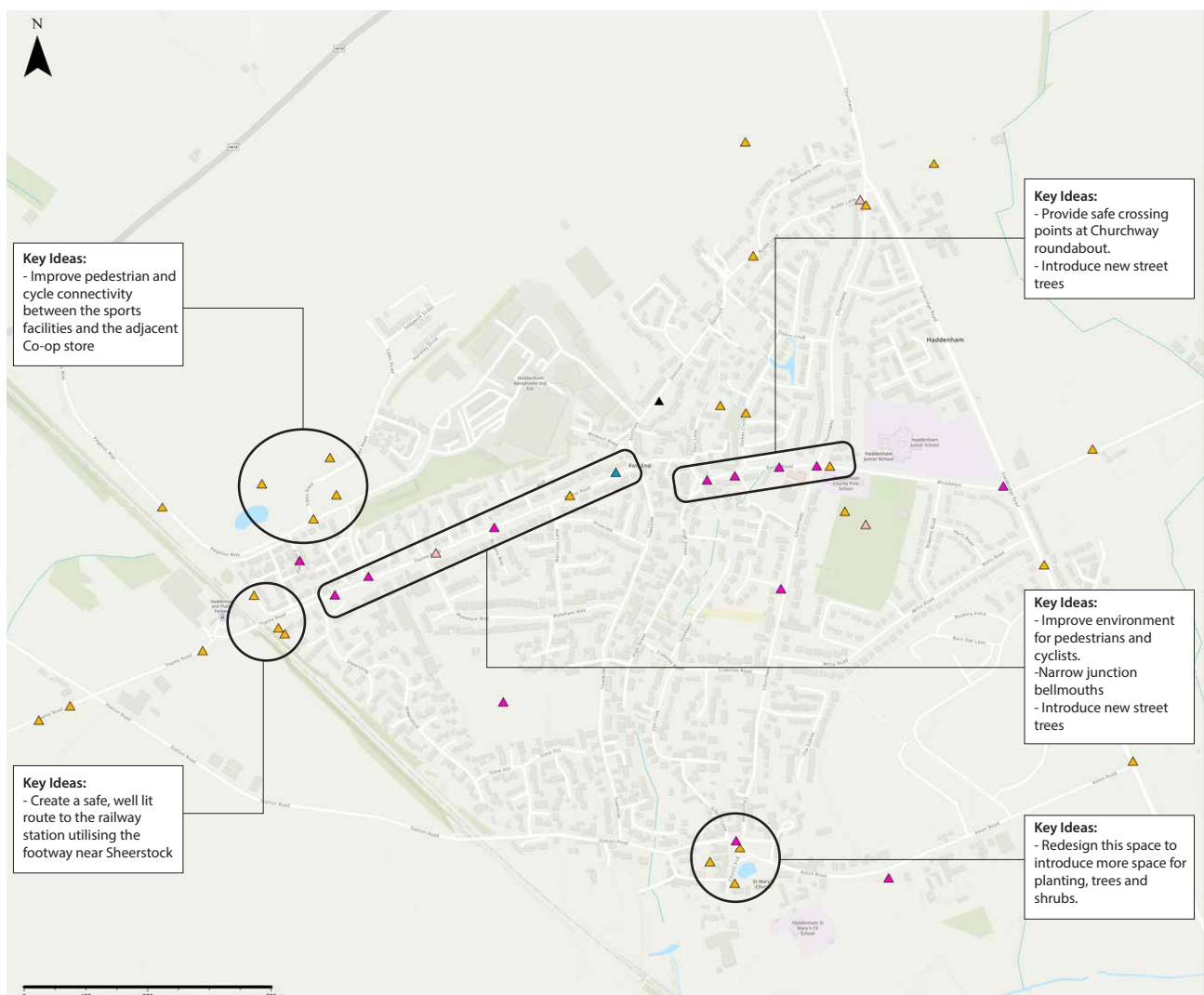
Haddenham. This principle has been considered as part of the village wide design principles.

Planting additional plants and shrubbery in replacement of tarmac that currently dominates the streetscape was highlighted by many residents as an idea. Such measures were linked to improving biodiversity within the village centre and creating a more attractive environment for residents to walk and cycle in.

Other ideas which were referenced by residents included; additional pedestrian crossings, secure bicycle storage facilities, tighten the radii of junctions and a dedicated walking and cycling link through Haddenham.

Key locations where such ideas were referenced included:

- Church End - Residents welcomed a redesign to this space, introducing more space for planting, trees and shrubbery.
- Railway Station - Residents identified the opportunity to create a safe, well lit route to the railway station utilising the footway near Sheerstock.
- Thame Road - Residents expressed the idea of narrow junction bellmouths and introducing additional trees to provide a more attractive village environment.



Summary of key ideas people identified on Bucks.place



## Stage 2 - Public Consultation event

### What did we consult on?

As part of the development process of this study, the Parish Council and the general public recorded things residents like, key issues and ideas across Haddenham village. These comments have been used to shape the consultation. The content of the consultation was fivefold:

- Overall vision and objectives of the Streetscape project;
- Respondents travel habits around Haddenham;
- High level design principles for Haddenham
- Two specific design options for three locations across the village:
  - Fort End
  - Double Roundabout
  - Church End
- Location specific questions regarding respondents opinion on Stanbridge Road and Thame Road.

### Format of the consultation

On 28th April 2022, these options were presented at a public exhibition at Haddenham Village Hall. During this event, members of the public were able to talk to the designers of the scheme, express their views on the initial ideas presented and to provide a local insight into any issues that need to be taken into consideration during later design phases.

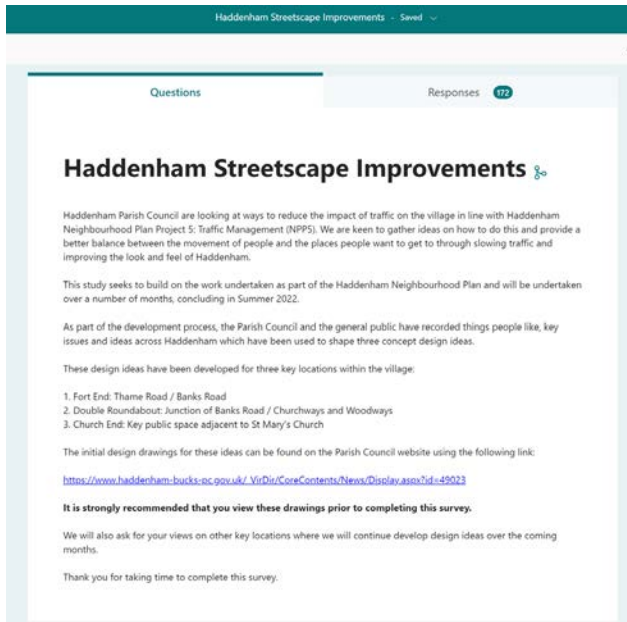
To understand the public reaction to these initial design ideas in more detail and to allow a greater number of people to comment on the proposals, a questionnaire was created, asking respondents for their views on the three specific schemes as well as their views on other issues across the village, such as the temporary COVID-19 pop-up cycle lane and speeding issues along Stanbridge Road. To ensure all respondents had adequate information to make a considered response, the initial ideas for each of the three schemes were made available electronically on the Haddenham Parish Council website.

The survey was made available online from 28th April – 20th May with associated information to find out what local people thought about the objectives and design options for the village. This survey was hosted on Haddenham's Parish Council website, with hard copies also circulated by the Parish Council.

The survey comprised of 31 questions, divided as follows:

- About You
- Vision and Objectives
- Your Travel Habits
- Village Wide Improvements
- Location Specific Questions – Fort End
- Location Specific Questions – Double Roundabout
- Location Specific Questions – Church End
- Location Specific Questions – Stanbridge Road
- Thank You





Stage 2 online consultation form



Stage 2 public consultation event



Stage 2 public consultation event



Stage 2 public consultation event



## Stage 2 consultation banners



### What is the Haddenham Streetscape Project?

A village-wide streetscape study reviewing options to create a better balance between pedestrians, cyclists and vehicles is now underway in Haddenham.

Haddenham Parish Council, with funding support from Buckinghamshire Council, has appointed placemaking consultants PJA to look into options to transform key areas in the village to improve access and movement.

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

### What has happened so far?

As part of the development process the team have worked alongside the Parish Council and the general public to record "things people like, key issues and ideas" about the village.

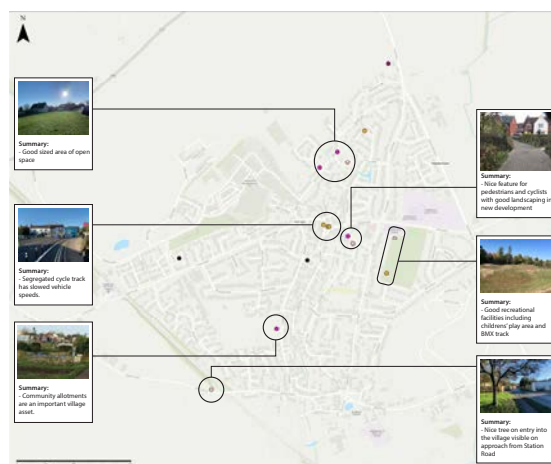
This information is being used to develop a series of concept design ideas for a number of locations around Haddenham.

The purpose of this exhibition is to allow you to view the information collected to date and discuss any of the emerging design ideas with the PJA team.

