

Calne Area LCWIP Consultation Proposed CWPC Response to Consultation

1. Background

LCWIPs (Local Cycling and Walking Infrastructure Plans) provide a strategic approach to identifying cycling and walking improvements required at the local level. They set out how these routes will be improved over time. The aim is to create coherent and connected networks for pedestrians and cyclists to make it easier for people to choose to travel on foot or by bike, improving air quality, reducing traffic congestion and cutting carbon emissions.

Once an LCWIP is agreed and finalised, it is used as the basis for future cycling and walking improvements in that area and helps to secure any future funding from the Department for Transport.

Wiltshire Council has already developed a Wiltshire wide LCWIP (with inter-urban routes), along with town LCWIPs for Salisbury, Chippenham, Devizes and Trowbridge. Further background on these may be found under <https://www.wiltshire.gov.uk/article/1723/Local-Cycling-and-Walking-Infrastructure-Plans-LCWIPs>.

On 21st November, Wiltshire Council opened up a consultation of draft LCWIPs for Calne and Melksham. This initial consultation is open until 5.30pm on Friday 22 December and will be used to help create draft Local Cycling and Walking Plans (LCWIPs) for both Calne and Melksham, before a final round of consultation once the draft plans have been further developed.

The draft LCWIP is available on the consultation portal under <https://calne-and-melksham-lcwip.commonplace.is/>.

