

APPENDIX C – Consultation Summary Report and TfB’ comments to address concerns raised

Consultation Response (Summarised)	TfB Response
As a result of the proposals, parents will look to park their cars elsewhere, namely higher up Chartridge Lane, Penn Avenue, Hampden Avenue and Lowndes Avenue, all of which are already at capacity.	There will be a likelihood of migration of parking by parents, as a result of the crossing and zig-zags, reducing the area for parental drop-off close by the outside the school.
There never has been enough car parking on site at the Academy and street parking is an ever worsening problem.	This item is outside the scope of TFB’s brief.
Concerns that the Puffin crossing will mean large numbers (of people) crossing and waiting to cross the road which the current pavement width cannot take safely. These sections need to be widened as it is impossible for a pedestrian to travel against the flow of students and without having to step into the road.	The footways on both sides of the crossing will be widened to a suitable width and length to accommodate potential crowding of pedestrians. However widening the footway over approach lengths is outside of this TFB’s Brief, and further resource should be made available to assess this matter should BC wish to do so.
In addition to the crossing, you need to consider parking around the school. Where the zig zag lines stop, parking will start and this will cause safety and congestion problems on the road.	This item is outside the scope of TFB’s brief, however the crossing will provide additional safety for students and motorists. There will be some traffic queues at the signals at peak times, however the white zig-zag markings will keep the area clear free from traffic and congestion, unless drivers ignore the new regulations. The extended yellow zig-zags will have the affect of moving parking further away from the school frontage, potentially creating congestion further away from the school curtilage.
The major issue is parking outside the school. Consider NO WAITING AREA with yellow lines and traffic control checks.	Yellow zig-zags and “school keep clear” markings are to be extended, but more formalised measures are outside of TFB’s crossing scope of works.
This is already an additional huge problem with parking outside the properties on chartridge lane. This will only be exacerbated when cars are restricted from parking directly outside of the school.	Agreed. However, the safety of pedestrians is the priority and students could be encouraged to walk into school for the last sections of their journey.
Unless the parking issue is addressed and local residents clearly advised of how it is to be addressed, the provision of a crossing will create frustration for both drivers and residents.	Parental Parking and drop-off is a problem at all schools. However, the safety of pedestrians is the priority, which the signalised crossing will provide. Peak-time traffic will be delayed slightly, but users of the crossing will be much safer.
This is going to cause significant traffic (build-up) all the way up and down chartridge lane during peak travel hours.	Parental Parking and drop-off will create the majority of traffic “build-up” and congestion. However, the safety of pedestrians is the priority and students

	could be encouraged to walk into school for the last sections of their journey. Peak-time traffic will be delayed slightly.
It is imperative that the signal is ONLY operational during school arrival and departure hours. It is NOT needed at any other time.	The signalised crossing will work on a demand basis, which will be mainly at school arrival and departure times. However, the elderly and vulnerable users may benefit from the signalised crossing facility at other times, also visitors to the school.
Do the signals have an audible signal ? Is this reduced or removed at night for the benefit of the local residents ?	The signalised crossing will have audible signals, as a standard design feature, and the crossing controller is programmed to automatically switch these off, from 7pm to 7am.
Ensure that general traffic is properly controlled and marshalled at busy times (school drop off and pick-up times), as there is already mayhem with parents executing u-turns in the junction of Penn Avenue/Chartridge Lane and blocking driveways and I am concerned that this will be exacerbated by the traffic lights. Can additional double yellow lines/parking restrictions be installed near the junction?	Yellow zig-zags and "school keep clear" markings are to be extended, but more formalised measures are outside of TFB's crossing scope of works. The signals themselves are some distance from the Penn Ave junction and peak time queuing by traffic reaching this point, from the red signal, is not anticipated, though may result from the presence of existing traffic build-up from slow moving vehicles travelling within Chartridge Lane southwards.
There should be new parking restrictions outside the school, also on Chartridge Lane, on the Chesham (south) side of the school. There should be a new length of (say) 100m of double yellow lines and restrictions in place to prevent cars parking on Chartridge Lane, from the school (northwards), opposite Nos. 67 – 69 where the road has restricted visibility. The white chevrons directly outside the driveways of 67 and 69 should be reinstated, not done so, after recent resurfacing works. (Originally installed to provide safety measures).	Yellow zig-zags and "school keep clear" markings are to be extended, but more formalised measures are outside of TFB's crossing scope of works. Regards to other existing markings , these should be looked at for reinstatement by TFB, there may have been an oversight on marking reinstallation, following recent general maintenance works by TFB.
Suggest installing a pelican crossing instead of a puffin crossing as pelicans have an aspect on the far side and are more legible than puffin crossing as long as the required louvres are in place. Will the aspects have LED lighting or will they be the old style lighting?	Pelican signalised crossings are no longer installed, and regulations have replaced them with the Puffin type , as proposed for this scheme. These will have alternative standard design features, (from the pelican-type), which the design authorities believe are more suitable for users. The proposed signals will utilise LED lighting features throughout.
The removal of the refuge island from the current crossing should be replaced with a raised section of road [Speed table] that will act as a traffic calming device for this busy stretch of Chartridge Lane. Cameras should also be considered as a	Unfortunately installation of a crossing and speed table is outside TFB's design scope and commission, with this crossing. Safety cameras are installed by TFB where there is a collision road safety history. It is the drivers themselves that should be paying appropriate attention to the changing road conditions along their

<p>deterrent for those that don't stop when the lights are red.</p>	<p>journey. Pedestrians are also encouraged by the High-way Code to always check that drivers are intending to stop , before they step out into the road.</p>
<p>The footpath on the opposite side to CHA is very narrow and on a number of occasions young people move into the road to pass groups without checking traffic. A wider pavement on the north side of the road is required. The dilapidated pavement (on the school side) running alongside the park is in urgent need of repair, and is also too narrow.</p>	<p>The footways on both sides of the crossing will be widened to a suitable width and length to accommodate potential crowding of pedestrians. However widening the footway over approach lengths is outside of this TFB's Brief, and further resource should be made available to assess this matter should BC wish to do so. Repairs to any unsafe sections of footway should be undertaken by TFB's general maintenance department.</p>
<p>Bucks Council has chosen to expand the numbers on the school roll at this site, and now has a duty of care to facilitate safe access to the school for increasing numbers of pupils, on what were already inadequate pavements.</p> <p>The current plans are not sufficient to address the road safety and access issues outside this school. A more radical redesign of the carriageway is needed: moving the whole carriageway at least 1m south, using some of the wide verge (area) on the school side of the road, (to provide wider footways) .</p>	<p>Unfortunately installation of wider engineering measures along Chartridge Lane are outside TFB's design scope and commission, which only includes this signalised crossing. However, the safety of pedestrians crossing Chartridge Lane to/from CHA is a priority, which the proposed signalised crossing will provide.</p>