



August
2022

SIGNPOSTS

News and views from Haddenham Safe Walking and Cycling group
Issue 5

Welcome to our latest issue. Our 'hot topic' remains the Parish Council's Streetscape project, following the presentation of updated proposals. With designs for eight areas, you can now see a much broader application of the principles, and I personally feel the effect could be transformative.

However, I recognise that others might not take quite such an obsessive interest in these matters! So you may be wondering if you really need to fill in yet another online survey. The short answer is yes. Please take a few minutes to [register your views](#) before the **4th August deadline**¹.

Firstly because the proposals have attracted strong support so far, and it's important that this continues as they develop, demonstrating to Bucks Council that there is a real appetite for making Haddenham's streets safer and friendlier for all. The survey includes a question asking you to rank the designs in order of priority, which will be used to help allocate any funding that becomes available.

You might also have seen the beginnings of a backlash on Haddenham.net Facebook. Everyone's entitled to their opinion, but I would hate to see a noisy minority have an undue influence over what are generally very popular ideas.

And of course, there may be aspects of the plans that you don't agree with: because they don't go far enough, because a specific area of problem has been

neglected or because you don't think a certain aspect will be workable. Whatever your views, it's important to express them now, before the designs are worked up into a final report, so please, get online and get typing!

Alan Thawley

Chair, Haddenham Safe Walking and Cycling group
(HaddSWAC)

Streetscape Concept Design Proposals:

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

¹ Links to the survey *and* to PDFs of the latest presentation showing all the latest designs can be found here: <https://tinyurl.com/2p84un8t>.

WHERE TO LEAVE THE IDLE CAR



Time was when the gentleman who could afford a carriage would have somewhere out of public view to keep it when not in use. A vehicle could be left in the street for visiting, but never overnight. But with the coming of the affordable, lockable car, overnight street parking has come to be generally accepted.

It is a remarkable privilege, nevertheless, that we are allowed to occupy and take out of use so much public space, expensively prepared for more demanding purposes, for the long-term storage of our personal machinery.

Perhaps this is why street parking is not specifically allowed by the police (except in designated spaces) but merely tolerated in the absence of obstruction. When parking problems arise, it is against this background and history that they are considered.

In neighbourhood terms, it is as difficult to make firm rules about parking as it is with other forms of behaviour in public places. Much depends on what is accepted in your particular town or village or even street. Two wheels on the footway? Tolerated sometimes but not generally in Haddenham. Parking on patches of council grass? Tolerated in some streets but generally frowned upon.

Rules can be unduly officious. A small community tends to prefer neighbourly give-and-take.

The Streetscape project will consider parking², but how far into the future will the consultants look? It may not be too long before we cease to own cars but summon online the vehicle that suits our need for the day, leaving our streets free once more for unimpeded movement and uncluttered vistas. As in the days of the gentleman with the carriage.

AG

² See the “Design Toolkit” developed by Haddenham Parish Council and the Streetscape consultants, PJA, regarding

“defining parking bays” and “defined parking bays”:
<https://tinyurl.com/e3xr8sjm>.

ENTRANCES SHOULD ENTRANCE



Haddenham “gateway” on Stanbridge Road.

Drivers are human. We’re all of us different in different places at different times; the dance floor or the museum, shopping or in the dock. Haddenham seeks to change its environment so that drivers - instinctively - change their attitudes in the village. Put another way: there’s a lurking driver-urge to go “Yahoo! Passed my test: the road is mine!” Somehow Haddenham needs to say “This isn’t the place for that. These roads are for us all.” And in such a way that drivers respond happily, not grudgingly.

Haddenham’s roads will be made better by design, not signage. That’s the ethos of Streetscape. And the fundamental point is Haddenham’s distinctiveness can inspire pride among villagers and admiration in visitors.

