



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.

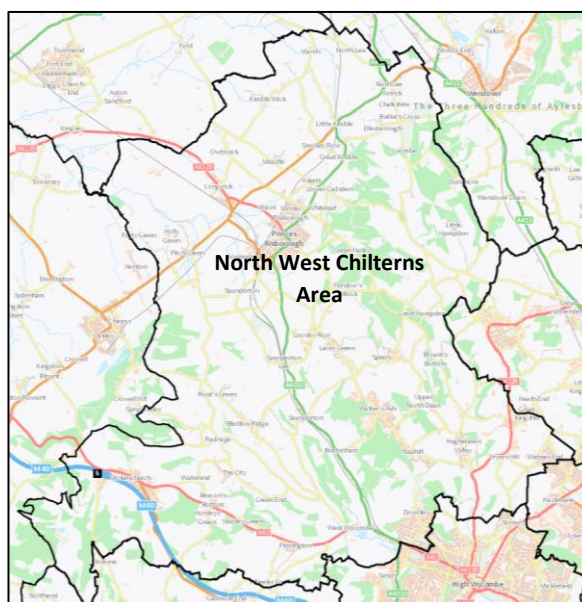
2. THE NORTH WEST CHILTERNERS AREA

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.

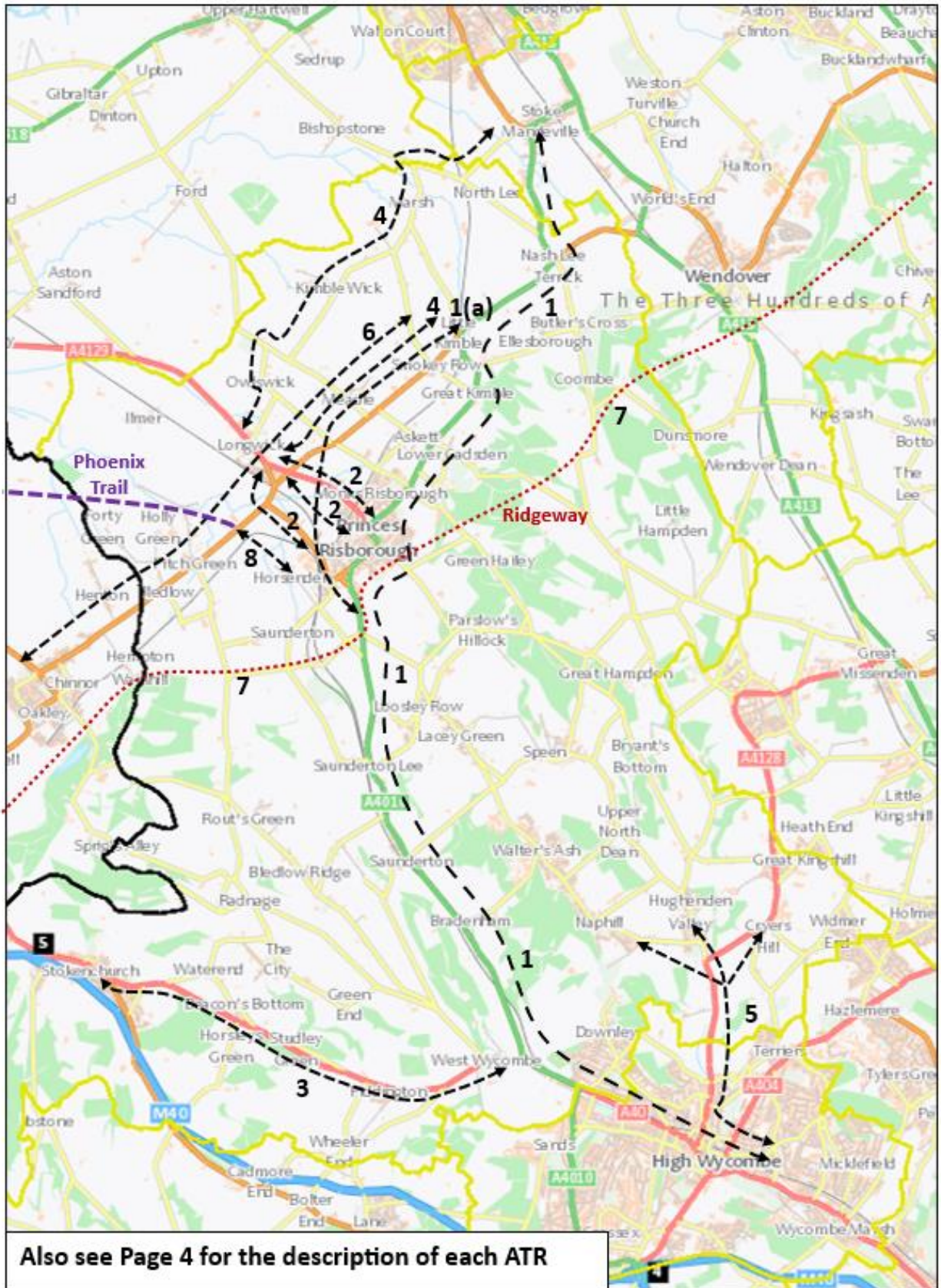
7. REVIEW

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

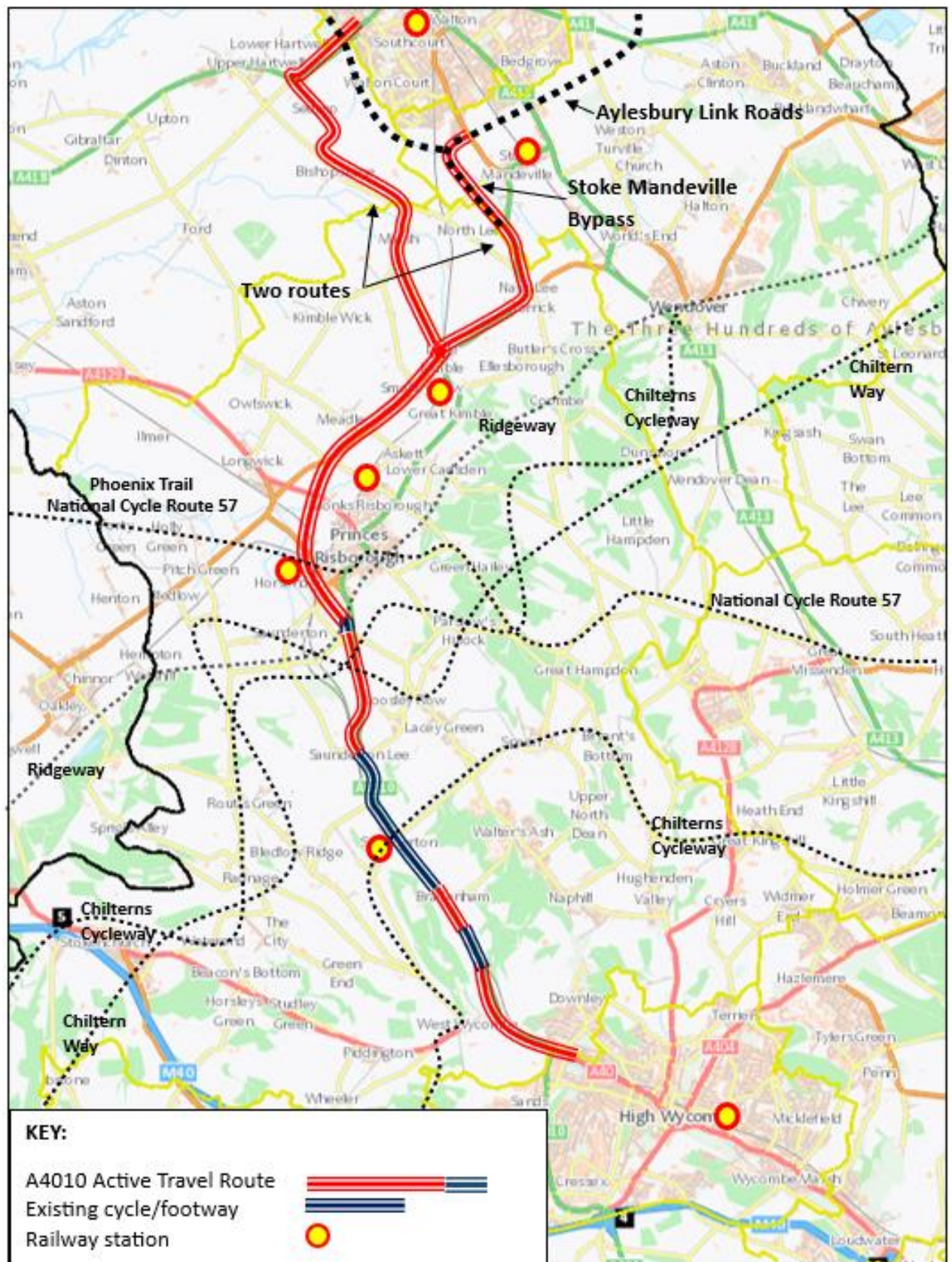
