West Street, Buckingham

Proposal

That a Puffin crossing be installed (see crossing definitions) outside 27 West Street to ensure pedestrian s are able to cross safely (see Fig1 for proposed crossing point).
At this location the volume of vehicular traffic is high throughout the working day and carries a large amount of HGVs also it is on a slight bend.
The road is wide at this point and crossing the two vehicle streams where the time from when the vehicle can be seen to when the vehicle is upon you is very short. Pedestrians have difficulty negotiating to cross West Street. This is a particular problem for people who are not able to cross quickly (such as parents with young children) and slow crossers.
The vehicle data (see under Traffic) can only be used as an indicator for estimated numbers of vehicles as the data was not collected in the vicinity of the proposed crossing but typically 6 vehicles a minute pass this crossing point.

Location

Outside 27 West Street (Ladbrokes) see picture Fig4. This location seems to give most viability in both directions.

Fig1 Proposed Crossing point

Fig2 View of crossing point looking towards the town centre

Fig3 Arial shot of proposed crossing point.

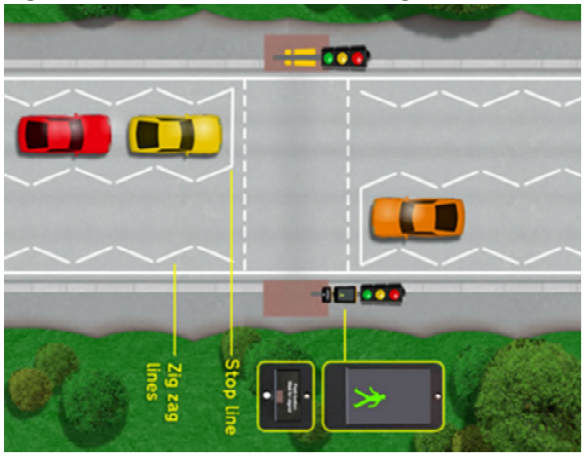
Fig4 Proposed crossing point

Type

Puffin crossing as although the road is quite wide at this point is also on a bend. With the HGV being allowed to use this road (A422) having an island refuge may not be practical.

Compared to a traditional Pelican crossing, Puffin crossings reduce the amount of times a pedestrian is injured by 24%. For motor vehicle drivers who were injured, this is reduced by 16%.
Compared to Pelican crossings, Puffin crossings are safer to use because they do not have a phase where the amber light flashes to vehicle users, and green man flashes to pedestrians. This phase causes confusion to both vehicle users and pedestrians. Puffin crossings do not use this phase, and show either green or red crossing signals to pedestrians.

Fig5 schematic of a Puffin crossing



Crossing Definitions

Zebra crossings

Zebra crossings have two sets of flashing amber beacons (known as 'Belisha beacons' after the Liberal politician Leslie Hore-Belisha, who introduced them to crossings in 1934). They have an area of road between them that's painted in black and white stripes. Drivers are legally obliged to give way to pedestrians waiting to cross, so make sure you scan the road ahead and manage your speed as you approach them. Remember – zebra crossings don't have traffic lights but they do have a broken give-way line that you mustn't cross when you stop. Failing to give way to pedestrians is a criminal offence that can result in points on a driving licence – even a provisional licence – so it's worth getting to know the rules.

Pelican crossings

Pelican crossings differ from zebra crossings in that the flow of traffic is controlled by traffic lights. (And, as far as I know, they weren't named after a politician called Mr Pelican.) Pedestrians waiting at a pelican crossing are able to press a button that changes the traffic lights to red after a timed delay. Sounds simple enough – pedestrians press the button and cross once the lights are red. Well, in theory it is simple, but accidents can and do occur as a result of drivers misunderstanding the light sequence or just not seeing pedestrians. It might surprise you to learn, for example, that there were 17 deaths on pelican crossings in the UK in 2012 – 3 children and 14 adults.1

Light duties

Unless there are people already on the crossing, you can keep going if the lights are green, even if there are people waiting to cross. But, if you see pedestrians waiting, don't suddenly accelerate to get through the crossing before the lights change. Approach carefully and make sure you scan ahead. The lights will change to amber and then to red, as normal.

The lights will then remain on red for a set period before changing to flashing amber. This is to allow people time to finish crossing. The flashing amber light means you're free to continue if – and only if – the crossing is clear. If there are still pedestrians on the crossing you mustn't move forward until they have safely made it to the other side of the road.

Puffin crossings

Pelicans and puffins are essentially the same (try telling that to an ornithologist!), except that a puffin crossing has its sequences controlled by sensors mounted on the lights, rather than a timer. These sensors can detect whether any pedestrians are on the crossing and control the colour of the lights accordingly. Once the control button has been pressed, the lights will only change back to green once the crossing is clear. A puffin crossing doesn't have a flashing amber phase; you have to wait until the lights turn green before you move off.

Toucan crossings

This is a surprise crossing we didn't mention at the beginning, but it's worth knowing about. Toucan crossings are designed for pedestrians and cyclists to use at the same time. That's not to say that cyclists can't use zebra, pelican and puffin crossings, but they should get off their bikes and wheel them across. With a toucan crossing, the area is wider, leaving plenty of room for cyclists to ride across.

The good news for drivers is that there's no new light sequence to remember. If you know what happens at a puffin crossing, then you'll know what happens here.

Traffic

Foot Traffic

Although at first sight this is not a major pedestrian crossing point – mainly because that outside 27 West Street the road is so wide the tendency is to walk out of town down West Street until there is a gap in the traffic and the road narrower.

Main pedestrian routes

- Town centre to Castle Street and Villiers hotel
- Market Hill to School Lane side of West Street
- Western Avenue to Castle Street and Villiers hotel etc.

Vehicle data

Traffic from a speed pipe capture Thursday 9th January to Wednesday 15th January 2014

Location of speed pipes Nr Barracks House/Bostock Court

Hrs	Total
6	784
7	2432
8	3376
9	2113
10	1956
11	2262
12	2595
13	2573
14	2550
15	3001
16	3229
17	3336
18	2224
19	1406
20	790
21	576
Grand Total	**35203**

I have excluded 2200 to 0500hrs but include all seven days.

Speed information has been removed because the speed pipes are not close to the proposed crossing.