

**Buckinghamshire County Council
Rose Avenue, Hazlemere
Pedestrian Crossing**

Introduction

Hazlemere Parish Council successfully proposed a pedestrian crossing feasibility study to be undertaken for Rose Avenue, Hazlemere to the Chepping Wye Valley Local Area Forum (LAF) under The 2012-13 Localities Budget.

This study aims to identify potential crossing provisions and identify solutions to other traffic and safety Concerns raised by the Parish Council and local schools.

Background

A meeting was held on 18 December 2012 with Hazlemere Parish Council (Ali Banham and Brian Mapletoft) and County Councillor David Carroll to gather information and objectives for the Improvements. The main aim of this request would be to enable pedestrians to cross Rose Avenue More safely, ideally adjacent to Sir William Ramsey School. Elderly people also find it difficult to cross the carriageway at this location.

Generally, Rose Avenue has traffic issues, especially during peak hours and during school opening And closing times. In particular, traffic often backs up from the junction with the B474 Penn Road past The school. Also, during school opening and closing times, it is probable that parents with children Deposit and collect their children in this area. This, along with the close proximity of public bus stops Further complicates the issue.

At this location, these issues are exacerbated by the alignment of the carriageway, which consists of a Series of tight bends, which in places limit visibility for pedestrians crossing. Whilst, in isolation, the Alignment of the carriageway tends to have a calming effect on the traffic, this, in conjunction with the above makes crossing of the carriageway difficult.

Taking the entire length of Rose Avenue into consideration it is also used as an alternative route for Vehicles avoiding the congestion along the B474 Penn Road towards Hazlemere Crossroads.

Again during school opening and closing times, congestion is also encountered adjacent to Manor Farm Junior and Infant Schools, which is also located near to the local shops. The shops have limited Parking, therefore numerous cars park outside the schools when visiting the shops.

The alignment along sections of Rose Avenue is wide and straight. This in combination with the more Congested areas will have an effect on driver behavior. It is therefore prudent that this feasibility Study may need to take into account the wider issues of Rose Avenue and not just the immediate Areas of concern.

There are a number of key facilities in this area including:

- Sir William Ramsey Secondary School
- Hazlemere Community Centre and Social Club
- Youth Club
- Manor Farm Infant School
- Manor Farm Junior School

Rose Avenue, Hazlemere Pedestrian Crossing Feasibility Study

- Playground and Recreation Field
- Local Shops (opposite Manor Farm Schools)
- Retirement/Sheltered Housing
- Bus Services – no. 31 (4 per hour) no.577 (3 per day) and no.337 (3 per day)
- School bus services

Casualty Data

On Rose Avenue (whole length) there have been 7 recorded injury collisions in the 5-year period between 01/10/07 and 30/09/12. All of these collisions were slight in severity. None of these injury-recorded collisions involved a pedestrian.

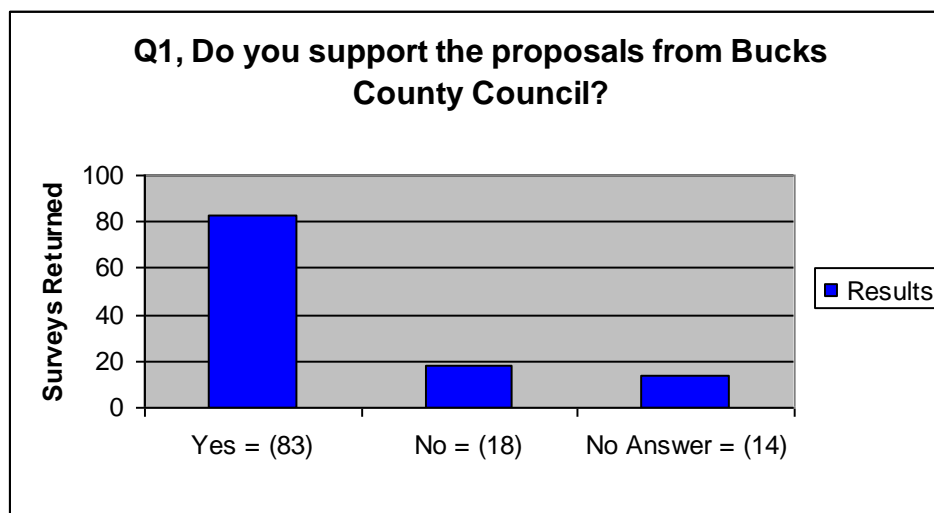
Three of the collisions occurred at junctions and were attributed to driver misjudgment/error. Four of the collisions involved drivers losing control and did not involve other vehicles. It is noted that all of these vehicles were traveling in a southeasterly direction. Transport for Buckinghamshire's current method of identifying local safety scheme sites is by identifying routes that have a high rate of fatal or serious injury collisions per km. or sites where at Least 5-injury collisions (of any severity) have occurred within a 50m radius, in the last 5 years. These Collision 'cluster' sites are ranked by a 3,3,1 weighting for fatal, serious and slight to ensure that we Are addressing the sites with the highest severity collisions. Within the five-year period between 01/10/07 and 30/09/12, 7 slight injury collisions occurred on Rose Avenue over a length of near 900m.

