BUCKINGHAMSHIRE
Little Missenden, Wendover, Aylesbury, Calvert and Steeple Claydon:
with additional material between Westbury and Brackley

Interfaces between HS2 and existing/potential cycling routes

DRAFT
Route maps and notes April 2017

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A note on cycling routes in the vicinity of HS2 between Little Missenden, Wendover, Aylesbury, Calvert and Steeple Claydon in Buckinghamshire

The HS2 Project will cut across numerous local routes used by pedestrians and cyclists. The quality of its provision will affect everyday journeys and visitors’ trips. Each interface offers scope for creating new routes and links which could contribute towards popularising cycling along the HS2 corridor at little cost.

Our work started with looking at the possibility of a new National Cycle Route built to the highest standards and running the whole way from London to Birmingham, Leeds and Manchester along the general corridor of HS2 Rail. The plan was to pass through the centre of almost every town and community within 3 or so miles.

Along the way numerous local schemes have come into focus including the Canal “Triangle” between Aylesbury, Tring and Wendover, the western arm of which has been identified as the corridor of the National Cycleway. To the north of Aylesbury, proposals for a traffic free avenue connecting Waddesdon, and Waddesdon Manor, with the nearby station at Aylesbury Vale Parkway, are well advanced. The routes offers a good proportion of the 400,000 visitors who travel to Waddesdon Manor the opportunity to do so by train and bike. And further north the detail of the interface with HS2 south of Calvert will determine if a cycle route connecting Waddesdon Manor to Claydon House can be designed to make cycling in this area a must-do activity. South to Great Missenden the HS2 route appears to offer few opportunities but will have a considerable impact on the community. So these notes show the possibility of a greenway alongside the Chiltern Railway serving the Missendens to provide an asset for these communities.

These schemes, as well as the numerous local links, rely on the quality of the detail provided by HS2. We have had a number of meetings with HS2 staff who have been most supportive by setting out the mechanism whereby they will be able to accommodate detailed revisions of bridge ramps and the like, and what HS2 can pay for and what it cannot.

As importantly Buckinghamshire County Council have already negotiated some important details which HS2 are providing, and they continue to seek ways of integrating new development funding and HS2 works into a wider whole. This will make possible a coherent network of routes sufficient to change the status of cycling in the area, to see it greatly increase in popularity, and to deliver the benefits of active travel to become an essential feature of this rapidly expanding area.

The detailed notes are arranged from the south starting at Wendover and will detail the issues arising at each interface with HS2 as well as comment upon wider schemes at the appropriate place in the text. The Missenden Greenway details are taken from our overall national route study.

A word of caution is advisable: we hope that all the proposals and schemes described in this note will come into being, but their details will evolve and it is too early to see the whole picture as final and complete.
This map shows the proposed National Cycleway route running through the centre of Wendover and Aylesbury. It crosses under HS2 on the Small Dean Lane bridge and then back over on the FMA/1 Overbridge. The map also shows the proposed Aylesbury Circular route which takes in various proposals and commitments along the green corridor to the west of Aylesbury, as well as noting significant interactions with HS2 Rail where some finalising of planned details will enhance the future for pedestrians and cyclists.

A Wendover, Weston Turville and Aylesbury
B Aylesbury Vale Parkway route to Waddesdon
1 WEN/57 Bridleway
2 Marsh Lane Bridge
3 Stoke Mandeville Bypass
4 Princes Risborough Railway Underpass
5 Green Corridor
6 A418 Oxford Road to Overbridge
7 SBH32 Footbridge to Hartwell Lane
8 FMA/1 Bridleway Overbridge
Waddesdon and Steeple Claydon

The map between Waddesdon and Steeple Claydon shows options for the National Cycleway to navigate a fairly complex section around Greatmoor and Calvert.

The central objective here is to end up with a really attractive route between Waddesdon Manor and Claydon House so that visitors to these two attractions could cycle between them as part of the overall visitor experience. This is the route marked "C". Route "D" is the commuter route and everyday link from Calvert.

9 Needle Farm accommodation bridge for link to Quainton.

10 Doddsershall Manor bridge entrance would be very difficult for walkers and cyclists on account of the gradients and traffic speeds. A much better solution would be to pass under the new road as shown on pages 12 and 13.

