



Haddenham Parish Council

Haddenham, Buckinghamshire

20mph Feasibility Report

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I Haddenham Streetscape Project

I.1 Summary

- 1.1.1 In December 2021 Haddenham Parish Council appointed PJA to undertake a village wide appraisal and develop a vision and design framework for Haddenham in line with Project 5 of the Haddenham Neighbourhood Plan. The project supports the commitment to undertaking a traffic impact assessment set out in the Neighbourhood Plan.
- 1.1.2 The strategy was published in September 2022 and serves as a supplement to the Neighbourhood Plan and help the Parish Council to guide onward investment in transport infrastructure in the village and help to ameliorate some of the current issues discussed in the Haddenham NP.



I.2 Scheme prioritisation

- 1.2.1 Based on the feedback received through the streetscape design process a scheme prioritisation exercise was undertaken based on the level of support received during the public consultation and a potential scheme cost (high, medium, low).
- 1.2.2 The responses showed us that there is a desire to progress with streetscape improvements within Haddenham, with a high level of support (89%) to introduce a village wide 20mph zone.
- 1.2.3 The Parish Council has therefore commissioned PJA to progress with a feasibility study to deliver a village wide 20mph zone.

I.3 Purpose of this report

- 1.3.1 This report has been prepared to summarise the work undertaken by the team and to provide an overview of the outcomes and next steps required.



2 Policy and Guidance

2.1 Overview

- 2.1.1 This section sets out the relevant Government guidance for implementing or reviewing speed limits.

2.2 Department for Transport (DfT) Circular 1/2013

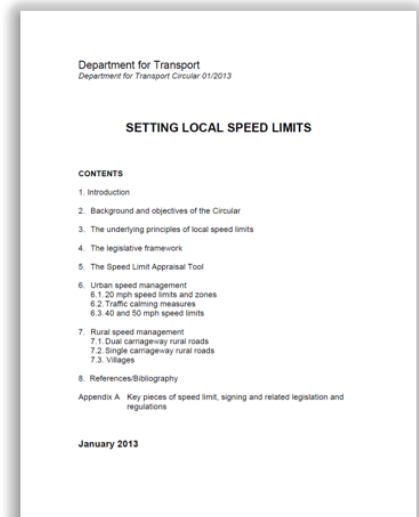
- 2.2.1 When implementing or reviewing speed limits, councils in England must 'have regard' to the relevant Government guidance: Department for Transport circular 01/2013, Setting Local Speed Limits, published in January 2013.

- 2.2.2 The Circular explains that 20mph limits may be introduced which are sign-only and do not require traffic calming. Such limits are increasingly being applied to large areas and provide a cost-efficient method of encouraging lower and safer vehicle speeds. In contrast, 20mph zones require traffic calming measures at regular intervals and usually cover 'a number of roads' although only one of these measures needs to be a physical feature - the rest can be road signs or markings.

- 2.2.3 Examples of sign-only 20mph limits introduced elsewhere have resulted in small but worthwhile reductions in driver speeds overall, including on streets where the after speed remains above 20mph, and where the reductions in speed have been greatest. They have also been associated with an improvement in highway safety and increases in walking and cycling, with examples outlined in the document.

- 2.2.4 The DfT's current advice on setting 20mph limits over a larger area is given in Para 97 of the Circular, which states:

*"The implementation of 20 mph limits over a larger number of roads, which the previous Speed Limit Circular (01/2006) advised against, should be considered where mean speeds at or below 24 mph are already achieved **over a number of roads**. Traffic authorities are already free to use additional measures in 20 mph limits to achieve compliance, such as some traffic calming measures and vehicle activated signs, or safety cameras. Average speed cameras may provide a useful tool for enforcing compliance with urban speed limits."*





- 2.2.5 As noted in the quoted paragraph, this represents a significant change from the previous DfT advice, published in 2006, which stated that 20mph limits should be used for individual roads, or for a small number of roads. **Current Government guidance is therefore that it is not necessary for all roads within the proposed 20mph limit to have an existing mean speed of 24mph or below.**
- 2.2.6 The Circular also recommends paying regard to the function of a street when determining the suitability of a 20mph speed limit:
- “20 mph zones are predominantly used in urban areas, both town centres and residential areas, and in the vicinity of schools. They should also be used around shops, markets, playgrounds and other areas with high pedestrian or cyclist traffic, though they should not include roads where motor vehicle movement is the primary function. It is generally recommended that they are imposed over an area consisting of several roads.”*
- 2.2.7 The majority of streets within Haddenham are multi-functional and serve either residential or commercial land uses, or a mixture of the two. There are a few streets on the periphery of the village where this is less the case – particularly Aston Road and Pegasus Road which at present are primarily rural lanes.
- 2.2.8 Some sections of Stanbridge Road may also be argued to serve a primarily motor vehicle movement function, although this road does provide access to Haddenham Garden Centre, Haddenham Medical Centre, Bradmoor Farm (Events Space & Café) and some residential dwellings.



