

Calne Draft Local Walking and Cycling Infrastructure plan (LCWIP))

Report prepared on behalf of Sustainable Calne for Planning Committee of Calne Town Council in response to the draft plan.

Background:

In 2022 Wiltshire Council published a document setting out its strategy for developing Walking and Cycling Infrastructure Plans across the county. This was in response to the National Policy Framework to work towards decarbonising transport and to increase activity of children and adults as a way of improving health and to tackle obesity. The aim was to dramatically reduce the number of short journeys in cars.

LCWIPs provide a new strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period. DfT has published guidance that outlines the process for Local Authorities producing LCWIPs. This sets out three main outputs:

- a coherent network plan for walking and cycling which identifies preferred routes and core zones for further development 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.
- a prioritised programme of infrastructure improvements for future investment
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

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

The draft document published in 2022 included inter-urban routes and LCWIPs for Salisbury, Trowbridge and Chippenham. <https://www.wiltshire.gov.uk/article/1723/Local-Cycling-and-Walking-Infrastructure-Plans-LCWIPs>.

The document proposed that the LCWIP for Calne would not be drawn up until 2025 so it is to be welcomed that this has been brought forward. 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/>

Response to the document.

It is encouraging that the creation of the plan has been brought forward. The routes have been studied and discussed and a full report compiled. ***The comments here are are not intended to be seen as criticism but as constructive ideas from local people who know the routes, which will, we hope, enable improvements to the draft proposals. We would welcome dialogue and a visit from those involved in creating the plan. While we have noted that the plans will only come to fruition once funds are available, we recognise it is crucial that we have the correct routes prioritised and that local input ensures we get improvements that could really make a difference.***

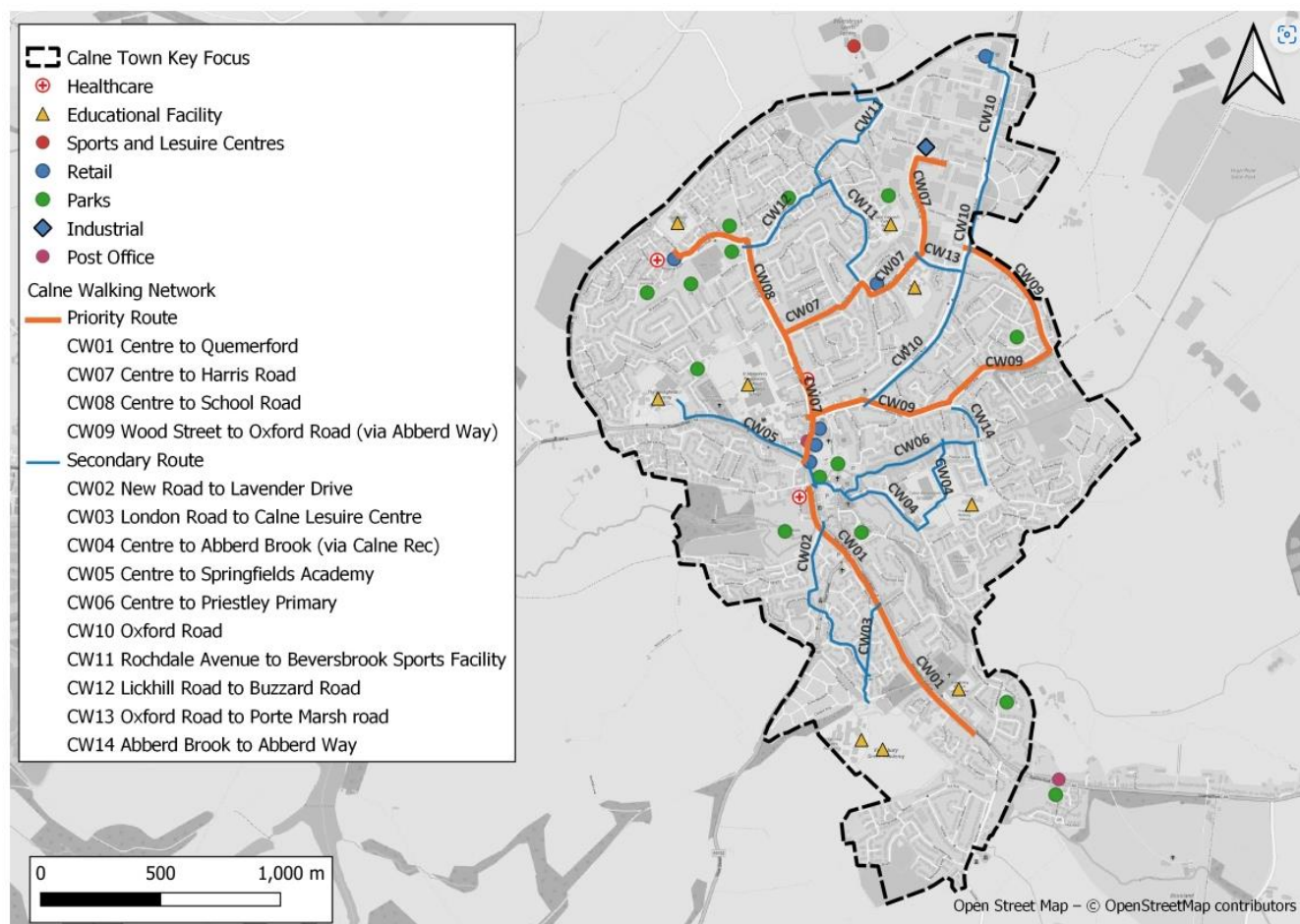
We have included the key information/maps for the Calne plan here and some suggested comments related to each that CTC might wish to feed back to Wiltshire. Where appropriate, maps to illustrate points

have been included. These comments follow various discussions and contributions from several different people.

