



Haddenham Parish Council

Thame Road, Haddenham

Design Summary Report

June 2023

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I Work Undertaken to Date

I.1 Haddenham Streetscape Study

- 1.1.1 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 undertake a traffic impact assessment set out in the Neighbourhood Plan.
- 1.1.2 The strategy was published in September 2022 and serves as a supplement to the Neighbourhood Plan and will 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 Neighbourhood Plan.



Scheme prioritisation

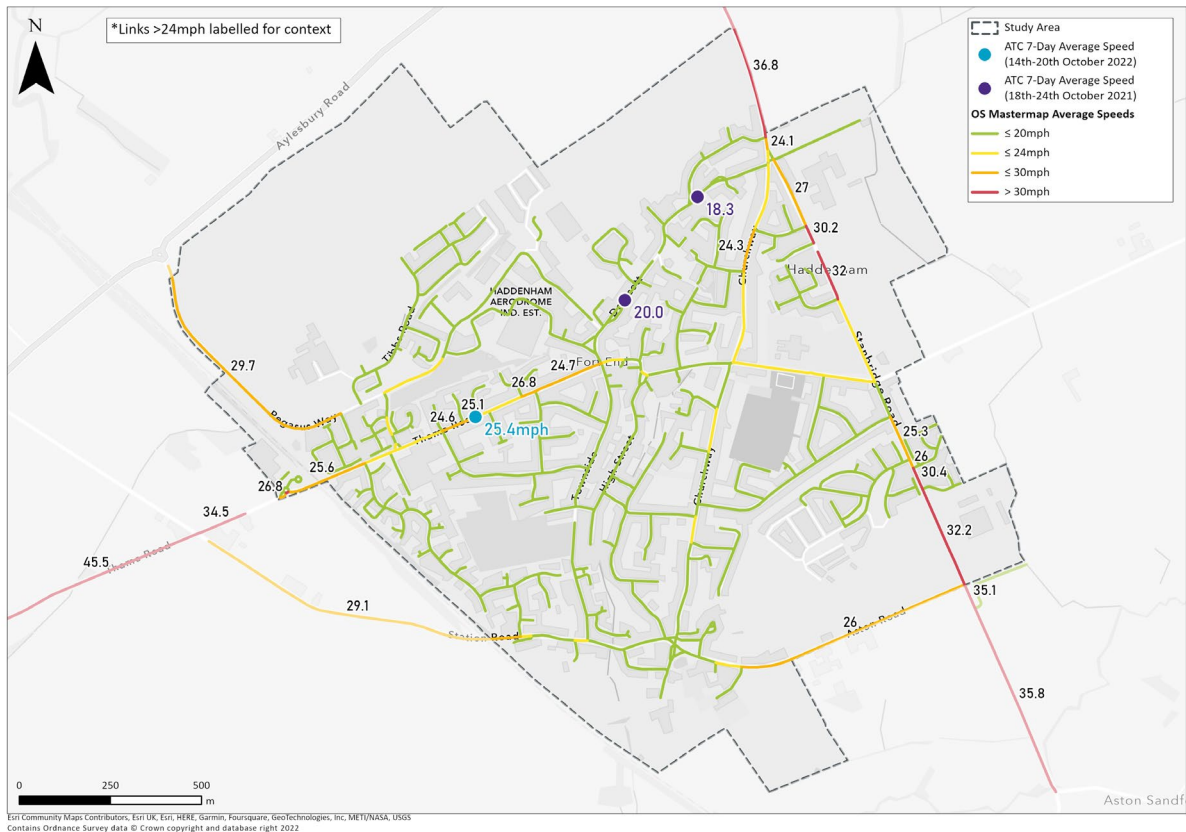
- 1.1.3 Based on the feedback received through the streetscape design process a scheme prioritisation exercise was undertaken based on the level of support received during the public consultation and a potential scheme cost (high, medium, low).
- 1.1.4 The responses showed us that there is a desire to progress with streetscape improvements within Haddenham, with a high level of support for the following key schemes:
- 89% of residents supported the introduction of a village wide 20mph zone.
 - 77% of residents supported improvements on Thame Road.
- 1.1.5 The Parish Council has therefore commissioned PJA to develop initial feasibility designs for Thame Road, considering the Thame Road corridor between the western village gateway at the railway bridge, and Tacks Lane to the east.
- 1.1.6 The design is intended to prioritise improved pedestrian and cycle movements along the corridor to meet the conditions of the S.106 funding that is available. We also anticipate that the proposed interventions will positively support slower vehicle speeds and be complementary to the Parish Council achieving the desired 20mph zone for Haddenham.



