



North West Chilterns Community Board minutes

Minutes of the meeting of the North West Chilterns Community Board held on Thursday 27 July 2023 in Bledlow Village Hall, Chinnor Road, Bledlow, HP27 9QF, commencing at 6.30 pm.

BC Councillors present

M Walsh (Chairman), S Adoh, S Broadbent, R Carington, D Hayday, O Hayday and A Turner

Town/Parish Councils and other organisations present

S Henson (West Wycombe Parish Council), C Davies (Lacey Green Parish Council) and J Rogers (Longwick-cum-Ilmer Parish Council), S Breese (Bledlow-cum-Saunderton Parish Council), V McPherson (Longwick-cum-Ilmer Parish Council), V Smith (West Wycombe Parish Council), S Marshall (Princes Risborough Town Council), P Spence (Hughenden Residents' Association), J Stevens (Lead of the Transport and Road Issues Action Group), J Binning, S Payne and N Surman (Buckinghamshire Council).

Agenda Item

1 Chairman's Welcome

Matthew Walsh [MW] (Chairman of the North West Chilterns Community Board – NWC CB) welcomed everyone to the meeting. MW said that he was happy to be re-elected into the position of Community Board Chairman and was looking forward to working with all members of the Board for a further year.

2 Apologies for Absence

Apologies for absence were received from Buckinghamshire Council Councillors Carl Etholen and Paul Turner; Councillor Simon Cope, West Wycombe Parish Council; Councillor James Cripps, Great and Little Kimble Parish Council, Councillor Helen Holman, Ellesborough Parish Council and Makyla Devlin, Senior Community Board Manager

3 Declarations of Interest

There were no declarations of interest.

4 Notes of the last meeting

The minutes of the meeting, dated 7th February 2023, were approved by the NWC Community Board.

5 Action Group Updates

MW informed the NWC CB of the Priorities agreed for 2023/24 as follows:

- Community Resilience
- Economic Regeneration & Development
- Environment & Climate Change
- Transport & Road Issues

The leads of each Action Group presented their report.

Community Resilience: see the briefing report in the agenda pack. Valerie McPherson [VMc] (lead) confirmed that meetings were held every two months (approximately) and the next one would be on 9th August 2023. The group consisted of Buckinghamshire Councillors, Parish Councillors and residents and that it was a good mix.

VMc gave an overview of the projects that the Action Group were working on (as detailed in the briefing report). In particular, VMc mentioned that a funding application had been sent from Hughenden Manor (National Trust) to the Community Board on a walking project for young and older people, especially with those suffering with loneliness and vulnerability.

VMc said that the Community Garden was progressing well and that a meeting had been held with the Horses Trust in Speen to discuss a proposal in terms of young and older people with disabilities that required therapy with horses. The Trust were interested in the project but said we needed to find a facilitator because they only managed the horses. This was proving to be difficult but the group were pursuing.

VMc highlighted the success of the Party in the Park event which was the idea of Councillor Shade Adoh's. VMc confirmed that there were a number of food stalls, arts and crafts, a fair, tractors, and entertainment, especially with a singing group of disabled young men and women, and she thanked the team (Shade Adoh, Jackie Binning and Josephine Biss) for all their hard work. MW also thanked VMc and said the Crew Café had their busiest day ever.

Economic Regeneration & Development: see the briefing report in the agenda pack. MW (lead) confirmed that the action group were now working on their second networking event on the back of the one held last year at Orchard View Farm. The Bucks Film office, business groups and voluntary organisations attended the event last year and it went very well. MW said he wanted to build on this so plans would be formalised over the summer and all would be invited. Ideas on how to promote and engage this event would be greatly received.

Environment & Climate Change: see the briefing report in the agenda pack. RC (lead) advised that the next meeting was on 7th August where we would be reviewing Jaaganroop Marshall's excellent spreadsheet which listed a number of aims/objectives. To meet these the group hoped to find some interesting projects

and volunteers. The group were also looking at e-bikes (Buckinghamshire Council initiative) for towns (not rural areas) and if anyone had any interest please contact the group. Tree planting was another initiative and RC advised that Jackie Binning (JB) had been contacting the Board about this for two years and that this would continue.

Sharon Henson stated that West Wycombe Estate were considering e-bikes.

Steven Broadbent (SB) reported there were e-bike trials consisting of 25 bikes (12 in High Wycombe and 13 in Aylesbury). These were being well used and the trial would run to March 2024. You could hire via an App (like the e-scooter) and data was being collected to monitor use. There currently appeared to be an age demographic difference where young people liked the e-scooter and older people preferred the e-bike. They had the same limitations as the e-scooter with speed and GEO locations.

JS mentioned the tree planting in Princes Risborough, in particular along Crowbrook Road, which he thought looked brilliant and said that in future years the area would be transformed.

Transport and Road Issues: see the briefing report in the agenda pack. JS (lead) stated that the group was made up of local people who were passionate about seeking improvements and changes to local transport and roads. The group consisted of Buckinghamshire Councillors (Carl Etholen and Ron Gaffney), Parish Councillors, residents and the current Chairman of the Chiltern Conservation Board, Colin Courtney.

The group had modified their 2023/24 priorities to make them clearer on the what the group would like to achieve. The objectives were centred around improving road safety, parking and maintenance and encouraging sustainable transport which in itself would result a net benefit to transport emissions, air pollution and climate change. The group had added a fourth priority to quantify the outcomes of what we were achieving with Buckinghamshire Council. There had been a number of non-responses from Buckinghamshire Council which the group hoped would not continue with the implementation of the new highways contract.

The group had also responded to the public consultation on Local Transport Plan 5 (LTP5) and the England Economic Heartlands (EEH) North-South Transport Connectivity Study which would have an impact and benefit Buckinghamshire and potentially the NWC. In addition, the group had maintained a focus on the A4010 which ran through the North West Chilterns, to obtain proper recognition and policies for the A4010 in Buckinghamshire Council's LTP5 and EEH in terms of its regional approach to transport.

The group had been successful in working with the Council's Pollution team and were now running an air quality monitoring pilot outside Stokenchurch Primary School. A commitment had also been given by the Pollution team to implement air quality monitoring devices at various locations in Princes Risborough (locations to be determined after discussions with Buckinghamshire Council Members) to monitor

air quality before, during and after work on the relief road and the new housing development in the town.

The group met monthly and the next meeting was on 16th August. JS confirmed that on the agenda, the Head of Public Transport would be attending to discuss local bus provision and that the group would be priming him on questions. There would also be an item on car and lift sharing, as one of the action group members was very knowledgeable and the group would like to see if this was something that could be run more widely with Buckinghamshire Council support. Highways maintenance was another item on the agenda and said that this had improved, particularly with the repair of potholes, but the group would like to have a conversation around this matter with Buckinghamshire Council officers and the Cabinet Member in due course.

Question: Sharon Henson asked why the Parish was not receiving TRO's as they had in the past and had to rely on Buckinghamshire Councillors to provide this information. Steven Broadbent (SB) reported that One.Network was used but was not a foolproof system as TRO's were sometimes late on the system. As an example, the reason for this could be where emergency utilities were installed on a Friday but had to wait until the Monday for an officer to create. SB advised there was no provision for Parish Council use. Simon Breese said that there was a way to obtain this information and that his Clerk knew.

Action: SH to email Bledlow cum Saunderton's Parish Clerk to find out further details.

SH confirmed that the Parish used to receive TRO's through the portal. SB confirmed that portal work was ongoing but the Member Briefing Sheet advised Members of works coming in the area and this could be shared with Parishes. MW suggested that Members were told that they could forward this on.

6 North West Chilterns Active Travel Aspirations Report

JS stated that this document was the work of the Transport and Road Issues Action Group, which had been undertaken over the last two years and was about the North West Chilterns Active Travel Aspirations – see report in the agenda pack and the NWC Active Travel Aspirations document and presentation attached.

JS informed the Board of the recommendations which were being presented tonight to the Board for decision – these were:

- To support and adopt our document – so it had a different status and held a greater weight and was not seen as an action group document.
- Formally request Buckinghamshire Council to:
 - Use the document to help develop the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP).
 - Adopt the document as a supplement to the Countywide LCWIP and make it readily accessible on the Council's Website – so there would be more coverage and publicity.

Key highlights from the presentation:

The format of the document was textural information around the geography of the North West Chilterns, including reference to the recent consultation and policy context. In addition there were nine maps showing aspirations for improved cycling and walking infrastructure. An overview of these were as detailed below.

Map 1 – Inter-settlement routes: Buckinghamshire Council (BC) officers were working on inter settlement routes across Bucks as part of developing the Countywide strategic Local Cycling and Walking Infrastructure Plan. BC officers had recently engaged directly with BC local Members on this specific subject, and in order to help Members with this task, Map 9 had been sent to them by the Community Board Manager along with what the action group felt should be the top 3 priorities, namely: (1) A4010 active travel route (2) the A40 West Wycombe to Stokenchurch and (3) the links between Princes Risborough and Longwick.

Map 2 – A4010 Active Travel Route: This was an important active travel route and JS had promoted this as such to Buckinghamshire Council many times. JS stated that the A4010 was more than a cycling and walking route between the settlements that were situated on the route itself, but it would also act as a feeder route to five existing promoted cycling and walking routes within the Chilterns which crossed the A4010, four railways stations, many local places of interest and villages either side. For example Bledlow Ridge via Haw Lane. Risborough was also due to expand so having the A4010 Active Travel Route something in place prior to or during the expansion would encourage more people to walk and cycle from the outset. In addition, there was expansion in Aylesbury, HS2 were building a new bypass in Stoke Mandeville and Buckinghamshire Council had approved a HS2 funded cycleway along the A4010 linking the proposed Stoke Mandeville bypass with Terrick roundabout, so the jigsaw was coming together but much more focus was required by Buckinghamshire Council on the A4010.

Map 3a – Links between Princes Risborough and Longwick: These were also referenced in the Wycombe Local Plan.

Map 3b – Princes Risborough: These were local improvements identified by the local Climate Action Now group. For example, a cycle route from the Marks and Spencer's roundabout to the New Road zebra crossing which could then link into the High Street. Another example was a link beneath the current railway bridge at Park Mill, Princes Risborough. A Public Right of Way route already existed but the route passed beneath the railway bridge, which was not lit at night, but with 2,500 houses due to be built and major employment around the area, it would make sense to have a proper active travel route linking the new development with Summerleys Road and Kites Park.

Map 3c – Princes Risborough, Potential Barriers to Cycling and Walking: When construction on the relief road works commenced, it was hoped that the existing cycling and walking routes would be protected so they didn't put people off cycling

and walking.

Map 4 – Longwick: Routes were defined within the Longwick Transport Vision and include two links from Longwick village to the Phoenix Trail - (1) Walnut Tree Lane via the bridleway and (2) along the B4009 Lower Icknield Way. Three locations were defined for enhanced crossings due to the housing expansion. In addition, links were shown on the map between Meadle Village to the Relief Road.

Map 5 – Road Crossings: This map showed new or improved road crossings points for pedestrians and cyclists. There were six on the A4010 that were aimed to reduce risk and improve safety for walkers, cyclists, wheelers and dog walkers, so the action group were looking for enhancements. Locations shown were around the Golden Cross Public House, Hearing Dogs for Deaf, Little Lane (near the Rose and Crown), the B4009 at Great Kimble (which would form part of the Princes Risborough Relief Road and the Wycombe Local Plan identified this as a crossing that required improvement) and Walters Hill and Naphill, which was part of a petition received by the Community Board approximately one year ago.

Map 6 – Cadsden: To tie up two important Public Rights of Way - the Ridgeway crosses the road in a stagger and was on a bend. There was lots of traffic and was very hazardous. The plan was to re-surface off road. It was noted there had been some very recent vegetation clearance which had opened up the area.

Map 7 – Ridgeway and Phoenix Trail: The aspiration was to connect Bledlow to the Phoenix Trail and improve the Phoenix Trail between Lower Icknield Way and Horsenden. The Chilterns Conservation Board (CCB) Officer that has provided input to the action group had indicated that there were a number of potential projects that were related to the Ridgeway that CCB officers were working on.

Questions:

Sophie Payne (SP) asked if reductions in traffic flow or what people could do as a result of some of the proposals were included in this document, so for example, children travelling to school safely and active travel routes to school. SP asked if these existed in the document. JS said they did and stated that there was an underlying assumption in the document that Buckinghamshire Council would continue its positive work with schools and school travel planning. JS agreed to make reference to this on the document.

Action: JS to add to the document.

SB recognised the work that had gone into developing this document and taking information from local people. Buckinghamshire Council however had deliberately consulted with all Community Boards together on their countywide strategic Local Cycling and Walking Improvement Plan (LCWIP) and in due course would be going out to a wider, more formal consultation, as would they on LTP5.

SB stated that “Wheeling” was missing from the document and said that active travel must include less abled bodied people. SB urged this be included.

Furthermore, SB stressed that there was no capital funding for active travel schemes beyond that which could be secured from Government, as funding was all from developers. This was not a financial choice by the Council on whether to fund this and felt that something on this should be referenced in the document.

JS advised that “Wheeling” was already referenced in the actual document although not specifically referenced in tonight’s power point presentation. In terms of SB’s comment no funding being available, JS said he was aware of this, but felt it was really important to have the aspirational document in place so that when money was available through, for example, S106 and CIL, we had a plan which was ready to go. JS advised that the document was referenced as “aspirational” and that it was quite difficult to find the right words to say that no funding was available and that this is stressed in the document.

RC raised the point that SB raised that Community Boards had been consulted on the strategic LCWIP. RC asked if this document was the response to that. RC stated that if this document was a supplement to the LCWIP, there would be 16 and how would there be a priority over one particular Board. Taking the first point, JS confirmed that the action group had taken the initiative to do something around walking and cycling and this document represented this. Other Boards across the County either don’t have an action group relating to transport or their action group were focusing on other things. In totality there was probably three similar projects of this sort that could act as supplementary documents to the strategic LCWIP. In relation to the second point, JS said that SB mentioned that Buckinghamshire Councillors had been consulted on the countywide, strategic LCWIP. JS advised that all Members across the 16 Community Boards had been engaged with and were sent an email from the Transport Strategy and Funding Team (TSFT) which clearly set out what they wanted Buckinghamshire Council Members feedback on in terms of their top three inter settlement routes (shown on Map 1). JS and JB sent an email to all NWC Members and advised that when they started thinking about what three priorities they wanted to put forward, that they consider the A4010 active travel route, the A40 to Stokenchurch and links between Princes Risborough and Longwick. One that was just outside the top three was the Hughenden Greenway, but we could only have three. JS stated that he wasn’t sure if all Members responded and/or what three priority routes they chose.