3 Average Speed Analysis

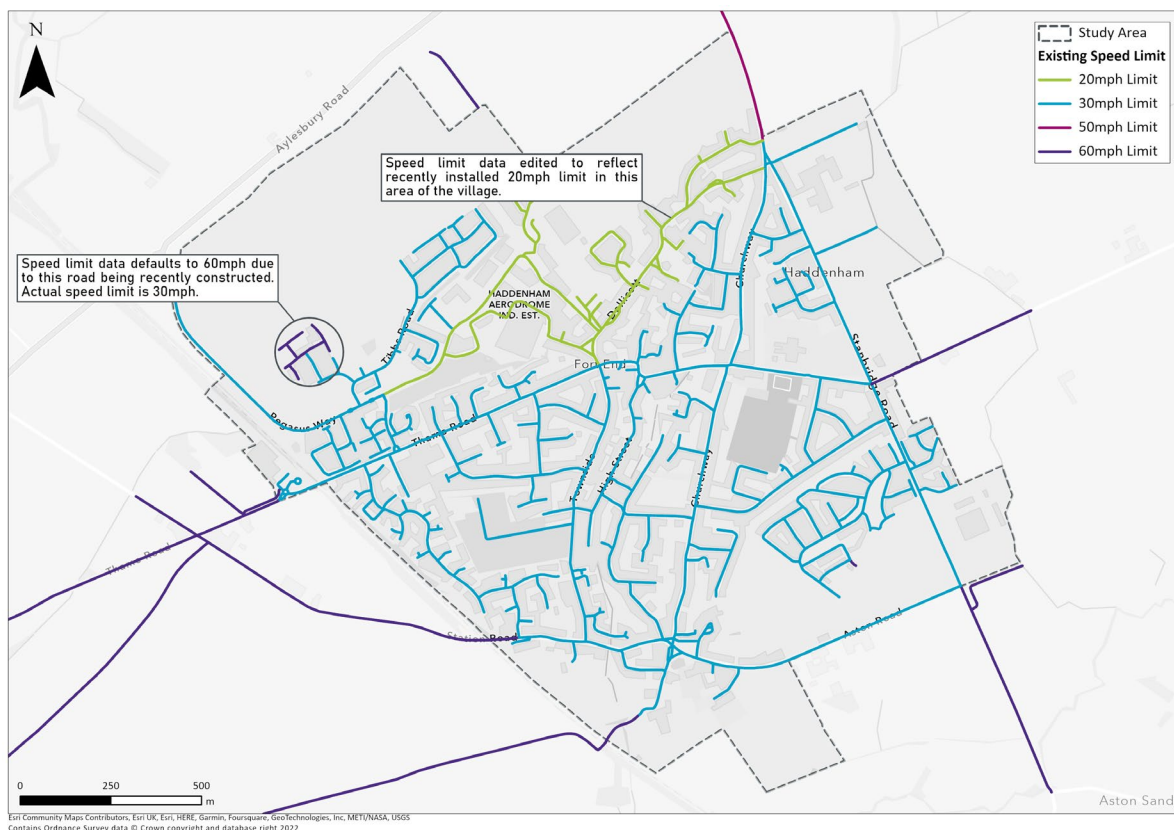
3.1 Overview

- 3.1.1 Whilst it is important to consider user needs as part of any decision on introducing a 20mph Limit in Haddenham – i.e. considering the function of the street and the likelihood of pedestrian and cyclist activity – it should also be recognised that where existing traffic speeds are too high, public acceptance of a 20mph Limit could be brought into question, both in terms of complaints about lack of compliance and people considering that maintaining excessively low speeds is onerous.
- 3.1.2 Therefore, it is sensible to have an understanding of traffic speeds in the village in respect of how significantly they differ from a target threshold of 24mph. This is the value cited in Circular 01/2013 - if mean speeds are above 24mph, it suggests that signage alone is less likely to engender compliance with the posted limit.
- 3.1.3 By looking at mean average speeds across Haddenham, it can be determined how close to compliance any streets are where average speeds are not currently below 24mph. If there are numerous streets where mean speeds are only slightly above 24mph, then there would be some confidence that a sign-only 20mph limit would result in greater compliance over time.

3.2 Existing Speed Limit

- 3.2.1 The existing speed limits in Haddenham, provided as part of the Ordnance Survey MasterMap dataset, are presented below in Figure 3-1.

Figure 3-1: Existing Speed Limit



3.2.2 Figure 3-1 demonstrates that the vast majority of Haddenham is subject to a 30mph speed limit at present. Dollicot Lane, Rosemary Lane and Pegasus Way (east of Wirethorn Furlong) have recently had a 20mph speed limit installed, as indicated by the green streets on the plan in Figure 3-1.

3.2.3 Speed limits on the western approach (Thame Road), southern and northern (Stanbridge Road) are 50mph, while the speed limit on the eastern approach to the town (Woodways) is 60mph.

3.3 Average Speed Data

Ordnance Survey MasterMap Data

3.3.1 In order to understand the current situation in Haddenham, average speed data was obtained from Ordnance Survey's MasterMap dataset, which uses mobile phone and GPS tracking to provide a much more comprehensive picture, not only on every street in the village but also on multiple sections of longer streets.

