

Technical Note

Project: Haddenham Streetscape

Subject: Haddenham Streetscape Project Consultation Report

Client:	Haddenham Parish Council	Version:	A
Project No:	06062	Author:	RW
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I Introduction

1.1.1 PJA have been commissioned by Haddenham Parish Council to prepare a streetscape study for the village of Haddenham. As part of this project, PJA undertook a Stage 1 public consultation exercise to establish local ambition for changes to the village centre to improve the public realm and better prioritise walking and cycling.

1.1.2 The streetscape study aims to develop innovative approaches to streetscape design to influence behaviours and improve the streetscape environment of the village, providing a better balance between movement and place functions, slowing traffic and rationalising movement and parking.

I.2 What did we consult on?

1.2.1 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.

1.3 Format of the consultation

1.3.1 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.

1.3.2 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.

1.3.3 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.

1.3.4 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

2 Consultation Results

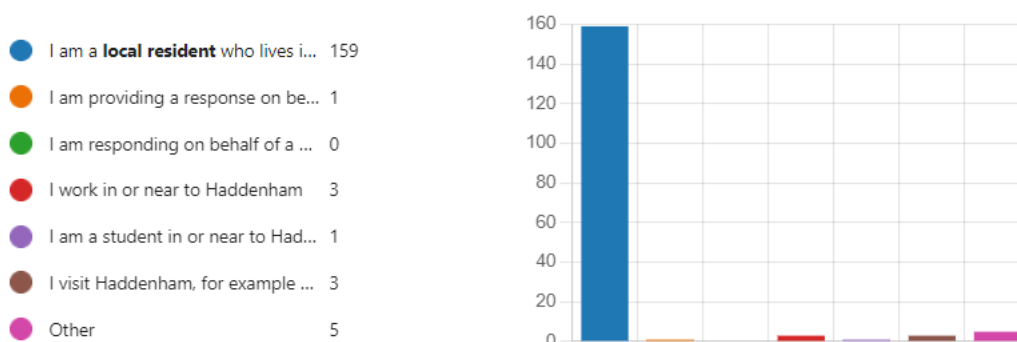
2.1.1 172 respondents completed the survey in total, with some completing the survey online and some completing it in person.

2.2 About You Section

2.2.1 Question 1-2: What is your main reason for responding to this survey?

This question was asked to ensure that the views of local residents had been effectively gathered. As can be seen from Figure 1, 91% of respondents to this question were local residents.

Figure 1: Split of respondents by reasons for responding



2.2.2 Question 3: Do you consider yourself to be disabled or mobility impaired?

Of the 172 responses to this question, 4% did consider themselves to be disabled or mobility impaired, whilst 93% did not and 3% preferred not to say.

2.3 Vision and Objectives

2.3.1 Question 4: To what extent do you agree or disagree with the overall vision of the Haddenham Neighbourhood Plan Project 5: Traffic Management (NPP5)?

Of the 172 responses to this question, there was an overwhelming support to the overall vision of NPP5. 49% of respondents strongly agreed and 35% of respondents agreed. Only 9% of respondents either strongly disagreed or disagreed with the vision.

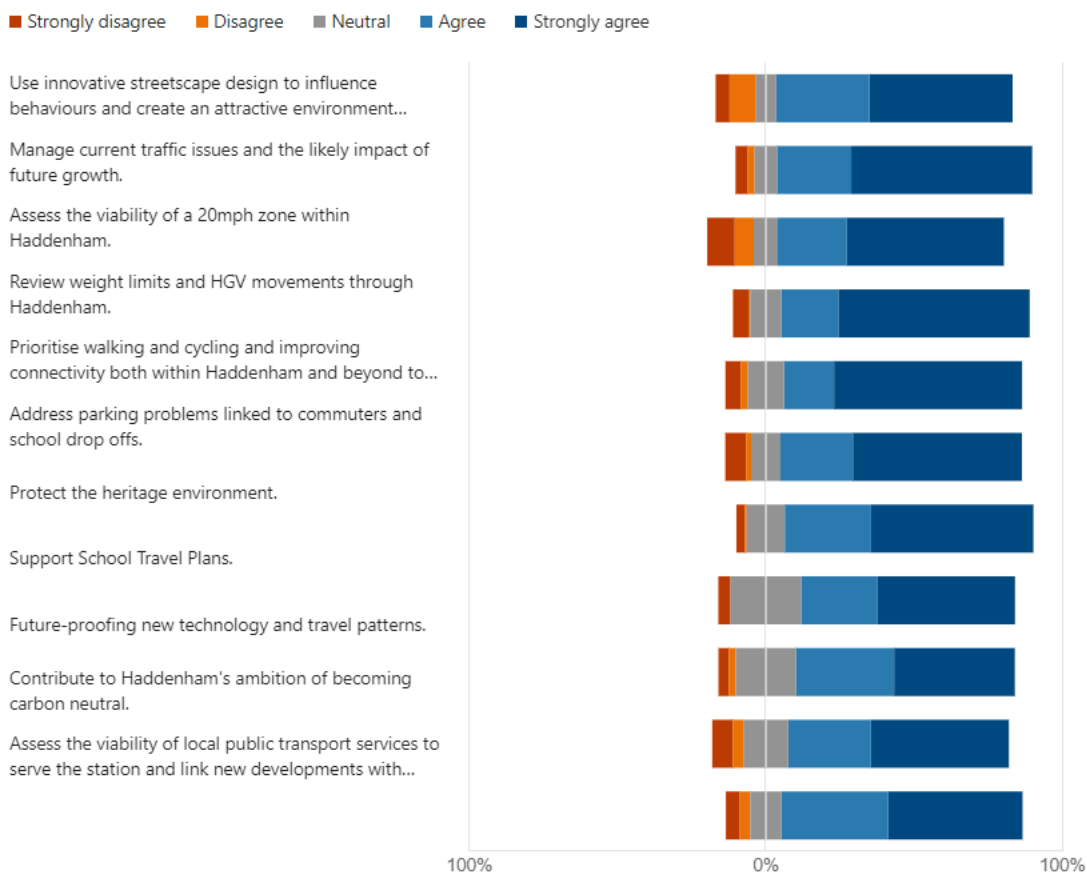
2.3.2 Question 5: To what extent do you agree or disagree with each of the following objectives of this study?

Figure 2 below presents the findings from this question, which shows that respondents agreed or strongly agreed by quite some margin with all objectives of the streetscape study. All objectives were agreed with overall more than they were disagreed with. The most agreed with objectives were:

- Manage current traffic issues and the likely impact of future growth (86% agreeing overall)
- Support school travel plans (84% agreeing overall)
- Review weight limits and HGV movements through Haddenham (84% agreeing overall)

The most disagreed with objective was to ‘assess the viability of a 20mph zone within Haddenham’, where 16% of respondents disagreed overall with this objective. Despite this, 76% of respondents agreed overall with this objective.

Figure 2: The extent to which respondents agreed with the Vision objectives



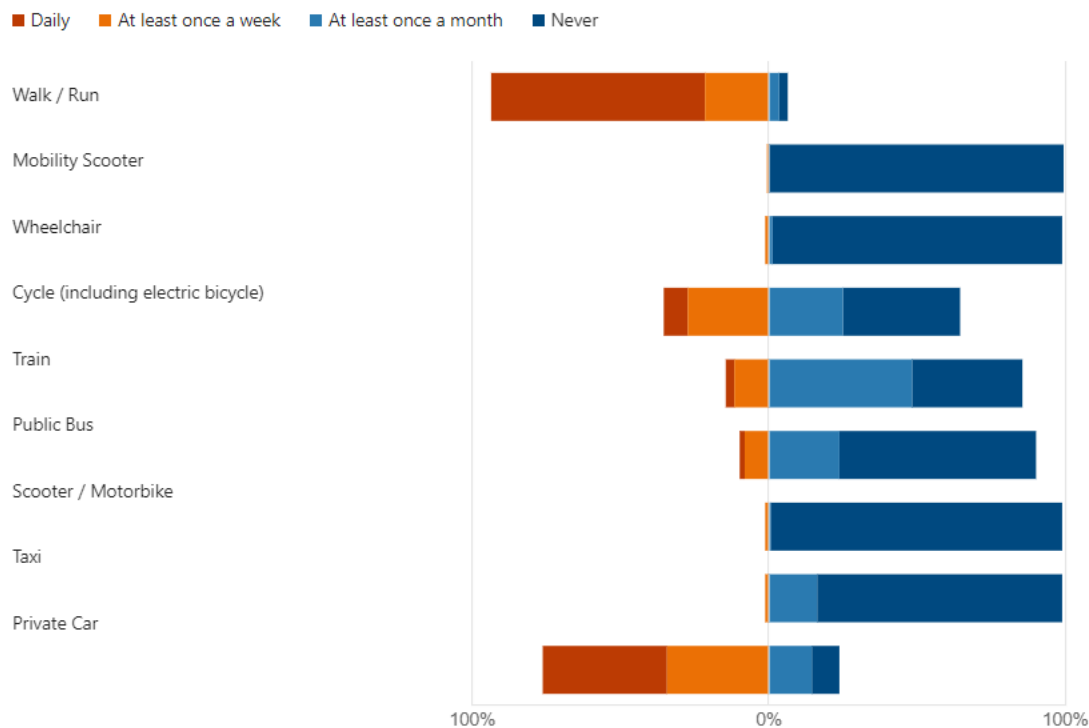
90 additional comments were provided on the objectives. These can be viewed at Appendix A.

2.4 Your Travel Habits

2.4.1 Question 7: How frequently do you travel around Haddenham using the following modes of transport?

The most frequent forms of transport reported for travelling around Haddenham were walking/running and using a private car. 94% of respondents walk/run at least once a week, while 76% use the private car at least once a week. 9% use a public bus at least once a week

Figure 3: How respondents move to and around Haddenham



2.4.2 Question 8: If you use a private car to travel around Haddenham, where do you normally park your vehicle?

Of the 172 responses to this question, the majority responded that they use private car parks (33%) closely followed by public car parks (32%) and on street (21%).

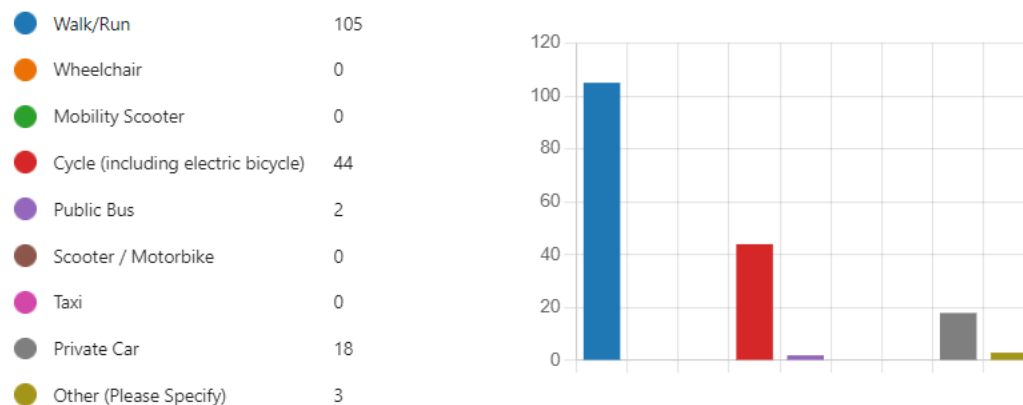
Figure 4: Where respondents park their private cars in Haddenham



2.4.3 Question 9: What would be your preferred mode of travel around Haddenham village?

Of the 172 responses to this question, most would prefer to be able to walk or run around Haddenham (61%), followed by cycling (26%). 10% stated they would prefer to use their private car around Haddenham.

Figure 5: How respondents would prefer to travel around Haddenham



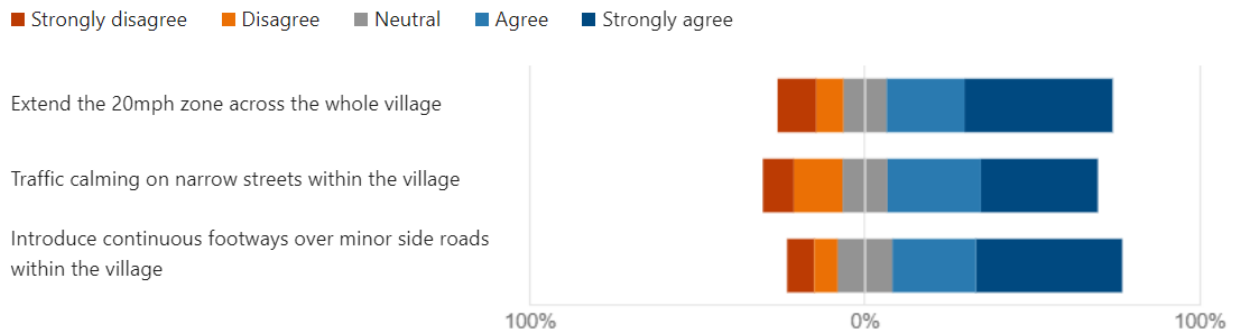
2.5 Village Wide Improvements

2.5.1 Question 10: Overall, to what extent do you agree or disagree with the following design principles for Haddenham?

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.