1.2 20mph Feasibility Report

- 1.2.1 In December 2022 PJA were commissioned to undertake a 20mph feasibility study to review the potential to deliver a village wide 20mph zone.
- 1.2.2 In order to understand the current situation in Haddenham, average speed data was obtained from Ordnance Survey's MasterMap dataset, which uses mobile phone and GPS tracking to provide a much more comprehensive picture, not only on every street in the village but also on multiple sections of longer streets.
- 1.2.3 Automatic Traffic County (ATC) data was also provided by Haddenham Parish Council for Thame Road, Dollicott Lane and Rudd's Lane. This provided a useful comparison against the OS MasterMap data.
- 1.2.4 The plan below (Figure 1-1) shows the ATC locations compared against the OS MasterMap average speed data.

Figure 1-1: Comparison of OS and ATC Average Speed Data



- 1.2.5 The 20mph feasibility report concluded that whilst the average speeds recorded on Thame Road in the OS MasterMap data and compared against the ATC average speed data provided by the Parish Council did not significantly exceed 24mph, some mitigation measures would be beneficial.



- 1.2.6 Despite having sections that exceed 24mph, Thame Road is essentially still internal to the village, and is a key walking and cycling link to/from the village centre, likely to attract use by shoppers and commuters.

I.3 Annual Parish Council Meeting (19th April 2023)

- 1.3.1 PJA presented at the Annual Parish Council meeting on the 19th April 2023 held at Airfield Pavillion in Haddenham.
- 1.3.2 The presentation included an update on the work undertaken since the publication of the final Streetscape Design Study (September 2022) and the 20mph Feasibility Report (December 2022) and gave residents an opportunity to discuss the ongoing design work with the team. A copy of the presentation is available on the Parish Council website ([here](#)).



2 Section 106 Funding

2.1 Land at Haddenham Airfield – S.106 funding

2.1.1 As part of the 20mph Feasibility Study undertaken a list of Section 106 contributions relating to Haddenham were provided by Haddenham Parish Council. Most of these are committed to specific improvements, however the contribution related Land at Haddenham Airfield is more broadly associated to pedestrian and cycle improvements to Thame Road.

Table 2-1: Haddenham - Section 106 Transport / Highways Contributions

Site Name	Contribution Name	Contribution Description	Contribution Amount	Status
Land at Haddenham Airfield	1 st Pedestrian and Cycle Improvements Contribution	For feasibility consultation and implementation of pedestrian and cycling improvements between Haddenham and Thame Parkway Station and the centre of Haddenham to be provided between points '1' and '2' as indicatively shown on Plan 3 (or such other points as shall be approved by the County Council) Note: Plan 3 shows an indicative area along Thame Road between Point 1 (approximately the train station car park access point) and Point 2 (approximately Tacks Lane / Fort End / Rising Sun pub).	£320k (staged payments) Note: £320k is the amount stated in the s106 agreement. However, Contribution is being paid in several instalments, with interest / indexation applied to each when payment due. As such, the total amount received will be higher (estimate £350k-£400k)	Not yet progressed, awaiting further payments Opportunity to input Active Travel Fund scheme findings and Streetscape proposals

2.1.2 The 'Land at Haddenham Airfield' funding is considered entirely appropriate for Thame Road and would provide significant benefit to this key corridor within the village. The funding is ringfenced for pedestrian and cycle improvements, which provides an opportunity to deliver interventions which would likely satisfy both this and reduce the average speeds.