3.3.2 The data is provided for the following time periods:

- Monday - Friday peak hours (0700-0900 and 1600-1900)
- Monday - Friday inter-peak (1000-1600)

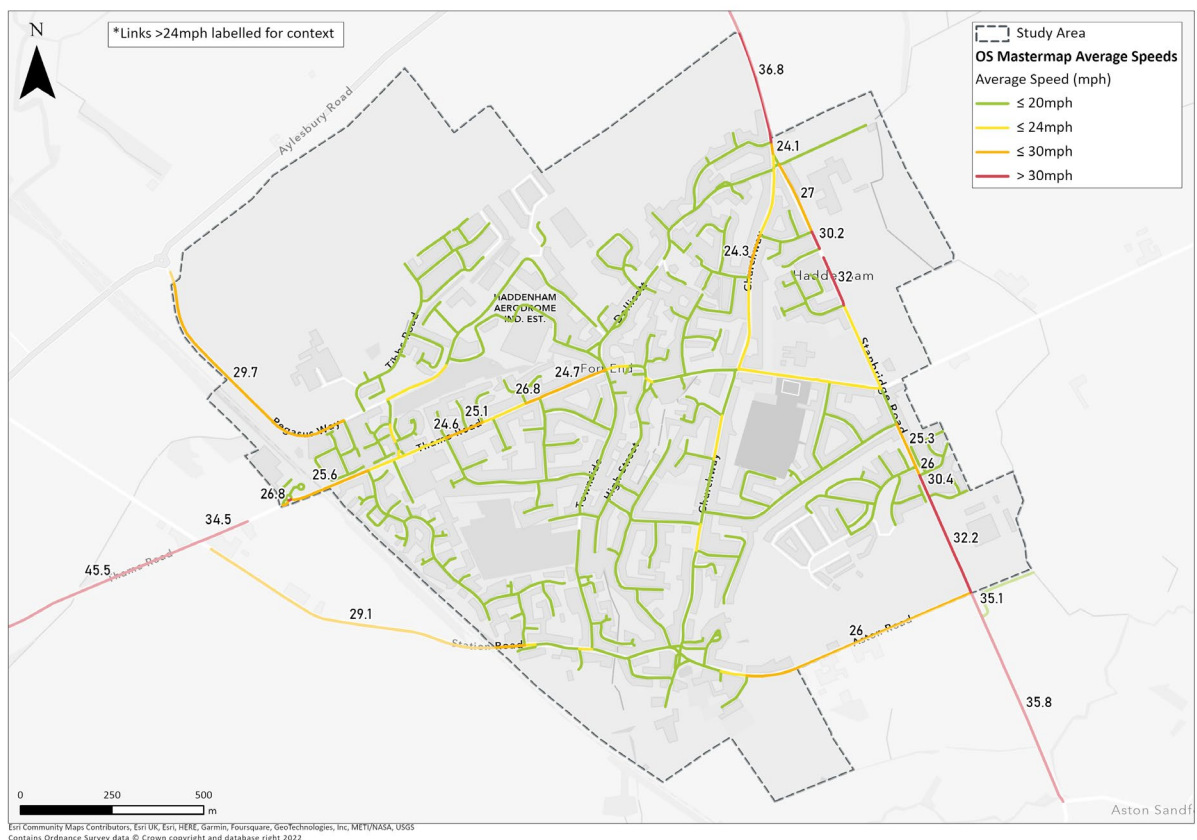


- Weekend daytime (Saturday/Sunday, 0700-1900)
- Evenings (7-days, 1900-2300)
- Overnight (7-days, 2400-0400)

3.3.3 Using the time periods listed above, a 20 hour average speed was calculated. To do this, a weighting was applied to each time period in the overall average speed calculation, based on the number of hours in that time period and the number of days to which that time period applied. For instance, the Monday – Friday AM peak (07:00-09:00), lasting for two hours over five days, had less weighting in the calculation than the Monday – Friday Inter Peak, which lasts for six hours over five days. This ensures that the average speeds presented in Figure 3-2 are representative of daily averages in Haddenham, including quieter periods where average speeds may be higher.

3.3.4 Figure 3-2 demonstrates that the majority of streets within the village are subject to average speeds below the 24mph threshold, as indicated by the green and yellow links on the plan.

Figure 3-2: OS Average Speed Data



3.3.5 Cases where speeds exceed 24mph are shown as orange (24-30mph) or red (>30mph) lines, with the average speed labelled next to the link. The plan demonstrates that, for the most part, these links are isolated to short sections of streets within the village. Moreover, in most cases, the orange links do not exceed 24mph by more than 2-3mph.



- 3.3.6 Sections of orange roads with average speeds closer to 30mph are located along Pegasus Way, on the north-western approach to the village and along Aston Road, which runs along the southern periphery of the village. Both streets generally are outside of the built-up area of the village, with limited dwelling frontage. Aston Road in particular has a rural character in its present form, with no footways and very few dwellings on either side of the carriageway.
- 3.3.7 Links exceeding 30mph are constrained to the periphery of the villages, primarily on Stanbridge Road which runs in a north-south alignment along the eastern edge of the settlement. The sections exceeding 30mph on this street are primarily located on the southern and northern approaches into Haddenham. This is unsurprising, given the geometry of Stanbridge Road, which is a long and straight and therefore lends itself to higher vehicle speeds. It should be note that average speed data obtained for this analysis does not include the recently constructed junction which provides access to the new residential development west of Stanbridge Road. This new junction will act as a traffic calming feature for vehicles travelling towards the village and is anticipated to slow vehicle speeds further compared to the average data illustrated.

