

THAMES VALLEY POLICE

Division/Station: Traffic Management Milton Keynes

Subject: From: Mr. N.M.Biggs
Traffic Management

To: Joshua Tomlinson
Project Officer Bucks CC

Ref: NB 36-37/08

Date: 28.6.19

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Proposed zebra crossings – adjacent to the B4444/A4010 junction between Culverton Hill and Rectory Court and adjacent to King George V Park and Robinson Close, Princes Risborough Bucks.

Reference

I refer to the e-mail dated the 8th February 2019 and further subsequent e-mails from Mr. Joshua Tomlinson, Project Officer Bucks CC and associated drawings Nos. C8097/19/DRF/2700/1001 and C8097/19/DRF/2700/1002 (No Revision numbers) entitled 'A4010 & A4129 Road Safety Improvements Sites 5 and 15 respectively showing Proposed Zebra Crossing General Arrangements not to scale.

History

There are no previous papers on this matter; there have been no injury collisions in the three year period to 31/12/18 for a distance of 150ms either side of the location of the zebra crossing proposed adjacent to King George V Park and Robinson Close. For the same period the zebra crossing proposed close to the B4444/A4010 junction between Culverton Hill and Rectory Court has three slight collisions. Two of these are turning movements at the junction with Clifford Avenue and the same with the last one junction with Elmdale Gardens.

The background to these proposals are as follows, Buckinghamshire County Council (BCC) is undertaking a consultation to upgrade a number of sites along the A4010 and A4129 routes to improve safety. The proposals include the introduction of new and upgraded pedestrian crossings, pedestrian refuges, footway improvements, speed limit zone entry features as well as improvements to associated road markings and signs.

Throughout the development of this project the Council has worked closely with the A4010 & A4129 Petitioner Group consisting of members from Princes Risborough Town Council, Bradenham Parish Council, West Wycombe Parish Council and Wycombe District Council who have helped shape the scheme and identify key sites for delivery apart of the project in the best interests of the local community. Funding for this project was secured by the A4010 & A4129 Petitioner Group (working with the County Council) from HS2 Ltd as mitigation for the road being used as a construction route.

Investigation

I visited the sites with Josh Tomlinson on Wednesday 26th June 2019 around mid-day, the weather was fine and the road surface was dry. We visited the proposed site for the crossing adjacent to the King George V Park and Robinson Close first.

Visibility towards Monks Risborough was very good and in the distance could be seen the formal signalised crossing in Monks Risborough which sits between Queens Road and Windsor Hill.

This proposed crossing is on the desire line for pedestrians wishing to cross closer to the town centre and also to go through the park to the pre and primary schools which lie to the north of the A4010 situated on the other side of Wellington Avenue.

Visibility from the town centre is not as good as the road rises towards the crossing from the roundabout junction with the A4129 which feeds the Tesco's superstore. Vehicles travelling from this direction are constantly visible from the crossing so both drivers and pedestrians should always be in view from the roundabout so decisions about crossing can be made with sufficient information to cross with speeds being commensurate with the posted limit.



View towards Monks Risborough from the proposed site



Visibility towards the town centre and Tesco's roundabout – vehicles staying in view.

Speed data has been obtained for the period from 17/06/2019 to 24/06/2019 opposite the King George V playing field giving mean speeds south west bound over a 24hr period of 28mph and 33mph for 85% tile speeds. In the opposing direction for the same period 34mph for the mean speed and 29mph for the 85% tile speed.

The second proposed location we visited was adjacent to the B4444/A4010 junction between Culverton Hill and Rectory Court. This is again well within the 30mph speed limit when travelling in from the direction of High Wycombe.

Visibility towards the town is good and is well built up giving the feeling of being in a town centre. In the opposing direction from the start of the 30mph gateway prior to the Upper Icknield Way the residential properties are set back where it is likely that drivers speeds are not going to reduce as quickly as the driving environment feels more semi-rural.

Speed data has been obtained for the same period from 17/06/2019 to 24/06/2019 north east of Culverton Hill giving mean speeds south west bound over a 24hr period of 30mph and 34mph for 85% tile speeds. In the opposing direction for the same period 27mph for the mean speed and 33mph for the 85% tile speed.



View towards the town centre from the proposed site

As can be seen from the picture above the view towards the town centre is predominately built up and creates a better link to a 30mph speed limit.

From the speed summary data provided over a 24hr period those vehicles travelling towards the crossing from the town centre at a speed within the enforcement threshold represent around 10% of traffic.



View towards the junction with the B444 from the proposed crossing site

The picture above shows the approach for traffic from High Wycombe, they will be travelling round a descending right hand bend where it is likely they will cut across the hatched area on the exit to the bend. The geometry of this bend lends itself to vehicles gaining speed at this point which is not ideal on the approach to the crossing point proposed. In order to countermand this the proposal is to put a traffic island within the hatched area on the approach to the bend and on the exit a pedestrian refuge where there is sufficient width at this point to keep vehicles within the marked lane and use it as a speed reducing measure.

Summary

Both of these proposed crossings have speeds recorded which are within current guidance and not within the National Police Chiefs Council (NPCC- formerly ACPO)) enforcement criteria of more than 10% plus 2mph for this speed limit.

Visibility for both crossings is sufficient for both drivers and pedestrians to make an informed decision about using this formal crossing and drivers to take the appropriate action.

They both have 50 linear metres of buff high friction surfacing on all approaches together with internally illuminated poles with Zebrite or similar type approved beacons.

Both crossings have proposed new Traffic Signs Regulations and General Directions (TSRGD 2016) diagram 544 & 572 situated 60 yards prior to the crossings on each of the approaches to reinforce the new crossing locations.

Both have the required tactile paving for visually impaired users in accordance with current guidance.

The crossings are on proven desire lines for the local community and will provide opportunities to cross this busy strategic road during busy times.

Consultation

I have consulted very comprehensively together with Mr. Joshua Tomlinson, Project Officer Bucks CC in relation to these proposals.

Recommendation

I recommend that this report be forwarded to Mr. Joshua Tomlinson, Project Officer Bucks CC making him aware of the comments made within this report and stating that the police have no objection to these proposals

Mr. N.M.Biggs
Traffic Management