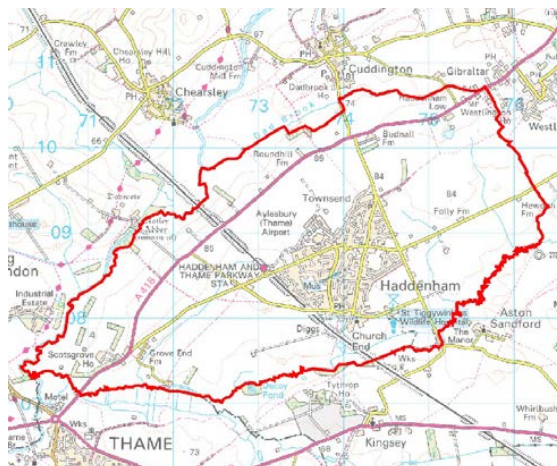
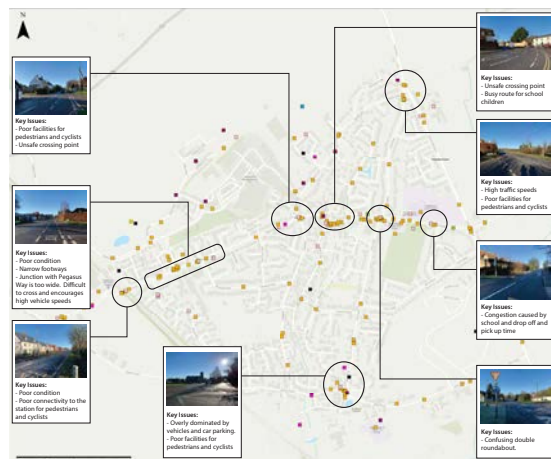
All of the information that has been collated to date has been captured on the website [www.bucks.place](http://www.bucks.place). The information has also been summarised on three plans which can be viewed here today and can also be found on the Parish Council's website.

### What you have told us so far

#### Things you like within the village:



#### Issues within the village:



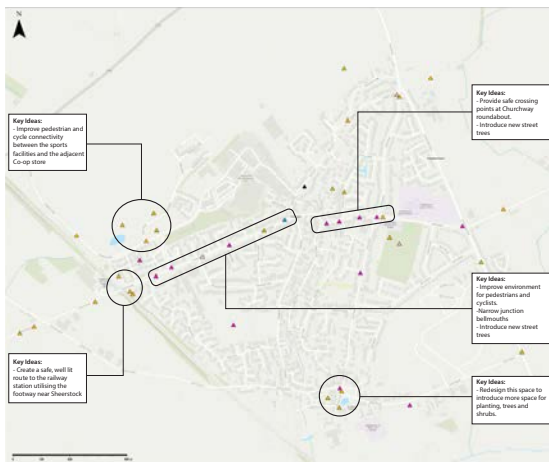
Plan showing the Neighbourhood Plan Area





# Haddenham Consultation

## Ideas for the village:



## Emerging themes



# Haddenham Consultation

## Design Toolkit



## Case Studies





# Haddenham Consultation

## Initial Design Ideas for Discussion

Building on what you have told us to date we have begun to develop some initial ideas for three key locations within the village.

- **Fort End:** Thame Road / Banks Road
- **Double Roundabout:** Junction of Banks Road / Churchway and Woodways
- **Church End:** Key public space adjacent to St Mary's Church

### Fort End:

#### Initial Idea 1



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

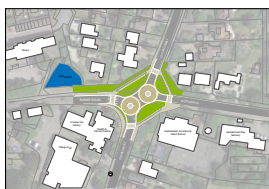
#### Initial Idea 2



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

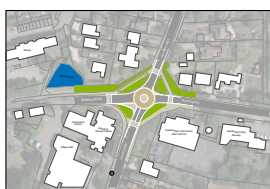
### Double Roundabout:

#### 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

#### 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

### Church End:

#### Initial Idea 1



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

#### Initial Idea 2



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

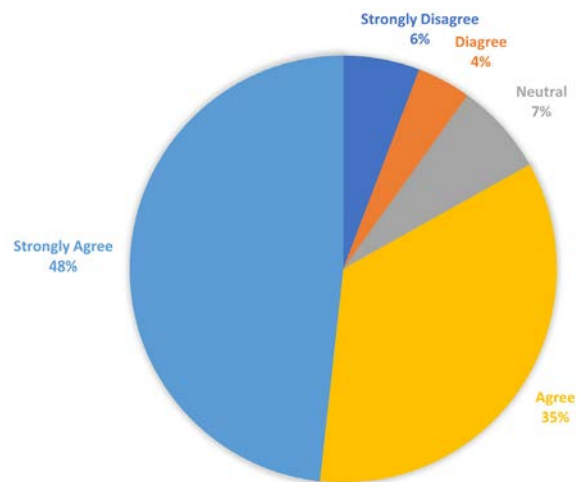




## Stage 2 Consultation Results

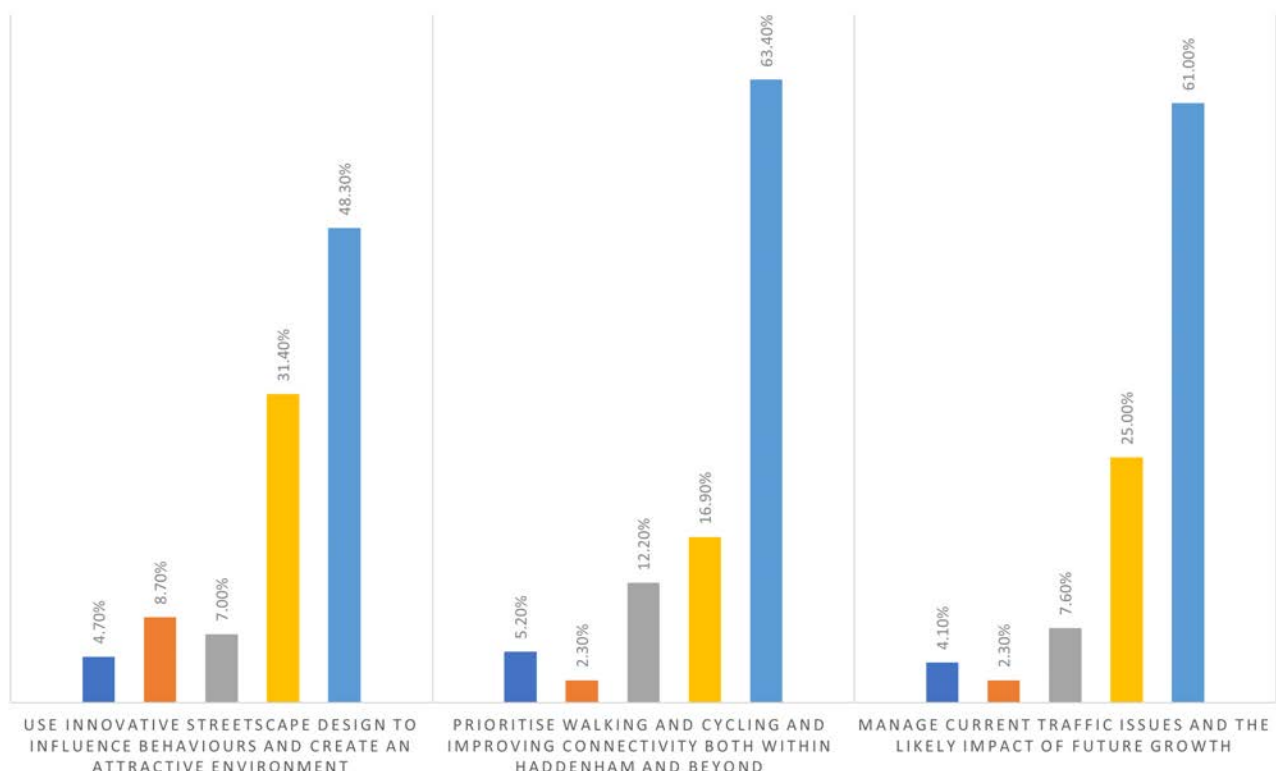
### Support for the overall vision of the Neighbourhood Plan set out in NPP5: Traffic Management:

Your responses showed us there is a desire strong to improve the appearance of the village, with 83.2% of survey respondents agreeing or strongly agreeing with the vision set out in the Neighbourhood Plan Project 5: Traffic Management (NPP5).



### Support for the overall study objectives:

Your responses showed us there is a desire strong to use innovative street design to influence behaviours and create an attractive environment, to prioritise walking and cycling to improve connectivity and also to manage current traffic issues and the likely impact of future traffic growth.

