



Community Board
North West
Chilterns

NORTH WEST CHILTERN ACTIVE TRAVEL ASPIRATIONS DOCUMENT

August 2023

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*** LCWIP: Local Cycling and Walking Infrastructure Plan**

1. PURPOSE OF THIS DOCUMENT

This document describes the Community Board's aspirations for Active Travel in the North West Chilterns area.

The term 'Active Travel' embraces cycling, walking and wheeling and all sectors of the Community.

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.

Some of the aspirations in this document are also referred to in other plans, such as the Wycombe Local Plan, the Longwick Transport Vision and the locally inspired A4010 Strategy.

The NWC Active Travel Aspirations document does not commit any Council funding and has been developed by volunteers at nil cost to Buckinghamshire Council.

It is hoped that the document will be used as and when funding opportunities arise.

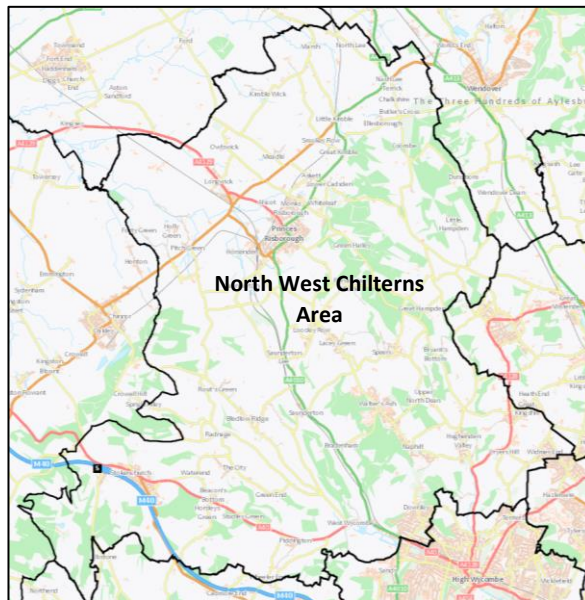
This document will remain live and will be updated as and when new aspirations or issues arise.

2. THE NORTH WEST CHILTERNNS 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, help reduce car dependency and help reduce carbon emissions.



3. NATIONAL AND LOCAL POLICY

The NWC Active Travel Aspirations document has been developed in the knowledge of the following national, regional and local transport policies.

Cycling and Walking:

National walking and cycling policy and design guidance 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*.

Buckinghamshire Council is currently developing a Local Cycling and Walking Infrastructure Plan (the Buckinghamshire LCWIP). Many local authorities are doing likewise. LCWIPs are a new, strategic approach to identifying cycling and walking improvements required at the local level and advocated by the Government.

While the preparation of LCWIPs is non-mandatory, the Government has stated that local authorities who have plans will be well placed to make the case for future investment.

Local Transport Plan:

Buckinghamshire Council is currently developing Local Transport Plan 5 (LTP5) and this will replace LTP4, which contains current policies on cycling and walking in Buckinghamshire.

Regional Transport Connectivity:

England's Economic Heartland is developing a regional North-South Connectivity Study (Thames Valley-Buckinghamshire-Milton Keynes-Northampton). This study could include future transport needs on the A4010 through the NWC area.

4. RELATIONSHIP BETWEEN THIS DOCUMENT AND THE BUCKINGHAMSHIRE LCWIP

The Buckinghamshire LCWIP will be a countywide, strategic plan.

By comparison, the NWC Active Travel Aspirations document is local, detailed and specific to the NWC area and includes aspirations referred to in other documents e.g. Wycombe Local Plan.

The Buckinghamshire LCWIP and the NWC Active Travel Aspirations document, when viewed together, will provide a comprehensive view of active travel aspirations in the NWC area at both a strategic and local level. The two documents are therefore complementary.

5. RECENT CONSULTATIONS

All NWC Community Board members were consulted upon the draft version of this document between January and March 2023. Feedback was received from Community Board members, local Councils, resident associations, community groups and individual residents.

This feedback provided valuable views and information, which have shaped the aspirations for active travel described in this document.

6. ASPIRATIONS FOR ACTIVE TRAVEL

The aspirations for active travel in the NWC area are described below and shown on a series of maps, starting on page 9.

