



Buckinghamshire Local Access Forum minutes

Minutes of the meeting of the Buckinghamshire Local Access Forum held on Wednesday 19 July 2023 in The Paralympic Room, Buckinghamshire Council, Gatehouse Road, Aylesbury HP19 8FF, commencing at 10am and concluding at 11:57am.

Members present

Mr D Briggs, S Broadbent, Mr G Casperz, Mr A Clark, Mr N Harris, Ms A Heath, R Johnson, M Rose, Mr G Thomas, A Turner and Mr B Worrell

Others in attendance

Cllr D Barnes

Agenda Item

1 Apologies for Absence

Members heard apologies from Richard Jennings (Cycling UK), Chris Hurworth (Trail Riders' Fellowship and MPV users), Karen Haining (independent - representing walkers, cyclists and horse riders) and Melanie Rose (Parish Councils).

2 Declarations of Interest

There were none.

3 Matters Arising / Minutes

A typo was noted in the Chairman's comments on the back page of the report pack. Should read, 'I would like to *thank* the outgoing Chairman...'.

The Minutes of the meeting held on 1st March 2023 were agreed as a correct record.

4 Local Transport Plan 5

Hannah Joyce (Head of Transport Strategy & Funding, Planning, Growth and Sustainability), gave a presentation to the LAF giving an overview of the Local Transport Plan (LTP), which was a statutory requirement of the Transport Act (2000), setting out the long-term priorities for transport across Buckinghamshire. The slides from her presentation would be appended to the Minutes of the meeting.

The LTP was being developed in tandem with the Buckinghamshire Local Plan, which outlined where future housing, retail and commercial units would be located in Buckinghamshire. It was hoped that this approach would create a better LTP, with

future developments in mind.

The LTP would be supported by both a 5-10 year implementation plan, outlining what would be delivered through the LTP, with estimated finish dates, and an evidence base informed by feedback from engagement with relevant highways, public transport, planning teams and members.

The Department for Transport (DfT) would provide guidance for the development of the new LTP, facilitating a move away from the 'predict and provide' approach in the current LTP (last updated in 2009) which necessitated forecasting of future traffic and transport requirements based on current usage, and towards a vision led approach, which enabled the LTP to outline what Buckinghamshire Council want Buckinghamshire's transport to look like in the future and how this could be achieved. DfT had made clear that future government funding would be dependent on having an LTP in place, and it remained a key goal to quantifiably reduce carbon emissions as part of the new plan.

It was recognised that the rural nature of large parts of Buckinghamshire meant that car dependency remained high, and this would be accounted for in the LTP. Efforts would be made to mitigate the negative impacts of car travel on communities through targeted investment on congestion hotspots and key corridors, ensuring through-traffic was routed away from residential areas. It was also recognised that social isolation was worsening in rural areas, where those dependent on public transport were affected by underdeveloped links between key social spaces and towns. A lot of time had been spent lobbying to address this issue, and responsive transport systems were being trialled in the High Wycombe and Aylesbury areas, which could be adopted and expanded if they were shown to be effective.

A consultation had been launched to take feedback on the three key objectives for the new LTP, which were as follows:

Connecting Our Economy

- Minimising congestion
- Delivering faster connections into London/Midlands/Southeast
- Sustainable travel options into town centres and high streets, visitor attractions and leisure facilities, Enterprise Zones and key employment centres.
- Ensure developers forward fund and deliver transport infrastructure.

Decarbonising our Transport System

- Ensuring that new developments are walkable and cyclable.
- Reducing the need to travel through improved digital connections.
- Improve buses, demand responsive services, taxis, e-scooters and e-bikes services.
- Improve safety for walkers and cyclists over shorter journeys.
- Promote alternative fuels.
- Prepare highway network for climate change impacts.

- Increase biodiversity within the highway network.

Building Places for People

- Keeping traffic away from residential/community areas and high streets.
- Improving traffic flow with optimised traffic signals.
- Exploring policies such as emissions-based parking management.
- Build walking and cycling-friendly neighbourhoods.

The LTP would be supplemented by 'modal specific' documents that would contain more information regarding specific aspects of the plan, such as the Buckinghamshire local cycling/walking plan and the Greenway scheme.

Councillor S Broadbent explained that the LTP had an earlier deadline than the Buckinghamshire Local Plan. Therefore, whilst there was intention to develop the two in tandem, there was forecast to be a point of departure depending on the progress made in finalising the Buckinghamshire Local Plan by the time the LTP was submitted to Government.

