



Scan to subscribe, FREE



Summer 2025

SIGNPOSTS

News and views from Haddenham Safe Walking and Cycling group
Issue 17

THAME ROAD IMPROVEMENTS IN SIGHT



A significant sum in developer contributions from Haddenham Airfield site has been earmarked for improvements to walking and cycling along Thame Road. Haddenham Parish Council (HPC) and its consultants PJA have been in discussions with Bucks Council and their consultants AtkinsRéalis in order to make this a reality.

HPC originally proposed a series of improvements along the length of the road, but in order to keep within budget, this has been narrowed down to two interventions: a proper crossing on Thame Road itself, by the station roughly opposite Spitfire Path, and an

improved side-road crossing on Pegasus Way/Wirethorn Furlong, with a narrowing of the junction mouth and sharper corners to slow the cars down as they turn.

The ideas are still being refined, but ideally both would be raised crossings, in order to provide traffic calming as well. There will also be widespread relief that the works will almost certainly require continuous double yellow lines along that stretch of Thame Road, so no more parked cars for cyclists to negotiate!

Once the plans have been finalised and audited for road safety, the next step will be a public consultation, so watch this space! Further improvements will definitely be needed, but it will take more housing development to fund them...

Alan Thawley, chair
Haddenham Safe Walking and Cycling group

CONGRATULATIONS!

... to Haddenham's county councillors elected on 1 May 2025: Maru Mormina and Greg Smith.

Readers will recall their positive pre-election response to our request that they seek quarterly updates on progress on Haddenham-Thame greenway *and report back to the community*.

¹ Image annotation of Ordnance Survey map by kind permission: ©Crown copyright 2025 Ordnance Survey. Media 015/25.

² See <https://www.villagesociety.org/lib/2025-electioncandidate-responses-on-active-travel-F929088.pdf>



MINISTER FOR THE FUTURE



... of Roads.

Did you know there's a government Minister for the Future of Roads? She's Lilian Greenwood and she's announcing a new government road safety strategy. Okay, no date has been given for its release, but in May The Bikeability Trust and Living Streets jointly came up with a swathe of evidence-based ideas:

www.livingstreets.org.uk/media/mxvhdpbw/the-bikeability-trust-x-living-streets-road-safety-report-2025-cd.pdf

They make interesting – not to say startling – reading. Stand-out points are:

- Too many are ignorant of the provisions of the Highway Code.
- All driving instructors – and police! – should undergo cycle awareness training.
- Dedicated Routes to School should be promoted within the Active Travel Fund.
- Accessible digital collision-maps should identify crash hotspots.
- A national 20mph speed limit should be set in built-up areas.
- All new vehicles should be fitted with Intelligent Speed Assist (ISA), Emergency Lane Keeping



Quite a shopping list! Some are particularly applicable to Haddenham. Dedicated Routes to Schools? 20mph limit? Ban on pavement parking? Anyone?

Systems (ELKS) and Autonomous Emergency Braking (AEB).

- Higher parking charges should apply to large vehicles (as in Paris, Bath, Islington, etc.).
- A national ban on pavement parking.
- Allocate ten per cent of all transport funding to walking and cycling, for active travel infrastructure.

Quite a shopping list! Some are particularly applicable to Haddenham. Dedicated Routes to Schools? 20mph limit? Ban on pavement parking? Anyone?

You can make submissions in respect of the strategy to: roadsafety@bikeabilitytrust.org. The Bikeability Trust and Living Streets are co-ordinating responses and feeding them directly to the Government.

As a footnote it may be worth commenting that Department for Transport consultation doesn't have the finest of track records. 22 May past marked the four-and-a-half-year-old closure of their pavement parking consultation. Announcements = zero, zilch, nada, nothing. This time around Bikeability and Living Streets are fielding submissions. Might the whole process be a little quicker? PLEASE.

BA

OUR CYCLING CITY – AN EXAMPLE TO US ALL



You can travel to London and hire a bike, or park your own at Marylebone for onward use.

London has quietly become a cycling city: so run recent headlines prompted by publication of the City of London Corporation's biennial survey of total traffic in the city³. Over the two years since the last survey, cycling in the city has increased by a remarkable 57 per cent and now accounts for well over half of all street traffic at peak times.

All European cities face the problems of motor traffic and congestion and many see pedal power as part of the solution. Amsterdam and Copenhagen are the paragons, but don't forget Malmö, featured in Signposts Issue 10. It was in 2008 that London launched a range of radial 'superhighways' for cycles, mostly dedicated paths intended as a commuting facility, and in recent years has followed up with a network of bike-friendly routes with good signage, road markings and increasingly road engineering.

