

APPENDIX C – Summary of objections and feedback
Hatters Lane (High Wycombe) Pedestrian Signalised Crossing

Table 1: Response to Consultation Survey Feedback

Proposals	Unsure about the proposals	Objects to the proposals	Supports the proposals
Do you agree with the proposal to install a new signalised pedestrian crossing on Hatters Lane, High Wycombe?	1	6	11

Graph of feedback and objections

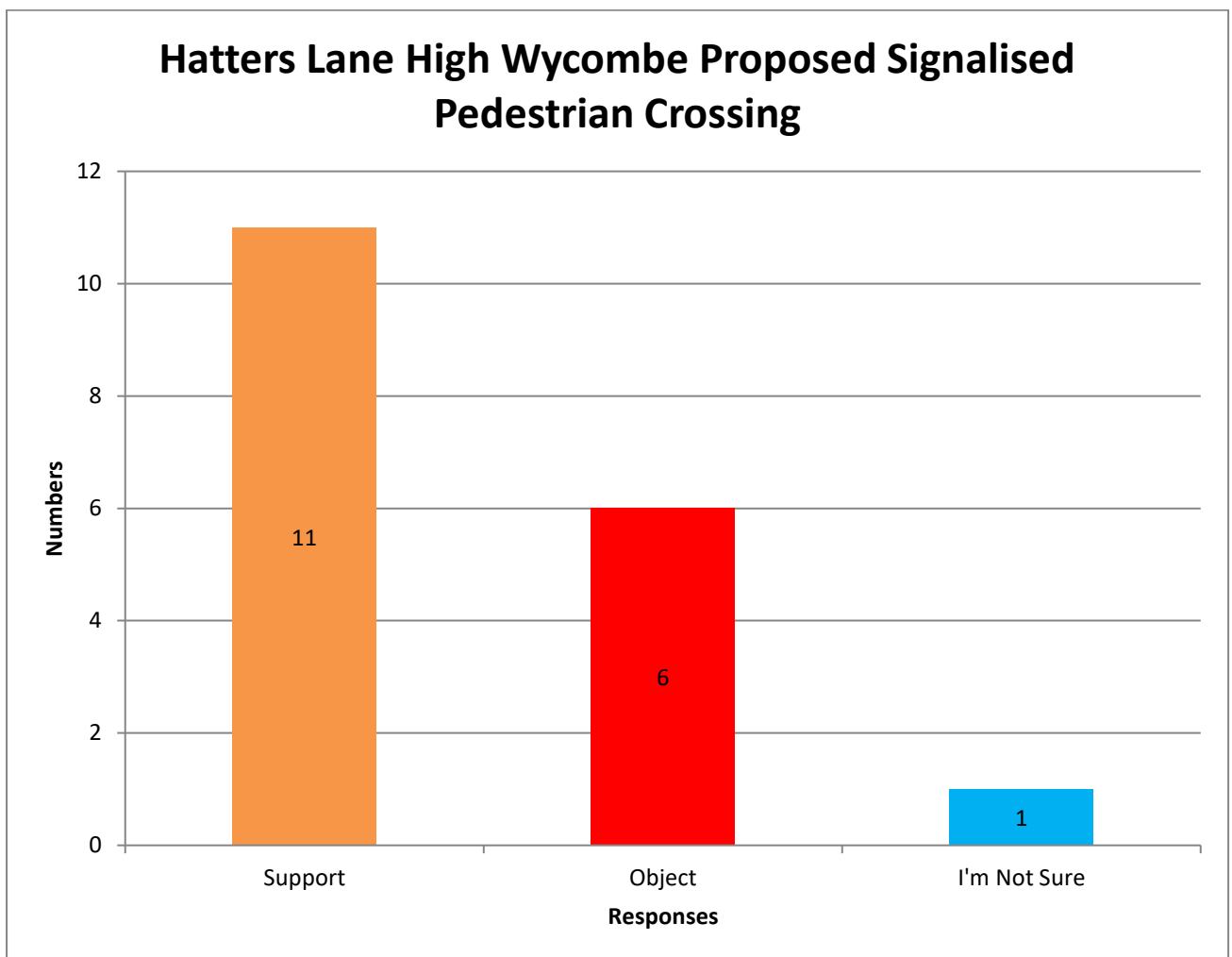


Table 2: Comments in Support

Comment	Frequency	TfB Response
Will assist school children	3	Noted
Will reduce speeding	1	Noted
Additional signalised crossing needed further down Hatters Lane near Beechview Academy	1	Collision analysis has identified a trend involving pedestrians being struck by vehicles attempting to cross Hatters Lane outside the school, therefore this location was selected.
Support Scheme but request further traffic calming required i.e. (raised) speed table / cushions	1	<p>These options were not part of original scope to provide a safer crossing point.</p> <p>Speed cushions may be not supported due to the noise and vibration caused by traffic It is also noted that TfB have removed a number of cushions in recent years due to their unpopularity with residents.</p>
Concerns of bend outside the school	1	Noted. Hatters Lane is a 30mph lit urban road and further signage provision to denote bends is deemed not appropriate and not considered part of scope for Network Safety Scheme.
Remove central median and install cycle lanes	1	Central islands help to reduce speeds by reducing the carriageway width in this vicinity which would lead to lower speeds. Unlikely to be able to accommodate 2 cycleway lane (one either side) in current carriageway width.
School pedestrian exit/entrance section, higher up Hatters Lane, need to be widened	1	The footways on school frontage side of the crossing will be widened to a suitable width and length to accommodate potential crowding of pedestrians

Table 3: Comments in Object

Comment	Frequency	TfB Response
Parking impact to adjacent properties	6	<p>Noted. However, the safety of pedestrians is the priority and students could be encouraged to walk into school for the last sections of their journey.</p> <p>Parking changes were not identified as an objective for the safety scheme. The crossing includes zig-zag markings, which ensures no parking in vicinity of crossing at all times to ensure safety of all road users.</p>
Concern over unsafe and difficult entering to / exiting from existing driveways	5	<p>The scheme has also been subjected to an independent road safety audit and they did not raise this item as a safety concern.</p> <p>The signal poles are located to prevent obstruction from driveways and secondary signals head are provided to ensure a signal can be seen.</p>