Hannah expressed hope that by-passes and link roads would be effective as part of the plan to reduce traffic congestion in town centres.

In response to a question about maintenance costs of footpaths, Councillor S Broadbent confirmed that the cost burden remained high, but was ultimately the responsibility of the highway authority in the case of built footways. £2 million had been budgeted for footpath repairs and an extra £5 million had been used for road resurfacing following last winter. Parish Councils would be able to help where footpaths had become overgrown, and further conversations would be held regarding the maintenance costs of footpaths when the new highway arrangement structure came into effect later in the summer.

Hannah confirmed that the response to the consultation had been good, though 75% of respondents were aged over 55, with the younger generation particularly difficult to reach. The respondents identified decarbonisation as the most important of the key priorities moving forward.

Members thanked Hannah for her time and presentation.

5 Chilterns Conservation Board Access Update

Annette Weiss (Head of Engagements & Partnerships, Chilterns Conservation Board) gave a presentation to the LAF outlining the investment that had been made to improve accessibility in the Chilterns through the Department for Environment Food & Rural Affairs (DEFRA) access funding scheme. The slides would be appended to the minutes of the meeting.

The following key points were raised in her presentation:

Following the allocation of £14 million by DEFRA for countryside accessibility

investment in the wake of the 2019 Glover Landscapes Review, £227,000 had been received by the Chilterns Conservation Board (CCB) in 2022/23, which was to be used to make, *'...protected landscapes more accessible to people of all ages and abilities and from all backgrounds'*.

Due to time constraints, there had not been the wide-reaching consultation with the public and other bodies as to how the funding could be allocated which the CCB would have hoped to undertake. Therefore, the board worked closely with partners on several accessibility projects which would be detailed to the LAF in her presentation.

It was anticipated that a further £261,480 would be made available to the CCB in 2024/25 for access improvements, which afforded the opportunity to spend time consulting with external groups, invite applications for funding, and explore opportunities to develop a wider strategic approach with collaborative projects across the Chilterns. A 'Widening the Welcome' workshop was scheduled to take place on 25th September to gather ideas with stakeholders and discuss opportunities to this end.

The projects funded with the 2022/23 funding included:

- New mobility vehicles at the Centre for Outdoor Accessibility Training, Aston Rowant National Nature Reserve.
- A seven-seater electric vehicle for the Chiltern Rangers to transport conservation volunteers with dementia, limited mobility, and other restrictions.
- Funding for the Bucks disability service to do accessibility and inclusivity surveys, at popular countryside sites including Brush Hill Nature Reserve, White Hill Nature Reserve, Captain's Wood, and Ashton Rowan Nature Reserve.
- Contribution to resurfacing and accessibility improvements on the Wendover Canal towpath.
- The development of an augmented reality app at three hillfort sites in the Chilterns.
- The installation of a new Disabled toilet in the Chiltern Open Air Museum.

Some initial improvements had also been made to the Chess Valley Walk, and a survey had been conducted to identify areas for further improvement over the next three to five years.

Annette invited feedback on the presentation, and for anyone to submit ideas for future projects that may improve accessibility following the meeting.

David Briggs explained that he had felt it necessary to fence off the footpath for the part of the Chess Valley Walk that crossed his land, due to uncontrolled dog attacks on his livestock, and ramblers straying from the footpath. He was also concerned that the increase in footfall he had noticed along the route post-covid posed a risk to

the surface quality of the footpath, which threatened to become muddier and require increased maintenance.

Annette confirmed that she was aware of the issues raised, and that funding was available through the Chess Valley Smarter Water Catchment initiative to mitigate the problem. A survey had been conducted by Sustrans to identify long term solutions, including the possibility of a more robust hardstanding surface for the footpath in the future. Efforts were also being made to reduce pressure on the Chess Valley route by promoting alternative circular walks going up and around the Chiltern hills.

Members thanked Annette for her time and presentation, and would be in touch to submit suggestions for future accessibility projects in due course.

6 Disabled Ramblers Access Surveys

James Spratley (Strategic Access Officer) gave a presentation to the LAF outlining the recent work of the Ridgeway Google Street View Project. The slides from the presentation would be appended to the minutes of the meeting.

