



Officer Decision Report

Date:	19/11/2025
Title:	Pinewood Road Toucan Crossing, Iver Public Consultation
Cabinet Member(s):	Councillor Thomas Broom (Deputy Leader and Cabinet member for Transport), Councillor Steve Bowles (Cabinet Member for Communities) (Parking)
Ward Member(s):	Councillor Paul Griffin & Councillor Wendy Matthews
Author and contact officer:	Josh Tomlinson, Principal Project Manager josh.tomlinson@buckinghamshire.gov.uk
Ward(s) Affected:	Iver
Decision:	Approval to proceed with the statutory consultation for installation of following • Proposed signal-controlled toucan crossing and introducing new shared use paths • Implementation of permanent Traffic Regulation Orders (TROs) for parking restrictions at the junction of Pinewood Road and Pinewood Green, Iver • Amendment of the existing 40mph speed limit along Pinewood Road to 30mph
Reason for decision:	The scheme aims to link the existing shared-use path with the proposed Iver Cycleway as part of the Council's Pinewood to Iver Station Cycleway vision, improving active travel infrastructure and encouraging a modal shift, particularly for Pinewood Studios' workforce amid the ongoing studio expansion.

1. Background

1.1 Pinewood Road in Iver is a key route connecting the A412 and Five Points Roundabout to

Pinewood Studios. The existing infrastructure along Pinewood Road includes a shared-use path on the western side of the road, providing space for both pedestrians and cyclists.

- 1.2 On the eastern side, there is a short 270-metre section of footway that runs between a point just south of the Pinewood Green junction and the Pinewood Road roundabout near Pinewood Studios.
- 1.3 Although two informal crossings exist between Pinewood Green and Pinewood Studios, they are deemed to be unsuitable due to the high traffic volume and speed during peak periods, making it challenging for pedestrians and cyclists to cross safely.
- 1.4 Additionally, many employees from Pinewood Studios drive to the Iver Heath retail area, which contributes to congestion and parking issues around the Thornbridge Road shops.
- 1.5 The scheme aims to link the existing shared-use path with the proposed Iver Cycleway as part of the Council's Pinewood to Iver Station Cycleway vision, improving active travel infrastructure and encouraging a modal shift, particularly for Pinewood Studios' workforce amid the ongoing studio expansion.
- 1.6 The proposed location, extent, and restrictions are detailed in the following table, as well as shown in Appendix A.

Table 1- Locations and its Proposals

Road Name (and Extents)	Proposal
Pinewood Road (near junction with Pinewood green)	Signal-Controlled Toucan Crossing
Pinewood Green Junction with Pinewood Road	No Waiting at Any Time (Double Yellow Lines – to be effective 24 hours a day, 7 days a week)
Pinewood Road, Iver (from north of the Pinewood Studios / Pinewood Road Roundabout to south of the Pinewood Road / Pinewood Green priority junction)	Reducing the speed limit from 40mph to 30mph for the proposed length of circa. 820 metres supported by entry features such as signing and lining.
Pinewood Green (on the northern footway to the proposed toucan crossing on Pinewood Road)	Introducing Shared Use paths
Pinewood Green (on the southern footway from the property 'Baney' to the junction with Pinewood Road)	

2. Authority to take this decision

- 2.1 The Council scheme of delegation is contained within the Council's constitution.

3. Other options available, and their pros and cons

- 3.1 Three crossing options were developed as part of this feasibility study. The primary difference between them is the level of infrastructure provided alongside proposed crossing.

- 3.2 Option 1 proposed a signal-controlled toucan crossing with minimal upgrades, adapting existing footways for shared use path without widening (width remains 1.3–1.5 m, below LTN 1/20 standards) and adding a short section for cyclist transition plus parking restrictions for safety.
- 3.3 Option 2 builds on option 1 by widening shared-use paths to meet LTN 1/20 requirements to 4 m on Pinewood Road and 3 m on Pinewood Green shared use path creating more comfortable waiting areas, all within the existing highway boundary.
- 3.4 Option 3 further enhances Option 2 by tightening the junction geometry through kerb realignment, shifting the junction centre south by about 3 m to reduce turning speeds and improve cyclist safety, making it the most comprehensive and safety-focused option.
- 3.5 Option 2 was identified as the preferred choice to progress as it links to existing shared used path on the western side of Pinewood linking to the Studios, meets design standards with regards to road safety, improves user comfort for walkers, wheelers and cyclist, and aims to achieve these benefits without significant junction alterations or additional complexity.