Air/noise pollution from vehicles	5	<p>However, the safety of pedestrians crossing Hatters Lane to/from Highcrest Academy is a priority, which the new signalised crossing will provide.</p>
There are no safety issues	2	<p>Majority in support and therefore recommend to proceed.</p> <p>Collision analysis has identified a trend involving pedestrians being struck by vehicles attempting to cross Hatters Lane outside the school. Our proposal is to improve safety for school pupils (5 of the 6 injury collisions at this site have involved children), staff and general public needing to cross Hatters Lane.</p>
Pupils cross elsewhere	2	<p>Buckinghamshire Council's preference is to not install them outside locations where high volumes of pedestrian traffic can occur at once, such as a school, due to pedestrians having right of way all the time someone is on the crossing. If one was positioned outside a school, there could be a long stream of children crossing the road, which would hold vehicles up significantly.</p>

Comment	Frequency	TfB Response
Waste of money i.e. too expensive	1	<p data-bbox="1066 240 1469 272">Thank you for your comments.</p> <p data-bbox="1066 320 2074 427">This is a Buckinghamshire Council Network Safety funded scheme to provide improved facilities for pupils and pedestrians in the area as well as all pedestrians.</p> <p data-bbox="1066 435 2074 501">The project also makes improvements to residents' movements through High Wycombe, encouraging healthier lifestyles.</p>
Provide speed cameras as enforcement	1	<p data-bbox="1066 517 2074 620">Safety cameras are installed by Thames Valley Police and their preference is to enforce through mobile speed cameras as this is more cost effective over a wider area.</p>
School problem; cars should be allowed access into their premises	1	<p data-bbox="1066 636 2051 700">Management of school outside TfB's control and the crossing would still be beneficial if this were possible.</p>
Beeping lights noise at night	1	<p data-bbox="1066 716 2074 823">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.</p> <p data-bbox="1066 831 2051 979">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.</p>

Table 4: Not Sure Comments:

Comment	Frequency	TfB Response
Consider lesser option i.e. zebra crossing	1	<p>We believe a puffin crossing is more suitable for users i.e. students and general public. Additionally, Zebra crossings offer limited assistance to visually impaired pedestrians, whereas the proposed signalised crossing will utilise audible beepers to indicate when the green man has appeared, aiding vulnerable users.</p> <p>Significant delay to vehicles can occur where high volumes of pedestrian traffic can occur at once, such as a school, due to pedestrians having right of way.</p>