The cycling habit has, of course, been helped along by the congestion charge on motorists and latterly by the increasing sophistication of bike hire facilities. Electric bikes are now plentiful and can be left almost

“

London's cycling network, which continues to develop, has not been achieved without opposition from other users of land and streets.

anywhere. About 40 per cent of cycle journeys in the City area are now made on hired bikes.

London's cycling network, which continues to develop, has not been achieved without opposition from other users of land and streets, but the Corporation, with a clear idea of how a modern city should work, has overcome the problems and delivered the infrastructure, and the public response has been overwhelmingly positive.

Here in Buckinghamshire we have a project for a three-mile cycle path of outstanding economic and social merit. There are infrastructure problems, as there are with any such project, and these include the need for coordination with the adjacent local authority. The project has been well studied and the problems are patently soluble. What we do not have (at least so far in a quarter century of public demand) is the needed determination on the part of any of those in relevant elected office to drive the project forward to reality.

AG

³ See City Streets 2025 Summary Report, based on observations on 9 October 2024, published at <https://democracy.cityoflondon.gov.uk/documents/s218211/Appendix%203%20City%20Streets%202025%20Summary%20Report.pdf>

HIDDEN GEMS: TOWNSIDE ORCHARD



At its centre is a mowed area known as "The Core" ... designed to host community events.

Since it was established in 2015, Townsend Community Orchard has gained a special place in our community's heart. As well as enjoying the peaceful ambience of this cherished green space villagers are using it for a gentle stroll, as a picnic site for young families, as a route for children to walk to school, as a way for pedestrians to link up different parts of the village, and a place to walk their dogs. At its centre is a mowed area known as "The Core", which contains log bench seating and has been designed to host community events. In September we will be holding an open picnic here to celebrate our tenth birthday.

For those who have not yet found this wonderful space, it is located beside Townsend Green where there is an open entranceway in the wall. Out of respect for those of reduced mobility who may be visiting the orchard, cyclists are politely requested to dismount while passing through the site. The permissive path that runs across the orchard is administered by the parish council. Once in the orchard there are two benches that entice you to sit and spend a while soaking up the scenery.



It is hoped the orchard will inspire people to grow and enjoy their own fruit, and learn ways they can encourage wildlife into their own gardens.



Access: 1 via Townsend Green, or 2 via wooden gate in Mallard's Croft (the sign that says 'No Access to Townsend Green' is meant only for vehicles)

A dedicated volunteer team, made up of local residents, tends to the trees and the grounds on behalf of the village. The ethos is to create a tranquil space that caters for both the needs of villagers and wildlife alike. To this end the vegetation is allowed to grow longer during the summertime to provide shelter and food for numerous insects, toads, frogs and small mammals, whilst small interlinking footpaths are mown across the field to allow young children to explore the meadow in a fun way, and closer views of the trees and wildflowers.



Small interlinking footpaths are mown across the field to allow young children to explore.

Additional planting has been done over the years to enhance the biodiversity of the site including rows of native hedge saplings, wildflower beds, hazel nut bushes, and bluebell, snowdrop and wild garlic bulbs. Other features include two bug hotels made by the Haddenham 1st cub pack, and two raised “sensory” beds with colourful and scented plants.



Raised “sensory” beds with colourful and scented plants

The former pasture meadow was transferred to parish council ownership in 2015, on completion of the newest Mallards Croft development. At the end of that year, forty fruit trees and a row of fruit bushes were planted in the half acre site. When the fruit is ripe, residents are allowed to pick the fruit – taking just what they need for their own use. It is hoped the

⁴ Many thanks to Diccon Proctor for superb photos.

orchard will inspire people to grow and enjoy their own fruit, and learn ways they can encourage wildlife into their own gardens.

DP⁴

ORCHARD COMMUNITY EVENTS 2025



Aug 16th Bat and moth spotting night

Sept 14th 10th Anniversary Celebration

A volunteer team meets each month to do practical tasks: to join in please contact Diccon Proctor, chairman of orchard volunteer committee, communityorchard.haddenham@gmail.com

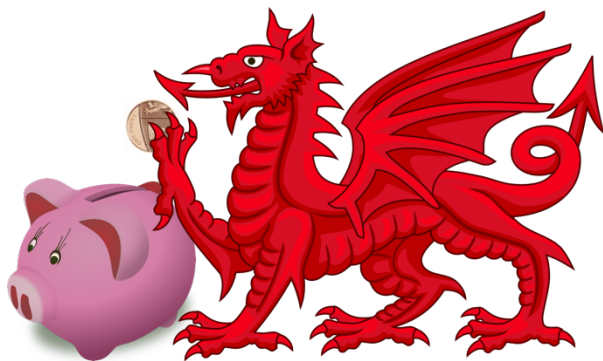
LINKS:

Facebook:

<https://www.facebook.com/groups/340717629464790/>

Parish council: https://www.haddenham-bucks-pc.gov.uk/Orchard_25274.aspx

WALES SHOWS HOW 20MPH CAN SAVE US ALL MONEY



On 17 September 2023 the speed limit on all 30mph roads in Wales was reduced to 20mph and the results are so remarkable that all UK traffic authorities will need to take notice.

