Recommended possible main National Cycleway associated with HS2
additional or alternative routes
local links and connections

An appendix shows an approach to the Town Centre via Bicester Road in rather greater detail, by way of example for other towns along the HS2 route.
Introduction

This document is one of 22 Annexes to the main HS2 Cycleway Project Report. It sets out the preferred routes which were identified in workshops, refined in subsequent field surveys and then discussed further with local authorities.

The detailed mapping shows the different traffic free and on road sections, and includes brief notes and photographs describing points of particular interest along the route.

Background to the First Stage

In January 2014, the Department for Transport (DfT) commissioned consultants, Royal HaskoningDHV, to carry out a Feasibility Study into creating a series of world class cycling routes from London to Birmingham, Manchester and Leeds. The project considers a study area that is generally three miles either side of the planned HS2 Rail alignment, and was conceived as an opportunity to deliver excellent local facilities for communities along the whole length of the proposed railway.

It is envisaged that each section of cycle route would serve as an important facility at a local level, connecting where people live to where they want to go to; and by linking the individual sections together, a continuous long distance could be created that would provide an attractive leisure and tourism facility as well.

As far as possible the project was also to enhance pedestrian routes, and in some cases bridleways too, all within the context of creating continuous, safe and attractive routes which would encourage the public to cycle for local trips, for leisure and as tourists.

The report of this first phase of work was completed in December 2014. It included a total of 18 detailed annexes, of which this is one, each of which described a section of the preliminary route options in some detail. The routes themselves were derived from discussions with local authorities and other interested bodies, backed up by cycling the routes as far as this was possible.

In order to avoid too much repetition in the text and explanation of details, a selection of photographs of appropriate arrangements and details from both the UK and the Netherlands is included here to indicate the sort of quality of route the HS2 Cycleway aspires to realise.
Second Stage

The second stage of the study was carried out during 2015. It comprised meeting with the local Highway Authorities and with the principal institutional landowners, such as Network Rail and the Canal & River Trust. Following on from these meetings, and any necessary further fieldwork, the route proposals were revised, and a series of “workbooks” prepared covering the details of how the proposed cycleway would interact with Network Rail, HS2 and others. In addition 4 further Annexes were prepared covering links to the Peak District, and HS3 cycle routes from Manchester to Liverpool, Sheffield and Leeds.

Waddesdon was selected as a starting point for this section to Uxbridge because the first 5 kms to Aylesbury Parkway Station offer a particularly good example of the measures needed to overcome the isolation of villages such as Waddesdon, cut off as they are by the very busy A41 main road to Aylesbury.

Aylesbury itself was one of the Department of Transport’s “Cycling Towns” and the HS2 Cycleway builds on their programme to further enhance the whole urban route through to Wendover.

Frequently Asked Questions

How will it be funded?
As the project is still in the feasibility stage, no specific funding commitments have been made; part of this study has been to determine the likely costs. However, should the project be commissioned, it is envisaged that it would be funded by DfT separately to current funding packages.

How will it be delivered, practically and politically?
Part of this feasibility study has been to identify potential delivery models. We have recommended that the local Highway Authority takes the lead, backed up by a central support team to handle commonly difficult matters such as land assembly.

How will it affect current funding streams?
It is not expected that this project would affect current funding streams, so that this project would be in addition to existing cycle infrastructure investment. It would, though, be advantageous to badge current schemes as part of the National Cycle Route.

When will it be delivered?
This feasibility study has identified a potential delivery programme based on the dialogue with local authorities. Should the project be commissioned, we expect certain sections will be able to be delivered relatively quickly whilst others may take longer. Alternatively, funding arrangements could dictate that certain sections are delivered in a particular order. The findings of the feasibility study will help inform these decisions.
Design Standards - Summary

A set of design standards was developed as part of the first stage of the feasibility study. These are available as a separate document. The design standards strongly emphasise the need for continuity and integration of cycle infrastructure, and that facilities should be appealing to the end user and also consider the needs of non-users. The design standards are a working document, and will be reviewed throughout this stage of the feasibility study in order to best take into account differing local contexts.

The design standards are consistent with the project’s overall aim of the National Cycleway being a domestic exemplar of what high-quality integrated modern cycling infrastructure looks like: safe, direct, coherent, comfortable and attractive. The design standards also emphasise that adaptability will be important as the UK grows its cycling mode-share.