11 The route to follow the drive or the field boundary alongside HS2.

12 Cross both railways via the planned bridleway bridge with ramps arranged on the desire line.

13 The Greatmoor Woods Nature Reserve is an important visitor destination and a path along its railway boundary would enable the public to enjoy the area without wandering over it too much.

14 Finemore Wood Bridge.

15 Woodland landscaping to Knowl Hill Farm.

16 HS2 is providing for a permissive cycle path here which should be built to a good standard.

17 Widen the proposed 1.2m footpath to 2m to allow for shared walking/cycle use.
1 Wendover

The Icknield Way is to be accommodated between HS2 and the bypass road. This section should be uprated to the National Cycle Route and extended to Ellesborough Road for the Station and Town Centre.

1 Small Dean Road already has a separate wide grass verge for the bridleway. This feature should be continued in any alteration to the Lane, which should also be so arranged that both equestrians and cyclists are kept well away from the main road roundabout.

2 Use Grove Farm access road.

3 This section of the National Cycle Route could be incorporated into the planning landscaping and planting here.

4 Cross Bacome Lane.

5 The ground to Ellesborough Road drops rather steeply and an effort should be made to ease the gradient although the pylons makes this difficult.

6 Add cycle lanes to Pound Street for the Town Centre.

7 Railway Station.

8 Back Street takes the National Cycle Route north towards the centre of Aylesbury.
2 Link to Marsh Lane - HS2 Map CT-06-041-Stoke Mandeville Bypass

The connection from Aylesbury to Marsh Lane is important for cyclists because it gives access to a large network of quiet country lanes which lead through to Monks Risborough, to the Chiltern Hills, and to the Phoenix Trail for Thame. The severance of Marsh Lane would be a significant deterrent to popular cycling in the area. This page shows the modest arrangement of details at the planned Footpath SMA9 Accommodation bridge required to reconnect this route.

Details of Link to Marsh Lane

1. Existing path from Marsh Lane to be made up to 2.5m wide shared use cycleway and earthworks up to Railway Bridge to be arranged so as to give a 1:20 ramp gradient. The SMA9 Bridge would ideally be widened for shared use.

2. Redesign planned ramp to run parallel to the railway back towards Marsh Lane. This has the advantage that it can act as a noise barrier to replace the work planned.

3. This ramp as shown is not required.

4. The planned new road should be designed to provide a safe crossing by means of a central island (2.5m wide, 5m long) in the direction of the road) in order that the crossing can be made in two stages. Ducting should be built into the construction in case future circumstances require a pelican crossing at this point. Note that it is not envisaged that it will be necessary to accommodate equestrians here as there is an established bridleway a little further to the north (to Bishopstone).

5. Construct short link to reach Marsh Lane.

6. Planned cyclercute along Stoke Mandeville Bypass should be set well back from the road running through the landscaped areas proposed here.

7. The cycletrack could continue set to the north of the sound mounding planned along the new road to North Lee.
Wendover and the Missendens

South of Wendover HS2 cuts along the hillside before disappearing into a tunnel. This section does not seem to offer any opportunities for a good walking or cycling route. It would be much more useful to create a greenway along the valley. This would be best set well away from the main road in order that the public can enjoy a tranquil journey through this attractive landscape. The Chiltern railway offers such a corridor and here we suggest a good path either on the “spare” railway land to the west of the tracks, or along one field edge or the other depending upon what can be best agreed.

The notes on this page are taken from the overall National Cycle Route report which looked at how best to make a positive local facility the whole length of the HS2 route from London to Leeds and Manchester.

1. Whilst the minor road is quiet, it might be best to run along the railway boundary as this would provide a good link for Little Missenden, residents to reach Wendover as well as a traffic free resource for them.
2. Follow Small Dean Lane to join the railway corridor at Dunsmore Lane. Note the start of this road has already been constructed with a wide verge to take the Icknield Way Path. It also connects with country lanes and signed cycle routes through the Chilterns.
3. The challenge all the way through this passage across the hills is to find the most easily graded and the most attractive way for pedestrians and cyclists. The main road, of course, already occupies the floor of the valley and any path along its verge, or nearby, would not be desirable because of continuous traffic noise and stress.