General points:

- Work to improve walking and cycle ways is to be welcomed.
- Walking routes should include attention to the surfaces to enable access for all.
- The network appears to be attempting to link the periphery of Calne with the centre which is a sensible approach.
- We note that Calne Community Campus (Swimming pool, gym etc) and other popular fitness centres are not marked.
- Paths to bus stops not considered

Walking network



Suggested responses:

Route	Key points	Comments
CW01	Lack of safe crossing points	This is the most direct route and suitable for walking as pavement all the way along. We would suggest that the route goes along Church St rather than the A4 as the road and pavement is very narrow here and air quality is poor. There is a lack of safe crossing points all along the route – especially near the junction with Silver Street. Especially important given that it is where many students attending Kingsbury School Academy (KGA) cross and link to various paths to get to the school. Pavement improvements required in places.
CW07	Indirect route	This route goes along Wood Street and North Street – before turning into Bryans Close Road. As well as being an indirect route it is also not a good walking route as North St has narrow pavements, and towards the end goes through the industrial estate which isn't always a pleasant walk – especially in the dark as quite secluded. The more direct route – Oxford Road CW10 should be the priority route. While busy it does have pavements all the way along and feels safer at night. Pavement clearance/improvements – and better lighting north of the Dog & Partridge needed.
CW08	Narrow/lack of pavements. Poor crossings.	This is a key route and rightly prioritised. Already used by people – including many KGA pupils walking to/from school but were it safer would be used by many more. Not accessible for those with mobility aids. Needs pavement and crossing improvements. A tricky but essential priority route.
CW09	Indirect route.	This is a useful route for getting to some other parts of town but as a route to Oxford Rd from Wood St no one will use it as indirect. As above CW10 should be the priority route.
CW03	Already in place and a useful route.	Bentley Lane from London Road should also be included – with some basic improvements to make less muddy this could be a proper dual use path giving good access to school and Leisure Centre (not marked on map.)
CW05	Direct route but lots of crossings and pavements very narrow and no space to widen.	Potential to walk from centre through Castle Walk and Curzon Park to reach A4. Also to link housing estates North of A4 to Calne centre. Variety of routes through Curzon Park are available. <i>See figure 1.</i> Access to Springfield School may not be priority as most children are bused there.
CW06	Good route away from traffic.	This route should be prioritised as if extended could give direct town access from new housing estates. First section is already dual use and design for another section to be upgraded is in hand – though not funded as yet. This also links to 2 proposed new developments so should be prioritised. See Figure 2.
CW10	Needs to be a priority route for walking.	This road links to much of the residential housing in Calne as well as Tesco and industrial/employment area. Crossings along here could be improved to make it safe.
CW11	Not the most direct or pleasant walk.	Would suggest via Stickleback and by-pass is a more user friendly route to Beversbrook. But neither would need modification for walking so not really an issue. <i>See Figure 3</i>
Additional route	ROW CALW24	This ROW was due to be upgraded to a dual use path when the new Cherhill View estate was built – Wiltshire Council hold a sum of money towards this. It should be prioritised as it gives walking access from that area to the school and leisure centre and also to the town centre completely avoiding the A4. This access is also beneficial to residents of Stockley and Heddington. See Figure 4.
Additional route	A3102 by-pass Needs widening for safe dual use.	The by-pass is a key walking route linking lots of part of the town. It is signed as dual use but is relatively narrow and would be improved with separation of pedestrians and cyclists – enabling cyclists to benefit from using the path without having to constantly slow down – and make safer for pedestrians. Should be prioritised.
Additional route.	Avoids town centre.	To go from A4 to Anchor Rd. There is a walking route using paths by the River Marden by going down Wessington Park, along the river and onto Brewers Lane and to Anchor Road. Figure 5