- 69% agreed overall with introducing continuous footways over minor side roads within the village
- 68% agreed overall with extending the 20mph zone across the whole village
- 63% agreed overall with traffic calming on narrow streets within the village

Figure 6: Extent to which respondents agreed or disagreed with the design principles for Haddenham

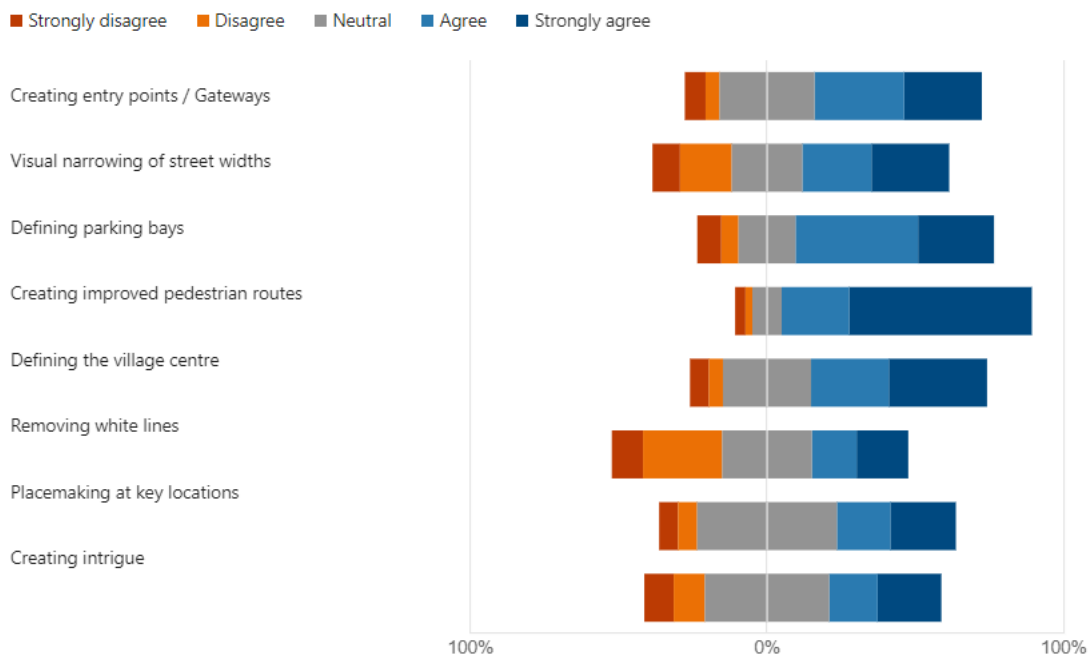


2.5.2 Question 11: Overall, to what extent do you agree or disagree with the following design principles outlined within the Design Toolkit

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

- Creating improved pedestrian routes (85% agreed overall)
- Defining parking bays (67% agreed overall)
- Defining the village centre (57% agreed overall)

Figure 7: Extent to which respondents agree or disagree with the design principles outlined within the Design Toolkit



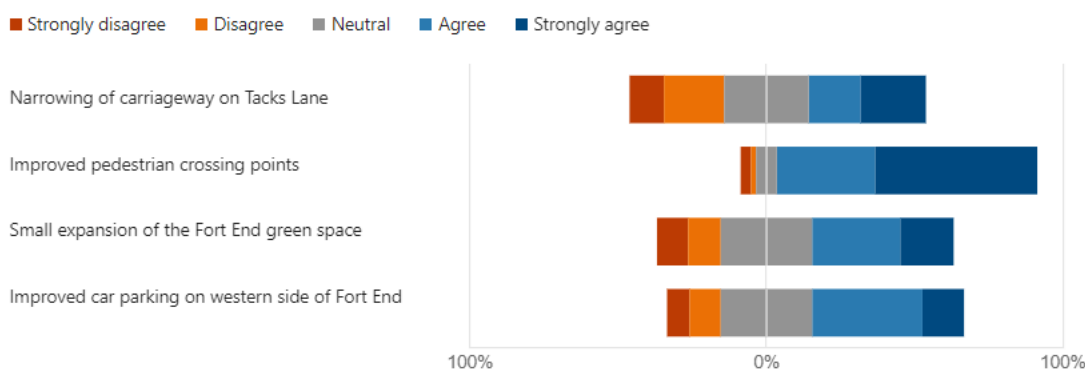
99 respondents provided additional comments on improving the village which can be viewed in Appendix A.

2.6 Location Specific Questions – Fort End

2.6.1 Question 13: Overall, to what extent do you agree or disagree with the following design principles outlined in Initial Idea 1?

172 responses were received to this question. As shown in Figure 8, respondents generally agreed with all design principles outlined in Initial Idea 1, however there was overwhelming support for improving pedestrian crossing points, with 88% of respondents agreeing overall.

Figure 8: Extent to which respondents agreed with the design principles outlined within Initial Idea 1 for Fort End



2.6.2 Question 14: Overall, to what extent do you agree or disagree with the following design principles outlined in Initial Idea 2?

Of the 172 responses received to this question, there was an overwhelming support for improving pedestrian crossing points, with 86% of respondents agreeing overall with this principle. Respondents were also in favour of providing a large expansion of the Fort End green space, with 51% of respondents in favour of this.

2.6.3 Question 15: Overall, which initial idea do you prefer?

Overall, there was majority support for Initial Idea 2, with 46% of respondents in favour of this design approach. However, 37% of respondents were not in favour of either Initial Idea 1 or Initial Idea 2. From analysing the 88 responses received on these initial ideas, the main reason for not implementing either Initial Idea 1 or Initial Idea 2 was due to residents on the west side of Fort End having parking spaces removed, in particular the blue badge parking bay outside one property. All comments received concerning Fort End can be found in Appendix A.

2.6.4 **Question 16: How successful do you believe the one-way cycle lane (west to east) along Thame Road from the station to Fort End has been?**

Respondents were asked to rate the cycle lane from 1 (extremely unsuccessful) to 5 (extremely successful). From the 172 responses received, the average rating was 2.01.

2.6.5 **Question 17: Would you be in favour of transforming Thame Road into a no through road?**

Of the 172 responses to this question, the majority responded that they would not be in favour of transforming Thame Road into a no through road, with 65% not in favour compared to 35% in favour.

2.7 Location Specific Questions – Double Roundabout

2.7.1 **Question 19: Overall, to what extent do you agree or disagree with the following design principles outlined in Initial Idea 1?**

Of the 172 responses to this question, there was an overwhelming support for two of the three design principles proposed for the Double Roundabout. Respondents were generally in favour of improving pedestrian crossing points on all routes (84% agree overall) and new surface materials and improved green space with opportunity for new tree planting (74% agree overall). However, there was strong disagreement to provide a new double roundel, with 80% disagreeing overall with this design principle.

2.7.2 **Question 20: Overall, to what extent do you agree or disagree with the following design principles outlined in Initial Idea 2?**

Respondents were generally in favour of all design principles outlined in Initial Idea 2:

- 83% agreed overall with Improved pedestrian crossing points on all routes
- 74% agreed overall with the creation of a new simplified single roundel
- 79% agreed overall with providing new surface materials and improved green space with opportunity for new tree planting

2.7.3 **Question 21: Overall, which initial idea do you prefer?**

Overall, there was an overwhelming majority in favour for Initial Idea 2, with 70% of respondents selecting Initial Idea 2.

60 additional responses were received regarding other suggestions for improving the Double Roundabout, which can be found in Appendix A.

2.8 Location Specific Questions – Church End

2.8.1 Question 23: Overall, to which extent do you agree or disagree with the following design principles outlined in Initial Idea 1?

Respondents were generally in favour of the majority of design principles outlined in Initial Idea 1, with the exception of the removal of formal road markings, where 41% of respondents disagreed with this design principle. With regard to the other design principles for Initial Idea 1:

- 43% agreed overall with the creation of new improved hard landscape public space
- 69% agreed overall with improved surface materials to help soften impact of vehicles
- 31% agreed overall with removal of formal road markings
- 82% agreed overall with improved pedestrian crossing points
- 65% agreed overall with introduction of enhanced surface materials

2.8.2 Question 24: Overall, to what extent do you agree or disagree with the following design principles outlined in Initial Idea 2?

Respondents were generally in favour of the majority of design principles outlined in Initial Idea 2, with the exception of the removal of formal road markings, where 36% of respondents disagreed with this design principle. With regard to the other design principles for Initial Idea 2:

- 66% agreed overall with the creation of a new green space at junction of Church Way and Station Road
- 73% agreed overall with improved surface materials to help soften impact of vehicles
- 37% agreed overall with removal of formal road markings
- 86% agreed overall with improved pedestrian crossing points

2.8.3 Question 25: Overall, which initial idea do you prefer?

Overall, there was an overwhelming majority in favour for Initial Idea 2, with 60% of respondents selecting Initial Idea 2.

69 additional responses were received regarding other suggestions for improving Church End, which can be found in Appendix A.

2.9 Location Specific Questions – Stanbridge Road

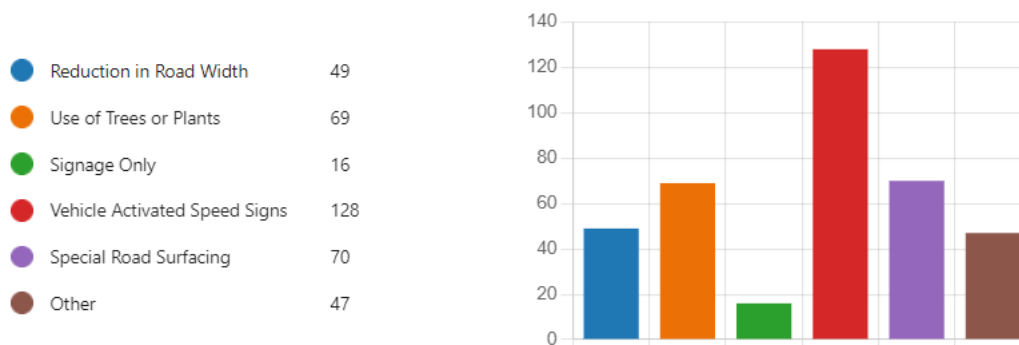
2.9.1 Question 27: Based on your experience, are you aware of drivers travelling faster than normal along Stanbridge Road?

172 responses were received to this question, with an overwhelming majority of respondents identifying that speeding is an issue along Stanbridge Road (80%).

2.9.2 Question 28: Please indicate which methods you feel would successfully reduce the traffic speed on Stanbridge Road

Respondents were asked to indicate what would help tackle the issue of vehicles driving faster than normal along Stanbridge Road. As can be seen from the figure below, the majority of respondents felt that vehicle activated speed signs (75%) would successfully reduce the traffic speed on Stanbridge Road. This was closely followed by special road surfacing (41%) and use of trees and plants (40%).

Figure 9: Respondents views on methods which would successfully reduce traffic speed on Stanbridge Road



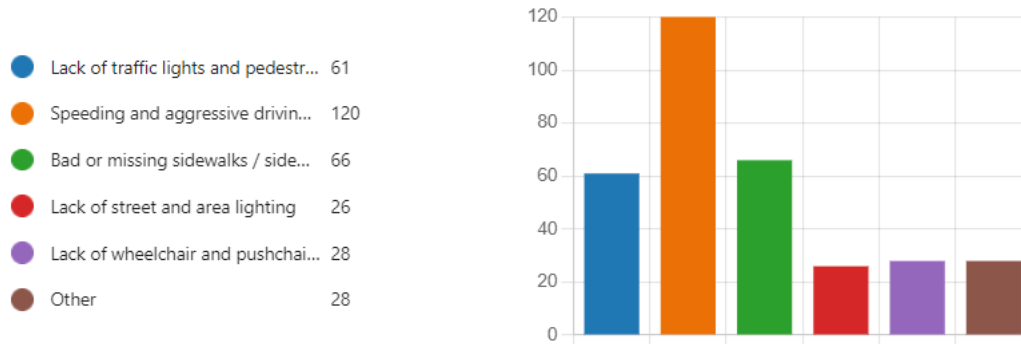
2.9.3 Question 29: In your opinion, how difficult do you find crossing Stanbridge Road?

Overall, respondents generally felt it was not easy to cross Stanbridge Road, with 47% of respondents feeling that crossing Stanbridge Road was at least somewhat not easy. In contrast, 26% of respondents felt that crossing Stanbridge Road was at least somewhat easy.

2.9.4 Question 30: What are the main safety problems for pedestrian trying to cross Stanbridge Road?

172 respondents answered this question. As can be seen from the figure below, the majority of respondents felt that speeding and aggressive driving were the main safety concerns while trying to cross Stanbridge Road (70%) followed by bad or missing sidewalks / sidewalks occupied by cars (38%) and lack of traffic lights and pedestrian crossings (35%).

Figure 10: Respondents views on the main safety problems for pedestrians trying to cross Stanbridge Road



2.9.5 Question 31: Please provide any further comments you may have about the proposals. Are there any further issues or considerations we need to take into account?

87 responses were received to this question. Their comments can be found at Appendix A.