Over this section the railway has spare land on its western side which would make for a very good place to run the cycleway.

The only drawback of a path on railway land is the loss of vegetation and habitat. This could be overcome by running along the field edge, one side or the other. In practice we think that a combination of the three options would work out best, depending upon landowners’ preferences and the need to avoid adjacent properties.

4. At bridges, where there is no additional space, the path should detour down the hill (if it is placed on the east side of the railway land) to cut through the approach road on its embankment, at a point level with the main route.
5. Join Rignall Road for the approach to the High Street. Use cycle lanes through here.
6. Follow the High Street to join Misbourne Drive for a route parallel to the main road. (For an important link use Church Road for bridge over main road to reach South Heath.)
7. Alternatively, continue along Whitefield Lane to join the railway corridor again.
8. Widen the path up Nag’s Head Lane and use the existing subway under the railway. Alternatively, cut across the end of the playing field and run beside the railway for the best route to school.
9. Join the railway and run on a new path parallel to the railway tracks, as far as Deep Mill Lane.
10. The alternative to this is to drive a new subway under the railway embankment so as to pass under the railway to the west of London Road and then to follow the corridor of the main road as far as the turn off for Great Missenden.
11. Follow the field edge from Deep Mill Lane to join Abbott Road for Little Missenden. This would be a much more pleasant route than beside the main road. Include a link to the “Deep Mill Diner”.

12. This very quiet road through Little Missenden, passing two pubs, should prove a popular part of the journey.
4 Princes Risborough Railway Underpass

Map of Wendover to Aylesbury and Waddesdon Greenway – 24kms

The planned underpass opens up the possibility of a round Aylesbury Greenway Route, and the opportunity for a largely traffic free section of the National Cycle Route to run all the way from Wendover to Waddesdon. Such a pivotal piece of infrastructure needs to be well designed and well connected.

- Preliminary line of National Cycle Route via HS2 corridor
- Direct route through Aylesbury Town Centre
- Completion of the Aylesbury Access for All Circuit
- Other routes

- Planned Waddesdon Parkway Avenue
- Aylesbury Vale Parkway Station
- Bear Brook link to HS2 buffer zone
- Greenway incorporated in HS2 earthworks for views over the town
- Princes Risborough Railway Underpass
- Cycleway to be incorporated into new road schemes with good quality details at junctions
- “Western Arm” of Aylesbury Canal Triangle to be constructed by developers
- Wendover Arm of Grand Union Canal
- Link to Wendover Station

Map showing details in the vicinity of the Princes Risborough Railway underpass: CT-06-042

1. Stoke Mandeville Bypass Cycleway to be set well back from road at natural ground level. Path to be 2.5m wide in landscaped corridor, climbing at 1:20 to run alongside road over HS2 then veering away again to run through the landscaped corridor to the Marsh Lane Link.

2. The Stoke Brook culvert should be designed to take the Greenway under the new bypass either beside, or above, the watercourse. As this section of the route is part of the National Cycle Route and the Aylesbury Access for All Circuit it is essential to have a segregated crossing of the main road here.

3. Planned “bridleway” railway underpass to be designed for multiple use.

4. The Greenway route to be set back from any planned new road and to run on the south side of Stoke Brook.

5. Once past the footpath (SMV16) the Greenway should climb gradually and evenly along a 3m wide embankment in the HS2 earthworks to reach bridleway SBH19. The landscaping to the north of the path should be grassed so as to maintain views out over the town.

6. The bridleway may make for a future cycling route to Bishopstone. From this high point the Greenway should gradually and evenly descend until it meets the Oxford Road near the Coldenham Way Roundabout.

