



# **Wendover Cycleways Consultation Response Document**

May 2021



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## Executive Summary

This document provides a summary of the consultation results the project team received and our responses to common queries/concerns.

This project aims to improve existing cycleways in Wendover, as per assurance secured by the Council from HS2 during the Select Committee process. The addition of new cycleway facilities to Wendover and the surrounding area can be classed as an improvement to existing cycling infrastructure.

This project aims to:

- improve connectivity in Wendover and therefore help promote sustainable travel.
- encourage cycling for shorter journeys in Wendover through developing the cycling network.

With the available budget, the Council are proposing 3 cycleway improvements within Wendover. The proposals consulted on were:

- railway station access – linking the existing Amber Way cycleway along Aylesbury Road to the Railway Station.
- Amber Way improvements on Aylesbury Road between Halton Lane and Castle Park Road.
- school access – extending the existing Amber Way cycleway along Aylesbury Road towards the schools along Wharf Road.

## Wendover Cycleway Consultation

The Wendover Cycleway consultation began on 01 March 2021 and ended on 28 March 2021. The project team hosted the consultation through the [project webpage](#) and a separate Wendover Cycleways consultation page on [Your Voice Bucks](#). Approximately 1000 leaflets were distributed to nearby properties to inform them about the consultation. The consultation was also well publicised via social and mainstream media.

## Feedback Form Results Summary

As part of the consultation process, the project team produced a feedback form which was hosted on our [Your Voice Bucks](#) page. The results from the feedback form can be viewed in full on the [project webpage](#).

To summarise, the feedback form produced the following key findings:

- There were 104 respondents in total to the online feedback form.
- 22% of respondents said that cycling was their main method of transport when travelling in Wendover. 60% walked and 15% drove.
- Almost half of respondents (48%) cycled within Wendover at least once a month.
- 62.5% of respondents supported or strongly supported the Wendover Cycleway proposals. 26% opposed or strongly opposed the proposals. 9.5% were undecided and 2% didn't answer the question.
- 51% of respondents supported the Railway Access proposals. 33% opposed or strongly opposed this proposal. 16% were undecided.
- 69% of respondents supported the Amber Way improvements. 18% opposed or strongly opposed this proposal. 13% were undecided.
- 58% of respondents supported the School Access proposals. 22% opposed or strongly opposed this proposal. 19% were undecided and 1 person didn't provide an answer.

## Consultation Responses

The project team have identified common queries, comments, and issues that were raised during the consultation process. These are grouped into general cycleway queries and the 3 cycleway improvement routes and responses are set out within this document.

### 1) General Cycleway Queries

#### a) Why do the proposals not include dedicated cycleways?

Wendover is a relatively compact village, where highway widths are limited. The project is constrained by the available funding and space available to make significant changes to the highway. The potential level of patronage and consistency of infrastructure with the existing facilities was also considered. The project team believes that the design strikes the right balance of these factors.

#### b) Why isn't the project proposing to segregate pedestrians and cyclists with a white line, rather than having a shared use path?

The provision of a shared-use route segregated by a white line should have desirable minimum width of 5.0m and an absolute minimum width of 3.0m. A shared-use route should have minimum width of 3.0m and an absolute minimum width of 2.0m.

The available/proposed widths along the shared-use path is generally 2.5-3m. Therefore, an unsegregated, shared-use provision is most appropriate.

#### c) Why are we using money from HS2 to fund this scheme?

As part of the HS2 mitigation discussions, local groups have raised concerns about the condition of cycleways in and out of Wendover and have therefore requested funding from HS2 to improve these. In response HS2 provided an assurance that they will provide a contribution up to a maximum of £500,000, towards the improvement and repair of the existing cycleways in Wendover. If the Council does not utilise this funding it will simply be handed back to HS2 with no benefit to the community.

#### d) Will the scheme spend money on fixing potholes in the road and footway?

As per the previous question, the funding has to be spent on improving cycleways in Wendover, rather than roadmaintenance. Should there be a pothole in the section of footway

which will be resurfaced as part of this scheme, then this pothole will be repaired. However, should you wish to report sub-standard road / footway surface, or a pothole please use the [Fix My Street](#) webpage.

**e) Will speed limits be reduced to 20mph along roads which will include an on-carriageway cycleway?**

The current speed limits will remain in place., However, the project will investigate what speed reduction measures can be introduced to encourage better levels of driving, especially along Wharf Road.

**f) People park on the current shared use footway / cycleway, why is there no parking enforcement?**

There are regular parking enforcement checks across Wendover. The cycleway signs which are erected along the Amber Way act as a notice that parking is prohibited along the shared use footway / cycleway and parking enforcement officers are aware of this.

**g) Why is the project not extending the Amber Way cycleway from Wharf Road towards the clock tower in the village?**

Due to funding constraints the project is not progressing with this option. However, should further funding become available improvements towards the village centre could be progressed.

