Improving Wiltshire's Rail Offer

Cycle and Pedestrian access study

June 2013

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1. Introduction

1.1 Sustrans has been commissioned by Wiltshire Council to produce an audit of the existing pedestrian and cycle networks around the 13 railway stations in the county. This is to support the delivery of Wiltshire Council's Local Sustainable Travel Programme (LSTF), "Improving Wiltshire's Rail Offer". Sustrans has also been asked to make recommendations for enhancements to the existing networks and to map improvements in anticipation of Future development.

1.2 The area covered by the audits is a buffer of 800 metres for pedestrian routes and four kilometres for cycle routes. This reflects evidence that beyond these distances the impact of infrastructure interventions is insufficient to justify the investment (Investment in Cycle Facilities at Rail Stations: Developing a Business Case Framework, Steer Davies Gleave, 2009).

1.3 For most towns the pedestrian buffer is a relatively small area of the settlement but sufficiently wide, with a few exceptions, to cover the town centre. The area covered by the cycle buffer is, with the exception of an outlying area of Salisbury, the full width of all the settlements audited.

1.4 This report sets out the key issues to be addressed, maps of future routes in the network, constraints on deliverability and prioritisation of works. Generally priority has been given to measures which are closer to the station, focussing investment on key corridors, desire lines and barriers. However, equally if not more important is to ensure that improvements provide continuity and reduce the fragmented nature of some networks. Consequently there are some improvements which have a greater priority despite being further from the station.

1.5 In addition to this report a separate spreadsheet is provided detailing specific works proposed with estimated costs.

2. Key conclusions - cycling

2.1 Cycling levels appear relatively low in all the settlements visited with Salisbury having the most numbers of cyclists observed. The study was carried out between December and February during cold weather which may have reduced the numbers of cycle trips.

2.2 All seven of the large settlement contained examples of busy gyratories and arterial or distributor roads which are barriers for trips to the station. Provision for cyclists is fragmented with some good paths which often do not connect into or through the town centres. To improve provision to a level which will support a significant shift in cycling levels requires considerable investment. For the LSTF programme we recommend that investment in cycling infrastructure is targeted at no more than one settlement. If the investment is spread more evenly across the towns the risk is that it has no noticeable impact, undermining the other complementary measures and potentially the case for future investment. The budget for cycling and pedestrian infrastructure is £1.25 million. While this will not develop a comprehensive network, the proposals use a reasonable proportion (approximately 50%) to overcome some key barriers to cycling in one town.

2.3 At the start of the study it was assumed that the focus for investment would be the settlements with the highest station footfall, which also happen to be growth areas, Chippenham, Salisbury and Trowbridge. During the course of the study it also became apparent that the options for developing cycle networks in the smaller towns is limited. Compact urban areas limit the number of route options and traffic tends to be funnelled through smaller roads. To support the increase of cycling levels in the smaller towns the implementation of 20mph speed limits, traffic-calmed where necessary and town-wide in the long-term, is recommended. The implementation of some 20mph zones is specified in the report but not during the LSTF programme. Consultation and traffic regulation order timescales as well as staff resource requirements make it impractical to implement 20mph limits more widely over the next two years. However, some traffic calming measures have been recommended for implementation during the next two years.

2.4 With regards to the growth areas the following general conclusions have been made as a result of the audits:

2.4.1 **Chippenham** has some good cycle paths but most cycle trips to the station have to use either the gyratory system, Avenue La Fleche or London Road at some point. The audits identified a number of possible projects, some of which could address these particular barriers.

2.4.2 **Salisbury** has only limited options for improving the existing provision for cyclists. The road network is constrained, especially close to the station, and in the case of the A36, outside Wiltshire Council's control. Potential schemes tend to be more costly and further away from the railway station.

2.4.3 **Trowbridge** has some good cycle paths, especially on the east side of the town. These do not connect into or through the town centre. Some potential projects to address this were identified but they would cost more than 50% of the LSTF budget. They also rely on the redevelopment of the Bowyers site and changes to traffic circulation in the town centre so may not be deliverable within the LSTF timescales.

2.5 As a result of these conclusions we recommend that Chippenham is the settlement where the most impact can be achieved with least investment and have identified a 2 year programme accordingly. Some small cycle projects are proposed in a number of other settlements.

3. Key conclusions - walking

3.1 All of the stations studied have fairly poor pedestrian environments on their approaches. A common issue is the lack of appropriate crossing facilities on key desire lines on the approaches to most stations.

3.2 Generally Wiltshire towns have a lack of level access. Only central Salisbury and Trowbridge had a good standard of accessibility. However, even in Salisbury there were a number of key desire lines to the station in need of improvement.

3.3 It was apparent from the surveys that in new developments there is an inconsistent approach to ensuring accessibility. Flush kerbs are usually provided but there are examples of recent schemes where T-junctions have only partial level access. The development control process needs to ensure a more consistent standard is applied across future schemes.

3.4 There are a range of possible projects which can improve safety and accessibility at all the stations. Whereas the proposed cycling investment is focused on one town it is more appropriate to address key pedestrian issues at every station.

3.5 The report also contains recommendations for long-term improvements to achieve a good standard of accessibility and safety around each railway station and town centre.

4. The vision

4.1 The vision of this report is that walking and cycling becomes possible and desirable, not only for people wishing to travel by train in Wiltshire but all local journeys. The proposals apply the principles of Manual for Streets, Manual for Streets 2 and Local Transport Note: 02/08 Cycle Infrastructure Design:

For cyclists this means providing routes which are:

- Convenient—serving main destinations, benefitting cyclists through directness or reduced delay; signed, lit and well maintained.
- Accessible—linking to destinations; continuous, overcoming barriers and providing access to areas not available to motorists.
- Safe—safe and perceived to be safe.
- Comfortable—meeting design standards for width gradient and surface quality as well as catering for all types of user.
- Attractive—a pleasant environment integrated in surrounding areas; a social space.

4.2 For pedestrians this means addressing the following needs:

- The ease with which they can cross a street and route continuity.
- Minimising diversion from desire lines.
- Low traffic speeds,
- Wide and unobstructed routes.
- Minimising the need to change levels.
- Enhancing the environment where appropriate.

4.3 While the cycle routes will aim to meet the needs of different categories of cyclist the existing road network will remain the primary network for experienced cyclists.

5. Design standards

5.1 The principal guidance for this study is taken from Cycle Infrastructure Design (LTN 02/08) and Shared Use Routes for Pedestrians and Cyclists (LTN 01/12). Wiltshire Council's Draft Cycling Strategy and the standards contained within have been observed where possible. LTN 02/08 and LTN 01/12 guidance allows more flexibility than that required by Wiltshire Council to meet adoption standards. There are a number of features which should be common to network routes:

5.2 **Direction signing**: The routes proposed serve the main residential and employment areas and it is suggested they are named according to their origin/destination, e.g. Hilperton Route. Signage along the route could thus carry this uniform style, while highlighting other destinations on the route e.g. Hospital. Directional signage should accord with National Cycle Network guidance, and include destinations and distances (or travel times) at key junctions.

5.3 **On carriageway markings**: A cycle symbol on the carriageway on the routes confirms the route for cyclists, and alerts motorists. Symbols should be offset from the kerb to encourage cyclists to position themselves correctly and be visible to motorists.

5.4 **Cyclists dismount/end of route signs**: These are not mandatory and are to be avoided. The consistent use of signs to positively indicate the presence and direction of cycle facilities is more useful to cyclists while at the same time offering an appropriate warning to pedestrians of a potential hazard. Where a facility ends consideration needs to be given to how it continues either on or off-carriageway. Where a hazard exists consideration needs to be given to how it can be designed out. When a hazard cannot be designed out LTN 2/08 states that the designer must be able to defend their decision and justify the use of signing as an alternative. The report indicates some (but not all) examples where they could be removed.

5.5 **Barriers**: Chicane-type barriers on routes have a tendency to obstruct cyclists, wheelchairs and mobility scooters. Generally the use of barriers should be avoided. Staggered bollards encourage speed reduction while avoiding obstruction and unsightly visual impact. It is recommended that these are used in all instances where some form of speed reduction is required. The report indicates locations where barriers could be replaced with staggered bollards.

5.6 **Segregation**: It is recommended that all the shared-use paths proposed in this report should be unsegregated. Recent research on behalf of the Department for Transport has shown segregation on shared-use paths to be generally ineffective. Cyclists and pedestrians frequently use both sides of the segregated path. The segregation tends to create a false sense of safety or right of way which creates conflict and does not reduce the likelihood of accidents. On the other hand, on unsegregated paths with adequate width for the level of use, cyclists and pedestrians generally manage to share the path with the minimum of conflict. Where possible all paths should be 3 metres in width and 4 in areas of high use. If this is not possible a reduced width of 2.5 metres is acceptable where the value of the proposed route is sufficiently high. Widths of less than 2.5m are only acceptable for short distances with good sight lines. Because post-mounted signs add to street clutter it is recommended that shared use paths are denoted by a bollard with a shared-use sign inset.

5.7 **Cyclists on zebras**: Unsignalled 'priority' crossings for both pedestrians and cyclists are a standard part of the toolkit in many parts of continental Europe but are not authorised for use in the UK. At present it is not unlawful for cyclists to cycle across zebra crossings within the UK. However, since there is no legal requirement for motorists to give way when they do, encouraging this practice may increase hazards for cyclists. Where a new zebra crossing is recommended on a cycle route a minimum width of 4 metres should be provided. Where an existing zebra is used it is not necessary to widen it unless cycle and pedestrian flows are likely to be high. Cyclists dismount signs must be erected in all cases.

5.8 **Crossing frequency**: To maximise accessibility Living Streets recommends that pedestrian crossings should be located at intervals not greater than 100 metres. The proposals in this report recommend a significant increase in uncontrolled crossings to reflect this guidance. Where road conditions are not suitable for uncontrolled crossings, zebras or puffins are recommended subject to compliance with the relevant Department for Transport regulations.

5.8 **Footway condition/potholes**: The report does not provide a detailed commentary on footway or highway condition. However, footways or carriageways in a poor state of repair affect the safety and accessibility of the network. During the audit a substantial number of footways and carriageways were identified which would benefit from resurfacing, often as a result of utility company works. However, most of these were not in urgent need of repair and not worth prioritising as part of the LSTF programme. The report does note those locations where footways or carriageways do need immediate attention.

5.9 **Traffic calming and 20mph speed limits**: In general Sustrans recommends the implementation of 20mph zones across all urban areas to reduce casualties and support travel behaviour change. Where an initial town-wide approach is not possible speed limits should be reduced on residential roads and in town centres to begin with. This approach is recommended as a key part of the development of town cycle networks in Wiltshire. Where necessary this should be supported by traffic calming measures.

5.10 All the towns studied contained roads which are unavoidable for cycle trips, particularly in central areas. These are set out in the report within the route descriptions, with 20mph limits and traffic calming specified. With the exception of rural areas, speed cushions are the proposed traffic-calming measure but this should be treated as a suggestion rather than a recommendation. No speed data or traffic counts have been used as part of this study and only reasonable assumptions have been made on site. The appropriate form of traffic calming should be determined as part of a more detailed study. Prioritisation in the route summary takes into account the long lead-in times for speed limit changes and traffic calming as a result of consultation periods.

5.11 **Shared space**: LTN 2/08 advises segregated facilities for cyclists where traffic speeds are in excess of 30mph and volumes above 8000 vehicles per day. The study has generally applied this approach, making reasonable assumptions about traffic speeds and volumes, and recommended cycle lanes and shared-use paths accordingly. In some locations a segregated facility is needed but there are no options available. Shared space schemes are costly to implement compared to traditional cycling and walking measures. The recommendations made in this report are mostly limited to small interventions which improve pedestrian movements and provide traffic calming. Until now shared-space schemes in the UK have not been on major roads in locations which already have low speeds and traffic flows. The shared-space scheme in Poynton, East Cheshire, completed in 2012, is a shared-space solution at a complex junction carrying in excess of 10,000 vehicles per day. Should this scheme prove successful it suggests the possibility that more complex locations such as Stallard Street in Trowbridge could be improved. These locations have been noted in the report although no proposals have been made.

6. Format of report

6.1 The recommended improvements for cyclists are summarised as a series of routes radiating out from each railway station. Each route comprises on and off-carriageway measures intended to combine to create a comprehensive and continuous cycle network across each settlement.

6.2 Each pedestrian route summarises safety and accessibility improvements along the key desire lines to the station within the 800 metre buffer. Additional improvements on surrounding roads and paths are also summarised under each route. Although these may be less important for station access, given the wide range of pedestrian movements they remain relevant longer-term recommendations.

6.3 Each route is divided into sections comprising a series of interventions which combine to create a single deliverable project that can be prioritised within an overall programme. Each section is intended to form a continuous section of route which could stand alone if necessary until further sections are added. Consideration has been given to the total cost of each section to ensure projects can be delivered within likely annual budgets for cycle and walking measures.

6.4 Some routes include two options for certain sections (e.g: Canal — Bradford on Avon). In some cases on-carriageway interventions have been proposed as interim measures in advance of longer term recommendations (e,g: Westbury—Station Road). On a number of routes (e.g: Trowbridge—North Bradley) there are sections which are not of a satisfactory standard but these have been included in the report because, although the route's continuity is compromised, overall it includes worthwhile proposals to improve cycle access and safety.

6.5 At the end of each route description is a summary table setting out the main proposals, constraints, priority, impact and estimated cost. E.g:

Hill Rise cycle route summary				
Linking the station to the north of Chippenham and the northern development area				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Malmesbury Rd to Greenway Ave	10.4.2—10.4.3: Traffic calming, zebra crossing and shared-use path	Traffic regulation order	Long/low	£26,625
Greenway Ave to West Cepen Way	10.4.4—10.4.6: Traffic calming and shared-use path	.	Long/low	£220,950

6.6 Prioritisation of sections (short, medium or long) takes into account likely impact, deliverability, cost and appropriate phasing. Some timescales will be affected by developer actions which are not predictable and these have been assumed to be long-term. Suggested timescales for each priority is as follows: Short term: 1—2 years; Medium Term 3—6 years; Long term: more than 6 years.

6.7 Likely impact takes into account proximity to the station, catchment in relation to population or destinations and the effect of the intervention on safety and convenience. In particular it takes into account the potential for changing behaviour to increase the modal share of cycling or walking.