Appendix A Consultation Results

ID	What is your main reason for responding to this survey?	Please provide any other comments you would like to make about the vision and objectives here.	Do you have any other suggestions for improving the village or any other comments you would like to make?	Do you have any other suggestions for improving the Double Roundabout or any other comments you would like to make?	Do you have any other suggestions for improving Church End or any other comments you would like to make?	What are the main safety problems for pedestrians trying to cross Stanbridge Road?	Please provide any further comments you may have about the proposals. Are there any further issues or considerations we need to take into account?
1	I am a local resident who lives in Haddenham		I live in the Cala development and it is difficult to get to the junior school safely. There needs to be a footpath/safe access to the village from or via the business park or Nightingale Place. My daughter wants to start walking to school on her own next year and I have said no due to the lack of a safe route. This issue is only going to get worse with more houses being built on this side of the village. I see so many cars everyday driving from this development to the village schools and without such a path I don't see this changing.			Speeding and aggressive driving and drivers not following the traffic rules; Lack of street and area lighting.	
2	I am a local resident who lives in Haddenham					Bad or missing sidewalks / sidewalks occupied by cars;	
3	I am a local resident who lives in Haddenham	These are all a bit 'ethereal'/ lacking in specific objectives. One of the main objectives must be to introduce and enforce a 20 MPH speed restriction in ALL areas within the village boundary.	In addition to making the WHOLE village a 20 mph restricted zone - this MUST be ENFORCED! Although not aesthetically pleasing, let's see some innovations! - Speed cameras on - as a minimum - Thame Road (from Fort End to the Station), Townside, Dolcott and Woodways as a minimum.			Speeding and aggressive driving and drivers not following the traffic rules; Bad or missing sidewalks / sidewalks occupied by cars; Lack of street and area lighting; Lack of traffic lights and pedestrian crossings;	As already mentioned - the key changes need to be a) making ALL of Haddenham an Enforced 20 mph zone and b) increase significantly the use of No Parking lines / zones - at least at key times - say 08:00 to 11:00 and 15:00 to 16:00 (Monday to Friday), in Sheerstock and Whitecross Road - Lower end of Station Rd from junction with Townside to St Mary's school gates, enforce penalties for illegal and inconsiderate parking
4	I am a local resident who lives in Haddenham	Improve pavement and road surfaces	Create footpath along Aston Road			Bad or missing sidewalks / sidewalks occupied by cars;	
5	I am a local resident who lives in Haddenham	Increasing green space, trees and biodiversity are also important but not specifically mentioned here (although they would also contribute to attractive environment and carbon reduction)	More trees and green spaces, I like the idea of removing all footpaths and road markings and using 2 different coloured surfaces with a narrow central 'lane' for vehicles. I think it's called shared space	Make the road surface 'lumpy' to slow vehicles	Don't allow one school bus to influence the design - get the school bus route changed - negotiate hard with BC if necessary (our village, our children going to school!) Use the community board co-ordinator Elaine Hassall to help with this Elaine.Hassall@buckinghamshire.gov.uk Think this will fall under client transport, rather than public transport - head of client transport is Neil.Beswick@buckinghamshire.gov.uk	Bad or missing sidewalks / sidewalks occupied by cars; don't want traffic lights or zebras but a raised crossing or different coloured surface crossing. Lack of wheelchair and pushchair accessibility.	pedestrian & cycle access to Station needs to be given priority over vehicles, narrowing of vehicle lane along Thame Road to allow for a 2 way cycle lane, a pedestrian & cycle route around the perimeter of the village linking new developments with existing facilities
6	I am a local resident who lives in Haddenham				I believe it would be preferable to remove the "confusion" of roads here by having a mini or roundel roundabout here, that all roads enter and depart. It will stop drivers doing crazy things. I'm told a bus needs to do a u-turn here. That is dangerous. It should be re-routed. We need to improve the beauty of this area and reduce heavy traffic. I believe my idea would do this.	Lack of traffic lights and pedestrian crossings; Speeding and aggressive driving and drivers not following the traffic rules; Bad or missing sidewalks / sidewalks occupied by cars; 20mph limit;	I believe that there should be a "village gateway" on Thame road near A418, on Stanbridge Road south of Aston Road, on Ford road near Folly Farm and on Churchway near the A418. These should be the points where village 20mph zone starts. This would discourage through traffic, make traffic safer, reduce pollution and lower repair and maintenance costs. It would also encourage more cycling and walking
7	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules; Lack of traffic lights and pedestrian crossings;	
8	I am a local resident who lives in Haddenham	Vision is good. So far the ideas that I have seen presented are marginal steps forwards	Be ambitious. Make dramatic improvement in three targeted areas Fort End, Banks Parade and Church End	Be more ambitious. Extend the pond and build an apparent bridge to replace the ugly traffic calming	Build a bus two point turn point rather than a huge virtual roundabout for such occasional use. Buses can reverse safely :)	Speeding and aggressive driving and drivers not following the traffic rules; Bad or missing sidewalks / sidewalks occupied by cars; Issue isn't just crossing but traffic travelling too fast and too close to pedestrians particularly in wet weather.	I suggest pilot of intelligent tolls at Fort End / Banks Parade. Auto collection of marginal amount for residents (eg 50p) and larger amount eg £3.50 for non residents, with ring fenced funds going to improve streetscape.
9	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules; Lack of wheelchair and pushchair accessibility; Bad or missing sidewalks / sidewalks occupied by cars; Speed limit should extend beyond the junction with Aston Rd. Should be pedestrian/cyclist access along Stanbridge Rd and from Stanbridge Rd to St Mary's school.	I would like the movement of pedestrians, cyclists and motorised vehicles to be considered as a whole across the village, not just specific points.
10	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules; Lack of street and area lighting;	
11	I am a local resident who lives in Haddenham	To investigate all options as above and to not easily accept the 'not possible' argument, eg 1, in seeking change of bus route to Stanbridge Road, Aston Road to serve the new housing, Garden Centre and well as Churchend. 2. A one way cycle route (N to S) through the industrial estate to assist with safe cycling on Thame Road.	You have received from me documents outlining ideas for design. I will be pleased to arrange to meet to discuss any of these. Tel 01844 291254.	Yes as submitted and discussed to use area between Library and fence for a footpath/cycle path. Reduce width of entrance to Hall complex	To be bolder on increasing green space and so reduce easy flow of vehicles from Aston Road to Station Road. (Again as discussed)	Lack of wheelchair and pushchair accessibility; Bad or missing sidewalks / sidewalks occupied by cars;	Consider removing busses from Woodways. Create a children bus stop on Staunbridge Road.
12	I am a local resident who lives in Haddenham					Bad or missing sidewalks / sidewalks occupied by cars;	New road surface Thame rd.
13	I am a local resident who lives in Haddenham						
14	I am a local resident who lives in Haddenham	Haddenham Streetscape Improvements should not be instigated until the HAD007 development is complete. It is pointless creating such a plan when only two thirds of the development projects are included. Only then can a robust all-encompassing improvement be applied.	Connect the HAD007 development by road to the estate where the Co-op is located thereby eliminating the one and only ingress / egress route that will carry traffic through the village to the train station and pavillion.		Can't remember options. Shame there's no way to view them from the survey or find them online. Also this section is biased. The neutral and disagree are swapped round in the first question.		1) Wait until HAD007 is developed otherwise you're missing a third of the village. 2) Connect HAD007 by road to the airfield estate for shops, pavilion and train station access to prevent traffic using village as a short cut.
15	I work in or near to Haddenham		I am a member of HAD5WAC. I would like to retain existing cycle storage provision.	For school children on bikes, it is desirable to have shared use paths which then route cycles back onto the road at Woodways	Some consideration to pedestrian traffic coming along Aston Road from The Grove development and how it might go to the schools	Bad or missing sidewalks / sidewalks occupied by cars;	A 20mph speed limit across the whole village would improve the lived experience. HGV traffic from HS2 construction should reduce over time.
16	I am a local resident who lives in Haddenham	Heavy traffic linked to the new developments is a huge issue - Aston Road is now in a dangerous state especially for cyclists and walkers. Dandara had 'boob' a job to fill some holes which has been a waste of time. The depth of the potholes is now dangerous. I strongly agree that to re-instate double yellow lines outside the railway station would improve traffic flow and increase safety as traffic would not be guided towards the mouth of Sheerstock. I favour the removal of discanes along Thame Road and the installation of speed bumps. A shared cycle lane, foot path should be installed along Thame Road up Dolcott, Ruds Lane and into the Green Lane, onwards to Aylesbury. The double roundabouts at Churchway/Woodways should be removed in favour of a single roundabout. I have neutral attitudes regarding the proposals for Fort End and Church	It is not safe to cycle in the village - I would prefer to get on my bike as well as opportunity of walking. Even 20mph is too fast down eg the High Street. Drivers appear to have little recognition of the dangers of cars parked and the fact that even going at 20mph is too fast	The area is not big enough to have 2 roundabouts		Speeding and aggressive driving and drivers not following the traffic rules; Bad or missing sidewalks / sidewalks occupied by cars;	Roads are in an appalling state especially Thame road, and Aston Road. The village accepts grudgingly new developments and then Dandara are doing nothing to maintain the road in a decent state preferring to leave it until the end. I sincerely hope that they will be held responsible & accountable for resurfacing the whole road - not just patching
17	I am a local resident who lives in Haddenham			To clarify my answer to question 8, as there is nowhere to "please specify", as I live in the village I either walk or use my private car depending on the distance from my home.	None	No preference.	It depends on where you are trying to cross. It is a very long road.
18	I am a local resident who lives in Haddenham			See above - Traffic calming needed along entrance to/exit from village along Stanbridge Road due to high levels of confirmed speeding vehicles		Speeding and aggressive driving and drivers not following the traffic rules; Lack of traffic lights and pedestrian crossings; Lack of street and area lighting;	
19	I am a local resident who lives in Haddenham	Stanbridge road suffers from drivers excessive speed and is a dangerous for families and younger children, a zebra crossing or would be ideal in this area to allow for safe access to cross the road for school runs and passage between the developments locally, other traffic measures to slow drivers at the point of entry to the village may also be beneficial.		A 20 mph speed limit has not worked in London very well at calming traffic and is not required in the village except by the schools, there needs to be a balance between calming speeding and poor driving behaviours and reducing the accessibility of the village to visitors etc		Lack of traffic lights and pedestrian crossings; Speeding and aggressive driving and drivers not following the traffic rules; Lack of street and area lighting;	Haddenham is a beautiful village that should be accessed by all, the issues for me personally are with poor driving behaviours, parking is fine and if the speed limit is followed this is also fine, any improvements on green space and safe access around the village are welcome.

20 I am a local resident who lives in Haddenham	Review ways to prevent speeding - particularly from roads joining the village and current straight roads	Further traffic calming on village entry roads - reduce speeds further away from entry to village to not 40mph to 30mph. Graduate the speed reduction and extend signage to show you about to enter the village	Good planting on and around - make the village calming. Improve vista from pond and seating for hub of village zone	Lack of street and area lighting, Speeding and aggressive driving and drivers not following the traffic rules, Poor road and pavement quality - easy to trip;	Consider Aston Road having priority over Stanbridge road - so it forms a village ring road. Thus slowing traffic entering the village and extending the village 30mph speed limit wider. Start at 40mph from the Rogers Farm entrance	
21 I am a local resident who lives in Haddenham	I believe the most practical solution to a number of these issues is to have a speed limit of 20 mph throughout the village. Although not everyone will stick to this speed limit people generally reduce their speed, especially below 30 mph, which can be life-saving in the event of an accident.	Please take a thorough look at the Parents' Travel Survey results. A large proportion of parents supports 20 mph throughout the village and I believe this is the most practical solution. With regard to traffic calming on narrow streets, this very much depends on the design of the traffic calming. I do not like chicanes which often encourage drivers to race through them.	I would like raised pedestrian crossing points, as in Thame by the Town Hall, to slow down traffic.	Again would like raised pedestrian crossing points as in Thame. There needs to be a proper car park, close to the school to cater for the new facilities planned in Aston Road and for the large proportion of school parents who live outside Haddenham and on the new airfield developments	Speeding and aggressive driving and drivers not following the traffic rules, Lack of traffic lights and pedestrian crossings;	There will undoubtedly be noisy opposition to some of the proposals. Please remember that there is also a lot of quiet support for ideas to make the village safer. Parents, in particular, may not have enough time to take part in this survey but have clearly expressed their views in the Feb 2021 Parents' Travel survey (and in the previous 6 travel surveys I have carried out). When people feel safer they will walk and cycle more in the village. Slower speeds on village roads will hopefully discourage through traffic. Overall I think this exercise has been very useful and I do hope some positive results will come from it.
22 I am a local resident who lives in Haddenham	You will see I fully support the stated objectives. The vision, however, seems very limited and from a different mould entirely. The vision should surely help us imagine a future state, inspire us, energise and encourage communal support and effort? Given the challenges of any significant change, the vision should be powerful enough to sustain our efforts over some years to come. Such a vision does not come easily, but surely a comprehensive traffic management review of all major traffic routes in the village, particularly from the railway station to Woodways' is not the answer? If we are stuck with this "traffic management" approach, please can we broadly interpret this to include all journeys including on-foot, and by scooter, bicycle, buggy and wheelchair, and the vision might be, say, to encourage and support more than 50% of local journeys to be by active travel? Someone can no doubt come up with something more original. So far as the more conventional "traffic management" might go, the suggested 'particular' focus is critical because of two schools on Woodways. However, also: (a) I believe you may find the current flow in the morning coming from Aylesbury along Ford Road turning left into Stanbridge Road possibly towards to Thame industrial estates is already significant and not respecting the Haddenham residential area, isolating east and west of Stanbridge Road, including the	The single most important contribution, by far, to improving the village would be to build an all-weather Greenway to the amenities of Thame. Shortly following this would come Haddenham being made explicitly or in effect, for access only with through-traffic routed around the A418, and then a village-wide 20mph speed restriction. Closing Thame Road (except for access) westwards from the junction with Station Road could contribute to the Thame-Haddenham all-weather Greenway and stopping through-traffic. Other suggestions: extending the existing station-to-Slakemoor footpath westwards along Thame Road to the junction with Station Road (by the footpath, Millers Way); creating a safe crossing point between Dollicott and Townside across Thame Road, defining (signposting and surface marking) safe consistent cyclist routes within the village, e.g. north-south and east-west 'spines' of the village, e.g. low-traffic station access routes, e.g. through the industrial estate between Dollicott and Pegasus Way, bike stands, including covered at key points, e.g. shops, more pedestrian signposting, e.g. to the start of Greenways to neighbouring villages and towns (Cherley, Dinton, Thame, Towersey), vehicle speed recording 'reminders' at village entry points; reducing the 'bell mouth' to slow vehicles emerging from Pegasus Way where it meets Thame Road.	Unfortunately, I was unable to attend the workshop on 28th as I was on holiday. I have searched for the sketches on the PC website referred to at the head of this questionnaire, without success, so I could not score or comment on the 'initial ideas'. (I suspect I would like your ideas.)	Unfortunately, I was unable to attend the workshop on 28th as I was on holiday. I have searched for the sketches on the PC website referred to at the head of this questionnaire, without success, so I could not score or comment on the 'initial ideas'. (I suspect I would like your ideas.)	Speeding and aggressive driving and drivers not following the traffic rules, Lack of wheelchair and pushchair accessibility;	
23 I am a local resident who lives in Haddenham	Cars speed well above 30 miles and hour along Stanbridge road and it's very dangerous with young families who want their children to walk/scoot or ride their bikes to school and around the village.	Stanbridge road sees very fast traffic as it is a straight road with little car parking along it. It is scary to walk along with children on bike or scooters and I worry that it is a matter of time before there is a real problem along this stretch of road by the garden centre and new housing developments. Any sort of traffic calming or speed monitoring would be a big improvement to the overall safety of the			Priority requests: please provide links to the Greenway to Thame; please make Haddenham for access only; please close Thame Road west of the Station Road junction; please recommend 20mph for the whole village; please keep the Stanbridge Road side of the village (not where I live but with clear issues).	
24 I am a local resident who lives in Haddenham		Stanbridge road is often hidden behind overgrown bushes and is not visible enough; more specific SCHOOL signage is needed to warn people they are approaching St Mary's School - The warning sign on Aston Road states PATROL but this does not exist - suggest a patrol this is needed urgently at St Mary's - Aston road is a country road that is 60mph for a large part and hence people do not slow until well after the 30mph sign (or at all) meaning they are driving extremely fast past St Mary's school - suggest reducing Aston Road limit significantly and all roads around school to 20mph as they have been around the other Haddenham schools and around the village - Generally reducing the speed to 20mph as it has been in a large part of the village including near the other schools - The crossing near the church path could do with some crossing / patrol / island to help cross the road and slow traffic at such a large and busy (confusing!) junction - Having talked to other parents I know these are concerns and that many have. 2. Safety barriers / railings needed at either end of the new path through the dardans Estate so as to stop children, visually impaired, the vulnerable, etc going along the path and straight onto one of the busy roads, especially at the Stanbridge Road end. 3. Hedge overgrown and in bad position on Stanbridge road obstructing visibility - dangerous when trying to drive out of mead furlong onto Stanbridge road. The hedge needs cutting back / moving back on both sides of mead furlong, lining Stanbridge rd, as there is a dangerous lack of sight onto Stanbridge rd meaning that vehicles pulling out of mead furlong or pedestrians crossing are in a dangerous position. 4. Speed reduction along Stanbridge road. As there are lots more houses and developments along Stanbridge rd near the garden centre it is critical that urgent action is taken to reduce the speed limit, ideally with a crossing implemented to slow vehicles down and provide a safe crossing place. Many children (my own included) live in the new developments and many people need to cross Stanbridge Road to go to the garden centre. A crossing is URGENTLY needed. 5. Stanbridge road needs more street lights			Lack of traffic lights and pedestrian crossings; Speeding and aggressive driving and drivers not following the traffic rules;	I would love my children to cycle to school every day, however the speed at which drivers drive down Stanbridge road is so fast that it is too scary that I can't let them safely do it. 1. Approaching and near St Mary's School - The school warning sign on Aston road is often hidden behind overgrown bushes and is not visible enough; more specific SCHOOL signage is needed to warn people they are approaching St Mary's School - The warning sign on Aston Road states PATROL but this does not exist - suggest a patrol this is needed urgently at St Mary's - Aston road is a country road that is 60mph for a large part and hence people do not slow until well after the 30mph sign (or at all) meaning they are driving extremely fast past St Mary's school - suggest reducing Aston Road limit significantly and all roads around school to 20mph as they have been around the other Haddenham schools and around the village - Generally reducing the speed to 20mph as it has been in a large part of the village including near the other schools - The crossing near the church path could do with some crossing / patrol / island (to help cross the road and slow traffic) at such a large and busy (confusing!) junction - Having talked to other parents I know these are concerns and that many have. 2. Safety barriers / railings needed at either end of the new path through the dardans Estate so as to stop children, visually impaired, the vulnerable, etc going along the path and straight onto one of the busy roads, especially at the Stanbridge Road end. 3. Hedge overgrown and in bad position on Stanbridge road obstructing visibility - dangerous when trying to drive out of mead furlong onto Stanbridge road. The hedge needs cutting back / moving back on both sides of mead furlong, lining Stanbridge rd, as there is a dangerous lack of sight onto Stanbridge rd meaning that vehicles pulling out of mead furlong or pedestrians crossing are in a dangerous position. 4. Speed reduction along Stanbridge road. As there are lots more houses and developments along Stanbridge rd near the garden centre it is critical that urgent action is taken to reduce the speed limit, ideally with a crossing implemented to slow vehicles down and provide a safe crossing place. Many children (my own included) live in the new developments and many people need to cross Stanbridge Road to go to the garden centre. A crossing is URGENTLY needed. 5. Stanbridge road needs more street lights
25 I am a local resident who lives in Haddenham	lots more emphasis and action needs to be on reducing speed limits around Stanbridge road and St Mary's school asap before someone is killed!	Haddenham, I would say, has no (single) centre but a series of Ends, hubs, call 'em what you will. In any case it is a multi-local village, which notion impacts presumably on design considerations... Also can you 'Travel around Haddenham' by train? This form is a bit unhelpful in some respects...	Might the SINGLE 'round' be of a size to be planted?	Creation of dedicated parking off Aston Road to relieve school drop-off and pick-up times. Alteration of bus route so it is not a straight up/down matter for Churchway, but the bus perhaps comes in from Aston Road (or even Station Road) so serving more of the village. The junction of Aston and Station Roads at Church End should not be 'straight' but require cars to (almost) stop.	Speeding and aggressive driving and drivers not following the traffic rules; Bad or missing sidewalks / sidewalks occupied by cars; Lack of wheelchair and pushchair accessibility; Pedestrian crossings; etc alike to places to use the road more appropriately.	
26 I am a local resident who lives in Haddenham	I would suggest there should be less emphasis on signage and blanket speed limits to encourage those drivers who indulge in selfish driving attitudes.					
27 I am a local resident who lives in Haddenham	Put in place measures which encourage people drive with more awareness of safety for all road users	There isn't once centre too our village. All the more reasons for 'place making' at key locations and thought about connectivity between the key places. Reduce opportunities for through traffic, creating obstacles and diversions. In particular, encourage use of the A418 as a by-pass. The major omission from the current set of ideas is proposals to improve the safety and usability of Thame Road.	Could there be planting in the middle of the 'roundabout'?	School parking is a priority now that St Mary's School is very much bigger. I think there should be a car park off Aston Road and pedestrian access to the school from its main entrance. I would like the bus route to be rationalised to take in the new estates off Stanbridge Road and serve Church End, with timetables clearly visible to encourage bus use. It is essential to create a new footway along Aston Road, for the benefit of the residents of the new estates and visitors to the proposed burial ground and cricket pitch. If this not feasible, Aston Road should be closed to through traffic. It is much too dangerous to expect children and older people to clamber along the road verges.	Bad or missing sidewalks / sidewalks occupied by cars; Speeding and aggressive driving and drivers not following the traffic rules; Stanbridge Rd needs footpaths south of the Garden Centre. Also restoration of the footpath which comes out opposite Tiggywinkles;	Dedicated off road parking is necessary for all schools in the village. The Woodways, Stanbridge road junction is confusing. I think the principle of 'place making' is relevant here - to announce arrival in the village and discourage through traffic. I have long thought that the junction between the Thame Road and the A418 - at Scotgrove - is dangerous and wondered why use could not be made of Baghill for vehicle access for the Station. If land off Baghill is still owned by the Local Authority perhaps there could be cheaper parking there than at the Station to take parking away from the streets in Sheerstock.
28 I am a local resident who lives in Haddenham	Should add: measures to reduce through traffic.		Improved Road markings		Speeding and aggressive driving and drivers not following the traffic rules; Lack of wheelchair and pushchair accessibility; Bad or missing sidewalks / sidewalks occupied by cars; Sidewalks needed as far as Aston Road and along Aston Road to Church End;	Narrow junction of Pegasus Way onto Thame Road.
29 I am a local resident who lives in Haddenham	Need to influence public opinion, pointing out that drivers are also walkers and cyclists. There should be a strategy to discourage through traffic via Woodways and Fort End. Fort End-Banks Parade, the heart of the village, should be shared space, with motor traffic (including buses) slowed to little more than walking pace. Street design and furniture should combine to make a socially agreeable area. Discouragement or exclusion of through traffic will mean that nearly all cars will be either residents or visitors to Haddenham, resulting in a neighbourly and respectful relationship between drivers and other users of the street.	Please define place-making? Deter through traffic. Make Church End a shared space area. Slow traffic to 10mph. Abolish pinch points on Thame Road to allow smooth passage and reduce road width with noisy verges to impose careful passing. Consider closing Dollicott/Hudds Lane at Towersey Green. Consider closing Thame Road west of junction with Station Road to cycle track, making Pegasus Way main entry to village (assuming problem of routing cycle path to Thame will never be solved).	The pedestrian route, say, from Banks Road to Woodways, involves too much diversion. Pedestrian diversion for the convenience of motorists always works.	Main pedestrian traffic uses W side of Churchway (smooth surface for buggies etc) & crosses Station Rd from corner to St Mary's Centre in straight line (on way to School or church, entering churchyard by S side gate). This crossing point should be made safe. Cycle parking essential at Church End. Motor traffic must be seriously slowed and pedestrians not confined to crossing points. They must be able to wander at ease.	Speeding and aggressive driving and drivers not following the traffic rules; Lack of wheelchair and pushchair accessibility; Bad or missing sidewalks / sidewalks occupied by cars;	Pegasus Way. Need to build out pavements to narrow this junction with Thame Road. Widen pavement outside Rising Sun for mobility scooters.
30 I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;	All footways should be at least two persons wide, at the expense of highway if necessary.
31 I am a local resident who lives in Haddenham	There parking issue near the infant and junior school is very dangerous. Address the quality of the road surfaces and pavements with a plan to address them. Potholes discourage cyclists and uneven pavements are a risk in the dark when there is no little streetlighting. You can put all the traffic calming measures in, but those that we have contribute to the deterioration of the road by forcing all traffic through narrow gaps	Only resident parking near the schools at drop off and pick up to encourage people to walk			Speeding and aggressive driving and drivers not following the traffic rules;	
32 I am a local resident who lives in Haddenham					Lack of traffic lights and pedestrian crossings; Bad or missing sidewalks / sidewalks occupied by cars;	
33 I am a local resident who lives in Haddenham				The extra green space as pictured seems too small to be valued	Bad or missing sidewalks / sidewalks occupied by cars; Lack of wheelchair and pushchair accessibility;	Please do something about cars parking on pavements and on road junctions
34 I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;	Reinstatement of cycle lane on Thame Road, introduce cycle lanes on other main roads (Stanbridge Road, Churchway, Station Road), make Dollicott a no through road
35 I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules; Lack of street and area lighting;	
36 I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;	

