

Haddenham Streetscape Project

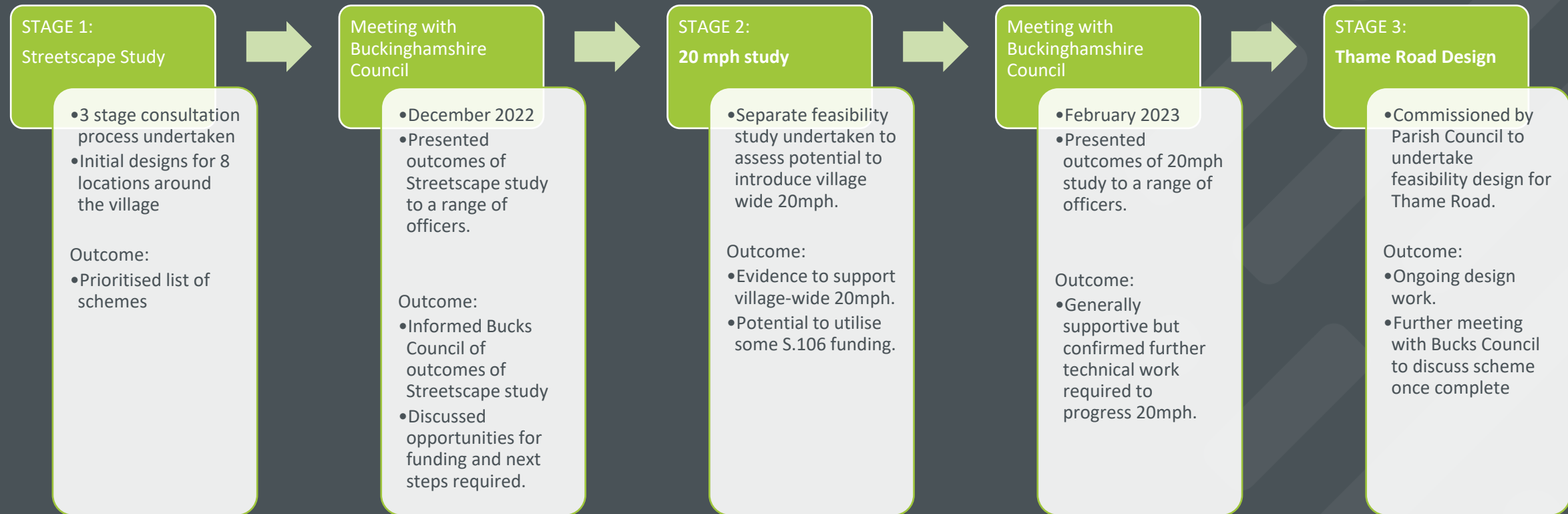
Sam Goss

Associate Director, PJA

Agenda

- What work have we completed to date?
 - Streetscape study
 - Village wide 20mph feasibility
 - Thame Road
- Short summary of these pieces of work
- Q&A session at end

What have we done to date?



Stage 1 Summary:

Village Wide Streetscape Study



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.**

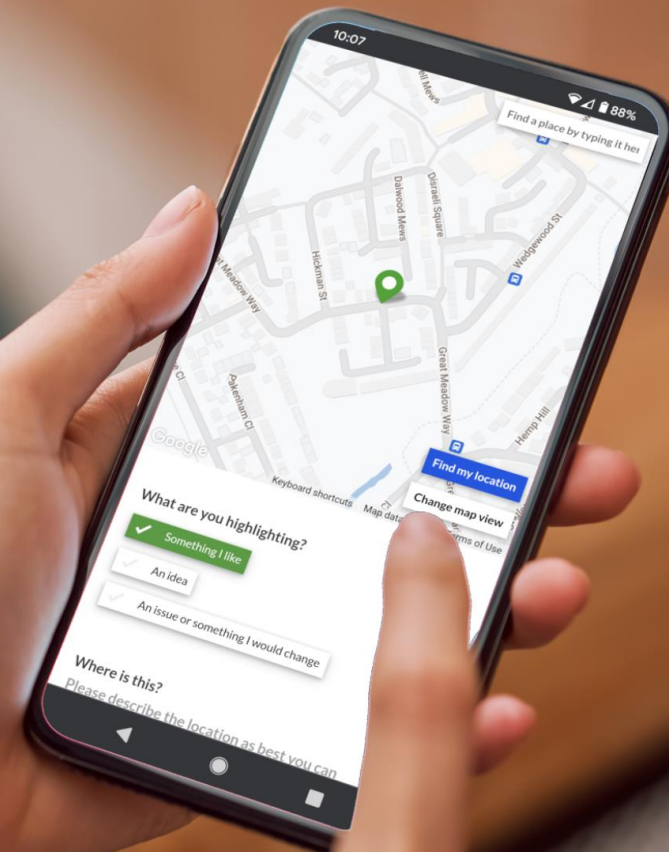
What do you like?