Casualties on 20mph roads fell by 28 per cent compared with casualties on the same roads the previous year⁵. Meanwhile, casualties on 40mph plus roads rose by 2 per cent, more or less in line with expectations. So, it is fair to say that at least 105 fewer people were killed or seriously injured in the first year of 20mph than would have been expected – and planned for by police, hospitals, motoring organizations etc..

A leading insurance company, Esure, has stated publicly that the reduced level of accidents will justify a reduction in average annual motor premiums in Wales from £455 to £410, a saving for the average motorist of £45 or 10 per cent. The insurance company, of course, considers not only the savings in injury claims but also the repairs, the replacement of cars and parts, litigation and much else.

For the public, there are also the savings for the NHS in terms of ambulances, paramedics and hospital treatment not needed. Based on calculations in the specialist press⁶ the savings in the first year of 20mph would be about £12 million. And, of course, there are savings beyond calculation for people: lives not disrupted, grief and life-changing injuries avoided and so on.

The introduction of 20mph as the default speed limit in Wales was highly controversial. We only have data for one complete year, which are still being analysed, and the Welsh government has conceded that some roads like bus routes may revert to 30mph, so it remains to be seen how far the improved safety of urban roads holds up.

But, if a default speed limit of 20mph comes with a 10 percent reduction in insurance premiums as well as significant savings for the NHS, English traffic authorities which have so far been less receptive to 20mph (like our own) will need to reconsider.

AG

Road casualties in Wales

Speed limit	Severity	Oct 22-Sep 23	Oct 23-Sep 24	Change
20/30 mph	All casualties	2402	1725	-28%
	Killed or seriously injured	503	398	-20%
40/70 mph	All casualties	2164	2213	+2%
	Killed or seriously injured	591	646	+9%

⁵ See https://www.20splenty.org/wales_1st_12_months

⁶ See <https://www.transportxtra.com/publications/local-transport-today/news/76112/large-reduction-in-road-casualties-in-welsh-built-up-areas-after-20mph-limit>



SLOW WAYS WALKING NETWORK



Dan Raven-Ellison in another project wearing EEG equipment on his head to record the emotional impact of different places he walked.

Through the collaboration of thousands of enthusiasts, a network of walks – well described and audited – has been documented between Great Britain’s towns and cities. That network is called “Slow Ways”.

Such a collaboration was, unsurprisingly, not spontaneous.

Dan Raven-Ellison, who describes himself as a “guerrilla geographer”, founded Slow Ways in 2020, and as managing director has built alliances, notably with Ordnance Survey, and gained funding to build and publicise the network.

The routes are reasonably direct. For example, Haddenham has a route passing through it, [joining Thame and Aylesbury](#)⁷. From Thame to Haddenham it skirts Tythrop to Church End. From there the route passes through Aston Sandford and Ford, reaching the Bugle Horn public house, with only one short stretch along a road (albeit quite scary: the “lower road” from the Stone-Bishopstone crossroads up to the A418 – so please take note of the road sign here indicating



Petition calling on the government to ensure safe walking routes between all UK addresses ...

walkers and restricting speed to 40mph). Continuing to Aylesbury, a less direct route avoids the trunk road.

You perhaps knew that route. You could perhaps even improve it, by becoming a [Slow Ways collaborator](#)⁸. But what a bonus if you are on holiday and fancy a ramble. Don’t like stiles? Not wanting to wade through mud? There’s an atlas you can buy from all good bookshops or an [interactive map](#)⁹, free on the Internet.

Now Slow Ways is seeking to *improve* the network. Following a survey it sponsored in which 95 per cent of respondents recalled walking *on* narrow or busy roads (not on footways) that are surrounded by privately owned fields, it has submitted a Government and Parliament petition calling on the government to ensure safe walking routes between all UK addresses.

Slow Ways awaits approval of the petition. SIGNPOSTS will let you know if and when it is available to support.

