

**Appendix B: Thames Valley Police Response to Statutory Consultation**

B482 Marlow Road, Stokenchurch raised table zebra crossing

**THAMES VALLEY POLICE**

Subject:

Division/Station: Traffic Management Milton Keynes

From: Mr. N.M. Biggs

To: Jankin Arsalan.

Traffic Management

Design Services TfB

Ref: NB 6/21

Date: 23.2.21

Tel. No.

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**Marlow Road (B482), Stokenchurch traffic-calming statutory consultation humped zebra crossing**

**Reference**

I refer to the e-mail dated Friday 29<sup>th</sup> January from Mr. Jankin Arsalan, Design Services, Transport for Bucks (TfB) and associated drawing entitled 'Consultation B482 Marlow Road proposed raised table zebra crossing table' numbered TEE19060-DWG-CONS-001 Revision 0 scaled at 1:500 at A3 showing the proposals.

Further information (speed surveys) have since been received from Mr. Jankin Arsalan, beyond the statutory deadline that were required in order to make a more informed decision on these proposals.

**History**

There are no previous papers on this matter; there has been one slight injury collision in the five year period 01/11/2015 – 31/10/2020 along the length which is subject to the proposals as shown with the pictorial map below at the site of the crossing;



Figure 1 Collision history Marlow Road

The single slight collision as identified in the pictorial map above was where V2 had stopped at the zebra crossing to allow precedence of a pedestrian, V1 failed to stop running into the rear of V2 that then hit the pedestrian on the crossing.

### Investigation

I visited on Tuesday 2nd March 2021 at 13.30, the traffic was light and the weather was overcast and dry.

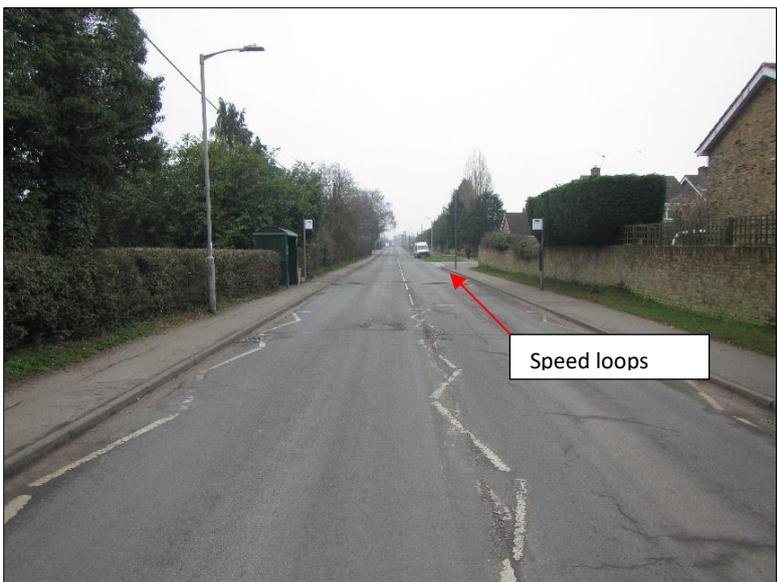


Figure 2 view from the existing crossing in a generally southerly

direction towards Cadmore End showing clear visibility and speed loops position

During the site visit the traffic was light enough to provide Fig 2 the photo from the crossing showing a very straight approach to the existing crossing giving drivers good visibility to vulnerable road users (VRU's). This also provides a road environment for travelling at speeds in excess of the posted limit.

### Speed Data

A subsequent request for speed data was made, loops were then placed at a location NW of Slade Road for the period 22/2/2021- 01/03/2021. Details of the results are as below showing the totals of vehicles, the 85%tiles, the mean speeds for the 12hr,16hr,18hr and 24hr period all for the seven-day period as previously indicated;

SE Bound      85% Mean

Total			
12H(7-19)	1602	34	28
16H(6-22)	1769	34	28
18H(6-24)	1793	34	28
24H(0-24)	1810	34	28

NE Bound      85% Mean

Total			
12H(7-19)	1554	33	28
16H(6-22)	1738	33	28
18H(6-24)	1756	34	28
24H(0-24)	1786	34	28

Figure 3 Speed summary data

The results show that both the 85%tile and mean speeds are not within the enforcement range as indicated within the National Police Chiefs Council (NPCC) which is 10% + 2mph over the posted limit.