The following key points were raised in his presentation:

Disabled Ramblers had received National Lottery funding to purchase two GoPro Max 360° cameras, which would be used to photograph the entire Ridgeway National Trail from Avebury to Ivinghoe Beacon for its 50th Anniversary. These photographs would then be uploaded to Google Street View, and could be used by those with disabilities to make an informed assessment as to the viability of the route based on their needs and abilities. This formed part of a wider effort to improve accessibility into the countryside.

Some priority areas had been identified, including:

- Whiteleaf Car Park to top of Whiteleaf Hill
- Trail from top of Coombe Hill down through Goodmerhill Wood to Buckmoorend farm shop
- Coombe Hill to Low scrubs National Trust Car Park
- Wendover to Coombe Hill
- Pitstone to Ivinghoe Beacon

Once submitted, Google would automatically blur any faces and vehicle registration plates to ensure compliance with GDPR. It was anticipated that there could be up to a week's delay before the submitted photos appeared on Google Maps.

James showed photographs of a trial run that he undertook with Gavin Casperz. The trial went well, and some minor problems had been identified as a result, which would be addressed before the full project got underway.

It was hoped that the images would be made available for download and use in tandem with other navigational apps such as 'Go Outdoors', or the step free routes,

which were discussed at the previous meeting of the LAF.

Following questions, these points were made:

James clarified that he hoped to conduct a complete survey of the Ridgeway using the technology at different times of the year, which could then be viewed on Google Maps to reflect the different challenges that may occur along the route in different seasons.

People could request that images including their property or themselves be removed from the sequence of photographs displayed on Google Maps. However, the quality of the photographs produced by the cameras was good enough that the previous or subsequent image in the sequence would likely be sufficient to display the landscape in those instances.

The ease with which people can independently survey a route and upload to Google Maps would make it unnecessary to hire Google or their equipment to do it on behalf of anyone.

Members thanked James for his presentation.

7 Rights of Way Group Update

Jon Clark (Senior Strategic Access Officer) and James Spratley (Strategic Access Officer) gave an overview of the attached report, which was circulated with the agenda reports pack and made the following comments:

Future public rights of way closures due to ongoing HS2 construction would be advertised with the help of QR code technology that would accompany the traditional signs currently in use. This would enable those using the right of way to access the latest information on the HS2 website and reduce the need to so frequently replace all the physical signage along the affected route. In addition to the QR code, the new signs would feature a larger area map showing the current closure in relation to the sign, as well as information on the next closure both north and south of the primary one detailed on the sign.

The Donate-a-Gate scheme was now back up and running with a new volunteer from the Chiltern Society.

The Rights of Way Operations team was short staffed due to two resignations and one Rights of Way Officer taking time off work for their honeymoon. Joanne Taylor requested patience from the LAF in progressing through their work until new staff could be recruited.

Claire Hudson (Definitive Map and Highway Searches Team Leader) confirmed that the backlog of 48 Applications for Definitive Map modification Orders was caused in part due to the nature of the work and the time taken to assess each application, as well as the lack of staff that would be required to process that many applications

within 'reasonable' time. It was suggested that to help the LAF visualise the progress being made on the backlog, a rough timetable could be included in future updates and reports, though with the caveat that those estimated times remained variable. This was agreeable to members.

8 LAF Members' Report

Jon Clark confirmed that a card was posted to former LAF Chairman, Richard Pushman in April 2023 to thank him for his work with the LAF.

Brian Worrell had attended the last Ridgeway Board meeting at Bury Down, West Ilsley, Oxfordshire.

Natural England had contacted the LAF announcing a proposed online support and information sharing system between LAFs via Sharepoint, with further information to follow.

The Buckinghamshire LAF Annual Report was ready for publication to the website. Members agreed to its publication.

9 Any Other Business

It was agreed to consider including a standing item on East-West Rail at all subsequent LAF meetings.

10 Date of the Next Meeting

It was noted that the next meeting date was 1st November 2023.

This page is intentionally left blank



Local Transport Plan (LTP5)

Draft Vision and Objectives

Local Access Forum

19th July 2023



What is a Local Transport Plan?