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



Bucks.place
consultation
portal used to
collate
current issues
and
opportunities
in the village

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



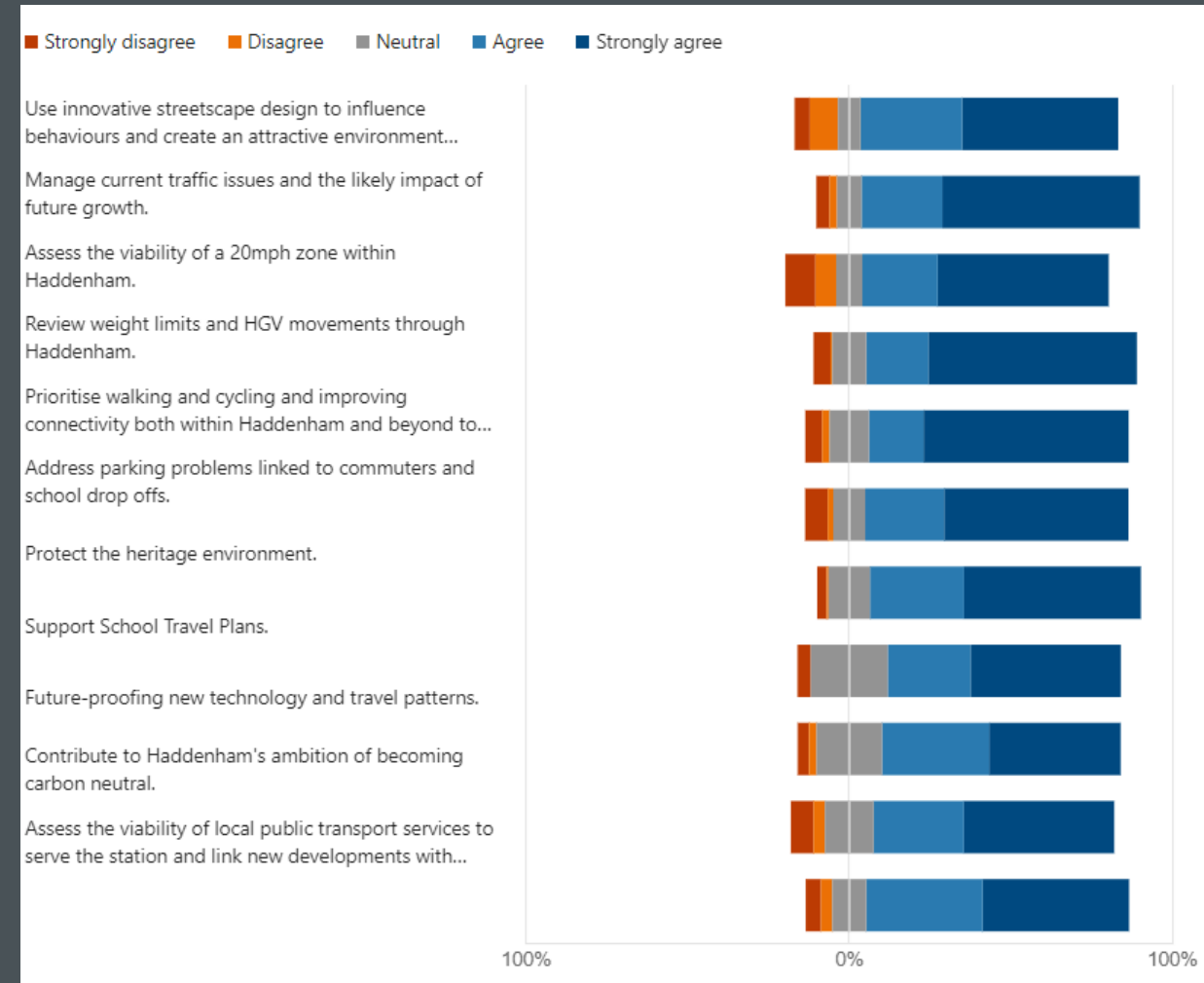
Street clutter



Poor setting for listed buildings

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



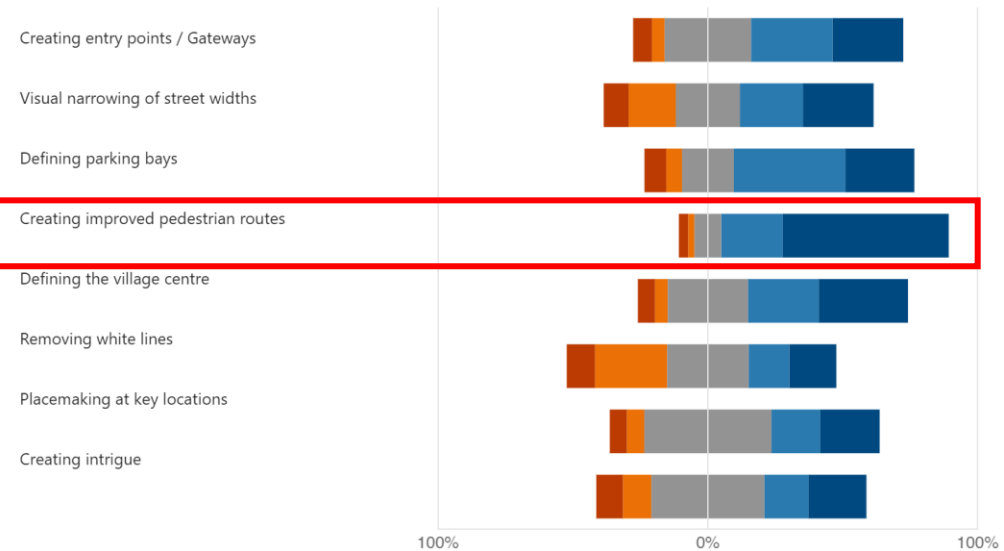
Support for Design Toolkit

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

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



Final report

transport • engineering • placemaking




Haddenham, Buckinghamshire Streetscape Design Project

September 2022

contact@pja.co.uk

pja.co.uk





Location 4 - Thame Road

Summary

The proposed concept design removes the existing traffic calming chicanes on Thame 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



Artist's Impression showing a new continuous side road crossing at Wykeham Way

contact@pja.co.uk

pja.co.uk



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 Winton's Farming. 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.

contact@pja.co.uk

pja.co.uk

Village Wide Streetscape – Prioritised schemes

- Final report published in Sept 2022
- Provided a prioritised list of schemes around the village based on public support received.

