



**Report from Sustainable Calne Walking and Cycling Group
to Calne Area Board for Advice and Consideration.
November 2021**

Introduction

Calne Walking and Cycling Group is part of Sustainable Calne and is trying to improve the cycling and walking infrastructure in Calne to encourage more sustainable transport options for the public. At the recent Eco Fest we accumulated a list of the issues attendees felt are priorities to deliver this agenda. It is interesting to note that in the feedback from over 600 participants of Beat the Street to the question “What would help you to walk and cycle more in Calne?” many responses included similar points.

This paper details that list, those items we are already working on (and the blocks we have encountered), and those items for which we need your help and support if they are to be delivered.

This is a rare opportunity to sample the aspirations and wishes of the people of Calne and how they want to shape their local environment.

We would like to work with members to make these aspirations a reality where possible.

Priorities Identified at ECO Fest

The following list was generated by the citizens of Calne at a public meeting (see appendix 1)

Items already identified by Walking and Cycling Group

(All reports mentioned below are available if required).

1. ***Being able to travel actively from Calne to Chippenham*** (commuting, train connections etc.). Ideally an all-weather surface to facilitate this (currently the route is muddy and almost impassable in winter).
 - What We Have Done
 - Survey of users undertaken in July 2021 and report written for Wiltshire Council
 - Support from Zero Chippenham.
 - Identified that there could be an opportunity to improve the route as part of the solar park development along the trail.
 - Gained agreement from WC for some of the smaller improvements requested by the public in the survey to be installed.
 - **Where We Need More Help**
 - **Increased length of lease on cycle path land – this is the key issue for the track and the log jam that is holding the project up and we don't know where to go with this next.**
 - **Push for community benefit money from solar farm project to be used to improve cycle route.**
2. Increase in Available Cycle Lanes and Safe Town Routes
 - What We Have Done
 - Report written on current facilities submitted to CTC and S106 group in January 2021. (see appendix 2).
 - Raised questions with S106 group and Wiltshire officers on why work on CALW24 was not being progressed when estate built several years ago.
 - Established that just building a footpath on route of CALW24 would be a lost opportunity and have made constructive proposals for saving money.

- Brought together Calne Without Parish councillors, S106 group member and Wiltshire Councillor to address this issue. Some progress has been made in gaining a positive response from Bowood estate who are one of the land owners. Indications have been given from Calne Without parish council that they be willing to help with funding because of the benefits it would bring.
 - Awaiting CTC Cycling Strategy to inform local action.
 - We are developing a plan for promoting the awareness and suitability of e bikes.
 - **Where We Need More Help**
 - **All future housing developments to include improvement to cycling infrastructure.**
 - **An action plan to be developed to address the issues raised in the report.**
 - **Help to move forward with CALW24 upgrade.**
 - **Better cycle parking at town centre (town hall or library) and local shops. Ideally covered racks with CCTV provision.**
3. Improve Paths and Walking Infrastructure in Calne
- What We Have Done
 - Collated results from three footpath surveys which have previously been undertaken.
 - Worked with others to ensure any work we do is in line with Wiltshire requirements and an agreed reporting template developed.
 - Further footpath Survey Being Planned including a wider geography (Bowood and Lacock).
 - With Calne Without Parish Council (where most paths walked by Calne residents are), we are looking to organise repair parties for benches etc. on footpaths.
 - Support local walking groups by providing leaders.
 - **Where We Need More Help**
 - **An action plan to be developed to address the issues raised by footpath audits within the town. Responsibility for Calne Parish footpath condition to be held by an official body – likely to be CTC. (Although one councillor does currently hold this)**
 - **Help with improved infrastructure for those with mobility issues – this applies to pavements around the town and for enabling access to local countryside too (improved cycle tracks would offer this opportunity).**
4. Improve Calne to Avebury Cycle Route [NCR 403] (which is also muddy and almost impassable in winter). In addition routes out of the town along the A4 need to be improved.
- What we have done
 - Trying to establish with Calne Town Council and Wiltshire council who is responsible for maintenance – especially the sections which are not rights of way.
 - Visual assessment of complete route (report available)
 - Talked to Sustrans and Wiltshire Council officers in order to try and raise this route higher up the agenda for surveys and work to be done. (Currently Sustrans are contracted to do work on Salisbury cycle tracks).
 - Engaged with Wiltshire Council to work collectively with SUSTRANS to upgrade route from Low Lane to Lower Compton. SUSTRANS to undertake feasibility study once Wiltshire Council release the funding.
 - Surveyed and commented on improvements by a rerouting of part of the route.
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- **Where We Need More Help**
 - **Support for SUSTANS initiative.**
 - **Restoration of Calne to Beckhampton roadside pavement to make safer for pedestrians and allow for cycle use.**
5. Traffic emissions awareness.
- What We have Done
 - Reviewed past evidence from several air quality surveys in and around Calne.
 - Contacted Wiltshire councillors to raise the issue and push for the “turn off engine” signs on A4 around recent renovation work / traffic works.
 - Proposed a wider use of this type of signage across Wiltshire – cost implications have been given as a reason for this not being possible.
 - **Where We Need More Help (taking into account concerns expressed by Wiltshire council)**
 - **Push for any NEW signs to incorporate this message across Wiltshire**
 - **WC to use latest research on the best wording to achieve compliance.**
 - **A media campaign to raise Air quality issues – particularly in relation to idling engines.**
 - **Contractors be required to include this as part of their contract**
 - **Request that areas with Air Quality issues – such as Calne- be prioritised for some permanent signage.**
6. More education to encourage social change and habits, particularly for 17-year-olds.
- What We Have Done
 - Eco Fest asked children and young people to complete acorn green pledges to demonstrate what they individually or as part of a family could do to support the environment and the climate emergency.
 - **Where We Need More Help**
 - **A separate event is needed for young people to engage more strongly with this age group and the next meeting of the Calne Area Board Environment WG is to look at this area. We would like everyone to support this initiative and support us as it develops.**