RC felt that the action group was encouraging unitary elected Members to be casting on what they felt was an improved plan, when Members represented their own constituents priorities. RC therefore was uncertain on the total document. MW confirmed that the email sent from JS/JB to all Buckinghamshire Councillors in January 2023, was responded to by himself, Gary Hall (GH) and Alan Turner (AT) in support of the three recommendations, but he did not know if other Buckinghamshire Councillors responded. As the Community Board Chairman, he had a briefing meeting with TSFT and different proposals were reviewed. An additional meeting was requested but it was not granted by the officers.

MW stated that he, JS and AT were very heavily involved in the Risborough

expansion work, and that they learnt a valuable lesson in that you need text to be included in the overall plan. If you don't, issues would be quickly forgotten in their entirety. AT agreed and said that you definitely required written policy back up. MW advised that it wouldn't just be the Community Board that would look at this document, it would be developers too in terms of contributions within the Risborough expansion, so the work of this group that was put forward to Buckinghamshire Council detailed the aspirations of the North West Chilterns and our preferred schemes at this time.

MW added that the A4010 was regularly used but thought the A413 took priority. Carl had mentioned this at Council. AT added that the aspirational document was invaluable for large scale planning applications as developers would look at every conceivable document that was held by Buckinghamshire Council to see what they might be being asked for when submitting an application.

SB stated that the email sent from TSFT to Members was more than that. It included quantitative data evidence of traffic movement, demand lines, economic information, suggested identifiable routes, and priorities that Members may have from that, and then a meeting, so it was not just an email and was important to stress. SB confirmed that a lot of hard work was carried out by officers at this stage, where they sought local input early in order to formulate a plan, taking into consideration additional input into the countywide LCWIP, which then enabled a draft proposal to be developed. This draft would go out to public consultation so there would be another opportunity to review and make comment.

SB added that none of the work carried out by TSFT prevented the discussions and review of the "aspirational" document. SB felt there would be differences in opinion between Community Boards on what should be prioritised, but the work of the action group prior to being asked the question by Council officers meant that they were able to submit the NWC CB's local priorities. The strategic LCWIP was more than three identified schemes as it included traffic movements, current volumes and estimated uplifts. Buckinghamshire Council would not obtain funding without this because Government would say it did not meet criteria. The action group had identified the Board's local desires, so it was right to identify inter settlement routes.

JS emphasised that the three priority inter-settlement routes identified on the map for local Members to look at were ones that the action group decided from local intelligence. This information was passed onto local Members, not prescribing what they should do as it was totally respected that Members would have their own views.

Shade Adoh advised that she was unsure on how the NWC's document tailored into the countywide document. JS stated that only the three priority routes that were detailed in the NWC's document would be in the strategic LCWIP. In principle, JS said he would like anyone that contacted Buckinghamshire Council about cycling, walking and wheeling/active travel in general, would not only be signposted to the strategic LCWIP, but also signposted to our aspirational document if their enquiry related to

the North West Chilterns because our document included detailed local information on cycling and walking routes and crossing points which would not be in the strategic LCWIP, other than three priority inter-settlement routes. The two documents would work hand in hand. The mechanics on how the NWC document would be signposted to would need to be agreed.

MW highlighted that the three priority routes recommended in the strategic LCWIP were not the same three routes as detailed in the NWC's aspirational document. JS confirmed that they were not and that was why the group requested a meeting with TSFT to understand the logic and make the case to officers to try and get the three routes included. JS said he was very concerned that whilst Buckinghamshire Council officers had referenced the A4010 as an inter-settlement route, it was only part of it - West Wycombe to Saunderton. JS said that there was a high propensity to cycle from Bledlow Ridge and Princes Risborough and in his opinion, a good way to travel from Bledlow Ridge to Princes Risborough would be to come from Bledlow Ridge Village Centre, down Haw Lane, and then drop onto the A4010 active travel route – this would be the quickest route in, the flattest and maybe the safest. Simon Breese thought that you needed to think about the difference between people that were trying to get somewhere and proficient cyclists who liked to stretch themselves going up the hill to the household waste site, so he believed you had two communities. JS advised that Buckinghamshire Council had lots of data and that some was derived from reviewing population centres, distances and whether a route was cyclable, and then looking at propensity to cycle through rankings and connections throughout the North West Chilterns. JS confirmed that many of Buckinghamshire Council's medium priorities matched our map, but it was the top priorities that would feature in the countywide LCWIP, and at the moment it only included one of our priorities, Princes Risborough to Longwick, and didn't include A40 to West Wycombe and only a small part of the A4010. JS explained that was why it was important to put our priorities forward to Buckinghamshire Council Members to give them the choice to propose them.

Darren Hayday (DH) asked if Buckinghamshire Councillors should make comment on the three priority routes. JS requested that at this stage, Councillors should only vote to agree or disagree on the two recommendations in the presentation, and then if the Board was given the opportunity to have a meeting with Buckinghamshire Council officers, then arguments would be put forward as to why the groups three priority routes should be included.

MW suggested that the recommendations be changed in that the Community Board use the document subject to further consultation with Members of the North West Chilterns. But, before it is presented any further, Members should be given another opportunity prior to the vote, to confirm that they were happy with the three priority routes and all aspirations.

SB did not feel there was a point in voting on the aspirational document during the meeting because some Members had formally expressed this, but felt it should not stop a view being taken on the entire document, but not just the three routes.

RC asked JB what the threshold was for voting on this document as some Members not present may oppose it. JB advised that there was no formal threshold, so it was up to the Chairman to agree how the Community Board should take a vote on this document going forward.

DH thought that the vote should be taken this evening and was happy to support it. DH said the document should be taken forward and recognised the work that had been put in by the action group.

MW said that he fully supported the work that had been done but wanted the aspirational document to have as much weight and legitimacy as possible and didn't think delaying the vote to double check for a month to six weeks would be an issue. Surrinder Marshall asked if she was correct in thinking that the document was more granular and not just about the three priority routes, and included what our aspirations were around cycling and walking routes were which would then feed into the strategic document. JS confirmed this was correct and that our document was intended as a supplementary document to the strategic LCWIP. JS stressed that our document was not just about the three priority routes.

After listening to Members, MW requested a separate meeting be held in September 2023 to enable a formal vote to be taken.

Action: JB to organise a separate Community Board meeting.

7 Community Board Updates

JB gave a funding update – see information attached.

Vicki Smith from West Wycombe Parish Council asked where their funding application was in the system (ie PID – Project Initiation Document). JB advised that it had been assessed by Atkins and had now been submitted to Buckinghamshire Councillors for a final review. Councillor Vicki Smith and Sharon Henson (Parish Clerk) both thought they had already been agreed. MW confirmed that there was a list of PID's, some would continue because they were within budget, some had drastically gone up in cost, so conversations would have to be had between Town/Parish Council's and the NWC CB, and some had been withdrawn. JB advised that the information was sent to each local Member just under two weeks ago so MW requested that local Ward Members respond.

The NWC CB Action Plan was presented which JB confirmed was an evolving document and was held on our webpage. The plan detailed our priorities and aims and objectives which had been agreed (or were being agreed) by each action group – see information attached.

JB tabled the NWC CB Annual Report – see document attached. JB advised that this had not been created in a template you would expect it to be and explained that it was in a format that we could show residents and groups of the work we had completed over 2022/23 with a few key projects detailed within. JB requested that everyone take a look and if anyone was interested in joining the Community Board,

that they should give them this document to demonstrate the work that the Board had completed. MW added that it was worth a read to see the amount of work we were doing which did not exist three years ago and we had Covid to deal with in between, so if anyone was interested, MW asked it be passed on.

8 Community Matters

Sophie Payne (SP) presented the Corporate update – see information attached. SP highlighted the following:

- Play Street scheme – which allowed residents to open up their streets for their children to play safely outside on their doorstep. Residents could apply for a Play Street session to temporarily close their road. SP advised that there were a number of benefits and case studies which can be found on the Play Streets website.
- Love Exploring App – this detailed local parks in the County and was interactive with dinosaurs and fairies to enable children to follow trails around a park.
- Summer Reading Challenge – now live in our libraries and was also linked to a theme for physical activities for children. Lot of activity cards and events and things going on in local libraries, a vast majority were free.
- Better Points App – which is about encouraging people to be active where rewards could be earned with vouchers to spend in retail outlets. Great offers and competitions.
- Cost of Living – reminder on the Helping Hands team at Buckinghamshire Council and Holiday Activity and Food scheme which was currently running. Hughenden, Monks Risborough and West Wycombe schools all had schemes.
- Welcoming Spaces – our libraries had continued with this initiative. Although it is not cold, it has continued as spaces for all families and people to interact.
- Subsidised bus fares – more information can be found on Buckinghamshire Council's website.
- New national fund to support local community organisations, to support people with cost of living issues.

Post meeting information: Councils are being asked to help spread the word about the government's £76 million [Community Organisations Cost of Living Fund](#) to support communities most affected by the increased cost of living. The fund will distribute grants to frontline services that have been impacted by increased demand and support low-income households and individuals. Eligible organisations can apply for grants of £10,000 - £75,000.

The closing date for applications is noon on 16 October. Further information is available from the [National Lottery Community Fund](#) website.

- Ultrafast Broadband – this has been delivered in Radnage and Stokenchurch within the North West Chilterns.
- Bucks Rural Business Grant – which provides financial support and helps create opportunities for rural businesses in Buckinghamshire. The scheme would run until March 25 for organisations that employ fewer than 50 people. Funding was available for a variety of projects such as investment in

net zero infrastructure projects, as well as financial support for farm businesses diversifying outside of agriculture.

- Film Office – the locations database had gone live and would be presented at the networking event in October.
- Open Weekend ((29/30 July) – venues offering lots of activities for all ages. Hughenden Manor were doing crafts sessions for children.
- Ward Boundary Consultation – Ward boundaries were due to be published. Councillors would reduce from 147 to 97. Wards would remain at 49, with new boundaries coming into effect at the local elections in May 2025.

Question Time – There were no questions to be answered.

9 Date of next meetings

- 7 September – Petitions meeting on Microsoft Teams
- 23 November 2023 – Princes Centre, Princes Risborough
- 22 February 2024 – Microsoft Teams (subject to change)
- **Post meeting information:** 31st August – NWC Active Travel Aspirations Document meeting on Microsoft Teams



Community Board
North West
Chilterns

NORTH WEST CHILTERNNS ACTIVE TRAVEL ASPIRATIONS

June 2023

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1. PURPOSE OF THIS DOCUMENT

This document has been produced by the North West Chilterns Community Board and describes its aspirations for Active Travel in the NWC area.

The document has been shaped by work undertaken by the Community Board's Transport and Road Issues Action Group over a period of c.2 years. It has also been shaped by feedback from a recent consultation with Community Board members.

The term 'Active Travel' is used in this document to embrace all non-car transport modes (e.g. walking, cycling and wheeling) and all sectors of the Community.

Some of the aspirations also exist within other plans, such as the Wycombe Local Plan, the Longwick Transport Vision and the locally inspired A4010 Strategy.

It is hoped that this document will supplement the Council's strategic, countywide Local Cycling and Walking Infrastructure Plan (LCWIP) thus bridging the gap between strategic and local aspirations.

This document will remain live and will be updated as and when new aspirations or issues arise.

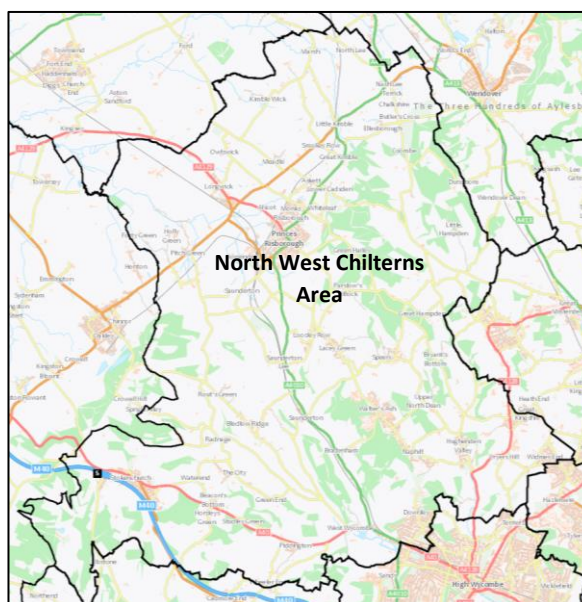
2. THE NORTH WEST CHILTERNERS AREA

The North West Chilterns area sits largely within the Chilterns Area of Outstanding Natural Beauty (AONB). The area is predominantly rural with many small villages and hamlets, but also larger settlements such as Downley, Princes Risborough and Stokenchurch. Housing growth is occurring in many places within the NWC area and Princes Risborough will see significant expansion.

Running north-south through the area is the A4010 corridor. This is formed by the A4010 strategic road, the Chiltern Railway from Aylesbury to Marylebone, the inter-urban bus services between Aylesbury and High Wycombe and a continuous, surfaced walking route, with sporadic lengths of shared use cycleway.

Subject to attracting the necessary funding, there are many opportunities to improve active travel in the NWC area. Making these improvements will increase accessibility, reduce car dependency and reduce carbon emissions.

This document is intended to describe the Community Board's aspirations for these improvements.



3. NATIONAL AND LOCAL POLICY

National walking and cycling policies are set out in the Government's documents *Gear Change: A bold vision for cycling and walking* and *Local Transport Note LTN 1/20: Cycle Infrastructure Design*.

Local policy on cycling and walking is currently set out in Buckinghamshire Council's Local Transport Plan 4 (Policies 12 and 13).

Buckinghamshire Council is currently developing Local Transport Plan 5 for the period up to 2040. This is happening in conjunction with developing a new Local Plan and also a strategic, countywide Local Cycling and Walking Infrastructure Plan (LCWIP).