6.8 The report details all the significant recommendations. Minor improvements such as flush kerbs and tactile paving are listed comprehensively in the cost spreadsheet provided separately.

6.9 Cost are based on Sustrans cost database gathered from schemes delivered across the UK. The costs exclude service diversions, third party fees, traffic management and land.

7. Avoncliff

7.1 Avoncliff is a small hamlet but the station serves two villages within a kilometre, Westwood to the north and Winsley to the south. Westwood just falls within the 800m pedestrian buffer for the study while Winsley is just outside. Both villages can be reached by minor roads or rights of way. Both lie on top of the valley rim while the station itself is at the valley bottom. There are no significant destinations in the villages. Avoncliff is on the Kennet & Avon Canal and, with a pub and café next to the historic aqueduct, is a popular leisure destination. The canal towpath forms part of National Cycle Route 4.

7.2 Avoncliff cycle issues

Cyclists wishing to access Winsley or Westwood can use minor roads. While traffic levels and speeds are low the roads are narrow with a number of blind bends. The roads are also steep. Cyclists can also use bridleway 12 to access Winsley but the surface is in poor condition. This route is only suited to a capable and fit mountain biker. Westwood is covered by a 20mph zone and the roads have a low traffic volume. Winsley is not covered by a 20mph zone. Bradford Road and Dane Road (which provide a link to the station) are subject to rat-running in peak hours.

7.3 Winsley cycle route

7.3.1 There are two options currently available for cycling to stations from Winsley; a 2.8 km on - road route to Avoncliff and a 3.3 km alternative to Bradford on Avon. The former accesses a smaller number of train services but enables cyclists to avoid heavy traffic in Bradford on Avon. It is indirect and, if cycle access between Winsley and Avoncliff is considered a priority, it could be shortened to a steeper 1.4 km route by improving bridleway Winsley 12.

7.3.2 The minor road leading west from the station (1) has low traffic volumes and speeds. No improvements are recommended.

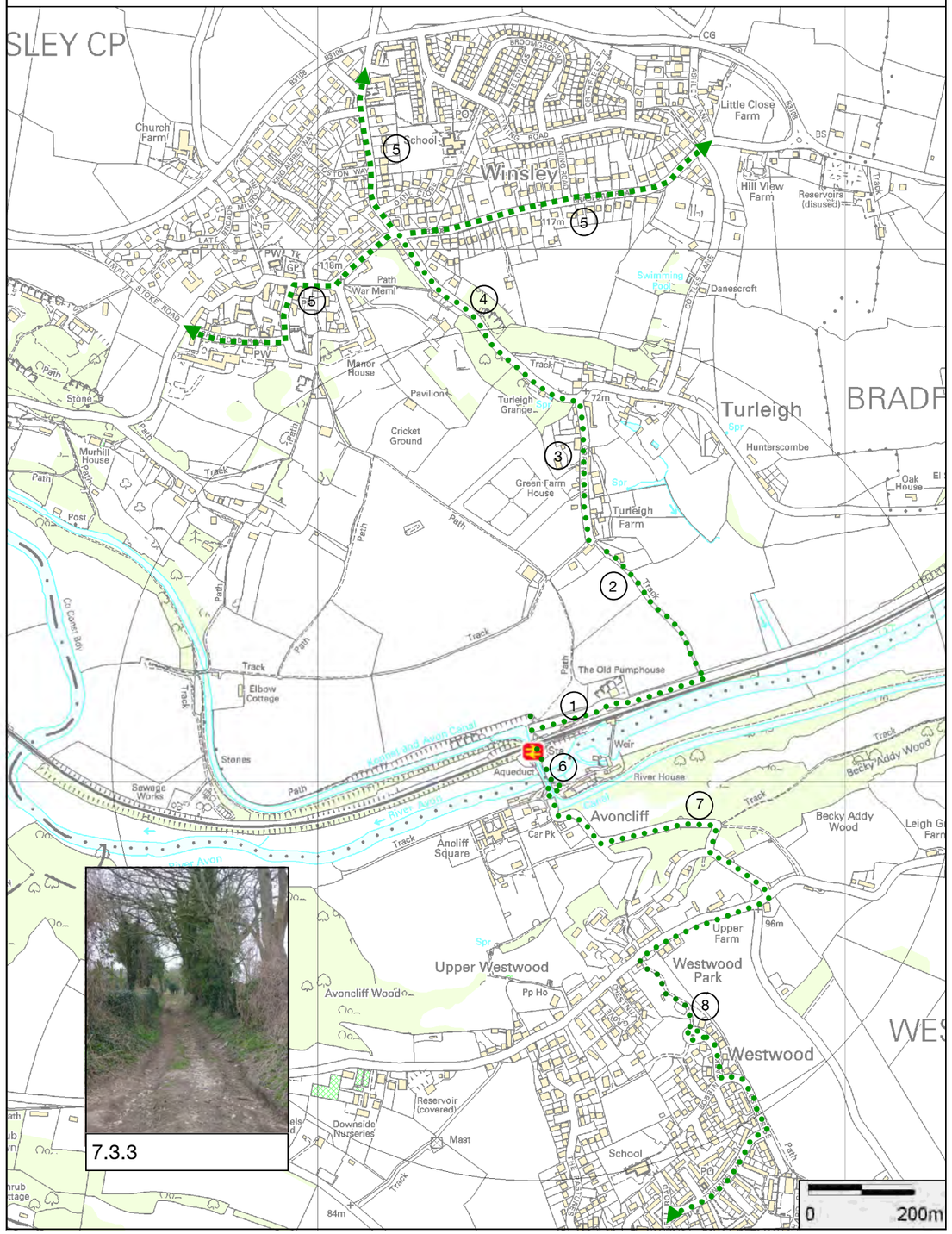
7.3.3 Bridleway Winsley 12 (2) is steep and in poor condition. As a minimum this should include re-grading to fill gulleys and potholes and the addition of grips to carry run-off away from the bridleway. This would provide an adequate surface for mountain bikes. A tarmac surface would be a better solution in the long-term, subject to ensuring enough verge width could be provided for horse-riders.

7.3.4 Green Lane (3) is a quiet minor road and no improvements are recommended.

7.3.5 The Winsley to Turleigh road (4) has some through traffic but not enough to require improvements on behalf of cyclists.

7.3.6 The main distributor roads in Winsley have been the subject of local concerns about traffic speeds. A village-wide 20 mph limit is recommended. This should be supplemented by traffic-calming measures on Bradford Road, Limpley Stoke Road and Dane Rise (5).

Winsley and Westwood cycle routes



Winsley cycle route summary				
Improving roads and a right of way between the village and the station				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Bridleway Winsley 12	7.3.3: Surface and drainage improvements		Short/low	£18,225
Winsley 20 mph zone	7.3.6: Reduced speed limit and traffic calming		Long/medium	£46,025

7.4 **Westwood cycle route**

7.4.1 The canal towpath links the railway station to the nearest highway. The towpath surface comprises compacted stonedust and is in reasonable condition. The canal is crossed underneath the aqueduct via the access road to the Cross Guns pub (6).

7.4.2 A steep and narrow minor road links the canal to Westwood (7). There is no feasible alternative route.

7.4.3 Bobbin Lane provides a safe traffic free route between the northern and southern parts of the village (8).

7.5 **Avoncliff pedestrian issues**

The station is accessed from narrow minor roads and the canal towpath. The roads are rural in character with no footways but traffic speeds are low and there is no evidence that segregation is necessary. The most direct access to Winsley is via unsurfaced footpaths or bridleway Winsley 12. While these are passable in dry weather they are not suited to year-round use. A minor road can also be used but it is a lengthy detour and has no footway. Westwood can be accessed via a steep footpath (Westwood 26) which is also unsuited to year-round use. The minor road alternative is relatively direct but the carriageway is narrow with no footway.

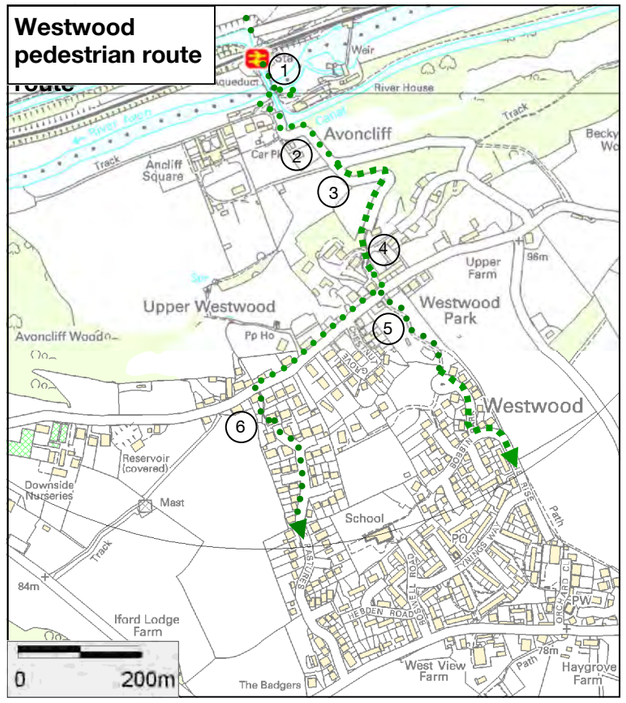
7.6 **Westwood pedestrian route**

7.6.1 The canal towpath (1) links the railway station to the nearest highway. The towpath surface comprises compacted stonedust and is in reasonable condition.

7.6.2 The narrow minor road (2) has no footway but traffic speeds and volumes are low.

7.6.3 Footpath Westwood 26 (3) is a steep but direct and traffic-free link between Avoncliff and Westwood. The worn stone surface needs repair with grips to drain run-off away from the path. A new self-closing gate with a flush threshold needs installing at the southern end of footpath 26.

7.6.4 The raised footway (4) is in poor condition and with encroaching vegetation but is a low priority given the levels of traffic in that location.

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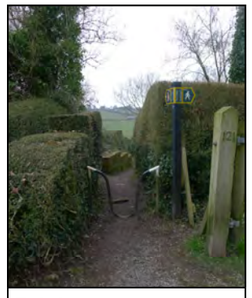

7.6.3

7.6.5 Bobbin Lane provides a safe traffic-free route between the northern and southern parts of the village (5).

7.6.6 Footpath Westwood 16 (6) provides a link to the western side of the village. The narrow stone stile is unsuitable for people with mobility impairments but is not a priority for improvement given the lack of level access to the station.

7.6.7. Flush kerbs are required at all junctions within the 800m buffer in Westwood as indicated in the cost spreadsheet.

Westwood pedestrian route summary				
Linking the village to the station and Kennet & Avon canal by a more direct and safer route				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Footpath Winsley 26	7.6.3: Surface and drainage improvements		Short/low	£10,800
Bobbin Lane & Leslie Rise	7.6.5: Flush kerbs		Long/low	£10,500
Chestnut Grove	7.6.7: Flush kerbs		Long/low	£750
The Pastures	7.6.7: Flush kerbs		Long/low	£1,500

8. Bedwyn

8.1 Bedwyn station is on the south east side of Great Bedwyn village. The station mainly serves outbound commuters. There are no significant trip attractors in the village but the area itself is an attractive leisure destination. The Kennet & Avon Canal passes the edge of the village to the south of the station. Savernake Forest is to the north.

8.2 Bedwyn cycle issues

Cycle access within the village is entirely on-carriageway and relatively safe. The village is covered by a 20mph zone however this could be further reinforced and improved by traffic calming. The main hazard is the railway and canal bridges on Brook Street which are narrow with poor forward visibility.

8.3 Brook Street to Church Street cycle route

8.3.1 In line with experience elsewhere it is assumed that the 20mph limit within the village has achieved only a small reduction in vehicle speeds. Traffic calming is recommended on these two roads which are the main routes through the village. This should be sensitive to the rural setting. The use of natural stone setts at intervals to create visual narrowing and/or kerb to kerb strips is suggested. Build-outs with priority working should be used to reduce speeds at gateway entry points into the village.

Brook St to Church St cycle route summary				
Improving on road access to the station and Kennet & Avon canal. Route is already covered by 20mph limit but further measures would reduce speeds.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Brook St/ Church St	8.3.1: Traffic calming		Long/medium	£20,700

8.4 Bedwyn pedestrian issues

Pedestrians from the main part of the village can access the west side of the station using footways. The east side of the station (and the east side of the village and canal) can only be accessed via the road bridge on Brook Street using a false footway. The village itself has a good network of footways but limited level access.

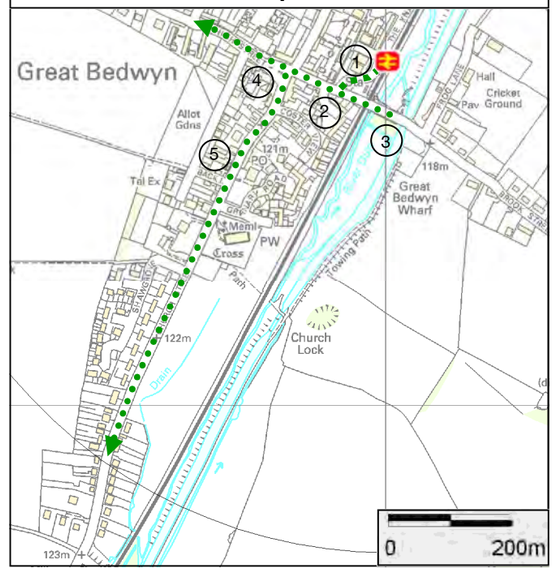
8.5 Brook Street pedestrian route

8.5.1 This route links the station to the village centre and the residential streets to the south west.

8.5.2 A new uncontrolled crossing is needed at the station entrance (1) with a short section of connecting path to the north-side footway. There is a large amount of commuter car parking on The Knapp and around the junction with Brook Street. Parking restrictions are recommended to prevent the crossings being blocked and to improve pedestrian safety.

8.5.3 Flush kerbs should be installed on either side of the entrance to The Knapp (2). A short section of footway is also needed on the south east side of the junction. This should link to a new uncontrolled crossing over Brook Street and to the false footway over the railway bridge.

Brook St to Church St pedestrian route



8.5.4 The false footway needs renewing with coloured surfacing (2). Uncontrolled crossing points, linking to the westbound station entrance on the north side of The Knapp should be marked using coloured surfacing on either side of the railway bridge.

