

SOUTHCOURT RESPONSES GROUPED INTO CATAGORIES

COMMENTS AGAINST PROPOSALS

Closure Point has increased local traffic

Cycling hasn't increased in the estate. If anything, the road closures have caused awful traffic jams in the morning and evening. Drivers have always used the estate as a bit of a cut through but its now putting everyone down the same roads. Old Stoke Road blocks up now and it can take up to 20 minutes to get down it. It never used to happen before the road closure at clover lane. I am a keen cyclist and there is no need for cycling measures in the estate.

we live down Cottesloe ROad and have been directly impacted by the closure of Thrasher Road and Clover Lane/Old Stoke Road to only cyclists. There has been no traffic survey completed to compare the volume of traffic prior to the pilot scheme, had there have been you would have seen the increase in the volume of traffic that now goes through Cottesloe Road. The speeding of cars along this road is terrible, i have had a couple of near misses puling off my drive way (thankfully i was only edgin out).

I have lost count of the times i have looked out the window to see cars mounting the kerbs and driving on the verges because of parked cars and cars trying to pass each other and nobody giving way.

If we have to have these flower boxes blocking the roads to restrict road usage for motor vehicles it would be much more beneficial for the clover lane boxes to be placed on the clover lane and cottesloe road junction, thereby ensuring it is only residents and visitors who would then use the roads for access as opposed to people cutting through. It may actually even encourage people the whole purpose of the scheme) to use scooters and cycles.

The only other option to ensure safety if these boxes at clover lane and churchilla are to remain would be to install speed humps along the length of Cottesloe road. Grenville Road, Carrington Road, Prebendal Avenue, all roads adjacent to Cottesloe have all got some sort of traffic calming in place yet you are encouraging people to use Cottesloe Road as a cut through by closing off Thrasher Road, Clover Lane and Old Stoke Road yet there is no plan in place to ensure the safety of resident, including children and partially sighted people at the home On the corner of Cottesloe Road and Taylor Road as well as elderly people who live behind Cottesloe road in the warden controlled bungalows.

Living in Melbourne Close, and working in a role that requires me to go out on visits as well as to the office, as an essential car user, I do drive in and out of Southcourt sometimes in rush hour and a lot of the time outside of it too.

Since you have blocked roads off for motor vehicles so that I can no longer drive down Old Stoke Road, there is of course more congestion of motor vehicles on Cottesloe Road, which is of course also a residential road as much as any other, and as such always has parked cars and vans on it. It also now has caravans parked on the pavement. As a necessary car user my journeys as made increasingly difficult due to this change of Old Stoke road closure. I note that you say it is to increase pedestrian and cycle use. I do not see that this has happened at all. I basically do not see cyclists, but there appear just as many or more motor vehicles. It has in my opinion encouraged more vehicle users to become aggressive with driving along Cottesloe road to 'beat the oncoming traffic' due to the permanently parked vehicles.

I do not notice any cyclists on Churchill Avenue either where the new 'cycle path' that narrows the road is in place. That obviously would not be used for pedestrians as there is a pedestrian path already. If cyclists were to use that I think it would be a dangerous activity to encourage as it is a very busy main road and vehicles struggle to negotiate the traffic, and now narrowed road. If I were to cycle there I would not feel safe, maybe that is why there are never any cyclists on that road. Why then is the road narrowed when there are no cyclists and there is a pavement for pedestrians.

I would be very interested to know how much research has actually been done into this scheme, as it appears to me that it is not increasing cyclists or pedestrians and is causing more congestion on Southcourt, which already struggles with congestion on these roads.

Since they have been put in

Has sent all the cars speedy up cottesloe road . Causing a very dangerous problem

I my self have picked up dead cats

My dog has been run over which is a police mater as my dog has to have her leg Amputate .

In the morning /evening rush hour is unbearable trying to access my drive .

So you have made once a very traffic free road a bloody nightmare.

The road closures cause traffic to flow down other, congested residential streets. I have to frequently drive from Hawkslade to southcourt and quite often see cars backed up due to no access. Residential parking on alternative streets makes them unsuitable to handle the amount of traffic now been directed to them. The cycle lane on Churchill avenue, while i agree with it in principle, it has been poorly installed. The posts are dangerous and i have quite often see vehicles have to swerve to avoid collisions with oncoming vehicles. I have rarely seen the cycle lane used. It would be better if the cycle lane was marked out like most others, and the posts removed

The closure of Old Stoke Road is not only absurd but dangerous in that many more vehicles are meeting head on in Cottesloe Road with increased congestion and pollution. It would be far more sensible to institute a one-way system (either direction) around Cottesloe Rd, Taylor Rd and Old Stoke Road.