Figure 1 - red dots indicate potentially better route

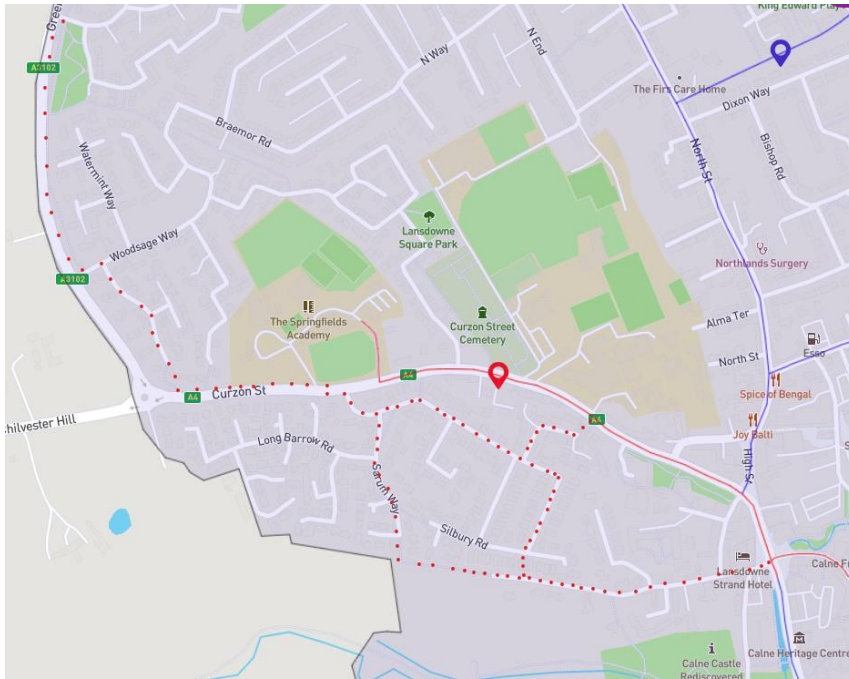
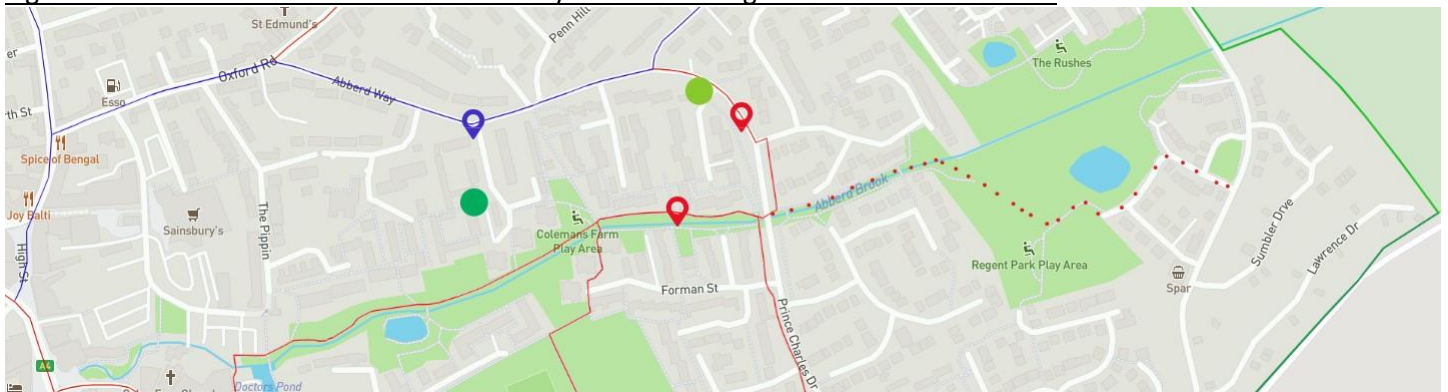


Figure 2 Potential extension of abberd Brook cycle route linking to new residential areas.



Google map of approx. the same area shows the potential :