Automatic Traffic Count Data

- 3.3.8 Automatic Traffic County (ATC) data has also been provided by Haddenham Parish Council for Thame Road, Dollicott Lane and Rudd's Lane. This provides a useful comparison against the OS MasterMap data. It should be noted that a drawback of ATC surveys is that they record speeds at a specific point in the road, and their placement away from junctions and pinch points mean they often reflect a maximum case rather than one that is representative of overall conditions along a road or section of road.

Thame Road

- 3.3.9 ATC data for Thame Road was collected by Buckinghamshire County Council for a 7-day period in 2021 and 2022, between 30/11/21 – 06/12/21 and then between 14/10/22 – 20/10/22. The 2021 survey was undertaken during the temporary 20mph speed limit in place in December 2021 as a result of the temporary COVID-19 measures, whereas the 2022 survey was undertaken with the usual 30mph speed limit in place.
- 3.3.10 The average speed from each survey has been calculated as a 24 hour, 7-day mean average. Interestingly, this shows that the average speed during the 2021 survey was 26.3mph, compared to 25.4mph during the 2022 survey. This equates to a decrease of 0.9mph, showing that the average ATC speeds were in fact higher while the temporary 20mph speed limit was in place.



Dollicott Lane / Rudd's Lane

3.3.11 ATC data was also provided for Dollicott Lane and Rudd's Lane, which was collected by Buckinghamshire County Council. Three ATC surveys were undertaken to assess the impact of a new 20mph speed limit being implemented along this link:

- Pre-introduction of 20mph limit: 07/02/20 – 13/02/20
- Following introduction of 20mph limit: 30/11/20 – 06/12/20
- One-year after introduction of 20mph limit: 18/10/21 – 24/10/21

3.3.12 The average 24 hour, 7-day speeds recorded in each survey have been summarised in Table 3-1 for ease of reference.

Table 3-1: ATC Speeds – Dollicott Lane and Rudd's Lane

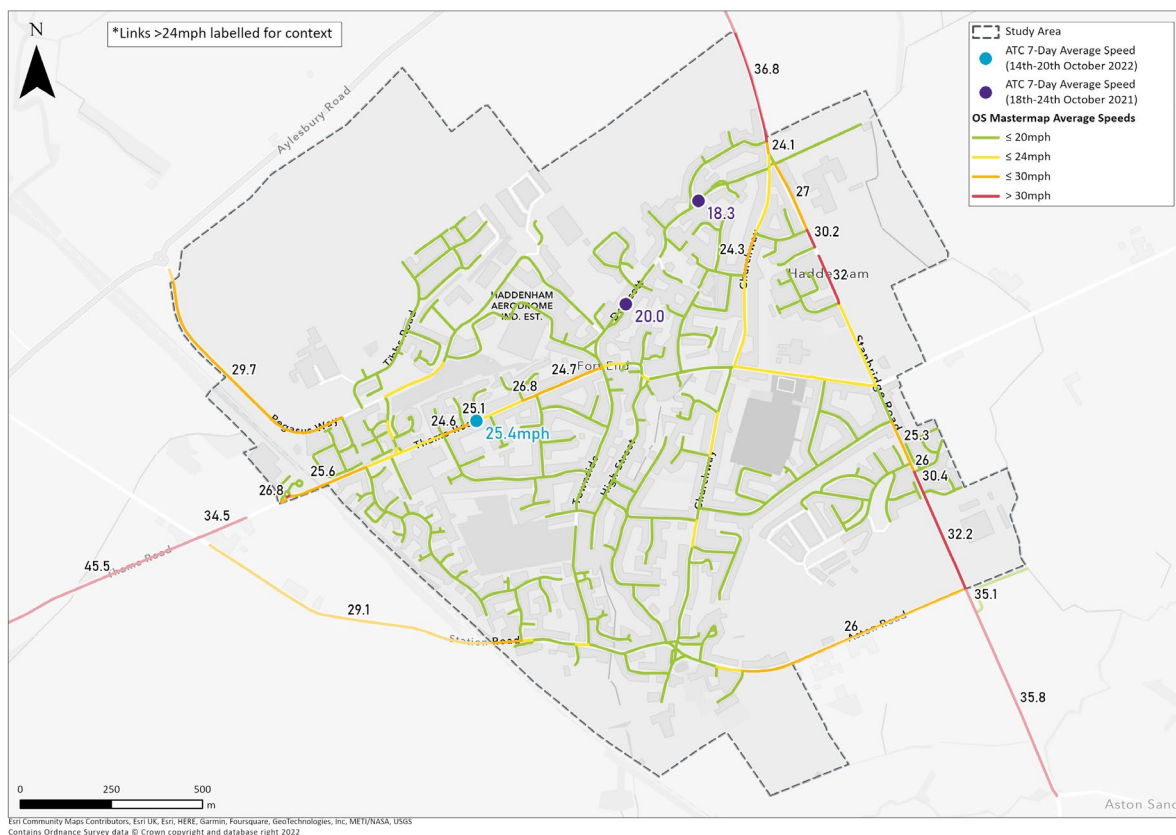
Survey Dates	Dollicott Lane Average Speed	Rudd's Lane Average Speed
07/02/20 – 13/02/20	21.3mph	19.7mph
30/11/20 – 06/12/20	19.2mph	18.7mph
18/10/21 – 24/10/21	20.0mph	18.3mph

