



Autumn 2024

SIGNPOSTS

News and views from Haddenham Safe Walking and Cycling group

Issue 14

EVERYTHING A PRIORITY? YES BUT ...

Dear reader, we need your help with a crucial public consultations! Bucks Council is asking for your views on its proposed LCWIP (see panel), which includes the Haddenham-Thame Greenway as well as other local connections.



Steve Broadbent, BC deputy leader and cabinet member for transport, appealing on YouTube for comments about the LCWIP (click on photo)

To respond, just click on the link and follow the instructions. Once you're in the consultation, click on 'Aylesbury area' and add a tick for the routes you support, plus there's a box for you to explain why. Then you can complete a couple of other sections, covering demographic details, how often you walk, cycle, or wheel and your view on the plan as a whole (don't worry if you don't have time to wade through it all, the important thing is to support our local routes).

It only takes minutes to register your strong support for safe routes connecting us to our neighbouring communities. But the plan currently "prioritises" 60 proposed routes across the county, so **we need our route to stand out.**

It's worth remembering that an LCWIP isn't a promise to actually build the routes, but it is a necessary part of the process. And the consultation is a massive opportunity to emphasise the depth of support and how well they'll be used.

If you represent a local business or organisation and can respond on its behalf, or know someone who can, even better. You could also send us a copy of your response for us to use in future campaigning.

Thank you!

Alan Thawley, chair

Haddenham Safe Walking and Cycling group

What is an LCWIP?

(Pronounced 'Elsie Whip' but standing for the slightly less exotic-sounding "Local Cycling and Walking and Infrastructure Plan")

Either at town or county level, an LCWIP determines priorities for the future active travel network, and is now a crucial requirement when bidding for government funding.

PLEASE RESPOND TO BUCKINGHAMSHIRE LCWIP



<http://www.buckinghamshire.gov.uk/LCWIP>

THE VILLAGE STREET: WHAT IS IT FOR?



Walk down Haddenham High Street. If you don't walk in the road, you will use a very narrow footway, sometimes squeezing along a shoulder-width canyon between a wall and parked car or tall van. More likely the car or van will be *on* the footway and you will have no option but to walk in the road.

Nobody will object to this pedestrian invasion of the roadway. On Haddenham High Street, walkers, cars, cycles and wheelchairs negotiate passage where necessary on the basis of equal rights and neighbourly respect. Nods and smiles are the rule.

Haddenham High Street is almost an example of what is known to planners as 'Shared Space', although no such trendy name has been used or suggested for any street in Haddenham – yet. It is, however, one of the aims of the village Streetscape Project (and of the new Highway Code) to rebalance street priorities away from cars and more in favour of walkers and others of the soft-skinned fraternity.

Advocates for Shared Space ask us to consider what the village street is for. First (they say) the street should be a social space, allowing people to move about in peace, making random encounters as they go about their daily

¹ Transport Research Laboratory (TRL) study in 2003 regarding acceptability to pedestrians in London, quoted in A Review of Simplified Streetscape Schemes, prepared for TfL by Allan Quimby and James Castle, TRL (2006).

... 'Shared Space', although no such trendy name has been used or suggested for any street in Haddenham – yet.

business. Only second, the street should admit vehicles, but with drivers showing a due awareness of the inconveniences which their vehicle brings: notably occupied space, potential danger and likely emissions of gas.

Shared Space has no use for footways nor for any raised kerb, and it does away with nearly all signage. The aim is for a street uncluttered, the buildings and frontages more appreciated and an ambience unchallenging and friendly.

The Share Space concept is not normally applied over a wide area and not where traffic is dense. Experience so far indicates traffic flow should not be more than about 90 vehicles per hour¹.

Shared Space is an attractive idea, but is it right for some of Haddenham's streets? Although it has been introduced with success in a number of towns, objections are often raised on behalf of the blind and hearing impaired. But no complaints appear to have been raised in Haddenham High Street.

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Accessed 30-Aug-2024:
<http://www.tfl.gov.uk/assets/downloads/review-of-simplified-streetscape-schemes.pdf>

SO WHAT EXACTLY IS S106 FUNDING?



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Section 106 in the Town & Country Planning Act 1990 empowers a local planning authority, in our case Buckinghamshire Council, to make a legal agreement requiring the developer to contribute to local infrastructure as part of their planning permission. It's effectively a tax on the rise in value of the land caused by granting permission. (You may also have heard of CIL, Community Infrastructure Levy but this doesn't currently apply in our area.)