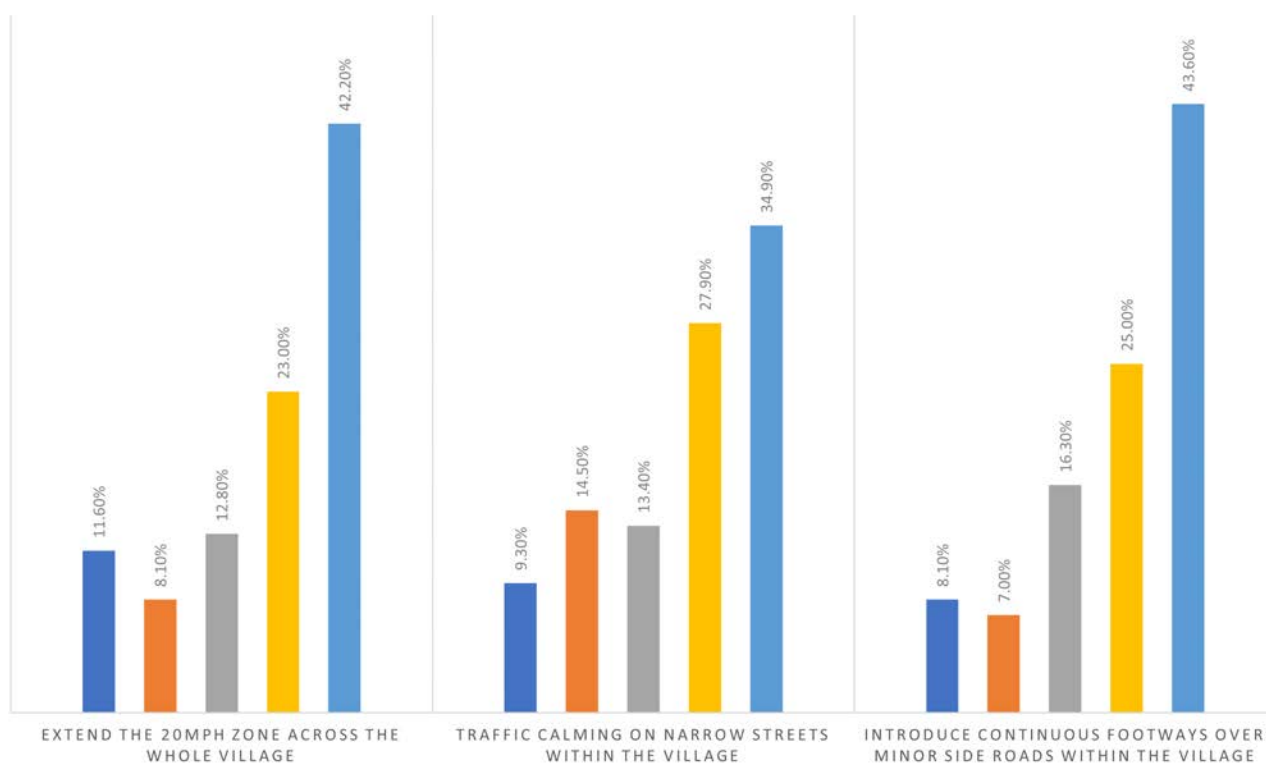




### Support for the overall design principles:

The 172 responses to this question largely agreed with the design principles.

Respondents most agreed with 'introduce continuous footways over minor side roads within the village', but all principles were agreed with to a similar extent and they were agreed with significantly more than they were disagreed with as illustrated below.

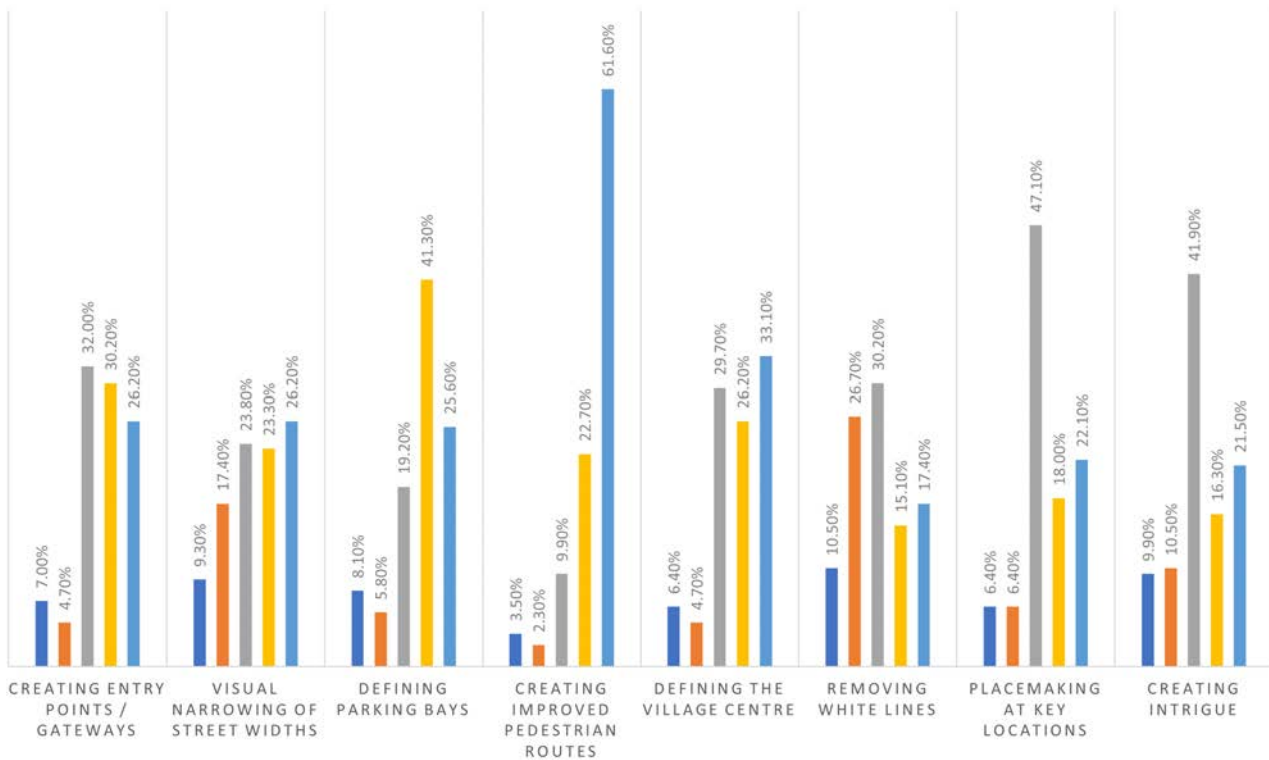




Support for the overall design toolkit:

The 172 responses to this question largely agreed with all the design principles outlined within the Design Toolkit.

A summary of the responses is provided below.





### Stage 3 - Public Exhibition

#### What did we consult on?

Following the analysis of the consultation responses received from the first Public Consultation Event, PJA finalised concept designs for eight key locations around Haddenham, which were identified in collaboration with the Parish Council and the general public, who raised issues in other locations across the village during the previous round of consultation.

Final concept designs were created for:

1. Fort End
2. Double Roundabout
3. Church End
4. Thame Road
5. Stanbridge Road
6. Train Station Access
7. Rosemary Lane
8. Village Hall Car Park

The full details of our design recommendations and concept designs are presented in Chapter 6 of this report.

#### Format of the consultation

As conducted in Stage 2 of Public Consultation, the final concept design options were presented to members of the public on 13th July 2022 at Haddenham Village Hall. During this event, members of the public were able to talk to the designers of the scheme, express their views on the designs presented and to provide a local insight into any issues that have been omitted as part of the final scheme designs.

To understand the public reaction to the final concept designs in more detail and to allow a greater number of people to comment on the proposals, a questionnaire was created, asking respondents for their views on the either specific schemes as well as their views on other village wide issues, such as the possibility of a 20mph zone and gateway features to the village. Respondents were also asked to rank each of the scheme designs in order of priority to be delivered. To ensure all respondents had adequate information to make a considered response, the public exhibition banners, which provided information on the proposals, were made available electronically on the Haddenham Parish Council website.

The survey was made available online from 13th July 2022 – 5th August. This survey was hosted on Haddenham's Parish Council website, with hard copies also circulated by the Parish Council.

The survey comprised of 35 questions, divided as follows:

- About You
- Village Wide Improvements
- Location Specific Questions – Fort End
- Location Specific Questions – Double Roundabout
- Location Specific Questions – Church End
- Location Specific Questions – Thame Road
- Location Specific Questions – Stanbridge Road (Location 1 – Adjacent to 'The Grove')
- Location Specific Questions – Stanbridge Road (Location 2 – Adjacent to Haddenham Medical Centre)
- Location Specific Questions – Train Station Access
- Location Specific Questions – Dollicott / Rudd's Lane / Rosemary Lane
- Location Specific Questions – Village Hall – EV Charging Bays
- Overall Proposals – Priority Areas
- Thank You

#### Qualitative Responses

A high volume of qualitative comments were received to the final concept designs and village wide principles from the online survey. Many respondents took the opportunity where applicable to further reinstate their support for the final concept designs and principles. Other comments received were other recommendations and considerations that should be considered as part of scheme delivery.

Complementing the survey responses were several written responses. Many of these responses were from residents at Fort End, who took the opportunity to express their concerns to the concept design of Fort End, with particular concern relating to the closure of the western side of Fort End and a large expansion of the green space in the area.





Stage 3 online consultation form



Stage 3 public consultation event



Stage 3 public consultation event



Stage 3 public consultation event



## Welcome

**Thank you for attending this public exhibition setting out possible improvements to the village as part of the 'Haddenham Streetscape Project'.**

This exhibition is the second stage of public consultation undertaken for this project. The purpose of this exhibition is to seek your views on a series of concept designs which have been developed for a number of locations around the village.

Please take your time to look at the design ideas, talk to the team and ask any questions you may have.

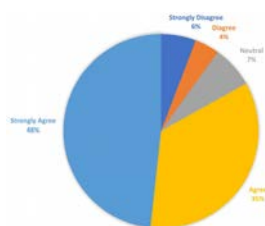
### Stage 1 Public Consultation Feedback

172 respondents completed the survey in total, with some completing the survey online and some completing it in person.

We have analysed what you told us and a summary of the key outcomes are provided below.

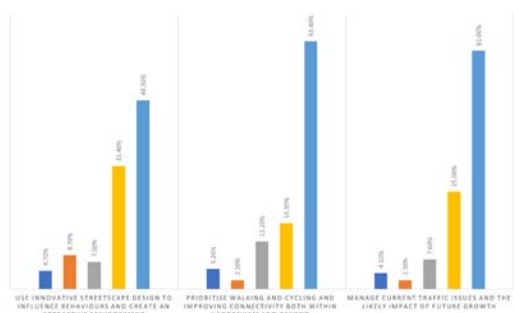
#### Support for the overall vision of the Neighbourhood Plan set out in NPP5: Traffic Management:

Your responses showed us there is a desire strong to improve the appearance of the village, with 83.2% of survey respondents agreeing or strongly agreeing with the vision set out in the Neighbourhood Plan Project 5: Traffic Management (NPP5).



#### Support for the overall study objectives:

Your responses showed us there is a desire strong to use innovative street design to influence behaviours and create an attractive environment, to prioritise walking and cycling to improve connectivity and also to manage current traffic issues and the likely impact of future traffic growth.