MAP 1: LOCAL INTER-SETTLEMENT ROUTES:

The map indicates the locations of local inter-settlement route aspirations. These are:

- 1.A4010 Active Travel Route.** A continuous route 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 route 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 routes 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. Active travel links between Princes Risborough and Longwick are referred to in the Wycombe Local Plan and Longwick Transport Vision.
- 3.West Wycombe to Stokenchurch.** This refers to the ‘principle’ of a route within the A40 corridor, but also specific improvements at Dashwood Hill / Old Dashwood Hill to make it safer for cyclists.
- 4.Longwick to the A4010.** Two routes are necessary. (i) from Longwick to Stoke Mandeville via Owlswick, Kimblewick and Marsh Lane and then onto Stoke Mandeville Bypass with conversion of the minor roads to ‘Quiet Lanes’ with lower speed limits (ii) from Longwick via the 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 route is not shown on the map. The map also indicates the principle of connecting Cryers Hill and Naphill to this route, but again no precise locations are shown.
- 6.Chinnor to Great Kimble.** This refers to the ‘principle’ of a route 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.** This refers to the upgrading and improvement of the Phoenix Trail for cyclists, walkers and wheelers from the B4009 to Horsenden and also an improved link from Bledlow to Horsenden.

MAP 2: A4010 ACTIVE TRAVEL ROUTE:

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

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.

The route is important strategically and will provide active travel opportunities for many, which will increase with planned major development along the route. Major development is planned in Princes Risborough and a strategic active travel route along the entire length of the A4010 will create significant opportunities for active travel both locally and destinations further afield.

Importantly, it is more than a route that connects the communities that sit astride the route. It will also serve as an active travel main feeder route for the nearby settlements that sit off-line (e.g. Naphill, Walters Ash, Bledow Ridge, Lacey Green, Loosley Row, Saunderton Lee, Kimble, Ellesborough).

The route will provide access to local employment, local facilities and services, 4 railway stations, many other walking/cycling routes in the Chilterns area, including 4 promoted routes and places of attraction.

A continuous footway already exists along the A4010 from Stoke Mandeville to High Wycombe, which is already used by cyclists because it is safer than cycling on the road. Some lengths already have signs denoting shared use for walkers and cyclists.

The A4010 presents a huge opportunity to open up opportunities for local and strategic active travel is included in a locally inspired draft transport strategy for the A4010 that was considered and supported by the NWC Community Board in 2021.

MAP 3(a): PRINCES RISBOROUGH TO LONGWICK:

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

MAP 3(b): PRINCES RISBOROUGH TOWN:

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

MAP 3(C): PRINCES RISBOROUGH (POTENTIAL BARRIERS TO ACTIVE TRAVEL):

The map indicates a number of existing routes 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.

MAP 4: LONGWICK:

The map indicates local aspirations for new and improved routes 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)

MAP 5: A4010, B4009, BRADENHAM AND NAPHILL (ROAD CROSSINGS):

The map indicates 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.

MAP 6: CADSDEN:

The map 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.

MAP 7: RIDGEWAY AND PHOENIX TRAIL:

The map 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.

The map 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. The map also shows the aspiration to improve an existing public right of way from Bledlow to Horsenden for active travel.

7. GENERAL ISSUES RELATING TO ACTIVE TRAVEL IN THE NORTH WEST CHILTERNERS 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.

School Travel Planning:

Buckinghamshire Council actively support schools to create, implement and promote their school travel plans, with the aim of getting all pupils across Buckinghamshire to make sustainable, safe and active journeys to school. This has health benefits, but also reduces car dependency, transport emissions and congestion.