**h) Why can't the project build segregated cycleways to neighbouring villages such as Weston Turville, Aston Clinton, Halton Village and Butlers Cross?**

As per the assurance agreed with HS2, the funding is to be spent improving cycling facilities in Wendover.

Building segregated cycleways for a considerable distance along the highway would require a significant amount of funding and adequate space along the entire length of the route.

**i) Why can't the project build a cycleway towards Wendover Dean?**

The project is looking to connect different amenities and places of interest in Wendover. This includes the Railway Station, schools and swimming pool.

Construction on the [Misbourne Greenway](#), which will be a new cycleway connecting Great Missenden to Wendover is about to begin. The project is being promoted by Greenways and Cycle routes who created the Waddesdon Greenway, by Sustrans who manage the National Cycling Network, and by Buckinghamshire Council, who wish to see much higher levels of walking and cycling in order to provide an alternative to the private car, and to see a fitter and more active population.

**j) Can the e-scooters that are being used in Aylesbury and High Wycombe be rolled out into Wendover as well?**

The e-scooters are only being trialled in certain locations across the country as agreed with the Department for Transport. Unfortunately, Wendover wasn't one of the chosen locations so they will not be trialled here.

**k) Will the bike racks across the village have locks installed into them?**

We advise cyclists to carry their own bike locks with them when using the bike racks around the village and at the bike storage area at the Railway Station.

## **2) Station Access**

### **a) Why doesn't this cycle route progress through Forest Close, rather than Coombe Avenue?**

Forest Close is a private road, whereas Coombe Avenue is owned and maintained by Buckinghamshire Council. Additionally, Forest Close would require resurfacing to allow cyclists to safely travel along this stretch of road.

### **b) What will the cycle ramp on the Coombe Avenue steps look like?**

The ramp will be narrow, and it will only be possible to push your bike up and down the steps. It won't be possible to ride down the ramp. The steps will be adjusted so they aren't as steep to make it easier and safer to push your bike up and down.

### **c) What will those with mobility issues be expected to do at the steps of Coombe Avenue?**

The steps at the top of Coombe Avenue have always existed and the project is intending on improving the condition of the steps. Unfortunately, there isn't the space available to make the incline less steep in order to have a ramp instead.

Those with mobility issues and heading towards the station can either continue along Dobbins Lane, where the road reaches the High Street / Pound Street junction, turn right and access Station Approach from Pound Street.

Alternatively, there is a public right of way on Forest Close, but Buckinghamshire Council cannot promote this option as a cycling route.

### **d) Why is the cycle route going through Railway Station Car Park?**

Independent Road Safety Auditors view the Railway Station car park as a safer option compared to encouraging cyclists to use Station Approach. In the car park, cyclists will be signed to use the one-way system which is already in place.

### **e) Will any trees be removed from Dobbins Lane?**

No trees will be removed from Dobbins Lane.

### **3) Amber Way Improvements**

#### **a) Some vehicles that park on junctions will block the visibility for cyclists, what can be done about this?**

It is a parking offence for a vehicle to park within 10 metres of a junction, even without any yellow lines.

#### **b) Why is green verge being lost as part of these improvements?**

To widen the footway adjacent to Aylesbury Road, some grass verge will have to be replaced with tarmac. It is safer for pedestrians and cyclists if the shared use footway / cycleway is away from the road.

#### **c) Why don't cyclists have right of way along the Amber Way at the side-road junctions?**

The option to give pedestrians and cyclists priority at the junctions along Aylesbury Road has been investigated and we asked the road safety auditors for their opinion, they are against this idea. The issue is consistency for car users, pedestrians and cyclists. None of the other gemstone cycle routes in and around Aylesbury give pedestrians and cyclists priority.

However, prioritisation at the side road junctions is still being investigated by the project team and should the design change, this will be communicated via an e-bulletin.

## **4) Schools Access**

### **a) Why haven't proposals to improve the canal towpath been considered?**

The project team felt that the most direct route children and parents would cycle to school would be via the Aylesbury Road and Wharf Road.

Notwithstanding this, proposals are being put forward by the Canal and River Trust to improve the canal towpath from Wharf Road and more information can be found via this [link](#).

### **b) What will be done about the parked cars along Wharf Road?**

Cycleway markings will be implemented towards the centre of the carriageway so there is less chance that they become obstructed by parked vehicles.

Other colleagues at Buckinghamshire Council who work in the travel planning department do try and work with the school to encourage parents to change their travel to school habits to reduce the drive to school and parking issues this causes. This project alone will not change parents' habits and therefore the Council does take a more rounded approach. We will continue to work with the school and the Parish council to determine what measures can be put in place to discourage speeding drivers.

### **c) What will be done about the pinch point (narrow footway) by the Victory Close junction?**

Along with most cycleway schemes across the Country, there will always be pinch points along certain sections. The vegetation will be cut back to allow for maximum width of shared use footway / cycleway. However, the project team does acknowledge that this section is relatively narrow, but as it is near to a junction, those on a bicycle should be travelling at a slower speed reducing the change of any conflict.