Figure 3

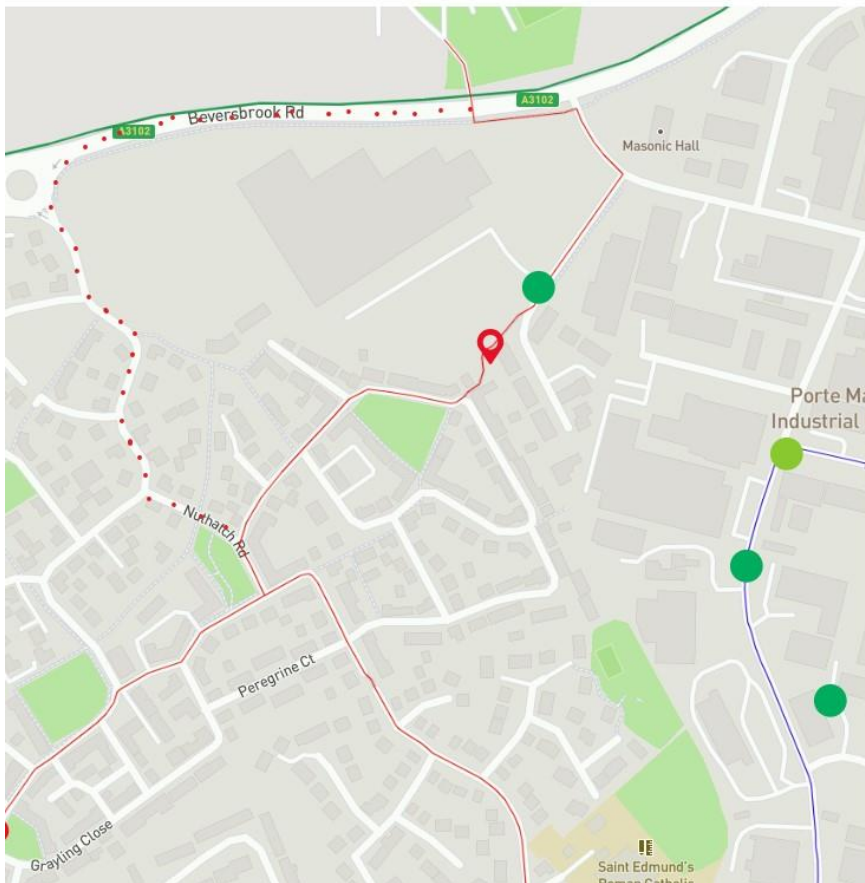


Figure 4

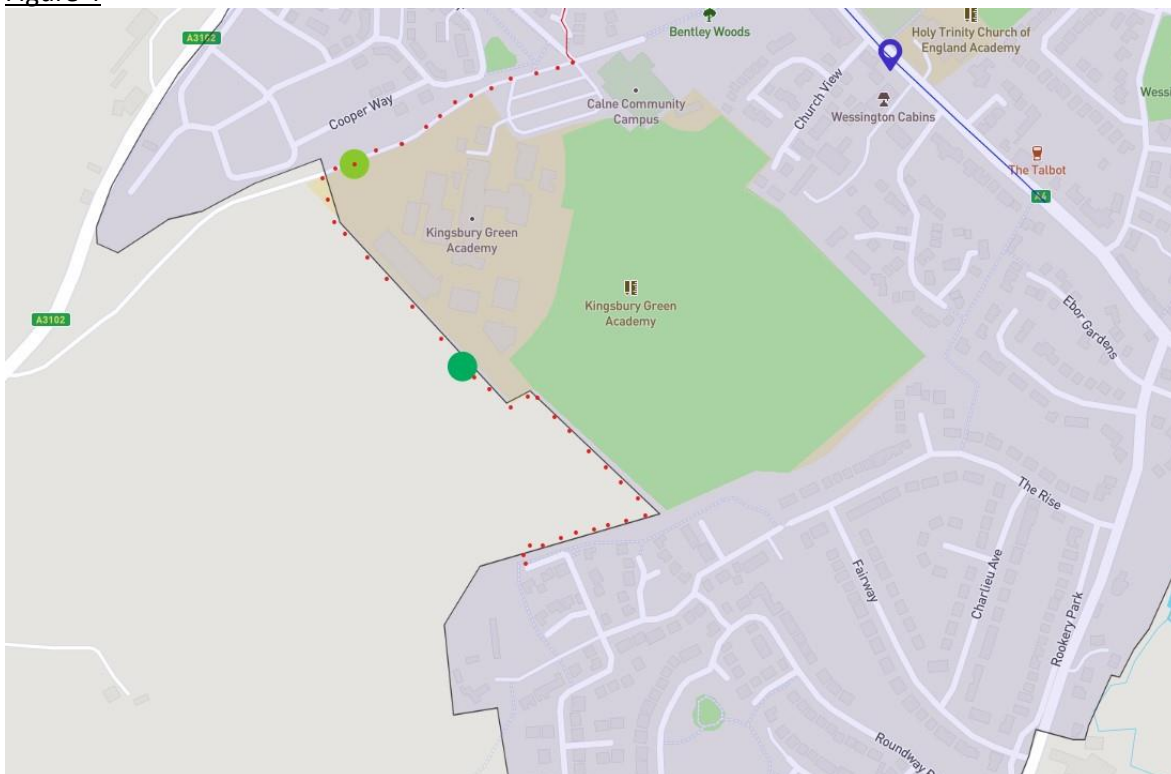
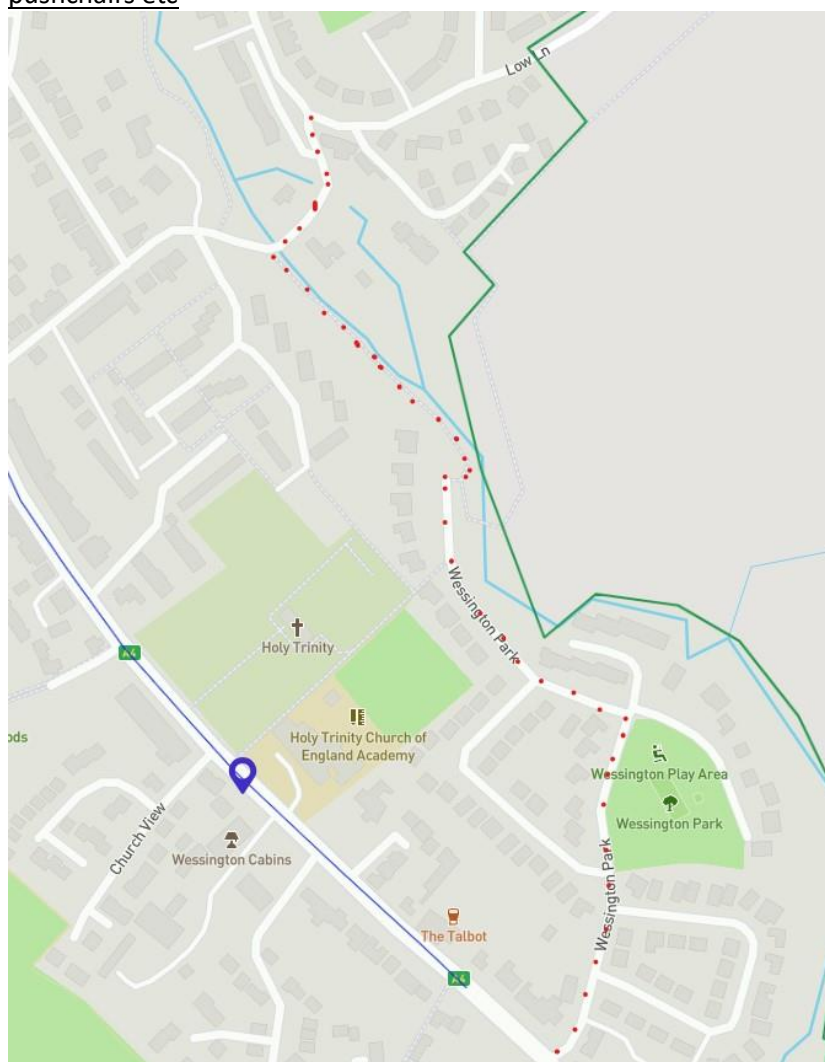
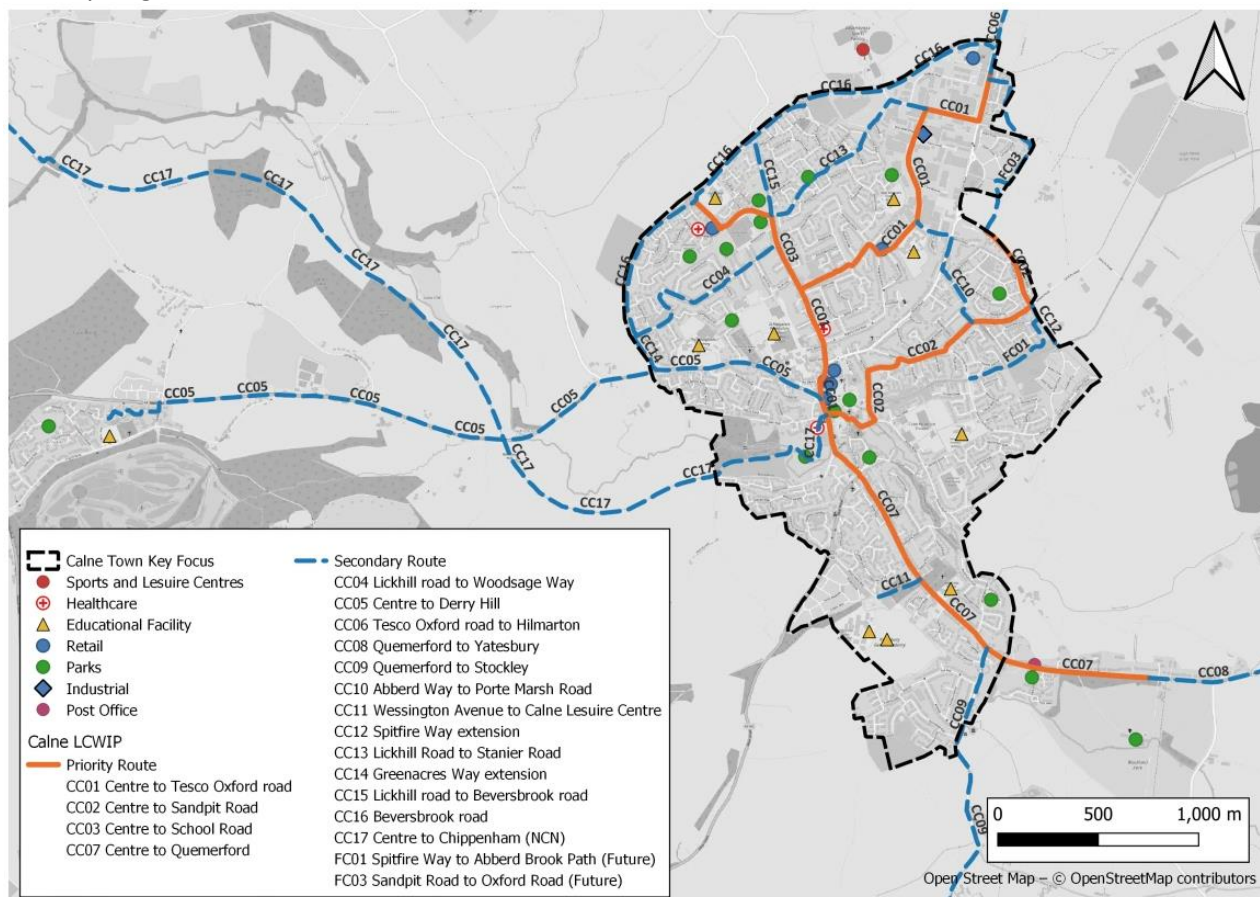