8.5.5 The junction of Brook Street and Church Lane is very vehicle oriented which impacts on the atttactive rural character of the location. The central island should be widened into the hatching on three sides, if necessary limiting the turning movements on the north side (4). This would help create an attractive environment for pedestrians at the heart of the village. It will also provide an improved pedestrian desire line along the west side of Brook Street and reduce vehicle speeds entering Church Lane.

8.5.6 There are no uncontrolled crossings on Church Street. Four are recommended; at the eastern end, near the bakery, near the post office and near Shawgrove (5).

8.5.7 Additional flush kerbs and tactile paving is recommended at the locations specified in the cost spreadsheet.

5.5.3

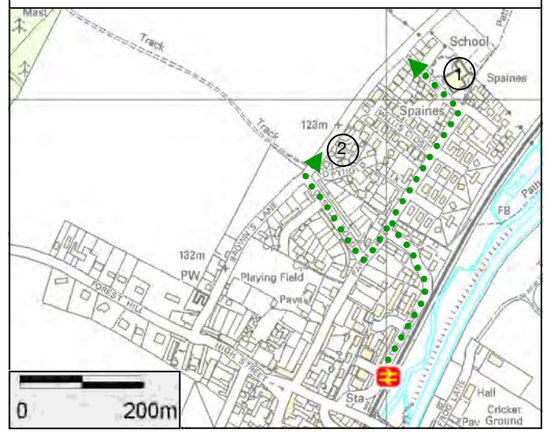
5.5.5

Brook St to Church St pedestrian route summary				
Ensuring the appropriate level of safety and accessibility for any pedestrians approaching the station from village centre				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
The Knapp (station entrance)	8.5.2: New uncontrolled crossing and connecting footway. Parking restriction	Traffic regulation order	Short/medium	£4,362
Brook St (near the station)	8.5.3—8.5.4: New footway, flush kerbs and parking restriction	Traffic regulation order	Short/low	£12,600
Brook St (Church St junction)	8.5.5: Widen central island and provide uncontrolled crossings		Medium/medium	£5,350
Brook St (Brown's Lane junction)	8.5.7: Flush kerbs		Medium/low	£1,200
Church St (village centre)	8.5.6: Flush kerbs and uncontrolled crossings		Short/low	£6,000
Church St (west)	8.5.7: Flush kerbs		Long/low	£6,450

8.6 **<u>The Knapp to Brown's Lane pedestrian route</u>**

8.6.1 This route links to the residential streets north east of the station.

The Knapp to Brown's Lane



8.6.2 A raised table gives level access to the school over Wansdyke Road but tactile paving is required (1).

8.6.3 The footway on Brown's Lane should be extended to connect to the entrance of Napiers (2).

8.6.4 Flush kerbs and tactile paving is recommended at the locations specified in the cost spreadsheet.

The Knapp to Brown's Lane pedestrian route summary				
Ensuring an appropriate level of accessibility for pedestrians approaching the station from the east side of the village				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
The Knapp/Farm Lane and side-turnings	8.6.2—8.6.4: Flush kerbs and new uncontrolled crossings.		Long/low	£21,300
Castle Rd/ Brown's Lane	8.6.3—8.6.4: Flush kerbs, tactile paving and footway extension		Long/low	£12,540

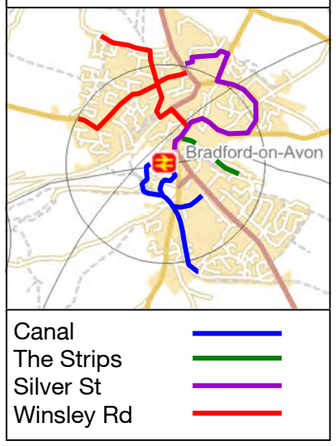
9. Bradford on Avon

9.1 Bradford on Avon lies in a valley with a steep hillside to the north of the town centre. The River Avon, the railway line and the Kennet and Avon Canal cross the town from east to west creating significant barriers to travel by all modes. In particular the road network converges on the Town Bridge, over the River Avon, where traffic from four busy roads meet on a narrow stretch of road. The main employment area is the southern edge. The Moulton factory site on the north east side of the town centre is allocated for new residential development in the emerging Local Development Framework.

9.2 Bradford on Avon cycle issues

Apart from the Kennet & Avon Canal towpath, Bradford on Avon has no cycle paths. Cycle access into the centre of town generally relies on busy roads with insufficient width for cycle lanes or paths. The Town Bridge is the only point where cyclists can cross the river. The topography of the north of the town is unattractive for cyclists with most routes using steep hills and no options for new paths. To the south there is scope to link some residential streets with new paths but building routes to the centre of the town and the station is likely to be costly.

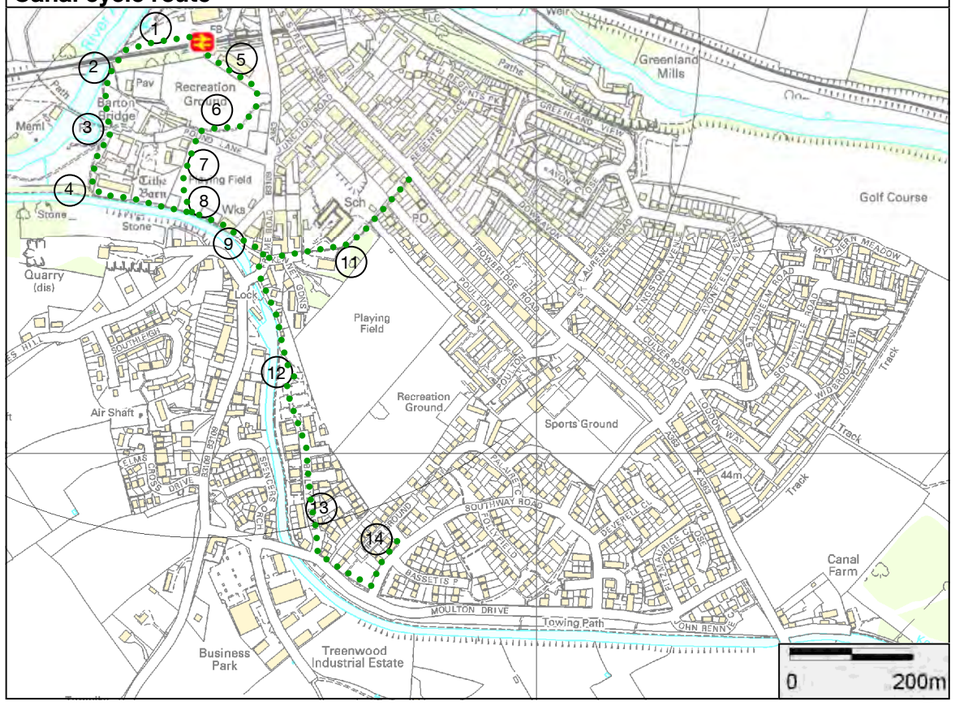
Bradford on Avon cycle routes—overview



9.3 Canal cycle route

9.3.1 Currently there is no cycle route from the railway station to the Kennet & Avon Canal, a key tourist destination. Cyclists tend to use the river side footpath via Barton Farm Country Park. There are two option for improving this; 1) an improved path through Barton Farm Country Park and a new ramp to the towpath, 2) a new path through the Recreation Ground and Victory Fields with a new ramp to the towpath. Option 2 is the cheapest but both routes have significant constraints and the preferred option would need to be chosen after a more detailed feasibility. Beyond the towpath improved links would be valuable to take cyclists safely over the Frome Road and connect to the Trowbridge Road and Moulton Drive areas of the town.

Canal cycle route



9.3.2 A new ramp is needed between the western end of the station car park and the river side path in the vicinity of the railway bridge (1). Achieving an acceptable gradient will require the loss of up to 3 mature trees between the car park and the riverside path.

9.3.3 The path under the railway path can only be widened by the construction of a 20 metre length of boardwalk along the riverbank (2).

9.3.4 Through Barton Farm Country Park there is sufficient space to widen the existing footpath to 3 metres with the removal of a short section of post and rail fence (3).

9.3.5 A new zig-zag ramp should be constructed on the embankment between the country park and the canal towpath (4).

9.3.6 The alternative route uses the residential access on the southern side of the station to link to the Recreation Ground (5). A new opening is needed in the hedge that forms the northern boundary of the recreation ground.

9.3.7 A new 170 metre long path should be constructed around the south west side of the cricket ground to Pound Lane (6). A new opening needs to be formed in the boundary wall with Pound Lane to provide a direct link with Victory Fields.

9.3.8 The gate into Victory Fields should be replaced with staggered bollards (7). A new 110 metre path should be constructed along the western boundary with a ramp onto the upper level in the vicinity of the play area.

9.3.2

9.3.5

9.3.9 From Victory Fields to the canal towpath the existing pedestrian ramp needs to be widened and lengthened (8). This will require a new opening to be formed in the boundary wall and the replacement of two mature trees.

9.3.10 The existing unbound towpath surface should be replaced with asphalt (9). Agreement will be need with the Canal & River Trust for permissive cycle access on the towpath at this point (National Cycle Route 4 uses Frome Road and Barton Farm Country Park).

9.3.11 A new signalised crossing facility over the Frome Road is needed between the canal and Kennet Gardens (10). There is insufficient width to construct a shared-use path on the approaches. However, given sightlines and traffic volumes the option to dismount and cross is important for less experienced cyclists as well as pedestrians. There would be local support for this improvement but a more detailed feasibility is required.

9.3.9

9.3.11

9.3.12 The existing footpath between Kennet Gardens and Poulton should be widened and cycling permitted as far as Trowbridge Road (11).

9.3.13 The canal towpath (National Cycle Route 4) and a short section of Canal & River Trust owned path links Frome Rd to Bailey's Barn (12). The existing 2.5m footway on Baileys Barn should be converted to shared-use (13).

9.3.14 From Baileys Barn to Southway Road the existing footway along the south side of Moulton Drive should be widened and converted to shared-use (14).

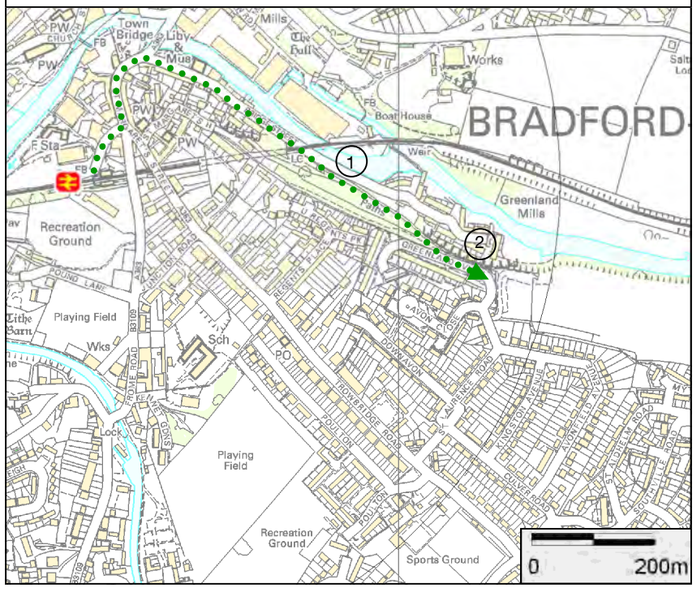
Canal cycle route summary				
Providing a safe, traffic-free access from the station to the canal and connecting links to the south side of the town.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Railway station to Barton Farm (and towpath)	9.3.2—9.3.5: New ramps, boardwalk and path	Planning permission, Environment Agency consent and land owner agreement	Long/medium	£115,380
Railway station to Pound Lane	9.3.6—9.3.7: New path	Planning permission and land owner agreement	Long/medium	£25,613
Pound Lane to towpath	9.3.8—9.3.9: New path and ramps	Planning permission and land owner agreement	Long/low	£54,975
Canal towpath	9.3.10: New asphalt surface	Canal & River Trust approval	Long/low	£47,250
Frome Rd	9.3.11: New signalised crossing	Traffic regulation order	Medium/medium	£60,000
Kennet Gardens to Trowbridge Rd	9.3.12: Widen existing path	Traffic regulation order	Medium/low	£18,000
Baileys Barn to Southway Rd	9.3.13: New shared-use path		Medium/medium	£10,800

9.4 **The Strips cycle route**

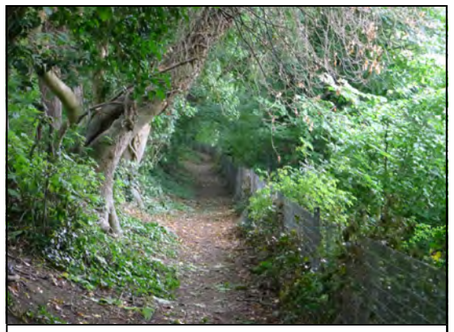
9.4.1 There is local interest in improving the unsurfaced footpath between Bridge Street and Greenland View through the area known as The Strips. While this does not link directly to the station the possibility of town centre improvements through the Historic Core Zone project makes this relevant for consideration. Early local consultation would be needed bearing in mind the likely visual and ecological impacts of the proposed route.

9.4.2 The route would be 240 metres in length. A new ramp would be constructed from a point east of the level crossing on Bridge St (1). A retaining wall of between 1.5 and 2.5m in places would be required to widen the existing footpath into the steep hillside. An estimated 10 mature trees along the line of the path would need to be removed. From Greenland View cyclists can access the network of residential streets on the south west side of the town (2).