8. MAPS

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.

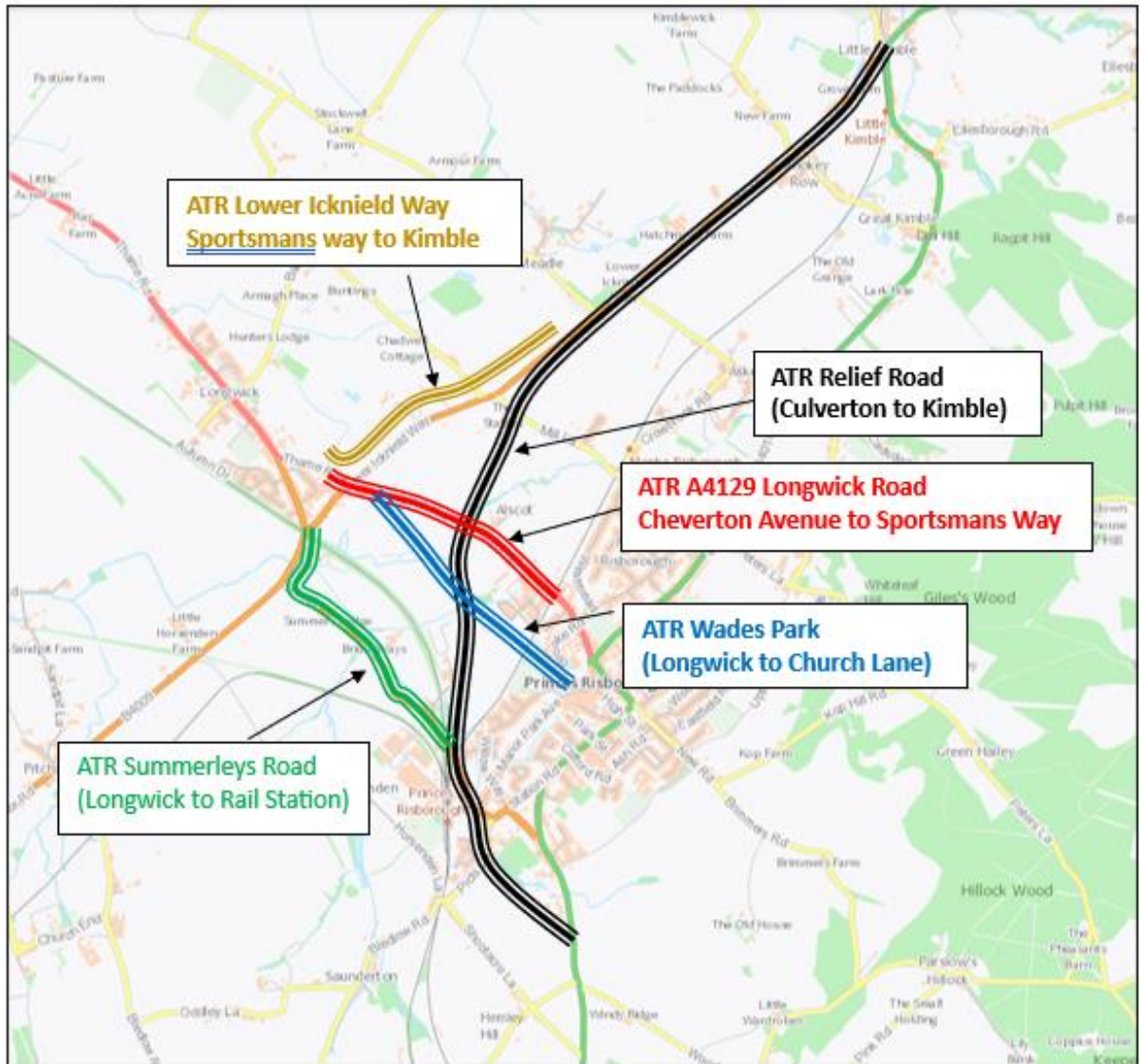
MAP 1: Local inter-settlement Active Travel Routes (ATR)