A strong focus is on the best practice seen in places with high levels of utility cycling like the Netherlands and Denmark. Attention is also paid to inclusivity, which not only covers all potential types of cyclists – including those with mobility impairment – but accessibility for all types of other users who will interact with the infrastructure. Benefits to the wider community should also be encouraged: even if individuals do not directly use the route for transport or leisure purposes, the design should take the opportunity for place-making along the route to improve the attractiveness of town centres or other areas through which the route passes.

The default position of the design standards is that cyclists should be afforded their own dedicated space with physical separation from other users. This is an effort to move away from infrastructure strategies that default to a shared use path, or on-carriageway facilities with limited protection from motor vehicles on busy roads. The design standards, however, do allow for sharing with motor traffic, pedestrians or equestrians in certain circumstances – normally where volumes are low. Steps may nevertheless be required to engineer these conditions where they are not currently present. It is likely that many extant greenways through open space or in the countryside which are shared with pedestrians and equestrians would already be suitable for use by the National Cycleway with few changes necessary. In more built-up environments, however, the design standards promote the implementation of dedicated infrastructure for cyclists, consistent with the best practice found elsewhere in the world where cycling for everyday journeys is commonplace.

The design standards acknowledge the varied contexts of the areas through which the route is likely to pass. Quality of infrastructure should be highest where potential for the route to be used is greatest, which is in urban areas or between sizeable settlements in rural areas. However, designs should not be put forward that prevent further expansion as usage grows or new journey possibilities are created that stimulate demand for movement.
**HS2 Cycleway:**  
*A visual checklist of proposed standards*

Throughout the section of HS2 Cycleway route described in these notes, it is intended that the overall route is created to the highest standards of design, of surface, of continuity and attractiveness all based on current best practice guidelines, including the Dutch CROW manual. The following examples drawn from England and Holland indicate what is intended, even though the brief descriptive notes attached to the route section maps may not explicitly say so. The photographs are loosely arranged to run from the town to the countryside ending up with the all-important junction and crossings details. These are required at each and every intersection with trafficked roads.

0. The HS2 Cycle route will start in the traffic calmed core of the town where cyclists share the road space on equal terms with motor vehicles. (Massluis)

1. Almost without exception cyclists will be permitted 2 way down one way streets in order to maximise their direct networks. (Gouda)

2. Sympathetic treatment of main street in typical small town

3. Closure of main street to traffic. (Rotterdam)

4. Typical English town with “pedestrianised” town centre already paved to delineate cyclists. (Stafford)

5. The Embankment, London, showing the space created for the Cycle Superhighway

6. Where space is limited the removal of the central white line and introduction of advisory cycle provision emphasises the presence of cyclists. (Gouda)

7. One lane of the road made into a two way cycling track (Redcliffe Bridge, Bristol)

8. Reallocation of road space through residential development to create 2 way cycle route. (Breda)
9 Cycle track set well back from main road and separated by avenue trees. (Rotterdam)

10 Wide promenade in urban park. (Tamworth)

11 New cycle track in Warwick University grounds with lighting

12 Typical railway path, 2.5m wide rural areas, 3.0m minimum urban areas. (Derby, Melbourne)

13 Wide towpath on Calder navigation

14 Narrow 2m wide towpath on Erewash Canal; note sealed surface with appropriate coloured gravel

15 Typical National Route in rural areas on lightly trafficked road. (Boxtel to Eindhoven)

16 Typical measures to show traffic on lightly trafficked rural roads on routes advertised for cyclists

17 Quiet lane approaching Lichfield – 20mph

18 Typical minor cul-de-sac in Holland, links to ongoing path for cyclists. No motor vehicles permitted except farm vehicles
19 Similar farm access on the way to Waddesdon