Buckinghamshire Council already has in place a Climate Change and Air Quality Strategy and England's Economic Heartland is developing a regional North-South Connectivity Study, which includes the NWC area.

The NWC Active Travel Aspirations document has been developed in the knowledge of existing national, regional and local transport policies and it is hoped it will help inform the development and ultimately delivery of new local transport policies.

4. RECENT CONSULTATIONS

NWC Community Board members were recently consulted upon the draft version of this document. This took place over a period of 6 weeks from January to March 2023. Feedback was received from Community Board members, local Councils, resident associations, community groups and individual residents.

This feedback has provided valuable information and views from the local community, which have shaped the aspirations for active travel described in this document. The feedback has also helped with developing a response to the Council's initial consultations on LTP5 and the strategic, countywide LCWIP.

5. ASPIRATIONS FOR ACTIVE TRAVEL

The NWC Community Board's aspirations for Active Travel Routes are described below and are shown on a series of maps, starting on page 8.

LOCAL INTER-SETTLEMENT ACTIVE TRAVEL ROUTES (ATR):

Map 1 indicates the locations of local inter-settlement active travel route aspirations in the NWC area. These are:

- 1.A4010 Active Travel Route.** A continuous ATR along the A4010 from Stoke Mandeville Bypass, through Princes Risborough to High Wycombe Town. Also see 1(a) below and also Map 2.
- 1(a).Princes Risborough Relief Road:** A continuous ATR alongside the full length of the proposed Princes Risborough Relief Road (Culverton to Kimble) including the upgrading of the B4009. The relief road and upgraded B4009 will eventually become the A4010 in accordance with the Wycombe Local Plan policies.
- 2.Princes Risborough to Longwick.** Three ATRs are necessary: (i) from Longwick through the expansion area to Wades Park/Church Lane/Brooke Road (ii) from Longwick along the existing A4129 to the existing shared cycleway at Cheverton Avenue (iii) from Longwick along Summerleys Road to the Railway Station. ATR links between Princes Risborough and Longwick are referred to in the Wycombe Local Plan.
- 3.West Wycombe to Stokenchurch.** This refers to the 'principle' of an ATR within the A40 corridor, but also specific improvements at the Dashwood Hill / Old Dashwood Hill junction to make it safer for cyclists to gain access from the A40 to the 'quieter' Old Dashwood Hill.

4. Longwick to the A4010. Two ATRs are necessary. (i) from Longwick to Stoke Mandeville via Owlswick and Kimblewick, Marsh Lane onto Stoke Mandeville Bypass with conversion of the minor roads to 'Quiet Lanes' with lower speed limits (ii) from Longwick to the upgraded B4009 to the A4010 at Kimble.

5. Hughenden to High Wycombe Railway Station. This refers to the 'principle' of connecting High Wycombe with Hughenden Valley. A precise location for this ATR is not shown on the map. The map also indicates the principle of connecting Cryers Hill and Naphill to the High Wycombe to Hughenden Valley ATR, but again no precise locations are shown.

6. Chinnor to Great Kimble. This refers to the 'principle' of an ATR within the B4009 corridor.

7. The Ridgeway National Trail. This refers to the 'principle' of upgrading key links to the Ridgeway from local settlements and also to create a Ridgeway riding route.

8. The Phoenix Trail. Upgrading and improvement for cyclists and pedestrians from the B4009 to Horsenden.

A4010 ACTIVE TRAVEL ROUTE:

Map 2 indicates in more detail the aspiration for the inter-settlement active travel route (ATR) along the A4010 corridor. This ATR commences at Stoke Mandeville, through Princes Risborough, to High Wycombe. This ATR is also shown on Map 1.

There is an existing, continuous footway along the A4010 from Stoke Mandeville to High Wycombe. Cyclists already cycle along this footway because it is safer than cycling on the road. Some lengths already have signs denoting shared use for walkers and cyclists.

The aspiration is to create a continuous, shared use, active travel route along the full length of the A4010 and widen the route where necessary.

This will connect local communities and also connect to other walking/cycling routes in the Chilterns area, plus 4 railway stations, local employment, local facilities and services and places of attraction.

This aspiration for this active travel route is also included in a locally inspired draft transport strategy for the A4010 that was considered and supported by the NWC Community Board in 2021.

PRINCES RISBOROUGH TO LONGWICK:

Map 3(a) indicates in more detail the aspirations for a three inter-settlement ATRs. These are relevant to the expansion of Princes Risborough in the Wycombe Local Plan and also the Longwick Transport Vision. These ATRs are also shown on Map 1.

PRINCES RISBOROUGH (LOCAL):

Map 3(b) indicates the aspirations for a number of local ATRs/links, some of which connect to the ATRs shown in Map 3(a).

PRINCES RISBOROUGH (POTENTIAL BARRIERS TO ACTIVE TRAVEL):

Map 3(c) indicates a number of existing ATRs that will be disrupted, either temporarily (during the construction phase) or permanently, by the expansion of the town and the relief road.

These routes connect nearby settlements and Princes Risborough. They also provide access to the Phoenix Trail, NCN Route 57, the Ridgeway, the Chiltern Way and Chilterns rights of way network.

Appropriate mitigation is necessary to ensure users of these routes can continue to do so safely and efficiently.

LONGWICK (LOCAL):

Map 4 indicates local aspirations for new and improved ATRs and crossing points in the Longwick Parish Council area identified in the Longwick Transport Vision dated Dec 2021, that accompanies the Longwick Neighbourhood Plan, dated 2018.

The Neighbourhood Plan can be found on Buckinghamshire Council's website and the Longwick Transport Vision on Longwick Parish Council's Website. The links are:

https://buckinghamshire-gov-uk.s3.amazonaws.com/documents/Longwick-cum-Ilmer-Parish-Neighbourhood-Plan-2017-2033_OudhZvt.pdf

[https://www.longwickcumilmer.org.uk/media/News/CSSE34%20Longwick%20Transport%20Vision%20Final%20Report_compressed%20\(2\).pdf](https://www.longwickcumilmer.org.uk/media/News/CSSE34%20Longwick%20Transport%20Vision%20Final%20Report_compressed%20(2).pdf)

A4010, B4009, BRADENHAM AND NAPHILL (ROAD CROSSING POINTS):

Map 5 shows locations along the A4010 and B4009 where many people cross the road and where crossing facilities do not exist or are limited in size. The B4009 crossing point is referred to in the Wycombe Local Plan.

The map also shows two locations in Bradenham and Naphill where there is a locally identified need for improved road crossing facilities.

The aspiration is to enhance safety at all of these locations by providing formal crossing points or widening the existing crossing points to provide better protection for users.

CADSDEN:

Map 6 indicates the location in Cadsden where public rights of way and the Ridgeway national trail form a staggered cross roads with the road. There is no safe route linking these rights of way and users have to walk in the road and have almost nil visibility of approaching traffic.

The aspiration is to provide a safe walking route on the road verge/embankment on the north side of the road to link up the rights of way.

RIDGEWAY AND PHOENIX TRAIL:

Map 7 indicates the general location of the Ridgeway and the Phoenix Trail.

The Chiltern Conservation Board are involved with the Ridgeway National Trail Project, working for the Ridgeway Partnership. Their focus embraces walking, cycling and riding, predominantly of a recreational nature.

Various local authorities, including Buckinghamshire Council are members of the partnership. Map 7 indicates initial aspirations to enhance connectivity to and from the Ridgeway and the map will be updated as the Ridgeway National Trail Project develops.

Map 7 shows a specific length of the Phoenix Trail between the B4009 and Horsenden that requires upgrading in terms of width and surface condition. Maintenance is required along the rest of the Phoenix Trail to Thame.

6. GENERAL ISSUES RELATING TO ACTIVE TRAVEL IN THE NORTH WEST CHILTERNNS AREA

Equestrians:

There are very many horse riders that use the bridleway network and public roads in Buckinghamshire every day throughout the year.

Horse riders are a 'vulnerable road user' and Buckinghamshire has a very high rate of horse fatalities on roads. New and improved infrastructure in some areas would offer a safer alternative to riding on the road.

Traffic Speeds:

Consideration should be given to 'quiet lanes' to encourage more cycling in rural areas.

Similarly consideration should be given to 20mph speed limits on specific cycling routes in town/villages. This approach could be broadened to include other residential roads/areas, the advantage being that it would make the environment safer for all 'vulnerable' road users and create a better balance of priorities between vulnerable road users and motorised transport.

Maintenance of Surfaces:

Poor surface condition, deteriorating roads and damaged drain covers can be a major barrier to active travel. This should be a factor when determining the scope and prioritisation of road maintenance programmes in Buckinghamshire.

Parking on Roads:

Current parking standards for new development can result in insufficient off-street parking, creating on-street parking, which in turn can present barriers to safe cycling and active travel routes.

This should be a factor when designing parking provision for new developments and the layout of new roads and active travel routes in residential areas.

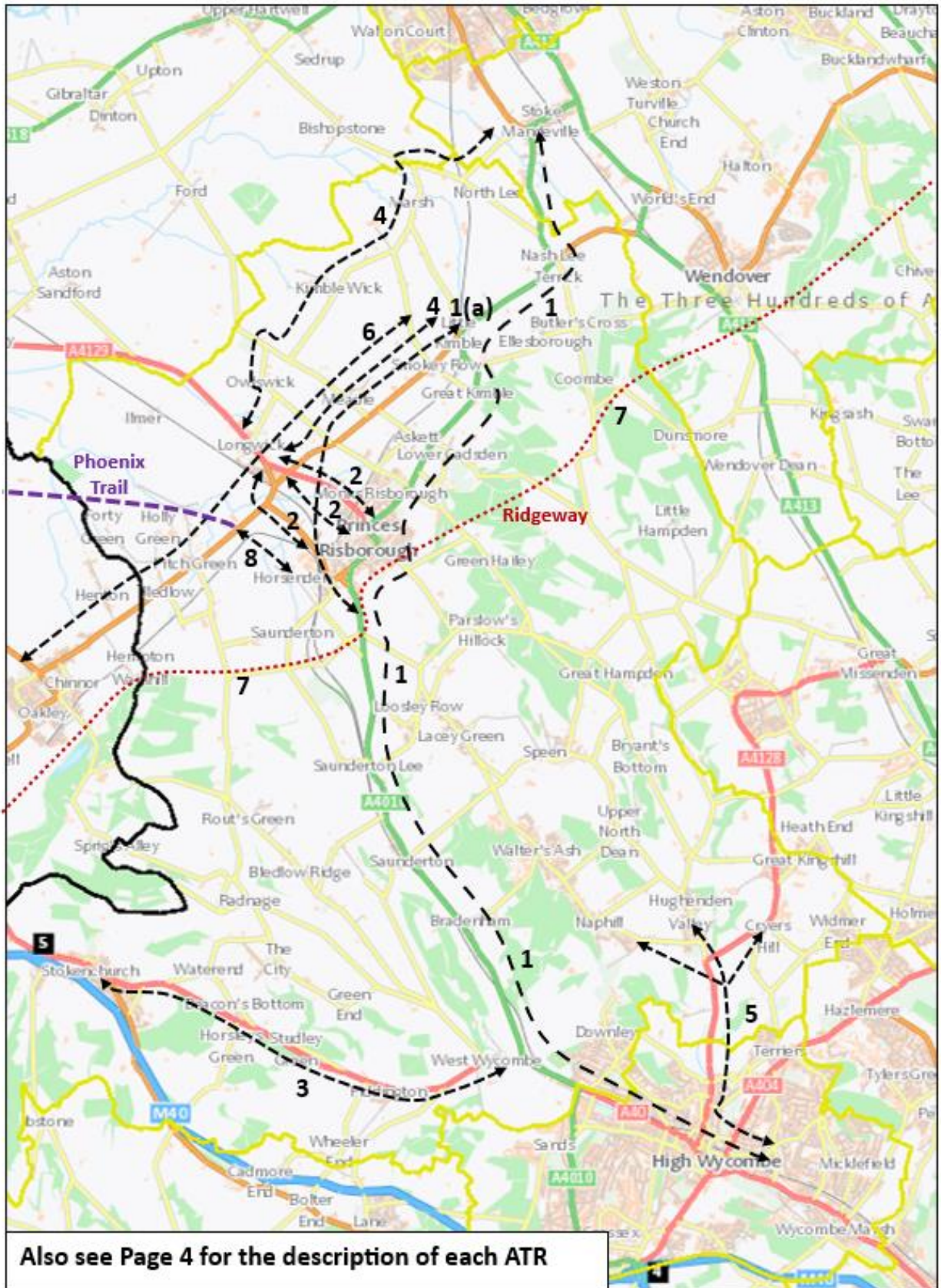
7. REVIEW

The NWC Community Board intends to review this document annually or sooner if the need arises.

