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Introduction

Section 60 of the Countryside and Rights of Way Act creates the need for every local highway authority to produce a Rights of Way Improvement Plan (ROWIP). The plan must contain the authority’s assessment of:

- The extent to which local rights of way meet the present and likely future needs of the public;
- The opportunities provided by local rights of way for exercise and other recreation and enjoyment;
- Accessibility of rights of way to blind, partially sighted and others with mobility problems.

A wide range of functions and public benefits which are provided by rights of way are potentially encompassed by the above points. The present and future needs of the public not only include the use of the rights of way as a leisure resource, but also a range of wider public needs, including supporting better health, supporting the local economy and providing routes for more sustainable and less polluting transport.

Whilst there is clear need for highway authorities to meet their statutory duties, focus only on these will not adequately deliver the needs of the public, either now or in the future. The assessment provided by the revision of the Buckinghamshire ROWIP provides an opportunity to take a more integrated view of the value of the rights of way network to fulfilling the needs of the communities of Buckinghamshire.

Evidence around the benefits provided by access to the countryside has increased in recent years. Rights of way are a very important component of the overall access resource, providing important social and economic benefits for people and communities.

Prioritising Needs

After statutory duties have been met, further decisions need to be made around how resources will be allocated. This not only includes decisions on capital expenditure, but also on where to invest staff resources to develop projects and funding bids. Assessment of how well a project meets a range of needs is already carried out. However, budgetary and staff resources are under increasing pressure and there is now a greater need to ensure that each project provides the greatest benefit to cost ratio and aligns most closely with Buckinghamshire’s needs, as identified in a range of strategies and policies. Through developing this revision of the ROWIP an evidence base has been developed to support this prioritisation.
Summary of Buckinghamshire’s Access and Public Needs

The first ROWIP was published in 2008 and there have been significant changes in how Buckinghamshire County Council delivers services and forces for change acting in the wider county and nationally. The new ROWIP needs to respond to these changes and to project into the future and make provision for changes on the horizon. From the research carried out to develop the new ROWIP, some clear needs have emerged which Buckinghamshire and the ROWIP need to respond to.

Housing Growth

High levels of development are planned across Buckinghamshire, but especially around Aylesbury, as well as High Wycombe, Princes Risborough and in southern Buckinghamshire. Although figures vary, around 50,000 new homes are needed by the 2030’s increasing Buckinghamshire’s population and bringing new residents to the county. This will have a range of effects including increased traffic and increased demand for access. Responding to new development was the highest priority for people in the public survey carried out for the ROWIP.

Responding to Needs – Housing Growth

Protect and improve existing paths – existing paths need to be protected, with no net loss of access because of development. Improvements will be needed. Disruption during construction also needs to be minimised. Some parts of the network, especially in southern Buckinghamshire, are already under pressure. This is because of poorly connected paths, major infrastructure projects and a lower length of public rights of way per person. Around Aylesbury there are few large greenspace sites. This means that public rights of way are an even more important way for people to access nature.

Linking towns to countryside – public rights of way which link urban areas to the countryside and their quality are important. This is true for paths leading from new housing development as well as from existing towns and villages.

Promoted routes – better quality paths and information are needed. Some information tailored to new residents would support new communities to explore.

Links to the Chilterns – the Chilterns are an important green lung for larger towns nearby which will be growing, including Aylesbury, High Wycombe and Princes Risborough. Partners want these towns to be better connected to the Chilterns.

Supporting active travel – routes which can be used by many types of users should be provided through new development, with improved surfaces to reflect their use in an urban setting.

Working with partners – this will be needed to deliver larger projects and make sure the needs arising from new development are fully addressed.

Economy and Growth

Economically, Buckinghamshire is a strong county with low unemployment and a very high proportion of business start-ups and Small and Medium Enterprises. Buckinghamshire Thames Valley Local Enterprise Partnership recognises that Buckinghamshire and the Chilterns’ attractive natural environment and historical and cultural interest are part of Buckinghamshire’s competitive advantage. Their strategy notes that the landscape and the outdoor opportunities for walking, cycling and other outdoor interests make up part of the excellent rural quality of life offer.
The visitor economy is also important, and the rights of way network has a critical role in supporting tourism. Some assets are attractions in themselves, for example long-distance trails such as the Ridgeway National Trail and the Thames Path National Trail. The overall network is also important, as is the ‘packaging’ of rights of way into promoted routes and itineraries which can also raise the status of Buckinghamshire to visitors from outside the county and particularly London.

Responding to Needs – Economy and Growth

Support growth in the visitor economy – There are several ways to help the visitor economy to grow. These include encouraging people to take longer visits and developing new routes or new promoted routes. New markets can be developed, especially higher spending markets, the London market and adventure sports sectors. Promotion needs to support a strong brand for Buckinghamshire and the Chilterns. Promoted routes need to be of a high standard so that Buckinghamshire has a high-quality reputation.

Good visitor management – work with partners to help ensure visitor pressure on sensitive and popular sites is well-managed.

Improve information – make information easy to find and attractive to use, for both visitors and residents. Make sure promotion supports rural businesses.

Increase active travel – increase walking and cycling to help ease congestion and reduce negative effects from vehicles such as noise and air pollution.

Support National Trails – there is potential to attract more non-local visitors to the National Trails, working with the two National Trail Partnerships.

Work with partners – to ensure the contribution of public rights of way to quality of life and economic growth is recognised and to support visitor economy ambitions.

Demographic Changes

The population of Buckinghamshire has changed since the first ROWIP and will continue to change in the future. The population is projected to grow by 7.5% between 2016 and 2026, reaching around 573,280; a growth which is above both the national and regional averages, with Aylesbury Vale projected to account for 68% of this growth. The number of older people will rise the most, with a predicted 21% rise, whilst working age people are predicted to fall. The rise in older people will also have an impact on health needs.

The population has, and is predicted to continue, to be more diverse, with number of people of non-white ethnicity having risen by 82% between the 2001 and 2011 Censuses. There is a clear rural-urban divide, with Aylesbury and High Wycombe, some parts of the Colne Valley and neighbouring areas in Slough, Milton Keynes and Hillingdon with a higher non-white population, and rural areas with a higher white population than the South East average.

Responding to Needs – Demographic Changes

Improved accessibility – an older population is likely to have more health and mobility needs. Paths should be made as easy to use as possible. Programmes such as Simply Walk will be important to help people access the countryside for health.

Better information – a diverse population has differing needs and interests. It will be important to recognise this in promotional material and in new projects. The planned growth will also bring new residents to the county who will want to explore their new surroundings.
Health and Wellbeing

Although the health of the population in many areas of Buckinghamshire is similar to, or better, than the England average, there are also pockets of poorer health as well as areas of deprivation, which is a risk factor for health, particularly in Aylesbury, High Wycombe and some areas of south Buckinghamshire and Chesham and Amersham.

Being physically active is strongly linked to better health and wellbeing. There is an established causal link between physical activity and at least 20 different chronic health conditions, including coronary heart disease, stroke, cancer, type 2 diabetes and mental health problems. Access to greenspace (including public rights of way) can increase physical activity and the resource is free and available in both urban and rural areas. Although over 60% of adults in Buckinghamshire meet activity guidelines, higher than the national and regional levels, over 20% are inactive and there are still large numbers who do take enough physical activity to benefit their health and wellbeing. Levels of activity are lowest among the over 65s.

Responding to Needs – Health and Wellbeing

Help more people become more active - promote routes and make routes more accessible to help those with physical impairments. Work with partners on health improvement schemes such as Simply Walk (Buckinghamshire’s health walking scheme).

Improvements in areas of poorer health - support walking and cycling to schools particularly in areas with high levels of childhood obesity. Help to increase walking and cycling for short journeys. Encourage active recreation. Provide information to increase active travel and recreation.

Help to address health inequalities - improve access to the natural environment particularly in areas where there is less greenspace and where health is poorer. Use rights of way as additional ways to access nature. Support walking and cycling to reduce air pollution from traffic.

Help to create better places which support health and wellbeing – help make the places where people live green, attractive and with lots of places to be active outdoors. Make sure plans, strategies and new developments recognise the crucial role of public rights of way. Work with planning officers to make sure walking and cycling are a priority in new development.

Major Infrastructure

Several major infrastructure projects are being developed which affect Buckinghamshire - High Speed 2, a third runway is proposed at Heathrow, with associated infrastructure improvements including the Western Rail Link, Oxford-Cambridge Arc and Oxford to Cambridge, East West Rail and Crossrail.

Responding to Needs – Major Infrastructure

Mitigation – these projects will cut across many public rights of way. While there will be changes to public rights of way, it is important that the effects are minimised and that access is still available for people who live nearby. Disruption during construction must also be minimised.

Improve existing network – improvements to the existing network are needed and should be sought for all major infrastructure projects. In southern Buckinghamshire, where some major projects are planned, there is already high demand and the network is poorly connected in places.
Needs of Residents and Visitors

The public rights of way network provides recreational and travel opportunities for a range of different users. Walking is the most popular outdoor recreation activity in the country and walkers can freely use the entire public rights of way network. Recreational equestrianism includes several activities including hacking and carriage driving. It makes a valuable contribution to the fabric of rural society and offers a wide range of people a way to explore the countryside. However, the level of access is low compared to walkers, and rights of way suitable for equestrians may be long distances apart or broken by busy roads, meaning that equestrians must use the road network. Motorised vehicles only have the rights to access 11 miles of the rights of way network, through using public byways (BOATs). There is a wide range of cycling interests with a range of needs, including family cycling mountain biking and competitive and club cycling. The general leisure and family cycling market can also contribute to the visitor economy, ideally requiring off-road routes and good promotion.

Those with physical or visual impairments may have additional needs, with users needing better information on where to go and what infrastructure they will find on the route and good quality infrastructure.

The Black and Minority Ethnic population are less likely to spend time in nature than the total population. However, most people do report spending time in nature at least once a month. Members of the ethnic minority population are more likely to visit parks in towns and cities, often with a greater desire to spend time with family and friends and to learn about the outdoors. Members of the ethnic minority population may have different motivations and are more likely to visit parks in towns and cities, often with a greater desire to spend time with family and friends and to learn about the outdoors. Barriers can include a lack of appropriate interpretive material, lack of awareness, lack of confidence and negative perceptions of the financial costs and lack of time.

Responding to Needs – Residents and Visitors

Support more people in walking – Walking has been described as "the nearest activity to perfect exercise", being the easiest, lowest cost and enjoyable way for most people to increase their physical activity and to enjoy the outdoors.

Address the issues of horse riders – including more routes, better connected routes, tackling fly tipping, overgrown routes, busy and dangerous roads, better crossing points or paths on verges and better gates and surfacing.

Improved information for all users – In the public survey all types of users asked for more information. People with physical and visual impairments want enough information for them to choose routes. Information tailored to ethnic minority communities may also encourage use. Working with partners will be needed.

More ‘higher status’ routes – more bridleways, byways and restricted byways and better-connected routes will help horse riders, cyclists and motorised vehicle drivers (byways only). New routes coming from housing development should allow as many types of users as possible.

Improved accessibility – Paths should be as easy to use as possible for people with physical and visual impairments and the ageing population. Stiles, steps and uneven ground, for example, can be difficult for these people. A ‘least restrictive access’ approach means continuing to replace stiles with gaps or gates and making sure the paths are easy to use for as many people as possible. More can be learned about the needs of people with additional needs from working with partners.
Buckinghamshire’s Access Resource

Buckinghamshire’s Public Rights of Way Network

Buckinghamshire’s public rights of way network is shown in Plan 2.

The total length of the network is 2084 miles (3353 km). Most of the network (81%) is comprised of public footpaths, with 18% of the network comprised of bridleways and restricted byways and BOATs open to all traffic (BOATS) each making up 1% of the network.

Table 1: Buckinghamshire’s public rights of way network

<table>
<thead>
<tr>
<th></th>
<th>Km</th>
<th>Miles</th>
<th>%</th>
<th>% - National Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length all PROW (km)</td>
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<td>2084</td>
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<td>81%</td>
<td>78%</td>
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<td>11</td>
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<td>3%</td>
</tr>
<tr>
<td>Bridleway</td>
<td>600</td>
<td>373</td>
<td>18%</td>
<td>17%</td>
</tr>
<tr>
<td>Restricted Byway</td>
<td>17</td>
<td>11</td>
<td>1%</td>
<td>2%</td>
</tr>
<tr>
<td>All higher status</td>
<td>634</td>
<td>394</td>
<td>19%</td>
<td>22%</td>
</tr>
</tbody>
</table>

Buckinghamshire’s Public Rights of Way Network by Sub-Area of the County

The population of Buckinghamshire is not spread evenly across the county. The northern part of the county is less densely populated than the south. There are also differences in the provision of public rights of way across the county. In order to understand the geographic spread of the network more fully and levels of access to the network for residents, analysis was carried by splitting the county into three areas: north of the Chilterns Area of Outstanding Beauty (AONB), the area within the AONB and the area to the south of the AONB (see Plan 1).

Plan 1: Sub-areas used for analysis of network
This analysis reveals:

- That the Chilterns AONB is best served by public rights of way – 36% of the network is within the AONB, but the designated area covers 27% of the area of Buckinghamshire. The population is also well-served, as only 14% of Buckinghamshire’s population live in the AONB, meaning that each resident has 16.51 metres of PROW, over double the length for Buckinghamshire as a whole (6.26 metres per person);
- The population living in the area in south Buckinghamshire (south of the AONB) is least well-served per person. Although the provision of network by area is roughly in proportion (14% of the network is in this area, and this area covers 16% of Buckinghamshire), due to the higher population the provision per person is lower; 50% of Buckinghamshire’s population live in this area, meaning that each person has access to 1.71 metres of PROW, well below the figure for Buckinghamshire as a whole (6.26 metres per person);
- Provision in north Buckinghamshire is good – this area covers 57% of the area of the county and has 50% of the network. Due to the less dense population (37% of Buckinghamshire’s population live in this area), each person has access to 8.54 metres of PROW;
- There are slightly more higher status routes as a proportion of the network in the AONB and south of the AONB, at 21% of the network vs. 19% for the county. In northern Buckinghamshire county, 17% of the network are higher status routes;
- There is a higher density of public rights of way in the AONB at 4.66 miles per sq. mile, compared to 3.45 miles per sq. mile across the county. South Buckinghamshire and north Buckinghamshire have a lower density, at 2.93 miles per sq. mile (south of AONB) and 3.02 miles per sq. mile (north of the AONB).

A breakdown of the network is shown in Table 2 and 4 and Charts 1 to 3.

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1 Mid-year population estimates, ONS SAPE2DT12 using Lower Super Output Areas (LSOAs). Population figures are estimates. Where LSOA crosses a sub-area boundary the population has been allocated as half in each of the neighbouring sub-areas.

2 When south Buckinghamshire is referred to in this document it does not equate to the boundary of South Buckinghamshire District Council.
Plan 2: Buckinghamshire's public rights of way network
Chart 1: % of PROW network, population and area of county

Chart 2: Density of PROW – km per square km

Table 2: Length of public rights of way - county and sub-areas
<table>
<thead>
<tr>
<th>Length of all PROW</th>
<th>Buckingham County</th>
<th>Chilterns</th>
<th>South Buckinghamshire</th>
<th>North Buckinghamshire</th>
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<tbody>
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<td>Length</td>
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<td>Miles</td>
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<tr>
<td>17%</td>
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Table 3: Density of public rights of way

<table>
<thead>
<tr>
<th>Buckingham County</th>
<th>Chilterns</th>
<th>South Buckinghamshire</th>
<th>North Buckinghamshire</th>
</tr>
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<tbody>
<tr>
<td>Area</td>
<td>1565 sq. km</td>
<td>422 sq. km</td>
<td>249 sq. km</td>
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<tr>
<td></td>
<td>604 sq. miles</td>
<td>163 sq. miles</td>
<td>96 sq. miles</td>
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<tr>
<td>Area as % of county</td>
<td>100%</td>
<td>27%</td>
<td>16%</td>
</tr>
<tr>
<td>PROW as % of county network</td>
<td>100%</td>
<td>36%</td>
<td>14%</td>
</tr>
<tr>
<td>Area</td>
<td>Km/ sq. km</td>
<td>Mile/ sq. mile</td>
<td>Km/ sq. km</td>
</tr>
<tr>
<td>Density all PROW</td>
<td>2.14</td>
<td>3.45</td>
<td>2.90</td>
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<tr>
<td>Density Footpath</td>
<td>1.74</td>
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<td>Density BOAT</td>
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<td>Density Bridleway</td>
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<tr>
<td>Density all higher status</td>
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Table 4: Estimated population and provision of PROW

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<th>Chilterns</th>
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<th>North Buckinghamshire</th>
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<tr>
<td>Estimated population</td>
<td>535,918</td>
<td>73,996</td>
<td>265,337</td>
</tr>
<tr>
<td>% of population of Buckinghamshire</td>
<td>100%</td>
<td>14%</td>
<td>50%</td>
</tr>
<tr>
<td>Miles of PROW per person</td>
<td>0.0039</td>
<td>0.0103</td>
<td>0.0011</td>
</tr>
<tr>
<td>Metres of PROW per person</td>
<td>6.26</td>
<td>16.51</td>
<td>1.71</td>
</tr>
</tbody>
</table>

3 Mid-year population estimates, ONS SAPE2DT12 using Lower Super Output Areas (LSOAs). Population figures are estimates. Where LSOA crosses a sub-area boundary the population has been allocated as half in each of the neighbouring sub-areas.
Higher Status Routes

All public rights of way can be used on foot, but only those carrying higher rights (bridleways, BOATs and restricted byways, see Plan 3) are available for equestrians and cyclists. Carriage drivers can only use restricted byways and BOATs, which together total 2% of the network, lower the national public rights of way network (5% of network). Motorised vehicles can use BOATs, which form 1% of the network, again lower than the national public rights of way network (2% of network).

In the Chilterns and south Buckinghamshire sub-areas 21% of the network is comprised of higher status rights routes, slightly higher than the Buckinghamshire proportion of 19%. Northern Buckinghamshire is, therefore, slightly lower, at 17%.

Plan 4 shows higher status routes and major roads, which creates further barriers to their use due to safety issues and increasing traffic on roads. A list of these public rights of way which exit onto major roads is included in the Appendix. Plan 5 show where higher status routes link to minor roads. These should carry less traffic; however, some of these routes are likely to be busier and used as ‘rat-runs’.