The cycle path over the railway bridge on Churchill Ave is equally ludicrous. Very few cyclists ever use it - they still prefer to ride illegally on the pavement - and it makes the road too narrow for larger vehicles

Road one way system has not solved the traffic issue it has just moved it to other roads. At peak times often cannot get put of road due to traffic avoiding Thrasher road obstruction and use cottesloe road instead, meaning you cannot exit Fremantle road to get out of our own road.

The cycle Lane then makes it worse by slowing the traffic down due to width restrictions across Churchill avenue making it slower for traffic to ease.

Residents never asked for this it was imposed on us. Build a bypass instead to resolve Ellen road traffic which would mean less traffic for residents in the area and safer roads for cyclists.

Closure of the road will increase pollution for residents of cottesloe rd. The amenities of the residents of clover rd/old stoke road will improve to the detriment of car users that historically used the road. I presume that their council tax will increase due to the effective creation of a private cul de sac. Closing the road to cars will have no bearing on changing road usage by car owners just increase pollution as a result of bottlenecks from cottesloe and old stoke road. Shared usage of paths with cyclists and private e scoters on the bridge at churchill ave is dangerous. The road is now too narrow for cyclists going down the hill towards the secondary school due to the cycle lane on one side, which is used sometimes by a few cyclists. In order to make any of the proposed changes, has the council conducted any surveys on the numbers of cyclists, road users in effected areas. If so have they published the figures before coming to any lasting decision.

Dear sir/ madam,

I am totally against the travel scheme for Old Stoke Road, as I personally do not see any benefit!!

I only ever see the odd cyclist and they still use the path...

It has not made any more cyclists.... But it has made it a rat run for mopeds, particularly the likes of deliveroo deliveries. This can be very dangerous if your trying to reverse into your drive as they weave their way around your car so quickly!

Another problem I've noticed is parents allowing young children to now play in the road... all I can see is a child being really hurt if a moped come speeding around the corner. (if the traffic was free flowing, I'm sure these parents wouldn't allow the kids to play in the road).

Road signage should be improved eg, made bigger. Drivers are not seeing it!

There are a lot of cars and vans that come up my road and then realised they can go any further and need to turn around. This leads to them using my access and drive in which to do this and its very annoying, frustrating and stressful as I am always worried about damage being caused! Also during the evening I feel as my human rights are being affected, as I am entitled this live family life peacefully, this is not the case, as I'm regularly being blinded by car lights using my drive to turn round.

There is definitely not enough room for a delivery van to turn around in the road, there needs to be bigger turning circle. These days, we all get a lot more deliveries and general public are driving bigger cars. I feel that if there is not choice and we have to keep this scheme then the planters need to be moved to the end of clover, so vehicles could use the top of the road (old stoke rd) to turn round, clover lane already has a road that vehicles can reverse into which can be used for that side of the barrier.

Cycle Lane makes road too narrow/dangerous

I think the bollards on the outside of the cycle lane should be removed a.s.a.p. The width of the traffic lanes has been significantly reduced to accommodate these bollards, making it dangerous for both vehicles and pedestrians. I find it scary driving on this road now especially when a large lorry is coming the other way as there is very little room to get safely past them.

It has become hazardous for pedestrians using the footpath on the opposite side of the road to the cycle path as vehicles now have to drive very close to the pavement edge to pass other vehicles. This puts pedestrians at risk of being struck by overhanging mirrors from a passing vehicle.

I am all for a safe environment for cyclists (although I have seen very few using this cycle lane) but I think there must be a better and safer solution than vertical bollards. Could the bollards not be replaced with cats eyes or even convert the footpath to a joint pedestrian/cycleway. I am sure there are better solutions than what is there at present.

I do not know if there has been any accidents since the bollards were installed but feel it is only a matter of time before there is one.

As a regular user of roads around Aylesbury these are simply yet more well intentioned but ill thought out, poorly designed and subsequently even more poorly implemented schemes. The cycle lane on Churchill Avenue between Ellen Road and Mandeville Road is a very poor set up.