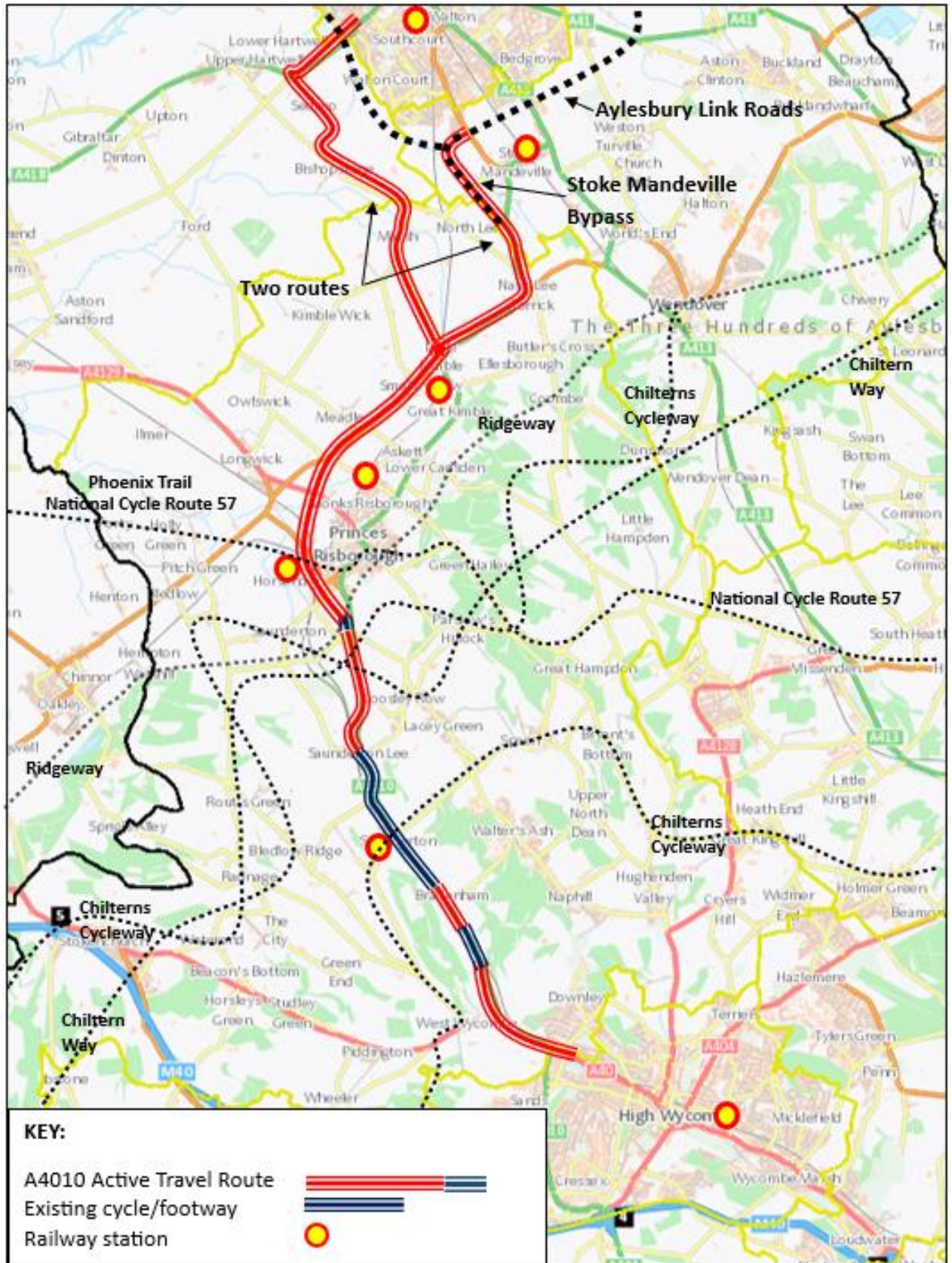
8. MAPS

The following pages indicate the Community Board's active travel aspirations and should be cross referenced with the descriptions in Section 5 of this document.

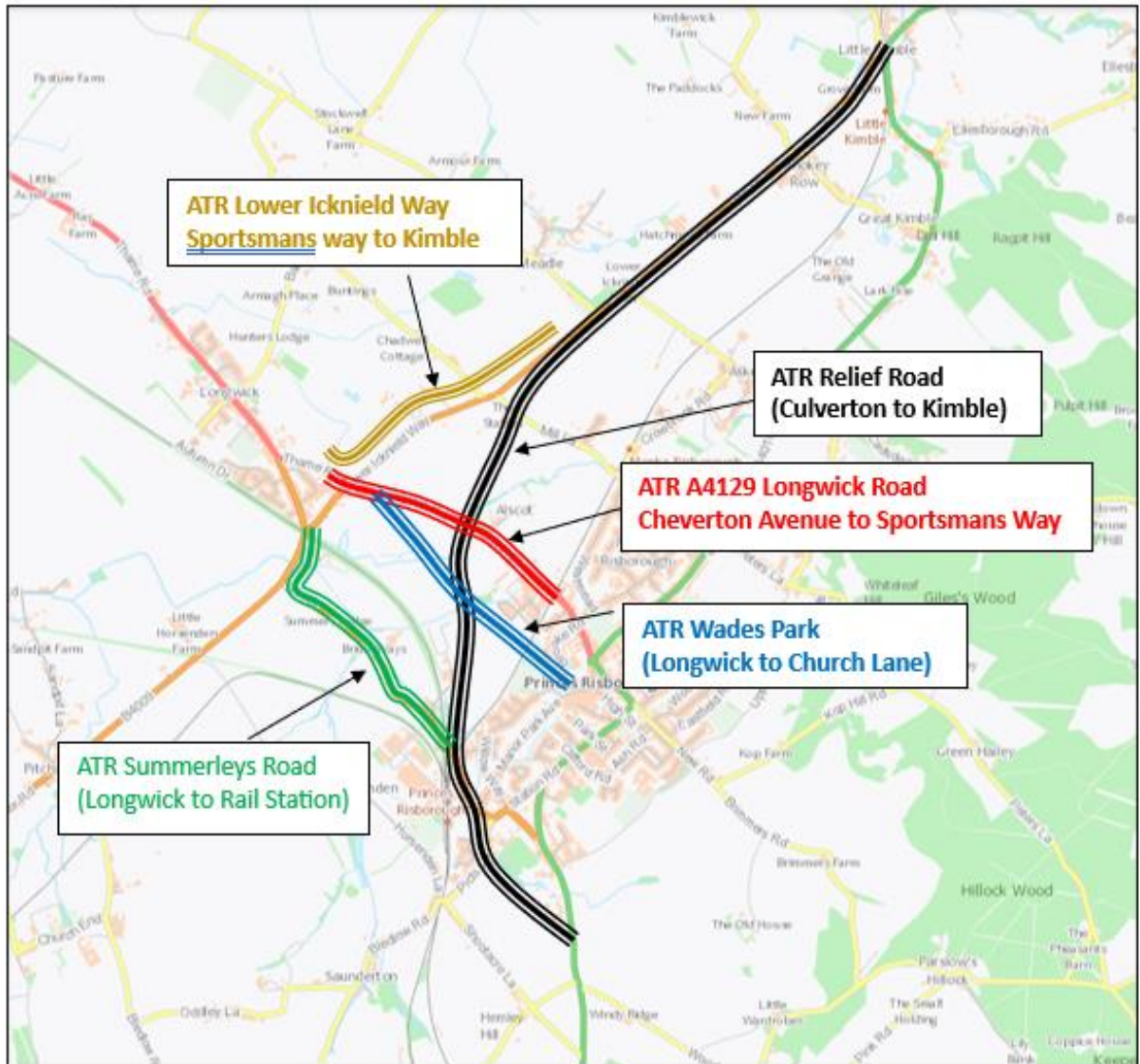
MAP 1: Local inter-settlement Active Travel Routes (ATR)



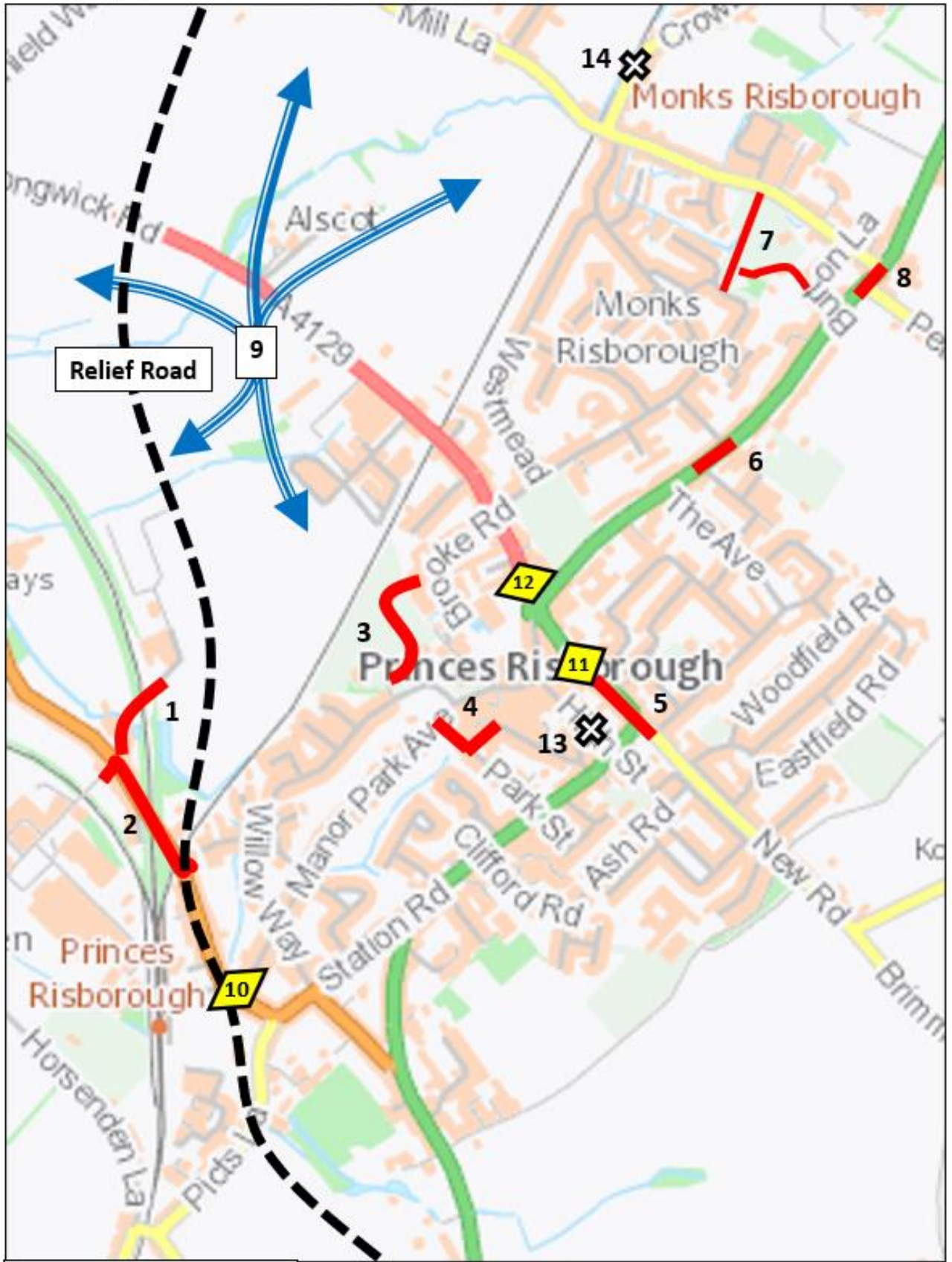
Map 2: A4010 Active Travel Route



Map 3(a): Princes Risborough to Longwick



Map 3(b): Princes Risborough (local)

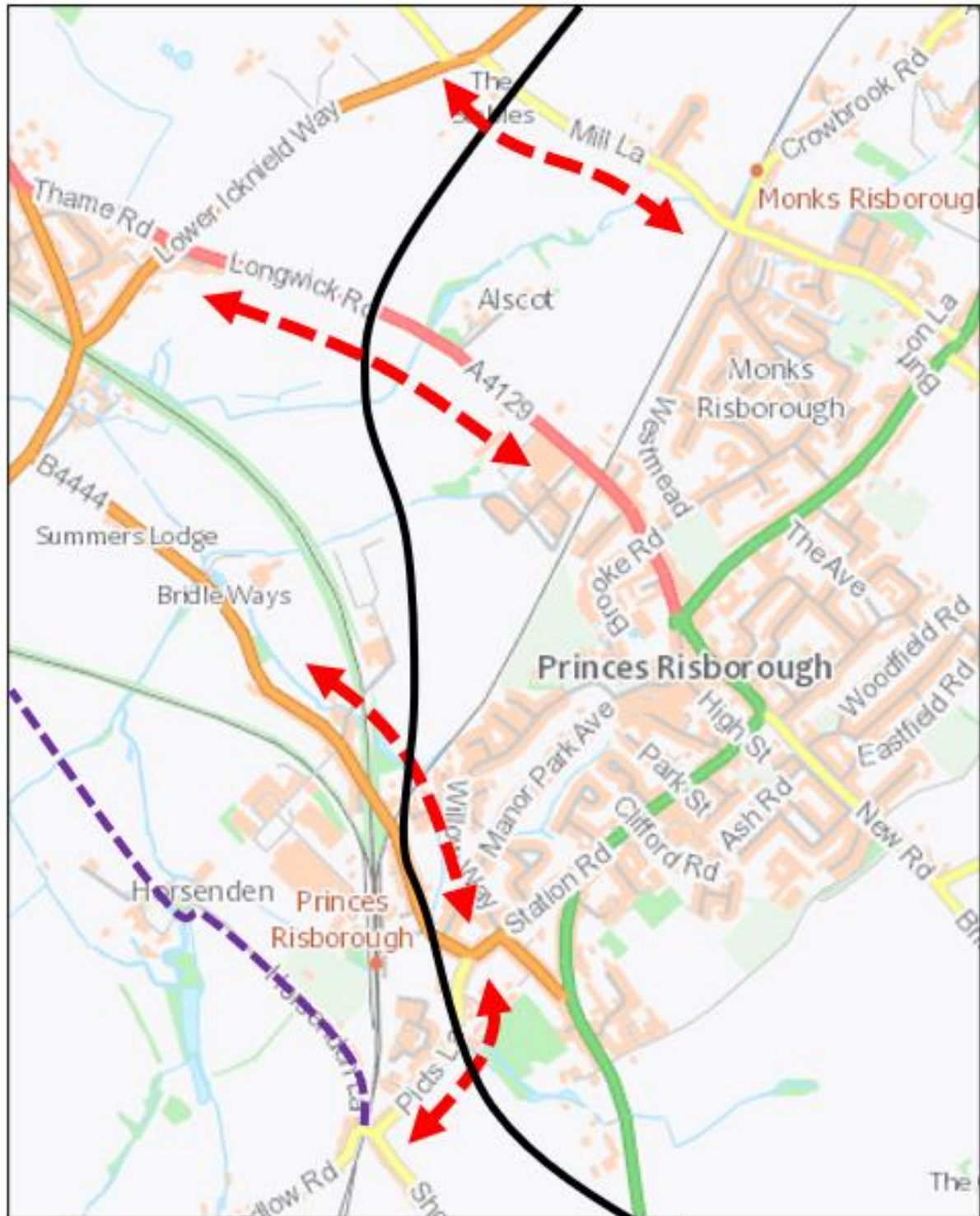


See overleaf for KEY

Map 3(b) KEY

- 1 Expansion area: link to Summerleys Road (footway at Summerleys Rd junction, street lighting to rail underpass)
- 2 Summerleys Road: Kites Park link to Relief Road
- 3 Wades Park 'strategic' route: link to Brooke Road
- 4 Park Street/Jasmine Crescent: link to Manor Park Avenue
- 5 New Road: Berryfield Rd link to the Retreat Zebra Crossing
- 6 Aylesbury Road: Windsor Hill link to the Avenue
- 7 St Dunstan Park: links to Burtons Lane/Mill Lane/Place Farm Way
- 8 Aylesbury Road: Peters Lane link to Mill Lane
- 9 Expansion area ATR network: links to 'strategic' ATR's routes, rail stations and other existing routes
- 10 New crossing: Summerleys Rd/Station Rd
- 11 Improve existing crossing for bicycles: New Road/Retreat
- 12 New crossing: Longwick Road, Tesco's
- 13 Increase number of bike racks: High St
- 14 Increase number of bike racks: Monks Risborough Rail Station