It is evidence from Plan 3 that, while there are some areas of well-connected higher status routes, the network is fragmented in many places. The network is better connected in the Chilterns AONB and less well-connected in north and south Buckinghamshire. In south Buckinghamshire the road network also creates barriers, see Plan 4.
Plan 3: Higher status public rights of way - bridleways, BOATs and restricted byways
Plan 4: Higher status public rights of way and major roads
Plan 5: Higher status public rights of way and minor roads
Promoted Routes

National Trails

Two national trails cross Buckinghamshire – The Ridgeway National Trail and the Thames Path National Trail, see Plan 6. Buckinghamshire County Council works in partnership with the National Trail Partnerships to ensure the routes are well-maintained and to assist in the delivery of projects. National trails are listed as priority 1 in the rights of way problem management matrix (see page 59) due to their importance as strategic routes both for local people and visitors.

A survey of national trail users was carried out in 2014\(^4\) which reveals more information about users of the two trails:

- Walking, either with or without a dog, was the most popular activity (91% for the Ridgeway and 81% for the Thames Path);
- There were more cyclists using the Thames Path than the average for all trails – 17% vs. 8% - making the Thames Path National Trail with the second highest cycling use, after the Pennine Way;
- Both trails had higher usage by local visitors than the average for all trails – 54% of Thames Path and 74% of Ridgeway visitors originated from within 10 miles, compared with 46% for all trails;
- 40% of Thames Path users and 27% of Ridgeway users visited the trail once a week or more frequently compared to 24% for all trails;
- Average spend per head was lower than the average for all trails (£6.64), at £3.09 for the Ridgeway and £5.13 for the Thames Path, with the largest item spending on accommodation, followed by food and drink.

Important priorities and aspirations for The Ridgeway National Trail are:

- Connecting the national trail through strategic link public rights of way to nearby settlements;
- An off-road signposted route connecting the trail with Aylesbury;
- To identify and promote a route for cyclists and horse riders parallel to the footpath sections of the national trail (a Ridgeway Riding Route);
- Improving links between the Ridgeway and the Phoenix Trail and Aston Hill/Wendover Woods and promoting the trail to cyclists and horse riders.

The Thames Path National Trail running through Buckinghamshire is one of the most heavily used stretches of the river for local communities, long distance walkers, international tourists and for numerous events. Due to the flat gradient, the Thames Path lends itself to access for all and therefore can support improvements in health and wellbeing agenda. It attracts new audiences into walking and helps both the urban and rural economy of Buckinghamshire, supporting businesses along the trail’s riverside towns and villages.

Promoted Routes

Buckinghamshire County Council has produced a set of 32 promoted routes which have a downloadable pdf and route description. As well as these routes, circular and linear routes promoted by other organisations are also promoted on Buckinghamshire County Council’s website via an interactive map. The promoted routes which are listed are shown in Table 5 and Plans 6, 7 and 8. Those shown in bold in Table 5 are promoted routes created by Buckinghamshire County Council, with these routes shown in Plan 8.

The routes in Table 5 cover approximately 43% of the public rights of way network. These routes are listed as priority 2 in the rights of way problem management matrix (see page 59).

There are many other sources of information available for the public to find promoted routes. The Chiltern Society, the Chilterns Conservation Board, National Trust and Visit Buckinghamshire have all created and/or promoted routes. In a Google search of “circular walks Buckinghamshire”, Buckinghamshire County Council appears at number 9. The top ten results are:

1. Chilterns AONB
2. Visit Buckinghamshire
3. Walking Britain
4. National Trust
5. GPS-routes.co.uk
6. Go4awalk.com
7. Ifootpath.com
8. 10 best pub walks in the Chilterns – Telegraph
9. Buckinghamshire County Council walks and rides route map
10. Saturday Walkers Club

Promoted routes can have an important role to play in addressing the needs of Buckinghamshire, including to support health and wellbeing, the visitor economy, providing resources for differently abled people, attracting new users and linking urban communities to the wider countryside. Routes should be designed to specifically meet these needs and the promotional material tailored to specific audiences. The promotional material also needs to be easy for the user to find. The public survey highlighted that this is an aspect which requires improvement.

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7. [https://www.chilternsaonb.org/ccbmaps/viewcategory/21/137/medium-walks-4-6-miles.html](https://www.chilternsaonb.org/ccbmaps/viewcategory/21/137/medium-walks-4-6-miles.html)
9. [https://www.walkingbritain.co.uk/Buckinghamshire-walks-list](https://www.walkingbritain.co.uk/Buckinghamshire-walks-list)
15. [https://www.walkingclub.org.uk/walks/buckinghamshire.html](https://www.walkingclub.org.uk/walks/buckinghamshire.html)
Plan 6: Local linear promoted routes and National Trails
Plan 7: Circular promoted routes – listed on Buckinghamshire County Council website
Plan 8: Routes created by Buckinghamshire County Council
<table>
<thead>
<tr>
<th>Name</th>
<th>Description</th>
<th>Ease of Use</th>
<th>Users</th>
<th>Time</th>
<th>Length within Bucks (km)</th>
<th>Length Within Bucks (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akeley Circular Walk</td>
<td>A walk around the village of Akeley</td>
<td>Easy</td>
<td>Walk</td>
<td>4 hrs</td>
<td>11.2</td>
<td>6.9</td>
</tr>
<tr>
<td>Aston Abbots Village Walk</td>
<td>A walk around Aston Abbots</td>
<td>Easy</td>
<td>Walk</td>
<td>1 hr</td>
<td>2.5</td>
<td>1.5</td>
</tr>
<tr>
<td>Aylesbury Arm</td>
<td>A walk following the towpath along the Aylesbury Arm of the Grand Union Canal.</td>
<td>Easy</td>
<td>Walk</td>
<td>7 hrs</td>
<td>15.8</td>
<td>9.8</td>
</tr>
<tr>
<td>Aylesbury Ring</td>
<td>A walk around the outskirts of Aylesbury which can conveniently be divided into individual sections, varying from 2.5 to 6 miles or more.</td>
<td>Moderate</td>
<td>Walk</td>
<td>17 hrs</td>
<td>46.4</td>
<td>28.8</td>
</tr>
<tr>
<td>Beeches Way</td>
<td>A walk from the River Thames near Cookham to the Grand Union Canal at West Drayton.</td>
<td>Easy</td>
<td>Walk</td>
<td>8.5 hrs</td>
<td>24.1</td>
<td>15.0</td>
</tr>
<tr>
<td>Bernwood Forest Route - Bicester/ Buckingham</td>
<td>Bernwood cycle route</td>
<td>Easy</td>
<td>Cycle</td>
<td>19 hrs</td>
<td>52.5</td>
<td>32.6</td>
</tr>
<tr>
<td>Bernwood Forest Route – Haddenham / Ludgershall</td>
<td>Bernwood cycle route</td>
<td>Hard</td>
<td>Cycle</td>
<td>16 hrs</td>
<td>48.6</td>
<td>30.2</td>
</tr>
<tr>
<td>Bernwood Forest Route Link</td>
<td>Bernwood cycle route</td>
<td>Easy</td>
<td>Cycle</td>
<td>3.5 hrs</td>
<td>10.6</td>
<td>6.6</td>
</tr>
<tr>
<td>Bernwood Jubilee Way</td>
<td>A long distance walk around the ancient forest of Bernwood with several shorter loop sections.</td>
<td>Hard</td>
<td>Walk</td>
<td>35 hrs</td>
<td>100.0</td>
<td>62.1</td>
</tr>
<tr>
<td>Bierton Circular Walk</td>
<td>A walk around Bierton</td>
<td>Easy</td>
<td>Walk</td>
<td>1.5 hrs</td>
<td>5.0</td>
<td>3.1</td>
</tr>
<tr>
<td>Bledlow Circular Ride</td>
<td>A circular ride through the rolling Chiltern countryside.</td>
<td>Moderate</td>
<td>Horse</td>
<td>4.5 hrs</td>
<td>8.4</td>
<td>5.2</td>
</tr>
<tr>
<td>Brill &amp; Boarstall</td>
<td>A circular walk encompassing Brill Common, the ancient forest of Bernwood and the village of Boarstall.</td>
<td>Easy</td>
<td>Walk</td>
<td>3.5 hrs</td>
<td>10.6</td>
<td>6.6</td>
</tr>
<tr>
<td>Buckingham Riverside Walk</td>
<td>A 2.5 miles of pathways including the existing Riverside walk and the Old railway walk. A 2.5 miles of pathways including the existing Riverside walk and the Old railway walk.</td>
<td>Easy</td>
<td>Walk</td>
<td>2 hrs</td>
<td>5.8</td>
<td>3.6</td>
</tr>
<tr>
<td>Chess Valley Walk</td>
<td>A walk in the Chilterns Area of Outstanding Natural Beauty following the River Chess, a chalk stream.</td>
<td>Moderate</td>
<td>Walk</td>
<td>5.5 hrs</td>
<td>8.9</td>
<td>5.6</td>
</tr>
<tr>
<td>Chiltern Link</td>
<td>Closely following the ancient trade route from Wendover to Chesham, this walk through classic Chiltern countryside links the Ridgeway National Trail with the Chess Valley Walk.</td>
<td>Moderate</td>
<td>Walk</td>
<td>4 hrs</td>
<td>12.0</td>
<td>7.5</td>
</tr>
<tr>
<td>Chiltern Way</td>
<td>A long distance walk around the Chilterns</td>
<td>Hard</td>
<td>Walk</td>
<td>17 hrs</td>
<td>47.5</td>
<td>29.5</td>
</tr>
<tr>
<td>Chiltern Way 2</td>
<td>A long distance walk around the Chilterns</td>
<td>Hard</td>
<td>Walk</td>
<td>15 hrs</td>
<td>36.6</td>
<td>22.7</td>
</tr>
<tr>
<td>Name</td>
<td>Description</td>
<td>Ease of Use</td>
<td>Users</td>
<td>Time</td>
<td>Length within Bucks (km)</td>
<td>Length Within Bucks (miles)</td>
</tr>
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</tr>
<tr>
<td>Claydon Woods</td>
<td>Ancient woodlands, open farmland and historic lanes make up some of the features passed on this walk through some of the most scenic areas of north Buckinghamshire.</td>
<td>Easy</td>
<td>Walk</td>
<td>3.5 hrs</td>
<td>10.3</td>
<td>6.4</td>
</tr>
<tr>
<td>Colne Valley Trail</td>
<td>A country route linking Uxbridge and Rickmansworth.</td>
<td>Easy</td>
<td>Walk</td>
<td>7.5 hrs</td>
<td>9.4</td>
<td>5.8</td>
</tr>
<tr>
<td>Cross Bucks Way</td>
<td>Links the Oxfordshire Way with the North Bucks Way, the Swans Way and the Greensand Ridge Walk (Bedfordshire).</td>
<td>Hard</td>
<td>Walk</td>
<td>12.5 hrs</td>
<td>35.5</td>
<td>22.1</td>
</tr>
<tr>
<td>Cuddington &amp; Upper Winchendon</td>
<td>A walk linking the villages of Cuddington and Upper Winchendon.</td>
<td>Moderate</td>
<td>Walk</td>
<td>3 hrs</td>
<td>10.0</td>
<td>6.2</td>
</tr>
<tr>
<td>Doddershall Circular Walk</td>
<td>A walk around Doddershall</td>
<td>Easy</td>
<td>Walk</td>
<td>4 hrs</td>
<td>11.6</td>
<td>7.2</td>
</tr>
<tr>
<td>Ellesborough &amp; Kimble</td>
<td>A walk through two contrasting landscapes - the hilly wooded Chilterns and the flat open Vale of Aylesbury.</td>
<td>Moderate</td>
<td>Walk</td>
<td>4.5 hrs</td>
<td>14.7</td>
<td>9.1</td>
</tr>
<tr>
<td>Finemere Hill Circular Walk</td>
<td>A circular walk taking in the village of Quainton and Finemere Wood.</td>
<td>Easy</td>
<td>Walk</td>
<td>3 hrs</td>
<td>9.3</td>
<td>5.8</td>
</tr>
<tr>
<td>Great Missenden</td>
<td>A circular walk through ancient woodlands, impressive earthworks and undulating countryside, with superb views over Great Missenden and the Misbourne Valley</td>
<td>Easy</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>7.1</td>
<td>4.4</td>
</tr>
<tr>
<td>Hambledon &amp; Medmenham</td>
<td>A walk encompassing the Hambledon Valley and the village of Medmenham near to the River Thames between Henley and Marlow.</td>
<td>Moderate</td>
<td>Walk</td>
<td>3.5 hrs</td>
<td>10.7</td>
<td>6.7</td>
</tr>
<tr>
<td>Hedgerley</td>
<td>A walk taking in a picturesque Buckinghamshire village, an RSPB reserve, ancient woodland and remnants of the old local brick industry.</td>
<td>Easy</td>
<td>Walk</td>
<td>3 hrs</td>
<td>9.6</td>
<td>6.0</td>
</tr>
<tr>
<td>Icknield Way</td>
<td>A route through the Chilterns for walkers, cyclists and horse riders.</td>
<td>Hard</td>
<td>Horse</td>
<td>13 hrs</td>
<td>28.3</td>
<td>17.6</td>
</tr>
<tr>
<td>Long Crendon &amp; Chearsley</td>
<td>A walk encompassing part of the flood plain of the River Thame and the villages of Long Crendon and Chearsley to the south west of Aylesbury near the Oxfordshire border.</td>
<td>Moderate</td>
<td>Walk</td>
<td>3 hrs</td>
<td>9.4</td>
<td>5.8</td>
</tr>
<tr>
<td>Marlow</td>
<td>Walk from Marlow to the banks of the River Thames and past historic buildings and ancient archaeological sites.</td>
<td>Easy</td>
<td>Walk</td>
<td>3.5 hrs</td>
<td>12.0</td>
<td>7.4</td>
</tr>
<tr>
<td>Marsworth</td>
<td>A walk along the base of the Chiltern Scarp passing through areas of archaeological interest and returning along the Grand Union Canal.</td>
<td>Easy</td>
<td>Walk</td>
<td>2 hrs</td>
<td>6.7</td>
<td>4.2</td>
</tr>
<tr>
<td>Matthew's Way</td>
<td>A walk encompassing the villages of Quainton and North Marston</td>
<td>Moderate</td>
<td>Walk</td>
<td>3.5 hrs</td>
<td>10.4</td>
<td>6.4</td>
</tr>
<tr>
<td>National Byway Route</td>
<td>Cycle route</td>
<td>Hard</td>
<td>Cycle</td>
<td>19.5 hrs</td>
<td>60.4</td>
<td>37.5</td>
</tr>
<tr>
<td>North Bucks Way</td>
<td>The North Bucks Way was set up by the Ramblers Association in 1972. It runs from the Ridgeway in the south to the Northamptonshire border in the north.</td>
<td>Hard</td>
<td>Walk</td>
<td>18 hrs</td>
<td>44.8</td>
<td>27.8</td>
</tr>
<tr>
<td>Name</td>
<td>Description</td>
<td>Ease of Use</td>
<td>Users</td>
<td>Time</td>
<td>Length Within Bucks (km)</td>
<td>Length Within Bucks (miles)</td>
</tr>
<tr>
<td>------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>-------------</td>
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<td>---------------------------</td>
</tr>
<tr>
<td>Old Shire Lane</td>
<td>A circular walk near the outskirts of Rickmansworth</td>
<td>Moderate</td>
<td>Walk</td>
<td>4.5 hrs</td>
<td>3.6</td>
<td>2.2</td>
</tr>
<tr>
<td>Ouse Valley Way</td>
<td>See Ouse Valley Way website.</td>
<td>Moderate</td>
<td>Walk</td>
<td>8.5 hrs</td>
<td>22.3</td>
<td>13.9</td>
</tr>
<tr>
<td>Oving &amp; North Marston</td>
<td>A walk linking the villages of Oving and North Marston.</td>
<td>Easy</td>
<td>Horse</td>
<td>3.5 hrs</td>
<td>10.0</td>
<td>6.2</td>
</tr>
<tr>
<td>Phoenix Trail</td>
<td>A cycle route between Thame and Princes Risborough.</td>
<td>Easy</td>
<td>Cycle</td>
<td>9 hrs</td>
<td>3.9</td>
<td>2.4</td>
</tr>
<tr>
<td>Princes Risborough</td>
<td>A circular walk off the Ridgeway National Trail through the mature beechwoods and chalk grasslands of the Chiltern Hills above Princes Risborough.</td>
<td>Hard</td>
<td>Walk</td>
<td>3.5 hrs</td>
<td>9.9</td>
<td>6.2</td>
</tr>
<tr>
<td>Quainton Hills Circular Walk</td>
<td>Quainton hills walk</td>
<td>Hard</td>
<td>Walk</td>
<td>2 hrs</td>
<td>6.7</td>
<td>4.2</td>
</tr>
<tr>
<td>Ridgeway (Bucks)</td>
<td>See National Trails website.</td>
<td>Hard</td>
<td>Walk</td>
<td>12 hrs</td>
<td>28.0</td>
<td>17.4</td>
</tr>
<tr>
<td>Round Aylesbury Walk</td>
<td>A circular walk around Aylesbury with linking routes into the town.</td>
<td>Easy</td>
<td>Walk</td>
<td>7 hrs</td>
<td>20.6</td>
<td>12.8</td>
</tr>
<tr>
<td>Seven Shires Way (Bucks)</td>
<td>Part of a 234 miles long distance route around Oxfordshire boundary</td>
<td>Moderate</td>
<td>Walk</td>
<td>25 hrs</td>
<td>32.6</td>
<td>20.3</td>
</tr>
<tr>
<td>Shakespeare’s Way</td>
<td>A long distance walk between Stratford upon Avon and Shakespeare's Globe theatre in London.</td>
<td>Hard</td>
<td>Walk</td>
<td>16 hrs</td>
<td>41.3</td>
<td>25.6</td>
</tr>
<tr>
<td>South Bucks Way</td>
<td>From Coombe Hill near Wendover to the Grand Union Canal at Denham.</td>
<td>Hard</td>
<td>Walk</td>
<td>12.5 hrs</td>
<td>36.5</td>
<td>22.7</td>
</tr>
<tr>
<td>Stewkley</td>
<td>A circular walk based on the red-brick village of Stewkley, between Winslow and Leighton Buzzard, passing through peaceful countryside and following part of a former drovers’ track and a Roman road.</td>
<td>Easy</td>
<td>Walk</td>
<td>3.5 hrs</td>
<td>10.9</td>
<td>6.8</td>
</tr>
<tr>
<td>Stewkley Circular Walk No.1</td>
<td>A walk around the village of Stewkley.</td>
<td>Easy</td>
<td>Walk</td>
<td>1.5 hrs</td>
<td>4.4</td>
<td>2.7</td>
</tr>
<tr>
<td>Stewkley Circular Walk No.2</td>
<td>A walk around the village of Stewkley.</td>
<td>Easy</td>
<td>Walk</td>
<td>2 hrs</td>
<td>6.6</td>
<td>4.1</td>
</tr>
<tr>
<td>Stewkley Circular Walk No.3</td>
<td>A walk around the village of Stewkley.</td>
<td>Easy</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>7.6</td>
<td>4.7</td>
</tr>
<tr>
<td>Stoke Mandeville &amp; Bishopstone</td>
<td>A walk through the open farmland of the Vale of Aylesbury linking the villages of Stoke Mandeville and Bishopstone.</td>
<td>Easy</td>
<td>Walk</td>
<td>3 hrs</td>
<td>10.6</td>
<td>6.6</td>
</tr>
<tr>
<td>Swans Way</td>
<td>A long distance bridle route.</td>
<td>Moderate</td>
<td>Horse</td>
<td>28 hrs</td>
<td>48.8</td>
<td>30.3</td>
</tr>
<tr>
<td>Thame Valley Walk</td>
<td>From Aylesbury to Albury linking the North Bucks Way with the Oxfordshire Way.</td>
<td>Moderate</td>
<td>Walk</td>
<td>8 hrs</td>
<td>21.3</td>
<td>13.2</td>
</tr>
<tr>
<td>Thames Path (Bucks)</td>
<td>See National Trails website.</td>
<td>Easy</td>
<td>Walk</td>
<td>12 hrs</td>
<td>16.1</td>
<td>10.0</td>
</tr>
<tr>
<td>Name</td>
<td>Description</td>
<td>Ease of Use</td>
<td>Users</td>
<td>Time</td>
<td>Length within Bucks (km)</td>
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</tr>
<tr>
<td><strong>Thornborough</strong></td>
<td>The walk skirts the village of Thornborough passing ancient burial mounds, the Old Thornborough Bridge, the remains of a deserted mediaeval village and a nature reserve along the disused Buckingham Canal.</td>
<td>Easy</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>7.4</td>
<td>4.6</td>
</tr>
<tr>
<td><strong>Three Locks/Great Brickhill</strong></td>
<td>This circular walk combines a length of the Grand Union Canal towpath in the Ouzel Valley, with the hilly wooded countryside of the Greensand Ridge.</td>
<td>Moderate</td>
<td>Walk</td>
<td>3.5 hrs</td>
<td>10.9</td>
<td>6.8</td>
</tr>
<tr>
<td><strong>Tingewick &amp; Water Stratford</strong></td>
<td>This walk through the rolling countryside of north Buckinghamshire links the villages of Tingewick and Water Stratford, passing through the pleasant water meadows of the River Great Ouse.</td>
<td>Easy</td>
<td>Walk</td>
<td>3 hrs</td>
<td>8.2</td>
<td>5.1</td>
</tr>
<tr>
<td><strong>Tramway Trail</strong></td>
<td>A circular walk around the old Brill Tramway taking in the villages of Waddesdon, Westcott and Quainton.</td>
<td>Easy</td>
<td>Walk</td>
<td>4 hrs</td>
<td>12.5</td>
<td>7.7</td>
</tr>
<tr>
<td><strong>Two Ridges Link</strong></td>
<td>A walk connecting the Ridgeway at Ivinghoe Beacon to the Greensand Ridge Walk near Leighton Buzzard.</td>
<td>Easy</td>
<td>Walk</td>
<td>4 hrs</td>
<td>11.4</td>
<td>7.1</td>
</tr>
<tr>
<td><strong>Waddesdon</strong></td>
<td>A walk along the valley linking the villages of Waddesdon and Upper Winchendon.</td>
<td>Moderate</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>8.9</td>
<td>5.5</td>
</tr>
<tr>
<td>Walk from Chesham Walk No. 1 - Heritage Path</td>
<td>A walk of 2 miles through 19 Heritage sites around centre of Chesham</td>
<td>Easy</td>
<td>Walk</td>
<td>2 hrs</td>
<td>5.4</td>
<td>3.4</td>
</tr>
<tr>
<td>Walk from Chesham Walk No. 2 - The Chesham Outer Ring</td>
<td>This walk skirts the outer fringes of Chesham, total length of 7.5 miles</td>
<td>Easy</td>
<td>Walk</td>
<td>4 hrs</td>
<td>18.3</td>
<td>11.4</td>
</tr>
<tr>
<td>Walk from Chesham Walk No. 3 - Tylers Hill, Ley Hill &amp; Chess</td>
<td>5 miles walk to the east of Chesham explores the countryside between Chesham and Tylers Hill, Ley Hill and Botley.</td>
<td>Easy</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>9.2</td>
<td>5.7</td>
</tr>
<tr>
<td>Walk from Chesham Walk No. 4 - Chesham Bois &amp; Hangers</td>
<td>4 miles gentle walk through the beech hangers and Chesham Bois</td>
<td>Easy</td>
<td>Walk</td>
<td>2 hrs</td>
<td>9.4</td>
<td>5.8</td>
</tr>
<tr>
<td>Walk from Chesham Walk No. 5 - Chartridge</td>
<td>A walk of 8 miles through delightful views of Chiltern Countryside round Chartridge</td>
<td>Moderate</td>
<td>Walk</td>
<td>4 hrs</td>
<td>24.4</td>
<td>15.1</td>
</tr>
<tr>
<td>Walk from Chesham Walk No. 6 - Ashley Green</td>
<td>8.5 miles walk following ancient history with Iron age Fort and War airfield from Second World War.</td>
<td>Moderate</td>
<td>Walk</td>
<td>5 hrs</td>
<td>14.4</td>
<td>9.0</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - The Iron Age Fort walk</td>
<td>Two walks in Cholesby: a 2.5 mile short walk and a 5 mile long walk both around Iron Age Hill Fort.</td>
<td>Easy</td>
<td>Walk</td>
<td>1-2 hrs</td>
<td>7.7</td>
<td>4.8</td>
</tr>
<tr>
<td>Name</td>
<td>Description</td>
<td>Ease of Use</td>
<td>Users</td>
<td>Time</td>
<td>Length within Bucks (km)</td>
<td>Length Within Bucks (miles)</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>-------------</td>
<td>-------</td>
<td>------</td>
<td>-------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - Ashridge Drovers Walk</td>
<td>Short route 4 miles, Long route 6 miles walk deep into the beech woods of the Ashridge National Trust Estate and out onto the chalk downs.</td>
<td>Easy</td>
<td>Walk</td>
<td>2-3 hrs</td>
<td>5.9</td>
<td>3.7</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - Chinnor Walk</td>
<td>A 5.5 mile circular walk in Chinnor, from Village centre of Chinnor to Bledlow through Bledlow Great wood.</td>
<td>Easy</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>2.4</td>
<td>1.5</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - Forty Green pub walks</td>
<td>Two circular walks: a 0.6 mile walk pub stroll and a 2 mile walk. Both walks start at the historic Royal Standard of England pub.</td>
<td>Easy</td>
<td>Walk</td>
<td>1 hr</td>
<td>3.6</td>
<td>2.2</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - Little Marlow Walk</td>
<td>A 6 mile circular from Bourne End Station following part of the River Thames through Little Marlow. Includes an alternative shorter 3 mile walk (easy access).</td>
<td>Easy</td>
<td>Walk</td>
<td>2-3 hrs</td>
<td>11.1</td>
<td>6.9</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - Red Kite Routes</td>
<td>Two circular walks which can be done as one long route: 4.5 mile walk from Piddington with no stiles or kissing gates and a 5.5 mile walk to Radnage. One of the best places to see red kites.</td>
<td>Moderate</td>
<td>Walk</td>
<td>2-5 hrs</td>
<td>15.5</td>
<td>9.6</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - Seer Green Beaconsfield Walk</td>
<td>A 6.5 mile circular walk with an optional starting point from either Seer Green &amp; Jordans or Beaconsfield train station. Alternatively, you can take the linear station-to-station walk of a slightly shorter 5.5 miles taking in the same stunning views and</td>
<td>Easy</td>
<td>Walk</td>
<td>3 hrs</td>
<td>12.6</td>
<td>7.8</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - Thames &amp; Chilterns Walk</td>
<td>5.25 mile circular walk from Henley via Hambleden Lock with the option of catching a boat back halfway round. Includes an optional 2.5 mile circular loop via Hambleden village.</td>
<td>Easy</td>
<td>Walk</td>
<td>1-2 hrs</td>
<td>4.6</td>
<td>2.9</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - Views of the Vale walk</td>
<td>Two walks to the top of the Chiltern Hills: A 3 mile walk around Coombe Hill and a 7 mile walk in Wendover Woods.</td>
<td>Hard</td>
<td>Walk</td>
<td>2-4 hrs</td>
<td>16.4</td>
<td>10.2</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - Walks in the Misbourne Valley - 1</td>
<td>A walk along the internationally rare chalk stream, the River Misbourne - Great Missenden - 3 miles</td>
<td>Easy</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>5.5</td>
<td>3.4</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - Walks in the Misbourne Valley - 2</td>
<td>A walk along the internationally rare chalk stream, the River Misbourne - Little Missenden - 5 miles</td>
<td>Easy</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>7.6</td>
<td>4.7</td>
</tr>
<tr>
<td>Walk from Chiltern AONB - West Wycombe &amp; Bradenham walk</td>
<td>Several 1-2 mile walks through West Wycombe, Hughenden and Bradenham.</td>
<td>Easy</td>
<td>Walk</td>
<td>0.5-1hrs</td>
<td>25.6</td>
<td>15.9</td>
</tr>
<tr>
<td>Wendover Arm</td>
<td>A walk following the towpath of the now disused Wendover Arm of the Grand Union Canal.</td>
<td>Moderate</td>
<td>Walk</td>
<td>7.5 hrs</td>
<td>20.0</td>
<td>12.4</td>
</tr>
<tr>
<td>Name</td>
<td>Description</td>
<td>Ease of Use</td>
<td>Users</td>
<td>Time</td>
<td>Length within Bucks (km)</td>
<td>Length Within Bucks (miles)</td>
</tr>
<tr>
<td>-----------------------------</td>
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<td>---------------------------</td>
</tr>
<tr>
<td>Wendover Rambles No.1</td>
<td>Wendover walk</td>
<td>Hard</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>8.3</td>
<td>5.1</td>
</tr>
<tr>
<td>Wendover Rambles No.2</td>
<td>Wendover walk</td>
<td>Moderate</td>
<td>Walk</td>
<td>3 hrs</td>
<td>9.4</td>
<td>5.9</td>
</tr>
<tr>
<td>Wendover Rambles No.3</td>
<td>Wendover walk</td>
<td>Moderate</td>
<td>Walk</td>
<td>3 hrs</td>
<td>9.2</td>
<td>5.7</td>
</tr>
<tr>
<td>Wendover Rambles No.4</td>
<td>Wendover walk</td>
<td>Moderate</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>8.2</td>
<td>5.1</td>
</tr>
<tr>
<td>Wendover Rambles No.5</td>
<td>Wendover walk</td>
<td>Moderate</td>
<td>Walk</td>
<td>3.5 hrs</td>
<td>10.3</td>
<td>6.4</td>
</tr>
<tr>
<td><strong>Westbury Circular Ride</strong></td>
<td>A circular ride through the rolling limestone country of north west Buckinghamshire.</td>
<td>Easy</td>
<td>Horse</td>
<td>6.5 hrs</td>
<td>17.9</td>
<td>11.2</td>
</tr>
<tr>
<td>Wing, A Walk Around</td>
<td>Wing walk</td>
<td>Easy</td>
<td>Walk</td>
<td>2.5 hrs</td>
<td>6.9</td>
<td>4.3</td>
</tr>
<tr>
<td>Wingrave, A Walk Around</td>
<td>Wingrave walk</td>
<td>Easy</td>
<td>Walk</td>
<td>1.5 hrs</td>
<td>4.8</td>
<td>3.0</td>
</tr>
<tr>
<td>Winslow, A Walk Around</td>
<td>Winslow walk</td>
<td>Easy</td>
<td>Walk</td>
<td>1.5 hrs</td>
<td>4.4</td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1446 km</td>
<td>899 miles</td>
</tr>
</tbody>
</table>
Accessible Greenspace and Access to Woodland

