



CHIPPENHAM NEIGHBOURHOOD PLAN_

Chippenham Town Council

High Priority Improvements to the Cycle Network

Appendix 22

February 2023



1. Policy T1 of the Draft Chippenham Neighbourhood Plan states:

‘...Major development proposals which generate increased use of the existing cycle network to access the site (directly or indirectly) will require on-site or off-site financial contributions towards the relevant high priority improvements to the cycle network shown on Figure 9.1 and set out in more detail in Appendix 22 - High Priority Improvements to the Cycle Network.’

2. This Appendix therefore details those high priority improvement routes suggested by the Chippenham Cycle Network Development Group and are the community user’s vision for improving the future cycle network. The high priority improvements are set out in Table 1 below and are mapped on Figure 9.1 of the Neighbourhood Plan. Table 1 represents a starting point for discussion with developers and highway engineers as and when the need arises.

Table 1 - High Priority Improvements Required to Cycle Network in Chippenham

Map Ref. No.	Name	High Priority Improvement
1	Hungerdown Lane	Widen existing footway on east side of road and convert to shared use. Between Brook Street and opposite Tesco petrol station - this will link the existing shared use paths to the north and south of this section.
2a	Bristol Road	Create car-free cycle link on north side of Bristol Road, from Chippenham Town Football Club to Park Lane, to link Donkey Field path onwards towards station and town centre. Likely to be shared use path on north side of road, as physical constraints at this location are likely to preclude a segregated two-way cycleway. Shared use path will involve removal of refuge island (potentially replace with zebra crossing) and possibly narrowing footway on south side.
2b	Park Terrace / Park Fields	Make this road one-way westbound from the point immediately north of the Garden Vets car park to the junction with Fleet Road, with contraflow cycling permitted.
3	Greenway Lane to Chippenham Railway Station	Create car-free and quietway link from south end of Greenway Lane to Chippenham railway station - fully segregated from motor traffic along Malmesbury Road and through Little George junction. Ideally also segregated from pedestrians, unless width constraints mean shared use is the only way to create a continuous cycle link.

6a	Malmesbury Road - Hardenhuish Lane	<p>Link existing shared use path alongside A350 (leading to/from The Plough) to North Chippenham Link Road's shared use path, and onwards to the existing shared use path on Hardenhuish Lane, which currently ends at Ridings Mead.</p> <p>Includes: Toucan or signalised parallel crossings on eastern and southern arms of Malmesbury Road roundabout.</p> <p>Link to existing shared use path through Morrisons' car park.</p> <p>Segregated cycleways on Malmesbury Road, between A350 and Hardenhuish Lane (unless physical constraints preclude full segregation, in which case the path should be shared use).</p> <p>Appropriate cycle crossing facilities at junction of Malmesbury Road and Hardenhuish Lane, to reach verge area to south of Hardenhuish Lane.</p> <p>Create segregated two-way cycleway in verge on south/east side of Hardenhuish Lane and connect to Ridings Mead (reverting to shared use if physical constraints preclude a fully segregated cycleway at any point).</p>
6b	Malmesbury Road - Hardenhuish Lane	See 6a
8	Park Lane	<p>Improvements to cycle provision, including:</p> <p>Move all car parking to south side of Park Lane.</p> <p>Protect existing cycle lane on north side using kerbs (to prevent vehicles driving or parking in cycle lane).</p> <p>Extend protected cycle provision to Little George junction.</p> <p>Upgrade zebra crossing at St Paul Street to parallel crossing, to enable people cycling to cross to St Paul Street.</p>
11	Bristol Road	<p>Create 3m-wide two-way cycleway on south side of Bristol Road in grass verge. Move trees out into carriageway to create parking bays to north of cycle lane. When road narrows at eastern end, create shared-use footway on south side of carriageway up to existing toucan crossing by football/sports clubs. Add double-yellow line on north side of carriageway. (This creates an all-hours link between town centre and north-western suburbs - existing Donkey Field path not suitable in the dark).</p>
13a	Baydons Lane - Larkham Rise - Long Close	<p>Convert existing footways to shared use, widening where necessary (insufficient space for segregated cycle provision at this location).</p>