20 National Cycleroute (LF) parallel to main road in rural Holland. (LF13 Alphen)

21 Stone based cycle route through National Forest near Ashby-de-la-Zouch

22 Field boundary path with cattle grid and wicket gate approaching Kenilworth

23 Single stage toucan crossing of dual carriageway in Aylesbury

24 Dual use crossing of side road in Gouda

25 Cycling zebra at Aylesbury

26 Priority crossing of side road at Gouda

27 Path continuing parallel to main road (Gouda). Note the crossing is arranged on the desire line
28 Priority crossing in Rotterdam
29 Continuity of route on London Cycle Superhighway to Canary Wharf
30 Direct priority crossing in Lancaster
31 Direct crossing in York on the desire line
32 Treatment of approaches to splitter island at roundabout in Aylesbury
33 New shared use bridge over railway at Aylesbury Station
34 Tank Top bridleway bridge over M1
35 Major new cycle route attached to railway bridge approaching Nijmegen
36 Wide, on the level, underbridge at Tamworth
Description of route options from Waddesdon to Aylesbury Vale Parkway Station, Aylesbury, Wendover and Uxbridge

Waddesdon is just 6 kms from Aylesbury Vale Parkway Station. It would be wonderful to have such an attractive route between the two, that the public felt propelled to walk and cycle to Waddesdon Manor & Gardens. At present the main road all but precludes even experienced cyclists. A route in the wide verge along the north side of the main road might be possible, but it would be severed by HS2 and being adjacent to the heavy traffic is not an attractive place to walk or cycle for long distances.

The ideal route would be to revive the Waddesdon Estate’s earlier ideas for a path generally along the line of the Roman Road. If this were built as a tree lined avenue it would be another memorable feature of the Estate. It would though cut across two or three large fields and the Estate would need to be comfortable with farming somewhat smaller fields. Such an avenue could be taken all the way to Aylesbury Vale Parkway Station and it could be extended the length of the town as an integral component of the planned HS2 landscaped area.

Another magnificent way of approaching Waddesdon Manor from Aylesbury Station would be along the Drive from Stone to Waddesdon. This is a beautifully maintained route some 5 miles long. Parts of it are open to walkers and the whole would be a quite beautiful route for cyclists if this could be permitted.

The notes here describe these options as a series of ideas for discussion with the Waddesdon Estate. (See map opposite for numbers).

1 The HS2 cycle route from Buckingham would come along this road. It would be useful if the new junction planned by HS2 Rail could deter or minimise traffic.

2 It is surprising that the opportunity is not being taken to divert the A41 to bypass Waddesdon.

3 Traffic calming and slower speeds are all that can be done at present to create a village centre which accepts walkers and cyclists.

4 The exact route to follow, and the location of the start of an Avenue to Parkway Station, will be a matter for the Estate to decide. The following points, 5-11, describe an Avenue route to Parkway Station. Points 12-16 then continue this down the fringe of the town to join the existing cycling route to Aylesbury Station.

5 The route stars by the school where a new cycling route is to be incorporated into housing developments, and from the National Trust car park. Note that the fuller details of the Waddesdon to Aylesbury Parkway proposals are set out in a detailed appendix to this report.

6 There is no sign of the Roman Road (Akeman Street). Ideally an Avenue would be built on a very slight causeway to mimic the original road, planted either side with avenue trees, as in the sketch. Such an arrangement would not be as spacious as other drives on the estate in that it would occupy perhaps only a 10m wide strip. Crossing points would be required for farm equipment, with seats at perhaps quarter mile intervals so the public can enjoy the views.

7 The planned bridge under the HS2 Rail should be as spacious as possible and skewed to line up with the avenue. If possible, the bridge should also be on the line of the Roman Road so that the historical alignment is given a clear recognition.

8 Detour back to the alignment if necessary and perhaps join the existing field edge bridleway.

9 Route to be set around the boundary of any planned development, or incorporated into it to make for the most direct route.

10 Cross the railway on the existing accommodation bridge, which runs level across a cutting.

11 Complete the route back to the station.

12 The optimum greenway route should continue on this general alignment to reach the outskirts of Aylesbury and link to the planned landscaped buffer zone.

13 Existing bridle way should be re-built to link into the town.

14 Arrange for the greenway/avenue to be an integral part of the overall landscape buffer zone design. Past the golf course the route can follow the existing path, although this should be widened to 3m by taking away some of the central vegetation.

15 Link into the residential area wherever possible. Continue as an avenue all the way to the Oxford Road.

16 Provide a good quality crossing of the main road to reach the existing “Pebble” Way, which is on the south side of the main road.

17 The existing route to the town centre needs a crossing provision of Churchill Avenue. It runs along the school playing fields which is attractive.