The developer has to agree with Bucks Council to either build the infrastructure itself or contribute funding towards it. These obligations are constrained by regulations, relate only to larger developments and their local impact, have to be delivered at a specific stage of development, and do not include public consultation. Financial contributions are index-linked, generally must be spent within 10 years, and are for capital projects only (so not staffing). Once signed, the agreement is published on-line and includes the following main obligations:

Affordable housing obligations: Minimum 25 per cent of dwellings to be let or sold at a below market rent or price, usually after transfer to a housing association.

Highways & Transport obligations: These are determined by Bucks as the Highway Authority. The Parish Council (PC) is not consulted about these contributions, apart from streetlights, so relies on responding to the planning *application* to request improvements. The PC has used its [Streetscape Project](#)³ to negotiate with Bucks for traffic calming and pedestrian safety near developments, for example using Section 106 funds from the airfield development for Thame Road improvements. Significant contributions are being held towards a cycle link to Thame, but progress is proving difficult.

Sports & Leisure obligations: These must align with local authority policy. The PC is consulted, and in turn has consulted locally. All projects must be identified from the outset, and often don't come to fruition until several years later. These are the only contributions that the PC can apply to spend itself, e.g. when we built the Airfield Pavilion.

Open Space obligations: These include open and amenity spaces, playgrounds, and footpaths. Developers can choose whether to transfer open spaces to the PC or a management company. The PC is always open to adoption of new amenity land and has taken on extensive land assets at the Airfield and Aston Road sites (along with money from the developer for their maintenance).

Education obligations: Contributions to schools in the village or wider catchment for extensions to premises, e.g. additional classrooms.

Health obligations: These were included for the first time in a Haddenham development on the recently approved Churchway site opposite Redrow for adaptations to the Medical Centre.

David Truesdale, Chair Haddenham Parish Council

² Image: Redrow's Haddenham site, like others, subject to S106 obligations: e.g. Highway Obligations [Schedule 7, p.47](#).

³ See <https://tinyurl.com/bp5s684r>

RIDES THAT CHALLENGE



Sometimes you rise to a challenge just because it's there. Like climbing Everest. Sometimes because it's not. Like the Haddenham-Thame Greenway.

Last 30th June, The Fearless 400 cycled round Haddenham to highlight our need for the Greenway.

As I cycled at the back of the pack on that day, which will surely go down in the annals of local cycling, I thought of other historic round-trips. Of Thomas Stevens of Berkhamsted who was surely the first to circumnavigate the world – no less – on two wheels. He set off from San Francisco in 1884 with socks, a spare shirt, a raincoat that doubled as tent and bedroll, and a British Bull-Dog revolver. He was on his 'Ordinary' – his penny-farthing. No-one will begrudge the fact that he pushed his bike for at least a third of the way across the States. (The roads were terrible.) He landed in Liverpool, cycled to his birthplace (through Aylesbury most probably), went on to cross

“ He set off from San Francisco in 1884 with socks, a spare shirt, a raincoat that doubled as tent and bedroll, and a British Bull-Dog revolver...

Europe, got arrested in Afghanistan, made it through China in spite of violent locals mistaking him for a Frenchman and finally reached Japan where he progressed serenely through trees laden with cherry-blossom. The trip took two years.

Later Stevens joined the hunt for H Stanley in Africa, returned to England and became manager of London's Garrick Theatre. He owed it all to his, which – worthy steed – was scrapped in WW1 to aid the war effort search for metal.

'Challenges' grew. Getting on for fifty people have cycled round the world following rules set by the Guinness Book of Records. Specially noteworthy is Jenny Graham of Scotland who did it in 124 days without a support team, sleeping in ditches the while. Mention too must be made of Ed Pratt from Taunton who uni-cycled it. It took him a year and a half longer than expected. Maybe his planning was askew; he missed out Haddenham.

Our Fearless 400 are in a strong tradition of challenging rides. Although, all the above took shorter than the 20 years (so far!) to get even a route for the Haddenham-Thame Greenway. Sometimes worthwhile endeavours take a while. Stick with it Haddenham!

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THE PROBLEM WITH FOOTWAYS



Imagine you were responsible for maintaining the 1,500 miles of footway across Buckinghamshire. Turning over in bed as you dream of the tree roots and vegetation creeping around and shifting the flagstones, the weather penetrating the weak points – lifting, cracking and dissolving – and cars mounting the kerb without it dawning on drivers the damage they are doing. Grasping for a maintenance budget, with no provision from central government (unlike with roads). All the time claims coming through your letterbox from those who have tripped. It's little surprise you grasp for the defence, provided under law, of maintaining footways based on minimum standards. Yet you are troubled: are those standards set after taking a broad view of potential consequences, and are they fair to all age groups?