2. Draft Plans

Figure 1 – Draft Cycling Network for Calne

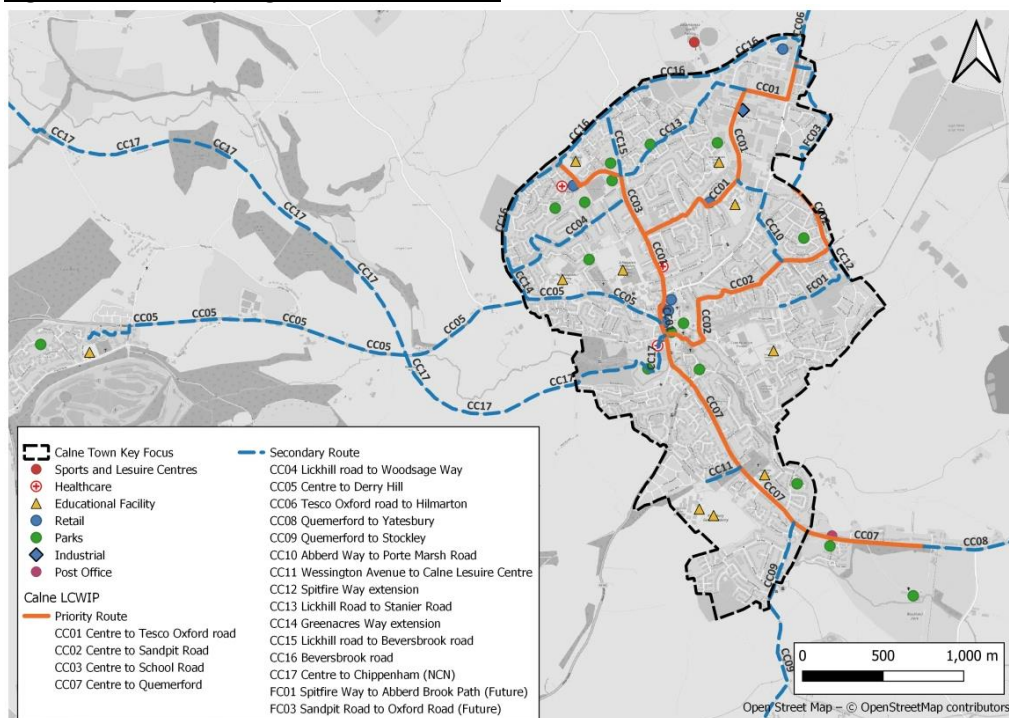


Figure 2 – Draft Cycling Network for Wider Area

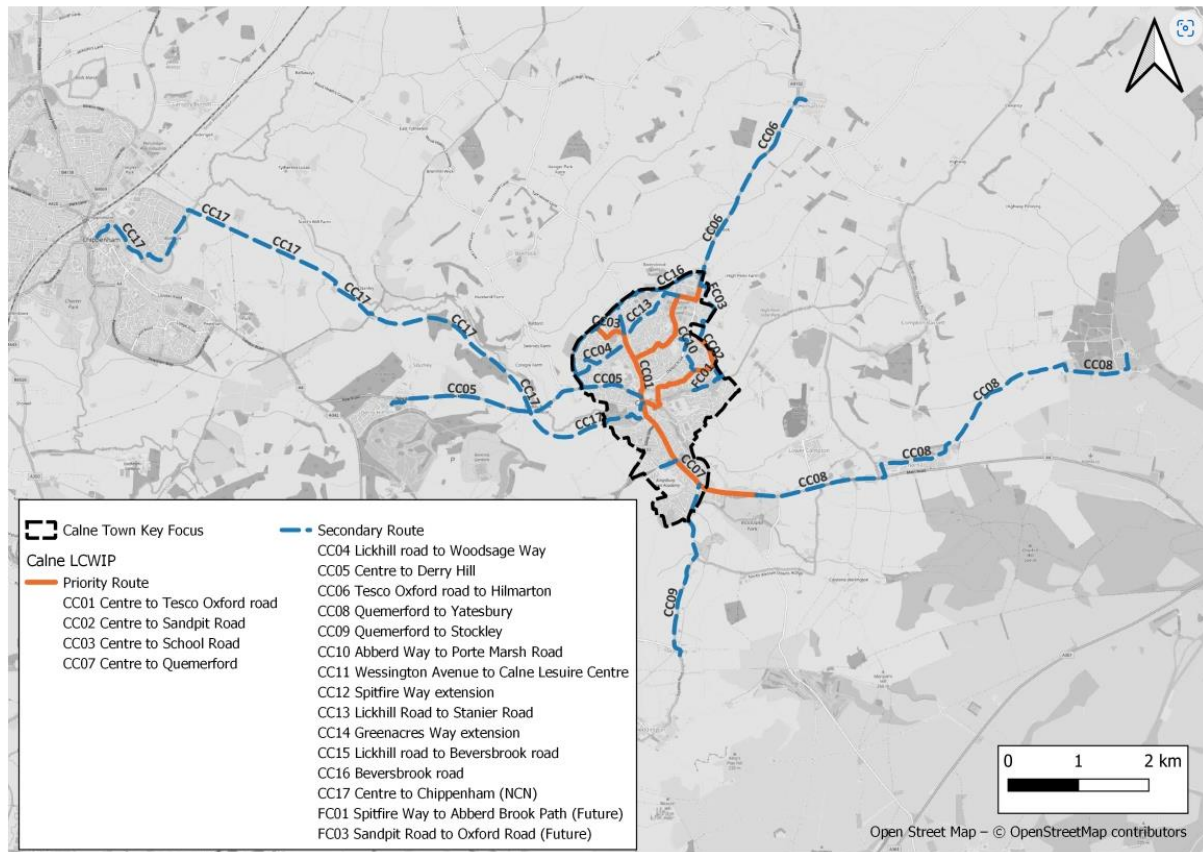
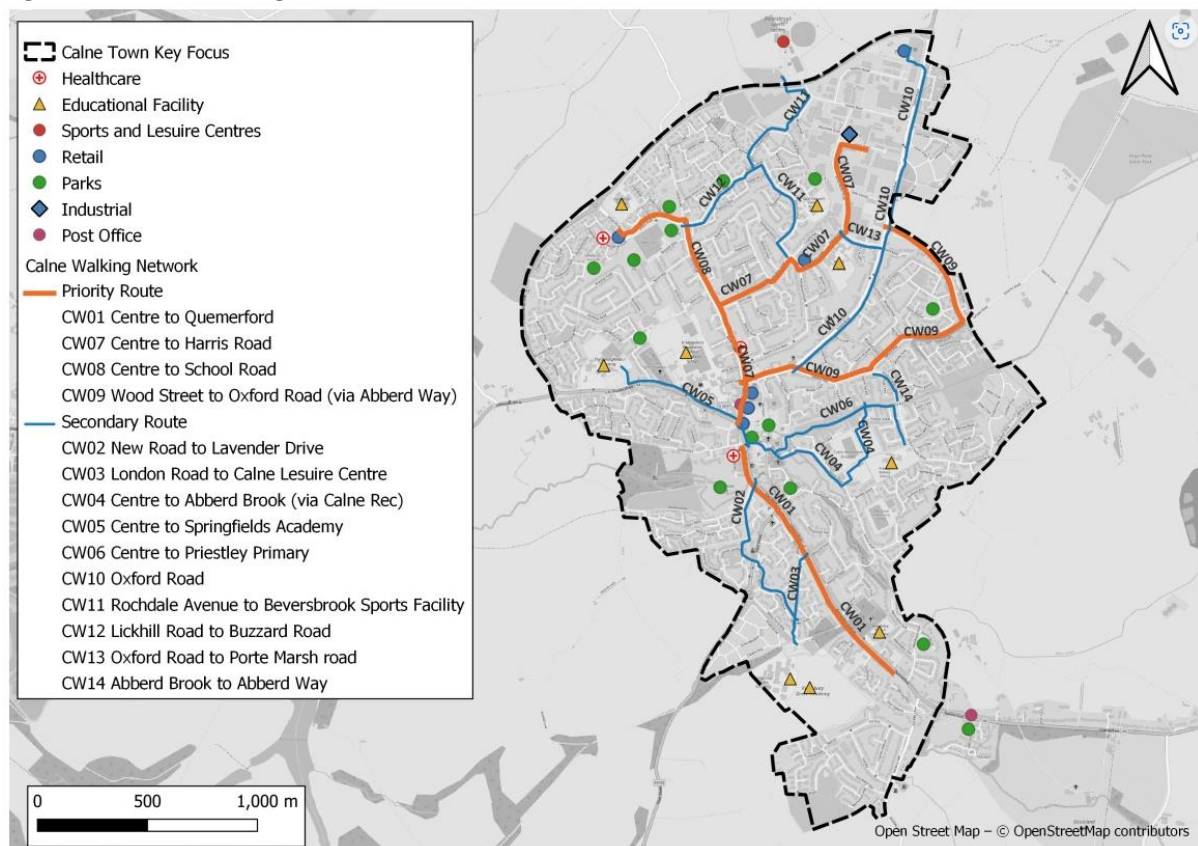


