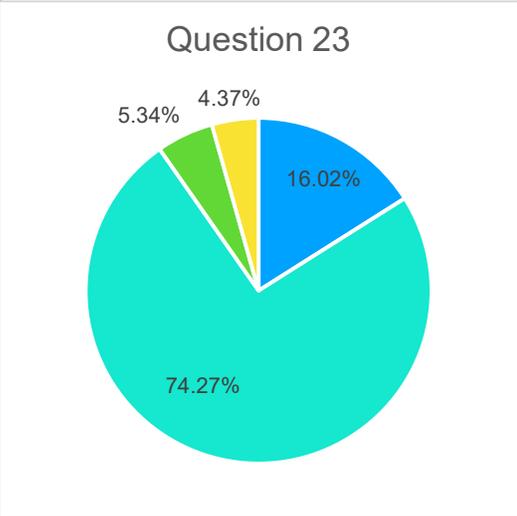


		Final Result				412
		Blanks	Yes	No	Other	
Response ID	Should new housing development include a network of footpaths and cyclepaths to provide easy access to shops and local services, good connections with public transport and integrated with existing public rights of way?					
		66	306	22	18	100.00%
1	YES	16.02%	74.27%	5.34%	4.37%	
7	Of course, how will people get around otherwise? However this now seems to making the assumption that a new housing development is definite?					
21	No housing developments should be considered as there is no capacity					
25	I do not support anymore housing developments.					
26	If we must have a new development then yes it makes sense to take foot and cycle traffic away from the road.					
28	Not wanted.					
30	Obviously, if there has to be more housing.					
36	NO new housing					
46	Yes, is the answer to the question regarding any new housing development being built anywhere in the country.					
55	Of course - don't all houses have a path to use?					
61	Yes, but this question appears to have a hidden meaning. Exisiting public foot paths to remain					
69	No, not necessary as there is no room for housing development anywhere.					
70	Obviously. They need good access and current services could not provide adequate parking to service needs.					
87	Yes of course, this would help ease traffic congestion.					
97	Yes. Pathways leading to and from Richings Park appalling - lighting again please.					
98	Yes, but they should not anymore development.					
99	Green belt should remain green					
111	HOW CAN YOU COMENT IF YOU DON'T KNOW WHERE THE HOUSES ARE TO BE BUILT					
116	Yes absolutely, especially between Iver High Street and the train station. * Also road relief for High Street urgently needed before any of development/work being carried out.					
121	Yes - Street lighting					
127	No don't build!					
128	NO to any new housing development.					
134	we Should be looking AT WHAT WE HAVE AND MAINTAINING the AREA. NOT EXPANDING.					



136	IF THE CONDITION OF THIS AREAS FOOTPATH, ANY NEW PATHS CYCLEPATHS WOULD FALL INTO DISREPAIR & COVERED IN WEEDS
139	development needed in these areas
142	Yes if development goes ahead
146	CYCLE PATHS , FOOTPATHS INTERLINKED FOR EASY ACCESS.
147	Definitely, especially between Iver Village and Iver Station for accessing the Elizabeth Line (Crossrail) when it starts in 2019. Also a cycle path from Five Points Roundabout to Pinewood Studios. Many other existing footpaths could be made shared by pedestrians and cyclists along suitable roads such as parts of Bangors Road South and Iver Lane. (Slough has far more of these shared footpaths.)
148	Yes, separated from roads and also connecting with schools, school pick up points for secondary pupils.
149	YES - BUT PROPER MAINTENANCE OF THE FOOTPATHS ETC IS VITAL ALSO SAFEGUARDING OF THE PATHS AND CYCLEPATHS AT ALL TIMES.
151	Yes. Should be made a top priority.
152	A23. New footpaths and cyclepaths are highly desirable but it is essential that they are maintained including cutting back foliage.
153	YES . INCREASED & BETTER PUBLIC TRANSPORT WILL REDUCE CONGESTION ON ALREADY BUSY ROADS
154	Yes if there are housing developments.
155	An admirable idea.
156	YES
157	YES
158	
159	Yes, sound great
161	Yes but again, any new housing should be built in industrial areas or renovating existing residential areas.
165	Yes they should
173	It could do, but the priority, above all else, is a relief road.
204	No, because we don't want any major housing developments that would require this.
206	Not if it means more unnecessary building on land/green belt.
210	Surely these should be standard for all developments? Cyclepaths are an issue throughout Iver, there are none, so adding them to the new development will mean cyclists get 500+ metres of cycle path which then open onto the other roads, a bit pointless

214	Yes, it encourages alternative transport options.
219	Yes to linking footpaths.
231	Yes definitely. Good and cheaper bus service is essential. More shops that people need, not three hairdressers in the village and two men's barbers, we need more retail outlets that people will use regularly .
238	Any increase in housing developments will impact upon a village status.
239	Yes, where appropriate and practical
251	Yes, but cycle paths and footpaths must be segregated - something we see in so many European cities. New footpaths need to be maintained too - at present the footpaths in the Ivers area are in a very poor state of repair.
252	Yes, this would be of real benefit to the community.
254	Yes - without these the quality of life will deteriorate further.
256	Dont build in Iver Heath, We are FULL
266	Yes and parking for all
269	Yes, definitely, although getting people out of their cars is probably much harder in practice. Provision of these facilities would help to promote walking and cycling as the Richings Park area is horribly difficult to cycle around because of the HGV traffic and walking is also somewhat difficult because the pavements have not been maintained. Providing a local bus service in Richings Park would probably be a helpful intervention.
270	Yes absolutely - as an urgent priority.
275	Footpaths only along roads because of crime. Cyclepaths are unnecessary in a built up area. Bus stops in a new development must be off road.
276	Yes, if we have to accept new development then it must make it easy for people to not have to use their cars
278	Yes they should provide all of these.
280	Yes see above (Bypass for the High Street. Upgrade road to the station with a proper footpath, or a new footpath off a main road.)
287	Yes this is basic town and country planning
288	Common sense would dictate, yes, if and when they are built. There is a serious lack of footpaths and safe cycle zones in Iver Heath
301	This would be brilliant as now our roads can be quite dangerous and this would encourage more people to cycle, walk and use public transport.
306	No new housing developments
307	Yes as it will encourage use of the local facilities if they are easier to get to.