37	I am a local resident who lives in Haddenham	Vehicles aren't going anywhere. Alienating vehicle users is not the solution, but solutions that ensure cyclists, pedestrians and vehicles can co-exist safely		Speeding and aggressive driving and drivers not following the traffic rules;Lack of traffic lights and pedestrian crossings;	Maintaining the existing roads and pavements; traffic calming on Thame Road - the chicanes don't work to slow cars down!	
38	I am a local resident who lives in Haddenham	Reduction of east west, or north south traffic through the main roads will push traffic to smaller roads and become more dangerous in residential areas. Consider traffic controls such as light controlled contraflows at the main entrances to the village to reduce volume of traffic using the village as a cut through	Poor choice to develop, getting buses to go down to the church could reduce the need for cars in the area	Stanbridge road is nearly a mile long with different conditions along its length, the question is very ambiguous;	You're not going to stop cars without directly impacting car users within the village, better to implement more crossings and speed reductions like on Thame road to reduce overall speed within the village	
39	I am a local resident who lives in Haddenham	I don't think it is necessary for these changes as all these junctions/ roads work well as they are and think the money would be better spent towards repaving the roads in Haddenham	It works fine as it is at the moment	Lack of traffic lights and pedestrian crossings;None ;		
40	I am a local resident who lives in Haddenham	Consideration does need to be given to how these changes impact business and community services. Do measures to reduce traffic affect the viability of community assets. If these are to thrive they need to be accessible to those outside the village. No mention of improving pavements and walking routes. The options presented online were relatively minor	Safety for all road users, reducing conflict need to be key factors, including conflicts between cyclists, scooters and pedestrians. 20 zones in key places, but recognise they haven't changed behaviour along Rudds Lane significantly	Risks that single roundel reduces inclination to stop? Physical Not painted roundel? What about Stanbridge road junction - far more incidents?	Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	
41	I am a local resident who lives in Haddenham			None particularly;		
42	I am a local resident who lives in Haddenham			Lack of street and area lighting;		
43	I am a local resident who lives in Haddenham	Cycle routes to connect local towns and villages ... thame, aylesbury etc...	Cycle paths please ..	Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;		
44	I am a local resident who lives in Haddenham	The Parish Council should start to realise that more and more houses and, of course, more and more heavy SUVs (seemingly the option of a lot of new residents) causes more traffic and once the genie is out of the bottle, there is no way back. The options offered do not do anything. We have to learn to live with the massive expansion of this village. Dropping speeding limits is a waste of time, just stand by the station and see the speeding traffic - nothing is ever done about it although there is a large volume of pedestrian movement. Get rid of the chicanes and put speed humps all the way down Thame Road to the station bridge.		Speeding and aggressive driving and drivers not following the traffic rules;		
45	I am a local resident who lives in Haddenham		While improvements for pedestrians crossing is a good idea, particularly to the south side, they will likely take the shortest route, so walking over the grassed areas, which could lead to muddy paths across the grass. Long term, I think it is important that any tree planting does not obscure the view of traffic or pedestrians. I find it hard to imagine whether a single or double roundabout would work best, whether a single roundabout would cope with the traffic at peak times or would slow traffic down sufficiently to keep it as safe as possible.	I am concerned that the changes may make it more difficult for vehicles to enter the St. Mary's Centre parking area. This is particularly relevant for disabled drivers or passengers in what is already a challenging turn.	Speeding and aggressive driving and drivers not following the traffic rules; don't see the need for traffic lights, but pedestrian crossings could be useful. The layout of the crossroads junction is also a problem even with signage, it can be difficult for those unfamiliar with it that it is a junction. Perhaps a mini roundabout would help.;	
46	I am a local resident who lives in Haddenham		Q23 has the neutral and disagree reversed.	Speeding and aggressive driving and drivers not following the traffic rules;		
47	I am a local resident who lives in Haddenham	The main improvement is to improve the quality of the road and pavement surfaces, which are a nightmare for a cyclist currently (particularly along Thame road between the village and the station).		Lack of traffic lights and pedestrian crossings;Lack of street and area lighting;	The state of the road surfaces in the village should be a priority, along with these welcome improvement ideas	
48	I am a local resident who lives in Haddenham	Minority groups with vested interests are far too vocal at the expense of the silent majority. Despite what they say people will not give up their cars. There is no point in lowering the speed limit to 20 mph if there is a perceived problem with the current 30 mph limit not being observed. Parking issues can easily be dealt with by double yellow lines and residents parking zones - it's not rocket science!	More double yellow lines	It's fine as it is - don't meddle with it	Waste of public money which could be better used to repair the roads / potholes within the village	
50	I am a local resident who lives in Haddenham			Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;		
51	Grew up there, parents still live there.	Just fix the pot holes.	Fix the pot holes	Bad or missing sidewalks / sidewalks occupied by cars;		
52	I am a local resident who lives in Haddenham		Possibly not the correct place but the potholes and renewed parking on the road by the station make cycling very unpleasant and unattractive	The new green area seems sensible but the rest of Church End should stay the same	Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;	
53	I am a local resident who lives in Haddenham	I would like to suggest a pavement being installed along Aston Road from the area around the church and St Mary's school to Tiggywinkles and the new site entrance to The Grove on Aston Road. Many parents are frustrated that the only way to access the fantastic Tiggywinkles and the nearby public footpath is by car rather than walking or cycling safely through the village. This leads to an increase in traffic. This will get worse with the new development The Grove being completed which is opposite Tiggywinkles and the nearby public footpath. A new path is currently being constructed that will run through the Grove development, past the planned new village pavilion and green space to opposite the public footpath on Aston Road near Tiggywinkles. However, there is no current plan for a pavement along Aston Road to connect this green space and housing development to the rest of the village, including the church and St Mary's school. The only way to walk or safely cycle to the St Mary's school from the Grove is to go through the cut through to Churchway, which is a long journey for some. Since it is a relatively long journey this will lead to an increase in traffic to the school and also dangerous attempts to walk/cycle to the school along Aston Road, which can be busy, from the new site entrance. Connecting the new planned green space and pavilion to the rest of the village would also help with overall sense of continuity of the	I would like to suggest a pavement being installed along Aston Road from the area around the church and St Mary's school to Tiggywinkles and the new site entrance to The Grove on Aston Road. Many parents are frustrated that the only way to access the fantastic Tiggywinkles and the nearby public footpath is by car rather than walking or cycling safely through the village. This leads to an increase in traffic. This will get worse with the new development The Grove being completed which is opposite Tiggywinkles and the nearby public footpath. A new path is currently being constructed that will run through the Grove development, past the planned new village pavilion and green space to opposite the public footpath on Aston Road near Tiggywinkles. However, there is no current plan for a pavement along Aston Road to connect this green space and housing development to the rest of the village, including the church and St Mary's school. The only way to walk or safely cycle to the St Mary's school from the Grove is to go through the cut through to Churchway, which is a long journey for some. Since it is a relatively long journey this will lead to an increase in traffic to the school and also dangerous attempts to walk/cycle to the school along Aston Road, which can be busy, from the new site entrance. Connecting the new planned green space and pavilion to the rest of the village would also help with overall sense of continuity of the village I would also suggest that with the new housing development, all of Aston Road should be a 30 speed limit for child safety.		Bad or missing sidewalks / sidewalks occupied by cars;	Improving/repairing the existing road surfaces and pavements - they create a really bad reflection of the village, as well as hazardous to all users
54	I am a local resident who lives in Haddenham	Realistically we cannot overly focus on being less vehicle dependent. Sadly living in Haddenham necessitates having a car. In NPPS I would like to see explicitly mentioned parking for the station, and station road past the church as an increasingly used	Having recently become a parent, navigating Haddenham with a buggy can be challenging. I don't think to help big changes are needed, but smaller tweaks to existing infrastructure.	I like the idea of a single roundabout, however there is no need to reduce the surrounding space for cars as there is already good pedestrian crossings, instead use this space to help the roundabout be a proper one with grass and plants in the middle etc.	Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;Lack of street and area lighting;Lack of wheelchair and pushchair accessibility;	
55	I am a local resident who lives in Haddenham		Create a roundabout at the Stanbridge Road and Woodward crossroad plus improved the Russ Lane / Churchway / Stanbridge Road Junction possibly with a roundabout	None	I would encourage full transparency, so please disclose the total cost of the exercise so people can also comment if this is a good use of their council tax	
56	I am a local resident who lives in Haddenham	Improve street lighting and condition of pavements particularly on Thame Road leading to the station	None	None	Speeding and aggressive driving and drivers not following the traffic rules;	
57	I am a local resident who lives in Haddenham			Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	Road surface in general around the village is poor and needs to be maintained to a higher standard, traffic calming on Thame Rd has led to extremely poor road surface	
58	I am a local resident who lives in Haddenham	Restrictions on vehicle sizes through the village. Too many large lorries, farm vehicles with trailers going through the village when they should/could use Pegasus Way to A418. Put parking restrictions back along Thame Rd adjacent to the Station. Totally resurface Thame Rd from Station Roundabout to Fort End. Encourage commuters from Aylesbury going to the Station to use A418 & Pegasus Way and not through the village.	if you make Thame Rd a no through road getting commuters from Aylesbury direction to use A418 then Pegasus Way this would greatly reduce the volume of traffic through the village and then there would be no need to change the road layout at this junction.	Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	Road surface, volume of large vehicles using Thame Rd through the village and speeding vehicles along Thame Rd.	