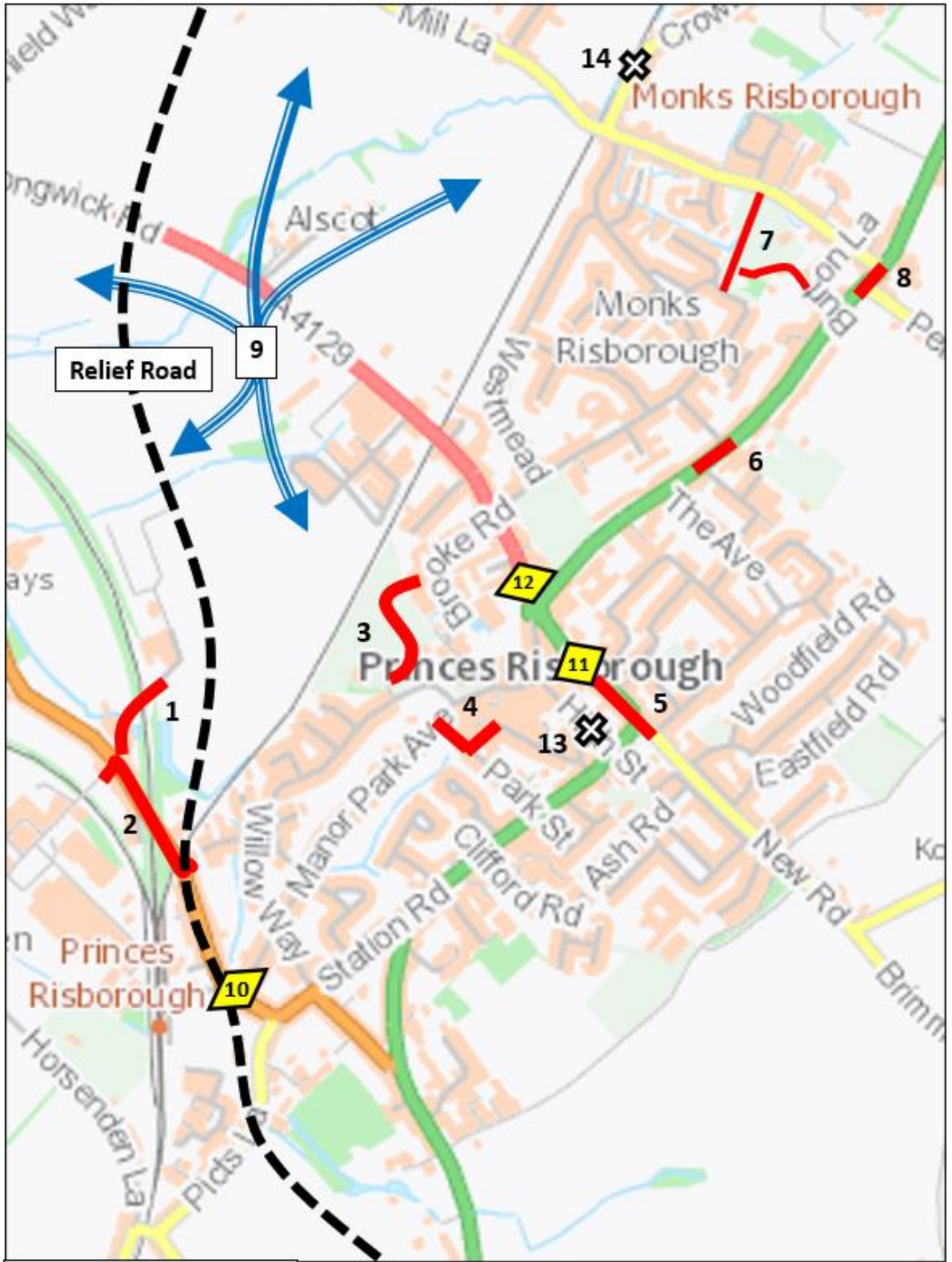
Map 2: A4010 Active Travel Route



Map 3(a): Princes Risborough to Longwick



Map 3(b): Princes Risborough (local)