18 Newly built bridge over the railway and to the station.

19 Follow through to the Market Square.

20 These sections follow the existing main road route to the town centre. Whilst not so attractive as the greenway, this is the direct way for everyday journeys. It starts with a most interesting river side section, requires a new bridge over the Thame and a link to join existing paths.

21 Although of limited headroom, it would be really valuable to pass under this busy main road and for a good path to continue around the north side of the town.

22 Newly built path along the corridor of the pylons.

23 The existing “Ruby” Way is mostly complete but there are numerous shortcomings in continuity at road crossings. These all need to be resolved as part of the HS2 Cycleway Project.

24 The current cycle ways bypass the town centre but follow Gatehouse Road. We would recommend that the route continues direct to the town centre by resolving the very difficult junction with Oxford Road. Details of this are shown in the appendix.

25 The public can walk up to the Waddesdon Manor, or be taken by bus. It is not clear if cyclists can do so as well.

26 When the HS2 Rail goes ahead and the road is diverted, it may be better if the cycling route to Stone follows this alignment for a more attractive route away from traffic on the main road.
Waddesdon to Aylesbury Vale Parkway Station, Aylesbury, Wendover and Uxbridge
Aylesbury Town Centre to Wendover

The Cycling Town programme brought forward a signed cycling route from Aylesbury to Wendover – the "Amber" route. Much of it made use of what was there so its quality varies tremendously. One option for the HS2 Cycleway is to re-build this all through to a really good standard. Efficient though such a route would be, it is not attractive or pleasurable to be adjacent to a main road for such a distance. In addition, therefore, we propose a greenway route across the fields to Weston Turville and the Wendover branch of the canal. This is only a little longer and would generate more trips, we feel.

Lastly, the avenue down the HS2 buffer area needs to be extended as far as Stoke Mandeville Hospital and Sports Centre.

1 Entering the town from the north via Castle Street leads through to the Market Square as a real focus for cyclists with ready access to shops and cafes. The way through the market is well defined.

2 The Exchange Street crossing is an excellent example of a single stage toucan across a major road. The proposed route leads direct past the new theatre and to the canal basin which is under redevelopment.

3 Define a route through the development and work a way around the head of the canal, if necessary by taking a metre or so of water to ease a shared use path through.

4 Provide a new bridge over the small brook to link to the park, and thence via Old Brewery Close to cut through to Beaconsfield Road.

5 Walton Road needs an effective crossing. At present the offset pelican lights are not accessible for cyclists. Probably the best solution is to signalise the whole junction.

6 Turnfurlong is busy with school parking. The cycle lanes are blocked with parked cars. If possible adjust the road space to achieve a wide shared use pavement on the east side of the road.

7 The route continues via residential roads which need raised tables at junctions and other features to emphasise the role of popular cycling here.

8 The whole route to Wendover is the 'Amber' route of Aylesbury Cycling Town. The route is all in place but rather a lot of it is poor with narrow surfaces and very little continuity or priority at crossings. The whole route needs to be reconstructed up to HS2 Cycleway standards with a smooth path 3m wide (if necessary through negotiation for additional land), and raised crossings.

9 The A413 is sufficiently busy to warrant a light controlled crossing placed as close as possible to the desire line.

10 In Wendover traffic calming and cycling lanes may be the most appropriate solution.

11 Existing cycling lanes on Turnfurlong Lane.

12 Wide verge along Cambourne Avenue could take a good 3m shared use path.

13 Follow, and widen, existing paths through park and make new direct links. The details of this and the next section will be modified by any developments here which should include a green route along as direct alignment as possible

14 This section of existing path cuts diagonally across the field and it might be better to follow the field edge.

15 Field edge path.

16 The existing path crosses the ditch to run along the side of the golf course. It would be preferable for the HS2 Cycleway to continue on this west side (Aylesbury College land).

17 Attractive wedge of pasture will hopefully be kept as an historic open space.

18 Follow roads down past the Church.

19 The path might be better built along the field edge, or overlooking the reservoir.

20 Make a link through the wood to join the towpath before the road bridge.

21 This has good headroom and the bank could be widened. (This canal is no longer navigational)

22 The bank all through here is sufficient to take a 2.5m wide path in general.

23 Possibly divert into the adjacent fields here.

24 Join the residential roads as soon as possible so as to avoid the very narrow urban end of the canal.

Points 25 – 32 describe the route around the south west of Aylesbury.