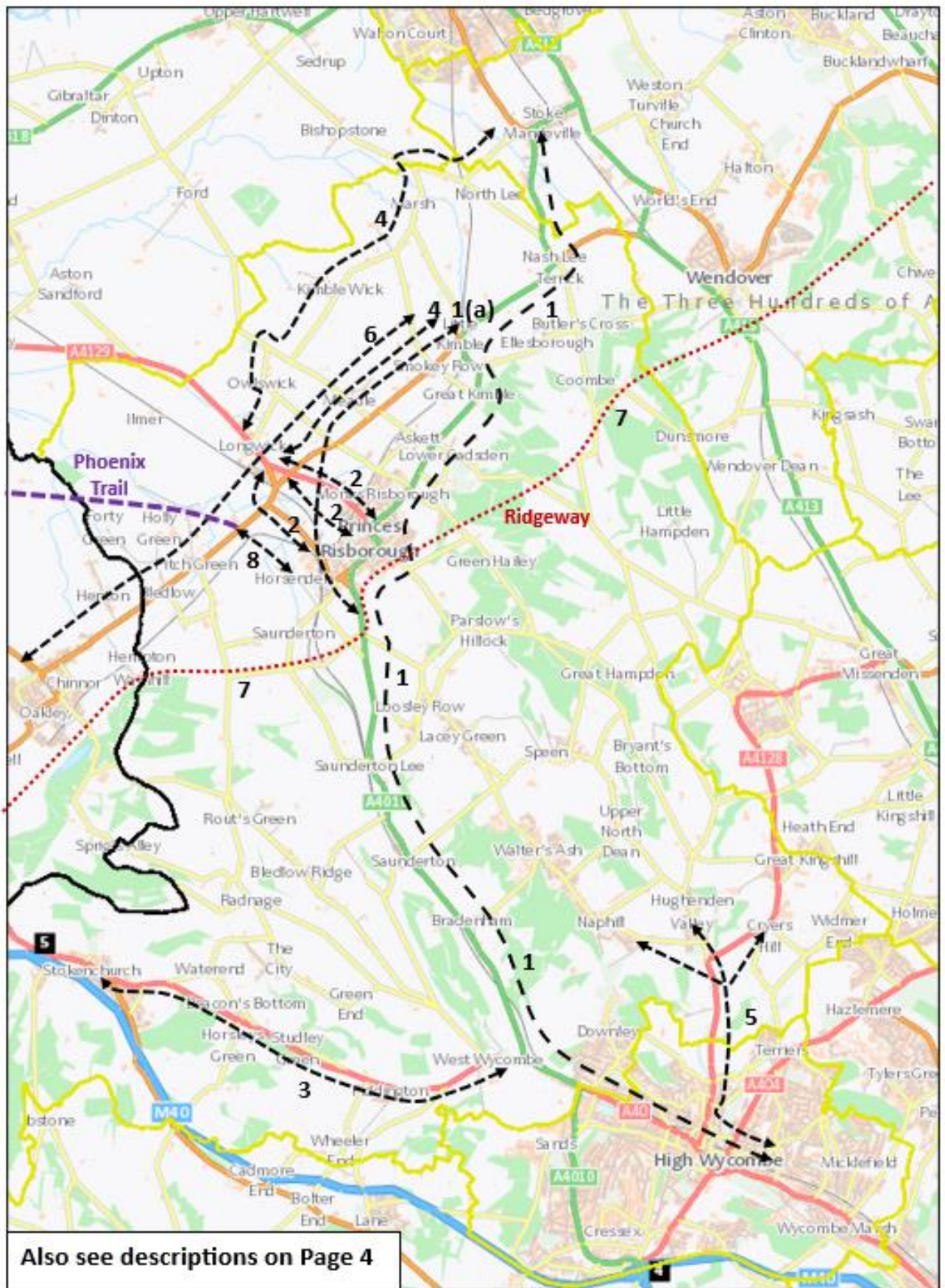
8. REVIEW

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

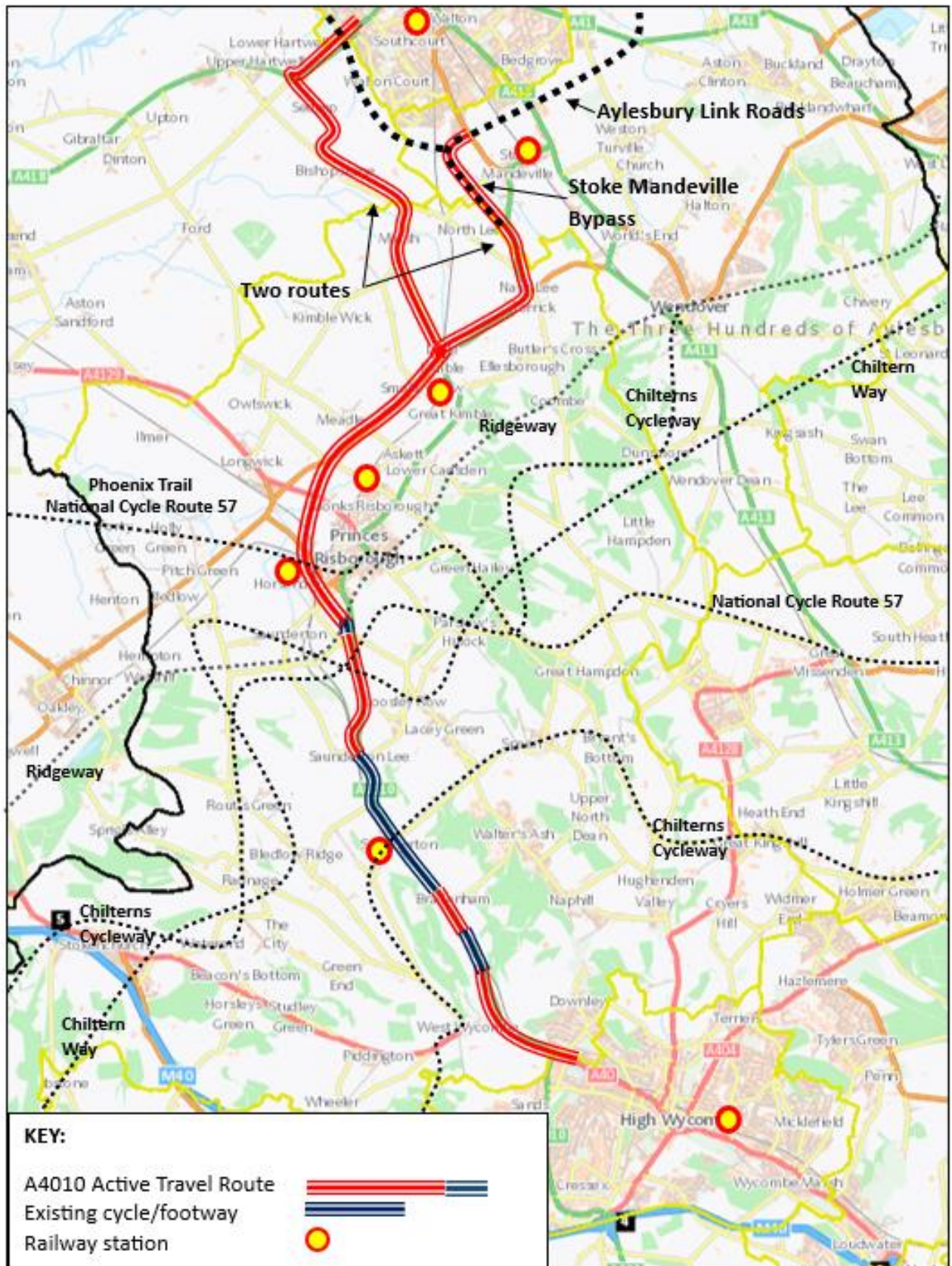
9. MAPS

The following pages indicate the Community Board's active travel aspirations and should be cross referenced with the descriptions in Section 6 of this document.

