



Castlefield Traffic Calming Measures Frequently Asked Questions (FAQs) – December 2023

Q. Do you have the link to the consultation?

This statutory consultation runs from 1 December to 22 December 2023.

All the consultation plans are available to view on the Your Voice Bucks website. You will be able to respond to the consultation via the online survey. <https://yourvoicebucks.citizenspace.com/roads-parking/castlefield-area-traffic-calming-high-wycombe>

Q: Which roads are going to have traffic calming installed?

These are Rutland Avenue, The Middleway, Spearing Road, Booker Lane, Cross Road and Whitelands Road. The traffic calming aims to reduce vehicle speeds and discourage anti-social driving along roads identified by the Castlefield local community and Thames Valley Police (TVP) Neighbourhood team.

Q: Why are you not installing traffic calming measures on my road?

There is a limited budget to deliver an effective traffic calming scheme. Focus is on the roads adjacent to the school and Rutland Avenue as a priority. The scheme proposed is to help reduce the desire for anti-social driving to take place and reduce speeds to below the current 30mph limit.

Existing traffic calming measures already exist along sections of roads in the area, together with the proposed changes will provide a more extensive traffic calming solution for the whole area. Post-construction monitoring will be used to assess the effectiveness of these measures. Any future schemes would be subject to funding availability and public consultation.

Q: Why don't you reduce the speed limit to 20 mph in Castlefield?

Reducing the speed limit on its own is not an effective measure where this is existing anti-social driving and limited enforcement. The proposal for this area is to use physical traffic calming measures to slow drivers down.

Q: What types of measures are you proposing to install in Castlefield?

The Council proposes to install 36 measures in total, 1 horizontal and 35 vertical, such as table-top junctions, raised tables, round-top speed humps, speed cushions and a chicane in the area.

Q: What is the difference between vertical and horizontal traffic calming measures?

The traffic calming features we use can be split into two main categories, either vertical or horizontal deflections.

- Vertical deflections are speed humps, speed cushions and raised tables.
- Horizontal deflections are build-outs, road narrowing and chicanes.

Q: What are the heights of the vertical traffic calming measures?

The design proposes a maximum height of 100mm for the raised tables/junctions and humps and 75mm for speed cushions. These are the maximum heights allowable under current design guidance.

Q: Why are you installing these measures such as speed humps directly outside my property?

The number of speed humps and spacing from one another is necessary to slow and maintain vehicle speeds through an area where speeding and anti-social driving have been reported. Consideration has been given to the type of measures proposed and their proximity to nearby driveways and parking bays to minimise impact on residents and businesses.



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Q: Why are you not installing speed cameras and/or CCTV?

Speed cameras have been previously discounted by the Police. Their impact is limited to a relatively short section of road. They can only catch drivers speeding who are licenced and/or registered with the car. There is also an ongoing maintenance issue if they become vandalised, and would no longer be an effective speeding deterrent in this location without physical traffic calming measures in place.

Q: Will traffic calming cause more congestion, especially during rush hour school/pickup time?

Traffic calming can result in lower and more consistent traffic speeds, which in turn helps reduce congestion. Implementing traffic calming can also reduce the volume of traffic and the types of vehicles choosing to use that road.

Q: Will the traffic calming produce a lot of noise?

Traffic calming features can produce some noise when vehicles travel over them, the reduction in traffic speeds and a smoother driving style can result in a reduction in overall noise levels.

There will be noise generated as part of the construction works during normal working hours. We will advise when the works take place following the procurement of the works.

Q: Won't this scheme simply displace rat-running and speeding to nearby areas?

It is recognised that driver behaviour may be displaced to other parts of High Wycombe. Focus will remain on key roads adjacent to Castlefield School and Rutland Avenue as a priority.

Post-construction monitoring will be used to assess the effectiveness of these measures. Any future schemes would be subject to funding availability and public consultation.

Q: Does traffic calming cause higher levels of pollution?

Low speeds are generally associated with high rates of exhaust emission because they usually involve a high proportion of acceleration and deceleration. However, smooth, low-speed driving, in as high a gear as possible, can result in lower emissions. A well-designed traffic-calming feature should encourage a smoother driving style with less acceleration and braking.

Q: Do speed cushions and speed tables cause damage to vehicles?

Vehicles travelling over speed cushions and tables at appropriate speeds should not suffer damage.

The Highway Code rule 153 tells motorists that when they approach traffic calming features, they should reduce their speed, therefore the assumption is that drivers would negotiate these features at a speed less than the current speed limit along the affected residential roads.

Q: Will buses and emergency vehicles still be able to use the roads with traffic calming?

Yes. All road users will need to reduce their speeds to drive through the traffic calming measures. We are aware of the existing bus routing through the area, and we have proposed suitable measures to enable those vehicles to still be able to pass through.

Q: Will you need my land to build the traffic calming measures?

No, all works will be carried out within the highway boundary maintained by the Council. This includes the carriageway, footways and verges.



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Q: Will my driveway access (or crossover) be affected after installing the traffic calming measures?

No, the proposed scheme has been designed to ensure accesses next to the measures are retained once works are complete.

However, during construction, we will need to occupy the highway, use temporary lights, and traffic management to ensure the works are constructed safely. This may mean your access is temporarily restricted in a specific location during certain times.

Q: Are new parking restrictions or speed limits being introduced in the Castlefield area?

No, we are not proposing any changes to the Traffic Regulation Orders (TROs) as part of this scheme. Existing restrictions such as double yellow lines, and speed limits will be retained. Any future TRO changes in the area would be subject to a separate statutory consultation by the Parking Team.

If you have a parking-related query or issue please report it to the Parking Team.

<https://www.buckinghamshire.gov.uk/parking-roads-and-transport/parking/tell-us-about-a-parking-problem/>

Q: Will on-street parking outside my property be removed to install the traffic calming measures?

No, the proposed scheme is not expected to reduce on-street parking once the features are installed. However, during construction, we will need to occupy the highway, use temporary lights, and traffic management to ensure the works are constructed safely. This will mean on-street parking is temporarily restricted in those locations.

Q: When is construction expected to start on the Castlefield traffic calming measures?

The current estimate is that construction work will start in Spring 2024, lasting approximately 6 months. The construction timescales will be confirmed once we have completed the statutory consultation, final design and procurement of the works in the new year.