DS

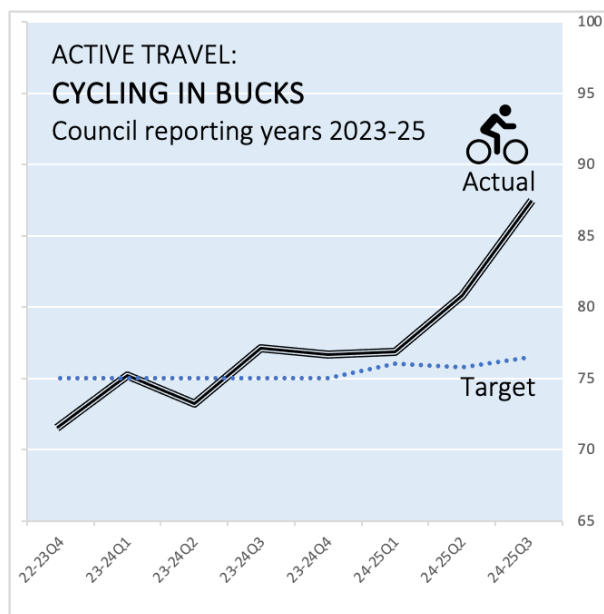
⁷ For more detail see <https://beta.slowways.org/Route/Thaayl/11483#overview>

⁸ See <https://beta.slowways.org/Page/get-involved>

⁹ See <https://beta.slowways.org/>



TIME FOR NEW ACTIVE TRAVEL TARGETS IN BUCKS!



What brings the spotlight on to particular subjects in councils? Take active travel. What would help bring this area into sharper focus in Bucks Council, attract resources and drive performance?

Perhaps a range of ambitious published targets?

History: the only targets and results for active travel published by Bucks Council over recent years have been daily mean bike counts. Results are published and reviewed quarterly. Hopefully they affect councillors' focus and officers' bonuses.

There is currently no published metric on initiatives to encourage walking, wheeling and running.

The single current cycling metric is not great. For a start it doesn't measure council activity – why not report quarterly on miles of greenway opened over the last year, or on the council's applications to funding agencies to support new infrastructure?

More nuanced: results of the current measure depend on whichever automatic cycle counters happen to be working in a particular calendar quarter, affected by



Whatever way the metric is improved, could we see more ambition for 2025-26? Progressive targets might drive even more attention...

equipment reliability, maintenance and new counter locations.

Currently results are not “smoothed” for short term or seasonal weather variations, so we see discussion of weather patterns sometimes dominating instead of analysis of council initiatives.

Finally, the current cycling target isn't stretching. Since 2022 the Bucks *target* has been raised from an average 75 bikes per day, to 77. That's just two more bike rides a day on average, past counters on selected cycling routes, over three years.

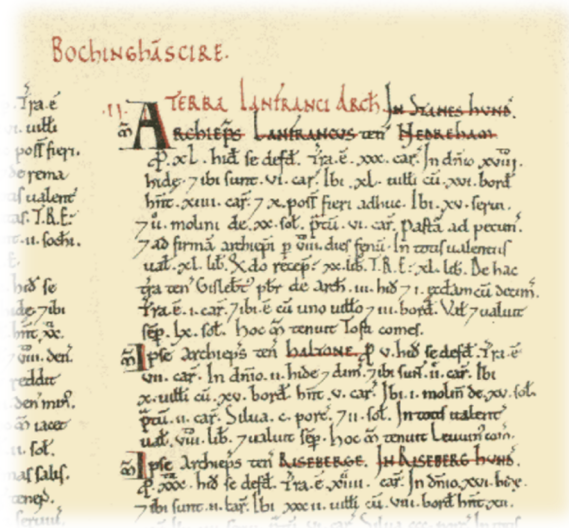
(Over this period, recorded bike use at the counters is up 22 per cent on a running annual basis, racing ahead of the targets rising one or two per cent per year.)

Whatever way the metric is improved, could we see more ambition for 2025-26? Progressive targets might drive even more attention to greenways in the pipeline in order to increase cycling – and walking, running and wheeling. The associated economic, environmental, health and wellbeing benefits are well established!

Ambitious targets might even encourage the council to accelerate delivery of the Haddenham-Thame greenway. For reasons we have discussed in previous issues including the rail station at one end, our greenway's immediate, high-volume potential usage makes it stand out for early implementation.

DS

NO END OF A VILLAGE...



In 1086, Haddenham with 75 households¹⁰

Haddenham is famous for its “ends” – Churchend, Fort End, Townsend. That word ‘end’ originally meant ‘quarter’ or ‘district’. Within a whole. Not a separate, isolated unit. Way back, the Domesday Book vouched for Haddenham as a single entity presided over by royalty, church or, much later, rich families. That history has been assumed by the Parish Council.