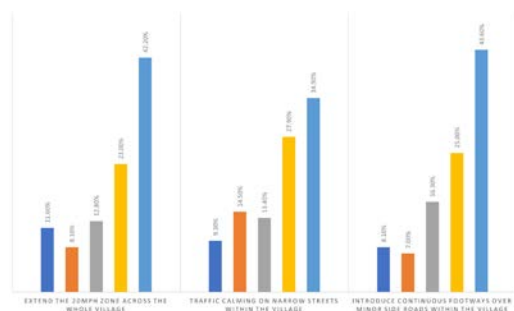


### Stage 1 Public Consultation Feedback (continued)

#### Support for the overall design principles:

The 172 responses to this question largely agreed with the design principles.

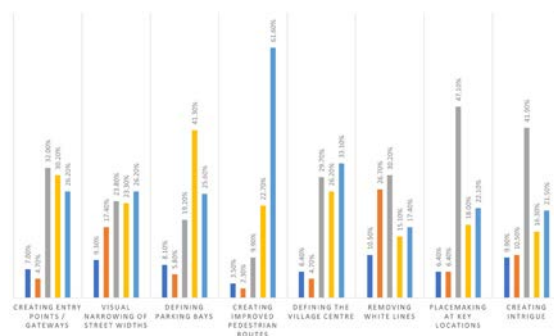
Respondents most agreed with 'introduce continuous footways over minor side roads within the village', but all principles were agreed with to a similar extent and they were agreed with significantly more than they were disagreed with as illustrated below.



#### Support for the overall design toolkit:

The 172 responses to this question largely agreed with all the design principles outlined within the Design Toolkit.

A summary of the responses is provided below.



www.pja.co.uk  
www.haddenham-bucks-pc.gov.uk



www.pja.co.uk  
www.haddenham-bucks-pc.gov.uk



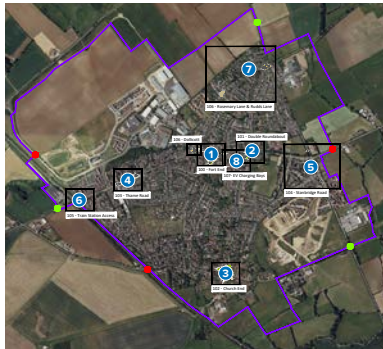
# Haddenham Consultation

# Haddenham Consultation

## Concept Design Proposals

Based on the feedback you gave us, we have developed concept designs for eight key locations within the village. These are shown on the adjacent plan.

- 1 Fort End
- 2 Double Roundabout
- 3 Church End
- 4 Thame Road
- 5 Stanbridge Road
- 6 Train station access
- 7 Rosemary Lane
- 8 Village Hall car park
- 20mph zone
- Standard gateway
- Enhanced gateway



## Concept Design Proposals

### 3 Church End:

#### Concept Design



Artists Impression showing the view west towards the St. Mary's Centre



- Creation of a new green space at Junction of Church Way and Station Road and expansion of the existing green spaces on the southern side of the new space
- Improved raised pedestrian crossing points on key routes
- Improved surface materials to help soften impact of vehicles
- Removal of formal road markings

### 1 Fort End:

#### Concept Design



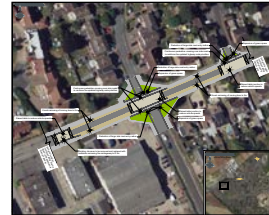
Artists Impression showing the view west at Fort End



- Narrowing of carriageway on Tacks Lane
- Improved pedestrian crossing points
- Large expansion of the Fort End green space - potential to include new planting as shown on the artists impression
- Closure of western side and improved car parking on eastern side of Fort End
- Retention of the existing disabled parking space

### 4 Thame Road:

#### Concept Design



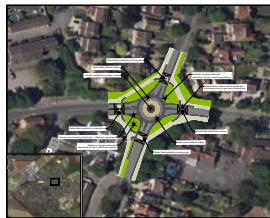
Artists Impression showing a new continuous side road crossing at Wykeham Way



- Removal of existing traffic calming chicanes
- Creation of new raised tables to slow traffic
- Introduction of new continuous side road crossings to help pedestrians cross the road
- Tightening of junction corner radii to help slow traffic speed
- 20mph village wide speed limit

### 2 Double Roundabout:

#### Concept Design



Artists Impression showing the new simplified single roundabout



- Creation of a new simplified single roundabout
- Improved pedestrian crossing points on all routes
- New surface materials and removal of street clutter
- Improved green space - potential to include new planting as shown on the artists impression

### 5 Stanbridge Road (location 1):

#### Concept Design



Artists Impression showing a new crossing at the existing PROW adjacent to The Grove



- Creation of a new raised pedestrian crossing point to help pedestrians to cross the road and slow traffic speeds.
- A new pedestrian crossing point would be located where the existing PROW meets Stanbridge Road from the west adjacent to the new development at 'The Grove'.





# Haddenham Consultation

## Concept Design Proposals

### 5 Stanbridge Road (location 2):

#### Concept Design



#### Artists Impression showing a new crossing adjacent to Haddenham Medical Centre



- Creation of a new raised pedestrian crossing point to help pedestrians to cross the road and slow traffic speeds.
- A new pedestrian crossing point would be located adjacent to the Doctor's Surgery on Stanbridge Road.
- An additional pedestrian crossing point would be located on Stanbridge Road just south of the junction with Woodways.

### 6 Train Station Access:

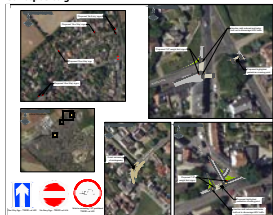
#### Concept Design



- Introduction of a new zebra crossing to improve access from the footway to Haddenham & Thame Parkway station
- Extension of footway and relocation of bus stop to accommodate the new zebra crossing
- 20mph village wide speed limit

### 7 Dollicott / Rudd's Lane / Rosemary Lane:

#### Concept Design



- Introduction of a one way on Rosemary Lane (eastbound) to help prevent inappropriate through traffic using this route as a cut through from Churchway

### 8 Village Hall - EV Charging Bays:

#### Concept Design



- Two new EV charging bays are planned for the Village Hall car park
- One space will be available to the general public and a second space will be a new electric vehicle hire scheme for the village.
- The Parish Council is currently working with 3BHire to set up a new electric hire club for the village
- More information on the hire scheme can be found here: <https://3bhire.co.uk/ev-hire-club/>



Stage 3 public exhibition



Stage 3 public exhibition



Stage 3 public exhibition

[www.pja.co.uk](http://www.pja.co.uk)  
[www.haddenham-bucks-pc.gov.uk](http://www.haddenham-bucks-pc.gov.uk)

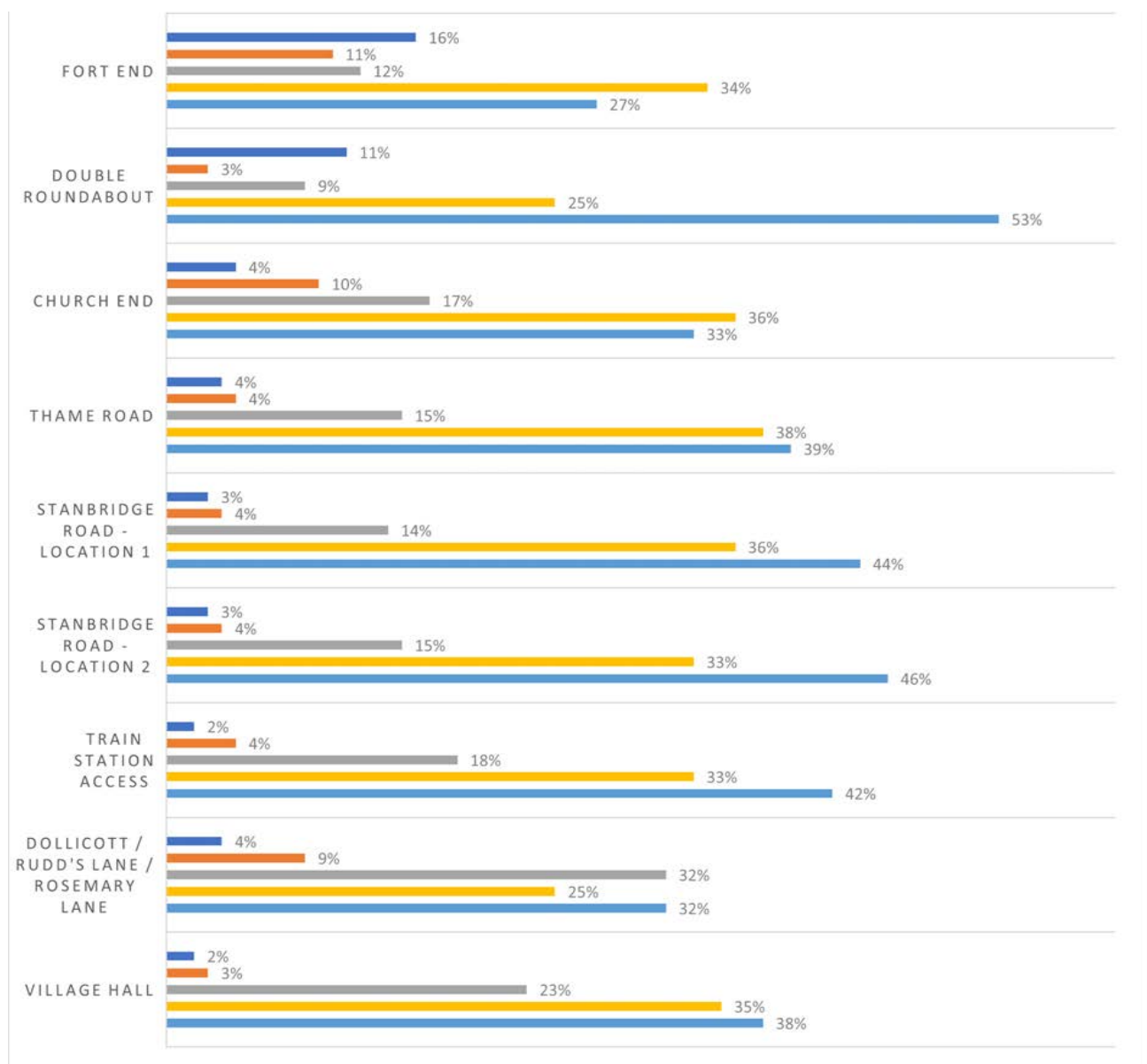


## Key Results:

### Support for overall design principles at key locations

Your responses showed us that there is a strong desire for all concept design proposals for each of the locations selected across the village. Respondents most agreed

with the design principle for the Double Roundabout, which would be transformed into one single roundel, but all scheme designs were agreed with to a similar extent and they were agreed with significantly more than they were disagreed as illustrated below.