7. Planned new road.
Aylesbury, Stoke Mandeville Stadium and Waddesdon Access for All Project

Examples from proposed Leamington & Kenilworth Link

1. Target standard of promenade
   - Plant avenue trees
   - Highway boundary

2. Chainage 780m: Section opposite Hill Wooton Road junction where there is a wide bank of Highway Land
   - Excellent mature trees
   - St. Giles Playing Field
   - Path to be constructed on "rootguard" mesh or similar under mature trees

3. Chainage 2520m: Opposite North Leamington School Fields.
   - Reposition existing boundary fence
   - North Leamington School Playing Fields

Stoke Mandeville Hospital is the national centre for the recovery from spinal injuries. Providing wheelchairs, hand cycles and other specialised ‘bicycles’ is a vital part of the rehabilitation programme to provide an independence of travel and means of maintaining fitness for patients. Currently the Stoke Mandeville Arena is the principal traffic free opportunity although trips are arranged to the Phoenix Trail at Thame and elsewhere.

The Access for All routes shown here will vastly extend the resource of the National Spinal Injuries Unit and will enhance the position of the Unit and Aylesbury in this field, not only in Britain, but world-wide.

The construction of the HS2 Railway, with its attendant provisions, coupled with the considerable amount of new development planned for the area provides the Spinal Injuries Unit with a not to be missed opportunity.

The sketches here show the standard which these Access for All routes aspire to. In particular, sections developed as part of new roads should be well set back from the highway to allow for an attractive and stress free experience; the path should be 3.5m wide through the urban areas to allow for comfortable shared use; the surface should be machine laid asphalt for smoothness set with a central camber to cater for wheelchairs and trikes; there should be complete continuity and priority at all junctions; gradients should never exceed 1:20 and preferably less in this generally level area; and there should be a complete absence of barriers which could hinder the patients’ progress.
6&7 Aylesbury to Stone

The existing Oxford Road has a largely excellent cycle route along its western edge - the Pebble Way. This was developed as part of the Aylesbury Cycling Town initiative with funding from the DfT. In the vicinity of HS2 the route is particularly attractive with a wide grass margin separating the path from the road. Care should be taken to achieve the same quality on the replacement route, with the new path set to the outer edge of the landscaped area (possibly following the planned access road on the western side) and then only ramping up at 1:20 at the last minute to join the bridge crossing at HS2. Here the path should be a minimum of 2.5m wide with a 0.5m wide vehicle margin to the carriageway, or whatever standards the DfT currently require for their trunk road provision.

In addition, the Hartwell Footbridge could advantageously be developed as an alternative route from Stone. In this arrangement the Council could make use of the footpath skirting Hothouse Piece into a shared use route, and then negotiate for the footpath to and from HS2 to be similarly upgraded. The only works required by HS2 would be to arrange for the planned earthworks to be set at a gradient of 1:20. There would be no need to change the width of the planned bridge itself as the intensity of use would be fairly low.

This route would make for an attractive option for Stone residents and one which was well away from the noise and stress of traffic on the main road. And it would connect well into the north side of Aylesbury with its concentration of employment areas.

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1. Provision is needed for accommodating the existing good cycle route to Stone alongside the new road. It should be set back as far as possible, separated by a grass verge, and on the new bridge over HS2 should be a 3m wide shared use path separated from the carriageway by a good barrier, or clear visual markings.

2. The Aylesbury Access for All Circuit route falls gently down from the earthworks to reach the foot of the bank and original ground level.

3. The design of the Oxford Road bridge should allow for a separate small underpass to give a safe crossing of this busy road.

4. Utilise this strip of land to reach the old Oxford Road.

5. Links on desire lines.

6. The planned ramp to the Hartwell Lane bridge needs to be eased to a gradient of 1:20 to accommodate a cycling route. The bridge itself can be unchanged.

7. Negotiate to upgrade existing footpath to shared use and fence off from remainder of the field.

8. Join the road.

9. Widens existing path for shared use.

10. Improve existing crossing to reach cycleway which runs on the south side of the main road.

11. Aylesbury Greenway continues northwards to reach the river Thames.

8 Waddesdon Bridleway FMA/1 Overbridge (based on extract from Planning Application)

Over this section there needs to be an interim route following the alignment of existing paths pending the construction of HS2 Rail. The planned bridge over the railway will be suitable for the public to cross the railway, but the current ramp arrangements need to be revised to meet the gradient, width and alignment of the Avenue Route. HS2 Rail are prepared to do this work provided the revised ramps have planning consent and Council approval. On the west side the alignment of the ramp should be as shown. At this stage it is not clear if the two ramps shown are needed or if the linking paths (which will be comparatively very lightly used) can be diverted around at ground level to join the single ramp. On the east side the ramp is aligned in the desired direction but needs to be extended for a 1:21 gradient. It could be more effectively incorporated in the noise bank than is shown here.