2.1.3 Thame Road is also due for re-surfacing in 2023, and the money required to undertake this could be combined with the S.106 funding to deliver a co-ordinated improvement scheme. This was something that the residents of Haddenham are aware of and expressed in the Annual Parish Council meeting on 19th April 2023 that should be co-ordinated.



3 Summary of Objectives and Design Considerations

3.1 Purpose of the Report

3.1.1 This report has been prepared to explain the rationale and evidence base behind the design and justify how this aligns with the S.106 criteria. Critically this includes design options that have been considered but discounted due to budget or physical constraints to ensure the ethos of the concept design is taken forward by Buckinghamshire Council's term consultant.

3.2 Overall Objectives

3.2.1 The overall objectives of the design proposals for Thame Road are:

- Introduction of side road treatments at all junctions to provide continuous crossing facilities for pedestrians.
- Introduction of controlled and uncontrolled crossings at key desire lines.
- Visual carriageway narrowing with contrasting surfacing, or physical reduction.
- Removal of the existing priority islands / traffic calming on Thame Road.
- Removal of traditional centreline road markings.

3.3 Optioneering

3.3.1 The wording of the S.106 funding provides a good degree of flexibility as to what the improved pedestrian and cycle improvements along this corridor could look like.

3.3.2 The budget of £350-400k will need to cover survey, design and procurement costs, and delivery of an enhancement scheme. This is therefore a limited budget to provide infrastructure improvements along a circa 800m corridor length.

3.3.3 The existing highway corridor is also constrained, comprising of a circa 6.8m carriageway, narrow footways and a narrow verge between back of footway and property boundaries. ATC survey data from November 2021 recorded an 7 day, average 2-way flow of 4923 vehicles per day.

3.3.4 A number of ideas which would meet the funding criteria have been considered but have been discounted and are briefly summarised below.



Introduction of LTN 1/20 compliant cycle infrastructure

- 3.3.5 LTN 1/20 would require protected space provision to be suitable for most cyclists, in the form of a segregated, stepped or lightly segregated cycle track. The absolute minimum width would 1.5m, which would reduce the carriageway width to <5.5m if implemented in one direction. Providing this infrastructure is therefore not considered viable within the highway corridor and would likely exceed the available funding budget.

Introduction of advisory cycle lanes

- 3.3.6 Advisory cycle lanes have also been considered, however these would exclude some potential users. These would also need to be a minimum of 1.5m wide but as they are advisory, they can be overrun by motorised vehicles. With a speed limit of 20mph, this would still potentially exclude some potential users, and would only be viable on one side of the carriageway, as providing on both sides would provide a visible carriageway width of <4m.
- 3.3.7 In October 2020, a trial scheme was implemented in Haddenham, through the government's Emergency Active Travel Fund. This included an advisory eastbound cycleway on Thame Road and an advisory 20mph speed limit from Haddenham and Thame Parkway Station to the Woodways and Stanbridge Road junction.
- 3.3.8 The Emergency Active Travel Fund was created by the Government to help encourage more people to walk and cycle, which can also have longer term benefits such as reduced congestion, improved air quality, improved community cohesion and better public health. This is part of the Government's longer-term strategy to encourage more people to walk and cycle.
- 3.3.9 The TTRO was in place throughout the COVID-19 period and was removed in March 2022. Feedback on the temporary scheme highlighted that whilst many villagers appreciated the 20mph advisory speed limit and protection on the S-bend at Tacks Lane (as shown in Figure 3-1 below), the scheme overall was felt to fall short due to the fact that it only provided an improved route for cyclists in one direction and did little to improve the environment for pedestrians.



Figure 3-1: Pop up cycle lane on Tacks Lane (January 2022)



Creating a widened shared footway/cycleway on one side of the road

- 3.3.10 The existing footway widths vary along Thame Road, with some sections around 2m wide but other constrained section reducing to <1.5m. There is scope to reduce the carriageway width to 6.2m which would allow one of the footways to be widened by circa 0.5m. The narrow strips of verge to the rear of the footway could also be removed to provide a wider shared footway/cycleway.
- 3.3.11 This would provide betterment to the corridor, although there may still be pinch points where the shared route is <3m in width. This option has not been explored any further as it is not considered viable within the available funding. The option would require re-construction of one kerb line, relocation of existing gullies and full re-construction of the footway.