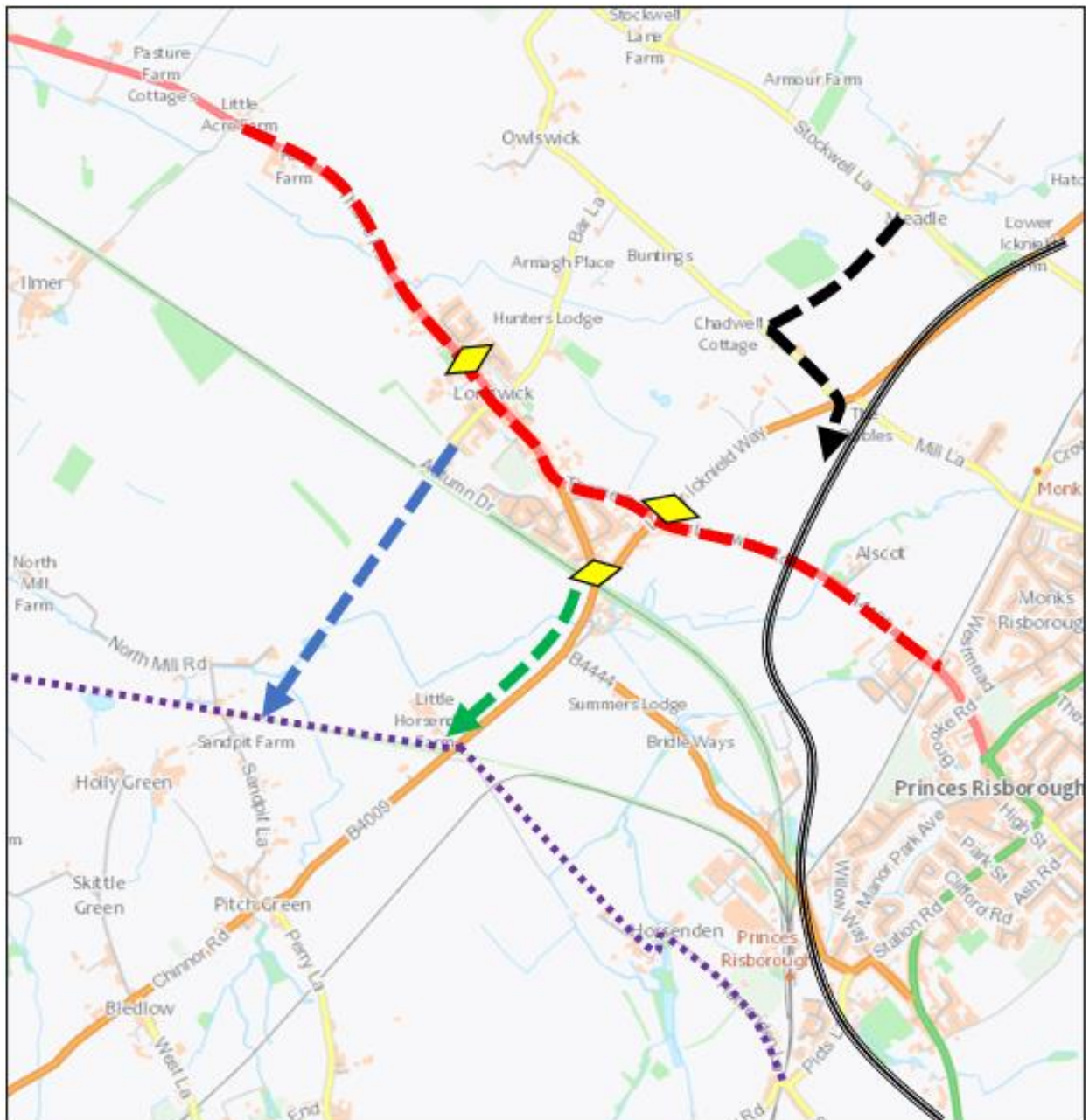
MAP 3 (c): Princes Risborough – potential barriers to active travel



KEY:

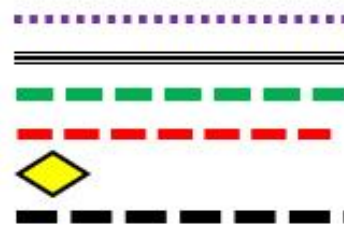
- Route affected:
- Proposed Relief Road:
- Phoenix Trail (NCR 57):

MAP 4: Longwick (local)

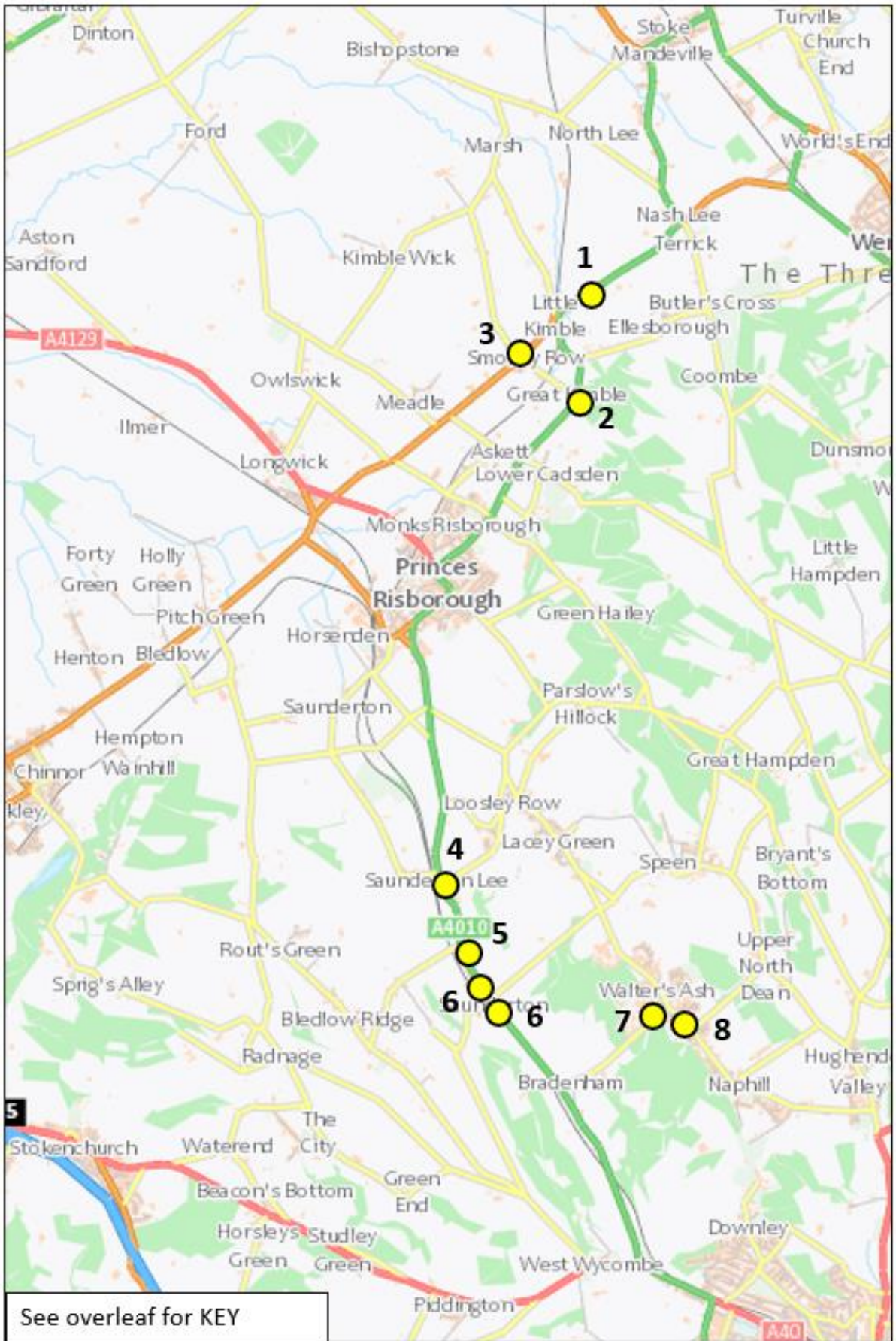


KEY:

- Existing Phoenix Trail (NCN Route 57)
- Princes Risborough Relief Road
- ATR - B4009 Longwick to Phoenix Trail
- Improvements to existing footways along A4129
- New pedestrian crossings
- ATR - Meadle to PR Relief Road



MAP 5: A4010, B4009, Bradenham and Naphill (improvements to road crossing points)

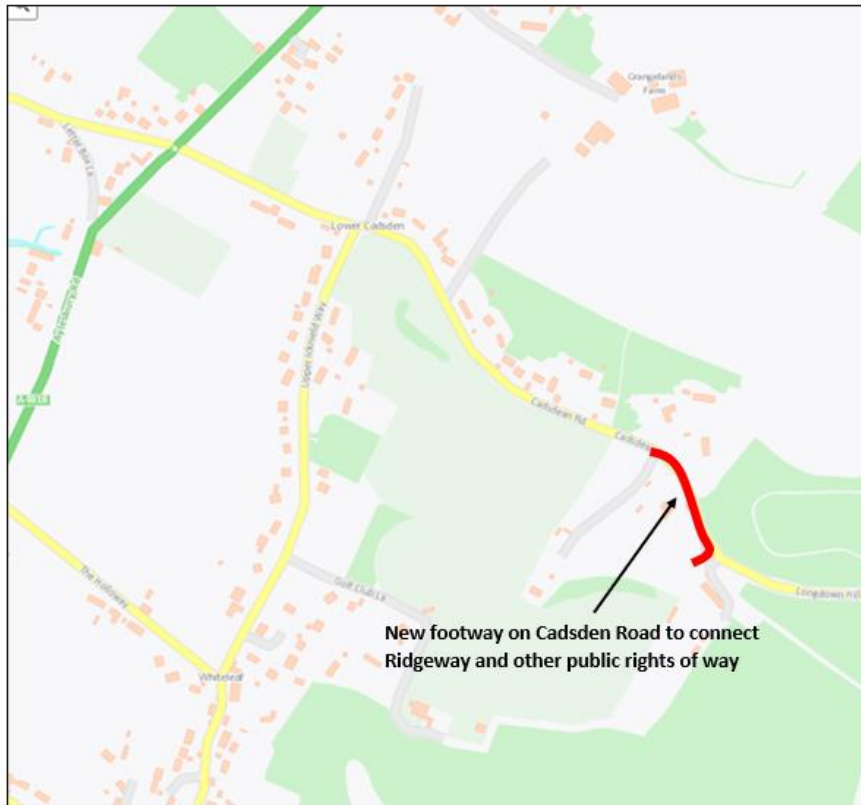


MAP 5: KEY

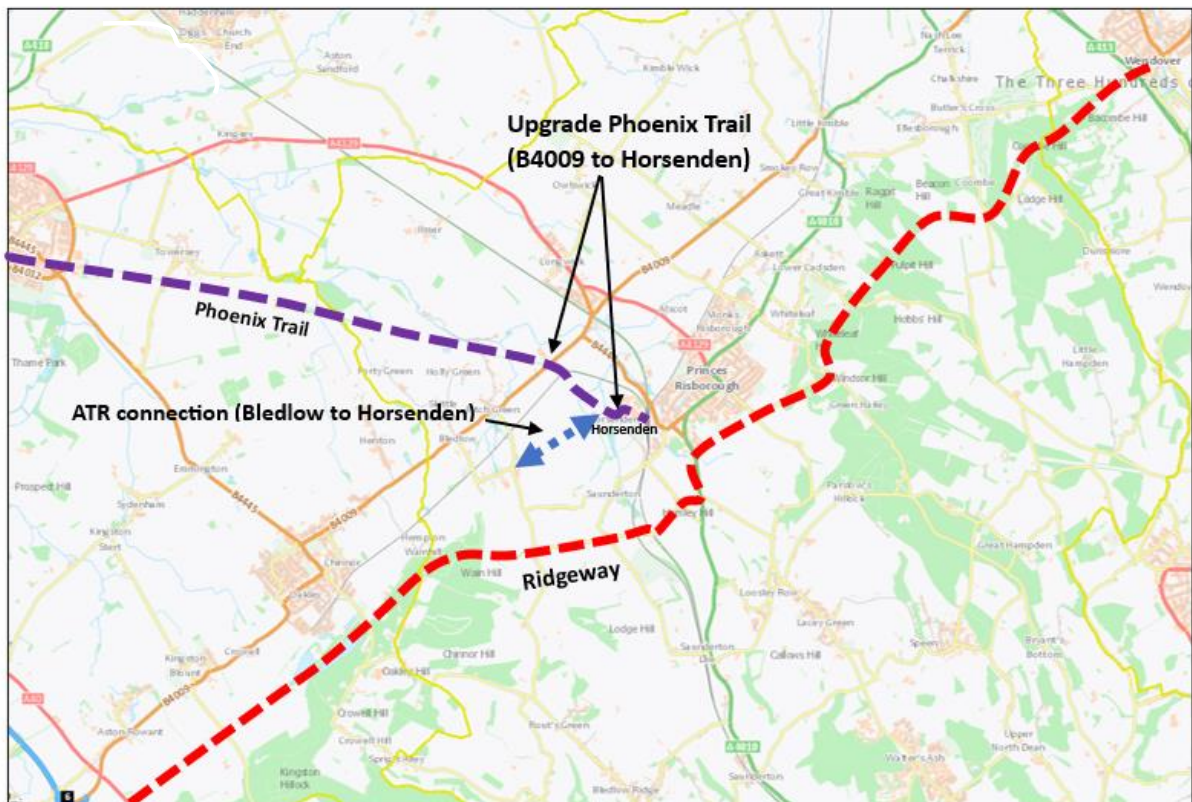
KEY:

- 1 New central refuge on A4010 near Mill Lane Little Kimble (to improve safety for local people)
- 2 New central refuge/speed limit changes on A4010 near School Lane Great Kimble (to improve safety for school children and ramblers)
- 3 Improvements to reduce severance on B4009, Gt Kimble due to increased traffic arising from Risborough Expansion and upgrading B4009 to become A4010
- 4 New central refuge on A4010 near Crownfield/Little Lane (to improve safety for local people)
- 5 New central refuge on A4010 at Haw Lane junction (to improve safety for local people and Hearing Dogs for the Deaf)
- 6 Improve both existing central refuges on A4010 at Golden Cross (to improve safety for local people and cyclists)
- 7 Safer crossing provision in Bradenham Wood Lane at Main Road junction
- 8 New central refuge in Main Road Naphill at school crossing location

Map 6: Cadsden (footway)



MAP 7: Ridgeway and Phoenix Trail

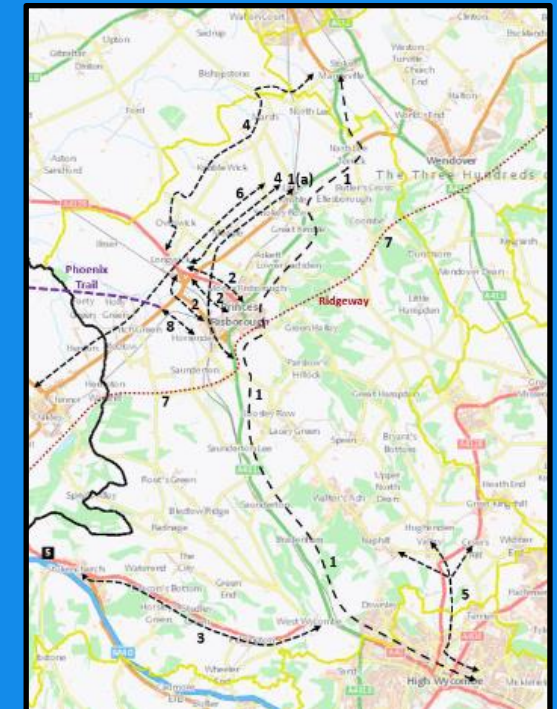
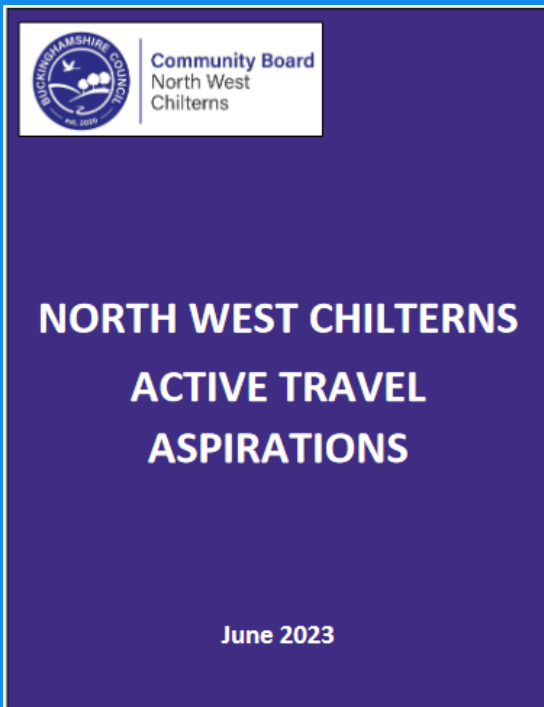


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North West Chilterns Active Travel Aspirations

NWC Community Board

27th July 2023



Recommendations to NWC CB

1. Support and adopt our document

2. Formally request Buckinghamshire Council to:

- a) Use the document to help develop the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP).
- b) Adopt the document as a supplement to the Countywide LCWIP and make it readily accessible on the Council's Website.

Active Travel Definition

travel, especially commuting or movement in one's local area, of a kind that involves physical exercise, such as walking or cycling

Background of our document

- Produced by the CB Action Group (TRIAG)
- Previously called the NWC Cycling and Walking Document
- CB members were consulted on the final draft (Jan to Mar 23)
- 49 responses received (including from residents)

Final version

- Has been renamed the *NWC Active Travel Aspirations* document
- Embraces all feedback received from the recent consultation
- Will remain live and be updated as necessary

Our document is based on local evidence

- Local need/demand identified by:
 - Parish Councils
 - CB Action Group Members
 - Another local action group
 - Local residents
 - Chilterns Conservation Board Officer
 - Resident Associations
- Information contained in existing local plans and other documents:
 - Adopted Wycombe Local Plan
 - Longwick Transport Vision
 - Locally inspired strategy for the A4010
 - Petitions submitted to BC

Buckinghamshire Council involvement

- Two BC Local Members are part of the Action Group
- BC Officers kept informed with the Action Group's work as it has progressed
- Chairman of NWCCB and CM Transport kept informed
- All NWC BC Local Members consulted on our draft document

BC's Countywide LCWIP

- BC Officers currently developing the Countywide LCWIP
- Countywide LCWIP - *'strategic'*
- Our document - *'local and detailed'* but includes strategic routes
- The Action Group is keen to help BC officers
- The Action Group would like a meeting with BC Officers

How might our document be used?

We hope Buckinghamshire Council will use our document:

- To help develop the Countywide LCWIP
- Post it on BC's website
- To help inform BC infrastructure planning
- To help officers responsible for scrutinizing planning applications submitted to BC
- As a possible 'case study of Community Board work' in LTP5

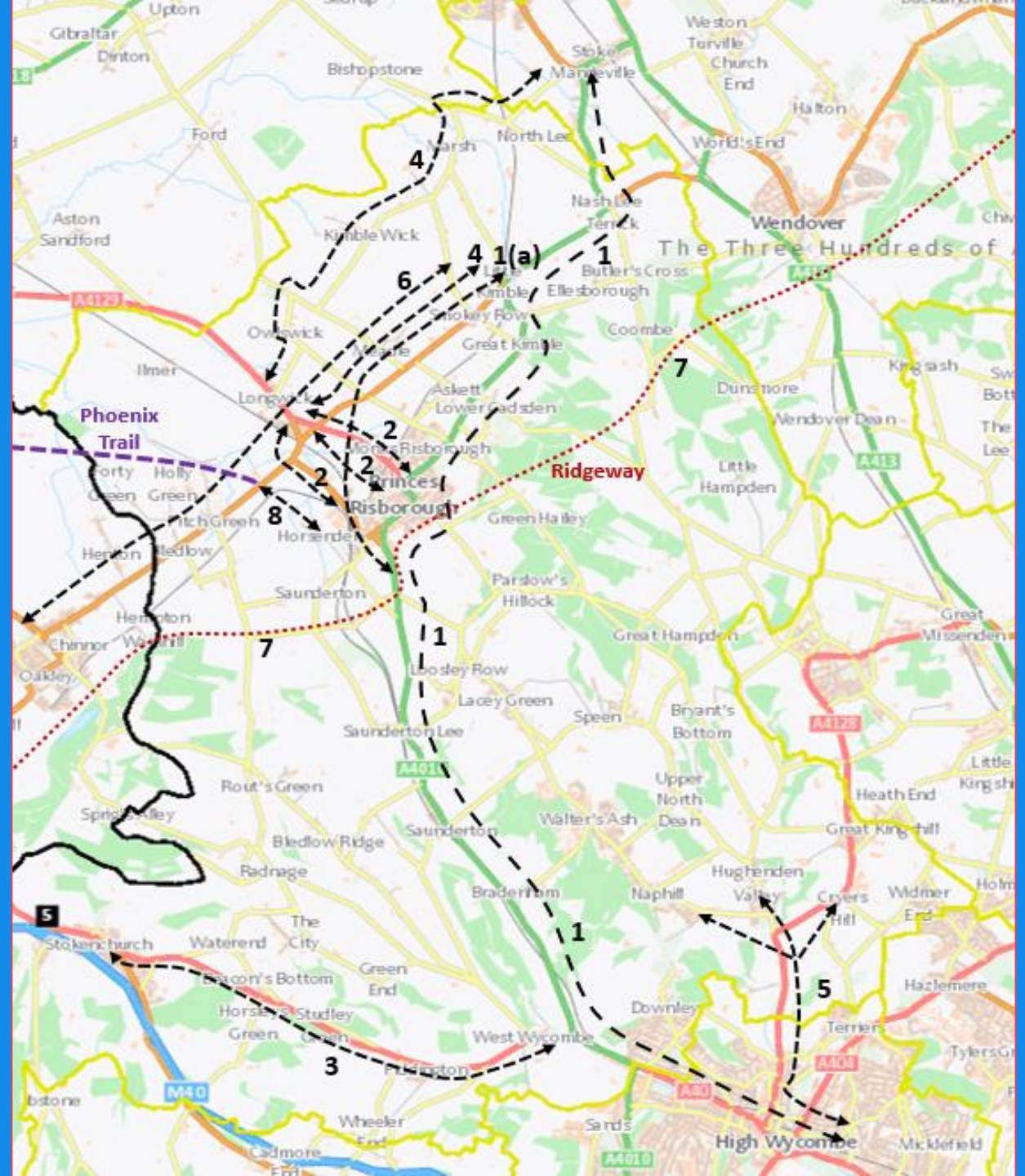
We also hope it will be used by third parties when developing planning applications

Format of our document

- Contextual Information (geography of NWC, recent consultations, policy context)
- 9 maps
- Text describing each map
- General issues relating to cycling and walking