30 The main ramps should have a gradient of 1:20, a path width of 3m and 1.5m wide verges either side, all as shown in the cross section.

31 The top of the ramp should be widened to provide a viewpoint for HS2 train spotters, and as this will be the public’s first view of Waddesdon Manor coming from the Station, a good seat with clear views should be provided.

32 The bridge should be 4.0m wide between parapets to provide for an effective 3m width.

33 The final alignment of the Avenue would best follow the line of Akeman Street across the remaining corner of this field. This detail could not be implemented until after the completion of HS2 and its exact arrangement may vary depending upon circumstances at that time.

34 The interim Avenue Route should follow the alignment of existing paths and be constructed to the full 3m wide standard as it is anticipated that path usage will be considerable even in these early years.
9 A Visitors’ Route: Aylesbury Vale Parkway Station to Waddesdon Manor and Claydon House – 20kms

If we can work out a good solution to cycling routes along the Calvert and Greatmoor section of HS2, then the way is opened up for creating a largely traffic free route linking the planned Aylesbury Vale Parkway Station route to Waddesdon Manor with Claydon House, thereby connecting two popular National Trust properties.

Several options are possible, but the main points of the ideal route include:

1. Aylesbury Vale Parkway Station with regular electric train services to Marylebone Station 60 minutes away.
2. The planned Greenway route along the line of Akeman Street to Waddesdon.
3. Minor road (or possible future greenway) to Road Station and visitor centre.
4. Dodderhall Estate link via boundary of HS2, the farm overbridge and then along the boundary of the County Wildlife Site and Network Rail to reach the Edgcomb Road.
5. New routes and bridleways associated with HS2.
6. Three Points Lane.
7. A direct link to Claydon House would make a perfect ending to this route. The return journey to Aylesbury Vale Parkway would follow the same route, 40kms long in all, and be well within the capacity of novices and family groups.
9 Neeldes Farm Accommodation Bridge for a route from Waddesdon to the Buckinghamshire Railway Centre and Quainton

The current highway proposals are circuitous, add 1km to the 4km journey and entail using what will inevitably be a fast and unpleasant road. Instead we suggest utilizing the proposed farm accommodation bridge as shown in the plan, and incorporating a 120m ramp in the HS2 earthworks to run down to rejoin the Quainton Road. This will result in an almost traffic free path over this section, and maybe in the future a traffic free route from Waddesdon. The additional costs would be small with 100m of farm track being finished with an enhanced surface and 300m of new path required along existing earthworks.

1 Quainton Road from Waddesdon or possible future traffic free greenway.
2 Surface access ramp to Neeldes Bridge.
3 Planned farm accommodation bridge.
4 New ramp at 1:21 constructed as an integrated part of the HS2 railside earthworks.
5 Link along HS2 boundary.
6 Connect into the cul-de-sac end of Station Road for route through to Railway Centre and Quainton.
7 Possible alternative starts to formal drive to Doddeswell Hall.

This page also shows the preferred route of the way on to Clayton House by passing under the new road so as to overcome a difficult crossing and junction. Such a route might also double up as a new drive to Doddeswell Hall. This is discussed in more detail on page 13.

HS2 Phase One Assurances

HS2 has provided Cycling UK (the CTC) with the assurances shown below, the import of which can be well illustrated here. The new road should be provided with the appropriate cycling facilities which on account of traffic speeds and volumes might be best in the shape of a separate cycle path adjacent to the road. However the Neeldes Farm Bridge would provide a better and more direct route to Quainton which would make such a roadside path redundant. Similarly by providing a way under the new road the difficulty of designing an appropriate crossing of the road is overcome and it takes forward the potential access provision along the corridor of the Phase One HS2 route.

"The Promoter will engage with the Cycle Proofing Working Group during the detailed design of Phase One of HS2 and that this engagement will include, but not be limited to:

a. potential for the cycle-proofing of highways permanently constructed or altered as part of Phase One construction works in accordance with the Cycle Proofing Working Group Terms of Reference; and

b. potential access provision for cyclists along the broad corridor of the Phase One HS2 route.