25 After crossing the main road, continue with a greenway or avenue as an integral part of the HS2 landscaping here.

26 Make frequent connections to the residential areas.

27 This bridleway route should be rebuilt to a good sealed surface standard to provide a direct link from Bishopstone to the town.

28 Use this crossing of the Princes Risborough branch.

29 Construct a good cycle route as part of this road.

30 Provide a good crossing.

31 Devise a link around the hospital to the Sports Centre.

32 The railway lands have a wide verge suitable for this path.

33 Existing bridge under railway and signed route to the town centre.
Aylesbury Town Centre to Wendover
Aylesbury to Haddenham & Thame Station

It is 6 miles to Haddenham & Thame Parkway Station for trains north to Birmingham, and 2 miles more to Thame via the Grove End Bridleway. It has long been an aspiration to make a good cycling route along this corridor. Aylesbury Cycling Town delivered the “Pebble” route as far as Stone. However, Upton and Dinton are effectively isolated by the very busy main road. This proposal envisages re-instating two sections of old track way to make a continuous route, avoiding the main road.

1 “Pebble” Way from Aylesbury Station has some very good sections, but further works are needed for continuity at junctions.
2 Drive from Waddesdon Manor.
3 Crewslow Way ends in the playground and football field.
4 “Pebble” Way just ends at this point!
5 The former track has been absorbed into the open field. The best option is to construct around the end of the football ground and then to acquire a strip along the field edge. This ridge route has wide sweeping views of the Chilterns.
6 Attractive lanes through Upton and Dinton.
7 This footpath route follows the hedge line for just over a mile to reach the outskirts of Haddenham.
8 Rudd’s Lane is quieter than the main road.
9 Thame Road to the station is traffic calmed with 3 give way islands. It is fairly busy, although level.
10 Entrance to station.
11 Bridleway route offers potential link to Thame.
**Wendover, Gerrards Cross and Uxbridge**

**From Wendover to Gerrard's Cross**

There is only one clear corridor – through the valley past Great Missenden, Amersham Old Town and the Chalfonts. This is the one direct corridor which avoids the hills of the Chilterns, which march across every other potential route. This is the only corridor where we can hope to see a real cycling patronage and popular cycle culture developing in the settlements along the way.

For the first part of the route there is spare land sufficient for a good path along the west side of the railway, or a path alongside either boundary would still be far enough from the main road to be comfortably in the countryside. South of Little Missenden the way must rely on reaching agreement to follow the footpath route – a former track way – down the west side of the valley all the way to Chalfont St. Peter. From here the old road continues towards Uxbridge, still separate from the A41, whilst residential roads lead to Gerrards Cross station, to provide the most convenient start or end for journeys from London.

**Chalfont St. Peter to Uxbridge**

We need to connect with the Grand Union Canal towpath for the link through to Uxbridge. This could either be done via a minor road route over the ridge south from Horn Hill, or by piecing together a route along the valley floor to Denham & the Colne Valley Country Park. Both options are explored here.

1. Leaving Wendover could be a bit complex when HS2 Rail comes through. We need to leave via South Street and then across the railway and Nash Lee Road bypass for the Icknield Way by the Bacombe Lane bridge. This needs to be made up to a good path through to its connection with Small Dean Lane. The HS2 Rail scheme needs to ensure that this vital way out of Wendover is smooth, continuous and convenient.

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.

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.

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.

It also connects with country lanes and signed cycle routes through the Chilterns.
Wendover, Gerrards Cross and Uxbridge

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.

13 The farm track to Mop End Lane is a most attractive alignment and possibly a remnant of a track running the whole way down the west side of the valley. It is a public footpath and has a good surface which could be further improved, even up to a minor road standard.

14 From Mop Lane the track eventually climbs up to Shardeloes, whilst the public footpath crosses the open field in front of the lake. It might be considered more appropriate for the path to follow the north side of the lake where the public would be largely out of sight from the house on its hilltop.

15 Join the course of the old road and cross what now remains as the drive to Shardeloes House.

16 The footpath passes under the main road by a low bridge which can be readily made up to a good shared use standard to give a safe crossing of this major road. At its far end the gradient needs easing.

17 Curiously the path now swings back to run adjacent to the main road. It would be much better if it swung away towards the High Street road into town and made a connection with School Lane for a back road to the town centre. This does though bypass the attractive historic High Street.