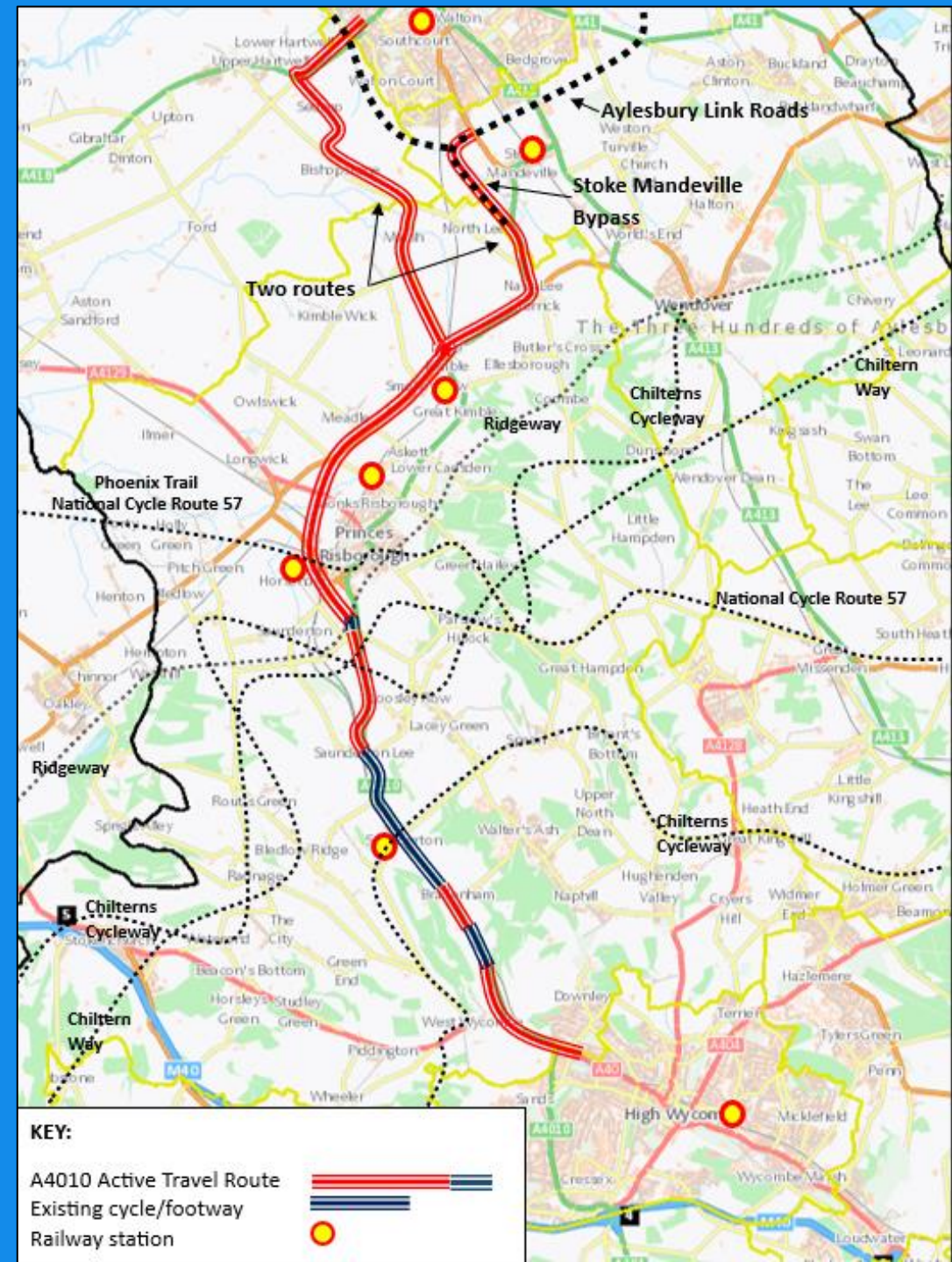
Map 1

Inter-settlement routes



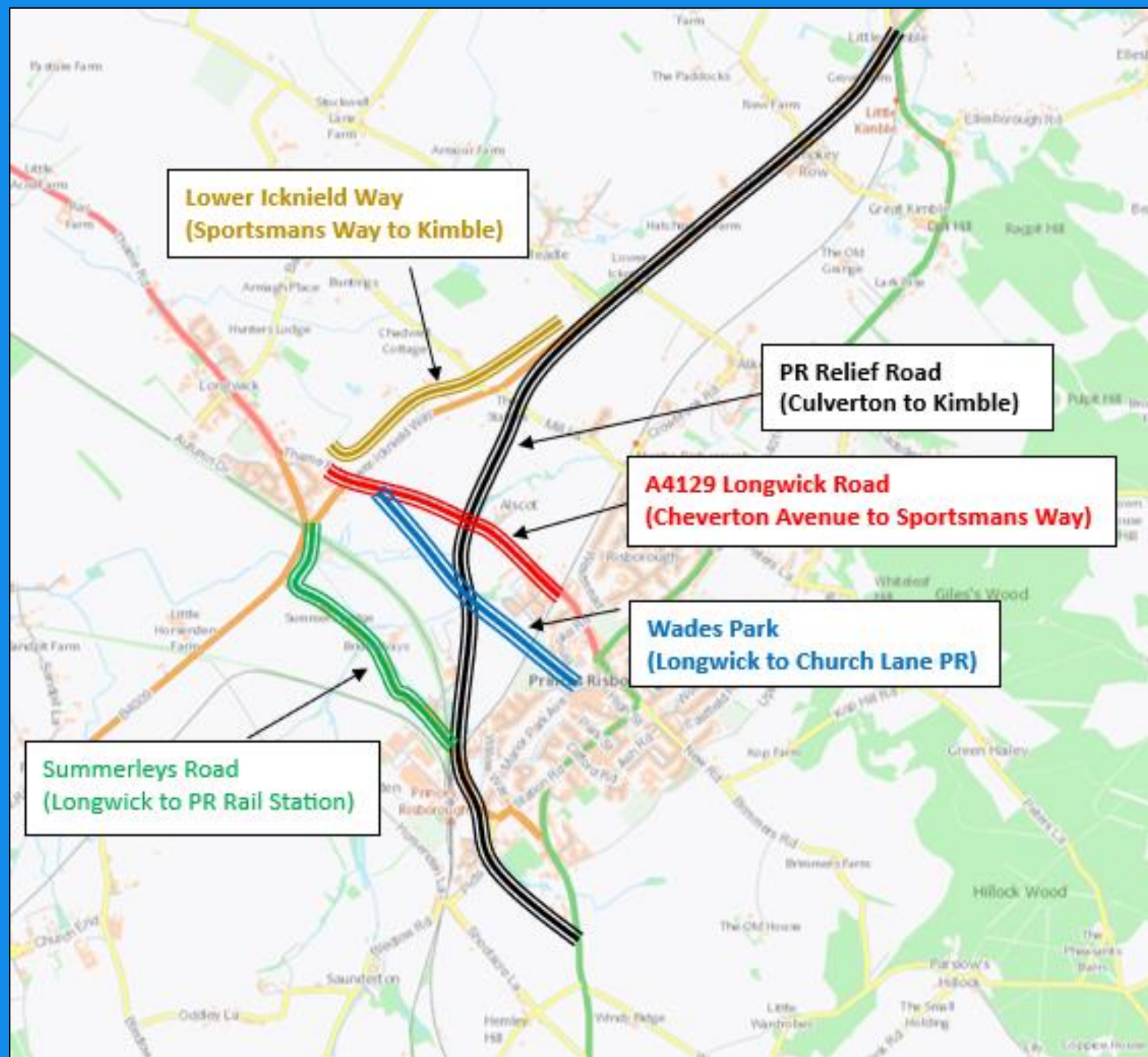
Map 2

A4010 Active Travel Route



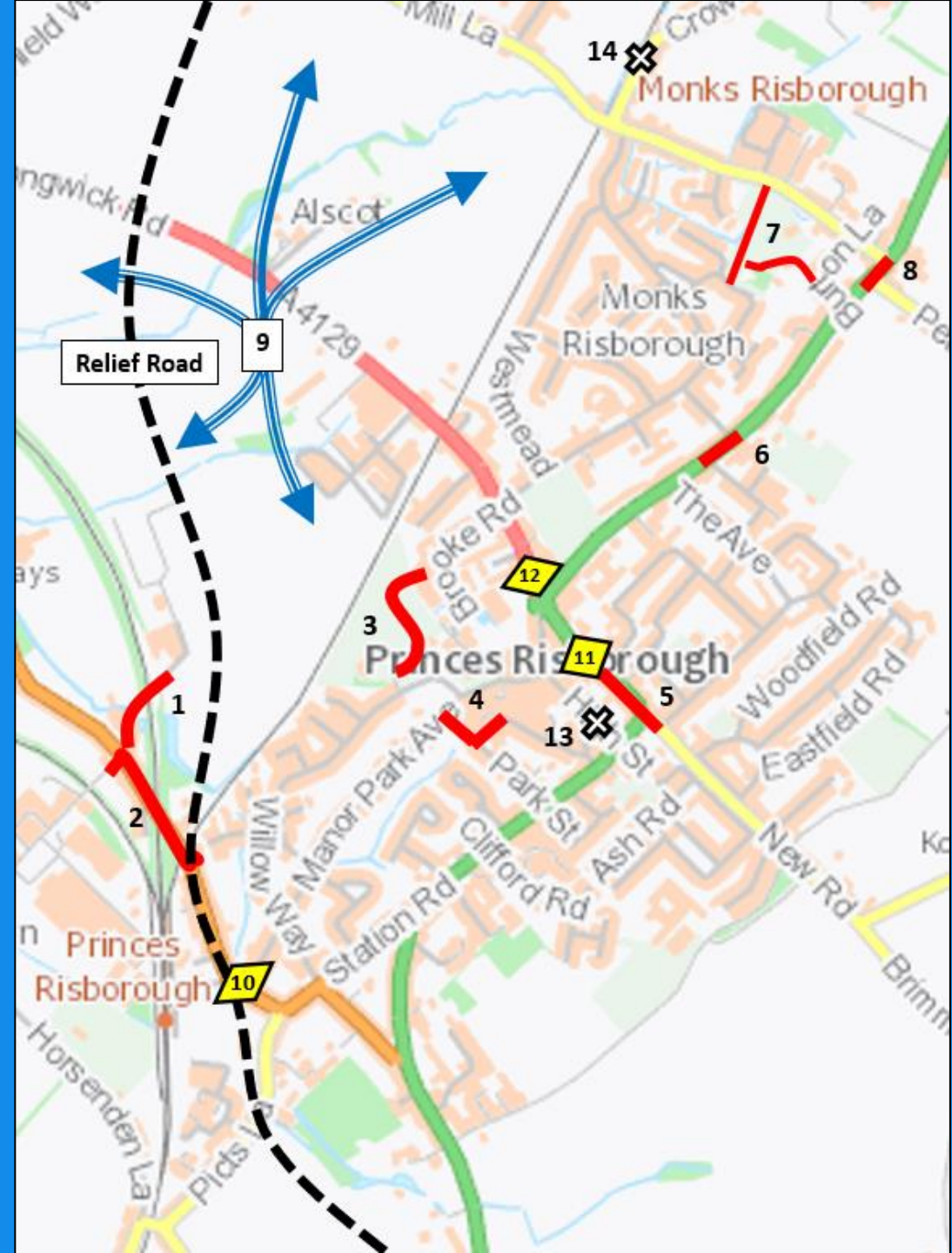
Map 3 (a)

Princes Risborough to Longwick



Map 3(b)

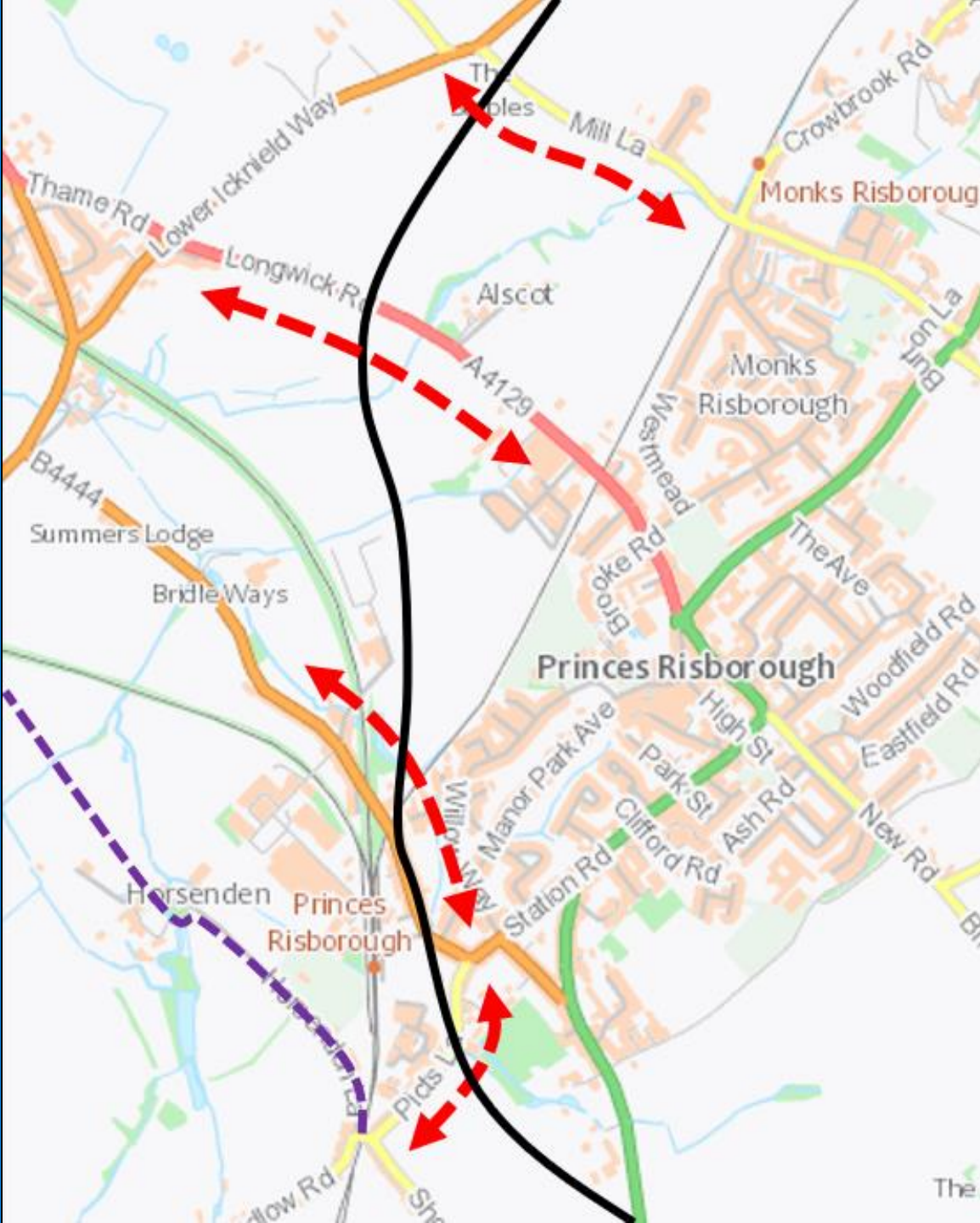
Princes Risborough



Map 3(c)