The entrance-points to our village have a crucial announcement to make. Or imply. However you arrive at Haddenham, you pass a point when you’re in

the village. And so are invited to drive the Haddenham Way. Entrance-points need to herald: “Here be Consideration!” Now a sign can’t say that; it’d be naff and possibly counter-productive. Haddenham isn’t the world capital of Love, Peace and perpetual Apple-Pie! No, it’s an ordinary place where people rub along pretty well and can discover daily that there’s more to life than road-rage.

Incidentally, those white gates you see on verges: do you know many are now plastic and come from distant warehouses? Sure, the impulse behind them is good, but can’t Haddenham deliver its message in its own way? How about local designers submitting ideas³? (And can we agree mock-wychert will score low?)

By the way: keep on waving Haddenham drivers!
You’re never alone with a smile!

BA

³ The Streetscape project has proposed both “standard” and “enhanced” gateways to Haddenham. See proposed Haddenham gateway locations at <https://tinyurl.com/ub2ban8e>. The Haddenham Design Toolkit illustrates “Creating entry points / gateways” at <https://tinyurl.com/e3xr8sjm>. An example of a 20mph

gateway introduced in 2020 at Faversham can be found in another document by our Streetscape consultants, PJA: <https://favershamtowncouncil.gov.uk/wp-content/uploads/2021/03/Faversham-LCWIP-for-approval-Feb-22-Lo-Res.pdf#page=17>.

USE IT OR LOSE IT!



The recent announcement that Blooming Fruity, Haddenham's independent greengrocer, was up for sale caused much consternation over the loss of a key amenity in the heart of the village. A group has come together to explore how it might be run as a community greengrocer (for more details email our local Bucks Councillor [Greg Smith](mailto:greg.smith@buckinghamshire.gov.uk)⁴). Similar concerns have been expressed over the closure of village pubs, and we now have just two, whereas the village museum lists no fewer than 13 in 1905!

Perhaps part of the solution lies in how we get around. According to a [recent study](#), those who walk or cycle use their local shops much more frequently (16 and 12 visits per month respectively) than those who drive (8 visits)⁵.

The research came from London, but the same principles should apply to Haddenham. If walking or cycling became the first choice for more of us to get around, we would be more likely to shop and socialise in the village, and this in turn would help to ensure a diverse range of businesses could thrive.

⁴ greg.smith@buckinghamshire.gov.uk.

⁵ <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf#page=5>.

⁶ In English 'Rural Town and Fringe' 18% of residents aged 17 and over do not hold driving licences, and 8% of

We know of at least one resident who has taken a deliberate decision to go car-free, and lots of us are trying to cut down on driving to improve our health or help the environment. Others still are non-drivers for various reasons or lack access to a car⁶. Shops like Blooming Fruity have been a lifeline to elderly residents in particular over the years, and local pubs also play a vital role in building strong communities.

Clearly times are changing and we can't simply turn back the clock. On the positive side, Haddenham now boasts new businesses like a refill outlet, a tattooist and a pet shop specialising in reptiles that a 1905 villager could only dream about.

So let's ensure that as many of us as possible can visit our wonderful independent businesses⁷ under our own steam, and spend the money that would have gone on ever-more-expensive fuel, in our community instead.

AT

households do not own a car or van (source: the [DfT National Travel Survey 2020](#)).

⁷ Haddenham Official Guide 2022, page 27, lists local shopping and services at the time of its writing: https://www.localauthoritypublishing.co.uk/flip_guides/haddenhamguide/files/pages/tablet/29.jpg.

A NEW ETIQUETTE



Advert from DfT campaign to publicise latest Highway Code changes.

There is a detectable change on the streets of Haddenham since the new Highway Code. Anecdote suggests drivers are yielding more often to pedestrians at junctions and the average distance between car and cyclist or walker on the road is increasing. There has been no formal study, and there could be a seasonal factor, but the new advice does appear to be leading to a more benign etiquette between users of the village's streets and footpaths.