3.3.13 Table 3-1 demonstrates that the implementation of a 20mph speed limit along this link has reduced average speeds by 1.3-1.4mph within a one year period.

ATC and OS Average Speed Data Comparison

3.3.14 The plan below (Figure 3-3) shows the ATC locations compared against the OS MasterMap average speed data presented in Figure 3-2.

Figure 3-3: Comparison of OS and ATC Average Speed Data



- 3.3.15 Figure 3-3 demonstrates that the Thame Road ATC recorded an average speed of 25.4mph along Thame Road across the 7-day period. The closest OS MasterMap link shows an average speed of 25.1mph, a difference of 0.3mph. Therefore, there appears to be conformity between both datasets at this location.
- 3.3.16 The plan in Figure 3-3 also shows the 2021 ATC average speeds along the Dollicott Lane / Rudd's Lane link, compared to the OS MasterMap average speed data. The closest OS MasterMap link to the Dollicott Lane ATC shows an average speed of 16.2mph and the OS MasterMap link closest to the Rudd's Lane ATC shows an average speed of 11.4mph. This suggests there is a difference between the datasets in terms of the recorded average speed at this location, however both datasets agree that the average speeds along this link are within the ≤ 20mph category.



4 Potential Extents of 20mph Limit

4.1 Overview

- 4.1.1 Given the findings set out in Chapter 3, there is evidence to suggest that introducing a village-wide 20mph limit in Haddenham would be acceptable, subject to determining a suitable boundary for the scheme. The boundary of the scheme can largely be dictated by the roads marked in green or yellow in Figure 3-2, plus consideration of streets or links coloured orange (24 – 30mph) which are considered to also be appropriate for inclusion.
- 4.1.2 DfT Circular 01/2013 recommends that *“the implementation of 20mph limits over a larger number of roads... should be considered where mean speeds at or below 24mph are already achieved over a number of roads”*. Therefore, a 20mph speed limit can still be successfully implemented in Haddenham despite the presence of some links or streets which exceed the 24mph threshold.

4.2 Potential Edge Cases

- 4.2.1 There are a few streets within the village where the average traffic speeds exceed 24mph over a significant length. These have been described as “edge cases”:
- Thame Road
 - Stanbridge Road
 - Pegasus Way (north and west of Tibbs Road)
 - Aston Road (east of Church End)
- 4.2.2 For these streets, it is recommended that a decision is made based on their function, typology, and the degree by which they exceed the 24mph average speed threshold.

Thame Road

- 4.2.3 While some sections of Thame Road had average speeds of less than 24mph, there were some sections which exceeded 24mph, ranging from 24.7mph to a maximum of 26.8mph. Overall, the road serves a residential function and also facilitates bus routes into the centre of Haddenham, as well as an on-carriageway cycle route. In addition, there are existing traffic-calming measures in place.
- 4.2.4 Despite having sections that exceed 24mph, Thame Road is essentially still internal to the village, and is a key walking and cycling link to/from the village centre, likely to attract use by shoppers and commuters. It is therefore likely that a 20mph limit along this route would lead to a general compliance over time.



Pegasus Way

- 4.2.9 Pegasus way provides a key approach to the village from the northwest for vehicles entering the village from the A418 Aylesbury Road. At present the northern section of the route is quite rural in character, however the site to the east of Pegasus Way is allocated for new development and will therefore be more urbanised in the future.
- 4.2.10 Therefore, whilst speeds are currently marginal in this location, we would recommend including this location to ensure that the new development is incorporated into the village 20mph zone as this will provide an important new gateway into the village.