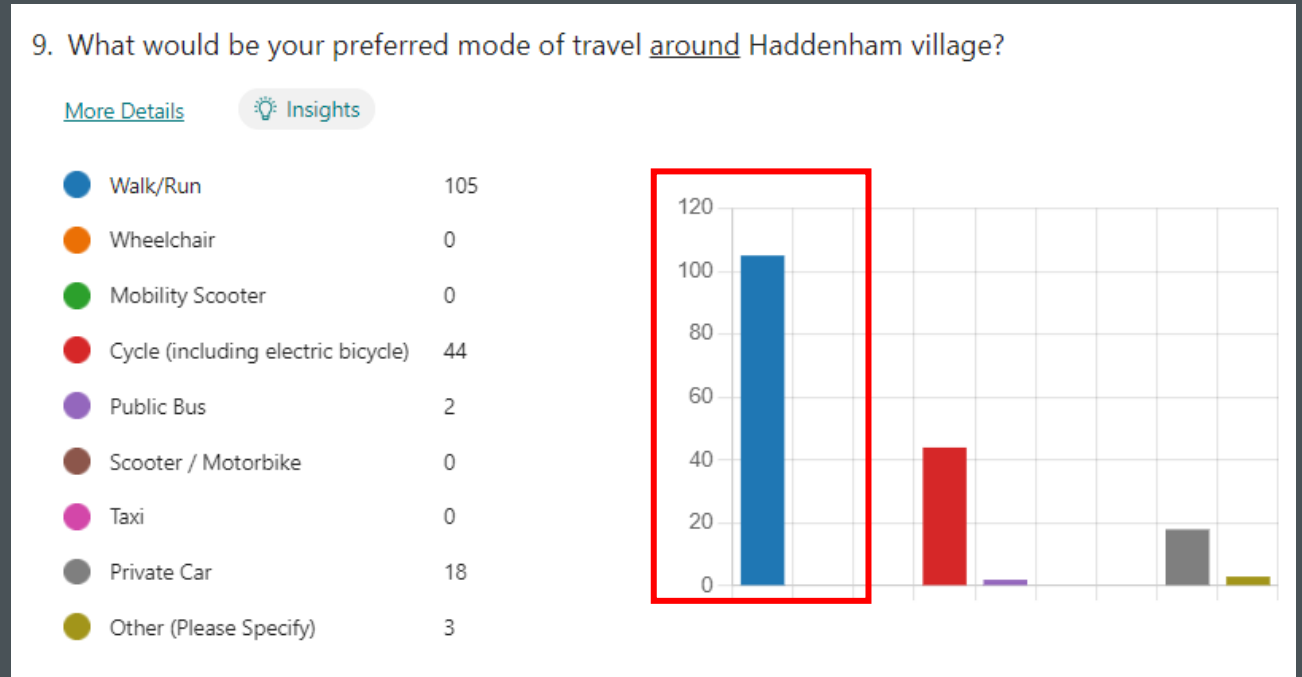
Location	Public priority ranking	Public Support (%)	Cost	Priority
Fort End	4	61%	£££	Low
Double Roundabout	1	77%	£££	High
Church End	5	69%	£££	Low
Thame Road	2	77%	££	High
Stanbridge Road (Location 1)	3	80%	££	High
Stanbridge Road (Location 2)	3	79%	££	High
Train station access	6	75%	££	Medium
Dollicott / 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

→ Ongoing

→ Initial study complete

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 – notably walking.