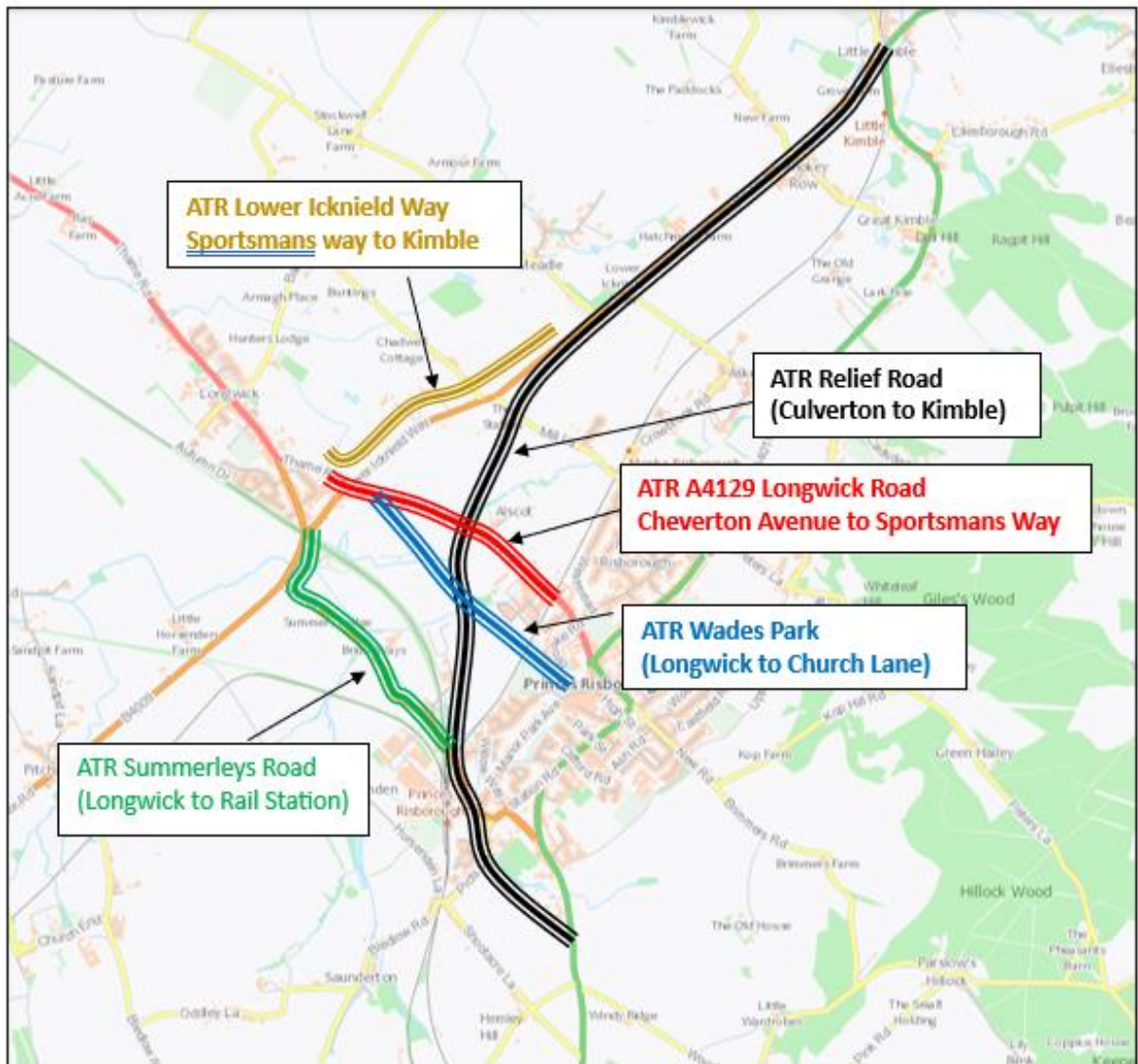
Map 1: Local inter-settlement routes



Map 2: A4010 Active Travel Route



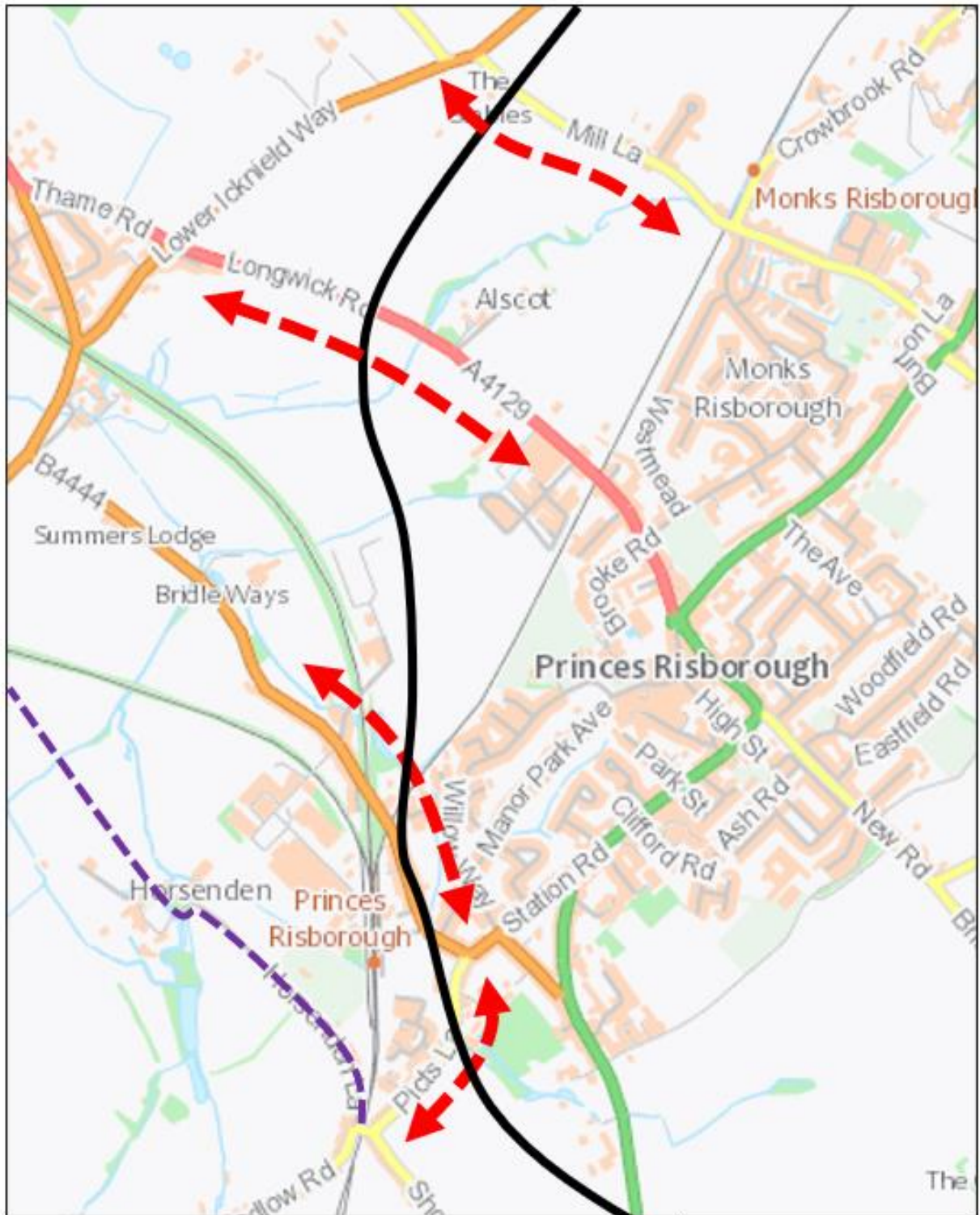
Map 3(a): Princes Risborough to Longwick



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 Tesco Roundabout: New crossings - Longwick Rd and New Road, Re-site existing crossing Aylesbury Road
- 13 Increase number of bike racks: High Street
- 14 Increase number of bike racks: Monks Risborough Rail Station