Only two of the accidents occurred within 50m of each other. Therefore Rose Avenue would not meet these criteria for routes or 'cluster' sites.

**Results of Consultation Exercise Run
Between 28th August 2013 to 30th
September 2013**

Public Consultation Survey Results Rose Avenue – Traffic Calming Measures

Q1, Do you support the proposals from Bucks County Council?



Comments received on survey forms:
Speeding not a problem! School times prohibit speeding due to congestion other times 30MPH is sufficient.
Live on Rose Avenue at end of bend and have seen / witnessed many accidents.
To increase safety especially for pedestrians.
Too many "boy racers " speeding hazardous to young children.
Local schools near by.
I think the accident rate (although all accidents are regrettable) does not justify the proposals.
Extremely busy.
Stop speeding cars.
Not needed the issue is too time related.
I think that review of the entire traffic management in this area is desperately needed.
For the safety of my children. Somewhere safe for them to cross in conjunction with other traffic slowing solutions, ie sleeping policemen.
Speed bumps (NOT cushions) are dangerous. They damage tyres and suspension components even when driven over at low speed. If you repeatedly straddle speed bumps you destroy the inner shoulders of your tyres. So, while straddling is more comfortable, the best way to preserve your tyres and your tracking (if not your back and your car's springs) is to drive one wheel over the hump and one wheel on the flat. Unfortunately this is not the best way for older cars or cars or pick-ups with a separate chassis because it causes them to twist, loosening joints and possibly breaking welds. If really needed, put a 20mph limit on Rose Avenue, and a couple of chicanes.
Not necessary, waste of money.
There needs to be a crossing by the school with adequate warnings for traffic.
I think it is really important to have a crossing by Ramsay it is so hard and dangerous for the children trying to cross.
Comments received on survey forms: (cont)

I do support the need to make some changes to Rose Avenue. I do not support the proposal for the Speed Cushions. I do not think they will reduce the frequency of the vehicle collisions and they are a very expensive solution.
Speeding along Rose Avenue is endemic.
These are not clearly explained – options are discussed, I did not discern any clear proposals. My belief is that the main cause of danger to pedestrians + motorists on Rose Avenue comes from inconsiderate + illegal parking – especially at school starting / ending periods. I would love to see some enforcement of parking laws!
Put yellow lines on the roads, stop people parking!! If you think we need one, Manor school would be my 1 st option.
With so many children walking the parents we need to reduce the car speed.
(A*) Provide double yellow lines to stop parking – provide parking warden.
Something really needs to be done to slow down traffic.
This would make it easier and safer for pedestrians to cross Rose Avenue.
My son would like to play at the park with his friends but that would mean crossing the main road, which we are not happy about because the speed people drive at. My husband walks our dogs at the park everyday and the road is a hazard even for him!
To reduce traffic speed!
This part of Rose avenue is naturally difficult to cross.
I support the problem in principle however I don't think they go far enough.
It is very hard to cross the road at the two school times – morning + afternoon especially near bends.
Perhaps pupils should do something about the parking outside the youth Centre!!
We believe the problems could be addressed by introducing parking restrictions (eg yellow lines) in the vicinity of both schools on and beyond the major bends in the road. This allows free movement of traffic at all times.
Something needs to be done before there is a fatality.
Never been any issues before.
(B*) As stated in Para 2 overleaf.
Because there needs to be some form of traffic calming as a few drivers use it like a race track.
Rose Avenue is very dangerous.
There is significant traffic, often traveling in excess of 30 MPH! Which utilizes Rose Avenue as a cut through. The nature of the roads means that there are several blind corners, which make crossing the road more tricky.
There is a better option.
This is a dangerous road. Some drivers don't seem to be aware of the dangers. It is surprising there are not more accidents. It is good that something is going to be done.
It would be good to keep traffic moving as there are enough delays getting out of Rose Avenue out by Penn Road, which further delays, which still providing a safer crossing point.
Do not want speed bumps.
Pedestrian crossings at the two points proposed will in my opinion, assist with safety road crossings at these areas.
People often drive excessively fast around Rose Avenue. A young male lost control and flipped his car by Highfield Way. This could have killed anyone on the pavement.
During school drop & pick up Rose Avenue is so dangerous. Something needs to happen to stop a fatal accident.
Comments received on survey forms: (cont)
It is urgent to put safe crossing facility in place.