Aston Road

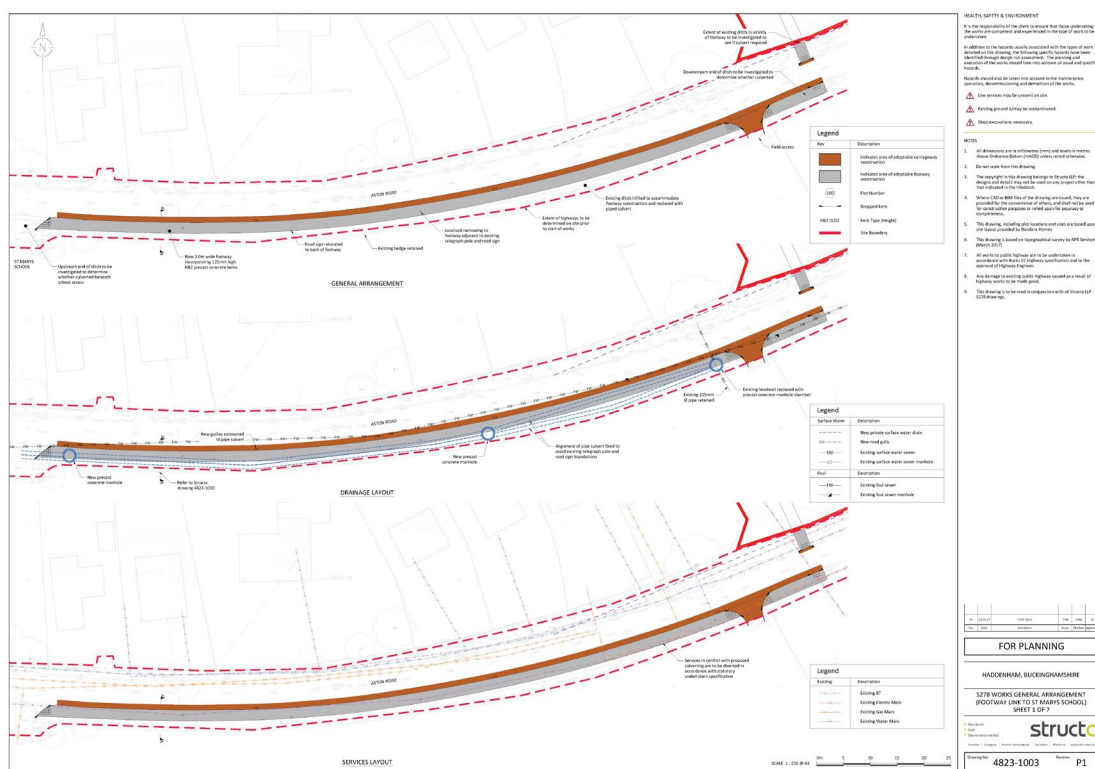
- 4.2.11 Aston Road is located on the southern edge of the village, and is currently rural in character with no pedestrian or cycling infrastructure and limited dwelling frontage.
- 4.2.12 A new development by Dandara is currently under construction between Stanbridge Road and Aston Road for 200 new homes. The development includes construction of a new access off Stanbridge Road (constructed) and a new access off Aston Road (future) (see Figure 4-2 below).

Figure 4-2: New development currently under construction between Stanbridge Road and Aston Road



- 4.2.13 The new development includes construction of a new junction onto Aston Road along with a new pedestrian crossing and footway on the southern side of the carriageway connecting the site with Haddenham St Mary's CE School to the west (see Figure 4-3 below).

Figure 4-3: New pedestrian crossing and footway on Aston Road



- 4.2.14 Given this change in character and the increased pedestrian footfall anticipated in this area we recommend that a 20mph zone includes this area despite it currently being classed as an edge case.