13b	Baydons Lane - Larkham Rise - Long Close	See 13a
14	Marshfield Road	Provide segregated two-way cycle provision between railway arches and Audley Road. Possible solution would be to narrow carriageway to one lane, retain parking on north side, and build two-way cycleway on south side, narrowing south-side footway slightly if required.
15	New Road / Union Road	Create two-way segregated north-south cycle link along New Road between railway arches and Union Road (to avoid people cycling having to ride via one-way system to reach station from the south). Make Union Road one-way westbound for motor vehicles, with a contra-flow protected eastbound cycle lane.
16	Ivy Lane	Create link between existing Marshfield Road shared path (at railway arches) and existing Bridge Centre roundabout shared use path, including access point at western end of Foghamshire (designed so that it cannot be blocked by parked vehicles). Ideally this should be fully segregated provision, with cycle priority at all side road crossing points. If width constraints prevent this, shared use should be considered as a fall-back to create continuous provision.
19	London Road	Create off-road, two-way cycle link between Stanley Lane and Hardens Mead on north side of London Road, with cycle priority crossing over Hardens Lane. Ideally this would be a fully segregated cycleway, but if there is insufficient highways land in which to do this, then widen footways to convert to shared use.
20	Lodge Road - Blackthorn Mews - Forest Lane	Create off-road cycle link between northern and southern sections of Forest Lane
21a-d	Pewsham arterial roads	Create off-road cycle provision on Pewsham arterial roads: Canal Road, Lodge Road, Webbington Road and King Henry Drive
22	Pewsham - Westmead Open Space	Create link from Pewsham (Blackwellhams and Waters Edge) to Westmead Open Space, including converting footways to shared use and adding toucan or signalised parallel crossing across Pewsham Way
24	Pewsham Way	Toucan or signalised parallel crossing across Pewsham Way at southern end of Forest Lane
27	London Road	Create off-road link (likely shared use path in north-side verge, unless a fully segregated two-way cycle path can be created in the available space) between Hardens Lane and Cricketts Lane, including a cycle-priority crossing over London Road at western end, to link to Cricketts Lane and onwards to Pewsham.
32a	B4069	Create segregated two-way cycleway in verge between Parsonage Way and Hill Corner Road. Onwards from Hill Corner Road south to Saxby Road there is insufficient space for a segregated cycleway. Instead widen footway and convert to shared use, including raised table crossing across Cocklebury Lane to create continuous car-free cycle provision.

32b	Pew Hill / B4069	Create shared use path on south side of road, with priority crossing points at junctions, from Saxby Road to Birch Grove, unless there is sufficient width to create a fully segregated cycleway on this section.
32c	Path linking Hill Rise to B4069	Widen existing footpath and convert to shared use (insufficient space for fully segregated cycle provision).
32d	B4069 / Parsonage Way roundabout	Add controlled pedestrian and cycle crossing over B4069 to south of roundabout (ideally signalised parallel crossing, to tie in with scheme 32a).
34	Bath Road / Rowden Lane / Coppice Close	Create two-way car-free cycleway from foot tunnel beneath railway, across Brunel Court and across Bath Road to link with new cycleways being delivered as part of Rowden Park development (exact route TBC)
37a	Cocklebury Lane	Resurface road from power station to start of scheme 37b (footpath to Eastern Avenue)
37b	Cocklebury Lane to Eastern Avenue footpath	Widen footpath, convert to shared use and surface with tarmac, unless there is scope for a two-way segregated cycleway here, in which case this is the preferred solution.
39	Avenue La Fleche / London Road	Create car-free cycle link between existing toucan crossing at Wood Lane, and The Butts. This needs to include a controlled crossing across London Road. Preferred solution would be a fully segregated cycleway, but shared use should be considered if physical constraints prevent a segregated cycleway.
47	Foundry Lane to Railway Station north car park	Create pedestrian and cycle access point at north-eastern end of station north-side car park, including controlled crossing on Foundry Lane (zebra+parallel cycle crossing?).
50a	New Road / The Bridge	Add physical segregation to cycle lanes. Fill in gaps in cycle provision.
50b	New Road / The Bridge	Add physical segregation to cycle lanes. Fill in gaps in cycle provision.
50c	Bath Road	Create protected two-way cycleway to link to scheme 50a and existing shared use path at Bridge Centre roundabout.
60a	New Road-Ivy Lane	Create two-way cycleway on strip of maintainable highways land between Brunel pub and rail arches.
60b	New Road	Create link from 60a through unused central rail arch to paths to north, and link onwards to scheme 14.