Figure 3 – Draft Walking Network for Calne



3. Proposed Response – Cycling Network

Calne Without Parish Council would like to thank Wiltshire Council for the opportunity to provide feedback on the initial proposals. We are very supportive of the development of a LCWIP for Calne and its surrounding settlements and have put forward the following comments in the spirit of positive engagement. We would be very happy to facilitate a visit from Wiltshire Council's Consultant in order to talk through our thoughts on the ground.

With respect to the Priority and Secondary Routes defined on the initial plans, our comments are as follows:

Route	Issues	Comments
CC05 Centre to Derry Hill	Safety Traffic Speed	<p>The A4 is heavily trafficked and speed of traffic is a serious issue for cyclists. A proper cycleway would need to be physically segregated from the main highway. It is considered that the road is generally wide enough to accommodate this, and the resultant narrowing would help to slow traffic speeds.</p> <p>The Derry Hill end of the route doesn't utilise the existing designated cycleway between the carpark of the Lansdowne Hall and the Toucan crossing of the A4, instead directing cyclists towards a hazardous uncontrolled crossroads. (The Parish Council is currently promoting a scheme through the Calne Area LHFIC to surface this cycle route.)</p>
CC07 Centre to Quemerford	Safety Air Quality Parked Cars	<p>The A4 London Road through Calne is heavily trafficked and suffers from poor air quality. The route is currently covered by one of only eight Air Quality Management Areas within Wiltshire.</p> <p>The volume of heavy traffic is such that a cycleway would need to be physically segregated from the main highway; however, the road is too narrow to accommodate this in places, and for the remaining length it would be necessary to remove on-street parking to provide the space.</p> <p>The Council does not support this route. Instead, we recommend that the plan should instead focus on finding alternative parallel routes on quiet streets and have presented suggestions below.</p>
CC08 Quemerford to Yatesbury		<p>The section along the A4 between Cherhill and Quemerford is more viable as a cycling route, as the A4 here is wider and flatter. The remaining section ties in with the current National Cycle Network Route 403.</p> <p>The Council supports this route.</p> <p>We would add that there is an opportunity for the LCWIP to provide linkage from this route up onto the North Wessex Downs national landscape by making one of the many bridleways more accessible for cyclists.</p>
CC09 Quemerford to Stockley		<p>This connects Calne to Stockley and the lanes around Heddington and Broads Green.</p> <p>The Council supports this route, but has suggestions, detailed below, of how it might then be better routed through the Calne Town Centre.</p>