59 I am a local resident who lives in Haddenham				Speeding and aggressive driving and drivers not following the traffic rules;	General bad parking around the village but this is down to individuals not you!
60 I live in Fort End			none particularly;		Please properly consult with residents of Fort End, and the practicalities of living here, parking, deliveries etc etc
61 I am a local resident who lives in Haddenham			Bad or missing sidewalks / sidewalks occupied by cars;		
62 I am a local resident who lives in Haddenham	I don't understand the terminology used. What are "Entry points/gateways", "Placemaking at key locations" & "Creating intrigue"???	Frankly you could just replace the current double roundabout with one large roundabout and that would be it sorted.	Discouraging driver from parking on both sides of the bend of Station Road by the Rose & Thistle PH. This leads to drivers heading towards Church End having to overtake parked cars when they can't see oncoming traffic.	Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	Road markings should be kept in place. When they are removed people just make up what they want to do, regardless of how much it inconveniences others or even puts them in danger.
63 I am a local resident who lives in Haddenham	Footpaths around the village tend to get muddy at crossings even at dry periods. Placing railway sleepers, sand or crushed building material would help those paths towards neighbouring villages being used more.			Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Pedestrian footpaths too narrow;	
64 I am a local resident who lives in Haddenham	Access to neighbouring villages and Thame. Please build pedestrian footpaths and bike lanes, as none exist.	Create footpath and bike path on the borders of the village, and extend it to nearby villages.	No need for double roundabout on such small crossing.	Speeding and aggressive driving and drivers not following the traffic rules;Lack of traffic lights and pedestrian crossings;Lack of wheelchair and pushchair accessibility;	On the way out of the village Stanbridge road goes over the bridge. There's no signage whatsoever. Footpath/bike path around the borders of the village badly needed. Footpaths / bikepaths to neighbouring villages and Thame badly needed.
65 I am a local resident who lives in Haddenham	Perhaps make Thame road one way and create a cycle way	Traffic calming seems to have the opposite effect. Suggest a one way system is implemented instead.		Speeding and aggressive driving and drivers not following the traffic rules;Lack of traffic lights and pedestrian crossings;	
66 I am a local resident who lives in Haddenham	The focus on just three locations means that the encouragement of active travel will be limited. There should be joined up infrastructure with a cycle lane through the middle of the village, and the road reduced to just one lane either on a one way system or one of kerbs etc. to narrow the road but still allow some passing space for motor traffic.	Again a continuous cycle lane is needed. Remove parking from the roads to free space. Place the roads on a 'load diet' via the use of kerbs, planters etc.	Is it not possible to close off Aston Road and divert traffic elsewhere. Crossing between the green and the church is often dangerous. This would be beautiful if there were no road at this point at all.	Speeding and aggressive driving and drivers not following the traffic rules;	
67 I work in or near to Haddenham				Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	
68 I am a local resident who lives in Haddenham		My worry is that when you take away the white lines completely, motorists become confused - especially those who are visiting or driving through - which in turn could make them a danger to pedestrians.	The double roundabout idea doesn't suit Haddenham and is stressful to navigate during rush hour	Speeding and aggressive driving and drivers not following the traffic rules;Lack of traffic lights and pedestrian crossings;	
69 I am a local resident who lives in Haddenham	Seriously assess potential areas to be formally designated as LTNs (Low Traffic Neighbourhood)	Create LTNs. Use 20mph limits (with electronic indicator boards) on Woodways: 08:00-09:00 and 15:00-16:00	Care over tree planting; must maintain good visual lines in all directions for safe negotiation of roundabout	Make Aston Rd (from HSM School road entrance to war memorial) an LTN. Double yellow lines on Churchway from Church End to White Hart Studio. Also on Station Road to RA1	Village-wide 20mph not a good idea. Discrete areas of 20mph better. Creation of LTNs the best option in various key areas.
70 I am a local resident who lives in Haddenham		There needs to be a footpath on the side of Fort End leading towards the shops, schools and village hall etc. This is the predominant direction of pedestrian movement	none	None. Is it absolutely necessary to have provision for buses to come down Churchway, turn and go back up. Surely they could go in one direction using Stanbridge Road, Station Road etc for the return journey in either direction. This would enable a larger triangle of green to be constructed.	Though not within the scope of this project, I would like to see 40mph limits before the 30mph ones. This might slow traffic approaching the Post Office/ Stanbridge road problem area, traffic coming past the turning to Church end towards the station, and traffic coming from the Princes Risborough direction towards the Church End turning. Slowing traffic in general would make a lot of difference to crossing places for vehicles and pedestrians that cannot be addressed by the Streetscape project.
71 I am a local resident who lives in Haddenham	I do admire the ambition, but this is about more than road design. Its about the culture of a place.... This is the bit thats missing from this work - the 'why'.	Strip away all the signage (which is so car-centric) create intrigue, more greenery, and make the routes through the village just feel less like roads through martial methods not signage.		Speeding and aggressive driving and drivers not following the traffic rules;	
72 I am a local resident who lives in Haddenham		Connecting pedestrian access between new estates		Lack of traffic lights and pedestrian crossings;Bad or missing sidewalks / sidewalks occupied by cars;Lack of wheelchair and pushchair accessibility;	Pavements not sidewalks
73 I am a local resident who lives in Haddenham	Stop building more houses in haddenham, as this causes more cars. It is ruining a perfectly lovely village and it does not have the infrastructure to cope. Changing the parking around fort end will loose the character of the old village landscape. It will then look like a modern car park in a beautiful village. At Church End making another green space will just confuse motorists more. If people read road signage then there would be no issue. Its a waste of money and it would be better spent on filling the pot holes correctly so people could cycle without I have been a resident of Haddenham all of my life if any changes are made regarding the change of current transport routes myself along with thousands of locals will be very displeased I am quite frankly appalled with these suggestions as it will change the village to much. we are an old fashioned village with to many new houses being built on the surrounding green field and this is the issue. very If you block up roads I will limit the access and/or block access to peoples driveways and will push people away from haddenham leaving lots of empty properties which is bad. Also this will increase the parking issue if people have guests or bigger vehicles than the estimated size. This means there will be less road for the same amount of car or more which leads to high amounts of congestion and cars stationary and having their engines running which is even worse if the car is not moving as it wastes fuel and also pollutes the air around. If the is a single roundabout with pedestrian crossings then people will stop or park there thus creating another traffic issue. The village roads NEED TO BE FIXED as there are lots of pot holes around the village which cannot be avoided which are damaging cars and the value of houses around as the streets are not looked after. The village has also had bike lanes and not many people used them and have been taken away which is a total waste of money, especially in a time like this. Also blocking up roads for people to stop driving through is bad because what if there is a fire, does that mean the fire engines have to go all the way around the village, and in that time people could die or the fire could have spread, causing even more damage and danger to the people around. There are businesses in the village and so stopping HGV's coming into the village would be bad as they would not get the delivers that are necessary. Not				
74 I am a local resident who lives in Haddenham			if you narrow the roads, then teach residents how to park correctly. Cars are wider and larger than they used to be. So do not make pavements wider and make streets narrower. think of the residents first and what cars they drive. This is so narrow minded	Its a village and you put crossings around the double roundabout this cause more traffic error by people that dont think	Leave it as it is. Its a village
75 I am a local resident who lives in Haddenham		this is absurd	do not change	Speeding and aggressive driving and drivers not following the traffic rules;	Make older generation people re take driving tests, put a zebra crossing on stanbridge road by new houses before garden centre. Maybe put a traffic calming measure on stanbridge road as you enter the village from Kingsley. People who speed have no respect and whoever you are you will never resolve that issue.
76 I am a local resident who lives in Haddenham		Make the roads wider and listen to the comments stated earlier in this survey.	Go back to previous comments stated	Go back to previous comments stated	please do not change anything about the village apart from less new housing being built attracting not so nice people
				Speeding and aggressive driving and drivers not following the traffic rules;	Go back to previous comments stated. And take on board the advice from someone who has lived in this village for almost 2 decades

77	I am a local resident who lives in Haddenham	<p>You will never get rid of cars - build more houses and there will be more cars. The local transport links fail to meet my needs for working the hours I do, so I will never have an option not to drive. The cycle path experiment cost tens of thousands and was removed. Now someone who did not get the point want to waste more money on something not needed. This is a village so traffic lights are out of place. The comment re extra planting and trees near the roundabouts will obscure view and result in a child getting killed by a car. Ever noticed the more you put up signs and guide people the less they think, take more stuff away so we have to think and consider the way we drive and cycle etc. More people will be killed by not hearing electric cars than you will save with wider pavements. My father grew up in Devon and I learned to walk on the roads, there are two sides to that but we have educated our kids too, like Dakley having a mobile police camera van occasionally really curbs car speed due to the uncertainty knowing they can appear. Again we are in a village reined parking bays are out of character. Why not go the whole hog and put bays at banks parade, put in parking meters and really destroy the village and the amenities as the business will become unviable. Making roads narrower will impact fire engine access, buses and removal lorries. Regarding paths make the paths better between haddenham and dinton, and thame etc that way</p>	<p>Fill the pot holes, stop wasting public money, have a balanced committee who actually does leave the village as 99% of the residents do regularly so they see the issues faced from both sides.</p>	<p>It is a feature, as you drive up you need to think and look. Putting more pedestrian crossings will mean people stop on the roundabout (illegal under the Highway Code) but it happens. Planting more trees etc will obscure visibility of pedestrians and traffic, with more electric cars silently driving that is just waiting for someone to be killed.</p>	<p>Not hearing electric vehicles;</p>		
78	I am a local resident who lives in Haddenham	<p>Improving the street design is one aim, but some seem rather counter to the objective. For example, any development will cause carbon, so if that's an objective, you could suggest not doing anything is best. Whereas, increasing the plants and trees in a sustainable way would be better.</p>	<p>My concern with narrowing the visual state of the streets is that it could feel less safe. The single lane trail on Thame Road during COVID felt like cars should be in the centre both ways which just encourages you to go faster to get to a safer bit of road. There should always be two lanes and, if possible, pavement.</p>	<p>If it can fit a single roundabout seems a huge improvement. Though it would be good to have a crossing across the roundabout, when the traffic is lighter its often quicker</p>	<p>The pedestrian crossing improvement makes sense, but it still looks odd and hardly worth the effort, the extra material would be better used to fill fix some of the broken road further on Aton road</p>	<p>Lack of street and area lighting;simple pedestrian crossing markings would do;</p>	<p>One area I'm sad to not see mentioned is the lighting across the village. I generally find it appalling, which combined with the dangerous paths means I now drive to the station rather than walk, as it is just too dangerous. I know some people are against lighting, and suggest we just use a touch like a miner, but it is 2022 and new lighting can be, if designed well, so much better than just 20 years ago. For example, I can see several lights updated to LED, but as they are just replacements, they end up dazzling you as you walk. Some councils have started to fit modern lights with focus, which create a perfect beam on the footpaths and roads only. It means it's safe, not many are needed, and they don't dazzle like the lights of old. We could also light some of the amazing properties, to add feature. As we grow, most drivers see street lights as a sign of a settlement and slow down. We don't have this, so it's hardly a surprise when people drive faster and need full beam to see - again dazzling walkers. I mentioned the paths are bad, but there seems to be no focus in the plan on foot paths. An objective to create focused walking / cycling routes from all the new development to the centre would be ideal - there is a great one at the side of the Grove, but having clear, well-lit routes through the centre and to all the areas will both help people walk safely and bring people together on shared routes to the centre. (It would also</p>
79	I work in or near to Haddenham			<p>Need to widen footways</p>	<p>close to through traffic</p>	<p>Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;</p>	
80	I am a local resident who lives in Haddenham		<p>Improved crossing points at Fort End and next to the entrance to Haddenham Infant School would be helpful - it is hazardous crossing these roads with young children, especially during school drop off and pick up when there are lots of parents driving.</p>	<p>Please see my previous comment about crossing with young children. If the road layout is changed then pedestrians crossing with young children should be a primary consideration given the proximity to the schools. Pedestrian crossings at each junction would naturally slow traffic at peak times and normalise the dominance of 30 mph traffic. I am once more a hesitant cyclist and I see few other cyclists. The parking nightmare at beginning and end of school highlights the return to car dominance making it unsafe for cycling and less pleasant walking. Please be bold and persistent in trying to enable the safer walking/cycling environment that will benefit all. Thank you.</p>		<p>Lack of traffic lights and pedestrian crossings;lack of wheelchair and pushchair accessibility;</p>	<p>Glad that this consultation is happening and it is very important given the rate of growth of Haddenham.</p>
81	I am a student in or near to Haddenham	<p>I am a resident of Scotsgrove and my main concern is the volume of traffic and the sheer speed of traffic passing our properties at Scotsgrove cottages on the A418. It is becoming virtually impossible to safely join the A418 at Scotsgrove due to the speed of</p>	<p>For the benefit of all, we need action to make these changes happen, so that we can reclaim the streets/roads of the village. During the first lockdown with the removal of most traffic it was wonderful to see people of all ages out walking, cycling, scooting. I regained confidence to ride my bike again and it was thrilling seeing families with even very young children cycling. Sadly with the return to normal and the dominance of 30 mph traffic I am once more a hesitant cyclist and I see few other cyclists. The parking nightmare at beginning and end of school highlights the return to car dominance making it unsafe for cycling and less pleasant walking. Please be bold and persistent in trying to enable the safer walking/cycling environment that will benefit all. Thank you.</p>			<p>Speeding and aggressive driving and drivers not following the traffic rules;lack of traffic lights and pedestrian crossings;</p>	
82	I am a local resident who lives in Haddenham	<p>I feel the priority must be on providing the safest walking and cycling opportunities, encouraging the healthy, carbon neutral, forward looking choice.</p>			<p>It is important to slow the traffic through this difficult area of junctions to enable safe crossing, and still enable traditional Churchend activities to continue.</p>	<p>Speeding and aggressive driving and drivers not following the traffic rules;bad or missing sidewalks / sidewalks occupied by cars;</p>	<p>I appreciated the public consultation but was concerned by lack of people especially the younger to middle aged, (parents with families) attending. Perhaps there was greater attendance in the evening? do not know the response online but I have found doing this online very, very difficult and time consuming. Trying to read/edit comments in this little space is frustrating!. Have the schools been involved in the consultation? Public display of the Haddenham Streetscapes Improvements at the Village fête, 11th June ?</p>
83	I am a local resident who lives in Haddenham	<p>cycle track Haddenham/Thame not urgent ,to be on dry rising ground with lighting/ambulance access/security</p>	<p>We need an official green belt to isolate the village from nearby development. Make it special and marked</p>		<p>keep it special</p>	<p>Bad or missing sidewalks / sidewalks occupied by cars;</p>	<p>Fancy ideas become dated, therefore expensive. This survey too long, time consuming so wasteful.</p>
84	I am a local resident who lives in Haddenham					<p>Speeding and aggressive driving and drivers not following the traffic rules;lack of wheelchair and pushchair accessibility;lack of traffic lights and pedestrian crossings;bad or missing sidewalks / sidewalks occupied by cars;lack of street and area lighting.</p>	
85	I am a local resident who lives in Haddenham					<p>Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;</p>	
86	I am a local resident who lives in Haddenham	<p>Having double yellow lines in Thame road near the station</p>				<p>Bad or missing sidewalks / sidewalks occupied by cars;</p>	
87	I am a local resident who lives in Haddenham	<p>The road and pavement surfaces along Thame Road (and much of the rest of the village) desperately need improving. As someone who frequently walks around with a pushchair, the uneven surfaces are very difficult to navigate, and the road potholes mean that vehicles often splash pedestrians, as well as making it difficult to drive around. The width restrictions on Thame Road need reviewing, in particular the one near the Pegasus Way junction as this is too close to the junction to be safe. I would be in favour of removing the width restrictions and replacing with speed bumps, as they make the road surface wear away more quickly, many people just drive through impatiently when they don't have priority anyway, and they don't do much to slow down traffic during quieter times for instance late at night - as someone who lives near Thame Road you can still hear people driving dangerously fast out of the village along this road if they don't have to stop for others coming the opposite way.</p>	<p>Creation of a single roundabout would be much better as the double roundabout frequently causes confusion with people who don't know who has priority</p>	<p>Neither design addresses the difficulty of crossing as a pedestrian from Gibson Lane across to St Mary's Centre</p>		<p>Bad or missing sidewalks / sidewalks occupied by cars;</p>	
88	I am a local resident who lives in Haddenham	<p>Repair the ancient cobble footpaths especially at church end for the benefit of less able walkers and wheelchair users to St Mary's church and churchyard</p>		<p>Rebuild the cobble pathways to make them usable by people using walking aids</p>		<p>Lack of traffic lights and pedestrian crossings;Poor signage ;</p>	<p>Need to repair ALL the potholes. Need to create a path from church end to tiggwinkles and the entrance to dandas development</p>
89	I am a local resident who lives in Haddenham					<p>Speeding and aggressive driving and drivers not following the traffic rules;</p>	
90	I am a local resident who lives in Haddenham	<p>20mph speed limit essential. Urgently requires legal implementation.</p>	<p>20mph please. Atap.</p>			<p>Speeding and aggressive driving and drivers not following the traffic rules;lack of traffic lights and pedestrian crossings;</p>	
91	I am a local resident who lives in Haddenham					<p>Speeding and aggressive driving and drivers not following the traffic rules;</p>	
92	Own a property in Haddenham	<p>Yellow lines alongside station; remove pinch points as these cause more speed and dangerous driving. Actually mend the road surfaces properly</p>				<p>Bad or missing sidewalks / sidewalks occupied by cars;</p>	<p>Narrowing roads increases danger. Ensure clear pavement space and prohibit parking on pavements</p>
93	I am a local resident who lives in Haddenham	<p>Consideration should also be given to the damage to vehicles caused by speed humps and pollution caused by stop-start traffic at road-narrows sections.</p>	<p>We need to encourage people to walk or cycle rather than use cars. However, if cars are used, then they should not be damaged by speed humps or produce more pollution due to stopping every 200 metres.</p>	<p>Single roundabout makes much more sense</p>	<p>It will also need 20mph limit. Consideration needs to be given to buses that do a u-turn in this area.</p>	<p>Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars; Bad or missing sidewalks / sidewalks occupied by cars;Speeding and aggressive driving and drivers not following the traffic rules;lack of traffic lights and pedestrian crossings;</p>	<p>Beware that traffic may be forced to use other, less appropriate roads, such as Rudd's Lane or Willis Road</p>
94	I am a local resident who lives in Haddenham	<p>As a parent with a pram and young child in tow, the junctions and parking issues outside St Mary's church are a big concern. At school drop off and pick up, the roads are dangerous to pedestrians (mostly with young children), as there is no safe place to cross and it is difficult to identify which direction cars are turning due to the complicated junction. Having to push a pram around parked cars makes the situation worse. This is an area of the village that needs careful</p>				<p>Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;</p>	<p>Cars driving very fast around the bends on Gibson Lane and The Croft. There is limited pavement here and parents with children and prams have to walk on the road, around blind bends.</p>
96	I am a local resident who lives in Haddenham	<p>A village can have more than one centre.</p>				<p>Speeding and aggressive driving and drivers not following the traffic rules;</p>	<p>Speeding is one of the worst issues. Road surfaces very bad especially by Pegasus Way. Humps better than chicanes as road is used equally in both directions. Some very good proposals but stopping unnecessary traffic from using the village as a rat run would help keep numbers down.</p>
97	I am a local resident who lives in Haddenham					<p>Speeding and aggressive driving and drivers not following the traffic rules;bad or missing sidewalks / sidewalks occupied by cars;</p>	<p>The temporary cycle lane discouraged drivers using Thame Road as a short cut and encouraged drivers to drive more slowly. Now it has been removed the traffic has returned and often travelling in excess of 30mph increasing the danger and noise pollution.</p>
98	I am a local resident who lives in Haddenham	<p>Cycle lane to Thame please.</p>	<p>You need only 1 roundabout.</p>			<p>Lack of street and area lighting.</p>	
99	I am a local resident who lives in Haddenham					<p>Bad or missing sidewalks / sidewalks occupied by cars;lack of street and area lighting;lack of wheelchair and pushchair accessibility;</p>	