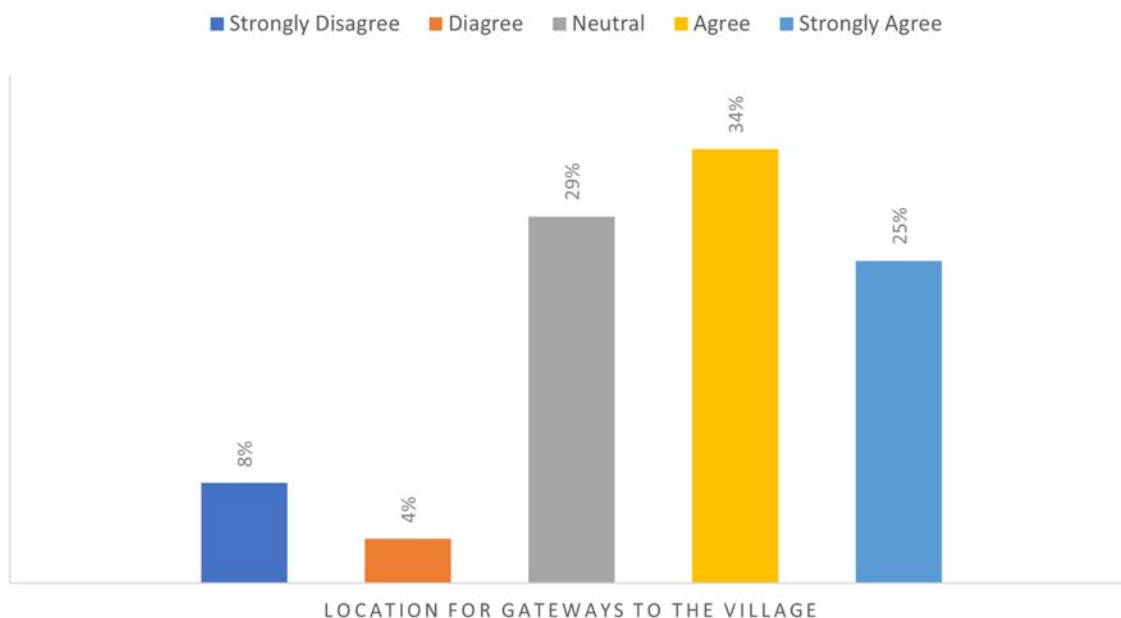
Stage 3 key results



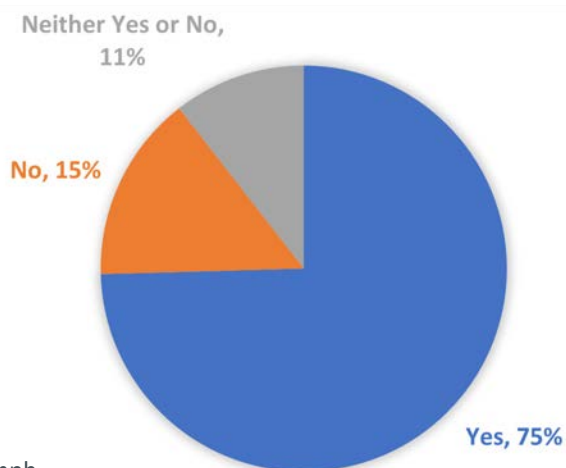
### Support for 20mph Zone & Gateways into Haddenham

Your responses showed us that there is a strong desire to establish gateways to the village, with survey respondents stating they agreed or strongly agreed with the proposed locations identified.

Over three-quarters of survey respondents also agreed with the proposed 20mph scheme extent, which would cover the vast majority of Haddenham.



Support for location for gateways into the village

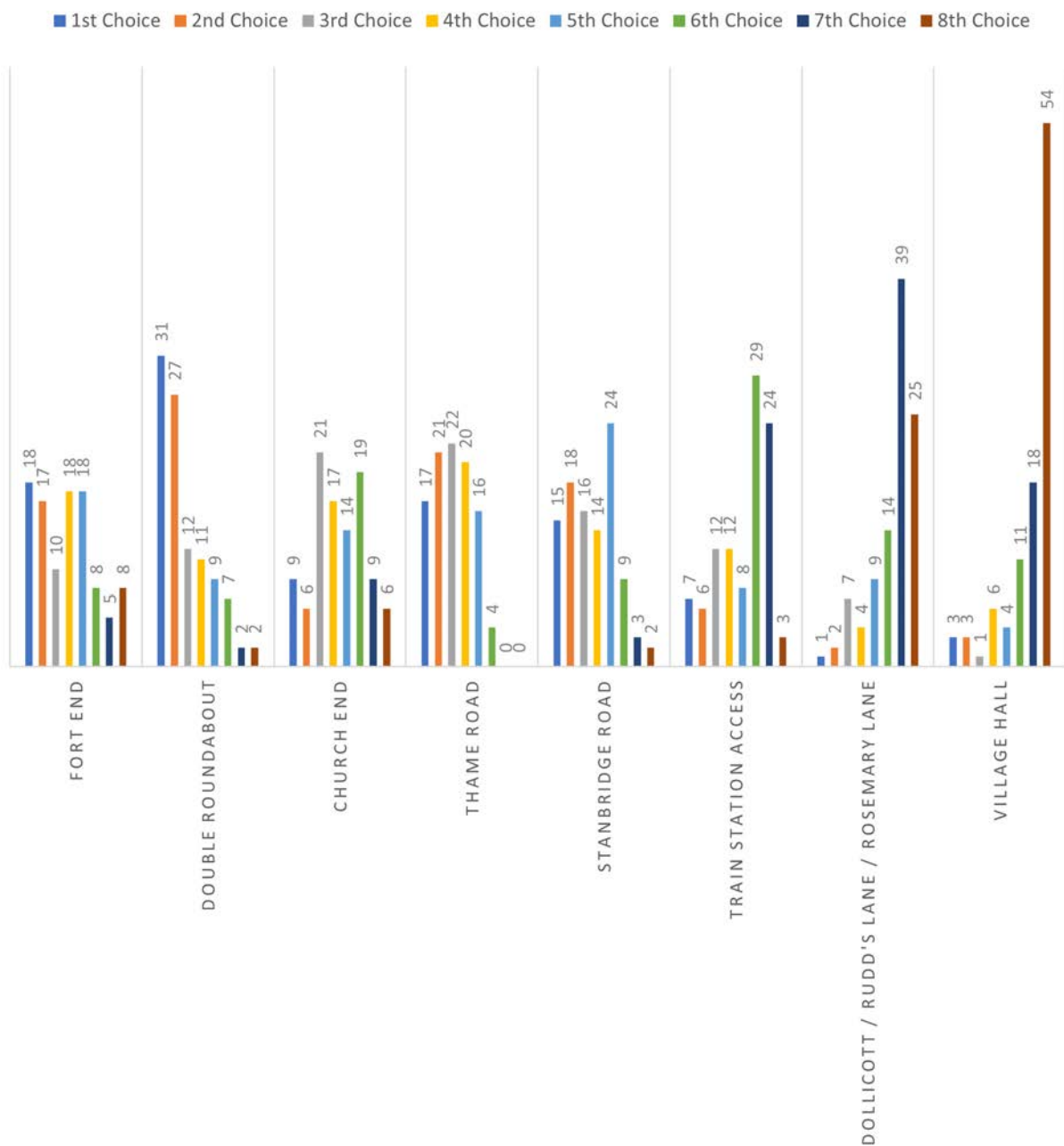


Support for 20mph



### Scheme Prioritisation

Your responses showed us that there is a strong desire to prioritise the delivery of removing the double roundabout, to be replaced by a new simplified single roundel.



Scheme prioritisation



# Concept Designs

## Village wide design proposals

Following the completion of the stage 2 public consultation in April / May 2022 and analysis of the feedback to the initial design ideas the team then developed further design ideas for additional locations around the village.

The concept designs build on the strong support we received for the 'design toolkit'.

In this chapter we set out our recommendations for Haddenham, which draw on a combination of basic principles that have been employed elsewhere in the UK and in mainland Europe to closely align highway engineering with good urban and landscape design.

Our approach aims to:

- Create a low-speed environment
- Create a stronger sense of place
- Improve coherence and key linkages within the village.
- Maximise the usage and benefits from existing public spaces
- Highlight the entry points into the village to distinguish between highway and public realm
- Rationalise the use and management of on-street and off-street car parking to benefit residents, visitors.





## Design Toolkit

Our recommendations for the overall design toolkit for Haddenham draw on a combination of basic principles that have been employed elsewhere in the UK and in mainland Europe to align highway engineering closely with good urban and landscape design.

Such principles combine to help create a low-speed environment that promotes safety, efficient movement and civility through maximising driver awareness of his or her surroundings.