Improved priority build-outs

- 3.3.12 Enhancing the existing build outs has been considered, as these do in theory provide a degree of traffic calming and reduce vehicle speeds. Consideration was given to enlarging the build outs with soft landscaping to provide streetscape enhancements.
- 3.3.13 Whilst this would be a cost-effective intervention, it is unlikely to fulfil the requirements of the S.106 funding alone. Furthermore, residents have consistently advised that the current traffic calming arrangements are insufficient, recording a number of comments on the www.Bucks.place consultation portal.



- 3.3.14 Villagers commented that vehicle turning speeds are a particular concern, resulting in a number of near misses. Drivers have also been observed to speed up between chicanes in order to 'nip through' before another vehicle resulting in inconsistent speeds along the route.

4 Design Approach

4.1.1 A concept design has been prepared on OS base mapping and is included in Appendix A. The proposals have been developed to provide tangible improvements to active travel along Thame Road within the constraints of the S.106 funding. The interventions are intended to be localised, largely retaining the existing kerblines. The rationale behind the key design elements is explained below:

4.2 Side Road Entry Treatments

4.2.1 The most fundamental improvement proposed is the upgrade and enhancement of the existing residential side roads. At present these have large sweeping radii, with little or no pedestrian crossing provision. An example of this is shown in the image below.

Figure 4-1: Existing Marriotts Lane Side Road arrangement



4.2.2 All side roads are to be improved to provide a continuous footway design, to provide priority to pedestrians crossing, which positively reinforces the 2022 Highway Code changes. The design should provide the following features:

- Flush raised footway in a black AC6 asphalt to match the adjacent footways.
- Use of Charcon Dutch kerb to provide the transition from carriageway to footway level.
- Increased footway width between the top of the Dutch kerbs of 3.5m



4.2.3 An example of this arrangement is shown below:

Figure 4-2: Continuous Footway Design (Credit Charcon UK)



4.2.4 The continuous footway aspect is an important element of the design as it creates a very clear, unambiguous arrangement that pedestrians have priority and replicates a traditional vehicular crossover arrangement. It should be noted that tactile paving is not proposed to be provided as this can introduce ambiguity to pedestrians and drivers over who has priority.

4.2.5 The design includes two junctions where traditional raised tables have been proposed:

- Sheerstock Close as the footway is set back into the junction by approximately 9m.
- Pegasus Way as this is a more strategic link which will be used by larger vehicles and re-configuring the junction would be costly.

4.3 Removal of Existing Traffic Calming

4.3.1 The existing priority build-outs are to be removed as they currently cause a build-up of detritus and result in vehicles locally accelerating to negotiate them. Whilst some do provide an uncontrolled crossing point at present, these are proposed to be replaced as detailed below.



4.4 Improved Crossing Facilities

- 4.4.1 Two controlled crossings are proposed in vicinity of the existing bus stops; one parallel zebra crossing to allow for pedestrian and cycle crossing movements to the east of the railway bridge crossing to link the Pilots Place footway link; and a second zebra crossing between Long Furlong and Bridens Way.
- 4.4.2 In addition, four traditional raised tables are to be introduced at intermittent locations along Thame Road, incorporating replacement uncontrolled crossings. These have been proposed to be 10m in length with shallow 1:30 approach ramps to recognise the route is used by buses, so needs to consider passenger comfort whilst providing visual breaks in the long straight carriageway.
- 4.4.3 It is intended that the raised tables are paved in a contrasting block or imprint material to provide visual contrast, and the palette will match the two raised table side road crossings at Sheerstock Close and Pegasus Way.

4.5 Visual Narrowing

- 4.5.1 Visual narrowing is a cost-effective way of visually reducing the carriageway width to lower vehicle speeds and provide an increased buffer between vehicles and pedestrians. The proposal includes visually narrowing the carriageway to circa 6.2m by introducing a contrasting surface treatment to the channels.
- 4.5.2 It is envisaged that this surface treatment will comprise of a buff high friction surfacing or surface dressing which can be quickly, and cost effectively installed and maintained. The removal of the traditional centreline road marking is also key in reducing vehicle speeds through the space. Minimal road markings are to be retained for the pedestrian crossings.