100	I am a local resident who lives in Haddenham	The Thame Road and Stanbridge road/ Woodways are a major issue. Get rid of traffic calming at Brown's and near Bridens way	Improve pavements for all users and especially wheel chairs and prams etc	No idea what the roundel is or the double roundabout??? Any info?	Improve this survey as the questions are ridiculous	Speeding and aggressive driving and drivers not following the traffic rules;	I suggest that the parish Council walk all the pavements of haddenham with a pram and wheelchair, in the rain. You would see how awful the pavements are. Also, spend money on clearing the drains which are always blocked
101	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	
102	I am a local resident who lives in Haddenham					Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;Lack of street and area lighting;Lack of wheelchair and pushchair accessibility;	
103	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;	
104	I am a local resident who lives in Haddenham		We need to have double yellow lines on the exits of the roundabout as people pre-empt crossing points are key, removal of the formal lines would be chaos! Speed park too close to the junction. And no parking on the curb signs!	Restrictions crossing points are key, removal of the formal lines would be chaos! Speed park too close to the junction. And no parking on the curb signs!	Speeding and aggressive driving and drivers not following the traffic rules;	Speeding and aggressive driving and drivers not following the traffic rules;	Although only twice a day, the car parking around the schools is a big issue, but also people parking across curbs
105	I am a local resident who lives in Haddenham	Making junction of Stanbridge road and Woodways much safer. Traffic calming on main routes through village. Safe pedestrian and cycling routes out of the village (to Thame & Aylesbury)	Take away the right or one parking bays on the road by the station, it should never have been there in the first place it is an accident waiting to happen. Cars coming toward the village charge through and anything behind them follows through, they do not consider they should give way to oncoming traffic.		Surely that junction can be simplified? The complicated lane through the 'triangle' seems unnecessary and could be completely 'filled in' with a green area I'd have thought?	Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;	
106	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;	
107	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;	
108	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	
109	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;	
110	I am a local resident who lives in Haddenham					Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;Lack of wheelchair and pushchair accessibility;	
111	I am a local resident who lives in Haddenham	With the significant increase in traffic travelling to and from the Haddenham Garden Centre and the Grove housing development something needs to be done to reduce the volume of vehicles that travel along Anton and Station Roads. This is not good for the centre of the village and often these vehicles are travelling a high speeds which is a worry for the children in the area near the pond and especially at school times. Due to the traffic calming measures on Woodways and Thame road this is now seen as a quicker route the other side of Haddenham and will only get worse when the Grove estate is finished.	Improve paving quality and width of pavements to make them safe for prams/sugges and wheelchair users	Improvement to quality of pavement surfaces and widening of pavements	Improvement to quality of pavement surfaces and widening of pavements	Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;Lack of street and area lighting;Lack of wheelchair and pushchair accessibility;	Quality of surfaces on pavements is extremely poor across the village making it extremely hard for prams and wheelchairs to get around
112	I am a local resident who lives in Haddenham					Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;Lack of street and area lighting;Lack of wheelchair and pushchair accessibility;	
113	I am a local resident who lives in Haddenham	I like all option 2's in the design previews	Stop the village centre being a cut through for traffic and close some of the roads. You could create no/low drive zones at peak times for kids to walk and cycle to school safely	One single roundabout is better and clearer	Need to slow the traffic down. It is often hard to cross safely with young children here	Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	
114	I am a local resident who lives in Haddenham	I think the vision should also include addressing currently dangerous road layouts and intersections				Lack of traffic lights and pedestrian crossings;Bad or missing sidewalks / sidewalks occupied by cars;Speeding and aggressive driving and drivers not following the traffic rules;	
115	I am a local resident who lives in Haddenham	Promote a safe cycling route around the village/to the train station for children				Speeding and aggressive driving and drivers not following the traffic rules;Lack of traffic lights and pedestrian crossings;	
116	I am a local resident who lives in Haddenham	Make Haddenham a pedestrian and nature friendly village	Discourage car use for short journeys eg to shops and school. Enforce idling legislation.		Need large green space. Do away with massive amount of tarmac.	Speeding and aggressive driving and drivers not following the traffic rules;	Route cause of traffic problems in Haddenham is speeding and overuse of cars for short journeys. Need to make driving less attractive and walking more attractive. Also need to give ab place to nature to provide a better environment for all living things
117	I am a local resident who lives in Haddenham	Entrances (gateways?) to the village are surely crucial, establishing as they do the distinctiveness of the village and emphasising the difference between its roads and miles of tarmac elsewhere.	Part of the character of Haddenham is already gone with the new housing development ments and the influx of people we are unfortunately loosing Haddenham's charm. I have lived here all my life with my parents and I still can't afford a home here. I also work and need my car to get to work everyday. Not everyone can walk to work in a coffee shop with a latte and a laptop...truly affordable homes would be a better use of time.	Haddenham is a multifacial village. To talk of its centre (as one thing) is misleading and might take the consultants up the garden path.	Why fix something that really doesn't need fixing?	There isn't a issue;	
118	I am a local resident who lives in Haddenham	The report does not address the issue of commuter parking which appears to be consistently "kicked down the road", when will this issue be resolved?	The issue of commuter parking needs to be resolved. A solution is long overdue yet the issue doesn't even feature within the scope of the project	The issue of commuter parking needs to be resolved	Reduce school traffic at peak times by arranging parking elsewhere	Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	Entry-points to the village are very important, as above.
119	I am a local resident who lives in Haddenham					Lack of traffic lights and pedestrian crossings;	The issue of commuter parking needs to be resolved
120	I am a local resident who lives in Haddenham	Further to your useful exhibition of some of the possibilities of traffic calming for the village using the Ben Hamilton Bailie Dorset model as a guide. 1.Stanbridge Road/ Woodways Crossroad One omission is the Stanbridge Road crossroads at the eastern entry to the village, there is constant speeding going N and OUT of the village. An attempt must be made to curtail the use of the East West route through the village by speeding drivers and white vans as a general 'rat run'. Clearly any provision will not completely deter these drivers but the existing free-flow form of the existing poorly designed traffic measures a thing of the past and this making it less likely that this becomes the habitual FAST route avoiding the A418. 2.General Signage Could any new provisions and the existing constraints be coupled to remove a large number of the ugly urban signage in the village, which we better to consider, i.e., 20/30mph signs etc. For example: Banks road going into Fort End (i.e. east to west) includes ugly urban signage together with terrible concrete curbing. The view into the conservation area looking west is particularly poor when walking or driving into Fort End. 3.Browns/Thame Road Crossroads (at the Rising Sun Pub) This is a difficult exit coming from the south side of Townside. It is blind to drivers trying to exit from Townside. There is no signage to indicate there is a difficult crossroads. 4.Fort End There is a tendency for drivers going east to west from Fort End believing they are free of any further traffic calming constraints, they then accelerate hard but have to break hard for either the junction and/or the first of Thame Road traffic calming measures. The combination of the junction and traffic calming needs attention to moderate speeding and facilitate a clearer exit from Townside. This may help to further control the speed of traffic running west to east because drivers coming through Fort End assume they have a clear run through after the bend round House of Spice so speed up assuming they have a clear run into Banks Road. Realising their mistake, they have to break hard but run out of road, so mount the curb and run onto the footpath. There is also a conflict with the entrance to the Banks Road shopping area, the two traffic calming measures and the	See previous notes	See previous comments	Neither idea seems dramatically better for car and pedestrian safety	Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;	
121	I am a local resident who lives in Haddenham	A 20mph limit throughout the village would be the most cost effective means of achieving the study. Average speed cameras at the five entrances to the village and one or two in the centre would enable enforcement with minimal need for infrastructure change.	The parish council should look at ways of encouraging active travel including support in principle for a cycle maintenance business to open in Haddenham, possibly in association with Chiltern Railways. 20mph limit is urgently need. Enforcing the cutback of hedges or bushes that encroach the footpaths which narrows the footpath, especially along the right hand side of Thame road between Browns and the Rising Sun, making it quite unsafe for the elderly or less stable walkers. Widening and leveling of footpath along Thame Road. Removal of traffic calming chicanes and replace with speed tables to improve flow of traffic and reduce concentration of traffic on one side of the carriageway which causes surface degradation. Installation of vehicles activated speed signs on Pegasus Way (in both directions), Stanbridge Road (in both directions) and Thame Road (in both directions). And finally, apply more pressure on the highways dept to resurface (properly) the stretch of Thame Road from the station extra vigilant due to the number of people in the area.	See previous notes	The information on the website given for option one is very sparse so it is hard to what benefits it would have. Whilst such measures may reduce the speed of new and occasional visitors, effective measures are needed to prevent local boy racers driving quickly through landscaped areas. The most effective way would be a 20mph limited with major shopping centre: pedestrians should be able to cross at various points along the road;	Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	Effective enforcement of 20mph limits is key to achieving the objectives. Average speed signs are a way to do this but will need protection from local criminals. Local councillors need to lobby Bucks council and Thames Valley police to get support for this. To support
122	I am a local resident who lives in Haddenham	I would be delighted to see streetscape designs that naturally slow speeds and believe this is the most effective way. However, we also need the back-up of a village-wide 20 mph speed limit (also proven to reduce speeds), because there is no way the entire road system of this village could be redesigned, and even the implementation of limited areas will take many years due to financial constraints. Lowering the speed limit to 20 mph has a bigger impact on faster roads than on those already at or below 24 mph (see research from Portsmouth quoted in government guidance on setting speed limits). A single speed limit throughout the village is also clearer and allows for better messaging, whilst applying 20 mph in certain areas, such as outside schools, is of little help to vulnerable road users travelling too those places, and sends out the message to drivers that they should speed up outside those zones. Given the current and predicted growth, traffic issues are only going to get worse, so bold action is required; for instance restricting certain routes and reallocating space away from cars. For those who are able, walking or cycling should be the first choice to get around the village, which is still small enough to be easily navigable. There should therefore be no part of the village that a responsible child should not feel safe cycling in. In combination with the adoption of (ideally shared) electric vehicles, reduction of driving is a key part of				Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	
123	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	
124	I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;Lack of traffic lights and pedestrian crossings;	