- Statutory requirement of Transport Act (2000)
- Sets out the long-term strategic priorities for transport
- Sits alongside the Local Plan for Buckinghamshire
- Comprises of a long-term strategic policy document and separate 5 - 10 year implementation plan
- Supported by an evidence base and informed by feedback from internal and engagement
- **We are awaiting DfT guidance...**

*“The LTP guidance will embrace new best practice for transport planning, moving away from predicting future traffic growth and providing for it, in favour of a **vision-led approach**”*

*“**Funding conditional on having an LTP in place**”*

Transport Decarbonisation Plan



Commitment

We will drive decarbonisation and transport improvements at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding



Going forward, LTPs will also need to set out how local areas will deliver **ambitious quantifiable carbon reductions in transport**, taking into account the differing transport requirements of different areas. This will **need to be in line with carbon budgets and net zero**





The LTP5 Draft Central Vision

*“In 2040 Buckinghamshire will have substantially tackled its transport related carbon emissions and be on target to net zero by 2050. We will have done this by **prioritising sustainable growth locations** as well as maximising alternative fuel opportunities; offering **viable, inclusive and attractive public transport**; encouraging **healthy and active travel** for shorter local trips; and **greening our highway** network.*

*We will have delivered **high quality, future proofed and sustainable transport links** to our local economic centres and housing sites as well as ensuring our economy is supported by **fast connections** to the Midlands, London and the South-East.*

*We recognise the continuing importance of the car in supporting individuals’ freedom and independence in our rural setting and we will have focused on minimising the impacts of car travel on communities. We will have done this by **focusing investment on congestion hotspots and key corridors**, ensuring **through-traffic is routed away** from residential areas, and delivering **people-focused public realm schemes** in town and village community centres.”*



Draft objectives for LTP5



1. Connecting our economy

This objective focuses on maximising the benefits of investment into transport for the benefit of local residents and businesses. Suggested policy areas include:

- Manage our highway assets, with focus given to schemes that reduce people's and delivery's time lost to congestion.
- Focus investment on our key road corridors to improve productivity. The A421, Aylesbury Orbital Network, A404, A4010 have already been identified as priorities as well as 'placemaking' to reduce traffic impacts in Wing & Rowsham, Waddesdon, Stone & Hartwell.
- Deliver faster, easier transport connections to London, the Midlands and the South-East, such as via East West Rail with the Aylesbury link, faster Chiltern services, or a direct link to Old Oak Common
- Facilitate sustainable travel options to our town centres and high streets, visitor attractions and leisure facilities, Enterprise Zones and key employment centres.
- Ensure developers forward fund and deliver transport infrastructure ahead of occupancy.
- Prepare and provide for increasing freight vehicle movements.
- Continue to be a living lab for transport innovation.

Draft objectives for LTP5

2. Decarbonising our transport system



This objective focuses on meeting the requirements for setting Quantifiable Carbon Reduction (QCR) goals. Some suggested policy focuses in this area include:

- Support location and design of new housing and employment sites to minimise the need for travel by car, for example centred on 20-minute walkable neighbourhoods.
- Utilise the transport network to improve digital connections which will reduce the need for travel.
- Improve alternative options to encourage 'mode shift' and reduce car dependency, for example: buses, demand responsive services, taxis, e-scooters and e-bikes.
- Make it realistic and safe for more people to walk, wheel, and scoot for shorter local journeys.
- Maximise opportunities to use and normalise alternative fuels.
- Prepare our highway network for climate change impacts, such as increased extreme weather events.
- Utilise the highway network to support biodiversity and reduce carbon, such as the Wilder Verges project.

Draft objectives for LTP5



3. Building places for people

This objective focuses on aligning our transport ambitions with other aspects of Council services, such as town planning and regeneration, public health, and environmental health. Suggested policy focuses include:

- Directing non-essential motorised journeys away from residential areas and community centres/high streets
- Optimise traffic signals along corridors to ‘smooth’ traffic flow through residential areas, improving overall journey times for drivers, and reducing air quality and noise impacts for local residents.
- Encourage transition away from combustion engine through policies such as emissions-based parking management and ease of access to alternative fuel options.
- Design walking and cycling-friendly neighbourhoods, for people and goods
- Deliver high quality public realm improvements which meet the needs of all users of the street space (put the emphasis on people rather than vehicles)
- Where appropriate, build on the transport improvements made because of HS2 and EWR projects, for example laybys, roundabouts, and cycleways.
- Improve road safety for pedestrians, cyclists and motorcycles, our most vulnerable road users.

Draft LTP5 vision & objectives: consultation overview

- The consultation took place between 19th April and 4th June 2023.