Now imagine you are a local resident without such frightening responsibilities. You don't get out much. That is since your accident last year when you stumbled on a raised paving flag. The NHS treated you well after your visit to A&E. But the eight weeks of physiotherapy

“ This is a story of divided responsibilities and poor visibility of the full situation. The story could provoke a response of “too difficult” or, more cynically, “minority interest” ...

weren't entirely successful. Your confidence has been hit. You've given up your local volunteering roles. Unfortunately, reduced exercise is taking its toll and you now feel more at risk of falling at home, and more breathless. But what can you do? It's all a bit depressing.

Finally scale to the summit of UK politics. Consider the challenge faced by our Chancellor, Rachel Reeves. She knows that keeping the population healthy has a significant pay-back. That's why she has given her Secretary of State for Transport approval to talk about “unprecedented investment” in walking and cycling: after all, £5.62 back for every £1 spent⁴ must be good. But footways? There are no consistent statistics on the burden of outdoor slips, trips and falls on the NHS, domiciliary care, day care and care homes, nor the hit on economic activity and extra welfare payments. (It has been estimated that England may be up to £500m per year worse off as a result of direct health and social care costs of falls⁵.)

So what can we do? This is a story of divided responsibilities and poor visibility of the full situation. The story could provoke a response of “too difficult” or, more cynically, “minority interest”. But Haddenham Parish Council (Cllr Greg Smith leading this initiative) with the support of Haddenham Safe Walking and Cycling, is shining a light on this area to see what can be achieved within current constraints. See our earlier thoughts [here](#).

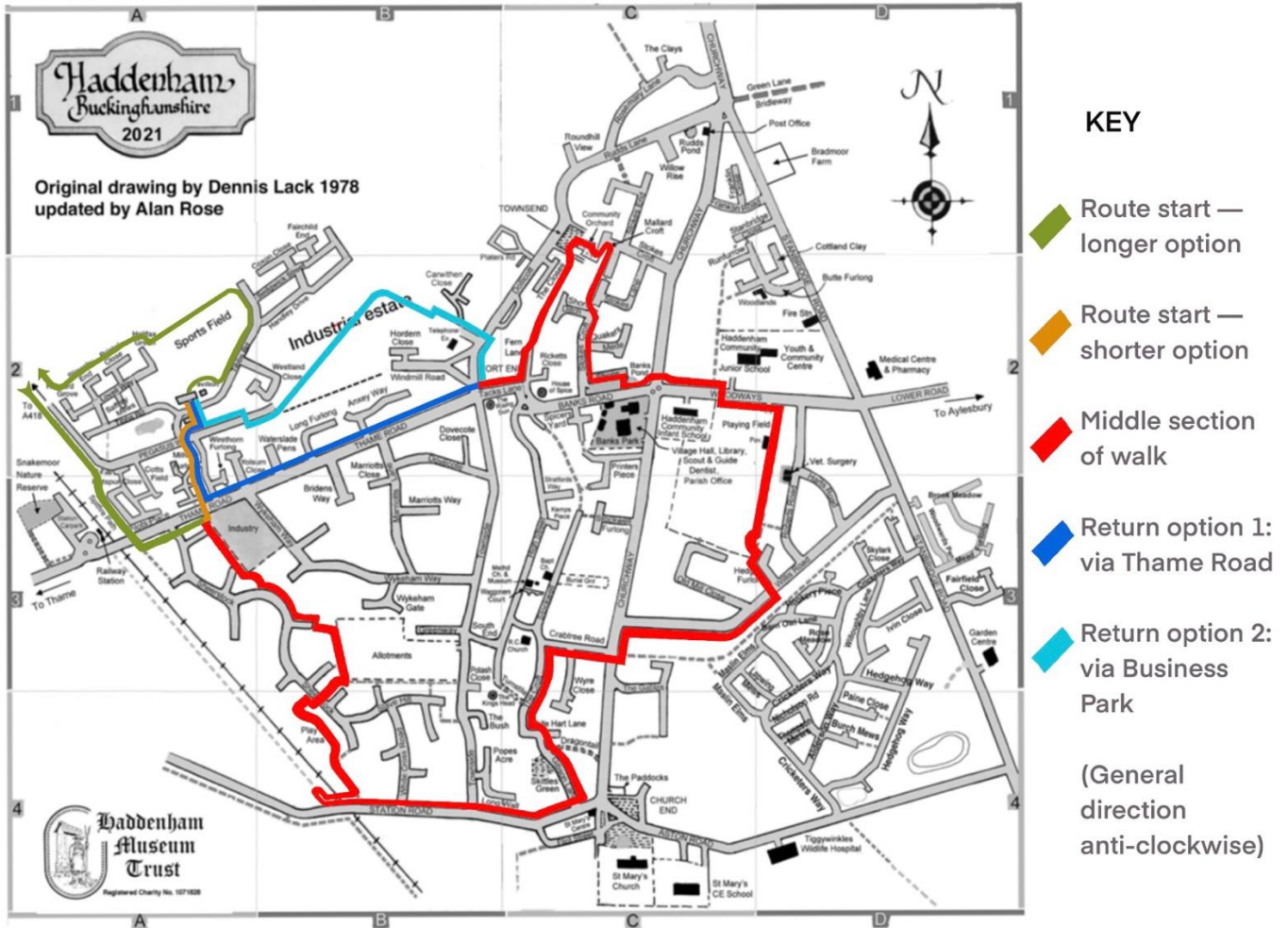
To be continued ...