Accessible greenspace also forms part of the resource available for people to access nature. Some sites also have public rights of way crossing them or are destinations and are therefore important places for the public rights of way network to link to. Access to the wider countryside can be promoted from these destination sites.

Plan 9 shows accessible greenspace - Countryside and Rights of Way Act 2000 (CROW Act) access land, National Trust land which is always open, Woodland Trust sites, RSPB reserves, country parks, parks and gardens and playing pitches.

Plan 10 shows woodland, including National Forest Estate (owned by the Forestry Commission) and Woodland Trust sites. In all areas, public rights of way are an important way to access woodlands.

These plans show:

- There is less accessible greenspace in north Buckinghamshire, of all types. The sites are generally small. There are no country parks in this area. These is less woodland cover than in the rest of the county and these woodlands are generally smaller in size;

- The Chilterns AONB is well-served for accessible greenspace. It contains most of the county’s resource of CROW Access Land, as well as several National Trust sites. Some of these sites are large. Sites in the Chilterns AONB are important for populations immediately adjacent to the AONB, including High Wycombe, Amersham, Chesham, Beaconsfield and Marlow. There is also a high level of woodland, with public rights of way providing important access to these;

- There is a fair supply of accessible greenspace in south Buckinghamshire, including Buckinghamshire’s three country parks (Black Park, Langley Park and Denham Country Park). However, as previously outlined, these sites serve a large population. There is a good supply of woodland, including some large sites. There is access via public rights of way to several of these.

16 © The Woodland Trust.
17 Ordnance Survey open source data – Accessible Greenspace
Plan 9: Accessible greenspace and public rights of way
Plan 10: Woodland and public rights of way
The Natural Environment Partnership (NEP) developed a green infrastructure opportunity mapping project led by the partnership’s Green Infrastructure and Health and Wellbeing Task Group. The mapping assessed the county through evaluating a range of assets (including biodiversity assets, biodiversity opportunity areas and water), future pressures and change and the views of expert stakeholders. The provision of access, both public rights of way and accessible greenspace, was included in the assessment.

The exercise developed a series of 15 strategic green infrastructure opportunity zones (see right).

The report highlights threats common across the area which have an impact on public rights of way network and to which rights of way can make a positive contribution:

- Potential development / infrastructure development – and associated visitor and management pressure on green infrastructure resources
- Increased traffic and growth pressures risk affecting enjoyment of existing green infrastructure – e.g. noise, congestion, pollution, increased emissions)
- Lack of policy / other requirement to ensure green infrastructure is managed into the long term
- High land values - for example in locations of potential development, which can lead to fragmentation of land and piecemeal land management

A summary of the main issues and opportunities relating to access are shown below, collated in the areas used for the public rights of way network analysis.
South Buckinghamshire

Green infrastructure opportunity zones - 1 South Bucks Heathland and Parkland, 14 Colne Valley and 15 River Thames Corridor

- Good access provision but areas of fragmentation
- Air quality and air pollution issues
- Visitor pressure at sensitive sites
- Country Park sites valuable and could be expanded
- Colne Valley Public access and recreation – opportunity to improve awareness. Around 3 million people live within 10 miles of the park.
- Creation of resource for access / recreation (to relieve higher visitor pressure from new housing on designated sites - e.g. at Burnham Beeches)
- Development of more walking routes - from stations, riverside heritage trail – foot / cycle link from High Wycombe to Bourne End along the old railway line – public open space and walking routes at Little Marlow Lakes Country Park.

Chilterns AONB

Green infrastructure opportunity zones - 2 Chilterns Escarpment and Foothills and 4 The Chilterns

- Escarpment access - nationally-important recreation corridor along the escarpment top. Includes the Ridgeway National Trail and many shorter, circular promoted walking and cycling routes. Key honeypot visitor sites include Wendover Woods, Coombe Hill, Whiteleaf, College Lake. Chilterns access – valuable recreational resource – wide range of access routes and recreational opportunities; dense network of open access
- Issue of impacts of visitors and dogs on sensitive wildlife and sites
- Investment to encourage greater use by communities within large urban centres of the adjoining areas e.g. High Wycombe
- Investment in walking and cycling access from where people live and from rail stations to encourage alternatives to car access e.g. access hubs around rail stations; also investment to promote health benefits – recreation and volunteering
- Schemes to promote and invest in sustainable visitor management. Increase capacity and facilities, redistribution away from most sensitive sites; better walking and cycle access to the scarp from Aylesbury to reduce reliance on cars; enhancing green infrastructure where people live.

North Buckinghamshire

Green infrastructure opportunity zones - 3 River Thame – flood plain meadow habitat, 5 Bernwood Ray and hinterland, 6 Woodland between Bicester and Buckingham, 7 The Forest Ridge (part), 8 Ouse Valley (part), 9 Whaddon Chase and surrounding links, 12 Linkage area

- Access along the River Thame
- Access - Aylesbury Vale – deficient in largescale accessible green space – key opportunities to improve this
- HS2 and East-West Rail Major infrastructure development: 1 of 3 Ox-Cam expressway route options
- Dissipating visitor pressure around woodlands – Bicester and Buckingham
- Biodiversity and access (e.g. along the Grand Union Canal) in area linking Ouse and Thames – may help alleviate recreational pressures elsewhere
Welfare Value of Public Rights of Way

The ORVal Tool is web application developed by the Land, Environment, Economics and Policy (LEEP) Institute at the University of Exeter with support from DEFRA. ORVal’s primary purpose is to provide information that might be useful to government, businesses and communities in understanding the benefits that are derived from accessible greenspace in England and Wales. As well as including greenspace sites, ORVal includes part of the public rights of way network.

The ORVal Tool uses a statistical model to predict the number of visits made by adults to greenspaces (including paths). The model adjust its predictions according to a range of factors, most particularly the socioeconomic characteristic of residents and qualities of alternative greenspaces. The tool calculates a ‘welfare’ value for each greenspace, defined by the tool developers as the sense of well-being or utility that the individual feels from their experience. This ‘welfare value’ describes the monetary equivalent of the welfare enjoyed by individuals as a result of having access to a greenspace. In economics this welfare value is often alternatively called an ‘economic value’ or a ‘willingness to pay’. Welfare values for an existing site are estimated by calculating how much each individual’s welfare would fall if they were no longer able to access that site and then converting that welfare quantity into an equivalent monetary amount. Welfare values are useful for decision-makers in applying cost-benefit analysis to appraise projects that impact on greenspace.