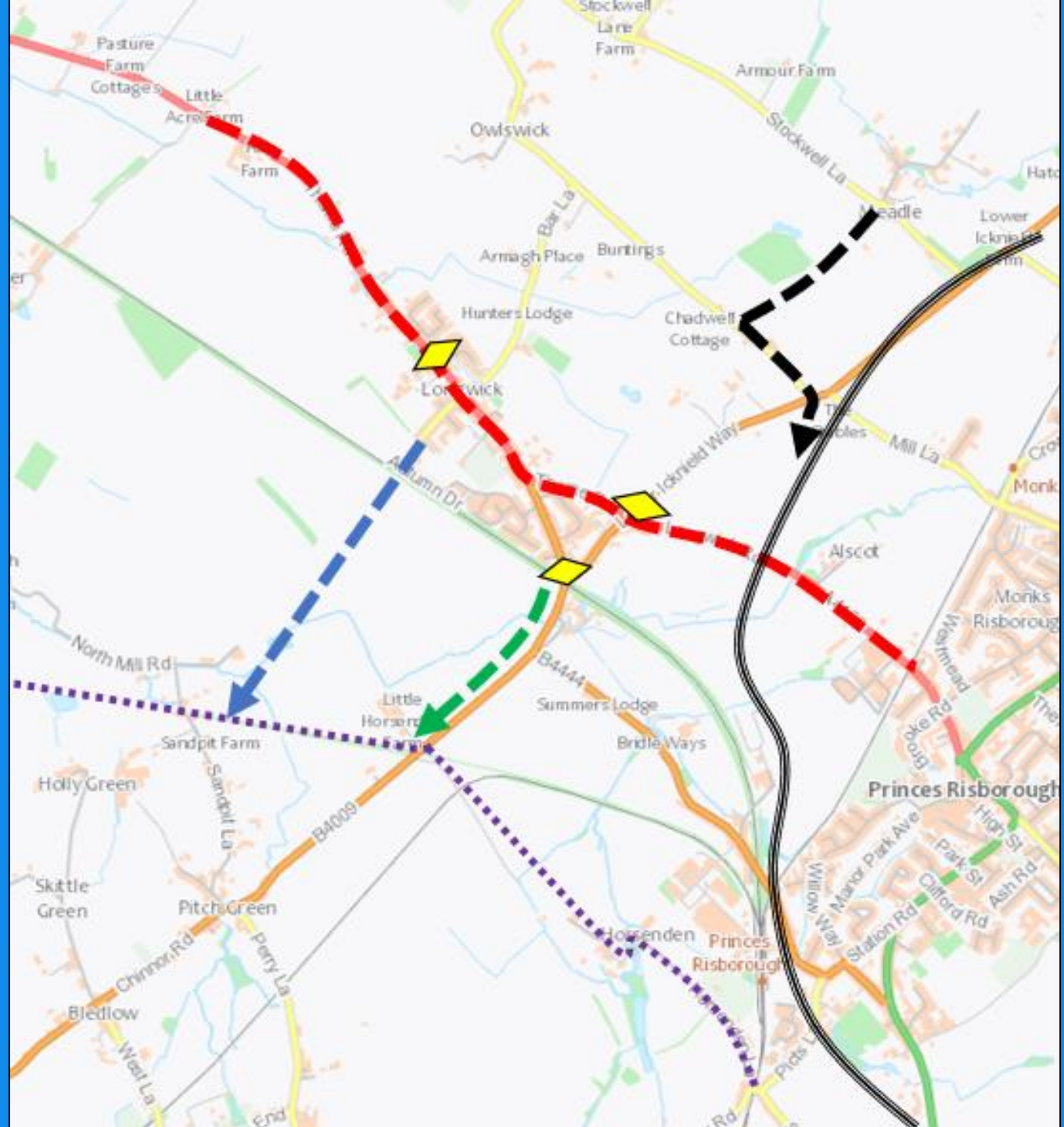
Princes Risborough

Potential barriers to cycling/walking



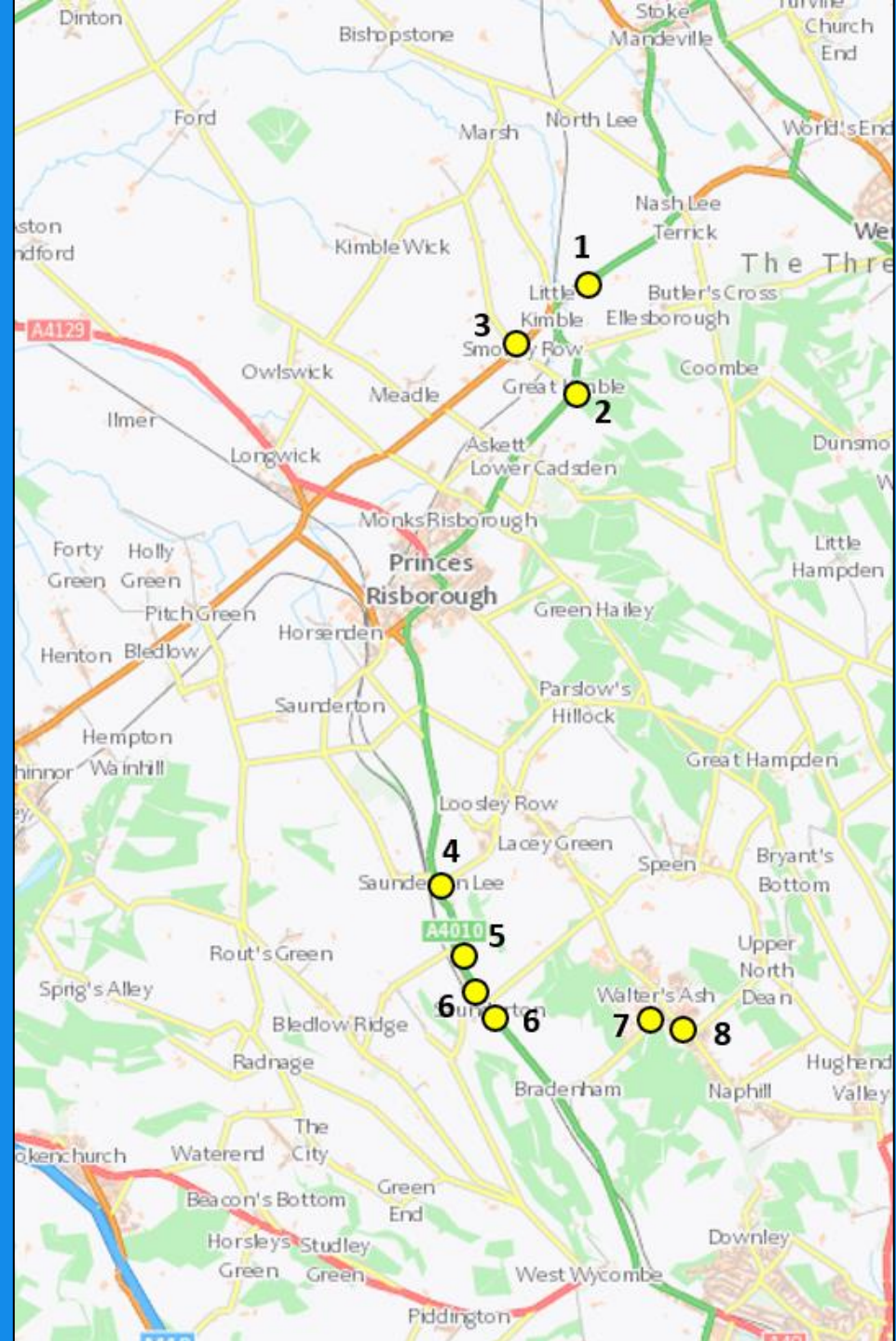
Map 4

Longwick



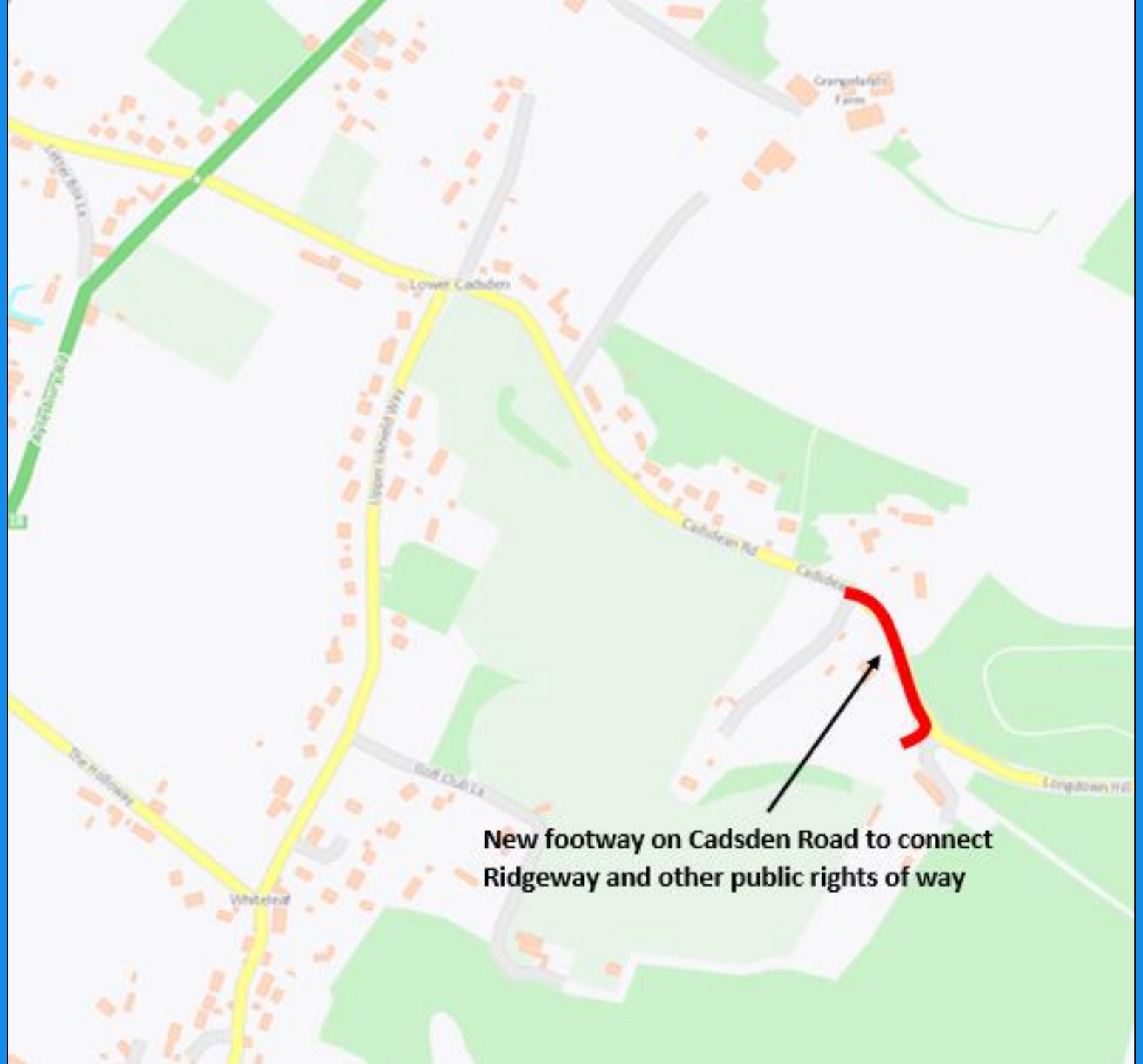
Map 5

Road crossings



Map 6

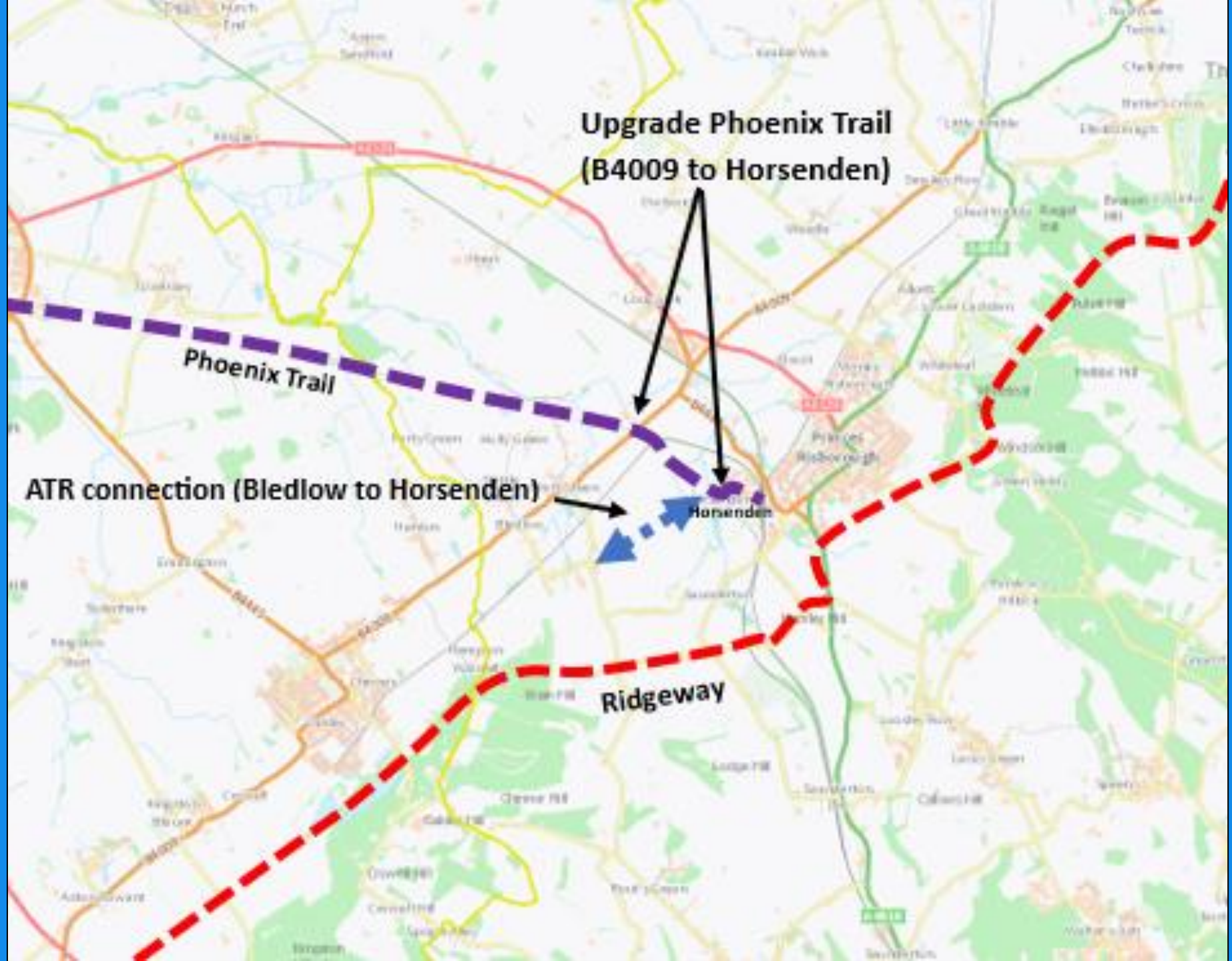
Cadsden



**New footway on Cadsden Road to connect
Ridgeway and other public rights of way**

Map 7

Ridgeway and Phoenix Trail



Recommendations to NWC CB

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2. Formally request Buckinghamshire Council to:

- a) Use the document to help develop the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP).
- b) Adopt the document as a supplement to the Countywide LCWIP and make it readily accessible on the Council's Website.



North West Chilterns Community Board Meeting

Chairman Cllr Matthew Walsh / Vice Chairman Cllr Carl Etholen

27th July 2023

Bledlow Village Hall





Community Board Updates

Jackie Binning



Budget Overview – 27th July 2023

The current budget position for the NWC CB as at 27th July 2023

Community Board Fund 2023/24	Total Project Costs (includes pending)	Total Contributory Funding (includes pending)	Funding allocated to date	Remaining budget
£118,918	£261,621	£204,510	£41,111	£77,807

Page 53

Pending applications Unallocated CB Contribution	Pending applications Remaining budget
£16,000	£61,807

Funding closes on 31 December 2023

Organisation	Project Title/Description	Total Project Cost	Contributory Funding	Contributory Funding requested from CB
Pending applications				
Bledlow Ridge Lawn Tennis Club	Court Floodlights	£27,294	£19,294	£8,000
Monks Risborough C of E School	Community Playground	£22,465	£14,465	£8,000

Organisation	Project Title/Description	Total Project Cost	Contributory Funding	Community Board Contribution
Applications - Approved by the NWC CB				
NWC CB Community Resilience Action Group	Party in the Park event	£3,173.95	£1,362.95 (in donations)	£1,811
Risborough Area Community Bus	Replacement bus	£115,000	£102,000	£13,000
Hughenden Village Hall	New Village Car Park	£46,881	£39,852	£7,029
Princes Risborough Town Council	Installation of solar panels at the Wades Centre	£27,548	£17,548	£10,000
Babies 1 st	Babies 1 st – NWC	£19,260	£9,720	£9,540

- **Community Board Action Plan**

This is an evolving document

- **Community Board Annual Report**

Priority/project update.

Attached to the agenda for information purposes



Dates – Future NWC CB Meetings

Page 56

7 September 2023 – Petitions

**23 November 2023 – Princes Centre, Princes Risborough
(rescheduled from 7 December)**

**22nd February 2024 – Microsoft Teams
(rescheduled from 1 February)**