125 I am a local resident who lives in Haddenham	Would like there to be a ban on through traffic which could use the A418. Want the village to be safe for people walking and cycling and reduce pollution	We need a safe cycle way through Haddenham and onwards towards Thame via the station			Speeding and aggressive driving and drivers not following the traffic rules;	Please reduce traffic through the village and maybe make Thame road a cycle way from Station to A418 then new cycle path along flood plain to Thame
126 I am a local resident who lives in Haddenham		Eliminate the pavement on one side of the road. Make the other side bike and pedestrian friendly			Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;	
127 I am a local resident who lives in Haddenham	We really need to improve Church end at school time, as a parent who walks two young children to school/pre school each day it is a death trap trying to cross the roads! It would also be useful to entertain the idea of a zebra crossing between the parade of shops and the village hall, that section is so incredibly dangerous in the morning.	Double yellow lines back by the station!			Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Lack of wheelchair and pushchair accessibility;	We really need a path from the garden centre to st Mary's school to stop us waking in the road
128 I am a local resident who lives in Haddenham	I think that prioritising measures to reduce the need for car use is particularly important	Road surfaces in particular on approach to station. Access from development north of the village to village amenities. Cycle and walking access points are needed to avoid the temptation to use a car. I am particularly concerned about the new Redrow development having no direct access to station as cars are likely to go round Dollcot which cannot take any more traffic. Traffic has already noticeably increased since the new houses were built. Dollcot road surface is also dangerous for cyclists which used to be less of an issue when the road was so quiet. Would it be possible to make a more official cycle route through the industrial estate? I am currently going that way to avoid the Thame Road but the speed bumps are a pain. The cycleway in front of the Coop is pointless; there is no dropped curb for me to access it when cycling from the station. Anyway cyclists and pedestrians don't actually mix that well (although I do use Spitfire way successfully). Better cycle access to station - I ended up using the roundabout when arriving and leaving as getting in and out by the bridge is difficult.	Tree planting good. Of course if Thame Road was no trough road this would have impact on this junction and Churchway	Good idea to address the road markings. The area near to the church is blighted by the parked cars but I don't see what you can do about that at not allowing cars to park would be problematic	Unhefful questions as it depends entirely on where you are trying to cross;	I am delighted you are doing this review. Reducing the need to drive around the village is the most important factor for me and reducing external through traffic is a close second. To reduce car traffic walking and cycling needs to be safe - visuals are a nice to have but are much less important. The single most effective thing you could do to improve cycle safety is to sort out the Thame Road surface (and other roads within the village). A very simple safety measure would be to put temporary signs on either end of Thame Road saying road surface failed. Beware cyclists avoiding pot holes. Would have been cheaper and far more effective than the cycle lane which I personally thought was farcical (and pre pandemic I did cycle to station for my commute so I have direct experience). For pedestrians reducing traffic and slowing it down would actually cut the need for crossing points. road narrowing like on Thame Road helps pedestrians to cross even if it is ugly to look at.
129 I am a local resident who lives in Haddenham	There is a need to slow everything down and stop the village green being used as a massive car park/short cut for large vehicles	Create a car park for the Church school and a pavement linking the new development to the school to allow safe walking. Put double yellow lines on the dangerous corner by the Church Hall where cars are dumped and make it very dangerous to drive - speed platforms to make people slow down in this area would be good		The school needs to be allowed to build a car park and have a more sensible access policy so children and prams are not wandering all over the place. Some kind of speed platform and 20mph with a means of enforcement.	Speeding and aggressive driving and drivers not following the traffic rules;	
130 I am a local resident who lives in Haddenham	Traffic calming along Stanbridge road from crossroads to garden centre would also be	Crossroads by surgery needs addressing - Mini roundabout possibly?			Speeding and aggressive driving and drivers not following the traffic rules;	Traffic calming is necessary
131 I am a local resident who lives in Haddenham					Lack of street and area lighting;Lack of wheelchair and pushchair accessibility;	
132 I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;Lack of traffic lights and pedestrian crossings;Bad or missing sidewalks / sidewalks occupied by cars;	
133 I am a local resident who lives in Haddenham					Lack of street and area lighting;	
134 I am a local resident who lives in Haddenham	This needs to be an organised, holistic solution, implemented in a sensible way, not months of roadworks and closures.	Again, it needs to be done holistically, addressing future growth requirements, and extending out to Stan bridge (priorities or replacing bridge) and exiting Haddenham road onto the A4129 at Kingsey.	For some reason this area causes total confusion, and is a death trap at most times, not just school run & rush hour. It must be simplified and calmed, with obvious priority from all directions.	Anything to improve the confusing junction, and really believe parking outside the church should be limited or banned.	Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;	
135 I am a local resident who lives in Haddenham	The investment in the double roundabout is near pointless, if you cannot navigate it then you should question your ability to use the roads. I feel all of the proposals neglect the route cause of the issue which is speed, cars entering the village via woodways often do so at speeds in excess of the 30mph limit and do not slow down until the first speed hump at the school! Traffic and speed calming all the way through the village when coming via the train station but via woodways is woefully				Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;	
136 I am a local resident who lives in Haddenham	Need for traffic calming measures and speed limit (20 mph) particularly on Station Road. Cycle pathways around village.				Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	A pavement is badly needed along Aston Road
137 I am a local resident who lives in Haddenham	This review seems non-inclusive and confusing. Is it led by the Parish Council or unselected interests? Any plans require a democratic vote. Surely a lot of this is Bucks council responsibility - why is Parish council money being spent. We have seen the debacle regarding Green Lane - is history not repeating itself? A self-appointed group seems to be getting away	This is a poorly written questionnaire- once a week or never as options? Question 10 parts are obscure	It's fine	The only useful proposals in this review- have we paid someone to do this?	Speeding and aggressive driving and drivers not following the traffic rules;	
138 I am a local resident who lives in Haddenham	Too much emphasis on restricting traffic. There are residents who cannot walk or cycle.	Improve the state of both roads and pavements-they are a total disgrace! Remove all traffic calming obstructions as they increase pollution and enforce existing speed limits.	Stop parking in that area. It's a danger to all pedestrians and motorists.	Parking at school pickup time is dangerous. The school should provide a safe area where parents can park and collect their children. Do all of these children live out of the village and need picking up by car?	Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	Don't prioritise pedestrians and cyclists. Some residents HAVE to use cars. Also stop parking on pavements.
139 I am a local resident who lives in Haddenham	Need better cycle routes ,20mph through villages and prevent parking near schools, perhaps reward children with book tokens if they walk to school	Cycle routes removing white lines is creating further issues	Zz	Prevent car parking 8.40-9 and then at school end times it's chaos with parents etc parking badly	I don't have issues;	Crossing may be useful by garden centre and doctors
140 I am a local resident who lives in Haddenham	Speeding into the village from Churchway past Rosemary and Rudds Lane is going to cause a terrible accident. Please focus on slowing traffic coming into the village and up Stanbridge Road.	Speeding into the village from Churchway past Rosemary and Rudds Lane is going to cause a terrible accident. Please focus on slowing traffic coming into the village and up Stanbridge Road.			Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;	Speeding into the village from Churchway past Rosemary and Rudds Lane is going to cause a terrible accident. Please focus on slowing traffic coming into the village and up Stanbridge Road.
141 I am a local resident who lives in Haddenham		I still like my idea of a land train between the juniors and St Mary's to improve parking and safety.	Visibility needs addressing. Maybe a single roundabout would help with this	Prevent the parking and narrowing between St Mary's centre and the former butchers, so people don't need to be on the wrong side of the road when driving up.	Speeding and aggressive driving and drivers not following the traffic rules;	The crossroads by the medical centre needs consideration.
142 I am a local resident who lives in Haddenham	The lighting of the main routes to around the village needs to be thought about as it is not currently fit for purpose. It's too dark and makes cycling less safe	The road and pavement surfaces are too bad to sadly allow most forms of non car transport, this needs to be looked at.	Please think about how to improve safety for cycling		Lack of street and area lighting;Bad or missing sidewalks / sidewalks occupied by cars;Lack of traffic lights and pedestrian crossings;	
143 I am a local resident who lives in Haddenham	If you make Haddenham inaccessible to vehicles or difficult local business which have been in decline for many years will suffer and close to the detriment of the local communities. People like local shops but they have to be serviced by delivery vehicles and customers or they close. The cycle lanes at Fort End are detrimental to aesthetics of the village and maybe a rethink of their presentation could be considered. Solving Haddenham with large road surface large white lines & 20 mph signs will be the first introduction of my much loved village into a	Gateways are not a way forward, many over the country are now being dispensed with a trial that has not worked in other parts of the UK. Haddenham streets are narrow enough already (High St. / Townside) and lots of parked cars already cause vehicle speeds to be reduced ve loa	no	no	Bad or missing sidewalks / sidewalks occupied by cars;	
144 I visit Haddenham, for example to use the town centre services and facilities such as shopping, hospitality, entertainment or visitor attractions.					Lack of traffic lights and pedestrian crossings;	Please try to keep the village looking like a village and not destroy it with over bearing vehicle signage for problems that are not really there (check actual data for RTC's) before change is made? Thankyou stats from accidentntf
145 I am a local resident who lives in Haddenham					Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	
146 I am a local resident who lives in Haddenham					Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;	

147 I am a local resident who lives in Haddenham				Bad or missing sidewalks / sidewalks occupied by cars;Lack of wheelchair and pushchair accessibility;	Multiple choice do not always give the relevant answer eg. I park on my driveway, not in any of the spaces given as options.
148 I am a local resident who lives in Haddenham		I find it very strange why this is a double roundabout, it makes it far to confusing and simply pointless when a single roundabout would do. There are many examples of this across Bucks, but that's a different conversation. A single roundabout which improved road crossing for pedestrians would be most advantageous.	two simple T junctions at the end of churchway and church end would be fine, no harm in having the feeder lanes and creating the green space from this. I feel that removing markings might confuse drivers more	Bad or missing sidewalks / sidewalks occupied by cars;Lack of street and area lighting;Lack of wheelchair and pushchair accessibility;	
149 I am a local resident who lives in Haddenham			Green space at the junction of Church Way and Station road would more clearly delineate and clarify the carriageway for road users and offer enhanced environmental benefits.	Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;Lack of street and area lighting;Lack of wheelchair and pushchair accessibility;	As Haddenham continues to grow in size, further development should better integrate safer access infrastructure. A more general commitment to encouraging pedestrian and mobility vehicle use and discourage car use is long overdue.
150 I am a local resident who lives in Haddenham	This is all very well and laudable, but there must 1st be a plan to deal with the appalling state of the roads in the village, which make cycling extremely hazardous, even walking risks a serious soaking from cars driving thro potholes, and risk serious damage to residents' cars. Priority also needs to be to deal with the volume of traffic coming into the village via Woodways, not just to the station but to the industrial estate & driving through Station parking in Sheerstock. Consider other options - keep parking to one side of the road, widen paths. Streetscape options - not sure if any of the options for fort end go far enough. Parking for Norsk major problem. Station Road and Church End - green area in middle seems a good idea.	As per my previous comments, spending priorities must be to deal with the appalling state of the roads in the village & to deal with the traffic coming into the village along Woodways, not just to the station, but also to the industrial estate and through traffic.	Again, without improvements to the conditions of the roads and measures to address the amount of traffic through the village I would question the priority of this.	Bad or missing sidewalks / sidewalks occupied by cars;Speeding and aggressive driving and drivers not following the traffic rules;	There also need be plans to address the through traffic driving down Churchway instead of using Stanbridge Road.
151 I am a local resident who lives in Haddenham				Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;	
152 I am a local resident who lives in Haddenham		I agree that driving and in particular parking are issues, but the last idea of pro cycling was a disaster. We should all be able to share the roads beneficially to each other.		Lack of traffic lights and pedestrian crossings;	
153 I visit Haddenham, for example to use the town centre services and facilities such as shopping, hospitality, entertainment or visitor attractions.				Lack of street and area lighting;Speeding and aggressive driving and drivers not following the traffic rules;Lack of wheelchair and pushchair accessibility;	
154 I am a local resident who lives in Haddenham	The village is currently car-dominated, which does not fit with our necessary zero-carbon future. Green spaces with reduced motor vehicle traffic have been shown to be beneficial to communities. One of the major issues that contributes to traffic noise and disruption in Haddenham is the noisy acceleration of vehicles as they move towards the exit of the village and move away from current traffic management measures (such as the speedbumps on Woodways). The current traffic management measures are useful but I feel a better and more widely useful vision would be to focus on traffic calming and avoidance measures through the village as a whole rather than individual focus on traffic	Measures need to reduce vehicular traffic and speed. As a resident living towards the outskirts of the village, I would strongly be in favour of a speed-limiting gateway, as vehicles exit and enter the village past residential housing at the national speed limit, having sped up in advance or not slowed down in sufficient time.	This junction is dangerous to traverse as a pedestrian, and difficult when busy to pass when in a car. Vehicular speed needs to be slowed, potentially by reducing the road space, and pedestrian routes across clearly defined. Diagonal pedestrian routes across the junction should also be considered.	This is a highly picturesque area in front of the iconic church, frequently used for events. It should be as green as possible, with higher priority for pedestrians than vehicular traffic to make it an enjoyable and safe location for residents and visitors.	I would encourage these proposals to be as ambitious as possible. As stated earlier, I would be very in favour of gateway points across the village, to reduce the speed of vehicles entering and exiting the village. It has been shown in traffic surveys by Rectory that vehicles travel in excess of 60mph outside our property at 3 Woodways, therefore the village entry point at Lower Road/Woodways would be a key place to have such a measure. The Stanbridge Road / Woodways crossroads has been a key accident blackspot - a combined approach of reducing speeds on Stanbridge Road along with a chicane or village gateway on Lower Road/Woodways would reduce incidents at this junction by reducing vehicular speed.
155 I am a local resident who lives in Haddenham		Exit and entry points to the village are a particular problem as they seem to be used by people using Haddenham as a cut through route. Changing the speed limit to 20 mph would be great but would need to be implemented with measures to improve compliance (the current 30mph speed limit is rarely adhered to at entry/exit points).		Speeding and aggressive driving and drivers not following the traffic rules;	Issues on Stanbridge road around compliance with speed limits continue onto to entrance/exit of the village on Woodways - the two problems do seem to be linked together.
156 I am a local resident who lives in Haddenham		I think that removing white lines will just cause vehicles to drive more in the centre of the road, particularly around bends. There are some junctions (e.g. Churchend) where the removal of lines would cause absolute chaos. It's bad enough at the moment with people ignoring them, so with none at all, it would be a free for all. People just would not know the rules.	People are confused enough at the junction with the current road markings, so no markings would cause chaos. The biggest issue is the school parking. As the school has expanded it has got ridiculous and is an accident waiting to happen. They now park down to the junction of Townside meaning cars approach Churchend on the wrong side of the road without a clear view of what's ahead. The problem is further increased by cars parked on the bend next to the St Mary's centre. These block the view of traffic from both directions. Cars have to be in the middle of the road to take the bend with no view of what is coming the other way.	Lack of traffic lights and pedestrian crossings;Speeding and aggressive driving and drivers not following the traffic rules;	Sheerstock parking and commuter parking on Thame Road by the station. We also need a safe cycling route to Thame. This would reduce the number of commuter cars parked on the streets.
157 I am a local resident who lives in Haddenham	Future proofing to include electric charging points.	Please no crossings immediately after roundel. This causes traffic to back-up in busy periods, blocking traffic flow.	Please take into consideration all of the cars which park along both ends of this stretch of road. It significantly reduces the space for manoeuvring around additional islands/landscaping.	Lack of traffic lights and pedestrian crossings;Lack of wheelchair and pushchair accessibility;	Consider reintroducing double yellow in front of the station. The cars there are a hazard in the morning. Blocking traffic flow and impeding the visibility of pedestrians. Also consider idle vehicles are worse for the environment and human health. Too many traffic calming measures or unintentional bottlenecks will have a negative impact in this way.
158 I visit Haddenham, for example to use the town centre services and facilities such as shopping, hospitality, entertainment or visitor attractions.	Essential to build the greenway to Thame	Take space from the roads to make it safer for pedestrians and slow speeds.		Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;Lack of wheelchair and pushchair accessibility;	
159 I am a local resident who lives in Haddenham	what happened to our village community ? so sad it no longer exists !	leave it as it is stop developing and house building	LEAVE IT ALONE / STOP CHANGING EVERYTHING IN OUR VILLAGE	PLANNING BEFORE OVER POPULATING;	RESPECT THE ORIGINAL VILLAGE STOP CHANGING EVERYTHING... IT IS VERY SAD WATCHING OUR VILLAGE COMMUNITY BEING DESTROYED BY OVER POPULATION .
160 I am a local resident who lives in Haddenham				Speeding and aggressive driving and drivers not following the traffic rules;	
161 I am a local resident who lives in Haddenham	A priority should be to make cycling in the village and to nearby destinations (Thame and Aylesbury) safer	Improving the quality of the Thame Road road surface should be a priority - it is a hazard to cars and cyclists.		Lack of traffic lights and pedestrian crossings;	
162 I am a local resident who lives in Haddenham				Lack of wheelchair and pushchair accessibility;Lack of traffic lights and pedestrian crossings;	