I only support having a zebra crossing.
Too much parking on bends, Too much speeding.
Will avoid an accident waiting to happen.
I support these as the traffic on Rose Avenue has increased significantly over the last 10 years. I own two dogs and regularly walk down there. I see people speeding on a regular basis and during school drop offs it becomes totally ridiculous. The parents park anyway and are oblivious to the impact they are having on others.
Do not think would help situation.
Traffic travels far too fast though the estate. The use of an electronic speed sign would help a lot.
Fast traffic frequently. Elderly difficult to cross, especially near Jackson Couth / Centre Walk.
Rose avenue is a problem. Too much large traffic.
I do indeed; the speed of cars is so that you cannot get to bus stop easily.
Too close to Ramsay. (C*)
Option I support 1, consider different locations of the bus stops + creating a lay by for them taking them off the road.
2, seed bumps + 20 mph limit along Rose Avenue.
3, Increase the lay by parking at the shops so more cars are off the road.
4, Pedestrian crossing near school + shops and near entrance to Rose Avenue near Penn Road.
If children at Ramsay school used buses may the problem would be solved. Many pupils at 1 st & 2 nd schools could most probable walk to school anyway. More yellow lines would deter traffic from Rose Avenue.
It's about time something was done with regards to Rose Avenue with 3 schools leading off it and pre school/youth club.
1, Increased level of traffic. 2, People constantly breaking the speed limit. 3, Too many accidents. 4, Difficult for people to cross road due to the amount of traffic and speed.
Traffic is a major issue along Rose Avenue at the peak times outlined especially surrounding school areas imposed on the neighborhood. Parking on footpaths & grass verges, causing pedestrians to have to walk around on to road.
It is an accident waiting to happen. I see this daily people speeding in cars and motorbikes. Does it take someone to be killed?
Too many blind bends make it difficult to cross roads.
Totally inadequate to solve the problem. Option B with at least 3 puffins possibly will.
But with reservations! There should be 2 locations. One near Sir William Ramsay school and one further down nearer to the Co-op and other shops. (D*)
Not sufficient calming effects or crossings.
I definitely support the proposals from Bucks CC.
Traffic is too fast.
We feel that something has to be done to slow down the traffic in Rose Avenue, cars etc, come through at high speeds, being dangerous to school children at both schools, also trying to pull out a side road, when vision is impaired by parked cars at the schools, it would also stop boy racers during the late evening/night.
As it would make it safer for my daughter going to school.
Well what are the proposals! The letter on the other side details a lot of hot aired at Councillor meetings. Is there a speed issue on Rose Avenue?
Comments received on survey forms: (cont)
There are some issues with Rose Avenue and anything that can be done to make it better would be good. However I note that Bucks CC say that most options are not recommended, as they would not help the situation. I would welcome some dropped

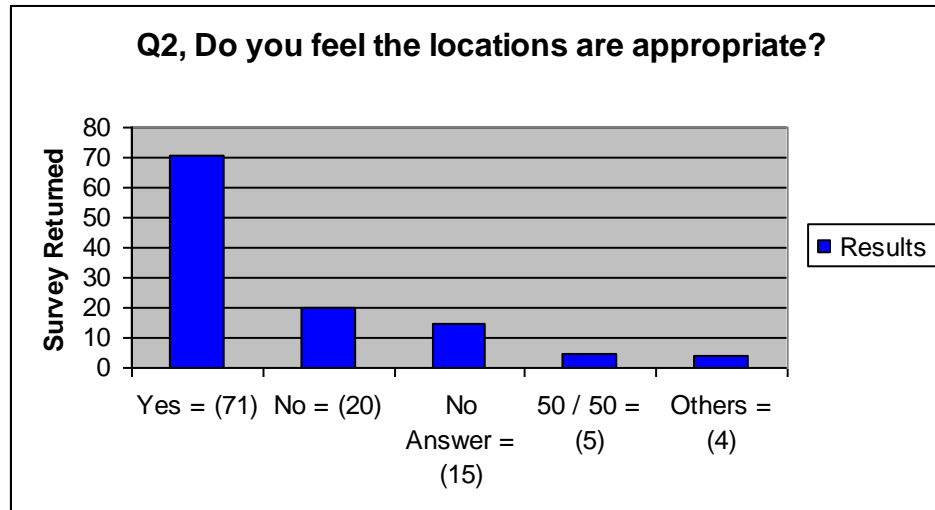
curbs around the community Centre for the elderly and people with pushchairs to use. The best option however according to the survey is the speed cushions which are hugely expensive.