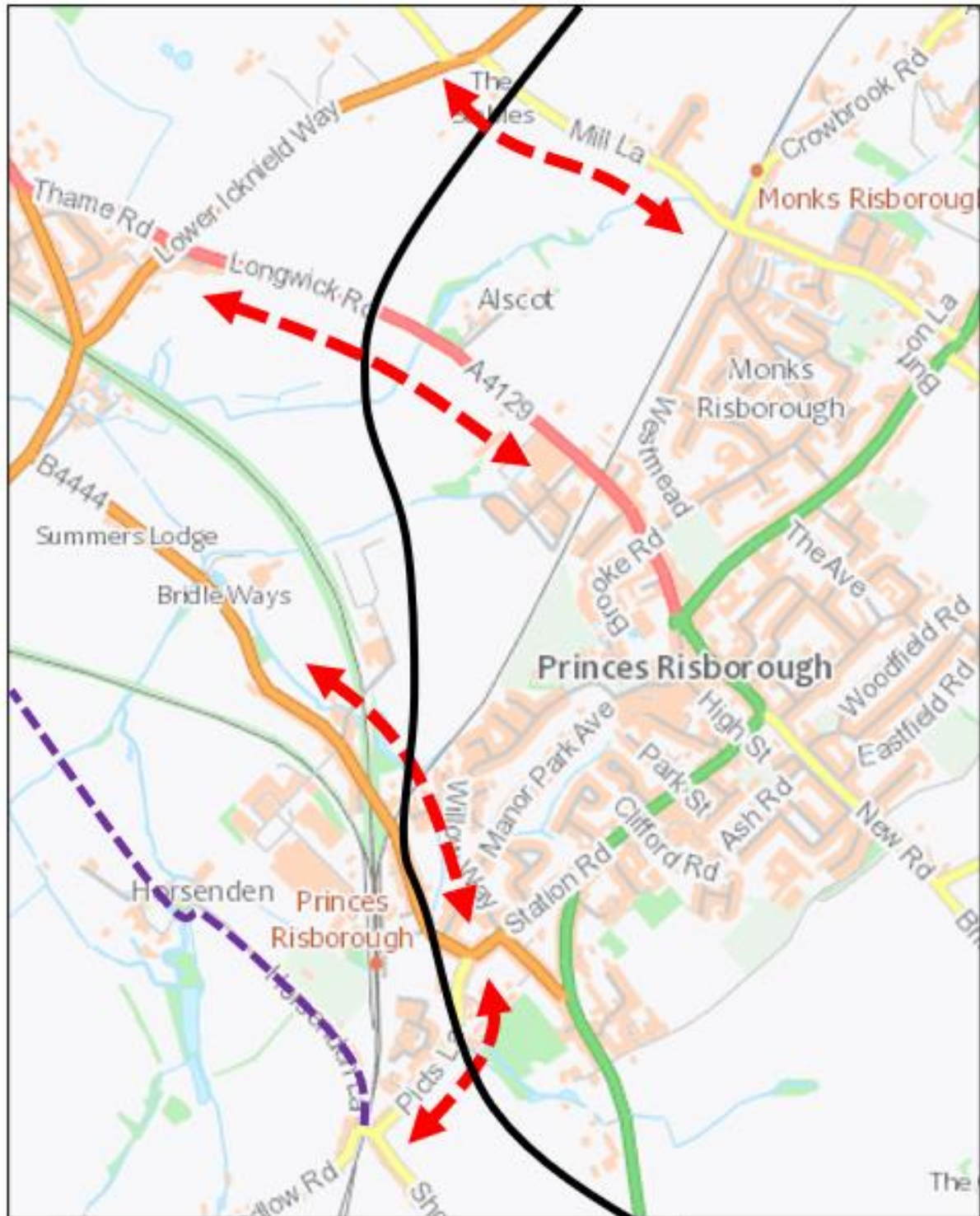


See overleaf for KEY

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:

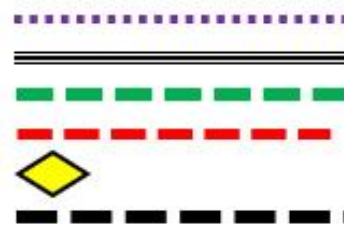
- Route affected:
- Proposed Relief Road:
- Phoenix Trail (NCR 57):

MAP 4: Longwick (local)