Then Lane is too wide and squeezes the vehicle traffic closer together the amount of near misses I have seen is ridiculous, and this is not due to vehicles speeding. Buses use this section as do Delivery Lorries use it and other larger vehicles. Only tonight, 15/12/2021, a bus had broken down the road was dangerously blocked. Vehicles turning right from Churchill Avenue into Bowler Road often cause the road to block up due to the cycle lane being too wide. There isn't safe space for it, I really can't comprehend who thought this to be a good idea. I can't even recall a single cyclist using it. Another waste of our tax payer's public money. Not sure who designed the layout of this lane on this section of road but clearly they are incompetent and per usual don't live in the area so don't care who it affects. This placement is an accident waiting to happen. 1 fatality is too many. If those in the disastrous Transport for Bucks insist it becomes permanent, you need amend its layout and design. Move the kerb in so you can move the cycle lane in thus creating safe vehicle lanes Remember this was supposed to be a trial scheme the sheer audacity that it proposed it becomes permanent reeks of "we are the council, we are always right so tough , its happening".

Rather than closing roads and adding a dangerous cycle lane over the bridge, it would be safer to reinstate some form of crossing over the railway line between Old Stoke Road and Mandeville Road which was closed without consultation. The cycle lane is regularly full of debris from nearby trees which is dangerous to cycle on, cyclists cycle in both directions on it which it is not wide enough to do and then merge with oncoming traffic. It has also created a pinch point at the top of bridge which is dangerous when there are ambulances, large vans and buses trying to pass each other. It has also increased the chance of a collision on the turning of Bowler Road.

Why have you made the road narrow on Churchill Avenue when there is already a cycle lane there. All the time it's been there yeah I've only seen three cyclist use it. It as nearly caused a lot of near accidents you can't get two buses or lorries pass one another to get over the railway bridge so whoever thought of it is an idiot. So please take it away before someone gets seriously hurt.

The cycle Lane restricts the road so that it is too narrow and dangerous for passing lorries/buses to use safely. I have only ever seen 2 cyclists in the last 6 months use the cycle Lane - most don't use it as it isn't kept clean, therefore is too dangerous to use. Utter waste of tax payers time and money

What numpty thinks a cycle lane placed next to an existing shared cycle lane is useful, and to then create a pinch point so tight your left with a choice of mount the curb one way or smash into orca posts when meeting a bus or larger van. Get two busses at the same time

and it's like Mexican stand off! Average increase in delays at peak times is 15 mins now.....I've seen a handful of bikes use it.....most stick to the older path that's not got vehicles so close you couldn't get a sheet of paper between them!

Use these routes everyday. Complete waste of time. Never had any problems cycling on these routes before the restrictions were put in place. If anything it has made cycling worse. When using the cycle path on Churchill avenue it is difficult to turn right into Bowler road, The narrowing of the road has made it very difficult for vehicles to pass cyclists when cycling towards Mandeville school, and you end up with a queue of traffic behind you. In icy weather I would sooner stay on the main road. Cycle paths don't get gritted and getting through bollards in icy weather is lethal. I would love proper cycle routes around the town that are completely separate from roads, and not just painted lines or bollards along side a main road.

The cycle lane is dangerous. There is not enough room for it. Forcing the cycle lane into the existing lane for cars forces larger vehicles onto the wrong side of the road. The route is a major bus route. I've had my mirrors hit several times by larger vehicles using the lane with the cycle lane.

I'm yet to see anyone use the cycle lane. It's pointless. A waste of money and is not needed. If a cycle lane is needed in 1 direction, then why is not needed in the other?

The cycle lane and bollards on the bridge have narrowed the lanes and leave little room for manoeuvre when HGVs or buses are oncoming. It's dangerous, especially as the bridge bend reduces visibility. There is no wriggle room.

The cycle lane in Churchill ave is not fit for purpose. It has restricted the road too much, I have seen 2 buses having to pass each other on that section, which resulted one of the buses having to mount the pavement to get passes. This pavement has a high percentage of foot traffic, alot being school children from Mandeville school and Hospital workers from SM hospital. I use that road alot in my car and it is tight, also I have never seen a cyclist use. In my opinion it is a waste of time you could change to pavement into a cyclist & pedestrians path, that would be far safer for everyone.

The bike lane along the side of Mandeville School is dangerous. It's so wide it pushes wider vehicles over to other side of road. I agree with cycle lanes but not huge bollards blocking them. Personally never seen a bike use it and live round corner! They have taken up a portion of width, even if a thin separation would be better.

We have enough roads now cut off to cars so if you close anymore the traffic over Bridge is going multiply causes more stress during busy times.

The bike lane on Churchill Avenue makes the road too narrow when there are larger vehicles oncoming.