Items Identified where we have not acted as yet

NB we recognise some of these items are difficult to deliver but democracy is democracy and these were raised by the townsfolk.

- a) Good bus services.
- b) Dedicated bus lanes.
- c) More school buses.
- d) Adaption of buses to carry bikes.
- e) Pedestrianised town and village centres.
- f) More signage and active travel information on roads.
- g) Improved road surfaces.
- h) Clarification of the law and use of E-Scooters.
- i) Increase number of pedestrian crossings, especially along the A4.

Going forward the Sustainable Calne Walking and Cycling Group would welcome a named contact to improve on going communication with the Area Board.

Sustainable Calne 25.11.21.

Appendix 1

ECOFest – Getting around group forum 6/10/21

Wishlist from public attendees and summary of answers to questions:

1. Being able to actively travel from Calne to Chippenham Safely. [Item 1 above](#)
2. Dedicated cycle lanes and enforcement to ensure traffic does not enter these. [Item 2 above](#)
3. Traffic emissions awareness. [Item 5 above](#)
4. Cycle lanes included in new developments planning. [Item 2 above](#)
5. Good bus services.
6. Dedicated bus lanes.
7. Pedestrianised town and village centres.
8. Calne to Chippenham Cyclepath (NCR403) improved surface allowing all weather use. [Item 1 above](#)
9. More signage and active travel information on roads.
10. Improved road surfaces.
11. Improved infrastructure for less able bodied. [Item 2 above](#)
12. More education to encourage social change and habits, particularly for 17 year olds. [Item 6 above](#)
13. More school buses.
14. Restoration of Calne to Beckhampton pavement (along A4) and westwards from Calne towards Pewsham. [Item 3 and 4 above](#)
15. Suitable cycle parking, i.e. safe, secure and with CCTV. [Item 2 above](#)
16. Improvements to Calne to Avebury Cycle Route (NCR403). [Item 4 above](#)
17. Promotion and awareness of the advantages of E-Bikes. [Item 2 above](#)
18. Extend networks of cycle routes. [Item 2 above](#)
19. Adaption of buses to carry bikes. [Item 2 above](#)
20. Clarification of the law and use of E-Scooters.

Appendix 2.

Comments on Cycle Route in Calne (Read in conjunction with map in separate document).

Introduction

This report has been collated by Bob Greenwood and Kevan Wind on behalf of the Cycling and Walking Group which is part of the Sustainable Calne Initiative. The comments are a collection from local cyclists living and working in Calne. The source material is the "Calne Town Cycle Network" map prepared in 2013 and Calne S106 working groups project map.