4. Local Councillors & Community Boards consultation & views

- 4.1 Following briefing sessions held in summer 2025, the Cabinet Member for Transport, Local Members of Iver Parish Council were contacted for their views on 7 November 2025 informing them of the proposals in Appendix A.

5. Feedback from Initial Engagement

- 5.1 Councillors and Parish Council members have been contacted regarding the proposals and have made the following comments outlined in the table below.

Table 2 - Comments from Consultees

Consultee	Comments
Iver Parish Council	<i>Thank you for providing the Parish Council with the consultation material for the proposed Toucan Crossing on Pinewood Road, together with the associated speed limit changes and minor parking restrictions. Members have reviewed the consultation plans (Sheets 1–3) and the accompanying briefing email. The Council welcomes the opportunity to comment however this is not a resolved response due to the very tight timescales imposed.</i> 1. Speed Limit Reduction – Supported <i>The Parish Council supports the proposed reduction of the speed limit to 30 mph along the affected stretch of Pinewood Road, replacing the current 40/50 mph arrangement. This is long overdue and reflects both the pattern of local traffic and the continued growth of pedestrian and cyclist movements linked to Pinewood Studios.</i> 2. Significant Concerns Regarding the Location of the Crossing <i>After reviewing the consultation drawings (particularly Sheet 2 of 3, which illustrates the exact position adjacent to Pinewood Green), the Council has strong concerns about the proposed siting of the Toucan crossing.</i>

a. Too close to a busy junction

Members note that vehicles emerging from Pinewood Green intending to turn right would almost immediately be confronted with a signalised stop line approximately 10 metres ahead. Councillors consider this a genuine safety risk, potentially leaving vehicles stranded across Pinewood Road when the crossing is activated.

b. Placement does not correspond with desire lines or long-term movement patterns

The plans provided for consultation only address the immediate crossing (Toucan) and not the wider Active Travel route it is intended to serve. Councillors were clear that the cycleway proposals remain poorly explained, and key sections – particularly the section toward Church Road, Bangors Road North/South, and the Stag & Hounds roundabout – are wholly unsuitable for cyclists in their current form. This is consistent with Member concerns that the current route is a high risk to cyclists and does not qualify under ‘Active Travel’.

The crossing, as currently positioned, pre-supposes a cycle alignment that the Council believes is neither safe nor deliverable in the short term.

c. Better location available

Members are strongly of the view that the crossing should be positioned further along Pinewood Road towards the Peace Path and the main Studio boundary. Locating the crossing closer to the Peace Path would:

- take pressure off Pinewood Green residents*
- align with safer pedestrian and cyclist movement patterns*
- support both leisure users and Studio employees*
- connect more logically with existing high-quality shared-use paths leading toward the A412*
- avoid funnelling cyclists toward the Stag & Hounds roundabout, which remains unfit for cycle traffic and unfunded for improvement*

3. Impact on Residents – Parking and Local Amenity

The plan (Sheet 2) clearly shows areas of proposed and removed kerbing and shared-use widening that directly affect existing parking space near Pinewood Green.

Residents already experience acute parking pressure due to the growth of Studio-related activity. The proposed scheme would reduce the already limited availability further. Councillors were explicit: this imposes a new burden on residents rather than mitigating an impact, contrary to the purpose of S106 use.

The Parish Council cannot support a design that worsens parking capacity without a clear justification based on

safety, usage demand, and network benefit—none of which have been sufficiently demonstrated.

4. Clarification Needed on Legal Status and Function of the Cycle Route

Councillors noted a lack of detail on the intended legal designation of the shared-use route feeding into the crossing (as reflected in their questions around status and protection offered to cyclists).