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⁴ See DfT (2013), “Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling” para. 3.

⁵ Dr Rachel Lee, Policy and Research Manager at Living Streets (2023) “Pedestrian Slips, Trips and Falls” p.61

WALKING WITH TREES



This walk visits tree-planting by Haddenham’s wonderful [reLEAF project](#)⁶, the location of a Proposed Village Wood (PVW), Haddenham’s vibrant [Community Orchard](#)⁷ and other recent planting. It is 3.6 miles but can be shortened. It is an all-weather walk, though after rain the PVW probably needs tougher footwear.⁸

S start - at the Tibbs Road carpark behind the Co-op.

EITHER - walk past the new pavilion on your right-hand side. The perimeter of playing fields has new planting initiated by reLEAF. Go all the way round the perimeter till you reach a grey-blue container in the corner diagonally opposite the pavilion. Go through the gap by 37 Halifax Green and enter a field currently planted with miscanthus - for animal feed or biomass gas

production. The walk in this field is by kind permission of the owners; please keep dogs under control.

Turn left and follow the path as far as the gate (slightly hidden in the hedgerow) to cross Pegasus Way by roundabout. (You see roundabout lamp-posts above the hedge.)Go through gate into PVW, between railway and Pegasus Way. Turn left.

Walk to end. Exit onto Spitfire Path. *(By now you’ll realise names relate to WW2 aircraft, when this former*

⁶ reLEAF aims to double tree cover in Haddenham Parish over the next ten years. You can help: see <https://zeroch.org/releaf/>

⁷ See https://www.facebook.com/groups/340717629464790/?locale=en_GB

⁸ It is walkers’ responsibility to keep to footpaths. Walkers should follow the Countryside Code, which can be viewed at <https://tinyurl.com/247cfmnn>.

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airfield was used for glider-training and visited by George VI).

Cross the road. (or, *Refreshments, etc, at the Station*). Turn left along Thame Road, crossing over Sheerstock. Go down alley on right-hand side beside 101 Thame Road just before industrial area.

OR - You can by-pass the PVW by going through Co-op Car Park, and down the link road to Thame Road. Crossing and turning right and almost immediately left into alley by 101 Thame Road.

THEN - You pass new planting. Turn left down Sheerstock as far as Number 73. Turn left into Close and join footpath between Numbers 83 and 85. Follow footpath alongside allotments. Turn right at T-junction and re-join Sheerstock, turning right.

Keeping 138 Sheerstock on your left, turn left to play area. Follow path. Recent planting.

(At Station Road you can cross railway bridge, turning right, and go through kissing gate to see tree planting in the corner by the excellent permissive path to the station - part of The Round Haddenham Path.)

On Station Road go towards village, past the former Rose and Thistle Pub. Turn left down Gibson Lane.

At Catholic Church turn right down Crabtree Road. Turn left and then right into Willis Road. Turn left into Hedge Furlong. At end turn right and follow path past "Whistlers" (*Refreshments*)

At Woodways turn left. Cross mini-roundabouts to Banks Parade. (*Refreshments and shops*).

At end of shops turn right and walk to end of Stokes Croft. Keep going to Mallard Croft, turn left into Community Orchard. Go through and turn left, walking alongside Townsend Green to alley leading to Fern Lane. Turn right onto Thame Road.

To return to start:

either 1. Continue along Thame Road and turn right into Pegasus Way ...

or 2. Turn right into Dollicott and left after Powdered Wig into Haddenham Business Park. Take care of lorries (especially on weekdays). Follow Pegasus Way to Co-op carpark ...