318	I do not agree with any new housing development on Green belt / greenfield land Our existing network of footpaths and cyclepaths are very poor, do not provide easy access to shops and local services. HGov about these are resolved first
319	Yes, but these need to be properly maintained by the council.
320	Yes, another reason why the housing should be located close to Iver High Street so that any walking distance is feasible and would not result in people just getting into the car because the travel distance by foot is too great.
331	FOOTPATHS AND CYCLE PATHS ARE A GOOD IDEA BUT WHERE DO ALL THE EXTRA CARS GO?
343	Developments should be designed to provide appropriate connections and linkages through the sites. Existing public rights of way should be incorporated into the development, and in some instances may need to be diverted to help create better laid out developments. Realignment of a public right of way could deliver a sensibly designed scheme that incorporates the right of way, rather than a development that treats the right of way as a fixed constraint and has to be built around it.
351	Sounds good for a new town but existing villages do not lend themselves to be easily changed.
355	Yes it is pretty fundamental and could be used to connect green spaces
356	Yes, again IPC and SBDC can insist on this with any developer
357	That would be good.
361	Most people living here must really rely on a car - lets get the road network sorted out first before we worry about the good person cycling and walking - which there will not be a rush to use. Get the HGVs off the High street then local at developing other forms of local paths and cycle ways.
364	That sounds good
366	Yes . But footpaths from Thorney Business Park cannot stretch to the High Street.
367	Yes, we have an enormous (literally!) issue with obesity and health related problems to do with lack of exercise. We will not get people out of their cars very easily so must ensure footpaths and cycle paths are an attractive alternative. I cycled across Iver Heath this week to go to Seven Hills Road and could not make progress due to barriers and restrictions.
372	would be good for some to have this facility especially if building a big estate
373	Brightly lit yes

374	Yes but they should be sympathetic to the land they cross.
375	Yes. Footpaths from Thorney Business park cannot easily go to the high Street and there is a canal too cross.
389	I do t support any new development
390	Absolutey
392	Yes, this is what Iver lacks more footpaths and cycle paths.
393	YES, THAT WOULD MAKE SENSE, AS PEOPLE CYCLING OR WALKING ALONG THESE ROUTES ARE NOT DRIVING CARS, ARE THEY?
398	OF course new housing should include footpaths / cycle ways. But care not to make these back alleys which become unusable due to crime and neglect. Rather strive for connected green spaces and avenues.
407	Yes. Provision should also be made for their future maintenance (presumably by the local authorities?).
415	Absolutely we have lost a lot of paths recently. The bridge on the sewage alley crossing the canal, And Dog Kennel Bridge has removed the interlinking of our path network and nobody really cares
416	It would be wonderful if the existing (and very neglected) pathways from Thorney to Richings Park provided basic safe access, anything additional would be a boon.
435	Yes. And also, open green spaces and childrens playgrounds too.
458	yes bus routes public footpwahts
459	Yes. Roads around Iver are currently very dangerous and not suitable for cyclists.
460	Yes
463	Yes, we need a network of cycle paths, footpaths not only associated with new developments but also better mantainence of existing infrastructure.
468	Footpaths and cyclepaths are a vital part of the network but there also need adequate public transport provisons
469	Of course yes – it should be a condition – encourage people to walk, not drive... not just for relief on our roads, but also to help to create a community that is connected.
471	Obviously - that is just common sense
472	Yes, a walking/cycle route from Iver Station, via Slough Branch Canal, to Iver High Street. There isn't currently any public transport serving the area.
478	Yes this is a good point and needs to be taken into account.
498	Redevelopment of existing brownfield sites will bring a significant increase to local footfall and hence things like public transport will need to be revisited.

513	The council cannot even maintain current footpaths located in Green Belt area!!!
514	yes, if built near village High St people can walk to village not drive easing traffic problems in the village
515	Yes
516	Yes, but footpaths from Thorney Business Park cannot go easily to the High Street or the canal
521	Yes, however at night may propose a problem.
524	YES Footpaths getting overgrown, better signage of where the paths go.
533	No new housing
534	Of course. unless you wish to create new towns within Iver
535	All forms of development should include these facilities
538	Yes to connection to Slough and Uxbridge
539	Obviously
540	I don't agree with housing developments in the Ivers
553	Yes definitely - a cycle path to Uxbridge and Slough (dual carriageway lethal for cyclists)
561	Answer Yes, but footpaths from Thorney Business Park cannot easily go to the High Street and there is the canal to cross
562	Answer Yes, yes and yes. I am prepared to help with this. I did in Slough (made proposals)
570	Answer No developments at all
572	Answer Yes of course, goes without saying
576	Answer Yes. but make the links/paths etc easy and safe for all users, especially young children
579	Answer Yes because footpaths leading to Iver village would again regenerate the High Street
580	Yes, although I am not aware of any existing cycle paths.