General Comments

- The Calne Town Cycle Network as described in the 2013 map is complex and intricate. The routes are not structured and don't follow a strategic plan. It is difficult to follow the map on the ground.
- On the road there is little to differentiate the cycle route from a "normal" road.
- Some of the cycle routes are on busy roads with lots of traffic including in some cases heavy lorries. This is intimidating for inexperienced cyclists and dangerous for children.
- It would perhaps be preferable to simplify the cycling options producing a planned network connecting outskirts with the town centre and the rural routes out into country. These could be clearly marked (ideally on the road surface), choose quieter roads increasing the security for riders that they are safe.
- Cycle lanes on busy roads (such as the A3102 in both directions out of Calne and the A4 to Cherhill) would need to be planned and constructed well if they are to be safe. A white line on the road would not in our view be sufficient or effective.

Specific Comments (see attached map for numbering system).

1. The A3102 "bypass" shared walking and cycle track is well used by families runners and dog walkers. However the route ceases just before it joins to the A4 at Curzon Street. It is possible to cut through to the pavement (not marked on the map see comment 2) but it would be preferable to extend the walkway beside the A3102.
2. There are two cut throughs allowing access to the path on Curzon Street here.
3. There is a cut through here allowing access from Lickhill Road to the bypass and then on to Fishers Brook. This is one of the best access routes to country roads from Calne avoiding busy roads although accessing them means crossing the bypass itself.
4. The cut away to Woodhill Rise exists but is rough and potholed and muddy.
5. The Stickleback Road cycleway exists and is in good condition.
6. The Stokes cross cut through exists but is narrow.
7. I could not find footpaths CLAN58 and CLAN 62
8. Pen Hill Road could be used as a cycleway but is no different to the many roads around it.
9. Abberd Way , Abberd Brook etc all these paths exist and though narrow can be cycled. They are traffic free.
10. Anchor Road does contain a shared path but it is narrow.
11. The rural route NCN 402 from Low Lane out to Avebury and Lower Compton is very muddy and potholed and only rideable on a mountain bike. It is not practicable to stay clean whilst riding and requires a hard surface of some kind (similar to the section around the tip).
12. The Westerham Walk and Portland Way path is narrow and impractical.
13. The Brewers Lane to Wessington Park path is very muddy and probably impassable to most bikes.
14. The Wessington Park cut through exists but is narrow, twisting and has plenty of barriers blocking cyclists easy access.

15. If the proposed diversion to footpath CALW24 is converted into a shared bike / walk way it would be very beneficial allowing access to country lanes without having to use the busy A4 and linking Bowood routes to Calne. It would need a hard surface.
16. It would be great if footpath access to Bowood Estate (which already exists) along paved roads could be opened up for cyclists. [There are signs preventing cycling on the footpaths].
17. There is no cycle lane on the A3102 heading towards Bowood on what can be a busy road.
18. Wenhill Lane is muddy and rutted and doesn't really lead anywhere unless it was joined up to Bowood (see 16).
19. Station Road to Ivy Walk is passable by bike but largely irrelevant as there are better ways to access cycle track 402.
20. This route is steep and rough and can be bypassed.
21. NCN 402 cycle route to Chippenham is VERY well used in the summer but in wet weather becomes almost impassable other than on a mountain bike and it is impossible to stay clean. An all weather route here would allow cycle access to Chippenham rail station by bike and access to country lanes without having to climb steep hills. This is probably the number one priority in terms of impact on cycling activity.
22. Church St to The Pippin is rideable but there are barriers and a narrow bridge.
23. I don't think cyclists should be allowed in Phelps Parade.
24. Heading out of Calne on A3102 it is possible to access the cycle track to Bushton and Wotton Bassett etc. But only after riding for 1.5 miles on the busy A3102. European style cycle lanes here would allow safer access and reduce delays for vehicles.
25. Similarly there is no cycle way on A4 heading out of Calne towards Cherhill. A European style cycle lane would bring similar benefits.
26. A pedestrian crossing may be required here.

Kevan Wind Bob Greenwood and others Dec 21st 2020.