I think there is a crossing issue due to restricted views on the road.

We do support the main aim to calm traffic along Rose Avenue. We are concerned that the proposals put forward do not consider a decrease in the 30 mph speed limit to either 20 mph full time or during school hours. In clause 7.5 it even states, "Without providing specific pedestrian facilities on Rose Avenue the greatest benefit to pedestrian safety would be through reducing traffic speeds". Another option, which has been shown to work in other locations, is the use of flashing speed and warning signs, even possibly a speed camera on the straight location, again not considered here. Finally, the study mentions that the school coaches are able to enter onto the school site and drop children off - there seems to be plenty of space in the school and in the adjacent community Centre, which is used for parking for the Hazlemere fete... has the system for picking up/ dropping off children been reviewed to help improve congestion.

Public Consultation Survey Results Rose Avenue – Traffic Calming Measures

Q2, Do you feel the locations are appropriate?



Comments received on survey forms:
Rose Avenue has so many potential crossing points.
To slow traffic down.
Local schools close by.
Also by the shops by Manor Farm.
As we are local with kids.
It where speeding occurs.
Additional locations also need to be considered such as around the shops on Rose Avenue & many other areas on the estate.
Near the park. During school hours there I a lollypop man.
Sir William Ramsay School + Manor Farm School really would both benefit from zebra crossing due to heavy traffic.
No overlap.
Safety factor is important.
Not needed.
Provided sufficient warning signs are in place.
The proposed locations for zebra or puffin crossings are appropriate. I do not support the Speed Cushions use or locations. Vehicles, including motorbikes, are more likely to attempt to swerve to avoid/ reduce the impact with the Speed Cushions. Given Rose Avenue is a narrow road this will increase the potential for incidents. The real issue is protecting pedestrians as noted in the remit for the survey. This is greatest at the 3 locations identified at the survey and this is where the solution should be focused.
2 locations, one for Sir William Ramsay School, one for Manor Farm Schools and shops.
You also need a crossing at Manor Farm School.
As above (A*)
Yes and no because both need doing. Focus also on Manor Farm School, as this needs white lines to stop inappropriate parking and speed cushions.
Comments received on survey forms: (cont)
Ideally a zebra crossing outside both schools.

Aside from providing a safer crossing environment at William Ramsay School. I do feel that something should also be done regarding road safety at Manor Farm School. Double yellow lines for instance around bend at Rose Avenue shops to stop school traffic parking on the bend. This practice is extremely dangerous, if not illegal. Further to your comments in paragraph 5 on the reverse of the questionnaire. The numerous cars parked outside the school opposite the shops are not actually shop goers, as you seem to suggest. They are school run parents causing the congestion, not local shoppers.
Somewhere between the junior + infant school and Ramsay would be central for everyone crossing the road.
As above we need something done the traffic on Rose Avenue.
Just putting in one of the 5 proposals adjacent to SWR will not solve the problem of irresponsible parking & speeding.
These are the most difficult near schools, because of parked cars and bends.
Never been any issue before.
Do not think that when cars are parked outside the school a crossing in that area would be safe.
See above (B*)
Yes and also trying to cross at the top of Elder Way is dangerous and something needs to be put in place for safe sake.
The priority should be given to outside the school in order to protect the children and the elderly. However there is also a case to include another crossing or speed control measures between Ashley Drive and the B474. Boy racers often use this area and we have been concerned that it is only a matter of time before a child from Manor Farm School is injured.
Due to the excessive speed of the traffic down Rose Avenue and the vision of the bend we think speed cushions are best.
1), Ban parking on the south side of Rose Avenue along the bend from where the pedestrian access to the children's play area is (opposite Lowfield Way) and as far as the vehicular access to Ramsay school. 2), Then a better place for a zebra crossing would be to link the footpaths of Beechfield Way and Jackson Court. This is well used especially by elderly people going to High field surgery and the library plus bus stop and Hazlemere crossroads. This could also help those going to the community centre.
It should certainly make drivers think and slow down.
So pupils can cross the road more safely.
Particularly outside Manor Farm, parents parking along the road not shoppers cause the traffic. A double yellow line will also benefit and ease the traffic jams in the morning especially along the road by the bus stop outside the shop at Manor Farm.
I would like to see speed bumps going adjacent to the Rose Avenue park to improve safety to people going to / from the playground.
Crossing from Jackson Court to community centre you can't see cars clearly. Cars drive too fast along Rose Avenue.
* With the increased popularity of the facilities for children (swings & roundabout) an island near the entrance would increase safety.
I feel that the way to resolve the issues is to stop the parents blocking the roads especially the bends at both ends. A zebra crossing then would be a good idea.
Would cause more congestion.
Very difficult to have a crossing at the entrance to Ramsay School with all the parked
Comments received on survey forms: (cont)
Cars on the left hand side of the bend.
Moving parked cars from schools major traffic flow problems both movement severities

