

Proposal for a pedestrian Refuge on Moreton Road Buckingham.

There is a requirement for a safe cross near the junction of Moreton Road and High street Buckingham. At this location (see location below) the volume of vehicular and pedestrian traffic (see foot fall below) is high - peaking at a crossing every 11 seconds -particularly at peak times in the morning school and business closing times in the afternoon.

The road is wide at this crossing point and there are several vehicle streams that pedestrians have to negotiate to cross safely. This is a particular problem for people who are not able to cross quickly (such as parents with young children) and slow crossers who come from the North End sheltered housing – elderly, frail and vulnerable.

And of course there are people from Cornwalls Meadow car park who use the pedestrian crossing to cross the High Street who then have to cross the Moreton Road. Too many people are tempted to cross behind the Old Gaol – a very dangerous alternative!

Further from a safety outlook delivery vehicles made this area even more dangerous by stopping close to or even over the dropped kerbs.

Location

Outside the Kings Head public house near the junction of Moreton Road and High Street.

Fig1 proposed location for refuge.



Fig2 street view at the proposed crossing point.



Type

- **Location** crossing point outside Kings Head pub already has dropped kerbs.
- **Type** of crossing - an island refuge may be possible. There are already hatch marks in the centre of the road. There is enough footpath room on the town centre side to widen the road if this was needed. If because of the width of the road an island refuge was not possible then Pelican or zebra would have to be the alternative.
- **Foot Traffic**
- Extensively used serving all directions (see section footfall)

Examples

Fig3



Fig4



- Refuge islands must be a minimum of 1.2 meters wide, however this is usually raised to 1.8 meters in Bristol to accommodate pushchairs and wheelchairs more easily
- Normally, road widths must be at least 4 to 4.5 meters either side of the refuge (if the location is on a bend and large motor vehicles are expected, this must be increased)
- Parking restrictions may need to be imposed on approach and near to the refuge

Footfall report

This data was collected on Tuesday 10 March 2015.

It should be noted that addition crossing of Moreton Road was taking place further north which is not included in the data. From my experience of using Moreton Road it is safer to cross at the bend in Moreton Road because you only have 2 traffic streams to deal with, the road is narrower and there is greater visibility.

hr	min	walk towards bus stand	walking towards Villiers	slow crossers		interval minutes	total crossed	crossing per minute
7	16	12	4	0		20	16	0.80
7	36	12	7	0		17	19	1.12
7	53	5	6	0		13	11	0.85
8	6	7	14	0		16	21	1.31
8	22	8	20	0		6	28	4.67
8	28	10	17	0		16	27	1.69
8	44	6	16	0		16	22	1.38
9	0	5	17	1		8	22	2.75
9	8	14	9	2		12	23	1.92
9	20	12	19	2		9	31	3.44
9	29	17	15	2		7	32	4.57
9	36	16	10	0		6	26	4.33
9	42	14	24	2		7	38	5.43
9	49	12	9	5		6	21	3.50
9	55	2	11	1		5	13	2.60
10	0							
Total		152	198	15		164	350	2.13
15	12	20	18	2		13	38	2.92
15	25	31	16	0		9	47	5.22
15	34	20	7	1		7	27	3.86
15	41	23	7	1		13	30	2.31
15	54	20	21	0		10	41	4.10
16	4	22	24	0		15	46	3.07
16	19	21	13	0		11	34	3.09
16	30	20	13	1		8	33	4.13
16	38	27	9	0		7	36	5.14
16	45	22	11	3		12	33	2.75
16	57	17	11	0		11	28	2.55
17	8	22	8	0		10	30	3.00
17	18	23	8	0		12	31	2.58
17	30	9	8	0		10	17	1.70
17	40							
Total		297	174	8		148	471	3.18
Grand Total		449	372	23		312	821	2.63