Given the implications for maintenance, enforcement, and safety—particularly where widening is proposed between residential frontages—the Council requests:

- confirmation of the legal status of the route (shared-use, advisory, mandatory, or permissive)
- expectations for future expansion
- intended long-term alignment toward Iver, the A412, and Wood Lane

The Council recognises that these questions are far wider reaching than the current consultation but are concerned that without a wider strategy and policy then the proposal could be taken to be piecemeal.

5. Value for Money and Prioritisation

Members also note wider concerns about the proportionality of cost compared with local benefit, particularly when weighted against other long-standing highway issues in Iver Heath. Reference was made to a comparable crossing in Wycombe reportedly costing in the region of £500,000.

While the Council understands that this scheme is developer-funded, prioritisation still matters. If the crossing is placed in a suboptimal location for 2–3 daily cyclists the Council feels that the investment is not justified but recognises that it takes time for active travel cultures to embed in a community.

Response sent back by Buckinghamshire Council regarding point 5.

Thank you for your comments, they will be incorporated in the Officer Decision as representation. Except for item 5.

I do need to specifically point out your misinformed comments. I ask that you and Members read the full report in context before an incorrect assumption is made by the Parish regarding delivery costs.

The project is Keep Hill Wood Footpath Improvements.

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	<i>The report is in response to the statutory consultation for the crossing and quotes the total project costs to deliver the whole Keep Hill Woods scheme. Which the crossing was part of the total delivery cost.</i> <u><i>Decision - Keep Hill, High Wycombe Highway Improvements - Modern Council</i></u> ----- 6. Summary of the comments of the Ivers Parish Council <i>In summary:</i> <i>• The Parish Council supports the proposed 30 mph speed limit.</i> <i>• The Parish Council does not support the proposed siting of the Toucan crossing in its current location.</i> <i>• The Council strongly recommends relocating the crossing further south along Pinewood Road toward the Peace Path and main Studio boundary, where it would:</i> <i>○ better serve actual user desire lines</i> <i>○ avoid creating hazards at the Pinewood Green junction</i> <i>○ reduce impact on resident parking</i> <i>○ integrate more logically with existing routes</i> <i>○ support future Active Travel expansion</i> <i>• The Council requests clarity on the intended cycle route, its legal designation, and the status of related unfunded infrastructure (particularly the Stag & Hounds roundabout).</i> <i>The Parish Council remains ready to engage constructively and would welcome early discussion with the project team before detailed design progresses.</i>
Councillor Paul Griffin	<i>My thoughts are exactly those of The Ivers Parish Council.</i> <i>I accept that Parish comments are valid excepting that one at point 5.</i>
Councillor Wendy Matthews	<i>I fully support this proposal which was discussed several times and agreed with the Parish Council</i>

6. Financial & Legal Implications

- 6.1 Buckinghamshire Highways will be delivering the statutory consultation, design and construction with funding secured from Section 106 Developer Contributions.
- 6.2 Traffic Regulation Orders are made under the provisions of Sections 1, 2 and 4 of Part I, and Sections 81, 82, 83, and 84 of Part VI for the Road Traffic Regulation Act (RTRA) 1984.
- 6.3 Section 122 of the RTRA 1984 places a duty on Buckinghamshire Council to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), on its highway.
- 6.4 Section 23 of the RTRA 1984 states that local traffic authority may establish crossings for

pedestrians on roads for which they are the traffic authority and may alter or remove any such crossings.

6.5 Section 65 of the Highways Act 1980 allows the local traffic authority to create shared use paths by converting the footway within the highway.

6.6 Regulation 14 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 states that an order making authority may modify an order, whether in receipt of any objections or otherwise, before it is then made.

6.7 When the decision is taken and recommendations agreed, a Traffic Regulation Order (TRO) will be made. Correspondents to the consultation and those who will likely be affected will be informed of the decision taken.

6.8 If approved, this key decision will be the authority for Buckinghamshire Council to 'make' as well as publicise the TRO and advertise a Notice of Making in the local press in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7. Your questions and views

7.1 If you have any questions about the matter contained in the paper, please get in touch with the Contact Officer whose email address is given at the head of the paper.

8. Appendices

Appendix A – Pinewood Road, Iver Consultation Plans (Speed Limit and Proposed Toucan crossing)

Approval Signature



Josh Tomlinson

Principal Project Manager

Date: 19/11/2025