

Cabinet Member  
Transportation

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Date: 7<sup>th</sup> August 2017  
Ref: A4SUSTRAV-001

Dear Resident,

Thank you for contacting us about the proposed A4 Bath Road Sustainable Travel Scheme.

I've greatly appreciated the feedback to our project team as a result of last autumn's public consultation, through the online survey, extensive publicity and coverage in the local newspapers, not to mention the opportunity to speak with residents at a number of drop-in sessions.

While there was a slight majority opposed to the proposed scheme (56% against, to 44% for, from 97 responses), a high level of potential use of the route was noted; 40% of the respondents said they would use the proposed cycling and walking facilities against 36% saying they wouldn't. The remaining 24% said they would maybe use the route (a total of 119 responses). Many residents highlighted a number of issues on which they asked for further clarification and review. Listening to this feedback, I decided to pause the scheme last December to take time to review the proposals and determine a suitable way forward.

I've enclosed the consultation report with the analysis of the responses received which has been updated to reflect the key issues residents raised, along with the steps we have taken to investigate and address where appropriate; these are also summarised below for your convenience.

The public's health and safety are of primary importance; I can confirm that the scheme adheres to all national design standards and guidance. It has been reviewed in accordance with our safety audit procedures, to ensure that all potential hazards are eliminated or mitigated.

The area around the proposed route along the A4 was monitored with diffusion tubes in order to assess the concentration of Nitrogen Dioxide. None of the sites recorded an annual mean above the air quality objective level (40 µg/m<sup>3</sup>). It is not expected that the proposals will result in an increase in this level, and it is unlikely that there will be exceedance at the residential properties due to their distance from the kerb and the rapid fall off of pollutants.

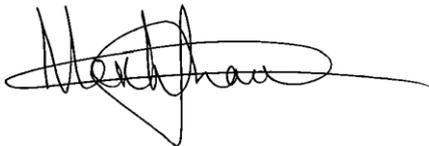
I've listened carefully to comments and views, and have taken steps to amend the proposals in response to residents' concerns as set out below to ensure that we can progress with the scheme.

Should you have any queries, do not hesitate to contact me via [CMT@buckscc.gov.uk](mailto:CMT@buckscc.gov.uk).



I do appreciate your continued co-operation.

Yours sincerely



Cllr Mark Shaw  
Cabinet Member for Transportation

Cc: Cllr Dev Dhillon

### **Amendments To The Scheme**

#### **Berry Hill Junction:**

**Proposal:** Introduction of two signalised crossings and junction re-alignment involving removal of right turn lane and banning of right turn into Berry Hill.

**Concern:** Proposal to ban the right hand turn and encourage traffic to divert to the roundabout, increasing time, distance and pollution.

**Concern:** Traffic data used to inform the junction design was out of date/inaccurate.

**Response:** To ensure the proposed design was fit for purpose additional traffic data was collected in December 2016 and the junction design re-tested. This data confirmed the proposed junction would provide the additional capacity required for future traffic flows. Existing and expected pedestrian/cyclist flows were also analysed to determine the need for controlled crossings, this was found to be low. While it has been proven that the junction layout proposed provides the necessary capacity required to ensure the efficient movement of traffic, as well as the toucan crossings to help pedestrians and cyclists to cross, we acknowledge that the additional inconvenience caused to residents, particularly on Berry Hill, needed greater regard.

**Action/Amendments To The Scheme:** Having listened to the views of residents, we propose that in order to reduce the impact to drivers at this junction, the scheme will not ban right hand turning. This situation will be kept under review particularly with regard to cyclist safety.

#### **Safety Under Railway Bridge:**

**Proposal:** Widening of existing footway utilising the hatched area of existing carriageway, providing 2.2m width shared use cycleway.

**Concern:** Proposal to widen footway does not mitigate safety issue and narrows carriageway resulting in risk of HGV collisions and bridge strikes.

**Response:** To ensure that the necessary carriageway width is available to accommodate passing HGVs, vehicle tracking has been undertaken, which confirms this to be the case. We acknowledge that the proposed shared use cycleway is sub-optimal width, but it is the best that can be

accommodated within the site constraints and is an improvement on the current situation. An alternative route to Taplow station for pedestrians and cyclists exists, using Approach Road and Station Road, should they not want to use the route under the bridge. This alternative route will also be signposted.

**Action/Amendments To The Scheme:** In order to overcome concerns about two-way passing pedestrians/cyclists it is proposed to install 'Cyclist Dismount' signs at the entrances to the bridge to promote considerate cycle use.

### **Route On North Or South Side:**

**Proposal:** To provide shared cycleway on the north side of A4 Bath Road.

**Concern:** The route would be better served on the south side as there are fewer driveways and greater pavement width.

**Response:** The decision to provide the route on the north side has been taken to provide route continuity with the connection from the section under construction in Slough and aspirational section to Maidenhead. The risk is that pedestrians and cyclists will not use the south side even if encouraged to do so and will continue to use the existing narrower pavement on the north side.

**Action/Amendments To The Scheme:** Having reviewed the option of moving the section to the south side of the A4 it has been decided not to relocate it as switching the route from north to south and back again would increase risk to cyclists and pedestrians.

### **Cycling On Pavements:**

**Proposal:** To widen and convert pavement to shared use for cyclists and pedestrians.

**Concern:** It is dangerous to mix pedestrians and cyclists and particularly where driveways cross the footway.

**Response:** A feasibility study was undertaken to establish the preferred option for the cycleway including on and off road options. It was determined that, owing to a number of factors, the conversion of the footway to shared use provided the best method on grounds of safety and route attractiveness for would-be and returning cyclists. Conversion to shared use is an established approach to providing cycleways and has been undertaken successfully across the County over the last 30 years. While the perception is that collisions will increase, this is not revealed in collision statistics (only one report in Buckinghamshire in the past five years). The proposed widening of the pavement towards the road is intended to provide improved visibility and space for all users.

**Action/Amendments To The Scheme:** After 12 months of scheme completion, a review of cyclist collisions will be undertaken to identify any safety improvements required and/or potential removal of cyclist rights to ride on the pavement.