

Item	Description	Location	Raised by?	Comments
Police Custody Loading between Police Station & Town Hall	Under the new 2-way configuration on QVR, Police Custody vehicles will have to drop off and pick off off the carriageway so they don't block the traffic. The Swan Theatre have given permission for the vehicles to use the space between the Police Station and the Town Hall. The ramp off the Town Hall will need to be altered, which the Swan Theatre are happy with as long as the arrangement meets building regs. TVP are also in favour of this arrangement.	Queen Victoria Road	Thames Valley Police	The option of allowing the Police Custody vehicle to park between the Town Hall and the Police Station has been designed into the project and the police wall will be moved towards the carriageway to allow for easier egress.
The proposed coach layby for funeral vehicles	It was proposed that a layby was incorporated into the design to allow funeral vehicles to utilise the bay. However, funerals use a numebr of vehicles and policing that bay would be too difficult. TfB have verbally confirmed that as long as the funeral vehicles are not obstructing traffic then they wont be ticketed.	Easton Street	The Hub Businesses on Easton Street	A half depth layby, which is to be used for funeral / wedding services and buses has been designed, which TfB Parking Services and Passenger Trasnport have approved.
On Street Parking arrangement (1)	The businesses on Easton Street would like to see a very similar arrangement for the on-street parking bays. WAAFA thanked the project team for incorporating an extra disabled bay on Easton Street, but they would like the proposed position of the motorcycle and disabled bay to be swapped so the it is easier for disabled users to access the rear of the vehicle.	Easton Street	and Public responses	Parking bays to remain how they are now, with a disabled bay having a rear access.
On Street Parking arrangement (2)		Easton Street	WAAFA	See above
Pedestrian Signals Traffic Signal buttons	Can there be a green / red man on the traffic signal as well as the controller WAAFA requested that rotating cones were used on the traffic controller under the button.	Traffic Signals	WAAFA	Just the controller to have the ped signal.TfB Network Safety & TfB Signals recommend the pedestrian signal to be located on the nearside controller with a high level secondary unit above.
		Traffic Signals	WAAFA	

Dropped kerbs at the diagonals of the crossroads	WAAFA requested that if this would then allow pedestrians to cross diagonally at an all pedestrian green phase, then there should be dropped kerbs provided. The High Wycombe Society questioned whether the	Crossroads	WAAFA High	On the basis that there won't be any pedestrian demand units, signal controllers or pedestrian lights in between each arm of the junction, it will not be safe to incorporate dropped kerbs as a suggested place for pedestrians to cross. These dropped kerbs would imply a safe place to cross without the positive control provided at the junction arm crossing points and no assistance to those visually impaired.
Lane widening of QVR	northbound left hand lane could stay as 2.9m as it is not next to oncoming traffic.	Queen Victoria Road	Wycombe Society	Not wide enough to deal with the number of vehicles. There was little appetite from the bus companies and members of the public for a new bus stop on Abbey Way so this will be replaced with hatching as what is there now.
Removal of proposed Bus Stop	Take away the proposed bus stop on Abbey Way by the Easton Street junction. First Group Buses representatives raised the issue of buses overrunning the footway when turn left onto the	Abbey Way	Public resposes	
Bollard on the QVR / High Street footway	High Street from QVR. They suggested a sort of bollard to deter bus and HGV drivers from overrunning this corner of the footway.	Crossroads	First Group Buses	Swepth path analysis show the buses do not overrun.

Obstruction at the bottom of Credon Street	Many members of the public asked for an obstruction to be positioned at the bottom of Credon Street as a safety measure to prevent vehicles crashing into the shops.	Crossroads	Public resposes
Bike Lanes	A couple of members of the public questioned why bike lanes were not being proposed for the scheme.	Whole route	Public resposes
Informal Junctions	A couple of members of the public requested that informal crossings were taken out of the scheme as they are seen as a danger	QVR & Easton Street	Public resposes

A bollard is unlikely to stop an out of control HGV, and this may cause more injury to the driver in some instances or danger of secondary impact from a detached bollard. A vertical concrete barrier or energy absorbing barrier may be effective but also may interfere with sight lines at the crossing points or reduce the width of the footway or carriageway below the desirable minimum for safety and capacity. Previous collisions with the properties on the SW side of the junction have been whilst a vehicle has been turning left following the one-way system. As this is to be removed it reduces the risk of a similar collision in the future. There is not the room and would encourage cyclistst to use the roads the same way motorists do. These areas are where there are pedestrian desire lines and do not have a negative affect on congestion.

Zebra Crossing	Cllr Lesley Clarke requested that a zebra crossing was implemented into the scheme along QVR.	Queen Victoria Road	Cllr Clarke	Although this is where there is a demand for pedestrians to cross, there are safety issues with it crossing 3 lines of traffic and has a negative effect on congestion. On the basis that the number of lanes along Queen Victoria Road will remain at 2 southbound and 1 northbound to help with traffic flow, it was agreed that having a zebra crossing across 3 lanes is deemed unsafe. Crossing of three lanes, two in one direction and one in the other, may cause confusion to pedestrians as they cross failing to look in the direction of approaching traffic. A zebra crossing would only be considered if there was no other nearby facility for pedestrians to cross or it was on a desire line for young or vulnerable pedestrians. This would replace parking bays and loading/unloading bays, where there is a large demand from businesses along Easton Street for these bays
Taxi Feeder Rank	Taxi Reps via Cllr Clarke requested a taxi feeder rank along Easton Street, instead of on-street park and loading bays	Easton Street	Cllr Clarke	This will not be knocked down because it lies in a Conservation area
Removal of Library Gardens wall	It was suggested that the wall of the Library Gardens is knocked down to widen the footway	Queen Victoria Road	Various	The Linsig modelling proved that having a right turn lane at a 4 arm signalised junction meant that all the other arms had to stay red and had a negative effect of traffic flow and congestion
Removal of right turn from QVR to Easton Street	Numerous members of the public felt that the right turning lane from QVR onto Easton Street should be kept	QVR & Easton Street	Public responses	