hampered by parked cars SWR area.
Children + elderly should be considered. Elderly are slow walkers.
We cannot cross road safely to bus stop. The road is so wide a crossing from Hanover Court side would be of deal.
As above (C*)
It's a nightmare trying to get off estate at Rose Avenue in the mornings. Children should go to schools where they live, traffic problem is totally un acceptable, resident for over 40 years.
However I do feel something needs to be done down by Manor Farm Schools as well as people zoom past there causing near misses as in a race track!!
Opposite the school is probability the most sensible location although could cause increased in traffic and during schools start / finish.
In part – re Sir William Ramsay however a zebra crossing / traffic calming would also be beneficial near to Manor Farm Infants / shop. There is also a blind spot on the bend and is hazardous to try and cross this road especially at peak times.
It need's to be opposite community centre as it is on a bend, that will slow traffic down more also will help people cross from Jackson Court to cross.
There needs to be more than a crossing as you have got 2 schools on Rose Avenue.
Consider 2 schools, footpath (though Jackson Court) Elderly population- children.
Again see above (D*) – 2 locations must be utilized.
There needs to be crossing available at both schools not just one by Ramsay View.
I think a crossing on Rose Avenue is essential but not outside SWR school but perhaps between SWR school and the Manor Farms schools, which have younger children who need more help crossing the road safely. I'm not sure from reading the leaflet what other locations have been proposed. Another possible location would be adjacent to Centre walk.
It will increase traffic In Elder Way.
We feel that a pedestrian crossing would help at the Ramsay school for the children + older people getting across the road, but think more should be done to make people park in the car parks, as you can't see round the bends. Also think that similar should be done at Manor Farm School ie crossing + double yellow lines in certain areas to allow drivers to see better what is coming down Rose Avenue to allow us all to get out Firs Close, we take our life in our hands trying to pull out onto Rose Avenue and large parked cars on the bends should be policed more often.
As it is close to the school and should make all pupils safe.
Speed cushions would be along the length of the road, which would help the whole road.
Again what locations! I think you would need about four crossing points along Rose Avenue.
Outside a school

Comments received on survey forms: (cont)

The study only puts forward options, which are too limited in location, mainly adjacent to Sir William Ramsey School, with the exception of the speed humps.

A zebra / puffin crossing near the Sir William Ramsey School would probably just increase congestion and raise new issues as cars could not stop on the zigzags, creating new issues elsewhere. Is visibility a problem where the Beechfield Way footpath crosses Rose Avenue, which is a well-used footpath and not picked up/ highlighted by the study; many children use this footpath as do the residents of Jackson Court and therefore a crossing here would make more sense as it is slightly away from the school and the usual drop off points. If a crossing were not possible at Beechfield Way, flashing signs warning of pedestrians/ checking speed would probably be more effective than the two triangular signs currently in place.

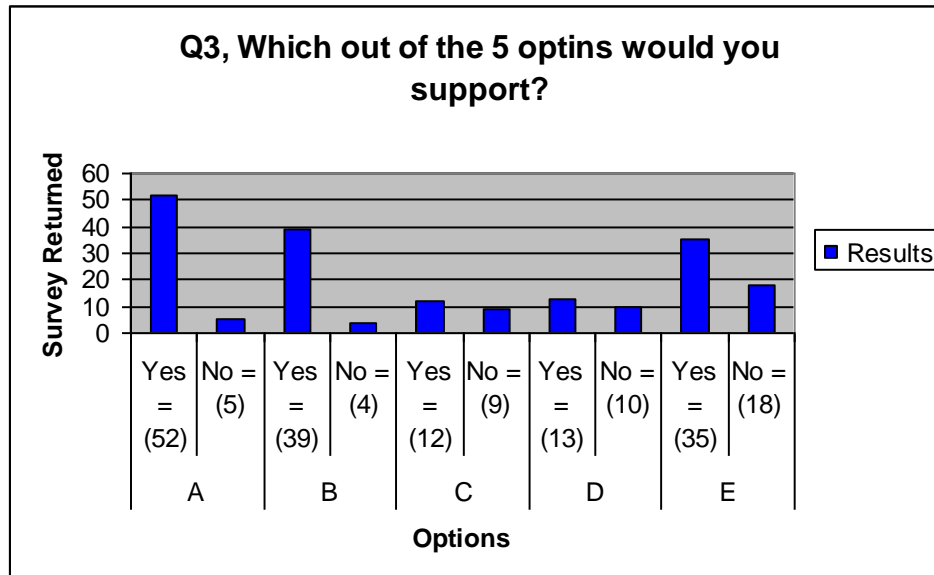
As the speed table shows, the biggest problem with speed is along the 'straight' section, which is also alongside the recreation ground. Many school children walk down to the playground after school and then cross over afterwards. We believe that this is one of the most difficult areas to cross Rose Avenue. A zebra/ puffin crossing near the main gate would make life safer for pedestrians using the park.

