



## Emerald Way Improvements Scheme - Consultation Response Document

<b>Emerald Way Improvements Scheme - Consultation Feedback (March 2022)</b>				
No.	Comments from residents	Query Log 1	Response	Action
1	Not keen in the proposal of directing more cycle and foot traffic through quiet residential roads	1.1	The proposed scheme provides an improved connection from the popular Waddesdon Greenway and new Haydon Hill link into Aylesbury Town Centre. It provides an upgraded route along Rabans Lane, through Fairford Leys and into the Town Centre, more in keeping with Aylesbury Garden Town aspirations	N/A
2	It's important to have the money and resources for long term maintenance of this infrastructure.	1.2	As the Emerald Way route is on the public highway and an improvement to an existing route, it is part of the general footway/cycleway maintenance programme. Work is underway to consider improved ways of ensuring adequate maintenance of both existing and new active travel links in future.	N/A
3a	I have concerns about the route passing the shop and hall on Somerville Way. Does the path get busy here? If so will it impact if there are cyclists passing through.	1.3	<p>We have followed national guidance on cycling infrastructure design, and taking into consideration factors such as speed limit, current pedestrian and cycle volumes, site constraints and the need for coherence and directness of the cycle route, the option of a shared use facility was considered the most suitable for this section of the Emerald Way walking and cycle route.</p> <p>The proposed shared-use footway is typically between 2.5m and 3.0m wide along most of its length. At certain sections where a width of 3.0m is not feasible, a minimum width of 2.5m is provided.</p> <p>Research has shown that shared use facilities enable more efficient use of the available width and result in lower speeds by cyclists and less actual conflict between pedestrians and cyclists. However, it is accepted that there will need to be greater vigilance from all users to reduce the chances of conflicts.</p>	N/A
3b	Careful consideration needs to be made mixing pedestrians and cyclists especially in residential areas			N/A



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	Share cycle/footpaths are not ideal. The ones currently in Aylesbury are often too narrow - cyclists cannot pass if coming from different directions & pedestrians feel vulnerable.	1.4	Same as above (item 3)	
4	Boundary treatment needed at bottom of Rabans Lane to ensure route is clear and obvious on the ground, currently looks like a bit of a blind alley.	1.5	Noted. The design will identify solutions to address this section of the route, as part of the scope of the project	N/A
5	Wider green space and play equipment in Somerville Park would dramatically improve the scheme. Opportunity for added benefit in a deprived part of town.	1.6	Play equipment is outside project scope. The funding is specifically for active travel.	N/A
6	Where Mill Meadow narrows and meets Stubble Hill (at the bollards) there are almost always cars parked here which would make it difficult for cyclists to get through	1.7	It is a parking offence for a vehicle to park within 10 metres of a junction, even without any yellow lines. The design will look at options to highlight the cycle route through this section to discourage parking.	N/A
7	The route though Fairford Leys in the proposal from Wedgewood St to the roundabout on Rabans Lane (with Brunel Rd) is not only longer but has more on road cycling than using the existing shared cycle path on Brunel Rd. My daughter cycles this route to and from school often and was she given the choice of cycling 0.5 miles or 0.8 miles she will always pick the shortest. Therefore, I don't think it is a good use of the money as if users are to use a large portion of the route from end to end then they will find a shorter way. For those under 16 years of age it is safer to use the existing shared cycle path being away from live traffic but still in areas where not vulnerable to being alone (especially early morning or early evening).	1.8	The proposed route along Rabans Lane through Fairford Leys and into the town centre forms part of the wider Buckinghamshire Greenway. The Greenway will be a transformational walking and cycling route stretching from Brackley to the Colne Valley. This forms a north to south spine that will connect with local active travel networks and links. Whilst it is noted that the route is longer and less direct this is to attract more users through Fairford Leys and provide a more attractive leisure route. The old route along Brunel Road will remain and provide for more direct access to/from Rabans Lane/Fairford Leys for certain users.	N/A
8	The existing Emerald Way already provides an adequate cycle route between the Haydon Hill estate and the town centre. The investment being made to improve this route (in my	1.9	Same as above (item 7)	N/A



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	opinion) would be better targeted at other areas of Aylesbury where the cycling provision is less adequate			
9	Not clear if you will also be incorporating 20mph speed limits on all roads where shared cycle routes (and crossing cycle routes). Would be missed	1.10	We are relying on the approach speeds being within the posted limits in the town. From site observations, we do not anticipate issues. Rabans Lane at proposed crossing is not a through road and is observed to be low speed due to the roundabout with Brunel Road. The future proposed junction changes to make Brunel Road the priority will reinforce this – the crossing will be positioned on the minor arm of the junction. Also, Fowler Road already has traffic calming through speed cushions and therefore excessive speed is not anticipated to be an issue.	N/A
10	<p>Comments about the routing:</p> <p>1) The section between Rabans Lane and Chelsea Road is currently unlit, and therefore challenging to cycle through in the dark without powerful cycle lights - would deter less confident cyclists.</p> <p>2) Likewise the section between Sandhill Way and Fowler Road is unlit - similar concerns.</p> <p>3) The wooden bridges in Fairford Leys can be icy in cold weather. They have had anti-slip batons applied, but these are designed for pedestrians. Some thought would need applying for cyclists crossing these in icy conditions.</p> <p>4) Cars on Arncott Way can be travelling very fast. I'm concerned that the provision of a "cyclists ahead" sign is inadequate for this dangerous stretch of road.</p>	1.11	<p>1) The current proposal is to provide solareye lighting along the route (similar to the ones that were provided for the Waddesdon Greenway and the recently opened Haydon Hill cycleway.</p> <p>2) Same as above</p> <p>3) Noted</p> <p>4) We have followed designed standards and have carried out Stage 1 Road Safety Audit. The RSA was carried out with the purpose of identifying any feature that could be removed or modified to improve the safety of the scheme. Stages 2 &amp; 3 Road Safety Audit would be carried out at the completion of the detailed design and construction respectively if the scheme goes ahead. This is required for the safety of the scheme</p>	N/A