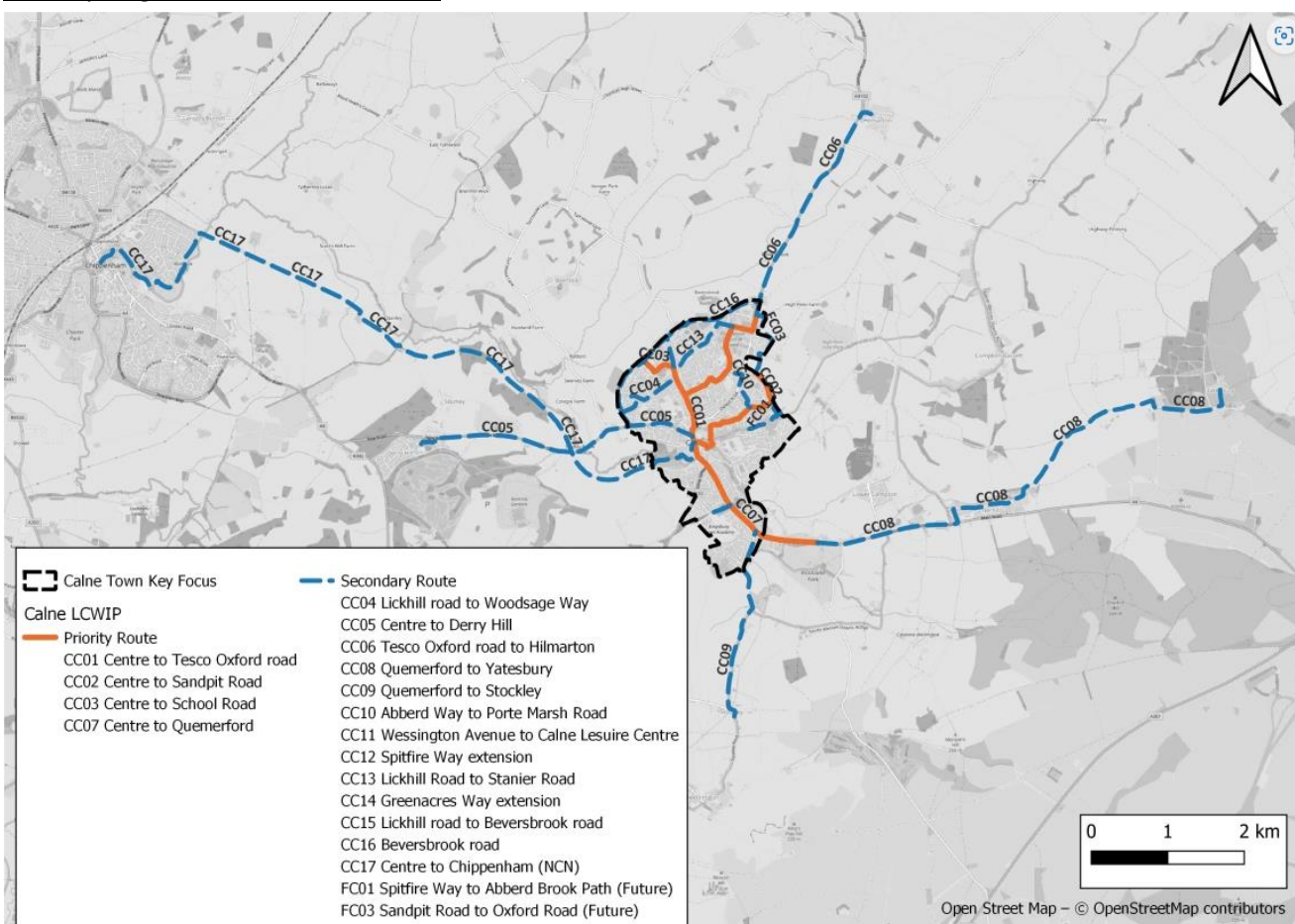
Figure 5 This is already a footpath by the river but would need some improvements to make it accessible with pushchairs etc



