

Buckingham - Winslow Cycleway Extension (Phase 1) - Consultation Feedback (February 2018)

COMMENTS SUMMARY			
Comments from residents	Query log	BCC's Response	BCC's Action
Proposed route into Waitrose Carpark could be improved. The current route goes over several hillocks, and the suggested route is a little simpler on the legs.	1.1	Suggested route is not of appropriate width and is unlit.	N/A
Burleigh Piece - It is recommended that the proposed cycle route should have branching connections to Burleigh Piece	1.2	Limited funding is available and the current scheme has been agreed by stakeholders.	N/A
Hare Close – The Hare close alleyway already has significant foot traffic and is not suitable for shared-use. It should have dismount signs at both ends of this narrow footpath and consideration should be given to additional lighting.	1.3	This has been considered in the design and 'cyclists dismount' signs at both end are proposed. An alternative route was considered avoiding the alley, however it was determined that the additional cost outweighed the benefits and would have severely impacted on the potential to deliver phase 2.	Design will include 'cyclists dismount' signs at both ends of the alley.
Bourton Road – this road crossing which is adjacent to the junction with Badgers Way should be a minimum of a zebra crossing	1.4	There is a School Patrol Crossing (SCP) site on Bourton Road/Badgers Way Junction. This SCP will be moved to the proposed crossing point. A zebra crossing does not provide a legal crossing for cyclists and the expected flows do not justify the expense of a controlled crossing.	School Crossing Patrol (SCP) on Bourton Road will be moved to the proposed crossing point
Ouse Valley Way – this location is the dead end of a cul-de-sac of Burleigh Piece. A preferred option would be to reroute the last 10 metres the southern approach to Burleigh Piece to line up with the northern section. Then isolate the pathway from vehicles by erecting a barrier or a gate way (if maintenance access is required by this route). Realignment of crossing at end of Burleigh Piece to provide straight path; move kerbing and fill road-end to make level to prevent parked cars blocking cycle route?	1.5	This will be investigated and price will be determined.	Design will be modified - realignment of uncontrolled crossing at the southern approach to Burleigh Piece.
Toucan crossing on the Stratford Road (near A422/Page Hill Avenue - to provide a link to the northern side of Stratford Road to Buckingham Primary School via Maids Moreton Avenue (BUC/41/1) and Page Hill Avenue / Buckingham Hospital / Buckingham town centre bus stand	1.6	Limited funding is available and the current scheme has been agreed by stakeholders.	N/A
Alternative route - utilising the existing waste strip of grassland between the Brook and the rear of Houses fronting Badgers Way to build a new cycle path linking London Rd and Bourton Rd via the existing circular walk and the play area (creating a 4m wide shared-use path behind the houses from London Road to Badger's playground).	1.7	This route was considered as part of the feasibility study, however limited funding is available and land ownership issues resulted in current proposal being preferred.	N/A
The proposed route is too circuitous and does not provide any improvement for cyclists using the London Road area including school children travelling to local schools. The proposed route is there already, and spending £350,000 on minor alterations will not result in a significant improvement in the number of cycle users or trips in Buckingham.	1.8	Phase 2 of the scheme would be provide connections to the Swan Pool, The Buckingham School and The Royal Latin School. Phase 2 is the route from where the completed works finish on the west side of the A413, then proceeds up to the western side of the London Road.	N/A
Toucan crossing at London Road/ Hare Close	1.9	Limited funding is available and the current scheme has been agreed by stakeholders.	N/A
Request for installation of seats along the route as elderly persons may want to rest	1.10	Out of scope. Buckingham Town Council will be advised to consider providing the seats.	N/A
There needs to be much better crossing arrangements at the entrance to the Shell Garage, Lorry Park and Hotel, which is busy, wide, rather blind and not that safe.	1.11	Out of project scope. This was part of the newly opened A413 cycleway design. It has been reviewed in accordance with national standard safety audit procedures and the entrance to the Shell Garage was not an issue.	N/A
Waste of money for a small minority that cycle between Buck & Winslow. Would be better spent on improving the clogged road system in Buck Town Centre	1.12	The idea of encouraging people to walk or cycle where possible, practical and safe for Buckinghamshire, is enshrined in the County's transport strategy – Local Transport Plan	N/A
Parking issues during school drop off & pick up on Badgers Way by Otter Brook & The Holt	1.13	Parking is for short period of day and we will advise the school to alert parents to be vigilant for additional cyclists present when parking and opening vehicle doors.	The project team will engage with Bourton Meadow Academy to ensure that parents are vigilant for cyclists present when parking and opening vehicle doors
Ongoing cost of maintaining the proposed cycleway	1.14	Land ownership of the proposed route is shared between Buckinghamshire County Council, Aylesbury Vale District Council & Buckingham Town Council. Each organisation will be responsible for the maintenance of their own land.	N/A