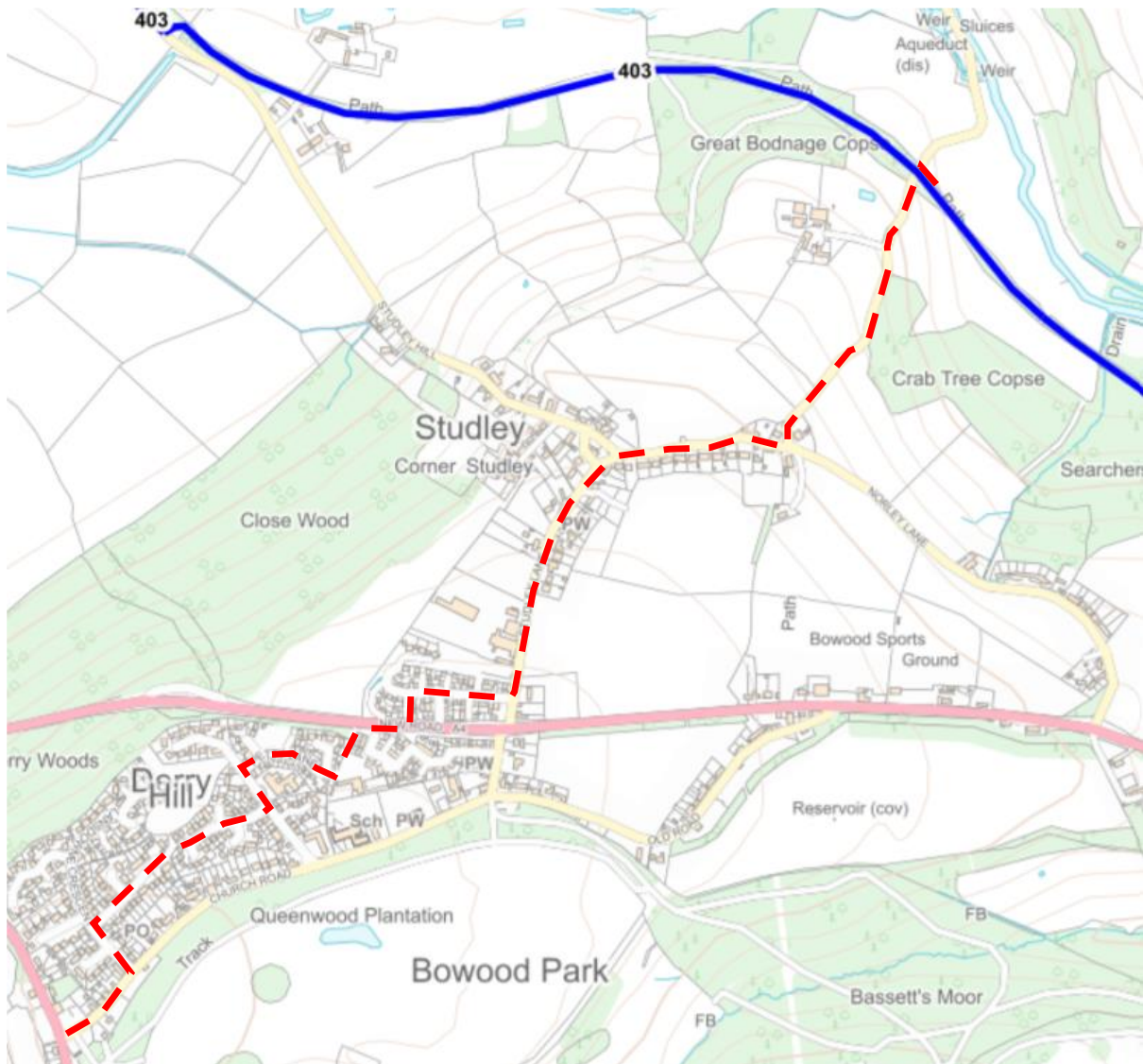
Route	Issues	Comments
CC17 Centre to Chippenham	Personal security Surfacing Poor Lighting	<p>The existing Sustrans Route 403 cycleway along the disused Chippenham to Calne railway line is a well-used leisure route, popular with cyclists and walkers alike.</p> <p>The cycleway suffers from poor surfacing in many places</p> <p>A sealed surface is recommended to turn it into a more viable commuting route between Calne and Chippenham, although the lack of lighting would provide some seasonal limitations on this.</p> <p>The Council would support investment in this route.</p>

