

Annex C

Issues Raised by Residents during the Public Consultation

1. Will the trees need to be trimmed to provide clearance for cyclists? Will the tree roots spread closer to the houses causing structural damage?

Officer response

Some trimming of low branches would be needed over the cycle track to maintain a 2.4m clearance for cyclists. It is highly unlikely that structural damage to property will occur as a consequence of these works. These are very mature trees and it is likely that the root spread has already reached its maximum.

2. Are you planning any mitigation to the loss of verge through new planting?

Officer response

Officers will discuss this with the arboricultural officer to identify potential sites.

3. Cyclists should be on the road. Cycling on the footway is illegal and should not be encouraged. To make it safer, why not introduce a 20mph speed limit for the benefit of all road users?

Officer response

The installation of cycle lanes on the carriageway was considered at length in the EMAP report of 8 September 2008. It concluded that the carriageway widening that would be required was prohibitively expensive and would necessitate the removal of many trees. Therefore widening the footway and dedicating 2m width to cyclists was considered the most practical alternative. All road users particularly the more vulnerable would benefit from a reduction in vehicle speed. However, 20mph speed limits are not usually implemented without physical traffic calming measures because the Police do not have the resources to enforce them. Installing traffic calming measures all the way along Beckfield Lane would go against the Council's policy of limiting their use on bus and emergency service routes.

4. Could the cycle track be provided on the verge area but next to the kerb?

Officer response

A completely segregated cycle track on the verge area next to the kerb would result in the loss of a greater area of verge, and the removal of some of the trees.

5. Cyclists outside the shops may come into conflict with parking/parked vehicles. Are there any plans to formalise parking arrangements or introduce double yellow lines?

Officer response

Cyclists using the cycle track would be expected to treat the different situations they come across by adjusting their speed and behaviour accordingly. Likewise,

drivers parking vehicles have a duty to proceed with care. There are no plans to prohibit or formalise the parking outside the shops, but if the proposals are implemented the situation would be monitored.

6. The zebra crossing will cause congestion and block driveways.

Officer response

Vehicles would have to stop if a pedestrian is crossing, and this may cause small queues to form, but it is not considered that access to driveways will be blocked on a regular basis or for a long time. However, any inconvenience from traffic queuing in one direction is likely to be balanced out by vehicles stopped on the other approach to the zebra crossing, which may assist residents entering and exiting their driveways.

7. Relocating the bus stop to opposite the shops will exasperate congestion. Are you planning on prohibiting parking in this area to prevent this? Do we need a bus stop at all on this section of Beckfield Lane?

Officer response

There are only 2 bus services that use the existing bus stop, the 26 which operates Monday to Saturday on an hourly basis and the 20A which runs once a day. The bus stop is not a timing point so buses would only be stopped long enough to drop off or pick up passengers. In addition, as the carriageway is 6.7m wide and the 26 bus service is restricted to a smaller size vehicle, if there is a car parked on the opposite side when the bus pulls up this would not stop vehicles overtaking. A large vehicle may not be able to get past or poor parking may prevent this, but overall, for the few times a day the bus stops, the level of delay would be relatively minor and should not cause difficulties. Consequently, there are no proposals to install double yellow lines in the vicinity of the proposed bus stop. DfT guidelines recommend that bus stops in residential areas should be located so that nobody has to walk more than 400m from their home to the nearest bus stop. The distance between the bus stops near Norman Drive and Turnberry Drive is around 630m, so a bus stop in the middle should be retained to take account of bus passengers who live on the side roads.

8. The comments of the residents are not given equal priority.

Officer response

Many parties have been consulted on this proposal including residents, local businesses, ward councillors, schools, emergency services, and road user organisations. All comments are treated equally, and all feedback directly related to the scheme is included in this report. Many schemes put forward by the Council originate from requests by residents, including the zebra crossing detailed in this report.