18 The path follows the line of the old road in a wide verge.

19 Through the High Street and Market Place it would be appropriate for all traffic to travel slowly and for measures to make this as popular a public space as is possible by reducing the impact of traffic.

20 Any link to Amersham Station has to climb the considerable hill.

21 The Broadway is heavy with traffic and the best solution would be to take space to create a good promenade along the south side of the road. A protected crossing at the roundabout will be necessary.

22 The 4 kms to Chalfont St. Giles is the second section of this route through the Chilterns which must find an alignment well away from the noise and stress of the main London Road. The public footpath west of the stream is the only practical solution, if this can be agreed with landowners. This starts as a farm road passing under the main road by a good bridge.

23 The public path follows the well-defined alignment of an old track way, generally along hedge boundaries. The construction of any path would need to be carefully integrated with the farming practice. It would be an opportunity to replant lost hedges and possibly plant trees to create a beautiful country “lane” all the way to Chalfont St. Giles, avoiding the Amersham Road throughout.

24 In places, especially south of Bottom House Farm Lane, the path is now set in a wide corridor ending in a woodland section to Mill Lane.
Wendover, Gerrards Cross and Uxbridge

[Map of the area with marked locations and pathways indicated.]

- Traffic free and access roads
- On road

December 2015
The final stretch to the village joins into a wide avenue, or drive, which curves away up to the hill from the High Street.

Around the church the existing paths are very narrow and re-construction would be needed past the playground, east of the church and across low bridges over the river – all of which flood on occasion.

The track now continues as a well-defined green lane (which has been used as the line of the sewer in these parts).

The final section of this Misbourne Valley greenway is now a very well defined path set in its own corridor for all except one field. It would be best to complete this as a lane all the way to Chalfont St. Peter, where it ends as a small road around playing fields.

Alternatively, it might be possible to turn up the High Street and follow Bowstridge Lane (which is a signed cycle route) through to the College and Gerrards Cross via residential roads. Otherwise visitors arriving from the station would need to climb up the hill from Chalfont St. Peter itself.

Staying in the valley bottom we now follow the old main road almost as far as the railway viaduct. The first section is fairly busy and may best be treated with wide cycle lanes. A crossing needs to be marked out across the Packhorse Road (B416). The most valuable Chiltern Hill bridge over the main road offers a useful connection to the hills to the north.

The Lower Road continues and is well set back from the extremely busy Amersham main road. Advisory cycling lanes, or logos at intervals would be appropriate here. South Park is an appropriate road to sign for Gerrards Cross Station.

The Lower Road is lost through the A41/railway/M25 complex which forms a very considerable barrier for pedestrians and cyclists.

The only solution is to:

i)  bridge over the A41 taking advantage of the slightly higher level of the Lower Road.

ii)  Utilise the side arch of the railway viaduct.

iii)  Follow the extra space under the M25 currently used as a lorry layby.

iv)  Make a link to the Lower Road in Higher Denham or via the sewage works road along the edge of the wood to Broken Gate Lane and the bridleway track to Higher Denham.
Wendover, Gerrards Cross and Uxbridge

33 Alternatively, or additionally, the route via the Isle of Wight Farm could be brought forward as the way into the Colne Valley.

34 Old Rectory Lane is too busy for novice cyclists and an alternative route must be found, either along the valley floor by the edge of the wood, or by the railway boundary, where part of the way is already a bridle way.

35 The option via Denham Green and Station is probably the best in that it serves the larger number of local people.

36 Make up this popular path, The Pyghtle, to Denham Place.

37 Most attractive village centre with a number of pubs and refreshments.

38 It would be best to cut away from the road as soon as possible, although the second link to the Country Park is the most suitable – a green lane.

39 Colne Valley Country Park Centre and Café.

40 Rebuild link to canal, although the final narrow bridge over the river maybe satisfactory for the time being.

41 The towpath of the Grand Union Canal generally has a good deal of space and could be made up to a wider formation. If possible, ease the gradients to the towpath bridge over the canal.

42 The A40 bridge is spacious.

43 Over this final approach to Uxbridge there is a lot of open space adjacent to the towpath and a new route, or extra width, could usefully be negotiated.

44 There is a skeletal cycling route on the road into Uxbridge High Street. This needs to be widened, enhanced and continuous across junctions.