We further propose that the following routes should be included within the Plan:

From Derry Hill, down Studley Lane to join the National Cycle Network Route 403 near Hazeland

This route would provide an alternative to the A4 for cyclists travelling between Derry Hill and Studley, and Calne, by linking the village with the Route 403 cycleway using quieter residential roads and country lanes.

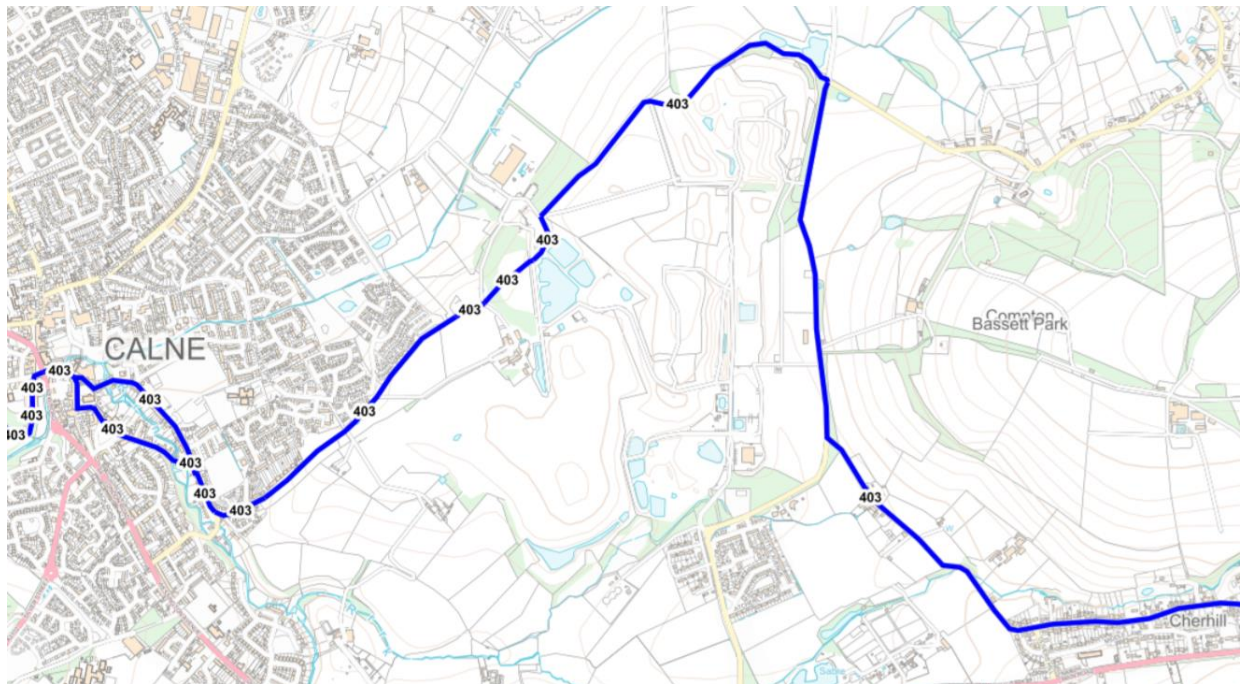
From the western end of Church Road, the route would follow the quieter residential streets of Lansdowne Crescent West, Shelburne Way, Redhill Close, Lansdowne Crescent East and Petty Lane through to the carpark of the Lansdowne Hall. From there, the route would use the existing designated cycleway to the A4. (Calne Without Parish Council is currently promoting a scheme through Calne LHFIC to improve the surface of this section). The route would then cross the main road at the existing Toucan crossing before following quiet lanes to join the Route 403 Chippenham to Calne cycleway near Hazeland.