In addition, a zebra crossing at/ near Manor Farm would be appropriate for both the school and crossing to the Co-op which many children/ families do - if a lollipop man can stand out in the middle of the road, why can't a crossing go there?

Finally, we are concerned that the speed humps in the positions shown would push traffic along Elder Way and Ashfield/ Lowfield Way, which are more residential.

Public Consultation Survey Results Rose Avenue – Traffic Calming Measures

Q3, Which out of the 5 options would you support?



Comments received on survey forms:

A – has been needed for sometimes.

A – from Jackson Court to Beechfield Way would be helpful.

A – Best option for everybody

A – for children.

E – slow traffic

D – works well in Beaconsfield

None of these, expand areas for drop offs for the infant of Manor Farm school + SWR and issue tickets for subscribers who wish use drop off, 5 min wait only. (Get school to be involved.) Just get the vehicles off the pavement and road at peak times.

I would support any of the options above, but would have through A or C would be the best options and be most likely to reduce the potential accidents.

I would support options 4 & 5 – pedestrian island can cause choke points for cyclists.

A puffin crossing would help to make sure cars stop with a red light (though no guarantee of them stopping) and Speed cushions to ensure cars do not try to speed through the lights. Also a puffin crossing would help the elderly and young to be sure they are safe to cross.

D - Best Alternative

A – good, B – good, C, D & E – too expensive + difficult to avenue. Will damage can the council could one day be should for this.

Needs to stand out for people to notice.

None

A 1st B 2nd C 3rd D 4th E 5th – option E must not be considered. My experience as an X senior police officer speeding between the humps!!

I think a crossing would be best and lastly cushions to slow the traffic down.

Comments received on survey forms: (cont)

Of the 5 options I support A: Option 1 zebra crossing and B: Option 1 puffin crossing. My

preference would be the puffin crossing. I do not support Option C, D or E. C and D are not practical options for this road and E is too expensive for the perceived improvement.
D – No, E – No, No, No! D. No! It will further obstruct block the road. E. Horrible solution, there are too many bumps in Wycombe already.
B – prefer this, C – No, D – No & E – No. If a crossing were introduced. A light controlled crossing is preferable to ensure traffic stop + encourage pedestrians to cross at the same point.
Zebra crossing would stop traffic completely during school times. Speed cushions to reduce speed in quiet times.
None – provide double yellow line.
A zebra crossing outside Sir William Ramsay School and also Manor Farm School. Also speed cushions – anything to slow down the lad that race at night. They love the long straight bit between the two schools – the special they do are horrific also people awake. The police are so this problem but so far nothing has been done.
By reducing traffic speed the risk of serious injury to pedestrians is considerably reduced. The tall hedges should also be cut back to improve visibility for both pedestrians and drivers. More evidence is required to determine if, and where, additional dropped kerbs are required.
You need something to physically stop traffic to enable people to cross the road safely.
Other – also yellow bands at entrance of Rose Ave / Penn Road opposite flats.
A – No, B – Yes, C – No (the road is too narrow), D – No & E – No (waste of time). None of the 5 options alone will solve the problem. In addition to option above there should also be a speed camera installed along with a speed limit of 20mph addition double yellow lines should be put along the whole length of Rose Avenue.
The crossing might cause even more traffic congestion.
Lights are a necessity on a crossing for children and elderly.
Anything other than a controlled crossing at school times would have a considerable effect on the traffic flow as there would be no break in the numbers crossing at over time.
In order to slow traffic down (cars, motorbikes + buses).
Roads is too narrow and would be even more restricted if C, D or E were implemented A or B would be much safer for all road users.
Rose Avenue requires speed cushions all the way down to control boy racers late at night.
We need something to slow the traffic down. One early Sunday evening in May a car lost control round the bend council off and hedge and landed upside down in the road. If the hedge hadn't been there we stressed to think that could have happened this is not an isolated case, Resident of Rose Avenue.
What I have selected seems to me most sensible.
Speed cushions would damage car / bus suspension and increased pollution as can decelerate and then accelerate away from and humps. Zebra crossing would probably be cheaper than a puffin.
To be used in conjunction with the comments above.
No speed bumps please!!! C – this seems to have been successful in Hatters Lane and Totteridge Lane where there are also schools ie Highworth & Highcrest.
A – to help the young & elderly to cross the road more safely. Required by both schools, Ramsay & Manor Farm. E – to slow down young driver boy racers.
Comments received on survey forms: (cont)
Don't know
Traffic lights on puffin crossing needed due to the speed of driving + by limited visibility