The consultation on the vision and objectives for development and transport in Buckinghamshire sought views from residents on two long term plans:

The Local Plan for Buckinghamshire (LP4B)

To shape and manage future development across Buckinghamshire

Local Transport Plan 5 (LTP5)

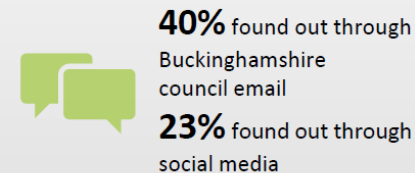
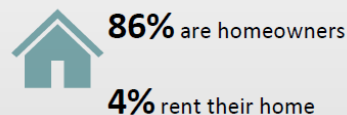
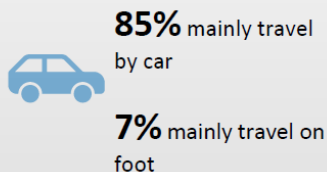
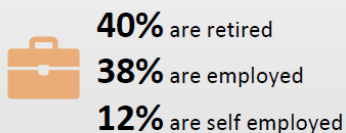
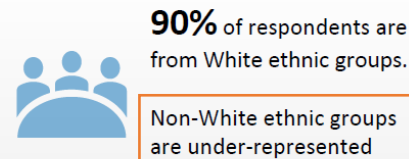
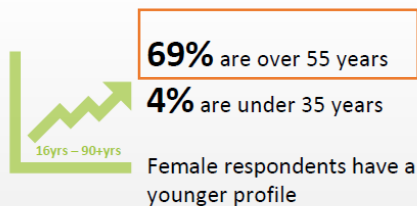
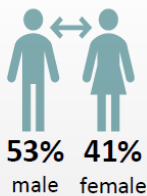
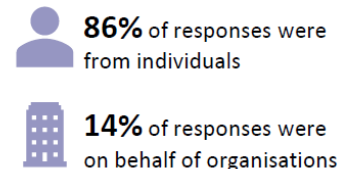
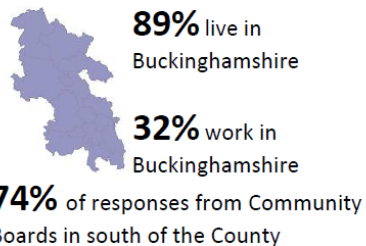
To set out priorities for all types of transport across Buckinghamshire

- There were 704 responses across both consultations including 56 emailed / posted submissions. These were divided between the two surveys as LP4B (649 responses) and LTP5 (**561** responses).
- In addition, there was a separate Youth Survey, which received 16 responses and a Youth Engagement Workshop, with 13 attendees.

Draft LTP5 vision & objectives consultation respondent profile

Number of responses by community board

| Response Level | Community Board | Number of Responses |
|------------------|------------------------------------|---------------------|
| Highest response | Beaconsfield & Chepping Wye | 87 |
| | North West Chilterns | 55 |
| | South West Chilterns | 42 |
| | Denham, Gerrards Cross & Chalfonts | 35 |
| Lowest response | Winslow & Villages | 17 |
| | Wendover | 15 |
| | Amersham | 14 |
| | Wing & Ivinghoe | 9 |



Draft LTP5 vision & objectives consultation results summary

Vision

65% agreement to the draft local transport plan vision across all respondents.


75% agreement to the draft local transport plan vision across respondents on behalf of an Organisation.

Objectives and Priorities


All objectives received support from the majority of respondents with between 64% and 72% agreement .

There was consistency between the objectives receiving the highest levels of agreement and the highest levels of importance, with 'Decarbonising our transport System' being top of both lists.


Highest respondent agreement for


Decarbonising our transport system (72%) 


Lowest respondent agreement for

Connecting our economy (64%) 

Most **important** objectives:

Priority 1 – Decarbonising our transport system
192 respondents ranked as priority 1 

Priority 2 – Building places for people
164 respondents ranked as priority 1 

Priority 3 – Connecting our economy
155 respondents ranked as priority 1 


Key Themes


Affordable and accessible public transport
Traffic Management / congestion
Infrastructure maintenance (road/footpath)

And also:

Is it achievable?
Needs more detail & measures
A challenge to stop people using their car

Most **important** objectives:

Objective 3: Building places for people (4) 

Objective 2: Decarbonising our transport system (3) 

Youth Survey
(16 respondents)

Most common free text themes:

The single most common theme was affordable, accessible, regular, reliable, clean and green public transport

Responses to draft LTP5 Vision:

- Do you agree with the draft local transport plan 5 vision?
(558 respondents / 99.5% response rate)



Key themes from the free text were:

- Prioritise providing **accessible** and **affordable public transport**
- Prioritise **traffic management** / congestion (speed limits, rethink specific junctions)
- Prioritise management of **existing infrastructure** (road and pavement surfaces)
- Invest in safe and connected **walking and cycling**
- Invest in **electric** car infrastructure
- Keep heavy vehicles and high volumes of traffic away from local /rural roads (bypasses)
- Reduce **freight** / too car & **vehicle-centric**

Disagreement with the vision was often due to disagreeing with an Objective, or part of an Objective.