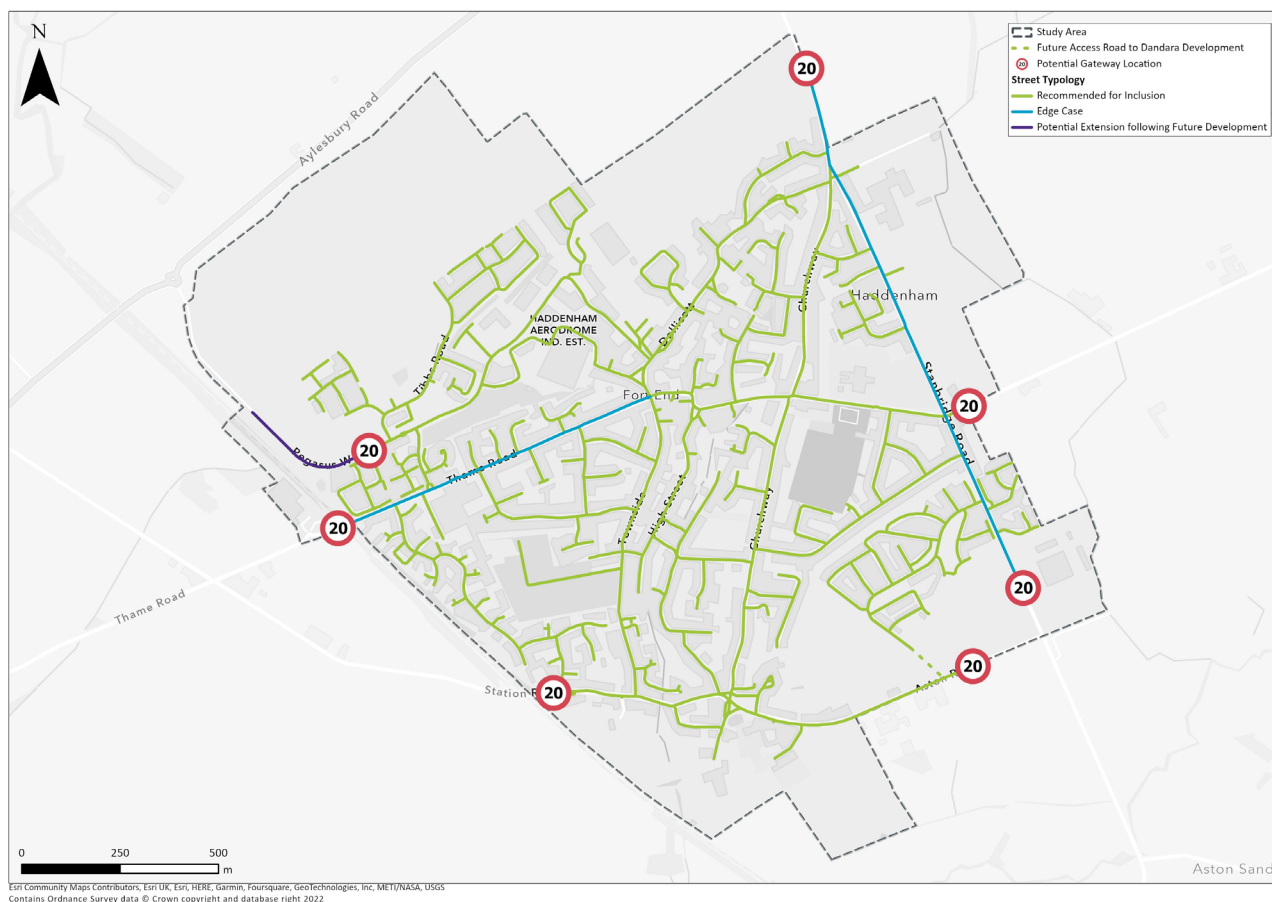
5 Conclusions and next steps

5.1 Recommendations

- 5.1.1 Based on the findings of this report, it is recommended that Haddenham would be suitable for a village-wide 20mph speed limit. A village-wide approach would ensure that the application of the 20mph speed limit is consistent and comprehensible for road users. A plan has been prepared which identifies the recommended gateway locations, and classifies streets into the following typologies:
- Streets considered suitable for a 20mph – “Recommended for Inclusion”
 - Edge cases where speeds or conditions may not be appropriate if the street were being considered in isolation, but where speeds are not significantly in excess of 24mph and where their exclusion would detract from the effectiveness of a village-wide scheme – “Edge Case”
 - Streets which are not suitable for a 20mph limit at present, but may be acceptable in the future following the completion of new residential development - “Potential Extension following Future Development”
- 5.1.2 Figure 5.1 below shows the proposed gateway locations and streets recommended to be included in the 20mph zone.



Figure 5-1: PJA Recommendations



- 5.1.3 Within this recommended zone, some additional traffic calming measures may be required to the Edge Case areas in order to achieve 20mph compliance.

Stanbridge Road South

- 5.1.4 The section of Stanbridge Road between Aston Road and Willis Road may require some additional measures such as horizontal or vertical traffic calming, although the introduction of a well-defined gateway, may in itself reduce the average speeds in this area.

Stanbridge Road North

- 5.1.5 Similarly, Stanbridge Road North on the approach to the village may require some intervention, however the speeds on this section should be reviewed as the Redrow development is progressed as is likely to have a positive impact on approaching vehicle speeds due to the change in Character.
- 5.1.6 The section of Stanbridge Road between Franklin Road and Butte Furlong is unique in Character with open rural landscape to the east and rear gardens to the west. There is unlikely to be any change in Character to this section of road and as such, some minor vertical or horizontal traffic calming is likely to be required to achieve compliance.



Thame Road

- 5.1.7 Thame Road is the main east-west route through the village and whilst the average speeds did not significantly exceed 24mph, some mitigation measures would be beneficial. Thame Road has dedicated Section 106 funding ringfenced for pedestrian and cycle improvements (See Section 5.2 below), which provides an opportunity to deliver intervention which would likely satisfy both this and reduce the average speeds.
- 5.1.8 Thame Road is also due for re-surfacing in 2023, and this funding could also be combined to deliver an enhanced scheme on Thames Road. Some design work would be required to develop an improvement scheme, and it is unlikely that segregated cycle facilities would be viable within the available space. Significant improvements could still be made to walking and cycling and would likely comprise of:
- Removal of the existing priority islands on Thame Road
 - Side road treatments at all junctions to provide continuous crossing facilities
 - Introduction of controlled and uncontrolled crossings at key desire lines.
 - Visual carriageway narrowing with contrasting surfacing, or physical reduction to create a higher quality shared route on the north side of the road.
 - Removal of traditional centreline road markings

5.2 Potential Funding

- 5.2.1 A list of Section 106 contributions relating to Haddenham have been provided by Haddenham Parish Council, which are summarised in Table 5-1 below. Most of these are committed to specific improvements, however the contribution related Land at Haddenham Airfield is more broadly associated to pedestrian and cycle improvements to Thame Road.