around bends near Ramsay school.
Slow down cars the length of Rose Avenue plus a crossing near community centre.
A red light is the only efficient way to make cars stop.
Option 1, a Zebra crossing is the only option that I support because it allows people to cross the road safely and also allows traffic flow when not in use. Another safety advantage is that parking is not allowed either side of a zebra crossing.
Crossing with lights – insert double yellow lines especially near S.W.R
Personally the main thing needs to be addressed is the parking around the bends and the idiots treating Rose Avenue, Lowfield Way and Elder Way like their personal speed way. The speed cushions would be the best way I think to resolve this making the bends double yellows to stop parents parking in dangerous places.
With a press button option – it will stop school children 1 st learns parents + crossing with due care & attention if there is a stop / go signal.
Answer is to provide more off road parking for parents picking children up from school.
A puffin crossing with lights would allow both traffic and people time to move on.
Possibly, but difficult re bus travel. Elderly & others take life in hand. Z crossing needed.
I feel a zebra crossing near Sir William Ramsay school would also greatly aid parents with young children and residents when crossing the road to gain access to the park next to the school.
Traffic lights would be a big help for elderly people + mobility scooter riders and also parents with children.
The speeding would still occur.
Drivers tend to drive over zebra crossing anyway, + don't stop to let pedestrians cross from an island. The road is too narrow for an island, as at Hazlemere X roads.
I do think a zebra crossing is needed to help people cross, but we also need to slow the traffic. Speed cushions are the most effective mean.
Speeding cars/motorbikes during the day & evening are the best of the above to limit speeding would be liked by the neighborhood.
In the right location it will work.
Options 1, a – b More than two crossings at each school. Option 3 – if funds provided at least four. Option 4 – No.
Would all pedestrians cross in safety, also reduce speed.
Best option having regard to the above for the elderly residents and varying ages of school children in the vicinity.
Option B – Two.
A puffin crossing with lights would make motorists stop. A normal zebra crossing would not work and motorists would ignore pedestrians. A build out would slow traffic but still not help people crossing the road.
Option B – Two.
A – need crossing by both schools and the community centre.
A – will it get used
Zebra crossing – keep children safe, they currently have no safe zone to cross. Speed cushions – This automatically keeps the cars at the speed limit up to know it is like a racetrack.
They give the best options for what needs to be achieved – all other options do not. However the cost and getting Bucks CC to adopt the lighting may be prohibitive.
Comments received on survey forms: (cont)
Q3 I am unsure of what the options are. I think a zebra crossing would be best. Puffin crossings can be disruptive with the beeping to cross in a residential area. Cars and indeed buses regularly speed over 30 mph in Rose Avenue so any kind of traffic calming would be gratefully seen.

Build outs, that nearly cover one side of the carriageway, are the way forward. They would slow traffic down, not cause problems for buses and delivery lorries. You could put slipways for cycles. They would also stop damage to vehicles. Also ambulances would not be shaken about. The only problem then is stopping parents parking on the sides of the road for the schools! Make the children walk! I had to walk 2 and half miles to school as a kid.

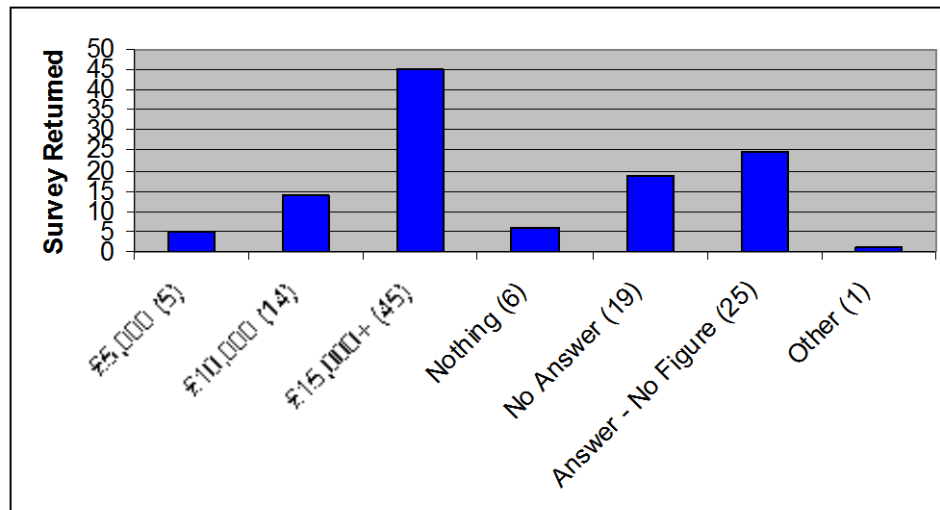
Build Out is designed to calm traffic down but keep it moving.