National Cycle Network Route 403 to the east of Calne

The LCWIP should include the National Cycle Network Route 403 to the east of Calne, between Calne Town Centre and Cherhill. The inclusion of this route would provide a connection using quiet roads and dedicated cycle tracks to connect the settlements of Compton Bassett, Lower Compton, Cherhill and Yatesbury with the centre of Calne.

Improvement to the surface between Low Lane and the Compton Bassett Road would be beneficial.



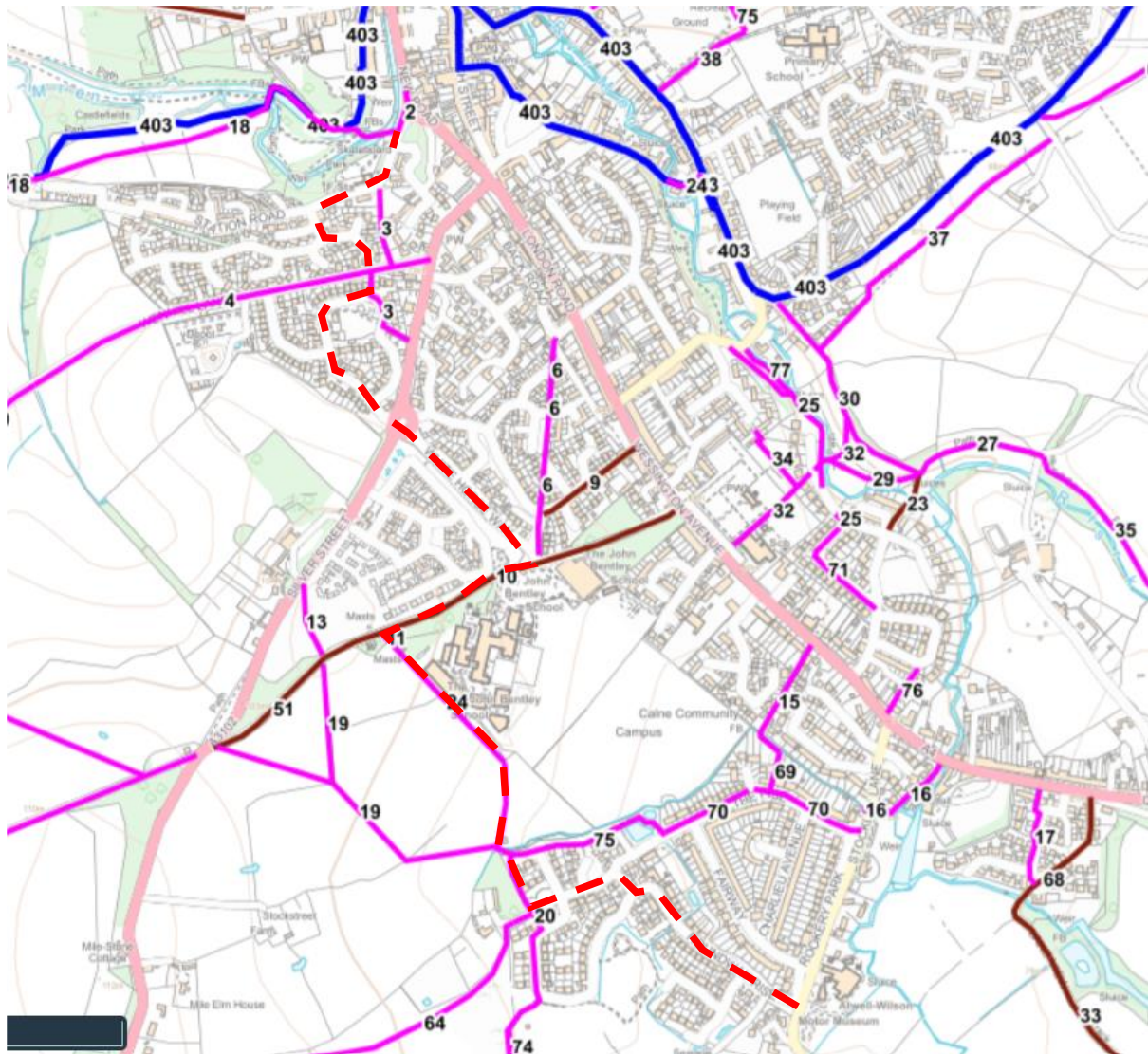
Stockley Lane to Station Road

This route would provide an alternative cycling route running parallel and to the west of the A4 London Road. The route would link the Chippenham to Calne Route 403 cycleway and the town centre with the country roads to the south of Calne.