In its engagement with the Cycle Proofing Working Group, the Promoter will have due regard to the applicable aspects of reference documents, including the Welsh Government's Active Travel Design Guidance in relation to rural roads, Transport for London's London Cycling Design Standards in relation to urban roads, and other relevant standards (or successor documents of similar scope) as appropriate."
West of Quainton Road

There appear to be two largely traffic free options: via the Doddershall House Estate roads, or via a new route fashioned along the corridor of the railway. The one described here runs on the north side in order to avoid the Doddershall House area.

**A Via Doddershall lands**

This route might be possible if the Estate considered that it led to a positive and genuine betterment of its property. The agreement to a permissive path for walkers and cyclists would probably depend upon the reconstruction of the whole drive to a high standard with machine laid asphalt throughout, and new fencing and cattle grids where required.

The scheme could recreate a gateway in the form of carefully designed bridge under the new road, and then to extend the Doddershall Drive as far as a new entrance close to the current Quainton Road crossways. At the same time a farm access road for large vehicles could be provided.
Route to Edgcott Road

1. The path could follow this boundary or the Drive.
2. Construct two new ramps at 1:20 either side of the farm accommodation bridge so as to keep the public close the field edges.
3. Bridleway continues.
4. Link up with access road around transformer stations.
5. Cross directly over Edgcott Road to reach Nature Reserve lands.
6. New path along boundary of Nature Reserve would be an opportunity for the public to see it but not to intrude. This would then lead through to a route to Claydon House.

Cross section through HS2 bridge approach embankments

Possible route on edge of Nature Reserve
16-14 The Calvert Cycle Route and the opportunities to be taken for making a memorable route from Claydon House to Waddesdon Manor

This section is described in reverse order for convenience.

HS2 has made provision for a permissive cycling route from Calvert to Greatmoor, A-C on the map. For this 2.5km long section to be of any use, it has to be extended to make a useful route. One option is to upgrade local bridleways so that they are of use to cyclists, another would be to use the A-C sections as the outermost point for an everyday route to Waddesdon and Aylesbury Vale Parkway Station 10 miles away, and yet a third would be to combine these to deliver an attractive route for visitors between Claydon House and Waddesdon just 10 miles.

The Bridgeway network is quite extensive in this area, although the existing bridleway parallel and close to HS2 (B-C on the map) is being closed to horses, and it will become a public footpath and permissive cycleway. At C the route crosses the recycling plant’s access road which will get busier once the sidings are relocated and the plant comes up to full capacity.

The oncoming bridleway routes are:

- A 800m link to Edgcott Road following the brook. This is very soft and wet in places and would require a good stone surface for cycling of any sort.
- b The route through Oak Tree Farm is easier to use, especially once over the brook, but the farm might not be tolerant of the public passing through its operational farm yard. A diversion to the railway boundary might be welcomed.
- c The Finemere Hill path is quite steep and runs through the nature reserve. Cycling would not be welcomed here.
- d The route to Three Points Lane offers good potential (although it shows no signs of use at present). Currently it runs across open fields but the planned landscaping will make a tree lined avenue possible. The best option would seem to be a diversion along the edge of Romer Wood as this would bypass Knowl Hill Farm and its buildings, and lead to Three Points Lane and the way to Claydon House.
- e This western route around the periphery of the tip is already scheduled for upgrading for cyclists. It would offer a circular route via Edgcott Road, but it does not help with onward trips to Waddesdon or the Claydons.