Our overarching design principles are focussed on seven key themes which we would recommend implementing village wide.

### Creating entry points and gateways

Creating clear, identifiable transitions between higher-speed highways and village surroundings is a key theme. These boundaries can easily become blurred over time with inconsistent signing and marking, and often results in the encroachment of highway elements into villages.

At the boundaries of the village, we would seek to clearly establish and highlight the entry points. The transition point between the higher-speed links beyond and the low-speed context of the village centre are critical. Signs and nameplates should be carefully located to align with the driver's perception of the built up area.

### Defining the village

The ability by drivers to "read" and understand the village context is another related theme. Thus our suggestions seek to make the key buildings, such as the church more visible. Integrating and celebrating village life in a simple design language is central to our initial ideas and outline recommendations.

The principles of legibility and place-making also inform our approach to junction designs. These are intended to emphasize the tight geometry and scale of the village, provide a sequence of places or landmarks, and to punctuate routes and entrances.

This includes improving the ability to read the centre of the village, as well as place-making around key facilities such as at Church End, Fort End and at the doctors surgery.



Creating entry points / Gateways



Defining the village



Placemaking at key locations



Visual narrowing of street widths



Creating improved pedestrian routes



Removing white lines and other clutter



Defining parking bays

### Placemaking at other key locations

Reducing traffic speeds, and influencing driver behaviour through placemaking at key locations to ensure that the village environment is consistent with desired speeds. The plans highlight the need for measures to reinforce place characteristics in contrast to the linear form of highways.

### Visual narrowing of street widths

Visual narrowing of the carriageway to help reduce vehicle speeds, particularly on long linear sections through and on the approach to the village.

### Creating improved pedestrian routes

Creating an improved pedestrian environment and improving crossings points at key locations in the village is a key aim, particularly routes to schools, public rights of way and bus stops.

### Removing white lines and other clutter

Distinctive, legible, low-speed village contexts can easily become eroded through excessive or inappropriate signage, road markings and highway elements.

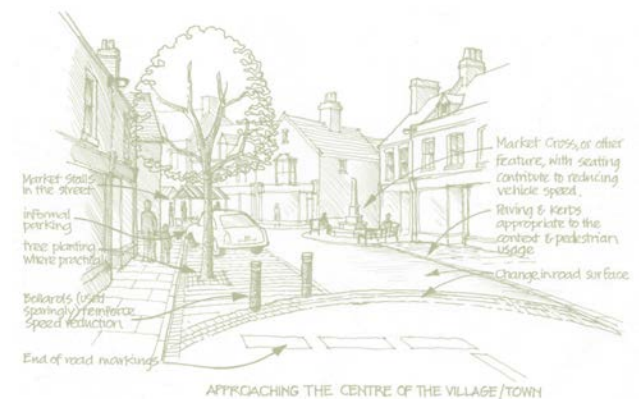
Centre lines and stop lines should be consistently removed in village to reduce the linearity of vehicle routes and thus reduce speeds. Highway signs should be minimised and combined with buildings and street furniture. Paving should be designed to reduce visual widths, clarify preferred parking positions, and highlight key spaces.

### Parking

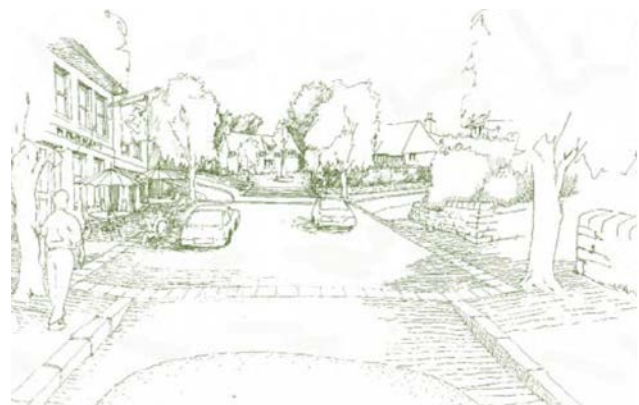
Pressure for space in older villages leads to loss of capacity and poorer public space. The search for simple means to identify and control inappropriate parking, especially around schools, is a topic that links closely to themes of legibility, place-making and retaining the balance between traffic demands and village quality.



A village street designed for high traffic speed



Village entrance from "Traffic in Villages"



A village street designed as a place



## Summary of key modifications

This initial report is intended to sketch out an approach to traffic management in Haddenham which reinforces the local identity and distinctiveness of this attractive village.

Our proposed approach is based on the key design principles set out in 'Traffic in Villages: Safety and Civility for Rural Roads' (2011) which builds on Manual for Streets and Manual for Streets 2.

Our proposed approach is based on lower speeds and stronger definition of place. They draw on principles established elsewhere to reinforce the particular qualities and characteristics of the village in order to influence the relationship between through-traffic and local circumstances.

Although traffic volumes will continue to impact on Haddenham, the reduction in the linear highway characteristics of the main road, the strengthening of entry and transition points, and stronger place-making in the centre will alleviate the key problems more effectively than conventional signs, markings and enforcement.

Gateway treatment identifying the edge of the village.

Opportunity to enhance the space and improve pedestrian crossings around Fort End, slowing vehicle speeds on this s-bend.

Improved crossing facilities to provide a key link to and from the railway station.

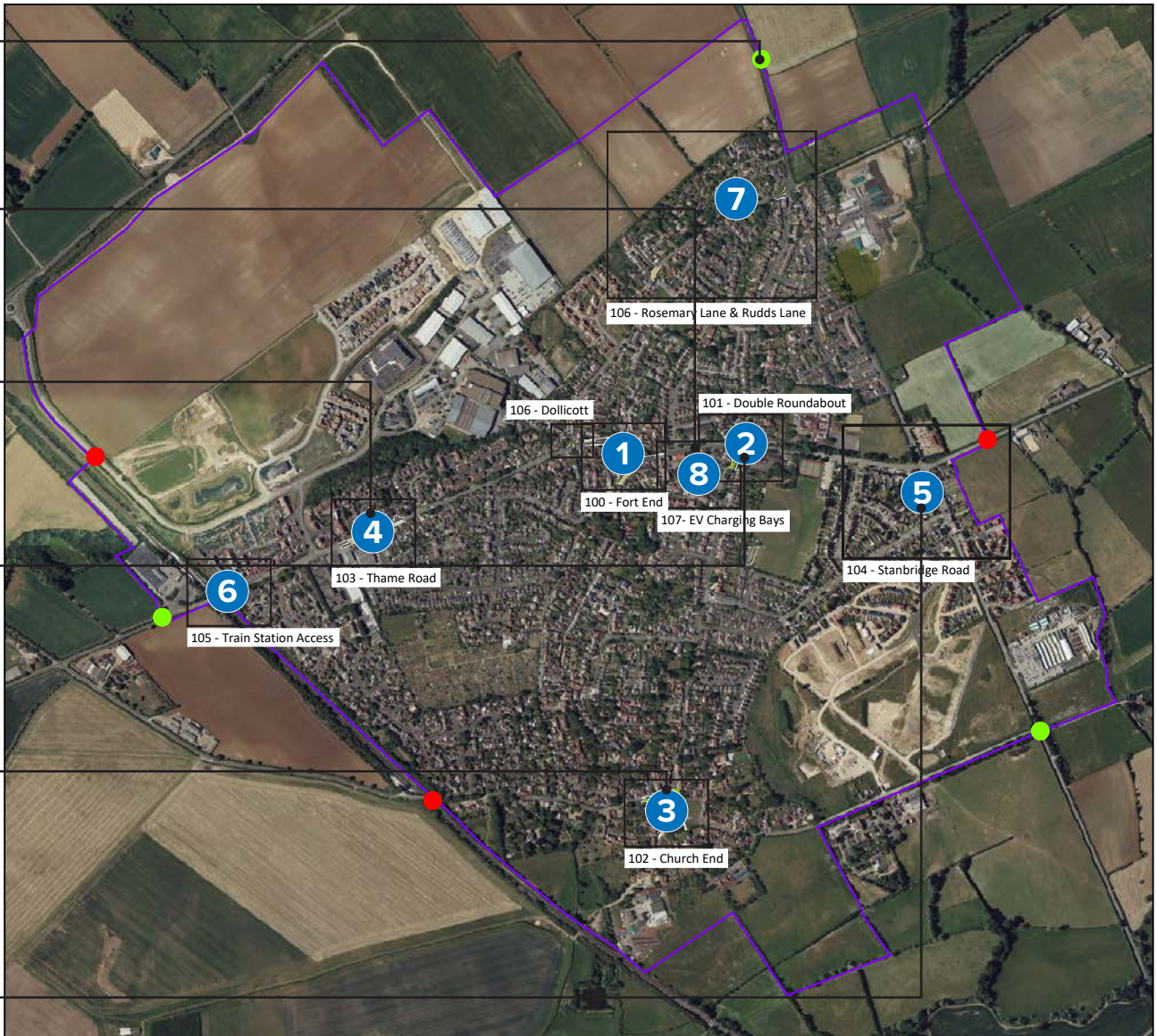
Measures to strengthen the place qualities around the existing double roundabout could include paving enhancements, and introduction of a simplified single informal roundel.

Creation of an informal square combined with as subtle narrowing of the perceived carriageway width, and removal of road markings on the approach.

Measures to strengthen and reinforce the transition into the village and adjust the speed context.

- 1 Fort End
- 2 Double Roundabout
- 3 Church End
- 4 Thame Road
- 5 Stanbridge Road
- 6 Train station access
- 7 Rosemary Lane
- 8 Village Hall car park
- 20mph zone
- Standard gateway
- Enhanced gateway





Summary plan showing location of recommended modifications



## Location 1 - Fort End

### Summary

The proposal for Fort End seeks to enhance this historic centre of the village. The proposal includes design proposals for the existing triangular space at Fort End and also the existing double s-bend to the north of Fort End.