New cycleway along the A413 (present Winslow to Buckingham cycleway) is a waste of money (with cyclists using road rather than cycleway)	1.15	Three automatic cycle counters are located along the route which have detected an increased use of the route by cyclists.	N/A
How will footpath be adapted to take cycles and how will cycles navigate parked vehicles on the roads	1.16	The footpath already meets standard of cycleway (3.5m wide). Cyclists will need to be vigilant and negotiate traffic hazards as necessary. The scheme is designed to appropriate standards and subject to safety audit.	N/A
Request for inclusion of Great Horwood into the proposed cycleway scheme for long term safe pedestrian and cycle travel.	1.17	Out of project scope and budget constraint	N/A
Specification for the extension to include a robust weed suppressing membrane.	1.18	This will be considered in the construction of the proposed cycleway	Weed suppressing membrane will be specified to the contractor during commissioning of works
How safe/effective are coloured tarmac crossings, and will there be advance warning signs?	1.19	The use of coloured surfacing at crossing has been used extensively across Aylesbury and the new Winslow to Buckingham cycleway. Whilst not providing any increased priority at crossing points for cyclists or pedestrians, they have increased awareness of routes and more considerate driving to allow users to cross and avoid parking at crossovers. Warning signs will be introduced to show "Cyclists Crossing"	Warning signs will be included in the design to show "Cyclists Crossing"
The proposed treatment for the Bourton road crossing is unsuitable. You will not enable and encourage cycling by treating cyclists as pedestrians. At junctions, cyclists and pedestrians should be separated, and cycling treated like the vehicle that it is	1.20	The proposed amendments provide a safer option for cyclist to cross the carriageway in stages. Competent cyclists who still wish to utilise the junction on carriageway will be able to as usual.	N/A
The recent modification for the terminus of the route at Cornwalls meadow is an improvement on what was there before, but there are aspects which discourage cycling and make it inconvenient to use. As the modified terminus exits onto an area of roadway marked for unloading, where it is permissible to cycle, the use of the cyclists dismount sign is wrongly used, and makes cycling unnecessarily difficult. Clearly the CYCLISTS DISMOUNT sign should be replaced with a CYCLISTS REJOIN CARRIAGEWAY sign	1.21	The Cyclist Dismount sign will be replaced with a Rejoin sign as part of works.	A 'Rejoin Carriageway' sign will be installed to replace the existing 'Cyclist Dismount' sign.
From the terminus of the shared-use path, access to the cycle stands beside Waitrose is currently difficult due to the no-entry sign. Do we really want cycles being wheeled on the footpath beside the community centre? There is no dropped kerb to facilitate this. The no entry sign at the car park should have an EXCEPT CYCLES" A protected cycle lane entrance would be ideal. The CYCLISTS DISMOUNT sign that should be removed from the terminus of the path can be placed at the entrance to the pedestrian area	1.22	The car park has many vehicle movements with vehicles coming out of the car park, manoeuvring in and out of parking places where they may not anticipate or appreciate the presence of cyclists travelling against the one way system. We would also have concern that cyclists would be travelling against the one way behind the line of disabled bays where drivers potentially have restricted movement to look round and check the presence of cyclists (many drive in and reverse out). There is an exception to the one-way for disabled and deliveries but this has been viewed as adding another element of confusion to vehicle movements by adding cyclists into the mix. We will investigate adding further cycle parking for the route to allow choice of where to park for access.	Cycle parking for the route at this section will be investigated to allow choice of where to park for access
Phase 1 is a waste of time and money, and all effort should be put into making phase 2 as good as it can be. It has much greater potential for increasing cycle trips.	1.23	Priority to build phase 1 was agreed by the working group arising from recommendations in the feasibility study. Also, there is a budget constraint and the budget is being managed to maximise the benefits of the scheme across the town.	N/A
Waste of money for a small minority that cycle between Buckingham & Winslow	1.24	The proposed scheme will enhance the immediate environment for residents and users of the shared foot/cycle path with improvements in public realm. It will also encourage sustainable travelling options by connecting Buckingham town centre to the proposed East-West rail station at Winslow; maximising the benefits of the LSTF Buckingham-Winslow cycle route. It is vital BCC creates an integrated transport network that allows all road user groups choices in their mode of travel.	N/A