

Traffic Calming Working Group

Achievements:

- ◆ 7 Speed Indicator Devices (SIDs)
- ◆ Double Yellow lines: Tates Way, Church St. Corners
- ◆ 40mph limit—Haven Road throughout
- ◆ 40mph limit—A281 Bucks Green approach west
- ◆ New Bus Stops—Church Street south of bridge

Mainly Via Traffic Regulation Orders (TRO)

Community Highways Schemes (CHS) unsuccessful!

- ◆ 2021—Controlled Pedestrian Crossing Pennthorpe
- ◆ 2024—Kings Head, Watts Corner, Church Street

So, in 2025, RPC challenged WSCC (unspent S106)

RPC directly commissioned WSP to design a scheme for Church St. *(Did not fit well with WSCC process!)*

Limited Kings Head solution implemented outside of the CHS tortuous & long-winded process.

Community Highways Schemes—July 2025

- ◆ Church Street—based on WSP design
- ◆ Watts Corner pavement widening
- ◆ Relocation of Church St. bus stop northwards

All accepted but need to evolve WSP design

Autumn 2025

WSP contract closed & WSCC takes over design

WSCC confirms: ***Correct area to calm traffic (village centre northern entrance) & tackle pavement issue***

Church St. Option A

- ◆ Build-Outs at northern/southern end of lay-by
- ◆ Southbound Traffic to give way (max 4.5m width)
- ◆ Priority road signage & markings required
- ◆ Lay-by retained but some parking space lost
- ◆ 2 informal pedestrian crossings via build-outs
- ◆ Church St. bus stop moved northwards
- ◆ Pedestrians can easily cross to bus-stop (north)
- ◆ Discontinuous pavement—VRU crossing (south)

Church St. Option B

- ◆ One build-out only at northern end of lay-by
- ◆ Road narrows (5m) by build-out & any parked cars
- ◆ No priority/give way signage; no central white line
- ◆ New pavement: lay-by full length but 'half' width
- ◆ Remaining car park spaces only partially 'off-road'
- ◆ Informal pedestrian crossing at single build-out
- ◆ VRU crossing accesses bus stop & new pavement
- ◆ Church St. bus stop moved northwards