The Strips cycle route



9.4.2 (1)



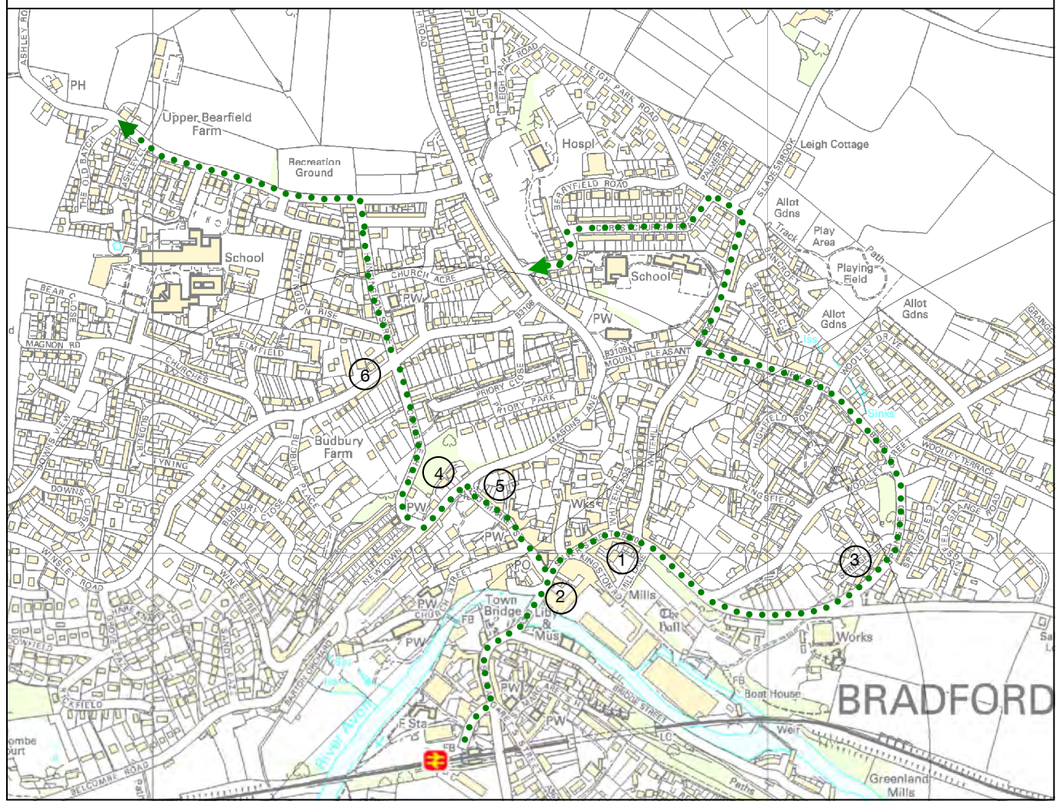
9.4.2 (2)

The Strips cycle route summary				
Proving a traffic free link between the south east side of the town and the centre.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
The Strips	9.4.2: New ramp and shared-use path	Land owner agreement and planning approval	Long/medium	£228,450

9.5 **Springfield cycle route**

9.5.1 This route links to the north east side of the town. Good cycle access to the north side of Bradford on Avon is difficult to achieve. The town cycle network route uses Silver Street, Springfield and New Road which are relatively busy roads.

Springfield and Winsley Road cycle routes



9.5.2 Silver Street will be improved as part of the Historic Core Zone project (1). In the short-term a large pothole at the junction with Kingston Road (2) is a hazard to cyclists and needs repairing.

9.5.3 On-street parking makes Springfield and New Road (3) unsuitable for cycle lanes and there is insufficient verge of shared-use paths. Both would benefit from traffic calming measures.

Springfield cycle route summary				
Improving an on carriageway link from the north east side of the town.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Silver Street	9.5.2: Pothole repair		Short/low	£300
Springfield/ New Road	9.5.3: Traffic calming		Medium/medium	£9,900

9.6 **Winsley Road cycle route**

9.6.1 Many journeys from the north and west side of the town use Conigre Hill (4) which, because it is very steep and can only be accessed via busy Market Street, was not considered suitable for the town cycle network. Cyclists tend to avoid Market Street (5) by using a combination of footpaths and the footbridge over the river between Church Street and the Town Hall.

9.6.2 The lower section of Conigre Hill needs resurfacing. Because of the gradient and problems with pedestrian safety in winter an anti-skid surface is recommended.

9.6.3 Winsley Road (6) forms part of the town cycle network although it is not a quiet street. It also has to be crossed by a number of routes coming into the town centre from the north and west. It could be improved by the introduction of traffic calming measures.

9.6.1 (4)

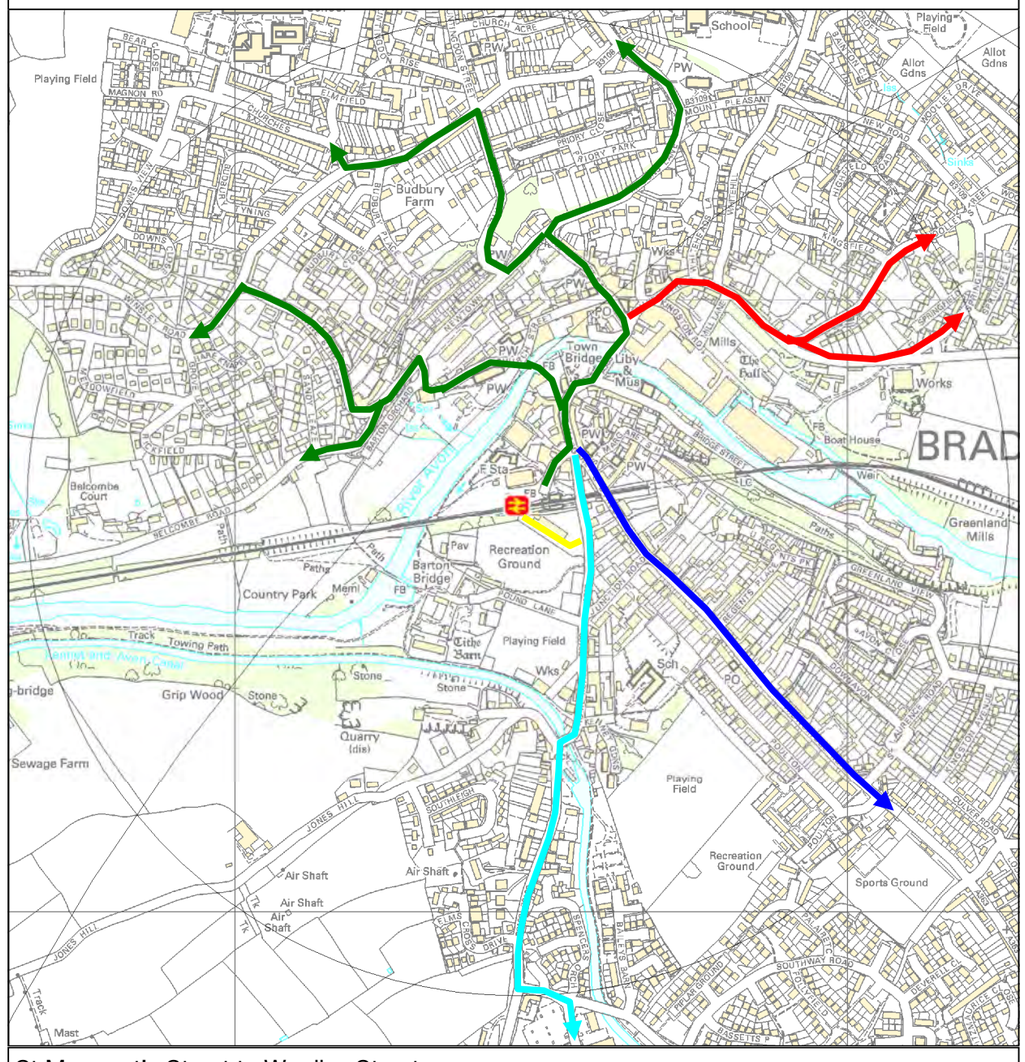
9.6.1 (5)

Winsley Road cycle route summary				
Improving an on carriageway link from the north west side of the town.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Conigre Hill	9.6.2: Resurfacing		Medium/low	£3,600
Winsley Road	9.6.3: Traffic calming		Medium/medium	£18,000

9.7 **Bradford on Avon pedestrian issues**

9.7.1 To the north of the town centre a network of steep lanes, often with steps, provides access to the outer edge of the town. To the south there is a limited network of footpaths, one of which leads to the station by an indirect but attractive riverside path. There are few controlled crossings in the town. Most roads are relatively narrow but high traffic volumes mean that opportunities to cross may be limited. There are several pedestrian routes to the station but most people use the access from the roundabout on St Margaret's Hill. This has high volumes of traffic during peak periods and poor crossing facilities.

Bradford on Avon pedestrian routes—overview

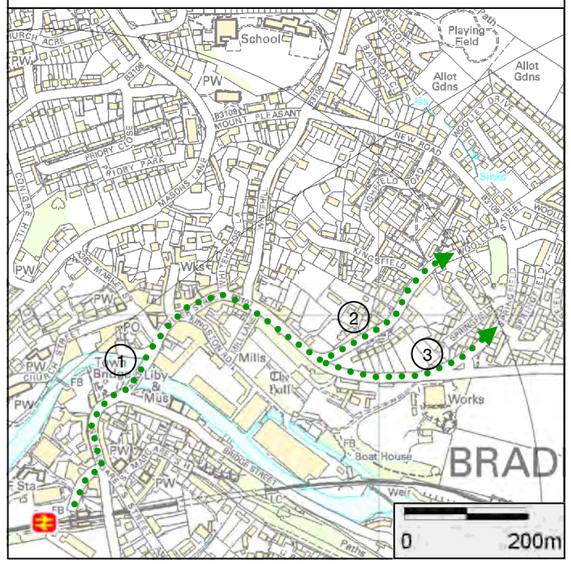


St Margaret's Street to Woolley Street
St Margaret's St to Trowbridge Rd
St Margaret's St to Frome Rd
Winsley Rd pedestrian routes

9.8 **St Margaret's Street to Woolley Street pedestrian route**

9.8.1 This is the direct route from the town centre to the north east side of town.

St Margaret's Street to Woolley St pedestrian route



9.8.2 St Margaret's Street and Silver Street will be improved as part of the Historic Core Zone Project (1). If this project does not proceed flush kerbs will be required at the locations specified in the cost spreadsheet.

9.8.3 Flush kerbs are needed at the entrance to Woolley Street, at Kingsfield and at Highfield Road (2) as set out in the cost spreadsheet (2).

9.8.4 There is currently no pedestrian access to the Moulton factory on Silver Street opposite the junction with Springfield (3). This site has been identified for redevelopment within the Local Development Framework. New development proposals will need to include provision for pedestrian access including space for a footway on the southern side of Silver Street and a crossing facility. A sum has been included in the cost spreadsheet for the provision of an uncontrolled crossing and additional footway.

St Margaret's Street to Woolley Street pedestrian route summary				
Ensuring an appropriate level of safety and accessibility for pedestrians approaching from north east of the town and through the town centre				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
St Margaret's St to Town Bridge	9.8.2: Flush kerbs		Medium/low	£4,000
Silver St, Woolley St and Springfield	9.8.3—9.8.4: Flush kerbs at side-turnings and uncontrolled crossing		Medium/low	£5,600
Kingsfields and Highfield Rd	9.8.3: Footway resurfacing, flush kerbs and new footpath		Long/low	£3,500

9.9 **St Margaret's Street to Trowbridge Road pedestrian route**

9.9.1 This is a well used route from the station entrance along St Margaret's Street to the south east side of the town.

9.9.2 The entrance to the station from St Margaret's Street (1) is wide and the construction of a refuge crossing is recommended.

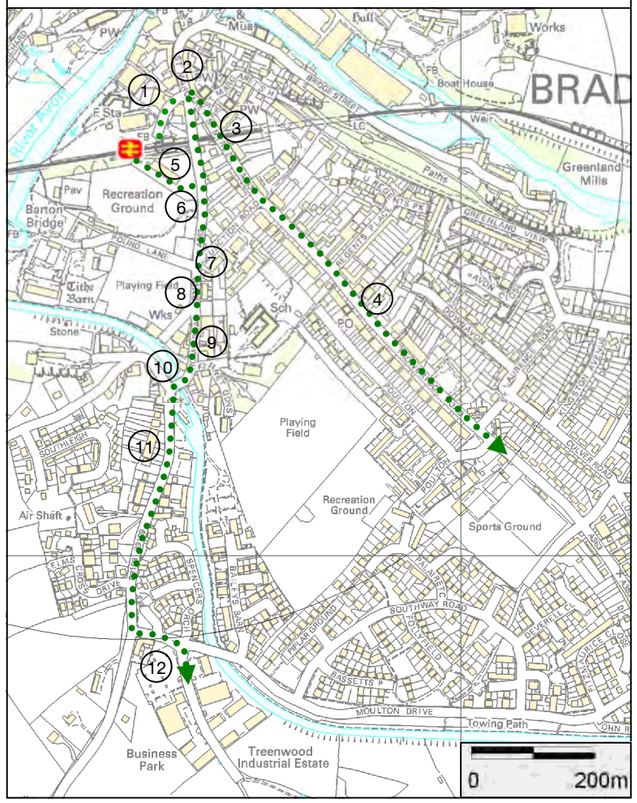
9.9.3 The main desire line for pedestrians is over the north side of the mini-roundabout (2). This is included within the scope of the Historic Core Zone project. Should this project not proceed a zebra crossing is recommended in this location. The existing refuge should be widened to 1.4 metres.

9.9.4 Some pedestrians cross the southern arm of the roundabout and walk along the western side of St Margaret's Street, continuing south on the carriageway when the footway ends (3). The footway ends after approximately 25 metres. This should be extended by approximately 10 metres and an uncontrolled crossing provided to the east side of St Margaret's Street south of the St Margaret's Hill junction.

9.9.5 As set out in the cost spreadsheet flush kerbs need to be provided on most of the side turnings off St Margaret's Street and Trowbridge Road (4). Up to 5 uncontrolled crossings should be provided. On street car parking means it will be necessary to construct build-outs on one side of the crossing points.

9.9.6 Flush kerbs and uncontrolled crossing points are recommended for the residential roads east and west of St Margaret's Street and Trowbridge Road as set out in the cost spreadsheet.

St Margaret's St to Trowbridge Rd and Frome Rd pedestrians routes



St Margaret's Street to Trowbridge Road pedestrian route summary				
Ensuring an appropriate level of safety and accessibility for pedestrians approaching from south east of the town centre				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station to St Margaret's St	9.9.2— 9.9.3: New refuge and zebra crossing.	Traffic regulation order	Short/high	£19,000
St Margaret's St (western footway)	9.9.4: Extend footway and uncontrolled crossing		Short/medium	£3,260
St Margaret's St to Trowbridge Rd	9.9.5: Uncontrolled crossings and flush kerbs at side-turnings.		Short/low	£10,500
East and west of Trowbridge Rd	9.9.6: Flush kerbs and uncontrolled crossings		Long/low	£36,100

9.9.2 & 9.9.3

9.9.4

9.10 **<u>Frome Road pedestrian route</u>**

9.10.1 This route links the station to the south west side of the town and the canal. It has lower commuter footfall than St Margaret's Street and Trowbridge Road but does link to Treenwood Industrial Estate which lies just outside the 800 metre buffer.