### Design principles

- Narrowing of carriageway on Tacks Lane
- Improved pedestrian crossing points on Tacks Lane / Banks Road.
- Large expansion of the Fort End green space - potential to include new planting as shown on the artists impression
- Closure of western side and improved car parking on eastern side of Fort End
- Retention of the existing disabled parking space and bus stop.



Artists Impression showing the view west at Fort End



**Further information**

The space considered as part of this concept design includes a mixture of residential and commercial properties.

Not all of the existing residential properties have on-plot parking and therefore use the space around Fort End to park their vehicles.

In addition, a planning application for the redevelopment of the House of Spice restaurant located on the northern side of Tacks Lane / Banks Road has recently been granted planning consent by Buckinghamshire Council (planning application ref: 21/02633/APP).

The application has been granted consent with lower parking provision than set out in the parking standards in the Vale of Aylesbury Local Plan, however the shortfall was acceptable to the local authority.

The approved planning application combined with the parking demand as a result of the busy cafe called Norsk and the estate agent on Fort End and the Cottage Bakery to the north of Tacks Lane has caused concern among residents at Fort End who are worried that the shortfall, will be competing for parking spaces around Fort End.



Concept design





### Comments on concept design

The proposals for Fort End have been the most controversial of the concept designs presented at the public exhibition.

Feedback on the concept design has been provided in the format of responses to the online consultation questionnaire and also in written representations to the Parish Council.

The feedback received has therefore been broken down as follows:

#### *Online consultation questionnaire*

Respondents to the online questionnaire mostly agreed with 'Improved pedestrian crossing points' whereby 91% of respondents agreed or strongly agreed with this principle. In contrast, respondents least agreed with the proposal to close the western side of Fort End and provide improved car parking provision on the eastern side of Fort End, where 23% of respondents either disagreed or strongly disagreed. However, 58% of respondents either agreed or strongly agreed with this design principle, significantly more than those who disagreed.

In terms of the other design principles outlined for Fort End:

- 65% of respondents agreed or strongly agreed with narrowing the carriageway on Tacks Lane, in contrast to 22% who disagreed or strongly disagreed
- 76% of respondents agreed or strongly agreed with providing a large expansion of Fort End green space, with potential include new planting, in contrast to 22% who disagreed or strongly disagreed.
- 75% of respondents agreed or strongly agreed with the retention of the existing disabled parking space, in contrast to 4% who disagreed or strongly disagreed.

In terms of order of priority this scheme was ranked 4th choice by respondents out of all of the schemes consulted on.

### *Written representations*

In addition to the online consultation questionnaire written representations have been made to the Parish Council by residents of Fort End.

Key concerns are as follows:

Fort End:

- **Loss of car parking** - not supported. Reduction in proposed parking on Fort End is a key concern, with respondents seeking to maintain current parking provision. Residents comment that Fort End is also used by bus passengers who park their car at Fort End to get the bus to the train station.
- **Closure of western side of Fort End** - not supported.
- **EV Charging** - concern that proposed concept design would result in residents being unable to charge electric vehicles.
- **Additional landscaping** - concern that this will be abused and used for informal parking (as a result of the reduction in overall provision).
- **Servicing** - Concern that provision not suitable for required servicing of commercial premises.
- **Emergency vehicle access** - concern that parking will occur on High Street and block access for emergency vehicles.
- **Impact on conservation area** - concern that the proposals have a negative impact on the conservation area.

Tacks Lane / Banks Road:

- **Narrowing of carriageway on Tacks Lane / Banks Road** - general support, but concern that changes may result in drivers 'cutting the corner'.
- **Pedestrian crossings** - general support for the proposed crossing points. Request for provision of an additional crossing point close to Fern Lane.

## Recommendations

- Overall there appears to be general support for the concept design proposals for the S-bends of Tacks Lane / Banks Road.
- The area around Fort End is more controversial with a strong difference in feedback received between the online consultation form and the written representations received from Fort End residents.
- We therefore recommend that these areas are considered separately as part of any future work.
- Work on the main carriageway of Tacks Lane / Banks Road could be developed separately to Fort End.
- We recommend a detailed workshop with residents of Fort End. Whilst this is outside the scope of this commission, it is clear that given the level of concern expressed in the written representations more work is required.
- Feedback from Buckinghamshire Council and Transport for Bucks has been provided. This proposal seeks to reduce traffic speeds as part of a village wide 20mph and provide a safer on street environment for cycling. The team would be happy to look further amendments to the design at later design stages and also work with the Parish Council and Buckinghamshire Council to develop a suitable scheme for the main carriageway to be delivered as part of the s.106 money available. This could include consideration of a further crossing point to improve facilities near Fern Lane.



## Location 2 - Double Roundabout

### Summary

The proposed concept design for this locations removes the existing double roundabout and creates a new simplified four arm roundel with an enhanced material palette and new landscaped area.

### Design principles

- Creation of a new simplified single roundel
- Improved pedestrian crossing points on all routes
- New surface materials and removal of street clutter
- Improved green space - potential to include new planting as shown on the artists impression



Artists Impression showing the new simplified single roundel





Concept design

### Comments on concept design

- Feedback on the concept designs for the removal of the existing double roundabout shows that 77% of respondents stated they agreed or strongly agreed with the proposals to provide a new simplified single roundel. In contrast, 14% either disagreed or strongly disagreed with such proposal.
- Feedback from Buckinghamshire Council and Transport for Bucks has been provided. The concept design is an informal roundabout to promote slower speeds and improved pedestrian priority at crossings. This can be aligned to DMRB mini roundabout design, with specific relaxations on surface type and road markings. The concept design also includes raised table pedestrian crossings to slow vehicle speeds. The team would be happy to look further amendments to the design at later design stages.
- In terms of order of priority this scheme was ranked 1st choice by respondents out of all of the schemes consulted on.



### Location 3 - Church End

#### Summary

The proposed concept design for Church End seeks to enhance this key space by improving the overly highway dominant space, improve pedestrian permeability and introducing new landscape features.

#### Design principles

- Creation of a new green space at junction of Church Way and Station Road and expansion of the existing green spaces on the southern side of the new space
- Improved raised pedestrian crossing points on key routes
- Improved surface materials to help soften impact of vehicles
- Removal of formal road markings



Artists Impression showing the view west towards the St.Mary's Centre





Concept design

### Comments on concept design

- Feedback on the concept designs for Church End shows that 69% of respondents either agreed or strongly agreed with the proposals. In contrast, 14% of respondents either disagreed or strongly disagreed with the proposals.
- Feedback from Buckinghamshire Council and Transport for Bucks has been provided. The concept design is based on the creation of an informal space, with improved surface materials and landscape to slow vehicle speeds and also create an enhanced place setting for this key location within the conservation area. The turning area for buses has been maintained, but made less formal due to the infrequency of the turning movement and potential for service amendments in the future. The team would be happy to look further amendments to the design at later design stages.
- In terms of order of priority this scheme was ranked 5th choice by respondents out of all of the schemes consulted on.





## Location 4 - Thame Road

### Summary

The proposed concept design removes the existing traffic calming chicanes on Thames Road and introduces new raised tables with improved pedestrian crossing facilities over the side roads.

### Design principles

- Removal of existing traffic calming chicanes
- Creation of new raised tables to slow traffic
- Introduction of new continuous side road crossings to help pedestrians cross the road
- Tightening of junction corner radii to help slow traffic speed
- 20mph village wide speed limit



Artists Impression showing a new continuous side road crossing at Wykeham Way



Concept design

### Comments on concept design

- Feedback on the proposed designs for Thame Road showed a high level of support with the majority of respondents. 71% of respondents either agreed or strongly agreed with the removal of existing traffic calming chicanes, in contrast to 16% who either disagreed or strongly disagreed. Overall, 77% of respondents agreed or strongly agreed with the overall proposals for Thame Road. In contrast, only 8% of respondents either disagreed or strongly disagreed with the proposal.
- Feedback from Buckinghamshire Council and Transport for Bucks has been provided. The concept design is located adjacent to a pedestrian link from Wirehorn Furlong. Visual narrowing of the carriageway has been introduced to replace the existing advisory cycle lane. Existing road widths precluded two way segregated cycling being provided, and the temporary Covid-19 improvements were unpopular with residents. This proposal seeks to reduce traffic speeds as part of a village wide 20mph and provide a safer on street environment for cycling. The team would be happy to look further amendments to the design at later design stages and also work with the Parish Council and Buckinghamshire Council to develop a suitable scheme to be delivered as part of the s.106 money available.
- In terms of order of priority this scheme was ranked 2nd choice by respondents out of all of the schemes consulted on.





## Location 5 - Stanbridge road (Location 1)

### Summary

Provision of improved crossing facilities on Stanbridge Road where the existing PROW meets Stanbridge Road from the west adjacent to the new development at 'The Grove'.

### Design principles

- Creation of a new raised pedestrian crossing point to help pedestrians to cross the road and slow traffic speeds.
- A new pedestrian crossing point would be located where the existing PROW meets Stanbridge Road from the west adjacent to the new development at 'The Grove'.



Artists Impression showing a new crossing at the existing PROW adjacent to The Grove





Concept design

### Comments on concept design

- Feedback on the improved crossing facilities on Stanbridge Road showed a high level of support with 80% of respondents agreed or strongly agreed with the overall proposals for Stanbridge Road (Location 1).
- In contrast, only 6% of respondents either disagreed or strongly disagreed with the proposal.
- In terms of order of priority this scheme was ranked 3rd choice by respondents out of all of the schemes consulted on.





## Location 5 - Stanbridge road (Location 2)

### Summary

Provision of improved crossing facilities on Stanbridge Road adjacent to the Doctor's Surgery and existing bus stop has been identified as a key improvement.