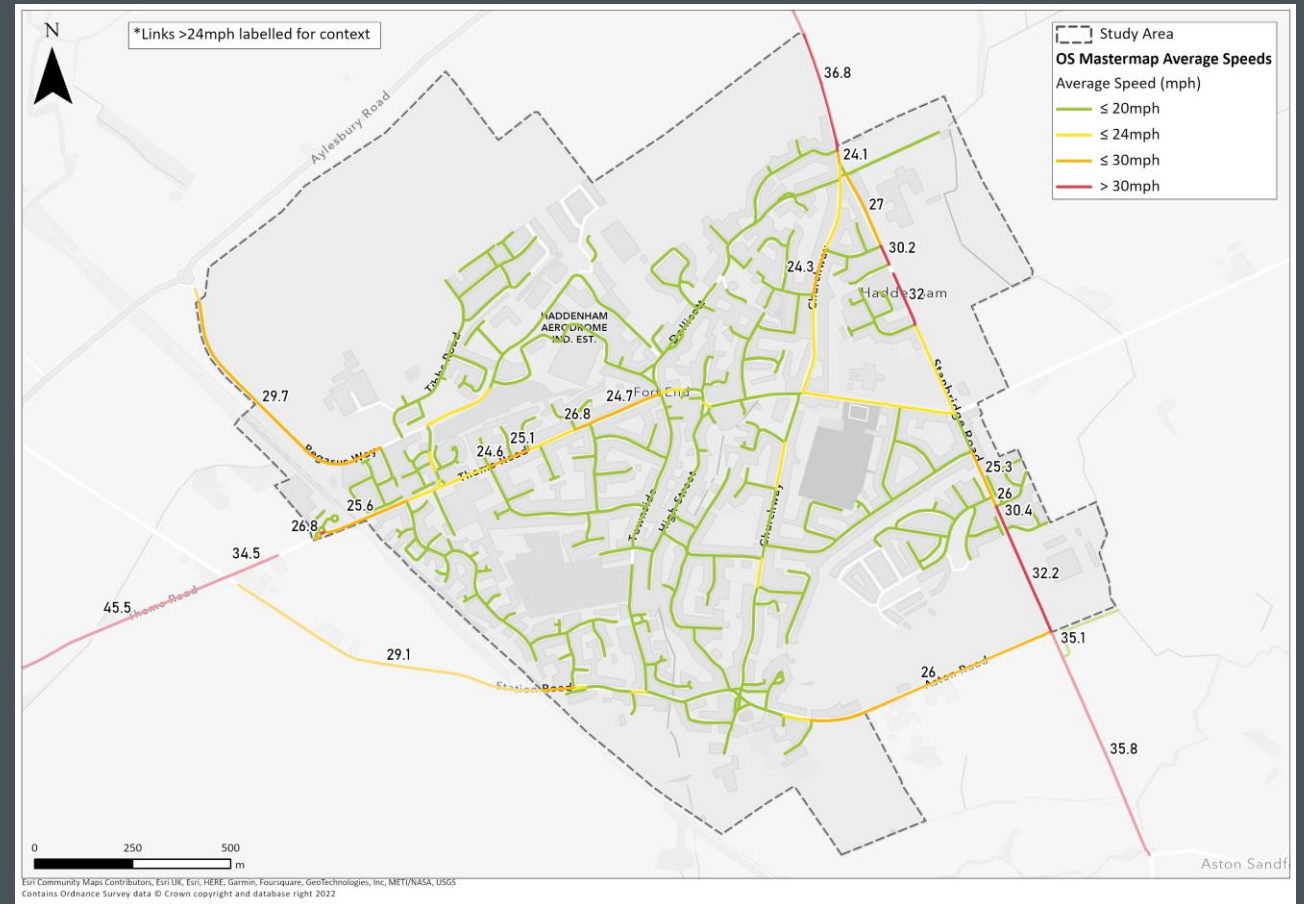


Stage 2 Summary:

20mph

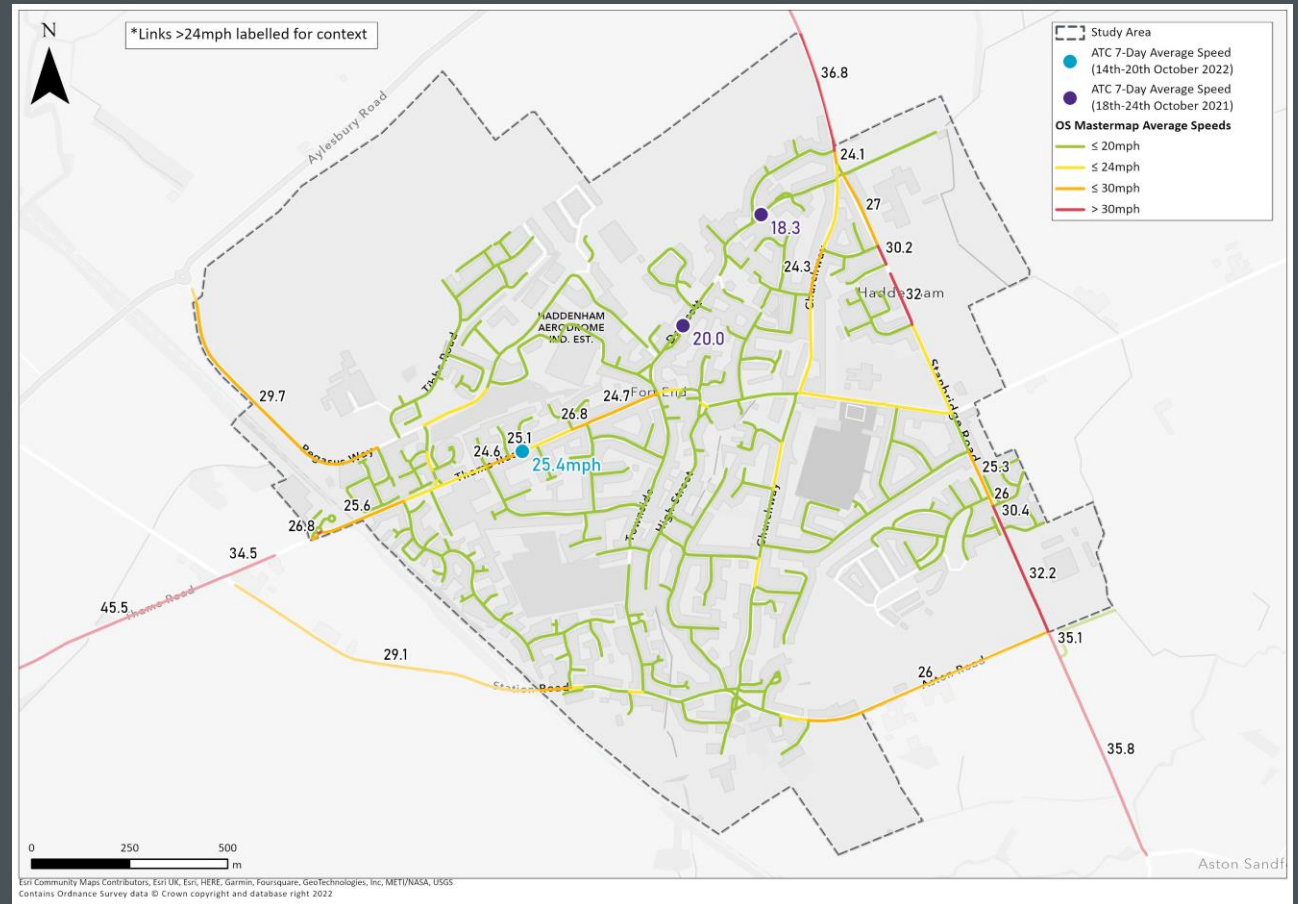
20mph study

- Average speed data was obtained from Ordnance Survey's MasterMap dataset.
- Majority of streets within the village are subject to average speeds below the 24mph threshold, as indicated by the green and yellow links on the plan.
- Cases where speeds exceed 24mph are shown as orange (24-30mph) or red (>30mph) lines, with the average speed labelled next to the link.



Comparison of OS and ATC Average Speed Data

- Demonstrates that the Thame Road ATC recorded an average speed of 25.4mph along Thame Road across the 7-day period.
- The closest OS MasterMap link shows an average speed of 25.1mph, a difference of 0.3mph.
- Therefore, there appears to be conformity between both datasets on this particular street.



Potential gateway locations

- Evidence supports introducing a village-wide 20mph limit in Haddenham.
- Subject to determining a suitable boundary for the scheme.



Benefits

- Many fewer casualties for NHS to treat
- Encourages walking and cycling - zero carbon travel
- Enables independent mobility – children, older people
- Health benefits – obesity and heart disease
- Social benefits – stronger communities
- Less noise, better air quality
- Popular with people
- Makes local streets more pleasant and attractive
- Makes Haddenham a better place to live, work and visit



Thame Road

Initial Feasibility Design

Key aims

- Remove existing chicanes and traffic calming.
- Remove existing white lining.
- Introduce new raised tables and improved pedestrian connections over the side roads on Thame Road.
- Visually narrow the existing carriageway to help reduce vehicle speeds.



Work in progress

- CAD designs currently being developed.
- Once complete will be presented to Buckinghamshire Council.
- Potential to use existing Section 106 money to fund (or partially fund the scheme).
- Detailed design will need to be undertaken by Buckinghamshire Council's appointed term consultants.

Dutch Style Kerbs

- Creates continuous footway over side roads providing priority for pedestrians.
- Changes supported by recent changes to the Highway Code.



Current Marriotts Lane Junction



Dutch Style cross (Credit Charcon)

Work in Progress Plan



What happens next?

- We will continue to liaise with Buckinghamshire Council about the emerging designs.
- Will provide completed feasibility designs and supporting report to the Parish Council in May 2023.



transport ● engineering ● placemaking