Draft Cycling Network for Calne



Draft Cycling Network for Wider Area



Suggested responses:

Route	Issues	Comments
CC01	Indirect route with significant hazards.	North Road is not easy to cycle along – lots of parked cars and narrow road. Although not ideal would suggest that Oxford Road is an easier and more direct route but does have safety problems but would be a better priority route.
CC02	Indirect route but offers links to other cycle routes.	Going from the centre this route goes a very indirect way to get to the Pippin. The path and bridge by Doctor's Pond is extremely narrow and unsuitable for cyclists. However, were improvements to be made it would provide an excellent link to get to the Abberd Brook dual use path which has potential to offer much better off-road direct access to various parts of the town. A possible more direct alternative route is marked in <i>Figure 6</i> but would need careful planning as park area at present.
CC03	Hazards in North St	As CC01 – further up is fine.
CC07	Not enough space for cycling. Poor air quality.	Most direct route but narrow, hazardous with large lorries and very little space in area near to town. Not a safe cycling route. An alternative route – while a bit longer is shown on <i>Figure 7</i> . A large part of this is already a designated cycle route. However, this would probably be a more useful route only when going in towards Calne rather than going out of Calne.
CC06	Fast traffic, including heavy HGVs.	For safe cycling there needs to be a physical separation of bikes from cars.
CC08	Fast road – heavy lorries.	Once out of Calne this is a fast road. There is potential for the footpath to be properly reinstated and widened to be dual use and make it much safer for cyclists. The path from Cherhill to Yatesbury via Jugglers Lane is part of the Sustrans route 403. Needs surface improvements but there is a danger it could be used by vehicles.
CC09	Links to A4 Where it is largely unsafe access to town.	Could use alternative route from A4 into Station Rd – see <i>Figure 7</i> . Ideally come from Stockley Lane into Roundway Rise and then pick up the route shown in <i>Figure 4</i> . This provides excellent links to Heddington, Stockley and the area around.
CC10	Safely crossing Oxford Rd	Useful connection between areas of the town and to the schools there but needs proper cycle/pedestrian crossing.
CC17	NCN403 Surface Improvements	This should be prioritised as it provides the only safe cycling route from Calne to Chippenham and becomes very muddy and makes it impossible to use for commuting to work. It goes from the centre of Calne to Chippenham Station.
Additional route	ROW CALW 24	Ideally the path described in Walking routes could be dual use.
Additional Route	Bentley Lane from KGA to Silver Street	Improvements to the surface along both sections of Bentley Lane would allow cyclists to by-pass the centre of town completely if they wanted to go out towards Sandy lane or Melksham.
Additional Route	NCN 403 to east of Calne	This route should be included. Gives access from newer residential areas out of the town to Cherhill and beyond. Surface improvements going out of Calne from Low Lane towards Compton Basset Road would be needed. <i>See Figure 8</i>
Additional Route	From A4 through to Anchor Road	See walking route <i>Figure 5</i> . This route would allow cyclists to avoid the most difficult section of the A4 and cut across to Anchor Rd. It would require the path to be widened and made safer near the river. An alternative path connected to Churchill Close might also be possible.