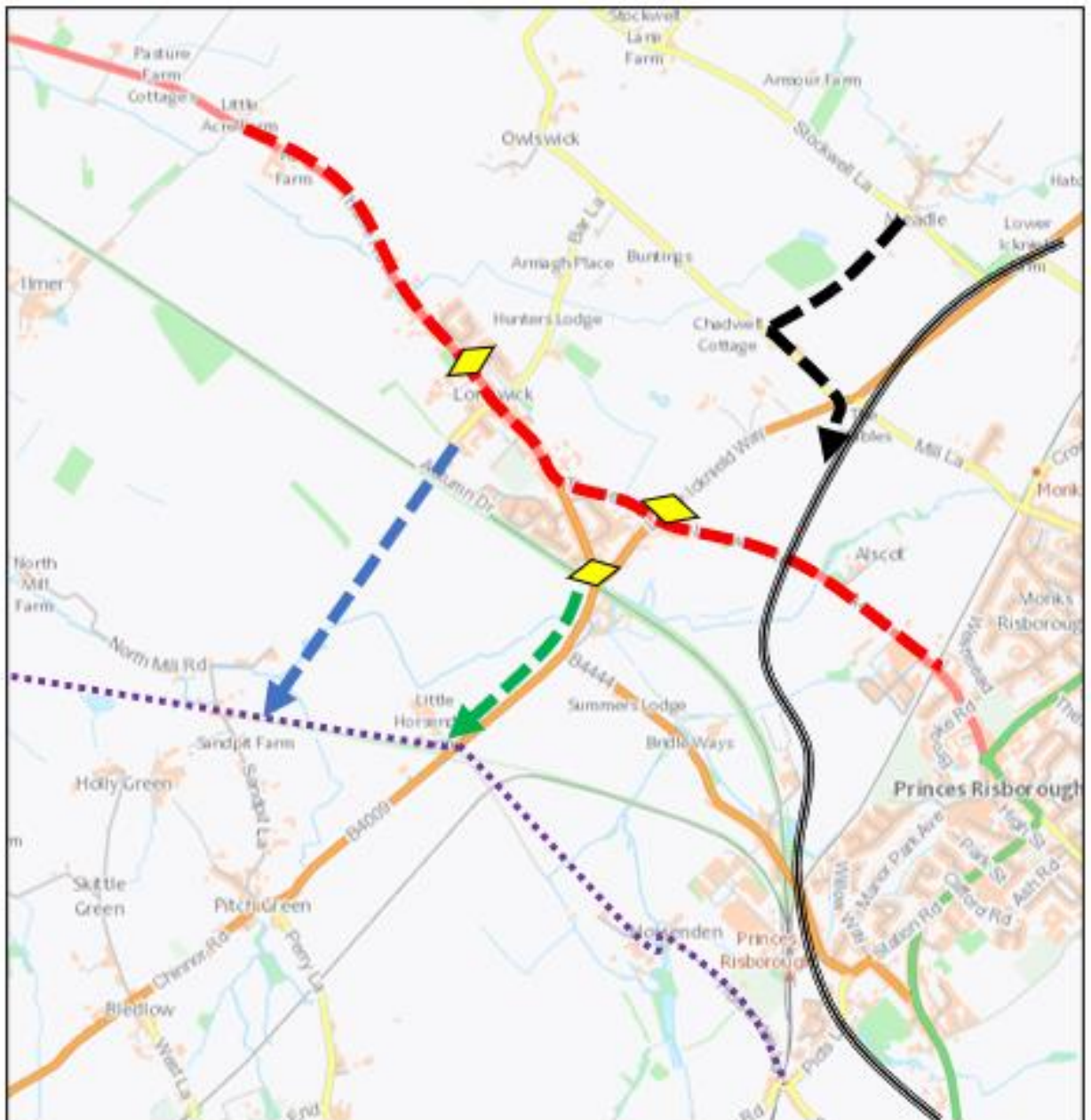
Map 3(c): Princes Risborough – potential barriers to active travel



KEY:

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

Map 4: Longwick

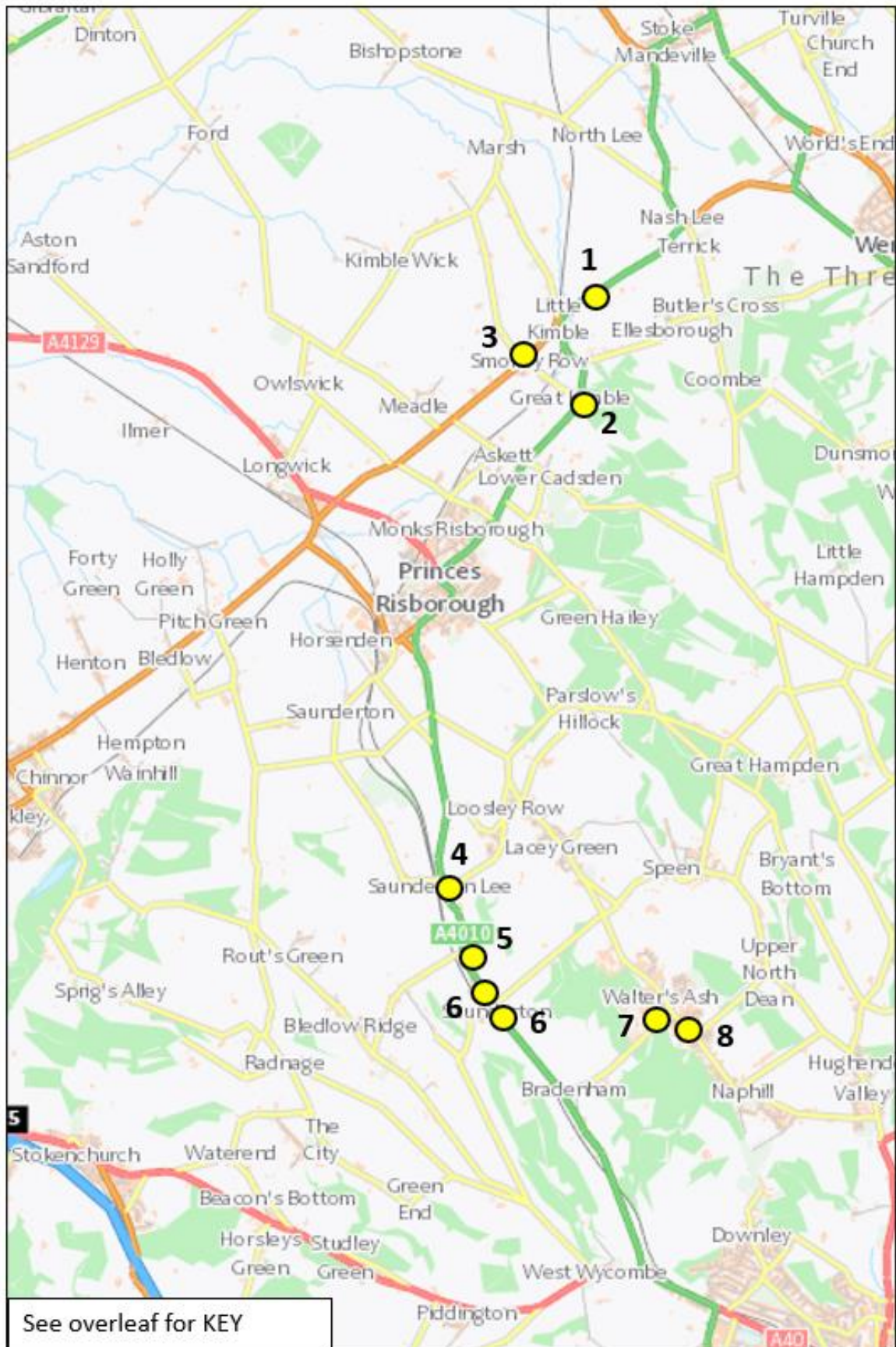


KEY:

- 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 (road crossings)

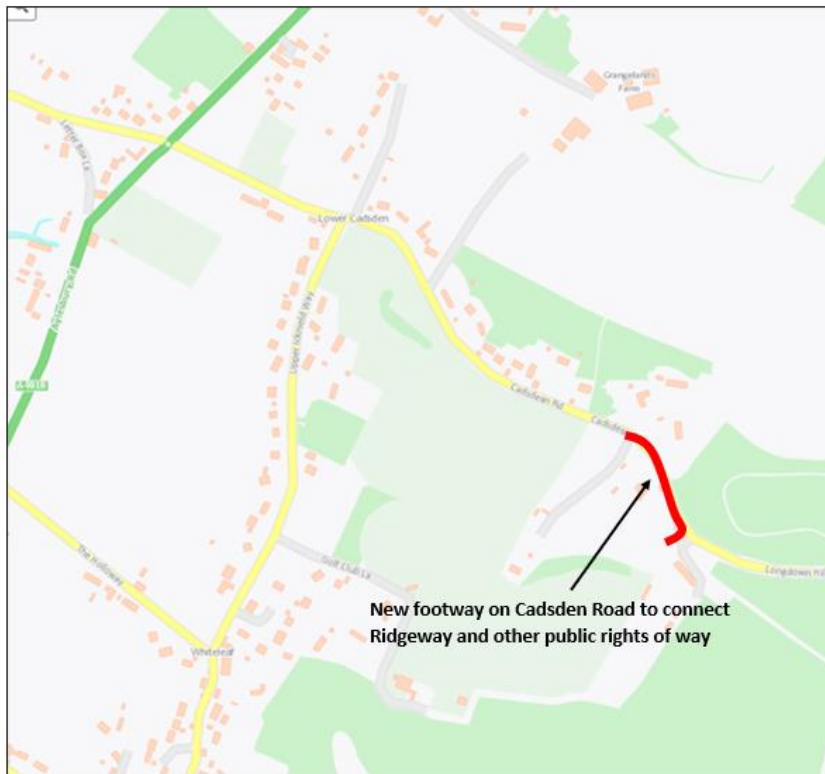


Map 5: KEY

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

