

Wiltshire Council

Full Council

15 February 2022

Item 6 – Public Participation

From Rob Elkins

To Cllr Dr Mark McClelland Cabinet Member for Transport, Waste, Street Scene and Flooding

Statement

As a daily user of the Kington Langley to Chippenham foot and cycle path along the A350 for over 30 years I passed a great number of people using it including those who use it to shop at Morrisons, as well as access the wider town facilities and station.

I am hugely dismayed to see that the path has been cut by the new North Chippenham Link Road at Malmesbury Road roundabout, with a very unsafe, non-priority crossing in a 50mph zone meters from the roundabout exit. People will whip around that corner off the roundabout, and a terrible accident, possibly involving children, is very likely to happen.

Can the council please:

Question (P22-07)

- a) Explain why this critical link has been overlooked, on the only car-free path that connects two large rural villages (Kington Langley and Kington St Michael) to the town of Chippenham?

Response

The pedestrian infrastructure serving the Malmesbury Road roundabout has been assessed against all current standards for roundabout design, as included within CD 116 Revision 2, issued April 2020. The scheme includes the delivery of an additional arm to the roundabout, with a splitter island accommodating pedestrian refuge at the entry/exit to the roundabout.

The connectivity of pedestrian and cyclist infrastructure across the junction has been considered against all current safety and design standards. The assessment of the delivered infrastructure is predicated by current demands for

the new junction arm, which includes accessing development traffic, through traffic to Maud's Heath Causeway and the pedestrian and cyclist demands from the rural villages and surrounding area to the north of Chippenham.

- b) Commit to providing the funding and officer time to design and install a safe crossing point over the North Chippenham Link Road at Malmesbury Road roundabout, for people walking and cycling on this key sustainable transport route.

Response

The delivered scheme will be further subject to ongoing Road Safety Audit (RSA) as the junction becomes fully operational. Any necessary changes to the junction to further accommodate the safe passage of pedestrians and cyclists, will be delivered by the respective developer as prescribed through the RSA.

Beyond the current scheme delivery, changes to the demand for the junction, as arising from the Local Plan review (LPR), may trigger the need for an alternative junction layout and funds are being secured through the Community Infrastructure Levy to accommodate any necessary works. The scope and necessity of these works will be determined through full assessment of the growth strategy for Chippenham and are being carried out by the Local Highway Authority's term consultant. The determination of the securing of identified works through the LPR will coincide with the adoption of the Local Plan, however officers will keep a watching brief on the need for additional works as further planning impacts arise in the area.

Statement

I note that the A350 dualling plans state that there will not be any routes for people walking or cycling along the to-be-dualled sections of the A350, because there are, according to the project page on the council website, "better and safer routes through the adjacent residential areas". In practice, these cycle routes through the residential areas are missing key sections to make them truly safe, such that they can be used by the most vulnerable in the community, including young children.

Missing links include:

- A safe crossing point (such as a toucan or a signalised parallel crossing) over the A420 Bristol Road between Bumpers Farm and The Folly, near Middlefield Road
- An off-road link from the eastern end of Sandown Drive to the shared-use path on the A4 Bath Road
- An off-road link along Hungerdown Lane, between Brook Street and Sheldon Road, to complete the off-road cycle route present along the rest of this road

Question (P22-08)

Given the justification for not providing pedestrian or cycle routes alongside the A350 is that 'safe' alternatives exist, will the Council commit to providing the necessary funding and officer time required to make these and other improvements necessary to make the cycle network away from the A350 genuinely safe?

Response

Maps showing the existing cycle network around Chippenham can be found on our website at www.wiltshire.gov.uk/transport-town-cycle-networks .

Requests and suggestions for new infrastructure, such as crossings and cycleways, should in the first instance be directed to the Community Area Transport Groups (CATG). These Groups exist to enable local communities to raise local suggestions, prioritise them, and provide a mechanism for these suggestions to be addressed. This is a consistent approach that has been taken across the 18 community areas in the county. The CATG is a subgroup of the Area Board and specifically deals with highway issues and it would be for them to consider any concerns and suggestions. Representation at the CATG is through the relevant Town or Parish Council.

Requests for new infrastructure can be made through the completion of a downloadable online form, endorsed by the relevant Town or Parish Council and forwarded to the CATG for consideration.

Full details of Area Boards and CATG's, the process followed, and the downloadable forms are available on our website at www.wiltshire.gov.uk/council-democracy-area-boards .