9.10.2 Pedestrians accessing either station platform from Frome Road use the western footway until south of Junction Road (5). The footway is in poor condition and there is a lack of crossing facilities. Flush kerbs should be provided across the entrance to Frome Rd at the junction with St Margaret's Street. The western footway south from the mini-roundabout should be resurfaced as far as Barton Close. The lighting column on the railway bridge needs to be relocated to ensure a 1.2 metre clearance on the footway.

9.10.3 A new zebra crossing is recommended opposite the pedestrian entrance to the recreation ground (6). The footfall and relevance to the station is low but this is a crossing point for children at the nearby day care nursery.

9.10.4 Flush kerbs are required at the eastern arm of the Frome Road/Junction Road mini – roundabout (7). The refuge on the southern arm should be widened from 1 to 1.4 metres.

9.10.5 A new zebra crossing is required south of the Frome Road/Junction Road mini–roundabout (8).

9.10.6 An uncontrolled crossing point should be provided in the vicinity of TT Cycles (9).

9.10.7 As per the Canal cycle route a signalised crossing is required between the Kennet Gardens and the Kennet & Avon Canal (10).

9.10.8 Flush kerbs are also required on all of the side turnings on Frome Road except Kennet Gardens. In some locations on Frome Road between the canal and Moulton Drive (11) vegetation encroaches onto the footway, narrowing the effective width below 1 metre. This should be cut back.

9.10.9 Side-turnings off Spencer's Orchard require flush kerbs. In particular there is no level access into the Sainsburys store from Spencer's Orchard (12).

Frome Road pedestrian route summary				
Ensuring an appropriate level of safety and accessibility for pedestrians approaching from south east of the town centre and the Kennet & Avon Canal				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Frome Rd (north of Junction Rd)	9.10.2—9.10.3: Footway improvements, zebra crossing and flush kerbs at side-turnings	Traffic regulation order	Short/low	£14,540
Frome Rd (Junction Rd junction)	9.10.4: Flush kerbs and refuge widening		Short/medium	£3,000
Frome Rd (between Junction Rd and Canal)	9.9.5—9.9.7: New crossings and flush kerbs at side-turnings	Traffic regulation order	Short/medium	£13,600
Frome Rd (south of canal)	9.10.8—9.10.10 Uncontrolled crossing, cut-back vegetation flush kerbs at side-turnings and adjacent residential roads.		Long/low	£21,200

9.11 **Winsley Road pedestrian route**

9.11.1 Most pedestrians accessing the station from north west of the town centre cross the pedestrian bridge (1) between the Town Hall and Church Street and avoid Market Street. This section describes the range of routes to the north west side of town, some of which are steep and/or stepped making them unsuitable for people with mobility impairments.

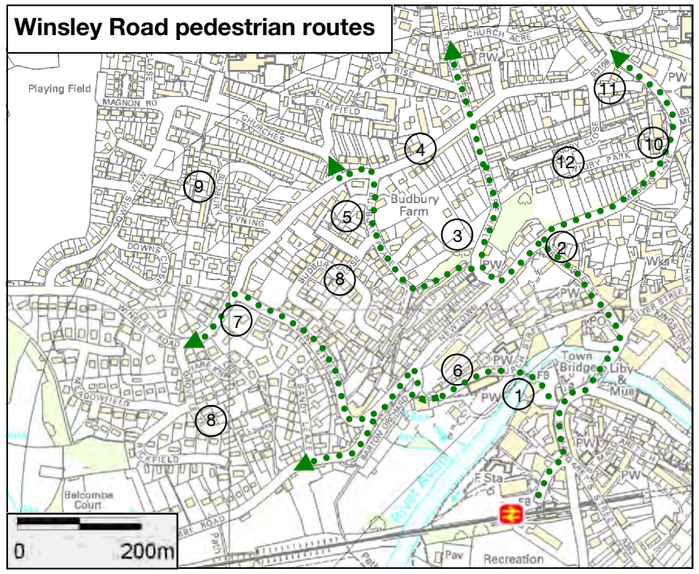
9.11.2 Market Street will be improved as part of the Historic Core Zone Project. Should this project not proceed an improved uncontrolled crossing is required south of the junction with Newtown (2).

9.11.3 Conigre Hill (3) is steep and can be hazardous in winter. The lower section of this as far as the junction with Tory should be resurfaced with an anti-skid treatment.

9.11.4 On Winsley Road (4) three additional uncontrolled crossings are needed as described in the cost spreadsheet. Build-outs are recommended in locations where there is on-street parking. The presence of the crossings should be denoted by kerb to kerb coloured surfacing strips. These crossings will also benefit from the implementation of traffic-calming measures as set out under the Winsley Road cycle route.

9.11.5 The footway between Budbury Tyning and Churches (5) needs resurfacing.

9.11.6 The surface of the footpath between Church Street and Barton Orchard (6) is uneven and needs partly resurfacing.



9.11.1

9.11.2

9.11.7 On Winsley Road, west of the Wine Street junction (7), the uncontrolled crossing needs tactile paving the addition of a kerb to kerb coloured surfacing strip is recommended.

9.11.8 Grove Leaze, Sandy Leaze and the area around Budbury Place (8) require flush kerbs as set out in the cost spreadsheet.

9.11.9 North of Winsley Road (9) flush kerbs at side-turnings and uncontrolled crossing points are needed on residential roads as set out in the cost spreadsheet.

9.11.10 Flush kerbs are required at the crossing point on the southern arm of the Mason's Lane/ Mount Pleasant mini-roundabout (10).

9.10.11 There is a desire line from Mason's Lane to Winsley Road via Priory Close. This can be improved with flush kerbs and a short section of footway surfacing at the eastern end of Priory Close (11).

9.10.12 Flush kerbs at side-turnings and a new footpath over the green are needed within the Priory Park/Priory Close area as set out in the cost spreadsheet (12).

Winsley Road pedestrian route summary

Ensuring an appropriate level of safety for pedestrians approaching from south east of the town centre and improved accessibility around the Winsley Road area

Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Market St to Winsley Rd	9.11.2—9.11.3: Uncontrolled crossing, resurfacing and flush kerbs at side-turnings		Medium/low	£10.100
Budbury Close	9.11.5: Flush kerbs at side-turnings and on adjacent streets		Long/low	£6,000
Winsley Rd	9.11.4: Uncontrolled crossings, footway resurfacing and flush kerbs at side-turnings		Medium/medium	£9,920
North Of Winsley Rd	9.11.9: Flush kerbs at side-turnings		Long/low	£18,400
Church St to Sandy Leaze	9.11.6 & 9.11.9: Flush kerbs and footpath resurfacing		Long/low	£3,200
West of Wine St	9.11.9: Flush kerbs at side-turnings		Long/low	£12,000
Mason's Lane	9.11.10: Flush kerbs		Medium/low	£2,000
Priory Close/ Priory Park	9.11.12 Flush kerbs, new foot-path and footway resurfacing		Long/low	£11,800

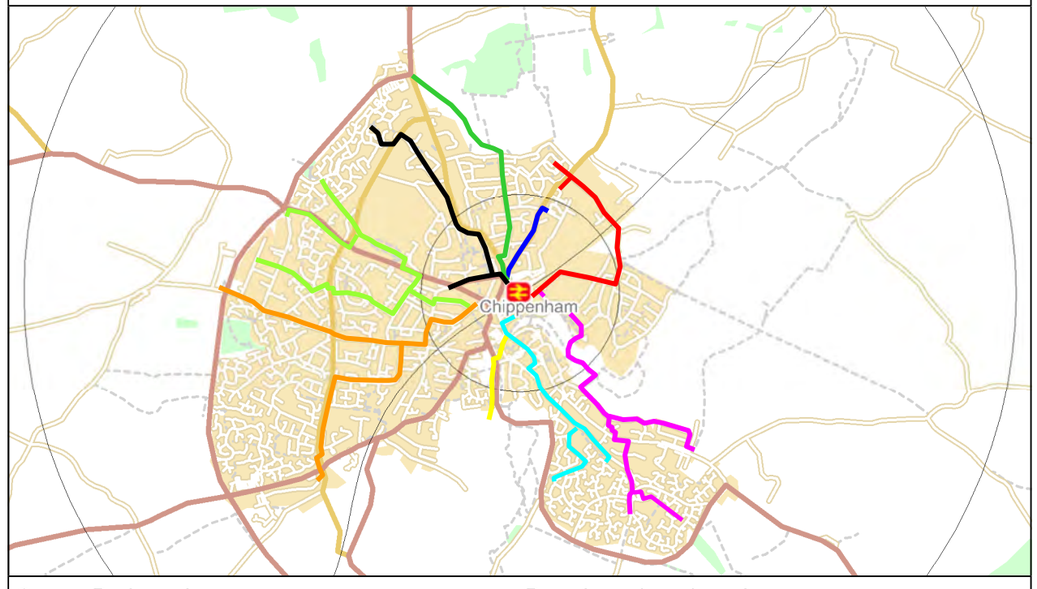
10. Chippenham

10.1 Chippenham station lies to the north of the town centre at the top of a hill. The River Avon separates the station from the town centre. Both the railway and the river split the town in two with a limited number of crossing points. Traffic through the town uses two gyratory systems north west and south east of the station. Traffic on these is heavy at most times of the day. Key employment sites are located around the fringes of the town from the south west to the north east. Under the emerging Local Development Framework new site allocations are similarly spread in an arc from south west to north east.

10.2 Chippenham cycle issues

With the exception of Cocklebury Road cyclists have to access the railway station on the carriageway. There is limited scope for cycle facilities for the immediate approaches to the station from the town centre or the north and west of the town. From the town centre the approach uses New Road, a busy but relatively low speed carriageway. The main barrier from the town centre is the cycling restriction which is in force during the day on the High Street. To the north and west cyclists have to use the New Road/Park Lane/Marshfield Road gyratory. These are busy and relatively fast for single carriageways roads, it also means cyclists have to detour some distance around the gyratory to get to or from the station. Further away from the station there are a limited number of cycle paths but they do not form a connected network. Other key barriers include Avenue La Fleche, Bath Road, Bristol Road and Hungerdown Lane.

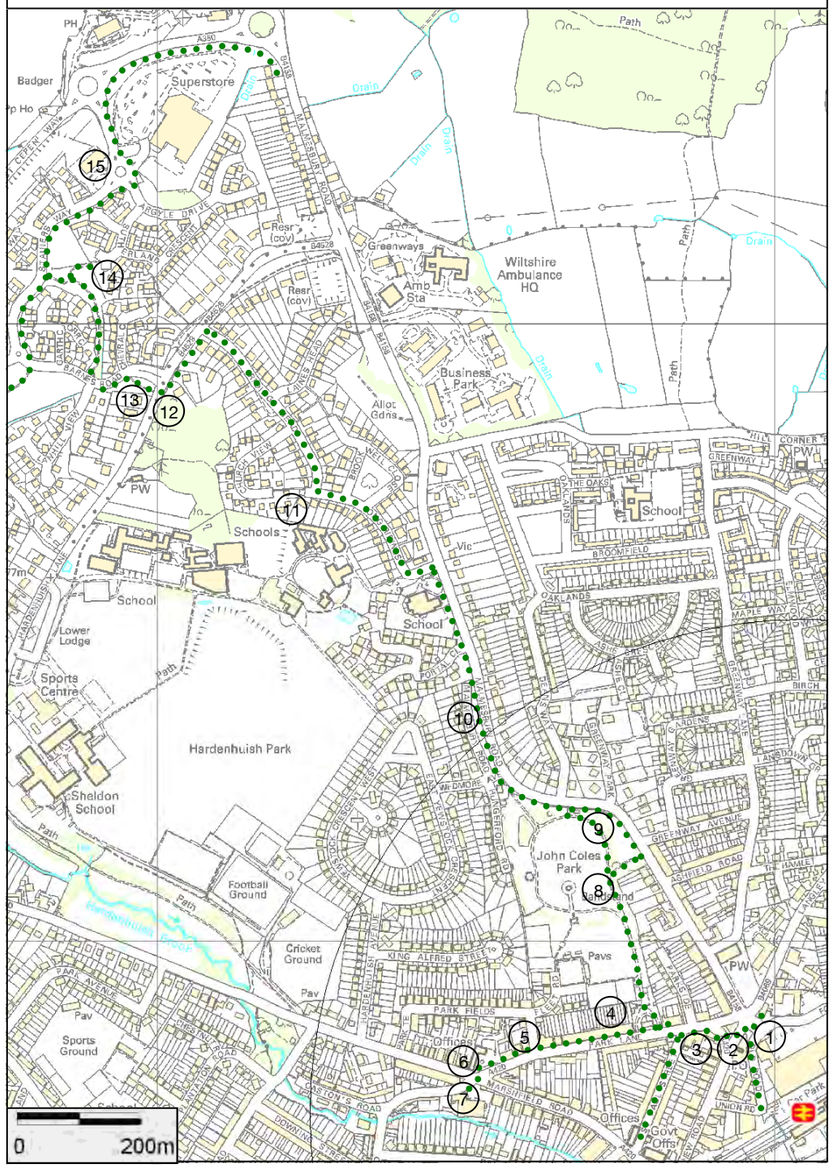
Chippenham cycle routes—overview



10.3 **Cepen Park cycle route**

10.3.1 This route links the northern access to the station with the north west side of the town and includes a key link across the north side of the Park Lane/Marshfield Road Lane/New Road gyratory.

Cepen Park cycle route



10.3.2 On the south side of the junction between Old Road, Foundry Road and Upper New Road (1) the footway is wide enough for conversion to shared-use. The existing planters, cycle parking and a lighting column will need to be relocated.

10.3.3 The footway on the east side of Upper New Road between Foundry Lane and the zebra crossing (2) is 4 metres and could be widened by 1 metre without the loss of the adjacent car parking spaces. This should be widened to allow for its proximity to shop entrances and converted to shared-use. The zebra crossing could remain in its current location but ideally should be relocated north towards the mini-roundabout. This would mean the loss of car-parking spaces but would be more appropriate for pedestrian movements towards the station. The loss of car parking would be mitigated by the availability of free 2 hour car parking in the nearby retail park. The footway between the two New Road zebras is 4 metres and should be converted to shared-use.

10.3.3

10.3.4

10.3.4 The footway connecting Upper New Road to Park Lane (3) is 2.5 metres and could be converted at that width. However, subject to swept path analysis, it should be widened up to 1 metre into the carriageway to create more capacity. A road sign and lighting column will need to be relocated. The entrance to St Pauls Road should be narrowed by tightening the junction radii to reduce the crossing width. A raised table crossing should be provided to reduce vehicle speeds. The footway leading to the western zebra on Park Lane should be converted for shared-use.

