

Stratford Road, Buckingham

Proposal

That a Puffin crossing be installed (see crossing definitions) to improve the safety of pedestrians crossing the Stratford Road to access Wharfside Place / Maids Moreton Avenue footpath / public car park at the football ground/ football ground / riverside walks etc.

The number of vehicles exceeding the speed limit at the proposed crossing point i.e. 31 up to 45 mph between 0600 and 2100hrs varies from 1 to near 2 every minute. Also there can be as many as 12 vehicles a minute passing this point making it very difficult to gauge when it is safe to cross especially if the pedestrian is unable to cross speedily.

The path could be extended up to the BP service station but after this the building (Paragon) is up to the edge of the road blocking pedestrian usage.

Location

Crossing point already has a dropped kerb and is town side of Wharfside Place and links in with the north side Maids Moreton Avenue footpath and on the south side to the football ground / the riverside walks etc.

Fig1 Proposed crossing point.

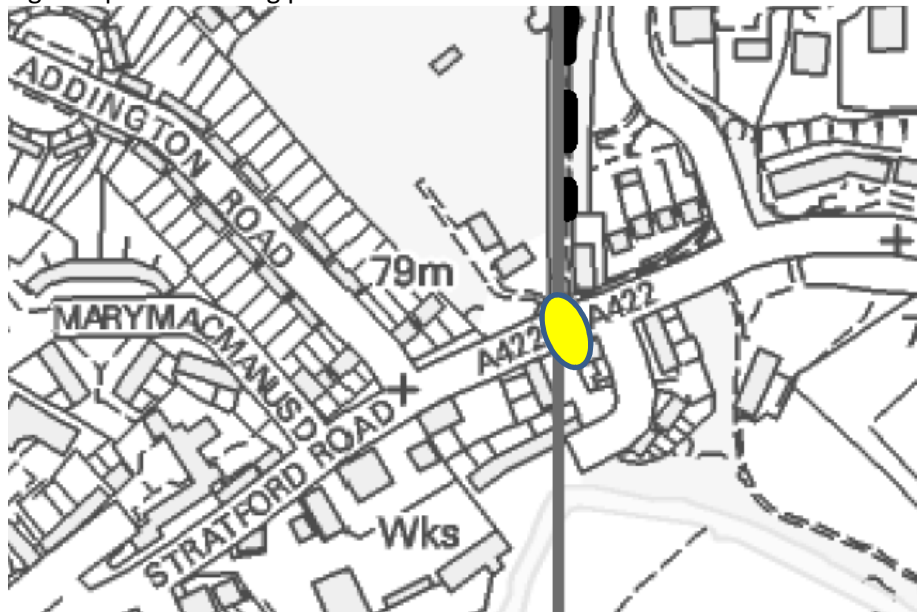


Fig2 Arial shot of proposed crossing point.



Fig3 View of crossing point looking out of the town centre.



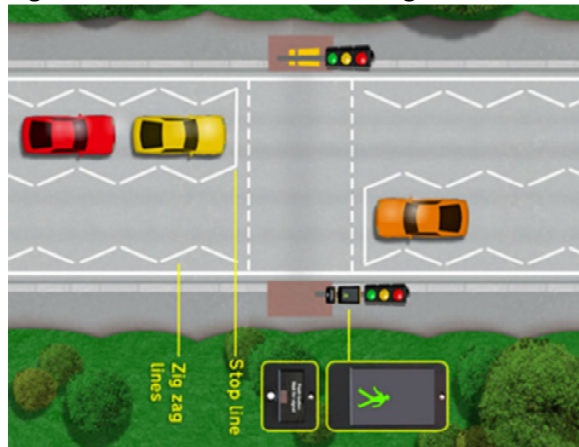
Type

The proposed type of crossing to be installed is a Puffin crossing (see crossing definitions) the alternative of a refuge is not practical because the road is narrow at this point and would not meet the standard required for a refuge crossing.

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.

Fig4 schematic of a Puffin crossing



Traffic data

Foot Traffic

- Public car park (football club) to town centre
- People using the riverside green area
- Residents from Wharfside Place
- Maids Moreton Avenue footpath

Vehicle data

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

Location of speed pipes -Outside Cadet Centre

Hour of day	<16 Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	Grand Total
6	9	13	183	549	444	184	43	5	0	2	1432
7	106	162	1157	1845	632	114	18	7	1	2	4044
8	457	605	2078	1710	367	67	9	4	3	9	5309
9	95	193	1211	1526	481	79	16	6	1	2	3610
10	62	189	1104	1536	509	90	15	1	1	0	3507
11	57	150	1111	1760	523	94	12	4	1	2	3714
12	53	180	1226	1754	523	109	11	4	3	1	3864
13	73	177	1153	1779	558	118	21	7	1	4	3891
14	31	156	1145	1856	566	115	14	6	4	0	3893
15	199	359	1644	1971	527	97	7	6	4	2	4816
16	165	277	1452	2120	631	112	15	4	2	2	4780
17	97	217	1667	2391	697	87	24	8	5	7	5200
18	52	111	988	1856	666	135	27	6	3	1	3845
19	79	73	593	1255	542	148	14	5	1	0	2710
20	12	24	333	788	397	101	27	4	1	0	1687
21	67	69	269	539	226	83	17	3	1	1	1275
Grand Total	1614	2955	17314	25235	8289	1733	290	80	32	35	57577

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

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.