

The council as the highway authority support the greater emphasis on active travel and connectivity to rail stations. We are surprised that the Neighbourhood Plan does not recognise the Iver Relief Road as this is still a scheme that is being actively developed by the Council and has not be abandoned in anyway as suggested in the Plan. The Council have commissioned Balfour Beatty to undertake further design work and costing and feasibility of the IRR.

Comment from team	Policy or Para	Page	Comment
Transport Strategy	1.15	9	No date specified for feedback time limit.
“	IV1	22	It is surprising that Pinewood Road towards Langley Corner hasn't also been flagged as a Corridor of Significance (or a local gap between Langley Corner and the studios). Acknowledging the plans for Pinewood Studios expansion on the southern part of the road, this area could also be vulnerable to ribbon development to the NW of the parish.
“	IV3	30	The opening up of a pedestrian and cycling link to Holmsdale Close is supported, helping to improve the active travel network in the Ivers.
“	IV6	35	Reference could be made to new walking and cycling standards outlined in Local Transport Note 1/20 to help set expectations for active travel infrastructure with planners and developers. It is unclear how local off-street car parking links to the active travel network. If we are to interpret the new cycle infrastructure markers on the p68 policy map in Iver village as these, then it is unclear how these are linked up to the existing active travel network. Expanding car parking facilities in Iver may also have the unintended consequence of increasing traffic into Iver, working against policy IV7 (i.e. negatively impacting air quality). It should be linked to improving public realm and facilities for active travel and improving air quality in Iver. We also note that there are no proposals to expand the existing active travel network with additional routes.
“	IV8	39	It is worth stressing that developers should be expected to make contributions to improvements to walking and cycling infrastructure and public transport provision, and connectivity to rail stations - both as part of highways works and as discrete schemes.

“	Active travel and public transport map	41	The proposed network is supported in principle by the Council. Officers will continue to work closely with the Ivers on its development and strategy for delivery.
“	IV9	42	It is unclear whether schemes that attract additional heavy goods vehicles <i>during their construction</i> are included amongst the schemes which will not be supported, or whether this only applies where additional HGVs occur during their operational lifetime.
“	IV12	50	Should these include Iver Park and Recreational Ground?
“	IV13	54	We are supportive of providing access by active travel networks throughout Colne Valley Regional Park.
“	IV15	60	Improved walking and cycling access to Iver railway station is strongly supported by the Council, particularly from the north. We also support prevention of severance caused by any development in and around Thorney Business Park.
“	IV15	61	Delivery of the Iver Relief Road remains Council policy, it has not been abandoned. Further design work is currently underway.
“	IV17	64	Text could more explicit in calling on Pinewood Studios to improve sustainable access to its site, through improvements to active travel infrastructure and public transport, and to not compromise existing active travel access/rights of way.
	Policy map	66-69	It is unclear what the ‘New Cycle Infrastructure’ markers are indicating, or which sections of the text refer to these. The additional infrastructure in Iver village appears to be the proposed locations for additional car (not cycle) parking, if these are the areas mentioned in policy IV6.