The 'hierarchy of responsibility', whereby the user of each mode of transport (HGV, car, horse, cycle, foot) has obligations towards those more vulnerable than themselves, is increasingly recognised.

Most of the new code is 'advice' but some rules have the force of law. Pavements (footways) belong to pedestrians and it is illegal either to ride or park on them, unless expressly allowed.

Haddenham has old footpaths which fall below the official width for sharing with cycles but where cyclists are tolerated by custom. One can infer from the code that these paths are for pedestrians, with cyclists tolerated subject to considerate behaviour, which is more or less the present practice.

The code admits compromise, even allowing drivers to cross double white lines to preserve distance from cyclists, provided the road is clear. But passing too close or 'cutting in', while not illegal, can lead to prosecution if shown to be dangerous, e.g. by the increasingly used helmet camera.

The new etiquette is positive for neighbourly behaviour and a harmonious village. But the big test, perhaps helped with neighbourly vehicle speeds, will be whether it leads to more people walking or cycling about the village and leaving their cars at home.

AG

And finally ...

NEWS IN BRIEF

MANDATED SPEED LIMITER?

Less speeding in Haddenham: at least, for new car models?

Provision for feedback to a speeding driver through a car's controls is now a legal requirement for all new models of car launched from 6th July 2022, sold in the European Union. All new cars sold in the EU will be covered from July 2024.

This is the effect of an EU regulation⁸ which, despite Brexit, is reported as likely to be passed into UK law.

The new mandated technology, called Intelligent Speed Assistance, will detect the speed limit governing a vehicle's location and if it is exceeded give a driver "dedicated, appropriate and effective" feedback, through accelerator control or other means. Drivers will still be able to exceed the detected speed limit, with less excuse. They may turn the system off for a trip, but it will reactivate each time a car is switched on.

WELSH ASSEMBLY APPROVES 20MPH SPEED LIMIT

If Haddenham was in Wales, its residential roads would be subject to a 20mph speed limit from September 2023. This default speed limit was approved by the Welsh Assembly on 12th July 2022. Following our previous article on "[What's the right speed for Haddenham?](#)", SIGNPOSTS will be looking at 20mph limits in more detail in a future issue.

Previous issues are available at <https://www.villagesociety.org/haddswac.html>.

⁸ Updating the General Safety Regulation (EU), https://ec.europa.eu/commission/presscorner/detail/en/IP_22_4312. All its provisions together are estimated across the EU to save over 25,000 lives and avoid at least 140,000 serious injuries by 2038. It is speculated that it might also cut journey times by reducing the number of severe delays resulting from crashes.

SIGNPOSTS COMMENTATOR ENDORSED BY DEPARTMENT FOR TRANSPORT

The DfT has just launched a campaign to encourage broader adoption of the latest Highway Code changes (for the changes see our [previous article](#)⁹ and the official "[eight changes you need to know](#)"¹⁰). At SIGNPOSTS we are chuffed that the campaign's theme, "[Travel like you know them](#)"¹¹, follows the friendly community approach suggested in our previous article, "[Driving the Haddenham way](#)"¹².

DOLLICOTT - BUSINESS PARK FOOTPATH CLOSED

An accident in June, involving a broken leg, demonstrated the potential danger to pedestrians of this popular shortcut between Haddenham Business Park and Dollicott, leading to its closure. The Parish Council is encouraging a solution that will reopen this passage, as soon as possible.

THE TIME IS RIGHT TO SUBSCRIBE

Don't miss out on SIGNPOSTS news and views: just email HaddSWAC@gmail.com asking to subscribe, free.

Or you can scan this QR code to save some typing!



SCAN ME

⁹ "New code, new priorities", SIGNPOSTS, Issue 3, p.3.

¹⁰ <https://www.gov.uk/government/news/the-highway-code-8-changes-you-need-to-know-from-29-january-2022>.

¹¹ For example, see video at <https://youtu.be/HDEalkgJLE8>.

¹² SIGNPOSTS, Issue 2, p.4.