Figure 6. More direct route from centre to The Pippin (which leads to Abberd Way). Dotted line is suggested route, dashes are designated cycle routes already.

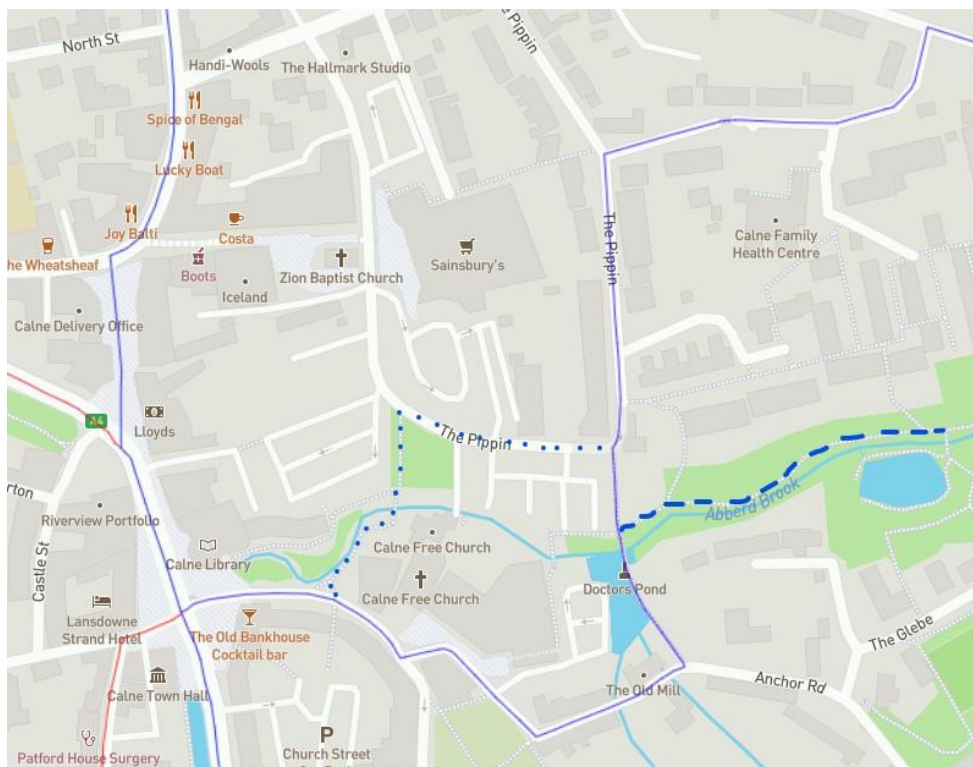


Figure 7. Dots show where there is a path but it would need to be designated for cycling. Dashes are road or already cycle route – including proper crossing over Silver Street.