... To Playing Field Car Park.

Refreshments at Co-op and Station.

BB / BA

WHERE HAVE ALL THE TREES GONE?

Nowadays farming means food production. Naturally enough. But the medieval open-field system of 200+ years ago produced other items essential to living: notably wood. For heating and cooking, building, fences, tools ...

Haddenham had 3,214 acres. Wood grew in designated areas (groves) as well as, we must presume, furlongs like Wattle Moor, Maslin Elms and Crabtree Hedge; in lanes and ways bounded by trees (Woodways); and on 'banks', 'baulks', 'hudes', etc, where ploughing of strips left otherwise unproductive spaces.

The 1830 Enclosure meant these acres became private. From a system where a sense of stewardship predominated, acres were made as productive as possible. In 1831, 43 Haddenham poor marched to see their MP, the Marquis of Chandos. He gave them coal – 20 tons of it – so difficult was wood to come by.

Further decimation followed. When Waddesdon was built in the 1870s, Rothschild agents carted away many mature trees.

Trees require long-term thinking and Haddenham aims for carbon neutrality by 2030. The Parish Council has teamed up with Zero Carbon Haddenham and reLEAF sees to it that Haddenham's trees should flourish again⁹!

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⁹ For a project update last year see <https://zeroch.org/2023/03/05/releaf-a-project-update/>

NEWS IN BRIEF

UNPRECEDENTED INVESTMENT

Minister of State for Transport, Louise Haigh, has promised “unprecedented investment in walking and cycling infrastructure”, to help us meet the climate and public health crises¹⁰. We are advised successful applicants for these funds will need to be in a position to present “shovel-ready” proposals!

WHEELING?

“Wheeling” comes up regularly as part of the “active travel” trinity of cycling, walking and wheeling. The Bucks LCWIP (see page 1) says wheeling “includes adapted cycles, wheelchairs (manual and electric), mobility scooters, e-scooters, prams and push scooters”. Other activity less frequently ...

Roller skating, for example. According to *The Story of Sport in Thame* exhibition at Thame Museum (until 28 September)¹¹, there once were regular roller skating races along the road between Thame and Aylesbury.

WALES DOING BETTER WITH 20MPH

In Wales, [police statistics](#) have emerged showing a reduction in collisions since implementation of the default 20mph restriction in built-up areas¹².

In the first quarter of 2024, collisions in the affected areas have fallen by a quarter, and [one insurer has already reported](#) the change is being reflected in reduced insurance claims¹³.

WHERE IN HADDENHAM?

A new street map of Haddenham including new roads on The Maltings estate off Churchway, is now available from the Haddenham Museum on High Street¹⁴.

¹⁰ See <https://tinyurl.com/379r8ch6>

¹¹ Exhibition at Thame Museum, admission free; www.thamemuseum.org / 01844 212801.

¹² See <https://tinyurl.com/3a8wbshh>

¹³ See <https://tinyurl.com/486akz39>

SEVEN WONDERS

Sustrans has published [The Seven Wonders of the National Cycle Network](#)¹⁵. The closest “Wonder” is the prehistoric stone ring at Avebury. From Haddenham turn right at Thame onto National Cycle Network Route 57, then left and left again at Farmington and Cirencester, following Routes 48 then 45!

GATES ONLY

The so-called “Cuddington-Nether Winchenden Loop” footpath is now accessible to those who can’t manage stiles, thanks once again to the tireless rRIPPLE team¹⁶.

MORE WAYS THAN ONE

We welcome two new roadside footways to Haddenham: one to benefit new residents of The Maltings (the new housing development north of Rosemary Lane) walking to the Post Office, Bradmoor Retail, etc; the other for schoolchildren and others walking between The Grove and Church End.

Regarding the latter, completion still requires Dandara to open the end of the route adjoining The Grove: a footpath across the grass. (See our report [here](#)¹⁷).

HaddSWAC is very grateful for financial support from Haddenham Village Fête, The Haddenham Beer Festivals Trust and Thame Cycles.

We welcome news and views to be published in SIGNPOSTS at the editorial committee’s discretion.

To subscribe, FREE, simply email your request to HaddSWAC@gmail.com.

¹⁴ Respectively £1 or £2, for A4 or A3 size.

¹⁵ See <https://tinyurl.com/5abchkhx>

¹⁶ North Bucks Ramblers Repairing & Improving Public Paths for Leisure & Exercise, headed by Bill Piers.

¹⁷ See SIGNPOSTS Issue 6, page 5 (October 2022)