10.3.5 Between the two Park Lane zebra crossings (4) the footway should be widened into the existing one way cycle lane to create a new 3 metre wide shared-use path for a distance of 320 metres. All telegraph poles and other street furniture should be relocated to ensure an unobstructed path. Raised table crossings should be provided on all side-turnings.

10.3.6 Between the western zebra crossing and Bristol Road (5) the car parking should be moved to the south side of the carriageway to enable the shared-use path to be continued along the full length of Park Lane. This will require one disabled parking bay to be relocated. All the relocated parking can be accessed via the zebra crossing.

10.3.7 Two zebra crossings should be constructed over Bristol Road at the junction of Park Lane and Marshfield Road (6).

10.3.6

10.3.7

10.3.8 The southern footway on Audley Road should be converted to shared-use as far as the entrance to the West End Club (7). Tightening the junction radii between Audley Road and Marshfield Road will reduce traffic speeds and create a safer transition for cyclists rejoining the carriageway at this point. In addition to this a raised table is recommended to reduce traffic speeds and improve what is a wide crossing for pedestrians with no room for a zebra.

10.3.9 Cycling is not permitted through John Coles Park (8) although in practice responsible cycling is not discouraged. The park closes at dusk so cannot form part of an official cycle route. However, new shared-use paths along Park Lane and Malmesbury Road will enable the park to be used as an informal traffic-free link.

10.3.10 Between the eastern entrance to John Coles Park and Wedmore Avenue (9) a 280 metre section of footway along the east side of Malmesbury Road should be widened into the verge and converted to shared-use. In two locations the path should be constructed inside the line of the existing park boundary to avoid obstacles such as mature trees. The amount of park land needed should be kept to a minimum (not more than 3 metres over approximately 20 metres) and additional landscaping provided. Telegraph poles, lighting columns and a telecoms cabinet will require relocating as set out in the cost spreadsheet.

10.3.11 North of Wedmore Avenue the footway should be widened into the verge over 360 metres (10). The verge will require a low retaining wall along sections of the path north from Wedmore Avenue to create sufficient width for conversion. Telegraph poles, lighting columns and a road sign will require relocating as set out in the cost spreadsheet. Raised table crossings should be constructed where the path crosses the entrances to Wedmore Avenue, Portal Close and at Long Ridings.

10.3.12 The route continues on carriageway along Long Ridings and Ridings Mead (11) to link to the existing shared-use path along Hardenhuish Lane. A zebra crossing (12) links the east side of Hardenhuish Lane with the south side of Barnes Road.

10.3.13 The footway on the south side of Barnes Road between Hardenhuish Lane and Lanhill View (13) should be widened to 2.5 metres and converted to shared-use.

10.3.14 The footpath between Barnes Road and Stainers Way (14), including the spur to Sutherland Crescent, should be widened to 2.5 metres and converted to shared-use.

10.3.15 An existing shared-use path runs parallel to Stainers Way (15) and connects this route to the Hill Rise and Bumpers Farm routes.

10.3.11

10.3.13

Cepen Park cycle route summary				
Linking the station to the north west side of Chippenham on new shared-use paths and quiet streets. Also creating a new link along Park Lane from New Rd to Audley Rd				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Old Rd to Audley Rd	10.3.2—10.3.8: New shared-use paths and zebra crossings	Consultation on changes to parking on Park Lane and traffic regulation order	Short/high	£186,713
John Coles Park to Malmesbury Rd	10.3.9—10.3.11 New shared-use paths and crossings	Agreement for path inside park boundary	Long/high	£227,175
Cepen Park	10.3.13—10.3.15 New shared-use paths		Long/medium	£51,750

10.4 **Hill Rise cycle route**

10.4.1 This route links the station to the north side of Chippenham and the northern development area.

10.4.2 The Little George roundabout at the junction of Upper New Road and Malmesbury Road has a continental style geometry with a tighter radius and a low profile overrun area. The low vehicle speeds make it safer for cyclists. However, the heavy traffic volumes make it unsuitable for less experienced cyclists. There is no scope for an unsegregated cycle facility between Old Road and Malmesbury Road. Improvements to the Foundry Lane arm (10.5.2) will restrict vehicle movements from this direction. In the long-term the junction could be redesigned to incorporate shared-space principles. This would benefit pedestrian and cycle access as well as improving the appearance of this gateway to the town. proposals for this are outside the scope of this report.

10.4.3 Malmesbury Road should be traffic calmed between Little George roundabout and Greenway Avenue (2).

10.4.4

10.4.6

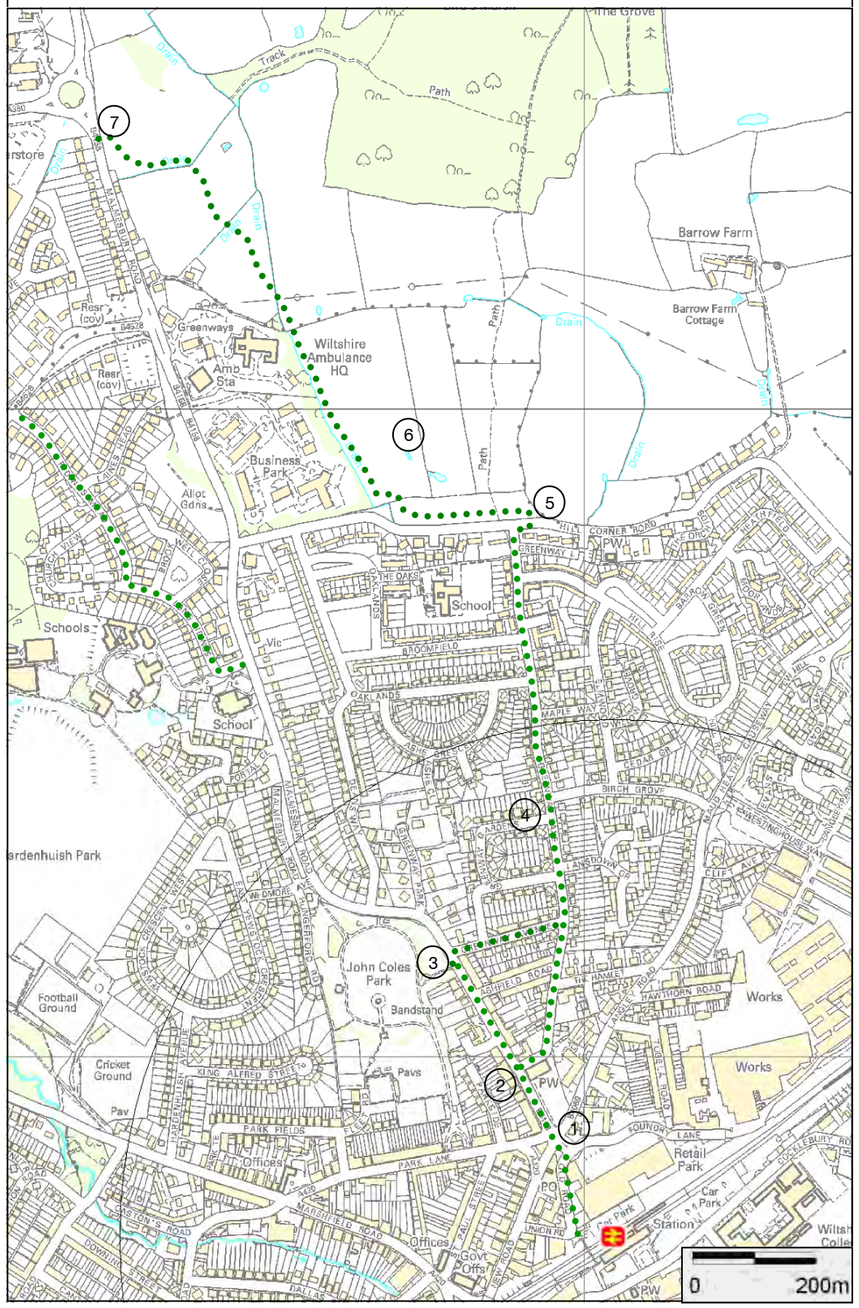
10.4.4 A new zebra crossing should be constructed at the eastern entrance to John Coles Park. (3) The build-out south of the Greenway Avenue junction should be lengthened to the zebra to permit conversion of the footway to shared-use. The new zebra should be constructed on a raised table, creating a gateway feature for the traffic-calmed approach to the Little George roundabout. The existing bus stop north of the park entrance should be relocated further south to accommodate the zebra and shared-use path.

10.4.5 Greenway Lane (4) should be signed as an on-carriageway route. Traffic-calming is recommended.

10.4.6 As part of any new development a new zebra crossing should be constructed over Hill Corner Road west of the junction with Greenway Lane. The footway on the western side of Greenway Lane should be widened and converted to shared-use (5).

10.4.7 From Hill Corner Road a new 1 kilometre cycle path should be built as part of the northern development area (6). This should link to Malmesbury Road, south of the West Cepen Way roundabout (7). From here it can be linked via a crossing to the existing cycle path along the south side of West Cepen Way.

Hill Rise cycle route

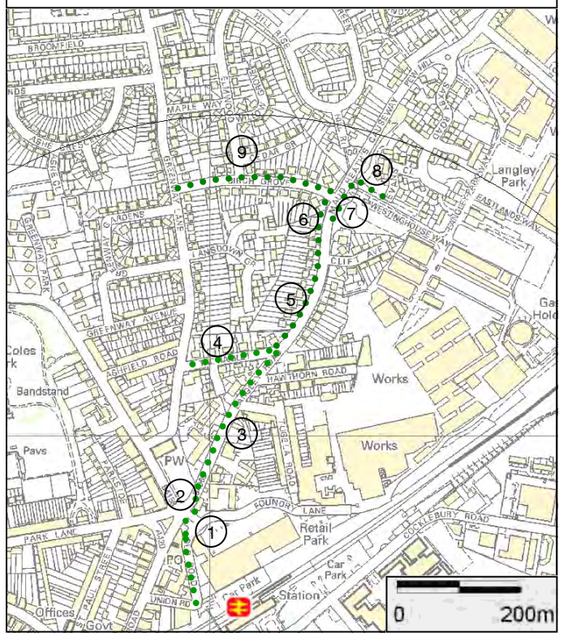


Hill Rise cycle route summary				
Linking the station to the north of Chippenham and the northern development area				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Malmesbury Rd to West Cepen Way	10.4.2—10.4.6: Traffic calming, zebra crossing and shared-use path	Traffic regulation order	Long/low	£251,475

10.5 **Langley Park cycle route**

10.5.1 This route creates an improved link from the northern entrance to the station to Langley Park and the north east side of the town.

Langley Park cycle route



10.5.2 The width of the Foundry Lane arm of the Little George roundabout should be reduced from four lanes to two (1). As well as improving pedestrian safety, by converting the footway on the north side of the crossing to shared-use, cyclists are provided with an alternative to using the busy roundabout.

10.5.3 There is no room for a crossing facility on the Langley Road arm of the roundabout (2). As an alternative the splitter can be widened and lengthened. A coloured surfacing strip should be laid kerb to kerb behind the island. This encourages drivers to leave a space for cyclists to rejoin the carriageway while also reducing traffic speeds of vehicles exiting the roundabout.

10.5.2

10.5.7—10.5.9

10.5.4 There is no width for cycle paths or lanes on Langley Road (3). This should be traffic calmed to a point north of Westinghouse Way. The zebra crossing south of The Hamlet should be raised.

10.5.5 Contraflow cycling (unsegregated) should be permitted along The Hamlet (4) to create a link to the Hill Rise route (10.4).

10.5.6 Between The Hamlet and Birch Grove the western footway on Maude Heath's Causeway should be resurfaced and converted to a 280 metre shared-used path (5).

10.5.7 A toucan crossing should be provided over Maude Heath's Causeway south of the Birch Grove junction (6).

10.5.8 Between the toucan crossing and Westinghouse Way the western footway of Maude Heath's Causeway should be widened into the carriageway to create width for a 40 metre shared-use path and improve sightlines to the toucan crossing (7).

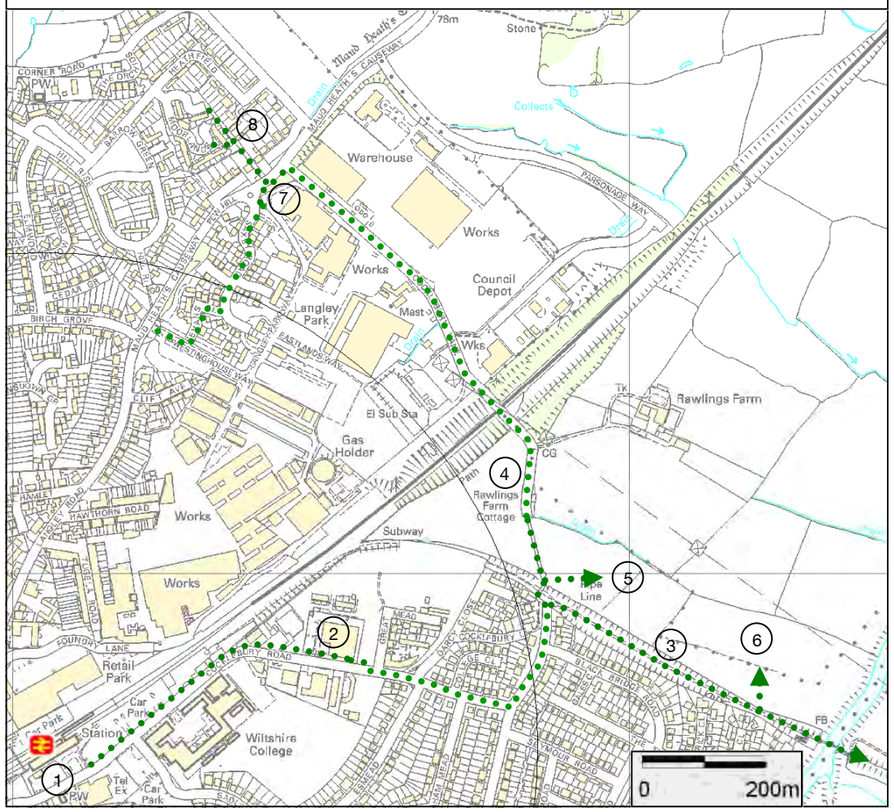
10.5.9 A 30 metre shared-use path should be constructed over the entrance to Westinghouse Way on a raised table, ideally set back from the carriageway edge. The path will link to the existing 3 metre path to Evans Close (8) which should be converted to shared-use and the chicane replaced with staggered bollards. From Evans Close the route links to the Cocklebury Lane route (10.6)

Langley Park cycle route summary				
Providing a cycle link using new shared-paths and quiet streets from the north side of the station to west and north Chippenham.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Langley Rd (south)	10.5.2—10.5.3: Footway conversion and junction modifications		Short/medium	£42,000
Langley Rd to Maude Heath's Causeway	10.5.4—10.5.9: Traffic calming, footway conversions and toucan crossing	Traffic regulation order	Medium/medium	£129,600

10.5 **Cocklebury Lane cycle route**

10.5.1 This route connects the station to the north east development area. A continuation links to Maude Heath's Causeway, creating a route between north Chippenham, the north east development area and the railway path to Calne (National Cycle Route 403). This will combine with other proposed routes to create a circular route around the north side of Chippenham, avoiding the town centre.