On many occasions since it's been implemented, I've been pushed into the curb by oncoming buses, articulated lorries and refuse lorries.

The road should be returned to normal and a shared use path implemented.

The cycle lane on Churchill Avenue is a danger. The road is now far too narrow if wider vehicles like buses and lorries are passing along there. Cyclists misuse the lane by going both ways on it which is very dangerous. The whole idea is ill thought out and an accident waiting to happen. It should NOT be made a permanent fixture.

The cycle lane on Churchill Avenue going over the bridge makes the road too narrow and when traffic is at a standstill it is impossible for emergency vehicles to get passed, the vehicle restrictions just make for more traffic on surrounding roads.

On Churchill Avenue, in the dark or if the sun is low it is hard to see which road markings you should use which is dangerous. When you meet buses and lorries it can be a bit tight, and when they meet it's dangerous. I use that road on a regular basis and I have so far seen one cyclist in the entire time the lane has been in use.

The cycle lane on Churchill Ave between Ellen Rd and Mandeville Rd has reduced the carriage way width making it impossible for large vehicles to pass on the bridge. The cycle lane is only able to be used in one direction, I don't believe I've seen more than a handful of cyclists even using it.

The bike lane on Churchill Avenue doesn't get used very much and cyclists are still riding on the pavements. The road is now very narrow when passing large or emergency vehicles and it's dangerous on the section from the Mandeville School past the speed camera and over the railway bridge due to the hill and lack of visibility. This really needs to be removed for everyone's safety as there are so many near misses most days. This part of the road is the only part I am objective about, due to the safety concerns and like many others I would not have an issue on flat roads, so would be happy if this one section was removed!!

The cycle lane causes so many traffic hold ups in the rush hour it's ridiculous and on the bridge when the winter sun is low it's hard to see and when you have a large vehicle coming the other way in such a small space it becomes dangerous.

Cycle path along the bridge and roundabout on Churchill Avenue are just dangerous. Can become very tight with large vehicles. Not a wide enough road to have a cycle path safely along it. I have also seen no body using the path as long as it's been there. And I go down the road everyday 2-4 times a day.

It is really dangerous and not wide enough for 2 cars to pass safely. Even worse in the dark and if 2 buses are passing each other.
The worst idea I've ever seen.

Very dangerous narrowing the motor vehicle lanes, when driving van or car, it's been a tight squeeze when a bus or lorry is coming the other way.. especially when the buses have no intention of slowing down (which is quite common round here!) And very rarely see cyclists on the so called cyclist lane.

Very dangerous narrowing of the road, when driving van or car, it's a tight squeeze when a bus or lorry comes the other way, especially when buses refuse to slow down, which is quite common round here..and rarely see cyclists using the so called cycle lane, in fact we've seen them still using the path (I guess because it's a bit wider).

Churchill Road is barely wide enough for buses to pass cars in the opposite direction with the cycle lane in place, let alone if they meet a car/lorry/another bus. Cyclists very rarely use it so it means they are at higher risk of either having or causing an accident due to the narrowed road they still insist on using. If it was mandatory for cyclists to use it instead of the road that would help but that's unenforceable so the best solution is to remove the cycle lane.

It's not appropriate on such a narrow road to have a bollard lined cycle Lane. Road markings of the cycle Lane would be sufficient. However, it's also very rarely used and makes it dangerously narrow for cars. The bollards should be removed - it's an accident waiting to happen.

You already have made cycle lane on one side of Churchill Avenue over the bridge. It is not wide enough for cyclists to travel in both directions therefore they also cycle on opposite side of road and hold up traffic. It is also too narrow for large vehicles to pass in opposite directions safely. Last week I witnessed two buses passing at the same point on the road at the same time in, they held up traffic for ages as they inched their way passed each other gingerly with only inches between them. The cycle lane needs to be removed from Churchill Avenue where the bridge is, it is just not safe.

Cycle lane on churchill Ave is dangerous. Widen the road by taking away some of the grass verges (where too many cars park). Or make one side of the pavement cyclists only and the other side pedestrian only. And remove the silly large mud / flower? pots around the estate. Car and van drivers only drive across the green to avoid them creating a muddy mess. And keep the car park open next to the Edinburgh playground. Then park users wouldn't park on the grass verges or pavements.

As it is at the minute, it is very dangerous and an accident waiting to happen!

Cycle lane on Churchill Avenue bridge is an accident waiting to happen two buses cannot pass at the same time, the lines on the road are not clear.