The total welfare value of all greenspace (including paths) in Buckinghamshire is calculated at £78,296,131. However, this is an underestimate, as much of the public rights of way network was not included in the mapping used by the model, see Plan 11.
Plan 11: Paths Used in ORVal Tool and Public Rights of Way Network
Cross Boundary Links

Links with Neighbouring Population

Buckinghamshire is adjacent to ten highways authorities:

- Central Bedfordshire Council
- Hertfordshire County Council
- West Berkshire County Council
- Oxfordshire County Council
- Northamptonshire County Council
- Slough Unitary Authority
- Milton Keynes Council
- Royal Borough of Windsor and Maidenhead Unitary Authority
- Wokingham Borough Council
- London Borough of Hillingdon

Several settlements in other authority areas lie adjacent to or close to the boundary of Buckinghamshire, and the public rights of way network in Buckinghamshire is also important for these residents. Those settlements in other authority areas but adjacent to the boundary are listed in Table 6 ranked by size of population (population estimates from various sources and years, see footnotes). The demographic analysis evidence for the ROWIP also includes these settlements (see pages 40 - 51). The public rights of way network surrounding the largest of these settlements is shown in Plans 12 and 13.

There are few settlements within Buckinghamshire which lie close to the boundary of other authorities. However, access into neighbouring authorities are important to settlements in the Colne Valley, including the Chalfonts and Denham (Hillingdon and Hertfordshire). There several disconnected public rights of way in this area (see Table 7), as well as higher pressure on the network and the wider access resource and pressures from development and major infrastructure as explored elsewhere in this document.
Table 6: Settlements close to Buckinghamshire County boundary

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Estimated Population</th>
<th>County/ Unitary Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>London Borough of Hillingdon</td>
<td>309,926(^{18})</td>
<td>London Borough of Hillingdon</td>
</tr>
<tr>
<td>Milton Keynes</td>
<td>255,700(^{19})</td>
<td>Milton Keynes</td>
</tr>
<tr>
<td>Slough</td>
<td>149,400(^{20})</td>
<td>Slough</td>
</tr>
<tr>
<td>Maidenhead</td>
<td>55,257(^{21})</td>
<td>Windsor and Maidenhead</td>
</tr>
<tr>
<td>Leighton Buzzard</td>
<td>28,670(^{22})</td>
<td>Central Bedfordshire</td>
</tr>
<tr>
<td>Windsor</td>
<td>25,471(^{23})</td>
<td>Windsor and Maidenhead</td>
</tr>
<tr>
<td>Berkhamsted</td>
<td>18,500(^{24})</td>
<td>Hertfordshire</td>
</tr>
<tr>
<td>Brackley</td>
<td>13,018(^{25})</td>
<td>Northamptonshire</td>
</tr>
<tr>
<td>Tring</td>
<td>12,100(^{26})</td>
<td>Hertfordshire</td>
</tr>
<tr>
<td>Thame</td>
<td>11,900(^{27})</td>
<td>Oxfordshire</td>
</tr>
<tr>
<td>Henley on Thames</td>
<td>11,770(^{28})</td>
<td>Oxfordshire</td>
</tr>
<tr>
<td>Chorley and Chorleywood</td>
<td>7,500(^{29})</td>
<td>Hertfordshire</td>
</tr>
<tr>
<td>Chinnor</td>
<td>6,315(^{30})</td>
<td>Oxfordshire</td>
</tr>
<tr>
<td>Eton Wick</td>
<td>2,260(^{31})</td>
<td>Windsor and Maidenhead</td>
</tr>
</tbody>
</table>

18 https://data.london.gov.uk/london-area-profiles/
21 https://www3.rbwm.gov.uk/info/200132/local_information_and_statistics/491/borough_population/2
23 https://www3.rbwm.gov.uk/info/200132/local_information_and_statistics/491/borough_population/2
24 http://atlas.hertslis.org/profiles/profile?profileId=79&geoTypeId=16&geoids=E10000015#
26 http://atlas.hertslis.org/profiles/profile?profileId=79&geoTypeId=16&geoids=E10000015#
29 http://atlas.hertslis.org/profiles/profile?profileId=79&geoTypeId=16&geoids=E10000015#
31 https://www3.rbwm.gov.uk/info/200132/local_information_and_statistics/491/borough_population/2
Plan 12: Public Rights of Way around Milton Keynes, Leighton Buzzard, Slough and Windsor
Plan 13: Chalfonts and Denham Area
Links with Neighbouring Highways Authorities

Connectivity with neighbouring authorities is important to ensure that users can enjoy public rights of way without hindrance.

Most public rights of way which cross the county boundary link well with the network in the neighbouring authority. However, there are a few places where breaks occur in the network where paths cross the county boundary, see Table 7.

Table 7: Breaks in public rights of way network across county boundary

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Direction of Break</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cowlease Wood near Lewknor</td>
<td>Footpath from Oxfordshire ends at county border with Buckinghamshire, continues as white road.</td>
<td>Breaks from Oxfordshire - missing link in Buckinghamshire.</td>
<td>51.652829</td>
<td>-0.933722</td>
</tr>
<tr>
<td>Lower Vicar’s Farm</td>
<td>Bridleway from Oxfordshire ends at county border with Buckinghamshire, continues as white road.</td>
<td>Breaks from Oxfordshire - missing link in Buckinghamshire.</td>
<td>51.660563</td>
<td>-0.927098</td>
</tr>
<tr>
<td>South of Westbury</td>
<td>Bridleway ends at Oxfordshire county border. WBB/36</td>
<td>Breaks from Buckinghamshire – missing link in Oxfordshire</td>
<td>52.007995</td>
<td>-1.089343</td>
</tr>
<tr>
<td>Westbury</td>
<td>Footpath from Buckinghamshire stop at county border with Oxfordshire. WBB/14</td>
<td>Breaks from Buckinghamshire – missing link in Oxfordshire</td>
<td>52.015031</td>
<td>-1.096895</td>
</tr>
<tr>
<td>Albury</td>
<td>Footpath and bridleway ends at Buckinghamshire county border.</td>
<td>Breaks from Hertfordshire - missing link in Buckinghamshire.</td>
<td>51.807867</td>
<td>-0.560956</td>
</tr>
<tr>
<td>Bovingdon</td>
<td>Bridleway ends at border and follows white road on permissive route.</td>
<td>Breaks from Hertfordshire - missing link in Buckinghamshire.</td>
<td>51.718260</td>
<td>-0.560956</td>
</tr>
<tr>
<td>Chenies</td>
<td>Footpath ends at border and follows white road on permissive route.</td>
<td>Breaks from Hertfordshire - missing link in Buckinghamshire.</td>
<td>51.680291</td>
<td>-0.516773</td>
</tr>
<tr>
<td>Denham Station</td>
<td>Bridleway from Buckinghamshire ends at border with London Borough of Hillingdon. DEN/52</td>
<td>Breaks from Buckinghamshire – missing link in London Borough of Hillingdon.</td>
<td>51.577218</td>
<td>-0.488190</td>
</tr>
<tr>
<td>Denham Court Drive</td>
<td>Bridleway ends at river border with London Borough of Hillingdon. DEN/53</td>
<td>Breaks from Buckinghamshire – missing link in London Borough of Hillingdon.</td>
<td>51.567685</td>
<td>-0.484885</td>
</tr>
<tr>
<td>Frays Island, West Drayton</td>
<td>Footpath ends at border with London Borough of Hillingdon. IVE/21</td>
<td>Breaks from Buckinghamshire – missing link in London Borough of Hillingdon.</td>
<td>51.506806</td>
<td>-0.483596</td>
</tr>
</tbody>
</table>
Population of Buckinghamshire

Demographic Profile

Population

A summary table of the demographic profile of Buckinghamshire and predicated change to 2036 is shown below (Table 8).

Table 8: Demography 2018

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Aylesbury Vale</td>
<td>199,448</td>
<td>18,573</td>
<td>10.3</td>
<td>45,113</td>
</tr>
<tr>
<td>Chiltern</td>
<td>95,927</td>
<td>2,559</td>
<td>2.7</td>
<td>5,604</td>
</tr>
<tr>
<td>South Bucks</td>
<td>70,043</td>
<td>1,915</td>
<td>2.8</td>
<td>7,095</td>
</tr>
<tr>
<td>Wycombe</td>
<td>174,641</td>
<td>1,479</td>
<td>0.9</td>
<td>8,819</td>
</tr>
<tr>
<td>Buckinghamshire</td>
<td>40,059</td>
<td>24,526</td>
<td>4.8</td>
<td>66,631</td>
</tr>
<tr>
<td>South East</td>
<td>9,133,625</td>
<td>340,471</td>
<td>3.9</td>
<td>1,013,365</td>
</tr>
<tr>
<td>England</td>
<td>55,977,178</td>
<td>2,111,361</td>
<td>3.9</td>
<td>5,637,416</td>
</tr>
</tbody>
</table>

Buckinghamshire’s population is projected to increase by 40,224, or 7.5%, between 2016 and 2026, reaching 573,280.

Buckinghamshire’s rate of growth will be above the national and regional rates, ranking 7th highest among the 27 county council areas. Aylesbury Vale is projected to account for 68.1% of Buckinghamshire’s growth to 2026, and 67.1% from 2026 to 2036.

Natural change of 15,800 will account for 39.3% of Buckinghamshire’s growth, with 60,900 births compared to only 45,100 deaths. Migration will account for the remaining 24,400, with people moving in from other parts of England adding 22,600 new residents, with net inflows from the rest of the world contributing 4,300 additional residents. Buckinghamshire will see a net loss of 3,000 residents to Scotland, Wales and Northern Ireland.

Age

 Compared to the rest of the country, Buckinghamshire has an under-representation of people in their 20s and 30s, with a share of residents in those cohorts 23.4 and 8.0% below the national level, with residents in their 60s also underrepresented. Residents in their 40s are the most over-represented, with 10.2% more than across the country. The next most over-represented are residents aged 80+ (8.5) ahead of those aged 10-19 (8.0).

Although Buckinghamshire’s population will grow by 40,224, only 11,003 (or 27.4%) will be of working age. While the number of working age residents is projected to rise by 4.7% between 2014 and 2026, the numbers of young (0-15) and older (65+) residents are projected to rise by 7.7 and 21.3% respectively.

Working age residents made up 61.2% of Buckinghamshire’s population in 2016, this is projected to fall to 58.8% in 2026, 56.7% in 2036 and 56.0% in 2041. By 10 year cohort, Buckinghamshire will see the largest increase in population among residents aged 10-19 (11,078), ahead of those in their 60s (9,871), 70s (9,295), and 80s (7,368).

**Table 9: Demography by broad age group, 2018**

<table>
<thead>
<tr>
<th></th>
<th>0-15</th>
<th></th>
<th>16-64</th>
<th></th>
<th>65+</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No</td>
<td>%</td>
<td>No</td>
<td>%</td>
<td>No</td>
<td>%</td>
</tr>
<tr>
<td>Aylesbury Vale</td>
<td>41,347</td>
<td>20.7</td>
<td>124,696</td>
<td>62.5</td>
<td>33,405</td>
<td>16.7</td>
</tr>
<tr>
<td>Chiltern</td>
<td>19,878</td>
<td>20.7</td>
<td>55,532</td>
<td>57.9</td>
<td>20,517</td>
<td>21.4</td>
</tr>
<tr>
<td>South Bucks</td>
<td>13,529</td>
<td>19.3</td>
<td>41,755</td>
<td>59.6</td>
<td>14,759</td>
<td>21.1</td>
</tr>
<tr>
<td>Wycombe</td>
<td>26,552</td>
<td>20.9</td>
<td>105,733</td>
<td>60.5</td>
<td>32,356</td>
<td>18.5</td>
</tr>
<tr>
<td>Buckinghamshire</td>
<td>111,306</td>
<td>20.6</td>
<td>327,716</td>
<td>60.7</td>
<td>101,037</td>
<td>18.7</td>
</tr>
<tr>
<td>South East</td>
<td>1,755,267</td>
<td>19.2</td>
<td>5,616,593</td>
<td>61.5</td>
<td>1,761,765</td>
<td>19.3</td>
</tr>
<tr>
<td>England</td>
<td>10,748,458</td>
<td>19.2</td>
<td>35,049,467</td>
<td>62.6</td>
<td>10,179,253</td>
<td>18.2</td>
</tr>
</tbody>
</table>

**Figure 1:** Buckinghamshire’s comparative demography over time (England = 100)

The mean age of the South East population is 40 years. In most parts of Buckinghamshire outside of the urban centres, the average age of the population is higher than 40 years. In most of Aylesbury and High Wycombe, the average population is lower, see Plan 14.

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33 Census 2011.
Plan 14: Mean age (Census 2011)
Ethnicity

Overall, from the Census 2011, the population of Buckinghamshire was 86.4% of white ethnicity, lower than the South East average of 90.7%.\textsuperscript{34} For large areas outside of the main towns, the population has a higher % of people of white ethnicity than the South East average, see Plan 15. In Aylesbury and High Wycombe, and some parts of the Colne Valley, the % is lower than the South East average. In these areas, the next highest ethnic group is Asian (the average for the South East is 5.2%) see Plan 16.

There are areas where the percentage of the population who are of white ethnicity is lower than the South East average and where the percentage of the population who are of Asian population is higher than the South East average in areas on the boundary with Buckinghamshire in Slough, Milton Keynes and Hillingdon.

\textsuperscript{34} % white ethnicity Census 2011 - Aylesbury Vale 89.6%, Chiltern 91.5%, Wycombe 81.3%, South Bucks 84.3%.
Plan 15: Ethnicity - % of population white ethnicity
Plan 16: Ethnicity - % of population Asian ethnicity
Deprivation

Buckinghamshire is the second least deprived county council in England according to the 2015 index of multiple deprivation. At the district level, Chiltern is the third least deprived local authority in England and the least deprived in Buckinghamshire, ahead of South Bucks (25th least deprived in England), Wycombe (34th) and Aylesbury Vale (44th).

Across the county, 86% of lower level super output areas (LSOAs) rank among the least deprived half of England (i.e. the five least deprived deciles), ranging from 96% in Chiltern to 95% in South Bucks and 81% in both Aylesbury Vale and Wycombe. More than a third (36%) of Buckinghamshire’s LSOAs rank in the least deprived decile, ranging from 54% in Chiltern to 26% in Aylesbury Vale. While no part of Buckinghamshire falls into the most deprived decile in England on the index of multiple deprivation, three LSOAs in Aylesbury Vale fall into the second most deprived decile, ranking in the 19th and 20th percentiles. Wycombe and Chiltern’s most deprived LSOAs fall in the third decile, while South Bucks’ falls in the fifth. The most deprived parts of Buckinghamshire are in urban areas, particularly Aylesbury and High Wycombe (see Plan 17).

There are areas of higher deprivation immediately beyond Buckinghamshire’s boundary, in Milton Keynes, Slough and Hillingdon.

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35 The domains are combined using the following weights: Income Deprivation (22.5%), Employment Deprivation (22.5%), Education, Skills and Training Deprivation (13.5%), Health Deprivation and Disability (13.5%), Crime (9.3%), Barriers to Housing and Services (9.3%), Living Environment Deprivation (9.3%).
Socio-Economic Classification

National Statistics Socio-economic Classification (NS-SEC) (Census 2011) also reveals differences in the socio-economic profile across the county. The NS-SEC has been constructed to measure the employment relations and conditions of occupations to show the structure of socio-economic positions and to help to explain variations in social behaviour and other social phenomena.

The NS-SEC has eight analytic classes:

1. Higher managerial, administrative and professional occupations
   1.1 Large employers and higher managerial and administrative occupations
   1.2 Higher professional occupations
2. Lower managerial, administrative and professional occupations
3. Intermediate occupations
4. Small employers and own account workers
5. Lower supervisory and technical occupations
6. Semi-routine occupations
7. Routine occupations
8. Never worked and long-term unemployed

The NS-SEC data reveal (see Table 10):

- There are higher than the South East average of people in categories 1 and 2 (Higher and lower managerial and professional occupations);
- There are lower than the South East average of people in categories 5, 6 and 7 (lower supervisory, technical, semi-routine and routine occupations);
- There is a geographical dimension to the population, with the highest proportion of category 1 and 2 in Chiltern (46.7% vs. South East 36%), excluding some areas, for example High Wycombe;
- Areas where there are more routine and semi-routine occupations are in the urban areas, especially High Wycombe, Chesham and Aylesbury (above the South East average of 21%) (see Plans 18 and 19).
Table 10: NS-SEC 2011

<table>
<thead>
<tr>
<th>Area</th>
<th>Aylesbury Vale</th>
<th>Chiltern</th>
<th>Wycombe</th>
<th>South Bucks</th>
<th>Bucks CC</th>
<th>South East</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Higher managerial, administrative and professional occupations</td>
<td>13.5</td>
<td>18.4</td>
<td>14.7</td>
<td>17.4</td>
<td>16.0</td>
<td>12.6</td>
</tr>
<tr>
<td>2. Lower managerial, administrative and professional occupations</td>
<td>25.4</td>
<td>28.3</td>
<td>24.6</td>
<td>27.1</td>
<td>26.4</td>
<td>23.4</td>
</tr>
<tr>
<td>3. Intermediate occupations</td>
<td>14</td>
<td>13</td>
<td>12.8</td>
<td>13.6</td>
<td>13.4</td>
<td>13.6</td>
</tr>
<tr>
<td>4. Small employers and own account workers</td>
<td>11</td>
<td>11.8</td>
<td>10.7</td>
<td>11.9</td>
<td>11.4</td>
<td>10.2</td>
</tr>
<tr>
<td>5. Lower supervisory and technical occupations</td>
<td>6.1</td>
<td>4.5</td>
<td>5.7</td>
<td>5.4</td>
<td>5.4</td>
<td>6.5</td>
</tr>
<tr>
<td>6. Semi-routine occupations</td>
<td>11.6</td>
<td>9.2</td>
<td>11.2</td>
<td>8.7</td>
<td>10.2</td>
<td>12.7</td>
</tr>
<tr>
<td>7. Routine occupations</td>
<td>8.6</td>
<td>5.5</td>
<td>7.5</td>
<td>6.1</td>
<td>6.9</td>
<td>8.9</td>
</tr>
<tr>
<td>8. Never worked and long-term unemployed</td>
<td>3.3</td>
<td>2.9</td>
<td>4.3</td>
<td>2.9</td>
<td>3.4</td>
<td>3.7</td>
</tr>
<tr>
<td>Not classified</td>
<td>6.6</td>
<td>6.4</td>
<td>8.5</td>
<td>6.7</td>
<td>7.1</td>
<td>8.3</td>
</tr>
</tbody>
</table>
Plan 18: NS-SEC Higher and lower managerial) categories 1 and 2
Plan 19: NS-SEC

- Neighbouring County and Unitary Authorities
- Chilterns AONB
- Buckinghamshire County

NS-SEC % Routine and Semi-routine

- ≤15
- ≤21
- ≤37
- ≤47,600,000
Health and Wellbeing Needs

Health and Access to the Natural Environment

Poor health, as well as being detrimental to the individuals themselves, incurs a cost to society. Not only is this through the direct costs of health care provision, it also results in reduced economic output due to, for example, lower employee productivity, higher absence rates and early mortality.