Other overarching comments suggest it lacks detail or is unrealistic

Some expressed a lack of trust with the consultation process, and with the implementation of the vision & plan, expressing doubt that it will be successful or that we will 'do what we say'

- Respondents on behalf of an **organisation**
(72 respondents)



Developers: Concerns around funding of infrastructure, Availability of greenbelt land.

Parish Councils: Need to maintain existing infrastructure, Traffic Management/Congestion.

Statutory Consultee: Focus on accessible, affordable transport. Invest in safe connected walking and cycling.

Duty-to-Consult Organisations: Protect and reinstate green spaces. Too focused on high density areas.

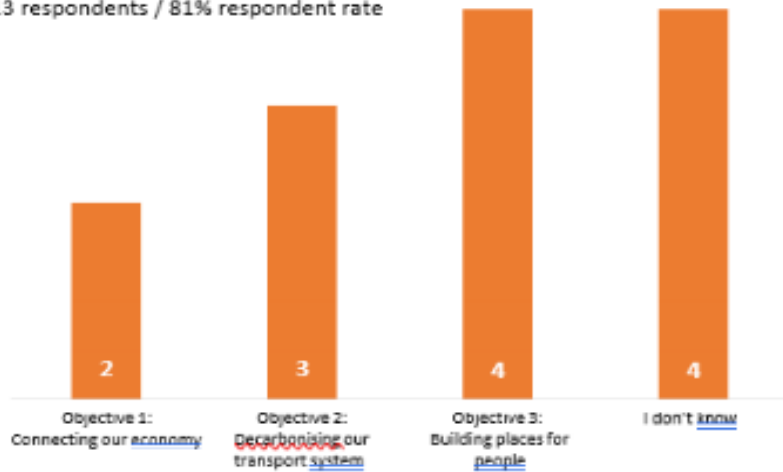
Draft LTP5 vision & objectives consultation

- Youth Survey Summary: 16 respondents. Average age 21 years old

Local Transport Plan

Which of the 3 draft objectives is most important to you?
13 respondents / 81% respondent rate

Page 19



Anything else you would like to see in these plans?

- More electric & affordable public transport (2)
- Protect greenbelt, native mature trees and green spaces (2)
- Affordable housing
- Lower carbon emissions
- More cycle lanes
- Less roadworks
- More renewable energy
- More secure bike locking facilities
- County-wide initiative about idling engines

- Key themes from text

Connecting our economy

- More, affordable, greener public transport (6)
- Improve quality of roads – unsafe currently (2)
- Buses to London (trains too busy) (1)
- Reduce emissions for health (1)

Decarbonising our transport system

- Clean, accessible and affordable buses (4)
- Incorporate rental bikes / scooters (1)
- Improve rural broadband so fewer people travel (1)

Building places for people

- More electric vehicles (2), more public fast-chargers (1)
- More green areas / public spaces (2)
- More footpaths / better maintained / footpath maps (2)
- Safer crossings for pedestrians (2)



Whilst the LTP5 is a very high-level strategy, we have attempted to ensure that the draft objectives complement the Rights of Way Improvement Plan in addressing the various challenges faced by users of our rights of way: **encouraging walking and cycling, supporting health and wellbeing, and protecting our vulnerable road users** such as horse riders and disabled people.



The Local Access Forum are encouraged to provide feedback to influence the LTP5 policies and this will be included within the ongoing analysis.



There will be a further consultation on the **draft core LTP5 document and implementation plan in Winter 2023** with a view to complete the final plan by Summer 2024.



Any Questions?