From Stockley Lane, the route is as follows:

- Up Roundway Rise, a residential road on the Cherhill View development.
- Along footpaths CALW20 and CALW24 along the back of the Kingsbury Green Academy. This section would need to be uprated to dual use. It is understood that S106 funding is specifically committed for this purpose.
- East down Bentley Lane (bridleway CLAN10).
- North along White Horse Way and then through Fynamore Gardens.
- Across into Wenhill Heights using an existing alley.
- Through Wenhill Heights and down into Station Road.

The route also has the advantage of providing connections to the Kingsbury Green Academy and the Leisure Centre.

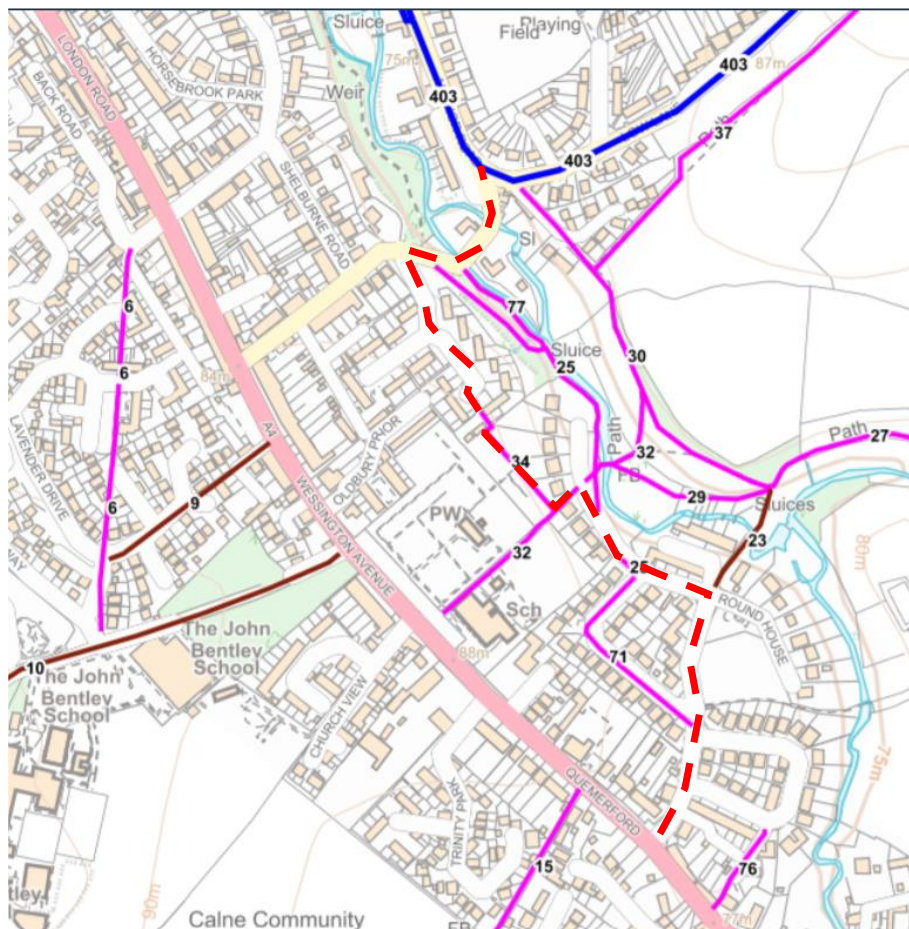


From A4 at Quemerford to Anchor Road

This route would provide an alternative cycling route running parallel to the east of the A4 London Road. The route would link the A4 at Quemerford with the town centre.

From the A4 at Quemerford, the route would follow:

- North up Wessington Park
- Through to Churchill Close following CLAN32 and CLAN34 (which would need upgrading to dual use).
- Along Churchill Close and Brewers Lane to connect onto the Route 403 along Anchor Road.