Figure 4 NW View from Crossing towards A40 Wycombe Road

It was clear from the site visit that speeds of vehicles travelling from Cadmore End towards the A40 were travelling at a greater speed than those in the opposite direction, which is borne out by the speed data.

One concern is that this is a stand-alone feature without any further speed reducing features in either direction prior to the table and crossing itself. Although it will be suitably signed, is within the built up area and within the posted limit of 30mph which has been in situ for some time, the approach from Cadmore End is particularly straight for some distance.

The Highways (Road Humps) Regulations 1990 do permit the use of a road hump in connection with a Zebra crossing, though not in the Zebra zig-zag area, provided that the location of the road hump would conform to the other requirements of the regulations.

Where these requirements can be met there is some advantage in providing a road hump, as vehicle speed will be slower on the approach, and pedestrians can cross the carriageway at the same level as the footway.

The assessment for zebra crossings indicates the use of high friction surfacing and the use of appropriate signing in advance of the crossing itself, both of these features are contained within the drawing TEE19060-DWG-CONS-001 Revision 0 which was included within the first e-mail sent and contained within Fig 5 below

As with refuges and signal-controlled crossings, it is important to keep the approaches to the Zebra crossing clear. Trees and street furniture are a hazard for pedestrians, especially those with disabilities. Intervisibility between all users and drivers are good at this location with parked vehicles being some distance to the north towards the junction with the A40

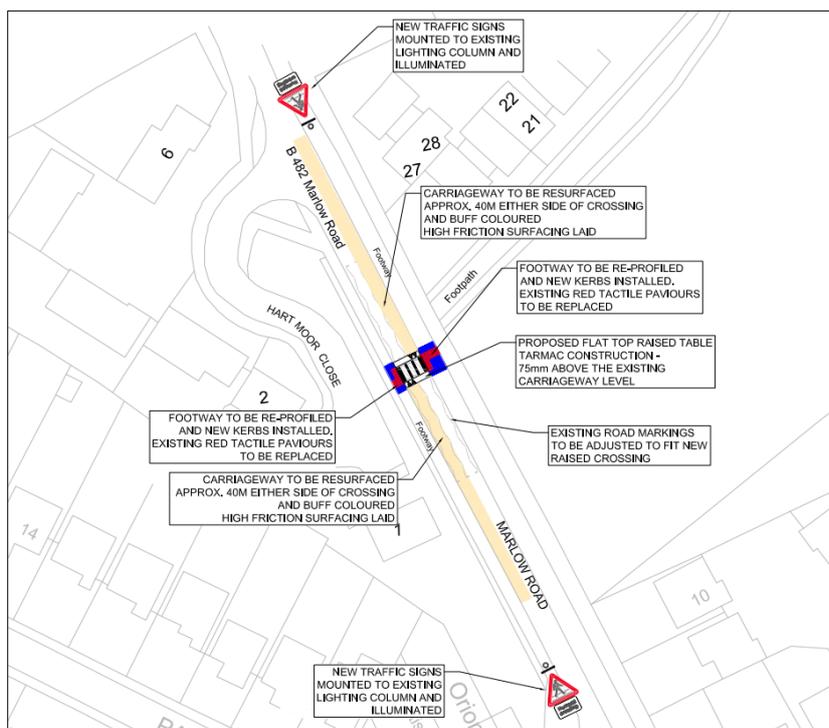


Figure 5 detailed design of crossing showing use of high friction surfacing and signing prior to crossing.

### **Consultation**

I have consulted together with Mr. Jankin Arsalan, Design Services, Transport *for* Bucks (TfB) in relation to these proposals.

### **Recommendation**

I recommend that this report be forwarded to Mr. Jankin Arsalan, Design Services, Transport *for* Bucks (TfB) stating that the police have no objection to these proposals

Mr.N.M.Biggs

Traffic Management