The cycle lane has caused the road to become too narrow. Someone is going to have an accident on the bollards which will cause chaos, or will clip a car coming in the opposite direction

Buses also use this road and when there are 2 trying to pass each other, there is no space for them. This happens frequently has a few different routes run on this road.

If you must have a cycle lane, why not have pedestrians on one side of the road and cyclists on a dedicated cycle path on the other side?

The cycle lane on the bridge where the speed camera is is outrageously stupid. The lanes are farr to narrow now and i hate how close the oncoming cars are now let alone if a bus comes down! Cyclists dont even use it thats the worst bit, they go on the pavement.

The cycle lanes on Churchill avenue are dangerous and make the lines far too narrow. As a road which is regularly used by buses, it is very difficult for two buses in opposite directions to use the road at the same time. Furthermore, since it's implementation, I've only seen two cyclists use the lanes. It is dangerous and no fit for purposes.

Narrow the road for cyclists is not viable, cyclists are so close to passing trucks and busses, they do not use it.

Vehicles no longer slow down or give the cyclist a wide berth as the road has been made narrow.

Implementing the cycle path has caused a lot of very near missed of large vehicles, lorry's and busses not to mention cars. The original markings that you can still see also don't help. If a bike isn't using the path ie. Coming the other way it makes it dangerous as cars just push past what is already narrow gaps.

The cycle path leaves the road very tight for vehicles. When passing a bus/lorry, even in my small car I feel like I only just fit. The road markings are very confusing too when the old lines can be seen in certain weathers.

The cycle lane on Churchill Avenue should be scrapped. The road is far too narrow for large vehicles to get by safely without massively slowing down traffic like a bottle neck and as a cyclist myself I feel unsafe cycling up Churchill Avenue Bridge with how close the cars get to the barrier and buses scraping past.

Instead, the pavement should become shared for cyclists. Whether that includes widening the pavement just a bit is not a problem, so long as the road is wide enough for two large vehicles like buses to get past without having to slow down to less than 5mph to get past.

I would feel so much safer cycling up a shared path than on the Churchill Avenue bridge.

Objection

The cycle lane with bollards is unnecessary as it has created narrow lanes making it extremely difficult for larger vehicles passing at the same time, to the point where lorries/buses have to come to a stop to allow for the other to pass.

This has also made it hazardous for emergency vehicles as cars cannot move out the way as there isn't enough room now the bollards are there.

I would be happy to support the cycle lane, but only if the bollards were not there, just the lines on the road like on Mandeville Road.

I don't support the cycling lane over Churchill Ave bridge.

I have tried to use it for cycling at it is not a nice experience- too close to the traffic due to smaller lane. In recent months the cycle lane is covered in leaf mulch making it slippery so I use the path anyway.

It has also increased traffic around Ellen Road roundabout- when buses / delivery vans stop at the bottom of Churchill Ave - this blocks everyone as you can't overtake the bus due to narrow lanes.

I strongly object to the permanent implementation of the cycle lane on Churchill Ave. The current scheme is dangerous as the vehicle running lanes are far too narrow. Large vehicles struggle to stay in the running lanes, a bus stopped at the bus stop creates a blockage and queues, emergency vehicles cannot pass queuing traffic putting people's lives at risk, the bin wagons create congestion as nobody can pass them and hardly any cyclist use the cycle lane! I can't believe this scheme passed a safety audit and the Council is not delivering its obligations under the Traffic Management Act to manage the road network for ALL users.

Motorists are suffering because of this scheme which is a complete waste of taxpayers' money. Not only do the residents of Hawkslade have to put up with constant building and construction work in the area, they now have to deal with a substandard and dangerous road scheme on one of their main access routes to the estate. Traffic levels are back to pre-Covid levels and this scheme is no longer appropriate, please see sense and spend this money elsewhere where it's needed.

I do think bikes are safer on the path, but the cyclists using the whole of Churchill Ave. as a cycle path are mostly going too fast and do not have consideration for pedestrians. It may be against the law to ride bikes and scooters on the path but it's a regular problem. The segregated cycle lane over the railway bridge is dangerous, I have been doing the school run over the bridge 2 days a week for 3 months, have seen many vehicles having to mount the kerb on the opposite side to the "ski poles", to allow larger vehicles through, because the road is on a curve this is a problem. In bad weather conditions the poles are not very visible, the white tops are now not as bright as when new, for people not using the bridge before, it's very confusing, going up the bridge, the poles apparently stop before the top, then reappear when the driver least expects them, I have been behind vehicles when this has happened, more so in the dark, can there not be a painted line cycle lane, like the one on Mandiville road leading to the hospital, as not many cyclists use the bridge one, many still using the path. Many large vehicles use the bridge, coming from Oxford road, Ellen road, then Churchill Ave. or Gatehouse road then Oxford road, then left along Churchill Ave, to get to the Wycombe road.