Table 5-1: Haddenham - Section 106 Transport / Highways Contributions

Site Name	Contribution Name	Contribution Description	Contribution Amount	Status
Land at Haddenham Airfield	1 st Pedestrian and Cycle Improvements Contribution	For feasibility consultation and implementation of pedestrian and cycling improvements between Haddenham and Thame Parkway Station and the centre of Haddenham to be provided between points '1' and '2' as indicatively shown on Plan 3 (or such other points as shall be approved by the County Council) Note:	£320k (staged payments) Note: £320k is the amount stated in the s106 agreement. However, Contribution is being paid in several instalments, with interest / indexation applied to each when	Not yet progressed, awaiting further payments Opportunity to input Active Travel Fund scheme findings and Streetscape proposals



Site Name	Contribution Name	Contribution Description	Contribution Amount	Status
		Plan 3 shows an indicative area along Thame Road between Point 1 (approximately the train station car park access point) and Point 2 (approximately Tacks Lane / Fort End / Rising Sun pub).	payment due. As such, the total amount received will be higher (estimate £350k-£400k)	
Land North of Pegasus Road	Highway Contribution	Investigation into the lining associated with a traffic regulation order to impose parking restrictions around the Pegasus Way junction	£15k	In progress, public consultation completed
Haddenham Glebe, Stanbridge Road	Bus Service Contribution	To implement bus services that will supplement the current 111/112/113 bus services in order to provide the Development with a regular and/or approximately hourly bus service from (approximately) 07:00 until (approximately) 19:00 Monday to Friday and from (approximately) 08:00 until (approximately) 17:00 on Saturdays for a period of five (5) years or until Occupation of the final Dwelling (whichever is the later)	5x payments of £97.5k	Not yet progressed, awaiting further payments and completion of development spine road
Fairfields Farm, Stanbridge Road	Public Transport Project	Increasing service frequency and diverting 111,112 and 113 bus service into the land for 5 years from commencement	£4.8k	Not yet progressed
Land adjacent to Haddenham Nurseries, Stanbridge Road	Bus Stop Project	Enhanced or new bus stops with real time passenger information within the vicinity of the Development to include any associated infrastructure works and ongoing maintenance costs	£26k	Contribution not yet received
Land West of Churchway	Churchway Bus Shelter Contribution	Provision of a new bus shelter associated kerb side infrastructure including maintenance and up to date service information at Churchway	£15k	Contribution not yet received
	Churchway Feasibility Study Contribution	Towards investigation into the feasibility of and signage and lining associated with the making of a traffic regulation order (to extend the existing thirty miles per hour speed limit on Churchway) Note: towards A418 crossroads	£15k	Contribution not yet received
	Stanbridge and Woodways Signage Contribution	Towards a safety signage scheme at the Stanbridge Road/Woodways crossroads	£20k	Contribution not yet received
	Haddenham and Thame Parkway Station Contribution	Towards a feasibility study and, subject to the outcomes of such study, implementation of additional parking restrictions at the	£30k	Contribution not yet received



Site Name	Contribution Name	Contribution Description	Contribution Amount	Status
		Haddenham and Thame Parkway Station		

Note: This table includes only transport and highways contributions for the Haddenham village / Streetscapes study area that are secured, held or due. Contributions that have been committed or spent and any developer-led works are excluded.

- 5.2.2 Its unlikely that these contributions could be used for the implementation of a village wide 20mph zone itself. The 20mph zone would require the installation of 7No. gateways which would consist of illuminated gateway signs and possibly some surface treatment and road markings, similar to the example below from Faversham in Kent.
- 5.2.3 Repeater signs would need to be installed on all roads within the zone which are approximately 100m apart. These would seek to use existing signposts and lighting columns to minimise additional street clutter.
- 5.2.4 It is estimated that the 20mph zone would cost in the region of £70,000 - £90,000 to implement excluding any professional survey, design and legal costs.
- 5.2.5 Interventions on Stanbridge Road North could possibly be delivered by the future 'Stanbridge and Woodways Signage Contribution' funding. Any interventions to the South section of Stanbridge Road South would likely require separate funding.
- 5.2.6 The 'Land at Haddenham Airfield' funding is considered entirely appropriate for Thame Road, and would provide significant benefit to this key corridor within the village.



5.3 Final Recommendations

- 5.3.1 It is recommended that Haddenham Parish Council engage with Buckingham County Council to agree the principle of implementing the village wide 20mph Zone. Once agreed, a site survey will be required to identify exact locations for terminal and repeater signs to enable installation details to be developed and quantified for costing. Traffic Regulation Order plans will also be required to commence the formal TRO advertising process.
- 5.3.2 To progress any works on Thame Road, an agreement will be required between the Parish and County Council for Haddenham Parish Council to lead initial feasibility studies into Thame Road improvements. It is envisaged that this would dedicate a proportion of the S106 funding to the preparation of concept options for Thame Road for the Parish Council to consult with local residents. Once a preferred option is agreed, the remainder of the funding would need to be committed to enable the scheme design to be developed, tendered and implemented.
- 5.3.3 It is essential that these discussions seek to combine the 2023 re-surfacing budget for Thame Road into any improvements as some re-surfacing will be required as part of any improvement scheme. Undertaking the re-surfacing in isolation is likely to be abortive and risk this being affected by any proposals to improve walking and cycling along the corridor.
- 5.3.4 Engagement with Buckinghamshire Council and Transport for Bucks is now required to progress the scheme further.