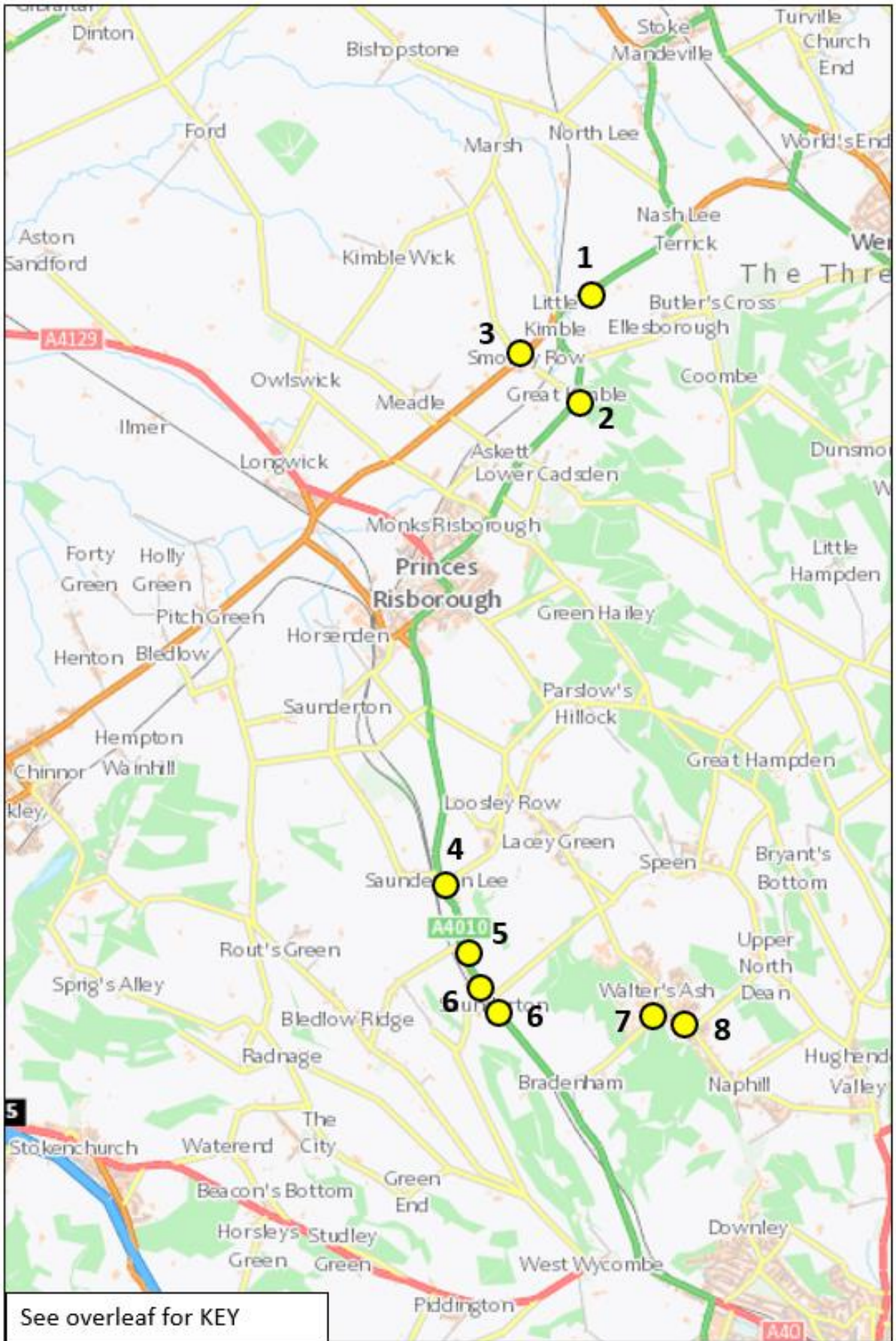


KEY:

- 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)