Being physically active is strongly linked to better health and wellbeing. There is an established causal link between physical activity and at least 20 different chronic health conditions, including coronary heart disease, stroke, cancer, type 2 diabetes and mental health problems. The natural environment supports increased physical activity, with level of activity influenced by:

- Distance to a green space;
- Ease of access;
- Size of the green space in terms of levels of population use;
- Connectivity to residential and commercial areas;
- Attractiveness, including biodiverse habitats and absence of graffiti and litter;
- Range of amenity - the wider the range of facilities the more likely the space is to be used by different kinds of people.

The Marmot Review highlighted that the fair distribution of health, wellbeing and sustainability are important social goals and that health and wellbeing is influenced by a wide range of factors. These include community resilience, the built environment and the local economy as well as the wider environment. Sustainable places and communities are one of the Marmot Review’s policy objectives, recognising the importance of good quality open and greenspace in tackling health inequality. However, availability and quality of access to greenspace is not evenly distributed, with those in deprived urban areas often having less access to health-improving greenspace. Health and wellbeing has historically been poorly integrated with spatial planning leading to the creation of places which do not support people in improving their health through regular activity or which contribute to poor health through high levels of road pollution, for example.

Physical activity in the natural environment also has a greater impact on improved mental health than physical activity alone. Improvements in self-esteem, positive and negative mood, anxiety levels and feelings of calmness and comfort, with exercise in all types of green environment

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showing these benefits. Often the activity takes place with family, friends or in a group, increasing the mental health benefits gained through social interaction.

The rights of way network can have a significant role in delivering this and improving health and wellbeing for example through:

- Providing access resources in areas of high health inequality – particularly important where other green space provision is lacking;
- Increasing sustainable and ‘active travel’ through providing safe walking and cycling routes for short journeys and, through this, improving health and reducing pollution;
- Enabling access beyond the urban areas (where there are generally the highest levels of health deprivation) to natural habitats and attractive landscapes;
- Providing the asset for community-based activities, such as walking for health, thereby not only improving health, but also fostering social cohesion;
- Providing free-at-the-point-of-use resource facilities for exercise, removing barriers for economically disadvantaged communities.

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Buckinghamshire’s Health Indicators

Although the health of the population in many areas of Buckinghamshire is similar to, or better, than the England average, see health indicators below, 2018.44 There are also pockets of poorer health, for example shown in Plan 20, as well as areas of deprivation, which is a risk factor for health, see Plan 17.

**Health Indicators 2018**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>England</th>
<th>Bucks</th>
<th>Aylesbury Vale</th>
<th>Chiltern</th>
<th>South Bucks</th>
<th>Wycombe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Index of Multiple Deprivation, 2015</td>
<td>21.8</td>
<td>9.8</td>
<td>11.2</td>
<td>6.7</td>
<td>9.3</td>
<td>10.1</td>
</tr>
<tr>
<td>Recorded diabetes, 17+ years (%)</td>
<td>5.9</td>
<td>5.8</td>
<td>5.4</td>
<td>5.6</td>
<td>6.2</td>
<td></td>
</tr>
<tr>
<td>Proportion of all people with a diagnosis of stroke (%)</td>
<td>1.7</td>
<td>1.6</td>
<td>1.4</td>
<td>1.7</td>
<td>1.9</td>
<td>1.6</td>
</tr>
<tr>
<td>Breast cancer rate, &lt;75 years, female (per 100,000)</td>
<td>20.9</td>
<td>21.6</td>
<td>20.7</td>
<td>21.2</td>
<td>24.4</td>
<td>21.7</td>
</tr>
<tr>
<td>Colorectal cancer rate, &lt;75 years (per 100,000)</td>
<td>11.9</td>
<td>10.4</td>
<td>9.6</td>
<td>13.5</td>
<td>11.7</td>
<td>8.6</td>
</tr>
<tr>
<td>Recorded hypertension, all ages (%)</td>
<td>13.8</td>
<td>13.5</td>
<td>13.1</td>
<td>13.1</td>
<td>13.9</td>
<td>13.6</td>
</tr>
<tr>
<td>Estimated dementia diagnosis rate, 65+ years (%)</td>
<td>67.9</td>
<td>67.4</td>
<td>72.5</td>
<td>66.3</td>
<td>67.3</td>
<td>63.6</td>
</tr>
<tr>
<td>Mortality rate from all cardiovascular diseases, &lt;75 years (per 100,000)</td>
<td>73.5</td>
<td>52.3</td>
<td>58.1</td>
<td>44.0</td>
<td>54.3</td>
<td>50.6</td>
</tr>
<tr>
<td>People with limiting long-term illness/disability all ages (%)</td>
<td>17.2</td>
<td>13.0</td>
<td>13.1</td>
<td>12.8</td>
<td>13.3</td>
<td>12.8</td>
</tr>
<tr>
<td>GCSEs achieved 5A*-C* including English and maths (%)</td>
<td>57.8</td>
<td>67.2</td>
<td>61.7</td>
<td>78.7</td>
<td>73.7</td>
<td>64.3</td>
</tr>
<tr>
<td>Sickness absence - employees who had at least one day off in previous week, 16+ years (%)</td>
<td>2.1</td>
<td>2.5</td>
<td>1.9</td>
<td>0.7</td>
<td>2.7</td>
<td>3.8</td>
</tr>
</tbody>
</table>

The pattern of these measurements of health are similar, with pockets of poorer health in Aylesbury, High Wycombe and some areas of south Buckinghamshire and some areas of Chesham and Amersham.

Two thirds of early deaths are preventable by addressing four simple risk factors: overweight, smoking, excess alcohol consumption and high blood pressure.

The public rights of way network can support an increase in physical activity levels. The network is available in both urban and rural areas and is free to use.

The Buckinghamshire Joint Strategic Needs Assessment (JSNA)\(^45\) recognises that physical activity has clear benefits for physical and mental health at all stages of life, that physical inactivity increases the risk of a wide range of health problems and that inactive children are more likely to become inactive adults. Although

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45 [http://www.healthandwellbeingbucks.org/s4s/WhereILive/Council?pageId=2098](http://www.healthandwellbeingbucks.org/s4s/WhereILive/Council?pageId=2098) Chapter 5.4
there are limited data on levels of physical activity among children and young people in Buckinghamshire, nationally most early years children do not achieve recommended levels of physical activity. Among 5-15 year olds less than a quarter meet activity guidelines and two-fifths are inactive, with high levels of sedentary behaviour (which is a separate health risk) particularly at weekends. Girls are less active than boys at all ages and there is some evidence of a decline in activity among children and young people of all ages. Over 60% of adults in Buckinghamshire meet activity guidelines, higher than the national and regional levels, but over 20% are inactive and there are still large numbers who do not undertake enough physical activity to benefit their health and wellbeing. Levels of activity are highest among young adults and among men, and lowest among the over 65s. There is some evidence of increases in physical activity among adults in Buckinghamshire, which is a positive finding compared with national trends. There is also evidence that the greatest health gains will be made by focusing on encouraging the inactive to start some activity, and this includes addressing high levels of sedentary behaviour among both adults and children.46

There are inequalities in physical activity among both children and adults with higher levels of inactivity and of sedentary behaviour among the most deprived groups of the population. National research identifies that a higher proportion of people from the following groups are more likely to be inactive, see right.

The JSNA also stresses the importance of being able to access services, such as greenspaces, and Buckinghamshire’s Physical Activity Strategy states that living in an activity-friendly neighbourhood can provide up to 59% of weekly activity. There is strong evidence that improving environments to increase active travel can significantly increase levels of physical activity – as well as providing other benefits as show on the next page.

### Demographic Groups more likely to be Inactive

**Lower Socio-economic groups**
Those who are long term unemployed or have never worked are the most likely to be inactive (37.5%) while those in managerial, administrative and professional occupations are the least likely to be inactive (17%).

**Women and girls**
Girls (45%) are more likely to be inactive than boys (36%). Women (27%) are more likely to be inactive than men (24%).

**Older people**
Inactivity levels increase with age. Older people aged 75 – 84 (48%) and 85+ (71%) are most likely to be inactive.

**People with disability**
51% of those with three or more impairments are inactive compared with 21% of those without a disability.

**People from some ethnic groups**
Whilst nationally 25% of White British people are inactive the levels of inactivity for some ethnic groups are higher, South Asian 31%, Black 30% and Chinese 30%.

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47 JSNA Chapter 4.3, Place.
There is a need to design activity into people’s lives at the planning stage of new development, an issue of importance given the high levels of planned growth in Buckinghamshire. A state of the environment report by the Buckinghamshire and Milton Keynes Natural Environment Partnership reinforced the need to better connect Buckinghamshire’s residents through physical activity and conservation to their local natural environment. Although Buckinghamshire is renowned as a green and rural county, much of its green infrastructure is not directly accessible to residents. However, public rights of way, as part of the green infrastructure network, are clearly accessible and have an important role to play in providing access to nature.

Physical activity, particularly in groups, can bring people together to improve social networks and reduce isolation. Evidence suggests that the social element behind physical activity adds to enjoyment and that social support encourages sustained behaviour change. Simply Walk, Buckinghamshire’s health walks programme supports hundreds of people every week in using the public rights of way network for physical activity. The continuation of this scheme is a key objective for the ROWIP.

<table>
<thead>
<tr>
<th>Identified Need</th>
<th>Contribution of the ROWIP</th>
</tr>
</thead>
</table>
| Support measures to tackle health issues where in areas of poorer health | • Prioritise encouraging physical activity especially in those areas where uptake is lower;  
• Encourage active travel to schools particularly where there is a high level of childhood obesity or deprivation affecting children;  
• Deliver improvements in priority areas to increase active travel, to improve green access networks and connectivity and to encourage recreational activity;  
• Support promotion activities to increase active travel and recreation activities in areas of poorer health.                                             |
| Support measures to address health inequalities     | Support measures to address health inequalities, prioritising those areas of greatest inequality:  
• Improve access to the natural environment and greenspaces particularly in those areas where existing access to greenspace is low and where there is poor health, using the rights of way as alternative green areas for active travel and recreation;  
• Support reduction of air pollution, particularly in those area where levels are high and measures of deprivation and health is poor;  
• Support the regeneration of areas through improvements to accessible networks, active travel, visitor economy and recreation opportunities. |
| Delivering better places which support health and wellbeing | • Contribute to strategic and green infrastructure planning;  
• Contribute to cross-cutting approach to planning, particularly to air quality, sustainable transport, access to green space and opportunities for sense of place;  
• Support improved communication with planning officers to ensure access is integrated into developments and best practice is applied;  
• Remove barriers to active travel and recreation and promote routes and opportunities;  
• Work with partners to support implementation of health improvement initiatives, such as Simply Walk and GP referrals, for example through route accessibility improvements;  
• Support volunteering in greenspace to support health and wellbeing;  
• Promote access to natural heritage, biodiversity and heritage. |
Network Condition and Maintenance

Problem Management Matrix

Over 3000km of public rights of way is a significant network to maintain. To do so in an efficient way a ‘Problem Management Matrix’ (the matrix, see below) was developed for the first ROWIP. The matrix sets out the severity of various problems, ranking them from high severity (A) to low severity (D). The rights of way network is also categorised taking a hierarchy approach, with Category A paths the highest priority and Category 3 the lowest. This results in a matrix which sets out the timescales within which problems will be addressed, see below. This applies a consistent and efficient approach to maintenance. Performance against the matrix is monitored\(^49\) and on average around 70% - 75% of issues are resolved within the target time.\(^50\)

The matrix is a useful tool for both the council and members of the public and sets out a level of service the public can expect. However, it may be necessary to revisit some of the details of the categories to ensure these remain pertinent and reflect current priorities.

Categories of Severity

<table>
<thead>
<tr>
<th>A – High Severity – Problem is an immediate or potential danger or nuisance to the public requiring priority action</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Hung up tree or branch</td>
</tr>
<tr>
<td>• Potentially dangerous structure</td>
</tr>
<tr>
<td>• Fallen tree completely blocking path or partially blocking bridleway</td>
</tr>
<tr>
<td>• Dangerous animal</td>
</tr>
<tr>
<td>• Aggressive landowner / intimidation</td>
</tr>
<tr>
<td>• Shooting near to or across the path</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>B – Medium Severity - Ploughing/cropping and maintenance items</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Path obstructed due to undergrowth or overgrowth</td>
</tr>
<tr>
<td>• Missing signpost / replacement signpost / waymarking at roadside</td>
</tr>
<tr>
<td>• Routine structure repair / replacement</td>
</tr>
<tr>
<td>• Disturbance of surface of a path</td>
</tr>
<tr>
<td>• Path obstructed due to growing crop</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C – Medium Severity – Other maintenance and enforcement items</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Complete obstruction of path</td>
</tr>
<tr>
<td>• New or recent erection of fence across path</td>
</tr>
<tr>
<td>• New or recent encroachment</td>
</tr>
<tr>
<td>• New or recent unauthorised structure on path</td>
</tr>
<tr>
<td>• Electric fence / barbed wire adjacent to path uninsulated / not signed</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>D – Low Severity – Issues that have a minor impact on access</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Path being used by public not on definitive line</td>
</tr>
<tr>
<td>• Horses on footpaths not causing damage</td>
</tr>
<tr>
<td>• Cycling on footpaths not causing damage</td>
</tr>
<tr>
<td>• Surface out of repair (non-specific danger)</td>
</tr>
<tr>
<td>• Requests for dog access</td>
</tr>
<tr>
<td>• Fallen tree on path where public are deviating around</td>
</tr>
<tr>
<td>• Path diversions, except where formal applications submitted</td>
</tr>
</tbody>
</table>

\(^{49}\) % of issues resolved in target time April 2016 – March 2017: 73%; April 2017 – March 2018: 47%; April 2018 – December 2018: 80%.

\(^{50}\) % of issues resolved in target time – average - April 2016 – March 2017: 74%; April 2017 – March 2018: 69%; April 2018 – December 2018: 75%.
Categories of Path

**Category 1**
- The Thames Path and The Ridgeway National Trails
- 37 County Council promoted routes
- Canal towpaths
- Paths known to have high-volume usage

**Category 2**
- Health Walks routes and promoted parish routes
- Routes within 0.5km of a settlement boundary
- Other routes within the Chilterns AONB

**Category 3**
- The remainder of the network

**Problem Management Matrix**

<table>
<thead>
<tr>
<th>Problem Severity</th>
<th>Path Status</th>
<th>Category 1</th>
<th>Category 2</th>
<th>Category 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>A – High</td>
<td>Within 5 working days</td>
<td>Within 10 working days</td>
<td>Within 15 working days</td>
<td></td>
</tr>
<tr>
<td>B – Medium Priority enforcement</td>
<td>Within 3 months</td>
<td>Within 4 months</td>
<td>Within 6 months</td>
<td></td>
</tr>
<tr>
<td>C – Medium Other enforcement</td>
<td>Within 3 months</td>
<td>Within 5 months</td>
<td>Within 6 months</td>
<td></td>
</tr>
<tr>
<td>D – Low</td>
<td>Within 3 months</td>
<td>Within 6 months</td>
<td>Within 12 months</td>
<td></td>
</tr>
</tbody>
</table>

**Network Assets**

The public rights of way network comprises many elements, some of which are the responsibility of the county council, e.g. surface maintenance, waymark posts and fingerposts and many of the bridges, and others which are the responsibility of landowners. The public rights of way assets for which the county council is responsible is shown to the right. An estimate of the value of the asset for which Buckinghamshire County Council is responsible is at least £11m, although this requires more thorough calculation.

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51 National Trails must be managed to meet National Trail standards defined by Natural England and DEFRA. The family of National Trails strive to provide some of the best recreational routes in the country and provide a good quality introduction to exploring the English countryside, e.g. they must be well-signposted.
Removing Barriers

Since the first ROWIP Buckinghamshire County Council has pursued improved accessibility through removing barriers, primarily the removal of stiles. Between 2008 and 2018, 1864 stiles were removed. The ‘Donate a Gate’ scheme has been responsible for significant improvements in the accessibility of the public rights of way network. The community group ‘rRipple’\textsuperscript{52} in north Buckinghamshire has orchestrated the replacement of over 150 stiles with gates since 2015 with funding donated by local people and groups.

Best Value Performance Indicators

Each year 5\% of the path network,\textsuperscript{53} sampled at random, is assessed to determine whether it is ‘easy to use’ by the general public. The results of this survey since the beginning of the first ROWIP (2008) is shown in Figure 2. The trend line shows that the BVPI result has been on a downward trajectory overall since 2008, with the lowest score of 63.8\% in 2015.

\textit{Figure 2: BVPI 2008 - 2018}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{best_value_performance_indicator.png}
\caption{Best Value Performance Indicator - \% of Paths Easy to Use}
\end{figure}

\begin{table}[h]
\centering
\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline
\hline
\textbf{BVPI} & 50.1 & 86.5 & 50.4 & 81.2 & 50.6 & 83.8 & 78.7 & 63.8 & 66 & 75 & 74 \\
\hline
\end{tabular}
\end{table}

\textsuperscript{52} http://www.bucks-wmiddx-ramblers.org.uk/donate-a-gate.html

\textsuperscript{53} 2.5\% of the network in 2017 and 2018 due to resource limitations. This reduced sample size may need to be continued for future surveys.
Economy and Growth

Buckinghamshire’s Economy

Economically, Bucks is a strong county with low unemployment and a very high proportion of business start-ups and Small and Medium Enterprises.

Buckinghamshire Thames Valley Local Enterprise Partnership (BTVLEP), a business-led ‘partnership of equals’ between local government and the private sector, focuses on building the conditions for sustainable economic growth in the county, including through securing Local Growth Funds, bidding for other external growth funds and delivering growth fund projects. BTVLEP’s strategic economic plan recognises that Buckinghamshire and the Chilterns’ attractive natural environment and historical and cultural interest are part of Buckinghamshire’s competitive advantage. The strategy notes that the landscape and the outdoor opportunities for walking, cycling and other outdoor interests make up part of the excellent rural quality of life offer. It also states that it is vital that the natural environment is preserved, maintained and enhanced and that the main urban centres contain enough high quality green and blue infrastructure, which in turn helps strengthen a core component of Buckinghamshire’s competitive advantage.

