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Date: 19 May 2017

Ref: TEE078/ /Stat-Consultn /19-05-17/ Ltr01

Informal Consultation Respondee

Dear Sir / Madam,

Statutory Consultation for the proposed CycleTrack Order, for new shared-use cycleway facility, between Grenfell Road and Ledborough Lane

You have received this letter because you have previously responded to the recent consultation for the proposed shared-use cycleway footway from Grenfell Road to Ledborough Lane, in Beaconsfield, (also connecting along Caledon Road).

Both Transport for Buckinghamshire and Buckinghamshire County Council (BCC), would like to thank you for participating, and for your views, and would now like to inform you of the consultation summary and outcome.

Due to the strong support and response by the general public, the BCC Head of Highways has given approval to proceed to Statutory consultation for a Cycletrack Order, to enable conversion of the existing footpath into a shared-use footway cycleway facility.

The informal consultation was carried out between 2nd and 24th March 2017, and the overall consultation responses were as follows:

In Support = 43 ; Against = 13 , Neither = zero

This letter seeks to address a range of comments brought to our attention in objection to the scheme, some of which have now been incorporated within the new design. To summarise and confirm the main objections, these were as follows :

- a. *5 objections misinterpreted the scheme to include "on-road advisory" cycle lanes*

TfB Response : Objection overruled

These objectors misinterpreted the scheme to include on-road facilities, which is not the case. The Statutory consultation will make proposals clearer and therefore objections overruled. Please refer to updated Drawing , (TEE078/CONS/DES/01 Rev2).

- b. *6 objections raised concerns relating to pedestrian safety within the shared cycle and pedestrian facility.*

TfB Response: Objection overruled

The cycle track is proposed to be 2.5m wide, which is the recommended minimum path width within urban fringe localities that connect to the cycleway network, (reference : National Guidance Standards - Sustrans Cycleway Design Manual April 2014).



To help with pedestrian perception and safety, the scheme is to include new signs indicating pedestrian priority over cyclists, plus additional white "Give way" cycle markings installed in advance of the narrow sections passing two large trees, along the route of the converted footpath.

- c. *3 objections stated that funds would be better spent on other issues such as potholes.*

TfB Response: Objection overruled

The development of cycletrack is funded by DfT/Sustrans grants , and funding could not be allocated to alternative means, such as carriageway maintenance and repairs, which are resourced by other means.

- d. *3 objections stated that cyclists would not use this route.*

TfB Response: Objection overruled

This route has been identified by Buckinghamshire County Council Sustainable Travel Team to provide a suitable cycle link within Beaconsfield to promote cycling and existing cycle infrastructure.

- e. *1 objection stated a number of concerns including concerns of land encroachment on the western side of existing footpath and concerns of damage to adjacent landscaping and property boundaries.*

TfB Response: Objection overruled

Buckinghamshire County Council Rights of Way Team has inspected the current boundaries and is satisfied that any encroachment is insignificant. The corridor has sufficient width to provide the 2.5m wide cycletrack. Works would be designed to accommodate existing boundaries and ensure that excessively overgrown hedge boundaries are trimmed back to the maintainable highway boundary, in compliance with the Highways Act 1980, Section 154.

- f. ***Additional information.*** *The proposed construction methods chosen for the new shared cycleway, will include consideration for protection of the existing large trees, and also to retain the current environmentally pleasing characteristics of the existing public thoroughfare.*

The updated cycleway scheme proposals are shown on the attached Drawing pdf file ;
TEE078 / CONS / DES / 01 Revision 2 .

Public Participation with the Statutory Consultation is available from 25th May 2017, on the Bucks CC "Have Your Say" Web site.; <http://www.bucksc.gov.uk/Have-your-say> .
(Click on "**view current consultations**"). Within the survey, you will be requested to indicate whether you support or object to the proposals. Any objections must include a comment, to back up to your view.

Please Note : that TFB intend to utilise and incorporate all previous responsee comments received for the Informal consultation, these will be included with Statutory consultation process and future decision report . If you have previously responded during March 2017, you do not need to respond again, unless you wish to do so.

Please respond to the on-line consultation by Thursday 22nd June 2017.

Electronic copies of the consultation information, along with updates on the development of the scheme, are provided on the BCC Transport scheme webpage :

<http://www.bucksc.gov.uk/services/transport-and-roads/improvement-schemes-and-projects>

At the end of the consultation, after collation of consultation responses, the Statutory consultation decision report will be completed and published on the BCC website, Decisions Web page.

Background Information

The Beaconsfield Cycle Network, previously completed August 2014, was been implemented by Buckinghamshire County Council (BCC), Sustrans (the Sustainable Travel charity) and Beaconsfield Cycle Paths Action Group, (www.beaconsfield-cycle-paths.org.uk).

This involved developing a new cycle network for the town, and new cycle links to the station.

This new link extends the Network from Caledon Road, through to Ledborough Lane, also to create a safer environment for pedestrians and cyclists, and to provide a safe cycle facility for school students.

Thank you for taking the time to read this letter, if you require any further information, please contact me on the number below.

Yours faithfully,



Adrian Lane

Project Engineer

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