4. Proposed Response – Walking Network

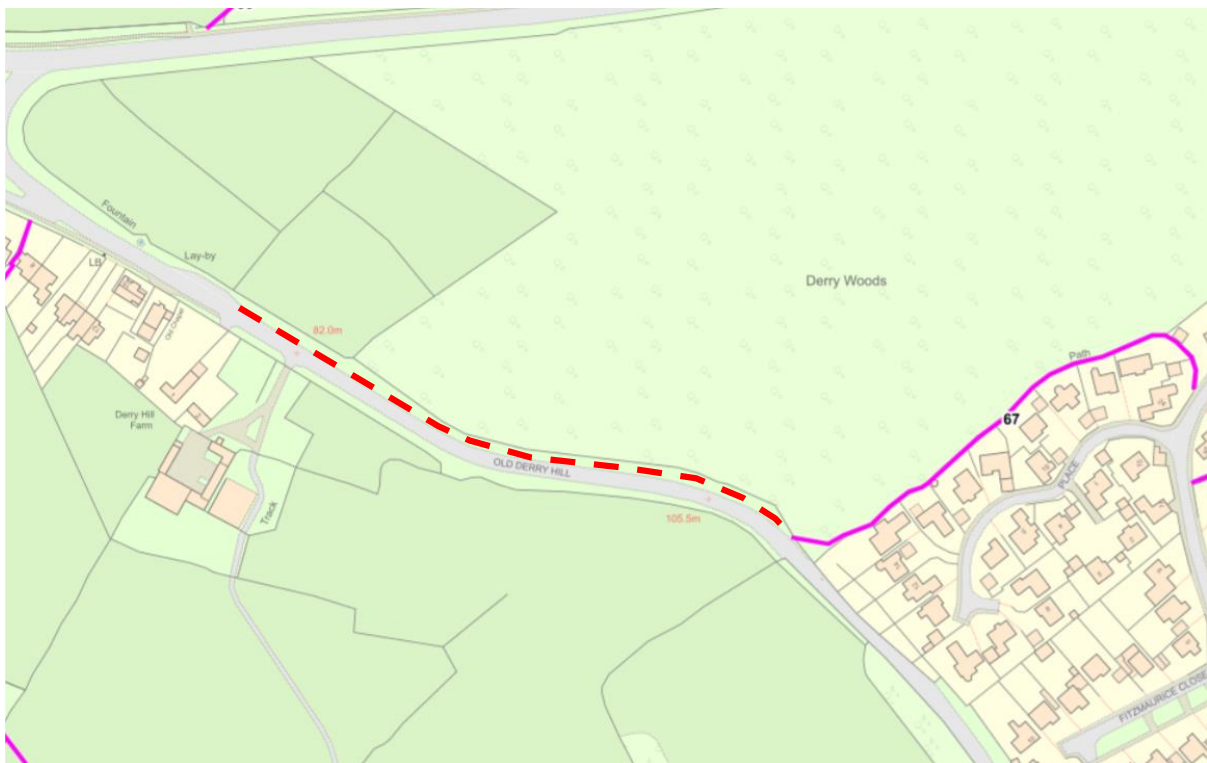
The Walking Network included in the LCWIP is predominantly concerned with the town of Calne.

The Council would, however, like to put forward the following two proposals:

Footway along A342 between Old Derry Hill and footpath CALW67

Old Derry Hill is an outlying hamlet of the main village. The two settlements are partially connected by footpath CALW67, which has recently been improved by Calne Without Parish Council. However, there remains a 275m section along the A342 where there is a wide verge but no footway, although historic photographs do indicate that one existed in the past.

Providing a footway along this section would provide an all-weather route between Derry Hill and Old Derry Hill. This may be provided either as a gravel footway or with a sealed surface.



Footway along A3102 from the Tesco Roundabout to the Car Boot Sale Ground

This proposal would extend the footway along the A3102 from the Tesco roundabout to the field used by the Dauntsey Car Boot Sale. This 120m extension to the footway would provide a safe walking route between Calne and the car boot sale.



5. Recommendation

It is recommended that the Council endorses this paper and authorises the Parish Clerk, supported by the Chairman, to submit the Council's response to the Calne LCWIP Consultation based on Sections 2 to 4 above.

Cllr John Barnes

On behalf of the Climate Emergency & Environment and Highways, Transport & Road Safety Working Groups.