The ROWIP supports economic growth through helping to create a vibrant place, where people want to live, work and play. It provides the assets for accessing the countryside, taking part in leisure and sporting activities and accessing the high quality landscape. This supports the superb quality-of-life which Buckinghamshire has to offer, which is particularly attractive to families and older workers. The ROWIP will also support promotion of the assets to showcase what Buckinghamshire has to offer to appeal to the young, talented and ambitious people Buckinghamshire seeks to attract. The ROWIP also has a role to play in addressing traffic congestion in the south of Buckinghamshire and in the major urban conurbations which the strategy highlights as a weakness.

Partnerships for Growth in Buckinghamshire

Aylesbury Vale Enterprise Zone is a multi-site facility, based in a strategic position at the heart of the ‘Golden Triangle’ and at the centre of the ‘Oxford to Cambridge Arc’. The Aylesbury Vale Enterprise Zone will facilitate strengthening of infrastructure at the Silverstone Park, Westcott Venture Park and Arla / Woodlands sites, attract and develop new business investment, speed up the growth and development of local enterprise and help address critical infrastructure needs.

England’s Economic Heartland Strategic Alliance is a non-statutory partnership comprising Local Transport Authorities and Local Enterprise Partnerships across a corridor from Swindon, through Oxfordshire and Milton Keynes across to Cambridgeshire, and from Northamptonshire down to Hertfordshire: an area with a population of 5.1 million and with over 280,000 businesses employing 2,550,000 people. Realising the economic potential of the corridor has been identified by the Government as a national priority.

Buckinghamshire Business First (BBF) is a business-led, business-focused organisation which supports businesses to reach their full growth potential. It provides an information and support hub for new, established and growing businesses across Buckinghamshire.

Buckinghamshire Advantage is a limited company which acts as the operational arm of BTVLEP on the delivery of its capital schemes, ensuring local growth funds are invested to maximum effect.
Visitor Economy

The rights of way network has a critical role in supporting tourism. Some assets are attractions in themselves, for example long-distance trails such as the Ridgeway National Trail and the Thames Path National Trail. The overall network is also important, as is the ‘packaging’ of rights of way into promoted routes and itineraries which can also raise the status of Buckinghamshire to visitors from outside the county and particularly London.

Ideally, to ensure true positive economic impact for Buckinghamshire, new spend is required and not displacement of existing activity from elsewhere in the county. Access to the countryside can help to support this when allied with the combined promotion of other tourism attractions, raising the profile of other activities available to lengthen stays and promote awareness of the range of countryside and access activities the county has to offer. The quality of routes, the provision of types of access which can support new markets, e.g. off-road cycling, the creation, linking and upgrading of routes and the marketing of these need to be in place to fully support tourism.

The Destination Management Plan for Buckinghamshire and the Chilterns outlines the needs and opportunities for managing, developing and marketing tourism in the area, primarily to grow the economic benefit and employment in the visitor economy.

The attractive landscape, along with many places of cultural and historical interest is a strength to the county and a central part of the ‘shared story’ – the essence of the area for the visitor economy – one of escape to a relaxing world, yet close to London.

Research for the DMP and from the industry rate the landscape and the outdoor opportunities for walking, cycling, watersports and canals, wildlife-watching, camping as a strong theme of the visitor economy offer.

The main recommendation of the Destination Management Plan was to establish a Destination Management Organisation (DMO) for Buckinghamshire. Visit Buckinghamshire54 was set up, facilitated by Buckinghamshire Business First and supported by Buckinghamshire Thames Valley Local Enterprise Partnership, The Buckinghamshire Strategic Tourism Group, Wycombe District Council and Aylesbury Vale District Council.

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54 [https://www.visitbuckinghamshire.org/](https://www.visitbuckinghamshire.org/)
Buckinghamshire and the Chiltern’s Shared Story

People have been escaping to Buckinghamshire and the Chilterns for centuries ... for the rolling hills... the green of the beech woods ... the quiet waters of the Thames. A landscape of outstanding beauty and towns and villages shaped by the history of England – and it’s only a short ride to the west of London. You can even get there by tube! But it is a very different place – a more relaxed, laid-back, civilised world.

Many of the rich and famous have retreated here to build grand houses and glorious gardens - the sumptuous Rothschild chateau at Waddesdon, Prime Minister Disraeli’s country retreat at Hughenden Manor, the most magnificent landscape garden in Britain at Stowe. These and more besides are now open to enjoy.

Here there is space and freedom ...to breathe the fresh air, to stretch the mind and the body, to see the world differently. Visitors escaping to the county choose to do a lot - or next to nothing – in this lovely setting. Miles of easy paths and ancient trackways criss-cross the Chilterns and Buckinghamshire. People explore on foot, by cycle, on horseback or on a wheelchair walk, discovering chalk streams, hearing the call of the red kite. They potter in a boat on the Thames, saunter along the canals and find a tranquil green spot for a picnic. They climb the high ropes or mountain bike in Wendover Woods and see the cherry blossom and bluebells.

There are plenty of cool things to do - mountain biking at Aston Hill, kayaking on the Thames or competing on the Olympic rowing course at Dorney Lake. There’s the Cliveden Rocks festival, and the gloriously OTT Crazy Bear hotel and restaurants.

Nowhere is very far from a country pub with fresh, contemporary food, ales from a family brewery and wine from the county’s award-winning vineyards. Nowhere has a better choice of country house hotels that will pamper and spoil you in opulent surroundings or contemporary style.

No surprise that this is Britain’s most filmed county, and home to Pinewood Studios. Its villages have witnessed countless gruesome Midsomer Murders and outlandish plots. The Crown in Amersham is the setting for Hugh Grant and Andie MacDowell’s first date in Four Weddings and a Funeral. The ancient market towns and leafy countryside have long inspired writers and artists... Enid Blyton and Roald Dahl wove their childhood spells here.

This is the chance for a great escape... to a different world nearby.

The Chilterns Area of Outstanding Natural Beauty Management Plan (Draft June 2019) also recognises the importance of the visitor economy. Policies SP1 and SP2 set out actions to develop the impact of the visitor economy:

SP1 Develop the visitor economy and increase its economic impact The Chilterns is a popular destination for local leisure but awareness of the Chilterns outside the local area is low. There is huge potential to attract more visitors, expand the short break market and raise the profile of the Chilterns. The Chilterns has some incredible tourism assets. More could be done to connect them, celebrate them and position them at the heart of the visitor offer.

SP2 Seek the coordination of visitor development and promotion across the Chilterns, including securing funding for a dedicated resource
<table>
<thead>
<tr>
<th>Identified Need</th>
<th>Contribution of the ROWIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increasing length of stay</td>
<td>Turning day visits to short breaks and converting short breaks to holidays through:</td>
</tr>
<tr>
<td></td>
<td>• Packaging and linking products to increase attractiveness;</td>
</tr>
<tr>
<td></td>
<td>• Developing new products (e.g. new routes or new promoted routes);</td>
</tr>
<tr>
<td></td>
<td>• Promoting the resource widely to target short break audiences.</td>
</tr>
<tr>
<td>Grow new markets</td>
<td>Support development of new, higher spending markets, particularly attracting London markets:</td>
</tr>
<tr>
<td></td>
<td>• Support development of growing sectors such as adventure sports and active leisure;</td>
</tr>
<tr>
<td></td>
<td>• Support marketing to short break market interested in the countryside, e.g. country-loving empty nesters;</td>
</tr>
<tr>
<td>Support a strong brand for Buckinghamshire and the Chilterns</td>
<td>The shared story and branding for Buckinghamshire strongly features countryside, walking and the quality of the natural environment. The public rights of way network and its promotion can play a crucial role in underpinning this, developing an asset for business to capitalise on:</td>
</tr>
<tr>
<td></td>
<td>• Not all parts of Buckinghamshire fully utilise their countryside resource as a tourism asset;</td>
</tr>
<tr>
<td></td>
<td>• Maintain primary promoted routes to a high standard to develop a high-quality reputation;</td>
</tr>
<tr>
<td></td>
<td>• Developing new products (e.g. new routes or new promoted routes) taking a strategic view of Buckinghamshire’s needs and markets.</td>
</tr>
<tr>
<td>Sustainable rural tourism</td>
<td>• Help to keep spend by visitors (e.g. walkers and cyclists) in the local and rural areas through linkages with local businesses, thereby supporting Buckinghamshire’s small business sector;</td>
</tr>
<tr>
<td></td>
<td>• Develop access which does not conflict with nature conservation interest and support mitigation measures which may require recreational pressure to be diverted from sensitive sites;</td>
</tr>
<tr>
<td></td>
<td>• Provide information to help support community led tourism.</td>
</tr>
</tbody>
</table>
Housing Growth

The emerging Local Plans for Buckinghamshire’s local planning authorities set out the proposed locations and quantum for growth in the county, see Plan 22. Although figures vary, around 50,000 new homes are required by the 2030’s.

The highest level of growth is planned for Aylesbury. Aylesbury was awarded Garden Town status by the government in January 2017, which brings funding to deliver the associated infrastructure and facilities needed to deliver the high quantity of growth set out. The proposals include a significant level of green infrastructure in each of the individual garden communities.

Growth is also proposed around the AONB – to the north in Princes Risborough and Wendover and to the south in High Wycombe and Beaconsfield. Further, smaller scale development is proposed for Iver, Little Chalfont and Chalfont St Peter. Some development is planned in north Buckinghamshire but these developments are smaller in scale.

The public rights of way network around those areas of growth with more than 900 houses is shown in Plans 23 to 26.

It is important that these residents can access greenspaces, including public rights of way. A range of interventions will be required, including improvements to the connectivity, quality and promotion of the public rights of way network in and around locations of growth to accommodate the increases in population and to ensure that all sectors of the population have access to accessible green spaces. No net loss of public rights of way.

Some specific needs for the main growth areas are shown in Table 13. Understanding of the needs of these communities will be developed further during the lifetime of the ROWIP.

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55 Local Plans are not adopted, figures are subject to update. Figures obtained from:
- Vale of Aylesbury Proposed Local Plan 2013-2022 (November 2017);
- Draft Chiltern and South Bucks Local Plan 2016 – Publication Version (June 2019);
- Wycombe District Local Plan (Regulation 19) Publication Version (October 2017).
Plan 22: Proposed Housing Growth
<table>
<thead>
<tr>
<th>Area of Growth</th>
<th>Needs</th>
</tr>
</thead>
</table>
| Aylesbury                   | • Lack of accessible greenspace around Aylesbury, especially larger sites, with the result that the PROW network is very important for access to the countryside;  
                                • Poor public rights of way links to and around Berryfields. Waddesdon cycle route provides useful link;                                                                                           
                                • Poor public rights of way links on northern side of Aylesbury;                                                                                                                                     
                                • The Round Aylesbury promoted route is a priority for improvement. New promotional material required for route to include accessibility information to ensure all members of the community have access opportunities;  
                                • Develop new short circular routes around Aylesbury, from town to countryside, especially from new developments.                                                                                           
                                • Working with Aylesbury Garden Town to ensure sufficient green infrastructure provision.                                                                                                           
                                • Connections from Aylesbury into the Chilterns AONB                                                                                                                                                |
| Princes Risborough          | • Proposed development area affects higher status routes – ensure there is no net loss, no further fragmentation and that safety of new crossing is addressed;                                                                 |
Plan 24: High Wycombe
Plan 25: Princes Risborough
Plan 26: Denham and the Chalfonts
**Major Transport Infrastructure**

Several major infrastructure projects are being developed which affect Buckinghamshire (see Plan 28):

- High Speed 2 - a new railway which will run from London to Birmingham. The route runs approximately 60km through the county and travels through The Chalfonts, Central Chilterns and to the south-west of Aylesbury;
- A third runway is proposed at Heathrow, with associated infrastructure improvements including the Western Rail Link to Heathrow;
- Oxford-Cambridge Arc and Oxford to Cambridge Expressway – the ambition to deliver up to one million new homes by 2050 in broad area between Oxford and Cambridge supported by major new road and rail infrastructure;
- East West Rail - which will improve rail links from Princes Risborough to Aylesbury and provide a new direct connection on to Milton Keynes and beyond;
- Crossrail – improving connections to central London from South Bucks.

These projects will dissect the public rights of way network and mitigation will be required to ensure no loss of amenity for the communities affected.

*Plan 27: Travelling in Buckinghamshire*[^56]

Further strategic improvements to the transport networks are advocated in Buckinghamshire County Council’s Local Transport Plan 4 (LTP4). Plan 27 shows both strategic and local improvements required to the transport network.

[^56]: LTP4 p23.
Plan 28: Major Infrastructure
Active Travel

Benefits of Active Travel

Active travel, i.e. walking and cycling for journeys, allows people to be physically active as part of their daily lives and brings a range of benefits.

Air pollution caused by road traffic has a detrimental effect on health, increasing both mortality and morbidity. Increased walking and cycling for journeys reduces local levels of air pollution and helps to improve health. Walking has been described as “the nearest activity to perfect exercise”, being the easiest, most accessible, cost effective, and enjoyable way for most people to increase their physical activity.57

A well-designed, accessible environment can encourage people to walk or cycle. People cycle more when there is cycle infrastructure and separation from traffic. Conversely, a lack of routes, poor availability of information about routes, concerns over safety and the speed and convenience of motorised transport can all act as barriers to people choosing active travel.58

The UK All Party Commission on Physical Activity recommends measures to design physical activity back into our everyday lives, stressing the importance of active travel as regular daily transport and planning development and infrastructure to ensure prioritisation of walking, cycling and physical exercise.

Active Travel can not only help to reduce congestion, in urban areas it may also provide a quicker journey than by motor vehicle. Investment in active travel also makes economic sense, with a high benefit to cost ratio for many schemes.

Buckinghamshire’s Active Travel Needs

Buckinghamshire’s Local Transport Plan 4 recognises the importance of active travel and has two policies to increase walking and cycling:

Policy 12 - Walking – Walking should be the best option for more of our short journeys. We will look to develop the walking network and encourage walking, to help ensure it becomes one of the most convenient ways to make short journeys.

Policy 13 – Encouraging cycling - We will look to develop the cycling network through a combination of new infrastructure, maintenance and promotion. We will support initiatives to help cycling become one of the most convenient and well used forms of transport for short journeys.

57 (Heron & Bradshaw, 2010)
58 (Lee & Moudon, 2004)
To encourage walking as a form of travelling for short journeys in particular, the LTP 4 sets out that the authority will:

- Promote walking in schools and with employers. We will work in partnership with the health sector, through a range of travel planning interventions. See also the separate policy on ‘Access to education’ above.
- Promote projects with walking elements such as ‘walk to work’ days and Buckinghamshire’s ‘Simply Walk’ programme.
- Promote walking in urban areas, focusing on where traffic congestion is a problem or there are barriers to walking.
- Provide information on walking routes and the benefits of walking, using a range of promotional materials such as leaflets and electronic information.
- Work with local planning authorities to ensure that new developments are accessible by walking and new or upgraded routes are provided where appropriate. See also the separate policy on ‘Managing the impact of new developments’ above.

The Rights of Way Improvement plan is noted as an important delivery mechanism for increasing walking.

To develop a high quality cycling network the LTP 4 sets out that the authority will work with partners to:

- Analyse the network – identifying well used routes and existing and future desire lines, taking account of development plans.
- Work with local planning authorities and the development industry to secure appropriate cycling infrastructure within and to new development sites. See also the separate policy on ‘Managing the impact of new developments’ above.
- Prioritise the provision of cycle connections to key destinations like major employment sites, town centres, public transport interchanges and places of education. This will deliver schemes which have the greatest potential for increasing cycling.
- Work with communities – consulting with local cycling groups and communities, to encourage proactive, locally led, schemes.
- Seek funding from a range of sources to develop the cycling network further, improving routes and connecting more places.

Buckingham Transport Strategy identifies a lack of off-road cycling routes in town and in and out of town and that existing routes needs to be protected from development.

The Aylesbury Transport Strategy notes that the Round Aylesbury Walk uses public footpaths footways and permissive paths lack investment in some areas and needs improving to promote pedestrian connectivity between housing estates and for recreational use to boost exercise to tackle obesity.
<table>
<thead>
<tr>
<th>Identified Need</th>
<th>Contribution by the ROWIP</th>
</tr>
</thead>
</table>
| Minimising congestion and keeping Kent moving       | • Modal shift to cycling and walking, especially for short journeys, can help ease congestion and help keep towns moving at peak flow times. Rights of way can provide traffic-free alternatives to on-road routes, which can encourage people to travel by cycle or foot;  
• Providing traffic-free walking and cycling routes to schools, to improve health and wellbeing, reduce congestion and air pollution;  
• Improving and upgrading rights of way to increase cycling, especially in urban areas to support modal shift for short journeys. |
| Safer travel                                        | • Rights of way can provide a motorised traffic-free network which improves safety and encourages active travel uptake.                                       |
| Improved environment                                | • Increased cycling and walking and reduced congestion improves air quality and reduce greenhouse gas emissions. Green corridors also actively ameliorate air pollution and provide connections for wildlife. |
| Increase uptake of active travel                    | • Integrate active travel into planning support district councils and to influence partner authorities.  
• Work with developers to ensure active travel routes are incorporated, link to networks and hubs and that routes and greenspaces are attractive.  
• Maintain the public rights of way network to support safe and easy travel.  
• Work in partnership to provide new and upgraded routes in areas of evidenced need and to improve safety.  
• Develop and promote recreational routes to introduce people to active travel. |
Needs of Users

Walkers

Walking is the most popular outdoor recreation activity in the country. Walkers have many areas where they can walk and, of all recreation activities, walking is the best served. Walkers have access to more public paths than any other user type and can freely use the entire public rights of way network.

The Ramblers’ Association Buckinghamshire, Milton Keynes and West Middlesex have six groups operating within Buckinghamshire, with another four in adjacent areas.

People walk for a variety of reasons - to get to work or school, to exercise or for leisure and to enjoy the countryside. Health and exercise is the highest motivator nationally and has increased over time, from 34% of visits in 2009/10 to 50% in 2017/18. Walking the dog is a significant motivator and was the second highest motivator nationally in 2017/18, with 38% of people giving this reason.59

Those who walk for leisure choose a range of places, including woodland, riverside, rural and urban parks and farmed landscapes. Information on routes and places to go is important. For those who may not be regular walkers or who lack confidence, guides and promoted routes are particularly important. Those more familiar with the countryside are likely to explore less well-used paths and value choosing routes independently. The public rights of way network is also important for people to visit other accessible sites, such as National Trust properties and heritage sites.