Thank you.

The Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 July 2020 gives the minimum width of a cycle lane as 1.5m (Table 5.2) with an additional .5m where a vertical feature i.e. bollards are present (Table 5.3). The cycle lane on Churchill Ave does not comply with these minimum dimensions. I have in recent weeks seen and heard two ambulances returning to S M Hospital on blue light hit the barrier between Marlborough Rd and Stoke Rd.

There have been very few, if any, cyclists using the cycle lane since it was installed as they presumably feel unsafe to do so.

For the reasons above I object to it being made permanent.

RESPONDENT ALSO EMAILED CONTENT BELOW

I have given my feedback regarding the proposals to make the trialed traffic calming measures and cycle lane in the Southcourt area permanent but thought it prudent to email your department direct.

Whilst I can not find any reason not to proceed with the vehicular access to certain routes I do object quite strongly to your cycle lane proposal. Having read the Department of Transport's document entitled Cycle Infrastructure Design, it is clear that the minimum design dimensions have not nor could not be achieved.

The width of Churchill Ave is such that the minimum width of such a lane is impossible. The DoT Document states that the minimum width should be 1.5 metres and that if there is a vertical feature as is the case in Churchill Ave, that an additional width of .5 of a metre is required. I have on two occasions witnessed an ambulance returning to Stoke Mandeville Hospital with blues and twos hitting the poles of the barrier due to there being insufficient room to pass. Due to the barriers flexibility there appears to have not been any damage to the vehicle however had there been a cyclist using the lane at the time I fear the noise and sideward movement of said barrier would have resulted in an accident.

Another problem with the cycle Lane is that deliveries to residents between the junctions with Allen Road and Mandeville Road have been difficult but would be virtually impossible if this scheme went ahead.

I have since the trail start, not seen the lane used by any cyclists and more are using the footpath along with the electric scooters that are now available to hire at various points around Aylesbury.

I would respectfully ask that to avoid the necessity for me to refer the matter to the DoT, that you reassess the suitability of your proposal

People still use their cars instead of walking or biking. All this does is create more traffic. The bike line on the bridge near mandeville school is going to cause an accident. People aren't safe when they ride the other side of the road due to the bike lane pushing the traffic over.

I think Churchill restrictions can cause traffic accidents as the road is too narrow now.

The current cycle lane posts on churchill Ave, up to stoke mandeville hospital are a accident waiting to happen. I have seen no end of near misses with buses and cars. The Road markings are also in need of repainting. The posts are a death trap and should be removed ASAP.

The cycle Lane on Churchill Avenue makes the two lanes of traffic too narrow for buses/lorries to pass each other safely. It makes the road dangerous and should be taken down and the road should go back to it's full width.

The Cycle Lane on the Churchill Avenue Bridge has made the road dangerously narrow and an accident waiting to happen. Vehicles now pass within inches of each other... The actual cycle Lane is always filled with debris and as such I've seen cyclists stay on the road further adding to the already dangerous situation. Move the cycle Lane onto the pavement before someone is seriously injured...

The cycle lane on Churchhill Avenue is ridiculous. Buses have to practically stop when passing each other. Cars are constantly crossing the white line in fear of hitting the things

that protect the cycle lane. I use the road daily and have only seen maybe 3/4 cyclist use it but have seen plenty stuck on the other side of the road either using the path or causing more obstruction because the road is now narrower. The only accident I have known involving a cyclist in 10-15 years of living here was one coming down the hill from stoke mandeville. Pointless and more dangerous for all involved.

Church hill ave road has now been made hazardous by narrowing for large goods vehicles, buses etc.

I would however support a shared cycle and footpath.

The bridge on Churchill Avenue is too narrow for a cycle lane with bollards as it currently is. When larger vehicles frequently pass, they have no choice but to cross the white lines into the path of oncoming traffic, which is a huge concern. Particularly, as you cannot see what's on the other side until you pass over the brow of the hill. The bollards are also distracting. I have barely seen this cycle lane used recently, so creating a dedicated lane on the path would be sufficient for the low level of usage. The road needs to be returned to it's full width as a matter of urgency to reduce the risk of an accident with oncoming traffic.