### Design principles

- Creation of a new raised pedestrian crossing point to help pedestrians to cross the road and slow traffic speeds.
- A new pedestrian crossing point would be located adjacent to the Doctor's Surgery on Stanbridge Road.
- An additional pedestrian crossing point would be located on Stanbridge Road just south of the junction with Woodways.



Artists Impression showing a new crossing adjacent to Haddenham Medical Centre





Concept design

**Comments on concept design**

- Feedback on the improved crossing facilities on Stanbridge Road showed a high level of support with 79% of respondents agreed or strongly agreed with the overall proposals for Stanbridge Road (Location 2).
- In contrast, only 6% of respondents either disagreed or strongly disagreed with the proposal.
- In terms of order of priority this scheme was ranked 3rd choice by respondents out of all of the schemes consulted on.





## Location 6 - Train station access

### Summary

Provision of improved crossing facilities on Thame Road adjacent to the railway station has been identified key improvement.

### Design principles

- Introduction of a new zebra crossing to improve access from the footway to Haddenham & Thame Parkway station
- Extension of footway and relocation of bus stop to accommodate the new zebra crossing
- 20mph village wide speed limit

### Proposed improved crossing facilities

The concept design below shows a design option for provision of a new zebra crossing linking the public right of way between Sheerstock and Pilots Place.

This route provides an important crossing point between residential properties to the south of Thame Road and the railway station and is also part of the wider route to school network.



Concept design- zebra crossing

### Comments on concept design

- Feedback on the improved crossing facilities from respondents showed a high level of support with 75% agreed or strongly agreed with extension of footway and relocation of bus stop to accommodate the aforementioned zebra crossing, in contrast to 6% who disagreed or strongly disagreed.
- In terms of order of priority this scheme was ranked 6th choice by respondents out of all of the schemes consulted on.
- More detailed feedback was received requesting the team look at the potential for improved cycle crossing facilities. An alternative design has therefore been developed incorporating a parallel zebra crossing as shown below.
- Feedback was also received from Buckinghamshire Council and Transport for Bucks. The concept design seeks to maintain the current arrangements for buses as it is not possible to swap the positions of the bus stops due to private access on the southern side of Thame Road and lack of available footway in proximity to the bridge. The team would be happy to look further amendments to the design at later design stages. Options to be considered include measures to physically prevent vehicles overtaking a bus at the bus stop or providing further separation between the stops.



Concept design- parallel zebra crossing





## Location 7 - Dollicott / Rudd's Lane / Rosemary Lane:

### Summary

The concept design for Dollicott / Rudd's Lane / Rosemary Lane seeks to address the concerns identified on [www.bucks.place](http://www.bucks.place) which highlights the inappropriate use of this route by large vehicles as a cut through from Churchway.

### Design principles

- Introduction of a one way on Rosemary Lane (eastbound) to help prevent inappropriate through traffic using this route as a cut through from Churchway.
- Junction radii reduced and kerbs built out to discourage HGV traffic.
- Visual narrowing of the carriageway at key locations.



Concept design



### **Additional information**

A new development is currently under construction to the north of Rudd's Lane and includes the construction of a new roundabout access on Churchway.

In addition the current footpath into Rosemary Lane from the north is due to be upgraded to a Bridleway and will serve as one of the main cycle routes out of the new estate.

### **Comments on concept design**

- Feedback on the concept design for this location showed that 64% of respondents agreed or strongly agreed with the design proposals for Dollicott / Rudd's Lane / Rosemary Lane. In contrast, 14% of respondents either disagreed or strongly disagreed with the proposal.



## Location 8 - Village Hall - EV Charging

### Design principles

- Two new EV charging bays are planned for the Village Hall car park
- One space will be available to the general public and a second space will be a new electric vehicle hire scheme for the village.
- The Parish Council is currently working with 3BHire to set up a new electric hire club for the village
- Fore information on the hire scheme can be found here:
- <https://3bhire.co.uk/ev-hire-club/>

### Comments on the Parish Council proposals

- Feedback on the Parish Council proposals design for EV charging bays at the Village Hall showed that 83% of respondents agreed or strongly agreed while only 5% of respondents either disagreed or strongly disagreed with the proposals.
- Detailed feedback from respondents highlights that whilst this is a positive step, more EV provision are required. Comments also indicate support for time limits on the use of the charging points so that multiple cars can use them.



Concept design

## Wider village design considerations

### Commuter car parking / antisocial car parking

Antisocial commuter parking has been flagged as a key area of concern for residents on streets near to Haddenham and Thame Parkway station including Sheerstock.

Whilst parking is available within the station car park, a daily rate of £8.50 means that many commuters choose to park on nearby residential streets in order to avoid the parking charges causing frustration to many residents.

In December 2019 a residents parking survey was undertaken by the Parish Council. The survey consulted over 700 households, with responses received from over 300 households on the potential to introduce residents only parking or double yellow lines in key locations.

The responses were closely split in all areas as set out in the table below.

### Summary

- Given the work undertaken to date by the Parish Council and the close split recorded, whilst it is recognised that parking is an issue, options to mitigate the impact of commuter parking is considered to be outside of the scope of this study.

Residents Parking Survey December 2019  
Summary of responses

	No houses consulted	No. responses	% response	Residents only parking			Yellow Lines as specified		
				Yes	No	% yes	Yes	No	% yes
Anxey Way	72	12	17%	2	10	3%			
Bridens Way	17	8	47%	7	1	41%			
Dovecote	26	12	46%	7	5	27%			
Dovecote Close	14	5	36%	3	2	21%			
Fern Lane	14	4	29%						
High Street	58	10	17%				2	2	14%
Long Furlong	19	11	58%	8	3	42%	6	4	10%
Marriotts Close	10	5	50%	1	4	10%			
Marriotts Lane	23	9	39%	9	0	39%			
Marriotts Way	19	8	42%	4	4	21%			
Sheerstock & 101-135 Thame Road	150	97	65%	79	15	53%	73	17	49%
Slave Hill	40	18	45%	14	4	35%			
Thame Road	48	19	40%				16	3	33%
Townside	63	19	30%				14	5	22%
Waterslade Pens	12	2	17%	1	1	8%			
Whitecross Road	16	9	56%	5	4	31%			
Wykeham Gate	19	10	53%	9	0	47%			
Wykeham Way	73	36	49%	28	7	38%			
Yolsum Close	16	11	69%	9	2	56%			

Note: If response was yes but only if residents parking is free this was counted as a no, because there will be a charge.  
If the response was yes but only if residents only is at specific times this was counted as a yes vote as restriction time will be limited.







# Conclusions and next steps

## Scheme prioritisation

### Scheme Prioritisation

Based on the feedback received through this process the responses showed us that there is a desire to progress with streetscape improvements within Haddenham.

Overall respondents are positive about the concept design proposals developed to date, with the exception of the proposals around Fort End, which as set out in the previous chapter are more controversial.

In order to help prioritise schemes the public priority ranking (based on the feedback to Stage 3 public exhibition), the level of public support (overall percentage) and potential cost (high, medium, low) has been summarised in the table below.

The schemes with the highest priority are:

- Double roundabout
- Thame Road
- Stanbridge Road (locations 1 and 2)
- Train station access
- 20mph zone

Scheme Prioritisation

Location	Public priority ranking	Public Support (%)	Cost	Priority
Fort End	4	61%	£££	Low
Double Roundabout	1	77%	£££	High
Church End	5	69%	£££	Low
Thame Road	2	77%	££	High
Stanbridge Road (Location 1)	3	80%	££	High
Stanbridge Road (Location 2)	3	79%	££	High
Train station access	6	75%	££	Medium
Dollicott / Rudd's Lane / Rosemary Lane	7	56%	££	Low
Village Hall car park	8	73%	£	Medium
20mph zone	n/a	89%	£	High
Gateways	n/a	60%	£/££	Medium



## Conclusions

The design principles and concepts set out in this report are intended to form a design framework and vision for Haddenham, and provide the Parish Council with a set of priority measures to guide action over the coming years as opportunities come forward.

The design ideas represent a means to reconcile traffic flows and draw on principles established elsewhere in the UK and Europe to reinforce the particular qualities and characteristics of the village in order to influence the relationship between traffic and local circumstances. Although traffic volumes will continue to impact on Haddenham, the reduction in the linear highway characteristics of the main routes, the strengthening of entry and transition points, and stronger place-making in the centre will alleviate the key problems more effectively than conventional signs, markings and enforcement.

The Streetscape Project offers a significant opportunity to guide and influence the future of the village, managing new growth whilst maintaining a viable, and coherent community.

## Next Steps

The next steps require thorough discussion of the key principles presented in this report, including input from the local authorities and a wider range of residents and stakeholders.

The sketches and outline ideas in will require further design input and refinement, and consideration of priorities and phasing will be needed.

Realistic timescales are important to emphasise; although the approach can inform any imminent proposals, it may be many years before all the various measures are in place to shift the balance of Haddenham from traffic dominance to place-making. The principles give scope for continued and growing engagement by the residents and communities of Haddenham, and offer the basis for a broad consensus on a long-term strategy for the village, to be implemented in partnership with the highway authority.



The approach outlined provides a start for addressing the central issue of speed and safety in the village, and provides a starting point to help re-establish a coherence and quality for Haddenham.

The next steps are summarised as follows:

- Continue to engage with Buckinghamshire Council, Transport for Bucks and other key stakeholders regarding principle of the scheme and concept design.
- Undertake further survey work to enable the concept design to be progressed.
- Topographical Survey
- Utilities and Drainage Survey
- Develop the design to a detailed level including specification of materials and identification of any utility diversions required.
- Consider interim options to establish principle of the scheme and change the perception of the space:
  - Introduction of street furniture
  - Temporary build outs to test realigned road and demonstrate space available
  - Organise events in the space to increase community sense of place.

transport ● engineering ● placemaking



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