Walking is also important in supporting the visitor economy. The Chilterns AONB survey (2007) found that walking was the most important single reason for visiting the Chilterns. 36% of respondents intended to go on a short walk of up to 2 hours and a further 8% were on a longer walk of over 2 hours. A fifth were walking the dog (21%). ‘Good walking country’ was the second highest reason for visiting the Chilterns, after ‘scenery and landscape’.60

Choosing to walk instead of taking the car is increasing. The proportion of the population choosing to walk through greenspace on a journey and/or actively choosing to walk or cycle instead of driving has increased between 2009 and 2018, both up eight percentage points.61

Walking in particular has been described as “the nearest activity to perfect exercise”, being the easiest, most accessible, cost effective, and enjoyable way for most people to increase their physical activity.62 The findings from the ‘Walk this Way’ project highlighted the importance of walking in particular in promoting exercise in inactive people and also recognising the important of information provision, signage and good quality paths especially in areas of need.63 In areas of deprivation, where access to greenspace may be limited, increasing walking can be a particularly effective and low-cost way of increasing physical activity.

59 Monitor of Engagement with the Natural Environment (2018), Headline report 2018: Analysis of latest results (March 2017 to February 2018 and nine years of the survey from 2009 to 2018.
61 Monitor of Engagement with the Natural Environment (2018), Headline report 2018: Analysis of latest results (March 2017 to February 2018 and nine years of the survey from 2009 to 2018.
Equestrians

Recreational equestrianism includes several activities including hacking, trekking and carriage driving. It makes a valuable contribution to the fabric of rural society, and offers a wide range of people, including young children, an excellent way of exploring the countryside.

The National Equestrian Survey 2019\(^{64}\) has the following headlines:

- The economic value of the equestrian sector stands at £4.7 billion of consumer spending across a wide range of goods and services each year. This has increased from £4.3 billion in 2015.
- There are 27 million people in Britain with an interest in the equestrian industry.
- There has been an increase in the number of people who have ridden at least once in the past 12 months, to 3 million from 2.7 million in 2015.
- The number of regular riders – those who have ridden at least once a month for the past 12 months – has risen from 1.3 million in 2015 to 1.8 million.
- There are 374,000 horse-owning households in Britain – a drop from the 446,000 in 2015.
- The estimated horse population in Britain stands at 847,000.
- The average frequency of riding – with an average riding time of 52 minutes – is 3.5 times a week.

Based on 2013 figures, in Buckinghamshire, the horse industry contributes nearly £57 million per annum to the Buckinghamshire economy. This figure is based on the number of horse passports issued with Buckinghamshire postcodes (see right) and the British Equestrian Trade Association’s cost of keeping a horse. Farmers who have diversified into horse livery, feed producers and merchants, farriers, vets, saddlers, tack shops, horsebox manufacturers and repairers all derive income from expenditure by equestrians, whether those equestrians be amateurs or professionals deriving their own income from the horse industry.

<table>
<thead>
<tr>
<th>Postcode</th>
<th>Number of passports issued (2013)</th>
<th>Postcode</th>
<th>Number of passports issued (2013)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP10</td>
<td>223</td>
<td>LU6</td>
<td>570</td>
</tr>
<tr>
<td>HP12</td>
<td>49</td>
<td>LU7</td>
<td>1293</td>
</tr>
<tr>
<td>HP13</td>
<td>99</td>
<td>MK17</td>
<td>1,216</td>
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<tr>
<td>HP14</td>
<td>474</td>
<td>MK18</td>
<td>1,483</td>
</tr>
<tr>
<td>HP15</td>
<td>207</td>
<td>NN13</td>
<td>616</td>
</tr>
<tr>
<td>HP16</td>
<td>340</td>
<td>OX6</td>
<td>64</td>
</tr>
<tr>
<td>HP17</td>
<td>398</td>
<td>RG9</td>
<td>1,036</td>
</tr>
<tr>
<td>HP18</td>
<td>835</td>
<td>SL0</td>
<td>327</td>
</tr>
<tr>
<td>HP20</td>
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The level of access is low compared to walkers, with 634 miles (394 km) or 19% of the network available to these users. Rights of way suitable for equestrians may also be long distances apart, meaning that equestrians must use the road network, or routes can be broken by busy roads or

\(^{64}\) [http://www.beta-uk.org/pages/industry-information/market-information.php](http://www.beta-uk.org/pages/industry-information/market-information.php)
railways. Many areas which walkers can access freely, such as woodland, riverside, common land, access land and parks provide no, or limited, access for equestrians. Carriage drivers are even more constrained, being limited to byways and restricted byways. These form only 2% of the rights of way network, and therefore carriage drivers must rely heavily on rural lanes. The British Horse Society Buckinghamshire Group (BHS) noted that research has shown that some rights of way are not shown on the Definitive Map at the correct status and some footpaths should be upgraded to bridleways or restricted byways thereby creating a more joined up network in some areas.

The BHS Buckinghamshire Group notes that most equestrian users of rights of way are recreational riders but owners of competition horses also find them vital for exercising their horses and keeping them fit. Equestrian activities stimulate positive psychological feelings and a sense of wellbeing. The bridleways and byways are essential for the sport providing a means of enjoying the countryside from horseback and exercise for both horse and rider.

Feedback given during the development of the ROWIP by equestrians and the survey for the ROWIP raised the following as priorities to be addressed:

- The need for more routes and better connected routes;
- Fly tipping and overgrown paths make them unusable;
- Busy and dangerous roads, better crossing points or paths on verges;
- Better infrastructure – gates which adhere to standards and are safe;
- More information on where to go;
- Better surfacing – especially where routes are shared with motor vehicles. Wherever possible surfaces and widths provided should be fit for purpose for the environment and all users, e.g. on new routes where a sealed surface is necessary consider using water-permeable surfacing made from recycled rubber granules and aggregates bound with a specially formulated polyurethane binder that fully meet the Sustainable Urban Drainage System (SUDS) requirements;
- Conflicts with other users – cyclists, motorised vehicles, quad bikes, motorbikes;

Motorised Vehicle Users

The responsible use of motorised vehicles on public byways is a legitimate activity. Nationally it is very much a minority activity, with recent surveys indicating that nationally only 0.2% of people participate using public paths.65

Motorised vehicles only have the rights to access 11 miles (17 km) of the rights of way network, through using public byways (BOATs).

Public vehicular use of the public rights of way network may be considered by other users to be disruptive, noisy and damaging to the environment, borne out by comments in the public survey for this ROWIP. While there are many responsible users and several associations which promote responsible use of byways, illegal use of public rights of way can cause damage to surfaces and distress to other users.

65 Natural England, Monitor of Engagement with the Natural Environment (MENE) 2015-2016
From the survey carried out for the ROWIP, the top priorities of motorised vehicle users were:

- The highest number of comments were for more BOATs, also noting the small existing network
- Better information on the routes which are available
- The removal of some Traffic Regulation Orders
- Reinstatement of restricted byways to BOATs
- Better understanding and tolerance by other public rights of way users
- Working with user groups to resolve issues and improve access, including the Trail Riders Fellowship and Green Lane Association.

The guidance advises that the following factors should be considered in resolving byway problems:

- Conflicts between users
- The local rights of way improvement plan
- The durability of the byway
- The condition of the byway
- The use of the byway
- Hedgerow and tree protection
- The heritage of the byway
- Any ecological sensitivity associated with the byway
- The management approach

The advice suggests that co-operation with organised groups interested in this type of activity can encourage responsible use and help with the cost of maintaining the network. The Trail Riders Fellowship is represented on the Local Access Forum.

In the interests of public safety, some public rights of way may also be managed through Traffic Regulation Orders, which can temporarily prohibit use.
Cyclists

People cycle for many reasons; for leisure, for sport and to go about their day-to-day business. Cycling participation is rising, with 29% more miles cycled in 2017 compared to 1997. More people cycle for leisure (13.6%) than travel (8.1%).66

The Department for Transport suggests that in 2016/17 around 37% of people cycled once a month or more:67

- 3.4% cycle five times a week (about 1.5 million people of 16+)
- 5.7% cycle at least three times a week (about 2.6 million people of 16+)
- 11.9% cycle at least once a week (about 5.3 million people of 16+)
- 16.9% cycle at least once per month (about 7.6 million people of 16+)

Males cycle around three times as much as females and cycle around four times as many miles. Over the period 2013-2017, people aged 21-49 cycled the most. The average for all ages was 16 trips. Over the same period, 30-39 and 40-49 year-olds on average cycled 83 and 93 miles respectively each year, higher than all other age groups. Next were 21-29 year-olds and 50-59 year-olds.68

The needs of cyclists will vary depending on the purpose of the trip and the experience and confidence of the cyclist. Commuters value direct, well-signed, smooth tracks linking essential services and destinations. Traffic free, well surfaced routes are particularly important for infrequent leisure cyclists and family groups, whilst more experienced cyclists who are more confident cycling with traffic will use country lanes and the road network. Mountain bikers will seek a variety of rough and challenging routes.

Buckinghamshire has a range of routes to cater for all types of cyclist. Alongside the road network, and local cycle route network, there are National Cycle Routes 38, 50, 51 and 57 passing through Buckinghamshire. There are also 395 miles (634 km) of bridleways, restricted byways and byways. There are also promoted routes including the Grand Union Canal, Phoenix Trail, The Chilterns Cycleway, the Waddesdon Greenway, family cycling at Wendover Woods, Discover Bernwood Forest trails and the Westbury Circular Ride.

66 https://www.cyclinguk.org/statistics
67 Walking & Cycling Statistics (WCS CW0302)
68 National Travel Survey 0601 and 0605
Developing cycling provision can also support the visitor economy. In order to attract the broadest leisure market and the most economically valuable groups, traffic free routes were essential. Other essential factors to attract the leisure cycling market include:

- Clear, coherent and visible signing and waymarking; important for both experienced and inexperienced groups;
- Route maps and guidebooks available; inexperienced groups like to feel route is “tried and tested”;
- Marketing which appeals to inexperienced cyclists; people who ‘look like me’, mixed age groups, women in marketing, avoid ‘hi-tech’ cycles and equipment;
- Circular routes, which also have the potential to become attractions in their own right;
- Accurate distance and “cycling time” information as less-experienced cyclists can over-estimate the time rides might take, which then becomes a barrier to participation;
- Routes of between 15 and 30 miles;
- “Connectedness” to nearby villages, towns and holiday accommodation, linking out of urban areas;
- Routes in and through pleasant scenery and surroundings.

**People with Physical or Visual Impairments**

There is great diversity amongst people with a disability. Disability takes many different forms and has an impact on people’s lives in many ways. The term ‘disability’ covers a wide range of conditions, including mobility difficulties, blind or partial sightedness, learning difficulties and mental health problems. Some disabilities are permanent; some only affect people intermittently. While some people have lived with their disability from birth, most people are those who develop impairments in the course of their life or are simply getting older.

Using the broadest definition of people with a disability, the 2011 Census recorded that 67,928 Buckinghamshire residents had long term limiting illness, equating to 13.4% of the population. As age is a key factor in the prevalence of disability, the disabled population of Buckinghamshire is likely to increase.

The Monitor of Engagement with the Natural Environment research has shown that 18% of people with a disability never visit the natural environment, compared with 8% of the non-disabled population. Overwhelmingly the reasons for not visiting the countryside are related to their condition, with ‘old age’, ‘poor health’ and ‘a physical disability’ given by 92% of respondents as the reason for not visiting.69

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69 'old age' 26%, 'poor health' 42% and 'a physical disability' 34%
People with physical or visual impairment have the same range of interests as the rest of the community – some will be interested in the countryside and heritage and some will not; events and activities will appeal to some and not to others. However, there are a range of potential barriers which may operate to deter or prevent disabled people from taking part in countryside activities:

- Physical barriers, such as steps, steep gradients, stiles and gates;
- Lack of accessible information;
- Lack of accessible toilets;
- Lack of confidence, low expectations, not feeling welcome, fear over safety or of getting lost;
- Too far to walk;
- Lack of convenient and accessible public transport;
- Inaccessible café, shop or visitor centre;
- Lack of seating and opportunities to rest or take shelter;
- Cost of transport, parking fees and refreshments;
- Lack of staff awareness of the needs of disabled visitors;
- A limited range of activities;
- Poorly maintained environment.\footnote{Countryside Agency (2005), By all reasonable means – Inclusive access to the outdoors for disabled people.}

The Sensory Trust outlines the ‘access chain’ that leads from a person’s decision to visit a site, through the journey, arrival and visit. If there is a bad experience in one of these stages the visit may not happen or may not be repeated. It is important, therefore, that attention is paid to each of these links when designing projects and improving sites.

Physical accessibility is, of course, an important consideration. It is clearly not possible to ensure all routes and paths, even at the most visited sites, are fully accessible to all people. However, adopting the principle of ‘least restrictive access’ at the design stage is important. For example, kissing gates should be installed instead of stiles, the best surfacing possible installed and thought given to gradients, steps etc.
Audience development work was carried out for both the Colne Valley Regional Park and Chilterns Conservation Board Landscape Partnership Schemes\(^1\) to help break down barriers to people accessing the countryside. The findings have been shared with Buckinghamshire County Council. Focus groups and research for these funding bids highlighted:

**Hillingdon Access and Mobility Forum:**

- Need to identify accessible routes and the barriers and obstacles on them – information is important so that people can decide whether the route is within their capabilities;
- The canals and towpaths are excellent resources for less able users and these could be better connected;
- Audio resources are useful on site for visually impaired people – CD, memory stick – could be available from libraries or downloadable online;
- Make leaflets (and downloadable resources) large print.

The Healthy Living Centre, Aylesbury, highlighted that transport, accessible routes and information were barriers, including these comments:

- “Transport is a problem, my daughter likes it for dog walking, that’s the main activity”
- “Do like walking, would like to join walks, but transport is a barrier”
- “Places need to be wheelchair friendly, big barrier, physically difficult”

Respondents to the public survey requested:

- More accessible routes;
- Replacing stiles with gates or kissing gates;
- More information on where to go.

Discussion with Bucks Vision highlighted:

- The need to keep paths clear of undergrowth (tripping and coming from sides of path);
- Need for more information on infrastructure on routes, parking etc. to enable decisions to be made on whether the whole route is suitable;
- Good quality infrastructure, handrails on bridges and steps, steps of even tread and no trip hazards, gates, stiles that do not wobble.

**Minority Ethnic Groups**

In the 2011 Census, 13.4% of Buckinghamshire’s population described themselves as of non-white ethnicity. This is slightly lower than England (14.6%) but higher than the South East population (9.3%). The non-white population of Buckinghamshire is growing, with an increase from 7.9% in the 2001 Census (an 82.1% increase vs. and overall increase in population of 5%).

MENE analysis shows that people from Black and Minority Ethnic population are less likely to spend time in nature than the total population. However, most people do report spending time in nature at least once a month. Members of the ethnic minority population are more likely to visit parks in towns and cities, often with a greater desire to spend time with family and friends and to learn about the outdoors. Members of the ethnic minority population are more likely to visit parks

\(^1\) Colne Valley Regional Park – ‘A Landscape on the Edge’ and Chilterns Conservation Board – ‘Chalk Cherries and Chairs’.  

85
in towns and cities, often with a greater desire to spend time with family and friends and to learn about the outdoors.\textsuperscript{72}

A report by OPENSpace identifies seven barriers which may act to prevent ethnic communities from visiting natural spaces:\textsuperscript{73}

- **Inability to shape strategies for the delivery of rural services** – not seeking or including the views of ethnic minority groups in policy and strategy making;
- **Lack of appropriate interpretive material** – not only lacking foreign language material, but (perhaps inadvertently) excluding ethnic minority groups through presenting promotional material with a homogenous non-minority ethnic group;
- **Lack of appropriate activities** - cultural disposition and behavioural codes may inhibit ethnic communities from using natural spaces. They may not consider the countryside as a place for recreation. The countryside may carry undesirable associations from a person's country of origin and they may consider activities such as walking to be a 'necessity' rather than a leisure activity. Other factors such as strict dress codes (particularly for females) and a lack of single gender activities will also affect the participation of certain groups;
- **Lack of awareness** – ethnic minority communities are likely to be less aware of opportunities and less responsive to information when it does reach them;
- **Lack of confidence and negative perceptions of the environment** – fear of woodland, fear for safety, lack of other people of the same ethnicity, fear of encountering animals (including dogs) and fear or racism due to lack of other people of the same ethnicity are often higher in ethnic groups;
- **Negative feelings associated with previous experience of the countryside** – if the first visits are not enjoyable or problems or exclusion is encountered, the experience is not likely to be repeated;
- **Financial costs incurred and lack of time** – the trip can be difficult to arrange and costly.

Several of these barriers were also identified during a visit with Hillingdon Asian Women’s Group as part of the Colne Valley Regional Park Landscape Partnership Scheme audience development work:

- Personal safety concerns (raised issues about who to ask if they were in trouble, where was the first aid point, no signs warning of deep water by the canal);
- Lack of knowledge – did not know about the sites;
- Lack of knowledge – did not know what the sites had to offer;
- Lack of knowledge – not sure where to go when at the site;
- Lack of confidence to undertake a trip on their own / fear of the unknown;
- Lack of confidence when on site;
- Lack of transport (for some).

\textsuperscript{72} Monitor of Engagement with the Natural Environment (2018), Headline report 2018: Analysis of latest results (March 2017 to February 2018 and nine years of the survey from 2009 to 2018.

\textsuperscript{73} Nina Morris (2003), *Black and Minority Ethnic Groups and Public Open Space Literature Review*, OPENspace.


Policy Context

National Policy

The ROWIP is framed by national policy, law and regulations. The volume of these is huge; detailed here are some of the key statutes and national policy.

25 Year Environment Plan 2018

The 25 Year Environment Plan (February 2018) sets out the government’s intended actions to help the natural world regain and retain good health. It aims to deliver cleaner air and water in cities and rural landscapes, protect threatened species and provide richer wildlife habitats.

Chapter 3, ‘Connecting people with the environment to improve health and wellbeing’, sets out ambitions to connect people to the natural environment and to increase access. Public rights of way support may of the ambitions:

- **Helping people improve their health and wellbeing by using green spaces**: has the ambition that more people from all backgrounds spend more time in green and blue spaces
- **Improving mental health services and promoting health and wellbeing through the natural environment** – through new working relationships with health providers to support provision of mental health services and better outcomes for people through access to the natural environment.
- **Encouraging children to be close to nature, in and out of school**
  *Greening our towns and cities* – through creating more green infrastructure, focusing on accessible green infrastructure and links to communities and health and well-being and the provision of accessible greenspaces in areas which lack greenspace


This White Paper aims to strengthen connections between people and nature. Setting a vision to 2060, it is the most recent clear signal from Government about the value of nature and public access to it.