The cycle lane that has appeared is dangerous, no emergency vehicles can pass safely, drivers can't pull over anymore. The lines in the road confuse drivers- (as old road markings still visible) a rush Bodge of a job done. The bicycle lane is hardly used as people around the area know that the paths are for shared use for cyclists and pedestrians. Also there is no way that two cyclists riding opposite ways can pass through the lane comfortably, who has right of way?

The road closures are also proving to be a nightmare, as the roads on the estates where the blocks have been put in are busy with cars parked alongside the road edge, therefore creating less visibility when driving which causes more hazards. Again the emergency services have not been considered in the implementation of the road blocks. They have created more traffic on certain roads rather than it being spread around.

Barriers on the Churchill avenue are dangerous across the bridge. Makes the road far too squishy especially when busses/ trucks pass each-other and I literally witnessed a truck hitting the barrier things even today!

I would like to put forward the following comments with regards to the above proposal:-

It seems nonsense to reduce the width of a road which although may not be classed as a ring road, is in effect is a ring road.

There is a continual flow of traffic 24/7.

Currently the narrowing of the highway due to the trial scheme creates the following problems.

- 1) Congestion. Large vehicles e.g. Buses, and commercial size vehicles cannot pass without either stopping or slowing right down. This could and very likely will cause a serious accident.
- 2) Causes holdups.
- 3) The holdups cause excessive traffic fume pollution to the immediate area
- 4) The holdups cause excessive noise pollution to the immediate area
- 5) Emergency vehicles mainly ambulances are often delayed getting through this area due to the excessive narrowing of the highway which does not give any leeway for vehicles to move over out of the way.

Just be reminded the the ambulance station is on the Mandeville Road and uses Churchill Avenue for quick access to the Western side of the district.

Please bear in mind that cyclist already has the use of footpaths located each side of the road.

Finally to the narrowing of the highway. It has caused "a serious accident waiting to happen"

The issue I have with the cycle lane on Churchill Ave is simply that the LA does not sweep the lane the keep it clear of debris which easily cause punctures on bicycle tyres. The LA sends road sweeper vehicles to sweep the highway. All this does is to throw the detritus into the cycle lane. If you're going to make it permanent look after it.

Additionally, paths shared by cyclists and pedestrians do not work. They are a danger to pedestrians, dog walkers and cyclists alike. If you want to make cycling safer, get riders on the road.

The closing of Old Stoke Road merely shifts the flow of traffic onto other roads in Southcourt; many of them become difficult to negotiate because of vehicles legally parked at the kerbside. I've never had any problem cycling or walking down Old Stoke Road/Clover Lane.

I should add that I've been cycling since 1970.

No increase in cycling/ Cycle Lane not being used

I object to the cycle lane between Cottesloe Road and Rutherford Road as I have seen very little cyclists actually use it so far. Whilst walking along the pavement between these two roads I have almost been hit by cyclists on more than one occasion who are still using the pavement. So if cyclists are not using it when why make the road narrower for cars and difficult to pull out of Marlborough Road without crossing over the lane divider due to avoiding the bollards put up for this unused cycle lane.

Someone has obviously got their facts wrong. A cycle route along Old Stoke Road is a waste of time and money. It is very little used as it doesn't really go anywhere and isn't

exactly scenic, it was only viable when the train track crossing was in use , which was already declared a cycle route. It has made the area more dangerous as there is no longer a loop to ease traffic especially because Cottesloe Road is basically down to 1 lane due to high volume parking. It has never been policed and is often used as a rat run for food delivery motor cyclist as well as motor cyclists in general. The signage is very poor, the route is still showing on sat nav systems thus confusing drivers, including emergency vehicles that this is no longer a through road.

There is no turning circle for service vehicles. the Road is too narrow for modern day vehicles to turn around in, so many drivers are using peoples driveways to do this. This breaches article 8 of human rights . Respect for privacy including ones property/home. The so called plant boxes are unkept eyesores, rumour has it that they came from another area that rejected a similar scheme. As for Churchill Avenue the road is too narrow for the cycle lane with the amount busses coaches and HGV vehicles that use this route, also too close Mandeville School. So in general this scheme has created a number of bottlenecks thus creating grid lock especially at school run/rush hour times. It has increased an accident risk. Most leisure cyclists ride on paths whereas most more keen/club cyclists refuse to use any cycle path. There is absolutely no benefit to the residents/tax payers of this area you're just making an already bad traffic area worse.