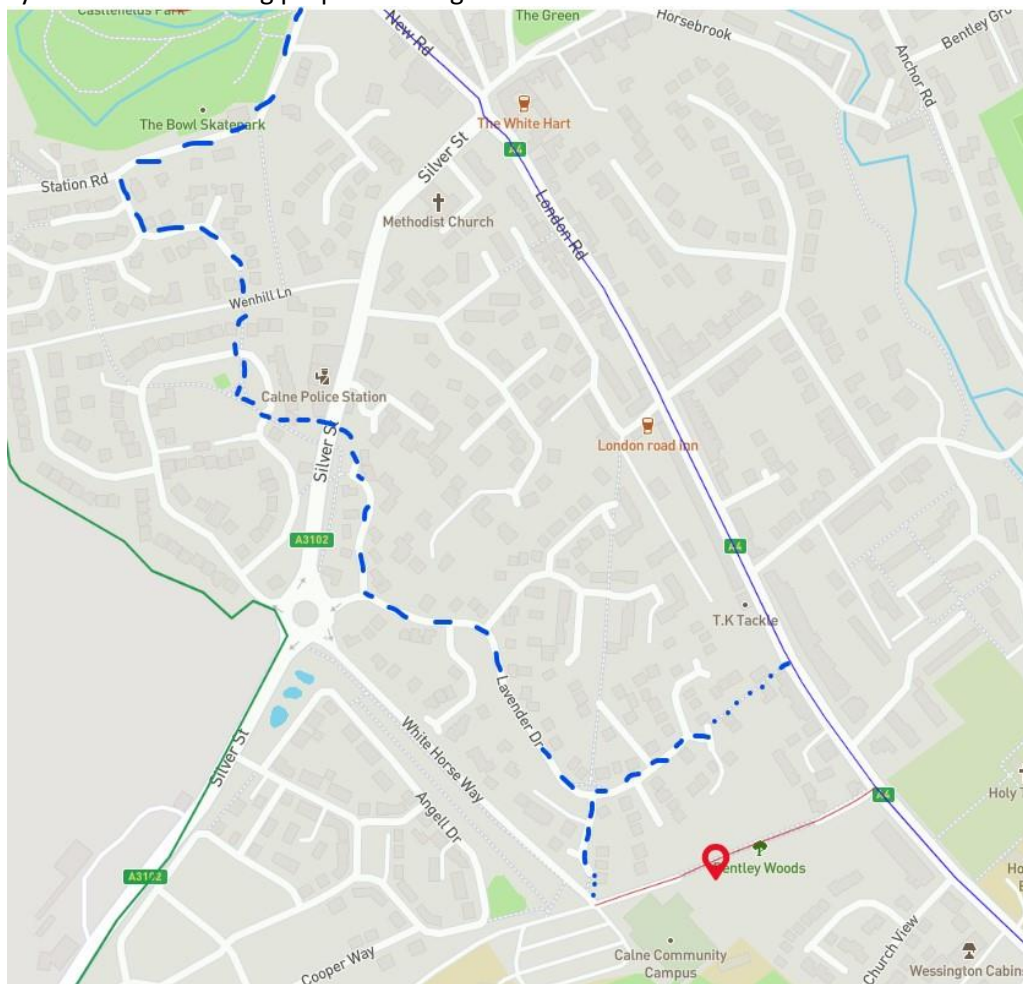
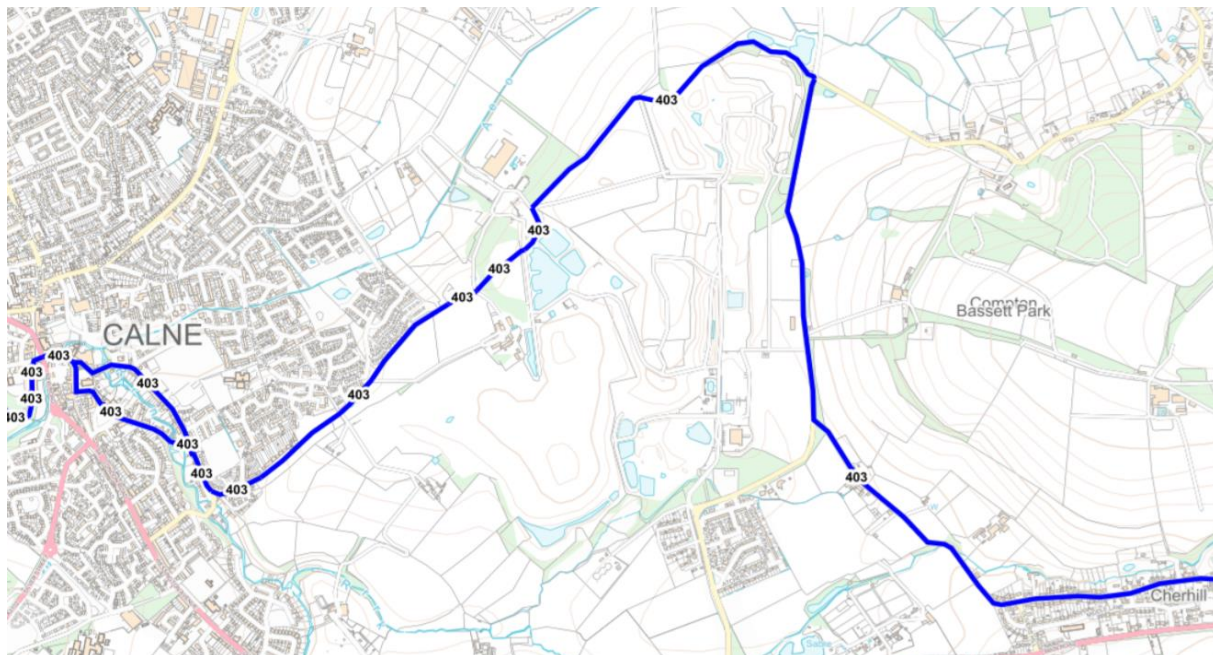


Figure 8 NCN East of Calne – connects to villages of Cherhill, Yatesbury and world heritage site of Avebury.



Celia Stevens

On behalf of Sustainable Calne

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