The White Paper sets out four key reforms necessary for ‘reconnecting people with nature’:

1) **Improving Public Health Locally**: making high-quality green space available to everyone;
2) **Action to get more Children Learning Outdoors**: removing barriers and increasing schools’ abilities to teach outdoors;
3) **New Green Areas Designation**: empowering communities to protect local environments that are important to them;
4) **Help for Everyone to ‘do the right thing’**: at home, when shopping or as volunteers.

The Government proposes to address the challenge of reconnecting people with nature in six ways. The following ideas and aspirations taken from the White Paper will be specifically addressed or will be supported by this ROWIP.
‘Connecting through nature’s health service’: There are clear benefits to public health and the economy of reconnecting people with nature. A good quality environment is associated with better mental health, reduced stress and increased physical activity.

‘Connecting through better neighbourhood access to nature’: Not everyone can enjoy green spaces near where they live. Minority ethnic communities, elderly people and those with disabilities also often have less access to green spaces, and this contributes to health and other inequalities.

‘Connecting by improving access to the countryside’: The White Paper states that clear, well-maintained paths and bridleways are important to give people access to the natural environment, as well as having a significant positive impact on the local economy.

‘Connecting by ‘paying back’ to nature in our most visited landscapes’: Tourism developing in a way that is responsible to the environment, respecting the needs of local people.

‘Connecting through voluntary action – good for us and good for nature’: The White Paper states that volunteering is one of the most fulfilling ways to experience the natural world, helping people develop skills, solve local problems and develop a sense of local ownership.

Countryside and Rights of Way Act 2000

The Countryside and Rights of Way Act 2000 (CRoW Act) placed a duty on all highway authorities to produce a Rights of Way Improvement Plan by November 2007. This aimed to transform traditional reactive frontline services into visionary, forward-thinking, and proactive ones. The Act sets out a duty to consult and listen to the public and then, through a Statement of Action, plan improvements.

In preparing a ROWIP the authority is required to undertake the following assessments:74

a) the extent to which local rights of way meet the present and likely future needs of the public,
b) the opportunities provided by local rights of way for exercise and other forms of open-air recreation and the enjoyment of the authority’s area,
c) the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems,
d) such other matters relating to local rights of way as the Secretary of State may direct.

Before preparing or reviewing a plan, and in making any assessment under section 60, the authority is required to consult widely, including each adjoining local highway authority, all district councils and each parish or community council, the Local Access Forum and the wider public.

74 Under CRoW Act section 60(2)
Local Policy

The ROWIP links to and delivers the objectives of a range of strategies, both Buckinghamshire County Council strategies and those of partner organisations, see below.

The ROWIP 2 and the strategies listed share many objectives, shown in Table 14.
### Table 15: Shared Objectives

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Adapting to a growing and changing population and delivering their needs</th>
<th>Tackling health inequalities, improving health and increasing levels of physical activity</th>
<th>Delivering effective and efficient public services, delivering best value and maximising income</th>
<th>Supporting sustainable economic growth which doesn’t damage Buckinghamshire’s unique natural environment</th>
<th>Managing the impact of new development and major infrastructure</th>
<th>Strengthened, new and innovative partnerships for delivery, empowering local communities</th>
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A summary of the main strategies and links with the ROWIP are shown on the following pages.
Buckinghamshire County Council Strategic Plan 2017 - 2020

The strategic plan has three aims:
- Safeguarding our vulnerable
- Creating opportunities and building self-reliance
- Ensuring Buckinghamshire is thriving and attractive.

The key issues identified are:
- Buckinghamshire is facing substantial population growth, with an older, more diverse, more disabled population with a lower socio-economic profile;
- Collaborative solutions must be sought with partners including exploring the potential for devolution, self-reliance of communities and better integration with health;
- Need more innovative delivery, better customer service and embracing technology to deliver
- Sustainable economic growth – creating thriving attractive places without damaging Buckinghamshire’s unique environment

The ROWIP supports the aims of the strategic plan and will actively deliver its objectives. The actions have been developed from a thorough understanding of the needs of the public, now and in the future, alongside analysis of the impact of changes facing Buckinghamshire and the Rights of Way Service needs to respond. The ROWIP will support improvements in health and wellbeing, improvements in customer service and will expand the existing strong partnership working. The ROWIP will support economic growth through improving quality of life of residents, through supporting the visitor economy and through helping to address elements holding back growth, such as traffic congestion.

Buckinghamshire Physical Activity Strategy 2018 - 2023

Aims
- Increase activity levels by encouraging inactive residents into regular activity throughout life
- Increase the number of residents achieving Chief Medical Officer guidelines for physical activity throughout life

This is to be achieved through four principles:
- Active environments – healthy places that support health, recreation, wellbeing, safety, social interaction, easy mobility, a sense of pride and cultural identity and which are accessible to all citizens. There is a need to design activity at the planning stage of new development, an issue which of importance to Buckinghamshire.
- Active communities – people are more likely to be active if it is seen as ‘the norm’, and if their friends and peers are also active. Group-based physical activity can bring people together and the social element aids enjoyment and supports sustained behaviour change.
- Skilled workforce – providing staff across sectors with skills to support physical activity
- Working collaboratively – the needs to work in new and innovative partnerships with communities and stakeholders.

ROWIP directly contributes to:
- Active environments - access to greenspace is important to support increased physical activity as well as quality of life and sustainability. Much of Buckinghamshire’s green infrastructure is not readily accessible. The public rights of way network is an important component of the green infrastructure network, both to provide access in itself and to connect people to greenspaces.
- Active communities – Simply Walk, Buckinghamshire’s health walks programme, involves hundreds of people every week using the public rights of way network for physical activity. The continuation of this scheme is a key action for the ROWIP. The ROWIP has taken an evidence-based approach advocated by the Physical Activity Strategy to identify needs of communities.
- Working collaboratively – The Rights of Way Service works collaboratively with communities and many stakeholders and this area of delivery is expanded in the ROWIP 2.
The LTP4 sets out transport needs to deliver sustainable economic growth

- Objective 1: Connected Buckinghamshire - Provide a well-connected, efficient and reliable transport network which links to key national and international destinations helping Buckinghamshire’s residents and economy to flourish while capitalising on external investment opportunities.
- Objective 2: Growing Buckinghamshire - Secure good road, public transport, cycle and walking infrastructure and service provision, working in partnership with local businesses and the community through a range of initiatives and taking advantage of new and emerging technologies to meet the (current and future) needs of our residents as Buckinghamshire grows.
- Objective 3: Healthy, Safe and Sustainable Buckinghamshire - Allow residents to improve their quality of life and health, by promoting sustainable travel choices and access to opportunities that improve health. Ensure transport systems are accessible by all, safe and allow people to make the most of Buckinghamshire whilst protecting its special environments.
- Objective 4: Empowered Buckinghamshire - Allow everybody to access the educational, work and social opportunities they need to grow. Increase opportunities for residents to support themselves and their communities by enabling local transport solutions.

The Aylesbury Transport Strategy and the Buckingham Transport Strategy set out the improvements needed to support the planned growth of both towns between 2016 – 2033 as set out in the Vale of Aylesbury Local Plan (VALP). For Aylesbury, objectives are to improve transport connectivity and accessibility within Aylesbury town, as well as other urban centres and new growth areas, contribute to improved air quality by minimising growth in traffic and congestion, improve journey times, reduce risk of death or injury and make active and public transport more attractive.

The LPT4 include the action to support the implementation of the ROWIP.

It also recognises that rights of way an important element of managing the impact of new developments. They can increase the opportunities for sustainable travel to reduce the demand for car trips, supporting improvements in air quality, noise pollution and carbon reduction as well as health. Maintaining the quality of the asset enables residents and visitors to enjoy the county and supports Buckinghamshire’s economy.

The ROWIP supports modal shift to active travel which will help reduce congestion and improve air quality, for example through routes to schools, prioritising traffic free routes walking and cycling routes to improve health and wellbeing, reduce congestion and air pollution, improving and upgrading rights of way to increase cycling, especially in urban areas to support modal shift for short journeys and providing traffic free routes to help create safe cycling and walking networks.
Buckinghamshire Cultural Strategy

The Buckinghamshire Cultural Strategy sets out to make Buckinghamshire an even more dynamic, distinctive and enjoyable place to be, using culture to address the county’s social and economic challenges and to build from its real strengths. Buckinghamshire needs to build partnerships placing culture at the heart of economic development and growth to ensure that the economy and develop high quality places through new housing-led growth. We need to do much more to reach and engage everyone across the county with the same degree of impact; being fully inclusive, reflecting the county’s diversity of perspectives, ideas, skills and aspirations; and securing sufficient levels of financial investment to attend to the inequality of opportunity that our residents face. Growth and major change need to be conceptualised as cultural opportunities.

Vision and Aims:
- To celebrate our identity and increase opportunity.
- To use culture to make Buckinghamshire a creative and exciting place to live, study, visit and do business.
- To protect and promote our cultural and artistic heritage and help communities to grow.

Outcomes:
- Outcome One: A thriving economy and more high-quality jobs
- Outcome Two: Equality of access to cultural activities and opportunities
- Outcome Three: Improved health and wellbeing of the population

The ROWIP will support the ambition of the Cultural Strategy to become a recognised destination for leisure, heritage and arts through a cohesive tourism plan based on stronger sector networks, particularly in supporting accessible tourism. Promotion of public rights of way and improving access to cultural assets will strengthen engagement with Buckinghamshire’s culture and the equality of access to cultural activities and opportunities.

Joint Health and Wellbeing Strategy 2016 – 2021 and Joint Strategic Needs Assessment

The Joint Health and Wellbeing Strategy (JHWS) has a vision to: Create the best conditions in Buckinghamshire for people to live healthy, happy and fulfilling lives and achieve their full potential. It aims to tackle health inequality, gaps in provision and improve quality of life for people with a range of health issues through key priorities:

1. Give every child the best start in life
2. Keep people healthier for longer and reduce the impact of long-term conditions
3. Promote good mental health and wellbeing for everyone
4. Protect residents from harm
5. Support communities to enable people to achieve their potential and ensure Buckinghamshire is a great place to live

The Joint Strategic Needs Assessment (JSNA) sets out the characteristics and needs of Buckinghamshire’s population across a range of indicators and is JHWS’s evidence base.

Physical activity can make a positive contribution to improving health and wellbeing outcomes. The JSNA recognises the importance of access to greenspaces and that this access may not be equitably distributed geographically or in terms of availability to sectors of the population. Access to the public rights of way network is free and therefore open to all. Physical activity in the natural environment can also have a positive impact on mental health and wellbeing. The ROWIP recognises the positive impact that using the public rights of way network can bring and sets out priorities for targeted actions. Delivery of the Simply Walk health walks scheme will continue to provide an extensive service to deliver physical and mental health improvements. The strategy and the JSNA recognise the contribution of access to greenspace to health outcomes, including improved physical activity and mental health and lower childhood obesity. Active travel leads to reduced health-damaging air pollution.
**Local Enterprise Partnership Strategic Economic Plan 2016 – 2031**

‘Building Conditions for Sustainable Economic Growth in the Entrepreneurial Heart of Britain’ is Buckinghamshire and Thames Valley Local Enterprise Partnerships (BTVLEP) strategic economic plan. Its vision is: By 2032, the Buckinghamshire economy will be a vibrant, balanced and resilient economy, underpinned by innovative, high-value, globally orientated firms.

The strategy recognises Buckinghamshire and the Chilterns has an attractive natural environment and many places of historical and cultural interest and that this is part of Buckinghamshire’s competitive advantage. The strategy notes that the landscape and the outdoor opportunities for walking, cycling, water sports and canals, wildlife-watching, camping, history and heritage, including the great houses and gardens and National Trust properties; and local food and drink, especially gastro-pubs and micro-breweries; all make up part of the excellent rural quality of life offer.

The strategy states that it is vital that the natural environment is preserved, maintained and enhanced and that the main urban centres contain sufficient high quality green and blue infrastructure, which in turn helps strengthen a core component of Buckinghamshire’s competitive advantage.

The ROWIP supports ambitions around the creations of a vibrant place, where people want to live, work and play by providing the assets for accessing the countryside, taking part in leisure and sporting activities and accessing the high quality landscape. The strategy recognises the superb quality-of-life in rural Buckinghamshire, which is particularly attractive to families and older workers, and the ROWIP has an important role in maintaining this. The ROWIP will also support promotion of the assets to showcase what Buckinghamshire has to offer to appeal to the young, talented and ambitious people the strategy sets out to attract. The ROWIP also has a role to play in addressing traffic congestion in the south of Buckinghamshire and in the major urban conurbations which the strategy highlights as a weakness.

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**Local and Neighbourhood Plans**

Local Plans set out policies covering a range of spatial planning issues. The Localism Act 2011 also created a right for local communities to produce Neighbourhood Plans.

Local Plans for the four Local Planning Authorities are currently in development. The plans below are not adopted (at the time of this report, July 2019):

- Draft Chiltern and South Bucks Local Plan 2016 – Publication Version (June 2019)
- Wycombe District Local Plan (Regulation 19) Publication Version (October 2017)

Rights of way have an important contribution to both Local and Neighbourhood plans, helping to support sustainable travel, recreation, health and wellbeing and green infrastructure needs to ensure that growth does not negatively affect the quality of life of residents.

The ROWIP will make sure there is no net loss of rights of way due to development and will make sure that high quality routes are provided for new and existing communities. The ROWIP will seek an increase in sustainable travel routes and create better networks of routes.
Chilterns Conservation Board Management Plan (draft July 2019)

A revised Chilterns Area of Outstanding Natural Beauty (AONB) Management Plan is in preparation in 2019. The management plan is a statutory document under the Countryside and Rights of Way Act 2000, which requires the Conservation Board to prepare and publish a plan that sets out the policies for the management of the Chilterns. The plan has two purposes - to set out what the Conservation Board will do to achieve its duties and to advise all public bodies of the measures they should follow to conserve and enhance the AONB. The draft plan examines the objectives and priorities in six main sections:

- Nature
- Historic environment and cultural heritage
- Land management and forestry
- Enjoyment and understanding
- Social and economic well-being
- Development

The draft plan sets out the need for more investment in countryside access provision. Footpaths, walking and access to the countryside were important issues raised by the public in the preparation of the plan. Very successful Chilterns Walking Festival.

The ROWIP and public rights of way will be important mechanisms to deliver several aspects of the AONB management plan, in particular Chapter 7 ‘Enjoyment and Understanding’:

- EP1 Ensure adequate support and funding for a well-maintained, high quality and better connected rights of way network for walking, cycling and riding
- EP2 Encourage greater use of the National Trails and regional promoted routes and maximise their contribution to the local economy
- EP3 Support initiatives to improve accessibility to the countryside
- EP4 (and SP10) Expand opportunities for volunteering and lifelong learning and ensure it is better coordinated across the Chilterns
- EP6 Broaden public engagement activity to attract new audiences and increase understanding and enjoyment of the AONB, in particular targeting urban communities and young people
- EP7 Encourage better provision and take-up of car-free visitor experiences in the Chilterns
- EP9 Raise the profile and visibility of the Chilterns through signage, information and Interpretation
- EP10 Increase the sustainable use of the Chilterns for recreation and physical activity
- EP11 Ensure the Chilterns benefits from new and improved access and green space provision linked to new built development

‘Social and Economic Wellbeing’ chapter:

- SP1 Develop the visitor economy and increase its economic impact
- SP2 Seek the coordination of visitor development and promotion across the Chilterns, including securing funding for a dedicated resource
- SP7 Encourage greater use of the AONB landscape to improve levels of physical and mental health and wellbeing through outdoor recreation.

‘Nature’ chapter:

- NP12 Help visitors to discover and enjoy wildlife in the Chilterns sensitively while not harming or disturbing it.
### Green Infrastructure Strategies

Green infrastructure policies are contained within the three emerging Local Plans.\(^{75}\) The Aylesbury Garden Town initiative is developing a strategic approach to green infrastructure provision. The Buckinghamshire and Milton Keynes Natural Environment Partnership has also developed green infrastructure opportunity mapping which highlights spatial access priorities.

Rights of way are particularly valuable green corridors, both for people and nature. The ROWIP will help deliver strategic-scale green infrastructure and access routes to greenspaces. The Rights of Way Service will raise recognition of the contribution that the rights of way network makes in the delivery of green infrastructure and actively contribute to green infrastructure projects, for example through the Aylesbury Garden Town initiative.

### Destination Management Plan Buckinghamshire and Chilterns 2013

The Destination Management Plan (DMP) for Buckinghamshire sets out that the tourism sector is very fragmented, made up of many small and medium sized businesses, local authorities, cultural organisations and transport providers. There is a need for those interests to work together to plan, promote and represent the whole destination. The report recommended the formation of a Destination Management Organisation (DMO) to develop and maintain stronger business networks, develop and implement a clear marketing strategy for Buckinghamshire and the Chilterns, encourage the development of new visitor products for identified market segments and develop an environment supportive of new, innovative investment in the visitor economy.

The attractive natural environment, landscape and the outdoor opportunities for walking, cycling, watersports and canals, wildlife-watching and camping are strong offers for Buckinghamshire, which the ROWIP will seek to support. Also important are houses and gardens and the many National Trust properties and land-holdings. The quality of the public rights of way network is a crucial underpinning asset to support the visitor economy, whilst promotional material and user-friendly access to gaining information is essential to support visitor trips and retain spend in rural areas.

### Transport, Economy and Environment Business Unit Plan 2019 - 2023

The business plan sets out three service outcomes:
- Helping to develop a prosperous economy that benefits everyone
- Keep Bucks moving in an effective way
- Greener, cleaner spaces for all to enjoy, now and in the future

The business plan recognises the population growth and other changes affecting Buckinghamshire as well as the need to support economic growth. Actively preparing for and managing growth is a core function of the TEE Business Unit. The plan recognises the important partnerships essential to deliver public services. Actions include to work with partners to develop green infrastructure, continue to provide country parks as important access resource as well as to maintain and protect the public rights of way network.

The ROWIP sets out the how the Rights of Way Service will deliver its aspect of the TEE Business Unit Plan, adopting the principles of service delivery.

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\(^{75}\) At the time of this report - Vale of Aylesbury Proposed Local Plan 2013-2022 (VALP) (November 2017), Draft Chiltern and South Bucks Local Plan 2016 – Publication Version (June 2019), Wycombe District Local Plan (Regulation 19) Publication Version (October 2017)