4.6 Parking/Waiting Restriction

- 4.6.1 There is currently a 'No waiting' restriction along the entire length of Thame Road on the northern side which is to be retained. It is suggested that this is reinstated with 50mm wide yellow lines to reduce the visual dominance of this.
- 4.6.2 On the south side of The Road the existing No Waiting restriction extends between the railway station and Wykeham Road. As part of the proposal, it is intended to extend this to the junction of Townside to provide a consistent restriction along the length of Thame Road.



4.7 Carriageway Resurfacing

4.7.1 The existing carriageway condition is poor and is due for resurfacing in 2023.

4.7.2 The proposed active travel interventions shown in Appendix A will require a minimum area of resurfacing, such as where the existing build outs are being removed or where minor changes to kerb lines are being made. It is assumed that these works would be combined with the proposed re-surfacing, so that the whole length of Thames Road is re-surfaced.



5 Summary and Conclusions

5.1 Support from Haddenham Parish Council

- 5.1.1 The aspiration for a 20mph zone across Haddenham is supported by the Parish Council and is to be further discussed with Buckinghamshire Council as to how this can be delivered.
- 5.1.2 Whilst the improvements to Thame Road are linked to the delivery of a village wide 20mph zone, they should be considered a self-contained project which is primarily focused on delivering pedestrian and cycle improvements to Thame Road in line with the S.106 funding.
- 5.1.3 The proposals set out in Section 4 of this note and illustrated in Appendix A are supported by the Parish Council. PJA attended the Annual Parish Council Meeting on 19th April 2023 to provide an update on the progress of Thame Road concept design and specifically cited the continuous footway detail for side roads which was generally supported by residents attending the meeting.

5.2 Recommended Next Steps

- 5.2.1 Any improvement scheme to Thame Road needs to be taken forward by Buckinghamshire Council and their appointed term consultant Balfour Beatty Living Places. We have set out below what we consider to be the next steps:
- 1 Appointment of the term consultant to develop the concept design in line with the objectives set out in this report.
 - 2 Commission topographical, utility and other surveys necessary to develop the layout to a preliminary level, refining geometry and aligning to physical on-site constraints.
 - 3 Review potential for landscape enhancement / introduction of street trees subject to physical on-site constraints.
 - 4 Undertake a Stage 1 Road Safety Audit and incorporate any comments.
 - 5 Carry out a preliminary costing of the proposals to confirm the ability to deliver with the S.106 funding.
 - 6 Undertake Statutory utility enquires to confirm any diversion or protection of any existing utilities.
 - 7 Undertake a detailed design to provide a package of information suitable for Construction.
 - 8 Undertake a Stage 2 Road Safety Audit and incorporate any comments.
 - 9 Procure the works through a suitable contractor or the County Councils term contractor.
- 5.2.2 Throughout the development of the design, it is essential that Haddenham Parish Council are kept updated with progress, particularly regarding any design alterations or amendments, to ensure the proposals meet the requirements of the Parish Council and local residents.



5.3 Prioritisation

- 5.3.1 The proposals set out in Appendix A have been developed in considering the available S.106 budget, but recognising that design, survey and investigation costs will also need to be covered by this.
- 5.3.2 Should the proposals currently shown exceed the available funding budget, it is suggested the interventions are prioritised as follows:
- 1 Implementation of continuous footways and raised table crossings to side roads.
 - 2 Introduction of proposed parallel crossing to the western end of Thame Road.
 - 3 Removal of the existing traffic calming build outs and implementation of new raised table crossings along Thame Road
 - 4 Introduction of zebra crossing and build out of bus stop lay-by to the east of 'Long Furlong'.
 - 5 Introduction of visual narrowing edge treatment, which is reliant on co-ordination with 2023 resurfacing works for Thame Road.
- 5.3.3 Some of the latter priorities could be separately delivered once further funding becomes available, or as additional interventions to specifically support a village wide 20mph zone.



Appendix A Thame Road Active Travel Improvements