This page is intentionally left blank

Improving Access for All in the Chilterns

Page 23

Annette Weiss

Chilterns Conservation Board
Head of Engagement & Partnerships



CHILTERNs
CONSERVATION BOARD

forestry.gov.uk



Minute Item 5

© Denise Qu
Insightful Im

Improving accessibility in the Chilterns through the Defra access funding



- The Chilterns Conservation Board received £227,000 funding from Defra in 2022/23 for capital spend **to make our protected landscapes more accessible to people of all ages and abilities and from all backgrounds.**
- We were able to support a wide range of projects which are already making a difference to visitors and communities
- We are expecting further funding of £261,480 for access improvements in 2024/25
- We are planning a 'Widening the Welcome' workshop in October to gather ideas with stakeholders and discuss opportunities

Page 24



Two new Trampers, access trail and access improvements at College Lake

"We are so pleased to be making these upgrades which mean that more people than ever will be able to come and see what an extraordinary place College Lake is. At BBOWT we believe that people need to see nature to be inspired by it and take action to help it – but spending time in nature is also good for our physical and mental health, so this project really is a win for everyone in our community."

Mark Vallance, Berks Bucks and Oxfordshire Wildlife Trust Buckinghamshire Land Manager

Projects supported through the 2022/23 Defra Access funding



New mobility vehicles at the Centre for Outdoor Accessibility Training, Aston Rowant National Nature Reserve



"Evie" electric vehicle transporting conservation volunteers with dementia, limited mobility and other restrictions. Supporting access to conservation volunteering. Will enable 200-300 more volunteers to be transported pa.



Projects supported through the 2022/23 Access funding



Staff and volunteers from the Bucks Disability Service conducting accessibility surveys at four popular countryside locations



Contributing to resurfacing and accessibility improvements on the Wendover Canal towpath

Projects supported through the 2022/23 Access funding



Augmented reality App at three hillfort sites - a semi-immersive experience allowing younger audiences to experience the ancient sites in a new and innovative way.

"We are very grateful for our Chilterns Access Grant. This enabled us to purchase a new accessible toilet facility which will improve the visitor experience for our guests with impaired mobility and encourage others to come in the first place."

Gill Whitehead, Chiltern Open Air Museum, March 2023



Chiltern Open Air Museum @ChilternOAM · Jan 9

Thanks to a Chilterns Access Grant from the Chiltern Conservation Board, we will be installing a new accessible toilet onsite.

@ChilternsAONB



Looking ahead – improvements to the Chess Valley Walk



Section 1 – Mill Farm to Latimer



Map showing the route from Mill Farm to Latimer, with observation points 1a through 1k. The map includes a scale bar (0 to 0.4 Km) and a north arrow. Key locations marked include Coney wood and Chenies wood. The route is shown in blue, and the river is shown in light blue. A red line indicates the Access Survey Start. A legend identifies the River Chess Valley Walk, River Chess, Access Survey Start, and Observation points.

| | | | | | | |
|--|-----------------------------------|---------------------------------|---------------------------|--------------------------|----------------------------------|-----------------------------------|
| 1a Gate 1.8m wide, uneven surface | 1b Muddy, flood prone path | 1c Narrow path 1.2m wide | 1d Small landslide | 1e Gate 1.8m wide | 1f Uneven path, 3.8m wide | 1g Double gates 1.65m wide |
| 1h Trip hazard | 1i Uneven path | 1j Uneven path | 1k Boggy path | | | |



Looking ahead: 2024/25 Defra Access funding



We would love your thoughts on projects and priorities for the Defra Access funding. This might include the following

- Disabled toilet facilities
- Replacement of gates
- Additional seating areas
- Improved access to waterways for the mobility-impaired
- Widening and resurfacing of paths for multi-user use
- Purchase of trampers, mobility scooters, electric bikes, and storage/charging facilities
- Purchase of specially adapted tools and personal protective equipment for volunteers
- Provision of accessible signage and visitor information, physical and digital
- Access infrastructure
- Research and development