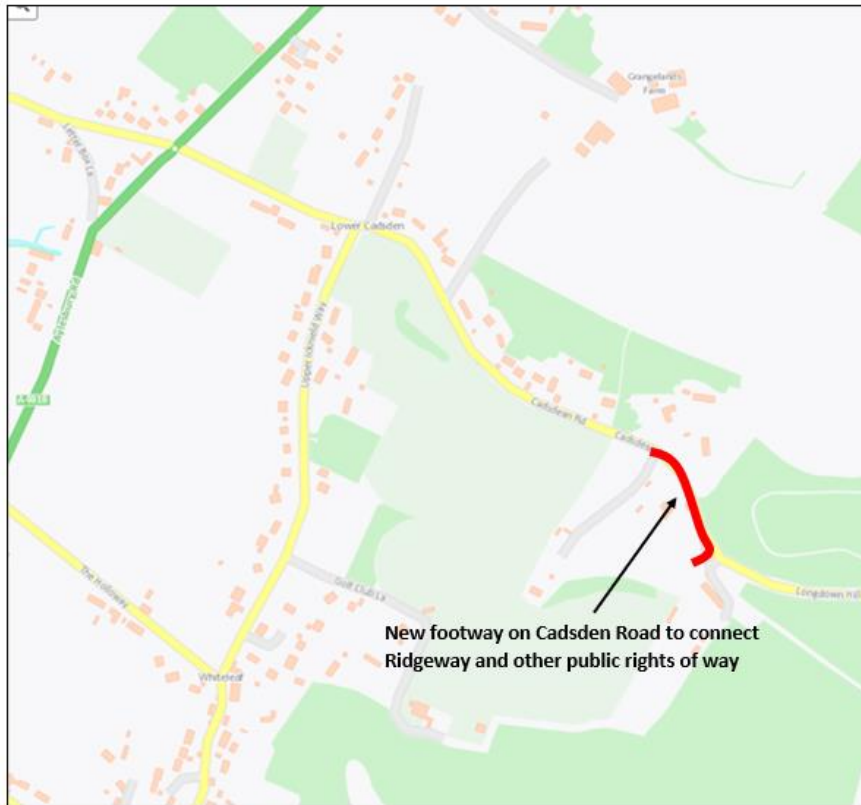


MAP 5: KEY

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