None as shown in report/ drawings – in summary we would like to see the following options considered before any decisions are made:

- Overall decrease in speed limit to 20 mph
- Decrease in speed limit to 20 mph during school hours
- Use of flashing speed/ warning signs or cameras at appropriate locations
- Reducing congestion at school times by better use of existing and adjacent facilities
- A zebra/ puffin crossing at the Beechfield Way footpath
- A zebra/ puffin crossing near the recreation ground's main gate
- A zebra/ puffin crossing at/ near Manor Farm

Public Consultation Survey Results Rose Avenue – Traffic Calming Measures

**Q4, How much would you like to see this council invest to this project?
(With the opportunity of spending up to £175,000+ from external funding sources)**



Comments received on survey forms:
Essential for safety in the area.
Whatever it needs to slow traffic down.
We need to reduce injury.
Nothing! This is a county funding issue.
As much as possible for safety.
Do the job properly.
I don't believe a price can be put on the cost safety. They need to consult, apply the democratic views of the local community and then implement. The cost is the cost – we cannot put a price on safety.
I think you can't put a price on a child's life and it is only a matter of time before there is an accident on one of the roads in and around Rose Avenue. We need to spend money now on multiple measures not just a pedestrian crossing before it is too late. I think on the estate pedestrians and cycles should be first priority and cars should be much more restricted. This is a built up residential area and so all roads on it should be speed restricted not just Rose Avenue. We should look into cycle lanes and speed humps to deter people other than those who live on the estate from using the roads. People cutting through rather than going around and using the B474 use the estate as a "rat run". This is because the estate is 30mph and the B474 is also 30mph but it is a longer distance to go around the B474 and so people by nature will take the shorter route on route to and from the east side of Wycombe and the motorway junction. Just putting up signs saying it's a 20 mph road will not slow down the few who do not see speed signs as being meant for them. So you would have to police the 20 mph speed limit, which would involve the police with speed traps. However speed humps would automatically slow traffic down and deter drivers from the roads in and around Rose Avenue.
I'm not convinced any of this is necessary.
Comments received on survey forms: (cont)

Little as possible due to economic problem in the country! Doing option 2,3 or 4 will lead to more congestion, noise and pollution as cars queue more to get past in narrow places, also in the puffin traffic lights is where a mini roundabout would do. A waste of public money, zebra or puffin crossing would be excellent.
There are plenty more pressing concerns for money to be spent on.
Constructing a zebra crossing with warning signs and belisha beacons will exceed £15k.
As much as needed.
I would only support expenditure to a maximum of approx £60,000.
Necessary for two crossings.
The feasibility report suggested there is little need for change, so could money be better spent elsewhere.
It is worth this much.
Stop parking – make them use their garages & cars of the road.
To outside Manor Farm school as well.
It is very important that money is spent on this project, which is long over due.
The amount of money government raise from road tax, they should be able to spend more on road safety issues, not drain local councils.
I assume that the external funding is more likely if HPC make a contribution. The HPC contribution would be required if the contingency is used and additional dropped kerbs are deemed necessary.
All vehicles must be made to slow down in Rose Avenue, especially large delivery vans.
You cannot put a price on safety.
However much it takes.
I would spend as much of the £175k as in necessary to make the road safe.
As much as is possible and needful. Child safety being very important.
To ensure it is done properly.
I believe option A, B, C will only be effective with option E. Out of busy hours cars drive far too fast, they need to be slowed down to ensure safety.
Yellow lines would be the most cost effective.
The safest way to avoid congestion in Rose Avenue is double yellow lines adjacent to the children's playground + the youth centre and very dangerous – otherwise – road bearable. People using the shops don't park outside the school, but parents block the roads around the shops.
Whatever it costs! There should be no parking on the bend by Manor Farm school, opposite shops – its dangerous.
Nothing
Whatever it costs.
It is impossible for me to state on amount, as it is dependant on which of the options costs.
Whatever is necessary – I did not find these options very clearly described.
I have no frame of reference of cost, but £10,000 seems a reasonable amount to spend.
It would be well worth the expenditure especially for the school children and the elderly.