This page is intentionally left blank



disabled
ramblers

THE RIDGEWAY

NATIONAL TRAIL 

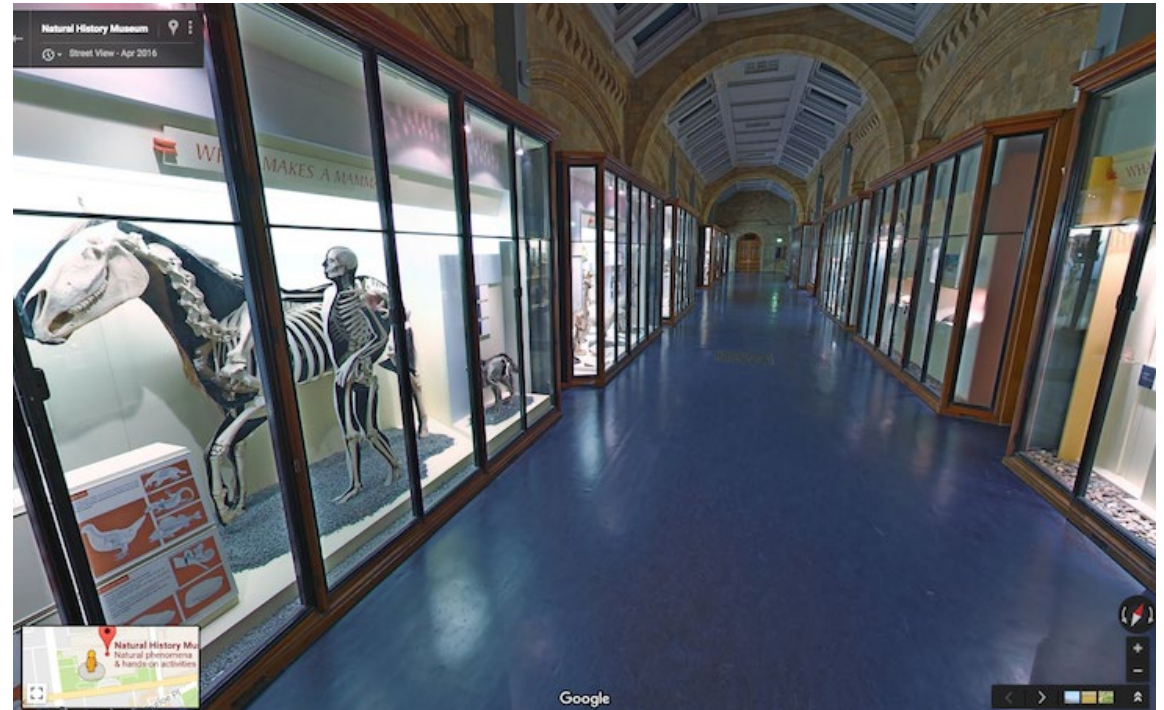
Ridgeway Google Street View Project

Gavin Casperz, Disabled Ramblers

James Spratley, Strategic Access Officer, Buckinghamshire Council

Ridgeway Google Streetview Project

- Of the many challenges faced by people with disabilities accessing the countryside, one of the least well known is lack of confidence caused by not knowing what to expect
- Google Street View is synonymous with **Interactive Panoramic Photography**, 360° images taken from video from specialised cameras mounted on vehicles with a huge range of applications
- Google has allowed third parties to upload their own videos, and this led to innovative applications such as mapping world landmarks and natural wonders, places like museums, arenas, restaurants and small businesses with Street View.



Natural History Museum on Google Streetview

Ridgeway Google Streetview Project

- Disabled Ramblers have been awarded National Lottery funding for two GoPro Max 360° cameras for the purposes of photographing the entire Ridgeway National Trail from Avebury to Ivinghoe Beacon
- Gavin intends to survey the Eastern half - Ivinghoe to the River Thames
- Paula Brunt will survey the Western half.



Ridgeway Google Streetview Project

- The Ridgeway National Trail Project Officer Sarah Wright has suggested a number of priority sections which we will attempt to complete in time for the 50th Anniversary.
- These include:
 - Whiteleaf Car Park to top of Whiteleaf Hill
 - Trail from top of Coombe Hill down through Goodmerhill Wood to Buckmoorend farm shop
 - Coombe Hill to Low scrubs National Trust Car Park
 - Wendover to Coombe Hill
 - Pitstone to Ivinghoe Beacon



Ridgeway Google Streetview Project



Ridgeway Google Streetview Project

- Should this project be successful it could be replicated for many different applications, such as the Aylesbury Gardenway or the Greenway network of cycleways.
- The video is processed by Google, who obscure faces and number plates etc. Individuals or property owners have a right to request Google remove sections that affect them.
- Trial section of Google Streetview in Rowsham, Buckinghamshire
- <https://goo.gl/maps/wkK2JRRY7wxRx7gX6>



Ridgeway Google Streetview Project

- Feedback and Questions?



This page is intentionally left blank