The optimum cycling route from Calvert and Claydon House to Edgcott Road and Quainton Road for a route to Waddesdon

Route (b) via Oak Tree Farm offers the best route in that it is the most direct, runs on drier ground and has interesting views. However, there are a number of real improvements which could be considered. The drawbacks of the current route are: the close proximity to the recycling plant, the crossing of the plant’s main access road, and running through Oak Tree Farm’s buildings. The options are:

1. Pass under the railways and run along the north side of the planned sidings to reach the new “green” bridge. This takes the path away from the recycling plant.
2. Continue on the north side of the railway to reach the planned Finemere Wood Bridge. This would remove the need to cross the works access road.
3. If the Verney Estate did not support either of these options, then fitting the cycleway between the access road and HS2 would avoid the need to cross this road (although the sidings access would still need to be negotiated). However, this option would be too close to HS2 to allow a diversion of the parallel bridleway so there would be two routes.
11 Greatmoor

This plan shows various options and permutations in the area of the Recycling Plant. Our objective is to join a good everyday route from Calvert with a tourist route from Claydon House and then to combine for a good route to Waddesdon Manor and Aylesbury Vale Parkway Station.

1. Existing bridleway from Calvert is to be downgraded to a public footpath with permissive cycling use. It is built to a good standard, it has the potential to be an attractive and direct route, especially if a belt of planting similar to the existing is maintained to screen the tip and works.

2. If the footpath/cycle route continues, it may come to a rather busy junction of industrial roads. It would be better, if the Estate agreed, to use the bridge under the railway and then run on the north side of the planned transfer sidings.

3. Route along field edge.

4. The route from Claydon House could come through one of the planned woodland corridors.

5. If possible stay on the railway boundary so as to keep clear of traffic and conflict.

6. Use the new Finmere Wood bridge.

7. Reroute Bridleway QUA/36/1 to the boundary of the former railway, now a haul road to reach Edgcott Road.

8. It might be possible to come over the Green Bridge and then to squeeze between the Haul Road and HS2 so as to avoid crossing it.

9. To run on the north side of the haul road would be even better as it avoids using the narrow Edgcott Road bridge.

10. This bridleway route would be a poor option as it follows very wet ground and then entails quite a long section on Edgcott Road.
17 Steeple Claydon and Calvert (CT-05-055-RI)

At present HS2 proposes to provide a 1.2m wide footway adjacent to the road from Steeple Claydon to Calvert. The distance between settlements is 3.6km - a little far to walk even though the shops and facilities for Calvert are in Steeple Claydon. However, the distance is very convenient for cycling and it is proposed to widen the path to 2.0m in order to provide for shared use.

1 There is a generous width beside the existing and sufficient to allow for a grass verge 0.6m wide which is so vital to catch detritus from the road and to provide a feeling of separateness from the traffic.

2 Ensure that the climb up to the new bridge is 1:20.

3 Define the edge of the path by a white line across the bridge.

4 This is currently the narrowest section of land beside the road. The new road construction should allow for the 2m path and 0.6m verge to come through.

5 The generous width starts here and runs more or less to Calvert. A central island crossing will be required at the junction of the main road to Winslow.
1a Westbury to Brackley

Right at the north-west corner of Buckinghamshire there are two interfaces between HS2 and potential cycling routes which are of importance.

The first is shown here where the HS2 works could make a significant boost to providing for the making of a safe route from Westbury to its nearby Brackley. A short part of this route is already in existence.

1 Line of the former railway now much fragmented into several ownerships.
2 New road to be constructed in association with HS2 needs to provide for a cycling track along its north side.
3 Two remaining sections of road to be dealt with by the Council.
4 Existing old road alignment now a traffic free path.
5 The crossing of this major road roundabout will require traffic lights.
6 Minor road route to Finmere and Buckingham.

Details on main map

1 Follow the old line of the road as far as possible.
2 Provide for separate two-way cycle track on north side of bridge.
3 Return to line of original road and provide clear crossing of Oatleys Farm road.
4 Completion of route to Westbury by others.
2a Turweston to Oxford Road via works access tracks and bridges over the River Great Ouse

HS2 is planning to construct works access tracks either side of the River Great Ouse which total over 1 mile in length. If these two tracks are linked together then they will make a very useful local resource and a direct route from the northern expansion of Brackley towards the countryside and Stowe.

The detailed map illustrates this opportunity as follows:

1. Proposed route via aerodrome to Stowe.
2. Planned works track to riverside.
3. Existing bridges over the rivers.
4. Second planned works track to service the large balancing pond from the old Oxford Road.
5. Remains of the current main road where an appropriate width could be retained for the works access and the cycling route.
6. Planned bridleway underpass to be constructed as part of the new main road.
7. Links into new housing developments.