Never witnessed any cyclists using the one on Churchill Avenue. It's a scare when you have a bus or lorry coming towards you. It's too close for comfort.

Only really see motorized scooters use the cycle lane on Churchill Ave
But if you do decide to keep them please cover the old white line properly as when driving in the dark drivers are finding it hard to follow the right lines .

The cycle path on churchill ave is never used...well...ive seen those scooters go down it!
There is not enough space when 2 larger vehicles meet

Cycle Lane on Churchill Ave is hardly used at all - any cyclists still use the path anyway, and most cyclists using the road travel west anyway (on the side where this not the cycle bollards anyway ! .

Cycle Lane on Churchill Ave is hardly used at all - any cyclists still use the path anyway, and most cyclists using the road travel west anyway (on the side where this not the cycle bollards anyway ! .

The bollards have also narrowed the road and with the road - especially the bridge over the chittern rail line make it dangerous for residents using the road as large buses and HGV to use this road - the road is not wide enough and is dangerous in poor weather conditions.

Bridge cycle lane is very rarely used. Local community groups have started capturing video/film evidence to back up any statistics that may be presented to the community. Local cyclists say they feel unsafe in both terms of infrastructure and visibility (within a new pr green concept). Cyclists can be seen on the path and on the non laned road every morning and evening. As both a cyclist and driver, I feel I'm able to make a rational comment. For a cyclist, the lane is too closed. Trapped by the footpath on one side and barriers on the other, I've been asked to move it by faster cyclists who wouldn't/couldn't wait behind me. They reverted to cycling on the footpath. I've seen drivers queuing up behind cyclists on the road and the cyclists in turn laughing and signing at drivers as if to prove they call the shots (ie. I see the lane, don't want to us it, prefer cycling on open roads). Have anyone seen a bus and ambulance trying to pass each other on the bridge, the road space doesn't seem legal for such a main route to SM hospital, let alone a bus and trade/service van/truck. A question recently asked by local concerned parents, asked how much more exhaust fumes were being created in the roads by the bridge, being that traffic has been significantly slowed by the narrower roads with significantly more time spent on or approaching the bridge. Prior to the lane, traffic could pass parked busses, enabling steady flow of all traffic. Why are we trying to make life so difficult and argumentative for all road users at this time? Did we the local cycling/driving population ask for this lane? I'd really love to know what the requests/business case looked like. Finally, why the short six day public consultation timeline? Marlow project next to this one on your website gets nine days? Are our voices not as important as equal Bucks residents?

Restricts traffic and serves no purpose as not suitable for cyclists going in opposite directions. Pointless when cyclists are using the road on the other side to cross the bridge. The road markings are a nightmare to follow especially for lorries and buses. Complete waste of money. May look good on paper but not when you have to drive it.

Comments in favour of Proposals

This closer has made it safer for my kids to go out on their bikes without the fear of cats coming up and down the road.

The road restriction in place on old stoke road has made a positive impact to the road, reducing the amount of cars passing and speeding, and increasing the amount of pedestrians walking through instead including school children which is great.

It has been wonderful having the traffic calming measures in places and my children enjoying going out on their bike now as its a bit more safer

Miscellaneous Comments

I believe that cyclist and pedestrians should be kept separated.

The cycle lane running up and down the highway over the bridge should be put on one side on the footpath if possible as the amount of buses and hgv's using this road in conjunction with ambulances from stoke hospital causes problems.

with the closure of thrasher road and clover lane Cottesloe road now becomes the only access, which in turn causes a one lane road because of parked cars on the highway from clover lane to Taylor road . This in turn has traffic having to swing in and out of parked cars as this is a two way road. Surely it would be better if you must control traffic make clover lane a one way road.

The whole thing is a waste of taxpayers money

The road markings on the Churchill ave road bridge need redoing - in certain lights the old markings which have been covered over still reflect light so it can be very confusing for the driver to establish which are the markings that need to be followed.

1. Reopen the pedestrian crossing over the railway line at the end of Cover Lane. This should be done with the "traffic light" system and appropriate signage as at the crossing between Winterton Ave and Harrow Close
 2. The current cycle lane across Churchill Ave Bridge is covered with leaves as it can't be reached by road cleaning lorries, so putting it onto the pavement is a good idea. However the street lighting across the bridge is woeful and needs to be improved so that cyclists and pedestrians can see each other at night
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The vision for better cohesion of community or better air quality (for permanently restricting motor vehicles) are appearing to be qualitative statements and without proper studies or results or simulations are pointless..