<p>163 I live at 6 Fort End</p>	<p>PLEASE bear in mind the changes to the green and parking at Fort End have huge and dismal implications for the residents who actually live in the houses overlooking the green, "and" the businesses desperately trying to make a living in the square. Whilst the changes to the road layout on the s-bend and the crossing points are welcome, the rest is terribly thought out, even if you think it'll look "nicer" for those who occasionally visit for a coffee etc. Spare a thought for those who deal with it 24/7 I am responding to this consultation based on my knowledge of road safety stemming from my experience as a driving instructor in Haddenham, as well as my experience of pedestrian behaviour and safety, particularly of school children, stemming from my time as a former teacher and head of Haddenham Community Junior School Improving these three areas will have some benefit for traffic flow and pedestrian safety in Haddenham. I therefore support the principle that some alterations should be made at all three sites. At all three sites, I feel that the proposed option 2 would be preferable. Fort End Initial idea 2 would seem preferable as it creates a larger green space and a simpler flow of traffic. Double Roundabout Again, initial idea 2 seems preferable, due to the simpler road layout it would create. From my experience as a driving instructor, I know that double roundabouts cause difficulties for many drivers, particularly inexperienced ones, and a single roundabout would improve the flow of traffic and reduce the risk of accidents. Church End Here, I also support initial idea 2, as it would clarify the traffic flow at Church End junction and thus improve road safety. The creation of an additional small green space would also be an advantage. Looking at traffic flow and safety in Haddenham more widely, I feel that these schemes, while beneficial, will only provide limited improvements. There are bigger issues with Haddenham's streets than are being tackled here. The two main ones are: 1. The dated and unsafe chicane system on Thame Road overloads the road surface in some areas and creates potholes and thus a hazardous road surface. From my own experience and from conversations with fellow cyclists, this is a major reason why residents are reluctant to cycle to and from the station. Increased traffic due to new housing and the unsuitable design at the station, where parked cars in addition to the chicane cause congestion is also a significant problem on Thame Road. This may be beyond the remit of the parish council and may need action by Buckinghamshire Council to fix. Finally, the general problem with the chicanes is that they don't always slow drivers down, but often tempt</p>	<p>I am responding to this consultation based on my knowledge of road safety stemming from my experience as a driving instructor in Haddenham, as well as my experience of pedestrian behaviour and safety, particularly of school children, stemming from my time as a former teacher and head of Haddenham Community Junior School Improving these three areas will have some benefit for traffic flow and pedestrian safety in Haddenham. I therefore support the principle that some alterations should be made at all three sites. At all three sites, I feel that the proposed option 2 would be preferable. Fort End Initial idea 2 would seem preferable as it creates a larger green space and a simpler flow of traffic. Double Roundabout Again, initial idea 2 seems preferable, due to the simpler road layout it would create. 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There are bigger issues with Haddenham's streets than are being tackled here. The two main ones are: 1. The dated and unsafe chicane system on Thame Road overloads the road surface in some areas and creates potholes and thus a hazardous road surface. From my own experience and from conversations with fellow cyclists, this is a major reason why residents are reluctant to cycle to and from the station. Increased traffic due to new housing and the unsuitable design at the station, where parked cars in addition to the chicane cause congestion is also a significant problem on Thame Road. This may be beyond the remit of the parish council and may need action by Buckinghamshire Council to fix. Finally, the general problem with the chicanes is that they don't always slow drivers down, but often tempt drivers to speed up to get through the barrier first, thus exacerbating the general problem of drivers speeding through the village. 2. The site where the majority of serious accidents in the village seem to have occurred is the hazardous crossroads at Woodways/Stanbridge</p>	<p>PLEASE bear in mind the changes to the green and parking at Fort End have huge and dismal implications for the residents who actually live in the houses overlooking the green, "and" the businesses desperately trying to make a living in the square. Whilst the changes to the road layout on the s-bend and the crossing points are welcome, the rest is terribly thought out, even if you think it'll look "nicer" for those who occasionally visit for a coffee etc. Spare a thought for those who deal with it 24/7</p> <p>I am responding to this consultation based on my knowledge of road safety stemming from my experience as a driving instructor in Haddenham, as well as my experience of pedestrian behaviour and safety, particularly of school children, stemming from my time as a former teacher and head of Haddenham Community Junior School Improving these three areas will have some benefit for traffic flow and pedestrian safety in Haddenham. I therefore support the principle that some alterations should be made at all three sites. At all three sites, I feel that the proposed option 2 would be preferable. Fort End Initial idea 2 would seem preferable as it creates a larger green space and a simpler flow of traffic. Double Roundabout Again, initial idea 2 seems preferable, due to the simpler road layout it would create. From my experience as a driving instructor, I know that double roundabouts cause difficulties for many drivers, particularly inexperienced ones, and a single roundabout would improve the flow of traffic and reduce the risk of accidents. Church End Here, I also support initial idea 2, as it would clarify the traffic flow at Church End junction and thus improve road safety. The creation of an additional small green space would also be an advantage. Looking at traffic flow and safety in Haddenham more widely, I feel that these schemes, while beneficial, will only provide limited improvements. There are bigger issues with Haddenham's streets than are being tackled here. The two main ones are: 1. The dated and unsafe chicane system on Thame Road overloads the road surface in some areas and creates potholes and thus a hazardous road surface. From my own experience and from conversations with fellow cyclists, this is a major reason why residents are reluctant to cycle to and from the station. Increased traffic due to new housing and the unsuitable design at the station, where parked cars in addition to the chicane cause congestion is also a significant problem on Thame Road. This may be beyond the remit of the parish council and may need action by Buckinghamshire Council to fix. Finally, the general problem with the chicanes is that they don't always slow drivers down, but often tempt drivers to speed up to get through the barrier first, thus exacerbating the general problem of drivers speeding through the village. 2. The site where the majority of serious accidents in the village seem to have occurred is the hazardous crossroads at Woodways/Stanbridge Road, which is also not addressed by these proposals. A mini roundabout at this location might solve many issues here, as well as naturally slowing traffic on Woodways. Sue Lewin</p>
<p>164 I am providing a response on behalf of an organisation</p>	<p>Success dependent on 'policing' eg parking, speed limits</p>	<p>Without improved buses travelling within village other than by car for less mobile people is impossible.</p>	<p>Bad or missing sidewalks / sidewalks occupied by cars;</p>	<p>Speeding and aggressive driving and drivers not following the traffic rules;</p>
<p>165 I am a local resident who lives in Haddenham</p>	<p>Success dependent on 'policing' eg parking, speed limits</p>	<p>Without improved buses travelling within village other than by car for less mobile people is impossible.</p>	<p>Speeding and aggressive driving and drivers not following the traffic rules;</p>	<p>Parking on pavements</p>
<p>166 I am a local resident who lives in Haddenham</p>	<p>The vision is not very inspiring! The particular strip mentioned in the vision is one of several challenges. Of equal concern is Stanbridge Road. I like the individual objectives.</p>	<p>Reducing the radius of junction corners, slowing cars and making crossing on foot easier. Protecting and encouraging casual cyclists. Reducing through traffic. Gateways to include to greenways, highlighting links to other communities.</p>	<p>One of the issues with the current design is that the chicane to the west leads vehicles to speed through the roundabouts approaching from Woodways. A distinct offset is required to reduce this.</p>	<p>Speeding and aggressive driving and drivers not following the traffic rules;</p>
<p>167 I visit relatives in Haddenham</p>	<p>Parking during school drop off and pick for St. Mary's creates dangerous conditions for anyone trying to travel along Station Road near the village green. This is particularly an issue by St. Mary's Centre with cars parked outside creating a blind spot on the bend. This coupled with parked cars makes the road a single lane and a collision is inevitable. I would suggest a small section off double yellow lines on the corner outside St. Mary's Centre to improve visibility and safety.</p>	<p>Double roundabouts are confusing and therefore a hazard</p>	<p>Speeding and aggressive driving and drivers not following the traffic rules;Bad or missing sidewalks / sidewalks occupied by cars;</p>	<p>I remember the state of Fort End, Churchway/Woodways and Church End from my school days before previous attempts at improvement; the speed reduction measures in Thame Road work and would work in Stanbridge Road, but any use of traffic lights to control pedestrian crossings would not suit a rural environment</p>
<p>168 I am a local resident who lives in Haddenham</p>	<p>I strongly support the construction of a cycle track to Thame and to Aylesbury. Yesterday I cycled from Aylesbury to Haddenham. Aylesbury to Stone is fine but after that the cycle track is awful before disappearing altogether. A link to Green Lanes is required. The A418 and Lower Roads are far too busy</p>	<p>The roundabout at the top of Churchway by the village hall is dangerous because it seems road users have forgotten the Highway Code of give way to the right. Also the junction by the medical centre is still dangerous despite new signs and again issues with knowledge of the Highway Code as to who has right of way.</p>	<p>Cars travelling towards the church from Churchway think they have right of way and often pull straight out without stopping even with giveaway road markings. I hate to think what would happen without the road marking! Accidents unfortunately.</p>	<p>Speeding and aggressive driving and drivers not following the traffic rules;</p>
<p>169 I am a local resident who lives in Haddenham</p>	<p>I strongly support the construction of a cycle track to Thame and to Aylesbury. Yesterday I cycled from Aylesbury to Haddenham. Aylesbury to Stone is fine but after that the cycle track is awful before disappearing altogether. A link to Green Lanes is required. The A418 and Lower Roads are far too busy</p>	<p>The roundabout at the top of Churchway by the village hall is dangerous because it seems road users have forgotten the Highway Code of give way to the right. Also the junction by the medical centre is still dangerous despite new signs and again issues with knowledge of the Highway Code as to who has right of way.</p>	<p>Cars travelling towards the church from Churchway think they have right of way and often pull straight out without stopping even with giveaway road markings. I hate to think what would happen without the road marking! Accidents unfortunately.</p>	<p>No problem ;</p>
<p>170 I am a local resident who lives in Haddenham</p>	<p>Thame Road is the major artery of the village and both pavements and road surface need to be in a good condition (maintained!) to ensure all users can use it safely. Traffic calming is needed to ensure vehicles do not speed on the straight sections. I believe the current 'chicanes' should be removed and more effective speed restrictions should be designed. I believe the two bus stops by the railway bridge should be removed, as there is a larger stop within the Station forecourt, which is safer for passengers (including school children) as much as possible, the new road design within the village should be sympathetic, but designed with the intention of reducing through traffic and</p>	<p>Encourage the owners of the Station Car Park to reduce the daily cost, as this is a barrier to commuters parking there (and thus parking in streets near the station). Double yellow lines to be reinstated on Thame Road near the station - the combination of bus stops, parked vehicles, Sheenstok and Pegusway Way junctions and 2 'chicanes' makes for confusion for drivers. Why is the Churchway area being focused on as the centre of the village? It's not really the central location for most residents. I would agree with making the Banks Parade area the centre of the village and trying to boost pedestrian visitors</p>	<p>Speeding and aggressive driving and drivers not following the traffic rules;</p>	<p>The junction of Stanbridge Rd and Churchway is dangerous, cars pell round that corner and if you are crossing from Green Lane you can't see them.</p>
<p>171 I am a local resident who lives in Haddenham</p>	<p>Thame Road is the major artery of the village and both pavements and road surface need to be in a good condition (maintained!) to ensure all users can use it safely. Traffic calming is needed to ensure vehicles do not speed on the straight sections. I believe the current 'chicanes' should be removed and more effective speed restrictions should be designed. I believe the two bus stops by the railway bridge should be removed, as there is a larger stop within the Station forecourt, which is safer for passengers (including school children) as much as possible, the new road design within the village should be sympathetic, but designed with the intention of reducing through traffic and</p>	<p>Encourage the owners of the Station Car Park to reduce the daily cost, as this is a barrier to commuters parking there (and thus parking in streets near the station). Double yellow lines to be reinstated on Thame Road near the station - the combination of bus stops, parked vehicles, Sheenstok and Pegusway Way junctions and 2 'chicanes' makes for confusion for drivers. Why is the Churchway area being focused on as the centre of the village? It's not really the central location for most residents. I would agree with making the Banks Parade area the centre of the village and trying to boost pedestrian visitors</p>	<p>Speeding and aggressive driving and drivers not following the traffic rules;</p>	<p>Speeding and aggressive driving and drivers not following the traffic rules;</p>
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