Okay, any traditional ‘English village’ seems to cluster round a church and a green, possibly a pub, a game of cricket... Haddenham however has always been multi-focal (as those ‘Ends’ attest). Now we have four churches or chapels and, as it happens, four Greens but Haddenham is still an identifiable whole, in its own right. In this spirit, the developer Greencore Homes plans a new ‘Post Office End’.

Growing so fast and so big, what was once an exclamation mark on the map is now more of a lozenge. But it is still a whole. Some developers in the past sold the notion of ‘Your home is your castle’. That you, the new villager could drive up to your front



Haddenham is what it is: a single village interlaced with different ways for walkers, wheelers, cyclists – and vehicles.

door, but others sure shouldn’t walk past it. This denied the whole notion of inter-connection, basic to a village. Everyone wants to walk about the village, unencumbered by the car. The tide has turned. Land to be developed – on Haddenham Airfield, for example – embraces the notion of accessibility. Long may it last: Haddenham’s single identity is intact. If we are all watchful, that is...

Is it fair to say that cars militate against the notion? Well, off too many of them go, slicing through the village like a hot knife through butter, encouraging the idea that a village is a place for driving *through*, wind in your hair. At the expense of those walking around, feet on the ground.

So now let’s get past the shambles that allowed a 60mph limit in the middle of The Grove. Time to move on, by common consent, to a 20mph limit for the whole of Haddenham; for whenever villagers have been consulted they (we!) overwhelmingly want a 20mph limit. It’d only enhance the notion of ‘village’. A single village, a single speed limit. And a low limit at that, where people are prioritised over cars.

Haddenham is what it is: a single village interlaced with different ways for walkers, wheelers, cyclists – and vehicles. And of course, many of us have cars – that we love/hate. Some of us depend on the car even for short journeys within Haddenham. So this isn’t a case of ‘war on the car’ so much as making the most of where we are as a village.

Haddenham is for people – together.

BA

¹⁰ Image: Domesday Book excerpt under the [CC-BY-SA licence](https://creativecommons.org/licenses/by-sa/4.0/), courtesy of Professor John Palmer, George Slater and opendomesday.org.



NEWS IN BRIEF

BETTER CONNECTION FOR NEW HOUSING

Developer LIH, hoping for planning permission for a second phase of housing on the Haddenham Airfield site, has offered land for a walking and wheeling link, to connect existing housing to the village centre's shops, schools and amenities (village hall and pubs, for instance). Some residents would save more than half a kilometre each way.

Sedgwick Street is the biggest potential winner but many residents of Airfield housing stand to gain. Let's see how committed LIH is to making this happen.

ZIMBL LIVE

Perfect for occasional use for longer journeys and when public transport isn't the answer: [the parish-](#)

[council-supported electric car hire scheme is back](#)¹¹, now in partnership with Zimbl. Avoid the sunk and standing costs of car ownership, particularly a little-used second car. Register for free and then use on demand.

Your hire car is delivered to your home.

SAVE MONEY, FEEL GREAT, HELP THE PLANET AND WIN A FROG!

For your diary, Cycle to School week will be 13 to 17 October 2025. You can [make a "pledge"](#)¹² now, like "go on a cycle ride with my family", and get a kid's activity pack and free entry to a raffle of a bike made by Frog.

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

THE SONG OF THE OPEN ROADSTER

"Damn, damn, Haddenham
Narrow streets, cars in a jam.

Me? I like the open Road
Driving along in racing mode
By myself, without others,
No old folk,
No push-chair mothers.

Life's an ad
For a racing lad
Head in air, eyes out front.
Just trust me to avoid a shunt...

But Haddenham's another case
Little room
Not much space
Why should I have to care for others:
Old folk walking,
Push-chair mothers?"

REPLY OF YER AVERAGE VILLAGER

"Hang on!
Some might be your neighbours!
Do them and yourself some favours:

Give 'em a wave
And while you're at it
Thank that driver
who's a rabbit
Or that cyclist new to you
Who's now coming into view.
Consider her and all those others
– Old folk walking, push-chair mothers –
They all belong to Haddenham!

Haddenham! Haddenham!
Damn fine place for a self-exam
And to recall you're in a village
Not on a jaunt to rape and pillage.

Care's the watchword. Share's the craich.
Haddenham's not a racing track." – BA

¹¹ See https://www.haddenham-bucks-pc.gov.uk/_VirDir/CoreContents/News/Display.aspx?id=76157

¹² See <https://www.bikeability.org.uk/cycletooschoolweek/>