Cocklebury Lane cycle route



10.5.2 The route follows the existing shared-use path along the north side of Cocklebury Road (1). The footway between the station entrance and exit should be converted to shared-use to provide continuity along Cocklebury Road and to link to the station entrance.

10.5.3 The easternmost section of footway beside the Wiltshire and Swindon History Centre (2) needs to be converted to shared-use and the end-of-route sign removed.

10.5.4 The route follows Cocklebury Road and Eastern Avenue on carriageway to link to the Chippenham to Calne Railway Path (National Cycle Route 403) (3).

10.5.5 North of Eastern Avenue the old Cocklebury Lane crosses the railway line. This should be surfaced to provide a 270 metre path linking to the north east development area and further north to Maude Heath's Causeway (4).

10.5.5

10.5.9

10.5.6 A further path from south east side of development area should be built to link to the Chippenham to Calne railway path (5).

10.5.7 There is sufficient verge on the east side of Maude Heath's Causeway between Cocklebury Lane and Saxby Road to build a 90 metre shared-use path linking the two (6). From here Saxby Road links to the Langley Park route and the town centre.

10.5.8 A toucan crossing should be built over Maude Heath's Causeway at the entrance to footpath Chippenham 32 (7). Vegetation should be cut back on the west side of the crossing to improve sight lines.

10.5.9 Cycling should be permitted on footpath Chippenham 32. The 160 metre path is wide enough to be surfaced for shared-use, creating a cycle link into north Chippenham (8).

Cocklebury Lane cycle route summary				
Providing a cycle link using shared-use paths and quiet streets from the station to the north east development area, the railway path and a circular route to north Chippenham.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Cocklebury Road to Cocklebury Lane	Footway conversion and byway surfacing		Long/medium	£26,475
Maude Heath's Causeway & Langley Park to Moorlands	New shared-use path, toucan crossing and footpath surfacing/ conversion	Traffic regulation orders	Long/low	£123,000

10.7 **Pewsham (east) cycle route**

10.7.1 This route links the south east side of town to the station using infrastructure that is substantially in place but currently unconnected as part of a signed network. The route uses residential roads and paths which connect to the existing River Avon cycle bridge east of Monkton Park. A new crossing over London Road is proposed and improved paths connect into the Pewsham area.

10.7.2 From the station the route connects to Sadlers Mead via the shared-use path along the north side of Cocklebury Road (1). The main problem for cyclists is crossing Cocklebury Road at the junction with Sadlers Mead (2) where access to the station car park is located. Ideally a mini-roundabout should be located at the junction to give cyclists crossing from the car park entrance priority. Cocklebury Road would also benefit from traffic calming and a 20 mph limit to reduce speeds on the approach to this junction and around the station. This would be consistent with recommendations to the west along Station Hill and on New Road (10.8.4).

10.7.3 The 20mph limit and traffic calming should also be applied to Sadlers Mead (3). Most of Sadlers Mead is a quiet road but the northern section between the leisure centre car park and Cocklebury Road has greater traffic volume.

10.7.4 An existing shared-use path crosses Monkton Park from Sadlers Mead to the River Avon (4).

10.7.5 The path which follows the north bank of the river beside the golf course should be surfaced with asphalt with a width of not less than 2.5 metres (5).

10.7.6 The route crosses the River Avon on the existing cycle bridge (6).

10.7.7 An existing 2 metre asphalt path between Bayden's Lane and Long Close (7) is currently used by cyclists but its status is unclear. This should be added to the network and widened to a minimum of 2.5 metres. The existing barriers should be removed and replaced with staggered bollards.

10.7.8 The ramp to Larkham Close could be widened from 2,2 metres to 2.5 metres and converted to shared-use to provide an additional link onto the route (8).

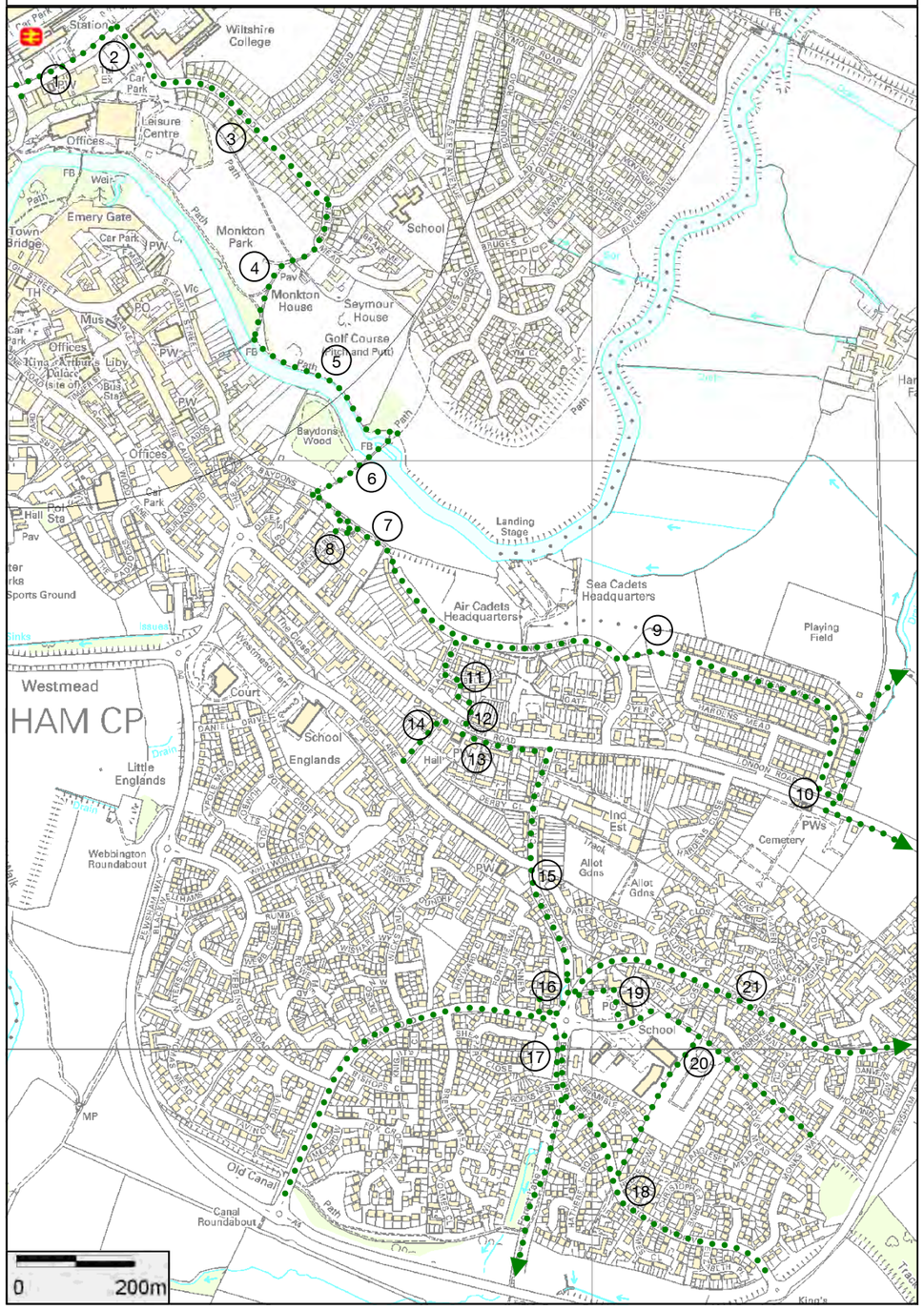
10.7.9 Cycling should be permitted on a short section of path between Long Close and Harden's Mead. This should be widened and flush kerbs added (9).

10.7.10 The short section of shared-use path between Harden's Mead and Abbeyfield School should be signed (10).

10.7.11 Cycling should be permitted on the short section of path which links Habrels Close to London Road (11).

10.7.12 The existing zebra crossing over London Road near The Packhorse pub should be relocated to the east where the path emerges from Habrels Close (12). Constructing a build-out on the north side will ensure adequate sight lines are maintained.

Pewsham (east) cycle route



10.7.13 On the south side of London Road between The Packhorse and Crickets Lane (13) the 2.7 metre wide footway could be widened to 3 metres and converted to shared-use. On the west side of the entrance to Crickets Lane the footway should be widened by 0.5 metres into the carriageway for 20 metres to provide sufficient width for conversion to shared-use.

10.7.12 & 10.7.13

10.7.16

10.7.14 Footpath Chippenham 105 provides a useful link between this section of London Road and Wood Lane (14). The path is wide enough cycling which should be permitted.

10.7.15 The route follows Crickets Lane and Forest Lane (15) on-carriageway.

10.7.16 The footpath from Forest Lane and Lodge Road should be widened to 3 metres on the approach to the zebra crossing and converted to shared-use (16). The western footway on Lodge Road can be widened into the verge and converted to shared-use from the zebra crossing to Canal Road. The northern footway on Canal Road can be widened into the verge and converted to shared-use west from the roundabout and into Tanner Close.

10.7.17 The roundabout splitter on the Canal Road arm of the roundabout should be widened to create space for a 1.8 metre refuge crossing (17). The western footway on Blackthorn Mews between Canal Road and Rooks Nest Close can be widened into the verge and converted to shared-use .

10.7.18 King Henry Drive should be traffic calmed with 1.5 metre advisory cycle lanes in both directions (18).

10.7.19 To connect the Lodge Road zebra crossing to the shared-use path at the rear of the Kings Lodge School a new link is needed through the district centre. There is space to widen the path to the north side of the car park (14) if land owner agreement can be secured. This could be continued north of the shops to link to the existing shared-use path. Alternatively an on carriageway route could be signed through the car park and along the service road to reach the existing shared-use path. The existing shared-use path at the rear of the school stops short of the carriageway and needs extending.

10.7.20 The shared-use path between the district centre and Monks Way should be linked to four adjacent residential roads by widening and converting existing footpaths (20). The barriers at the south-eastern end should be replaced with staggered bollards.

10.7.21 Lodge Road should be traffic-calmed along its length and advisory cycle lanes provided in both directions (21).

Pewsham (east) cycle route summary

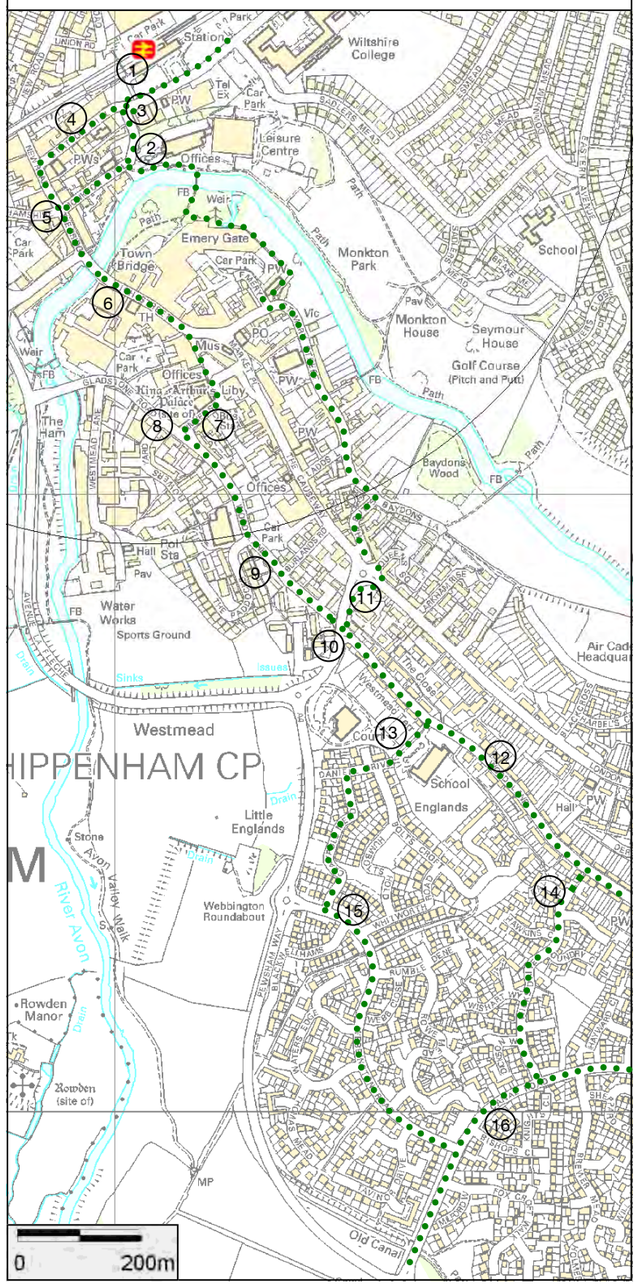
Providing a cycle link using shared-use paths and quiet streets from the station to the south east side of the town using existing and improved paths and a new crossing over London Road.

Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Cocklebury Rd to Monkton Park	10.7.2—10.7.3: Mini-roundabout, 20 mph limit and traffic-calming	Traffic regulation order	Medium/high	£30,300
Monkton Park to Long Close	10.7.4—10.7.6: Path surfacing and widening	Traffic regulation order	Short/medium	£51,450
Bayden's Lane to Larkham Close	10.7.7—10.7.8: Ramp widening	Traffic regulation order	Long/low	£8,850
Long Close to Abbeyfield School	10.7.9—10.7.10: Path surfacing and widening	Traffic regulation order	Short/medium	£19,950
London Rd to Forest Lane	10.7.11—10.7.16: Footway widening and conversion. Zebra crossing	Traffic regulation order	Short/high	£39,450
Lodge Rd to Blackthorn Mews	10.7.17—10.7.18: Widening and con-version of footway. New uncontrolled crossing. Advisory cycle lanes and traffic calming		Long/medium	£58,725
Lodge Rd to Monks Way	10.7.19—10.7.20: Footpath widening and conversion. Advisory cycle lanes and traffic calming.	Landowner agreement	Long/medium	£46,500

10.8 **Pewsham (west) cycle route summary**

10.8.1 This route links the south east side of town to the station via the town centre. The route is mainly on road but includes a new crossing over Avenue la Fleche. Ideally this route uses the High Street but this relies on the daytime cycling restriction being lifted. If this is not possible an alternative route via St Mary's Street and The Butts could be built but would be costlier.

Pewsham (west) cycle route



10.8.2 Cyclists travelling between the station and the town centre have the option of using Station Hill or Monkton Hill. Improvements are recommended for both.

10.8.3 The footway on the north side of Station Hill between the station entrance and the zebra crossing should be converted to shared-use. The footway on the south side should be converted between the zebra and Monkton Hill (1).

10.8.4 Monkton Hill (2) is a one way street and the poor sight lines make it unsuitable for an unsegregated cycle contraflow. The false footway on Monkton Hill should be widened to the maximum width achievable without reducing the running lane below 2.5 metres. This will give a false footway width of approximately 2.4 to 3 metres. The false footway should then be converted to shared-use on a trial basis. To reduce vehicle speeds entering Monkton Hill a raised table should be constructed at the northern end between Station Hill and St Mary's Place (3). If the trial is unsuccessful consideration should be given to closing Monkton Hill to through traffic south of the junction with St Mary's Place.

10.8.5 Station Hill should be traffic calmed and a 20mph speed limit introduced as part of a town centre limit (4). There is insufficient width for cycle lanes or paths without the loss of on-street car parking. This is likely to be unacceptable for local businesses. The mini-roundabout at the western end of Station Hill should be domed.

10.8.6 A 20mph limit should also be applied to New Road (5). It has a vehicle-oriented character which should be addressed by more substantial improvements, particularly for pedestrians The introduction of raised zebra crossings is recommended as minimum. This would benefit cyclists by reducing vehicle speeds. This is discussed further under the New Road to Wood Lane pedestrian route (10.16.2).

10.8.7 The daytime cycling restriction on the pedestrian section of the High Street (6) should be lifted. Advice on this issue is set out in TAL 9/93 Cycling in Pedestrian Areas. This emphasises that, on the basis of research, there are no real factors to justify excluding cyclists from pedestrianised areas. This was confirmed by TRL research "Cycling in Vehicle Restricted Areas" (2003) that established that cyclists alter their behaviour according to the density of pedestrian traffic by modifying their speed or dismounting. Furthermore, the evidence of the case studies contained within the report shows that very few collisions actually occur between cyclists and pedestrians. It also showed that as pedestrian flows rise, the incidence of cyclists choosing to push their cycle also rises and those cyclists who continue to ride tend to do so at a lower speed. The lifting of the restriction could be done on a trial basis but care should be taken to ensure robust evidence is gathered, for instance by the use of CCTV footage to understand pedestrian and cycle behaviour.

10.8.8 The design of Market Street and Timber Street (7) is discussed in more detail under pedestrian issues (10.16.3 and 10.16.4). As a minimum both roads require a weight restriction (excluding buses) and a 20mph speed limit. The road is used as a cut-through by some heavy goods vehicles despite the availability of more suitable access via Avenue la Fleche.

10.8.9 The Timber Street/Burlands Road junction could be improved for cyclists by the introduction of a mini-roundabout (8).

10.8.10 Wood Lane (west of Avenue La Fleche) and Burlands Road should form part of a central 20mph zone which should be supported by traffic calming (9).

10.8.11 The existing crossing over Avenue La Fleche between the western and eastern arms of Wood Lane should be replaced with a toucan crossing on a more direct alignment (10). This will require a redesign of the junction with Wood Lane (east). A short section of shared-use path should be constructed on the north side of the entrance to Wood Lane (east) by widening into the carriageway and removing the splitter island. The toucan crossing will link the new path to Wood Lane (west) via another short section of shared-use path on the west side of Avenue La Fleche.

10.8.4

10.8.11

10.8.12 There is space to widen the footway on the east side of Avenue La Fleche between Wood Lane and London Road (11) into the verge to enable it to be converted to shared-use. This would create a longer but quieter link to the town centre or station if combined with two new crossings over the roundabout at the northern end of Avenue La Fleche. The new path will require the entrance to the Job Centre to be modified to reduce the turning radius. The splitters on the London Road and Queens Square arms of the roundabout should be modified to create 1.8 metre refuges. The left turn lane exiting from Queens Square should be removed entirely. The connecting footway on London Road can be converted to shared-use. The connecting footway to The Butts should be widened and converted.

10.8.13 Wood Lane should be traffic calmed and subject to a 20mph limit (12).

10.8.14 Footpath Chippenham 18 links Wood Lane with Daniell Drive (13) over a distance of 80 metres. This is wide enough for shared-use and cycling should be permitted.

10.8.15 A 40 metre footpath links Wood Lane to Wicks Drive (14). This should be widened to 2.5 metres, the barriers removed and cycling permitted.

10.8.16 Webbington Road should be traffic calmed and advisory cycle lanes provided in both directions (15). The northern footway on Webbington Road between Rumble Dean and Claypole Mead is wide enough for conversion to shared-use.

10.8.17 Canal Road should be traffic calmed and advisory cycle lane provided in both directions (16).

Pewsham (west) cycle route summary

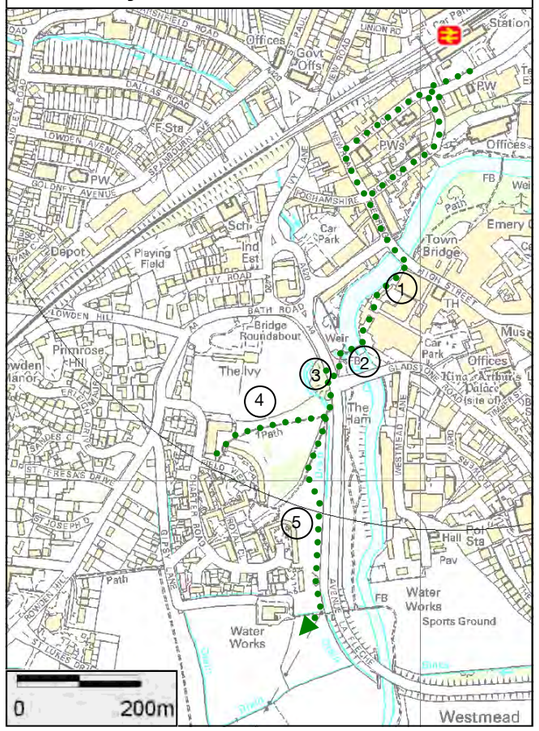
A cycle link from the station to the south east side of the town via the town centre using traffic-calmed streets, some converted footpaths and a new crossing over Avenue la Fleche.

Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Monkton Hill	10.8.3—10.8.4: Widen false footway and permit shared-use, raised table and footway conversion	Traffic regulation order	Short/medium	£12,600
New Road to The Bridge	10.8.5—10.8.6: 20mph limit and new crossings	Traffic regulation order	Medium/medium	£48,600
High Street	10.8.7: Remove cycle restrictions	Traffic regulation order	Short/high	£3,900
Market Place to Wood Lane	10.8.8—10.8.10: 20 mph limit, traffic calming and weight restriction	Traffic regulation order	Medium/medium	£12,900
Avenue la Fleche (Wood Lane crossing)	10.8.11: Toucan crossing and junction modifications	Traffic regulation order	Short/high	£86,250
Avenue la Fleche to Queen's Square	10.8.12: New shared-use path, refuge crossings and footway conversion		Long/medium	£53,250
Avenue la Fleche to Daniell Drive and Wicks Drive	10.8.13 –10.8.15: Traffic calming, footpath conversion and widening	Traffic regulation order	Short/high	£11,700
Webbington Road	10.8.16: Footway conversion, traffic calming and advisory cycle lanes		Long/medium	£32,400
Canal Rd	Traffic calming and advisory cycle lanes		Long/low	£29,400

10.9 **Rowden cycle route**

10.9.1 This route is a link between the town centre and the south western development area. The majority of new housing allocated in the Local Development Framework will be in this area. This route is needed to provide an alternative route to the busy A4. It also links to the North Wilts Rivers Route, a leisure path which connects to the Wilts & Berks Canal.

Rowden cycle route



10.9.2 An existing 40 metre long riverside path runs along south side of the Avon towards the Town Weir (1). The width varies between 3.2 metres and 1.8 metres. It should be resurfaced, widened towards the riverbank and benches relocated to create a clear and wider path. The route goes through the undercroft into the small car park by the Town Weir.

10.9.3 The route crosses the Town Weir bridge. The bridge is 1.8 metres wide and should be replaced with a 3 metre wide structure paid for as part of any new development in the south west development area (2). From Town Weir to Avenue La Fleche a second 1 metre wide bridge needs replacing with a 3 metre wide structure. The footpaths on both approaches should be widened to 3 metres (2).

10.9.4 Unless a bridge or subway is constructed further south the only way across Avenue la Fleche is at the Gladstone Street junction (3). The existing signalised crossing on the north side of the crossing should be upgraded and the refuge widened if possible (although there is little width to do this). On the west side of Avenue la Fleche the 1.5 metre footway should be widened to 3 metres and converted to shared-use. This will require excavation and retaining of the adjacent bank as well as the loss of some trees and relocation of lighting columns.

10.9.5 From Avenue La Fleche links should be built west (4) into the existing residential development (by widening existing paths) and south (5) to the development area. This will require land owner agreement. At the southern boundary of the existing residential development a ditch requires culverting and the path will have to cross an 2 metre high embankment by a mixture of excavation and banking.

10.9.2

10.9.2

Rowden cycle route summary				
Providing a cycle link from the town centre to the South West Development Area				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
High St to SW Development Area	10.9.2—10.9.3 New cycle paths and two new bridges	Planning permission and land owner agreement	Long/high	£219,600

10.10 **Frogwell cycle route**

10.10.1 This route links the town centre to the west side of Chippenham through a combination of traffic calmed streets and new shared-use paths. This route also connects to the Hill Rise route to create a link between the west and north side of the town. The route also creates a link into the town from Corsham and for National Cycle Route 403 (which runs south to Lacock and Melksham).

10.10.2 Station Hill to New Road (1) should form part of a central, traffic calmed 20mph zone and is discussed in more detail under 10.8.5 and 10.8.6. The gateway to the 20mph limit should be marked in the vicinity of the railway bridge (2).

10.10.3 Between New Road, Dallas Road and St Pauls Road (3) the footways on east and west sides of the junction are 3 metres wide and can be converted to shared-use. The footways on the south side and in the central island require widening before conversion. The three signalised crossings should be upgraded to toucan crossings when the equipment is due to be replaced. These measures will enable inbound cyclists to avoid following the gyratory via Park Lane to reach town centre. Outbound cyclists will be able leave the carriageway on New Road and rejoin on the north side of the junction if they wish. Advanced stop lines should be added at each signal. An advisory contraflow can be marked on the south-bound side of New Road under the railway arch. This would permit cyclists rejoining the carriageway after the signal to continue south while northbound traffic is on green.

10.10.4 The route follows Dallas Road, Spanbourne Avenue, Goldney Avenue, Audley Road and Sheldon Road (4) on carriageway, all of which should be traffic calmed.

10.10.5 The double mini-roundabout at the junction of Sheldon Road and Frogwell (5) can be improved for cyclists by tightening the junction radii, adding domes and raising the zebra crossing. The footways on the approaches to the zebra crossing linking to Frogwell and Derriads Lane should be widened and converted to shared-use.

10.10.3

10.10.5 & 10.10.6

10.10.6 A raised crossing should be constructed over the entrance to Sheldon Lane. Immediately south from Sheldon Lane the eastern Hungerdown Lane footway (6) can be widened to 2.7 metres into the carriageway for 50 metres and converted to shared-use. The refuge on the southern arm of the mini-roundabout can be moved 1 metre into the northbound carriageway to create width for the footway widening.

10.10.7 By widening the footway into the verge the shared-use path can be extended along the east side of Hungerdown Lane (7) for 920 metres as far as the zebra crossing south of Westcroft. Raised table crossings should be used to increase cycle priority over side turnings.

10.10.8 South of Westcroft the 1.7 metre wide footway has no verge for 60 metres. The communal gardens of the adjacent flats (8) appear underused and it may be possible to negotiate a dedication agreement to enable widening and conversion. If this is not possible there is sufficient width to widen and convert the west side footway between two zebra crossings north and south of the pinchpoint. This would enable a continuous route to be built using both sides of the road.

10.10.9 The shared-use path on the western side of Hungerdown Lane should be extended to link between Derriads Lane and Queens Crescent (9).

10.10.10 Queens Crescent (10) should be traffic-calmed as a link into the residential area west of Hungerdown Lane.

10.10.11 The zebra crossing south of Westcroft (11) should be moved south to a point adjacent to the cycle path to Goodwood Way. The bus stop should be moved further north to make room for the zebra. The western footway south from the zebra crossing should be widened into the verge, from 2 metres to a minimum of 2.5 metres, for 50 metres, cutting back the hedge where necessary, and converted to shared-use.

10.10.12 The splitter on the western arm of the Bath Road roundabout (12) should be widened and lengthened to enable the uncontrolled crossing to be moved further away from the junction. A signalised crossing over the Bath Road would be preferable but there is insufficient space between the roundabout and the filling station.

10.10.13 West of the Bath Road the northern footway on Saltersford Lane (13) should be widened for 100 metres and converted to shared-use as far as the footpath to Methuen Park. An uncontrolled crossing should be located on the splitter island at the entrance to Saltersford Lane and the carriageway narrowed to reduce vehicle speeds exiting the roundabout. A short section of shared-use path should be constructed on the south side of the entrance to Saltersford Lane. This should link to the existing path adjacent to Bath Road and will create a safe entry point onto Saltersford Lane for westbound cyclists.

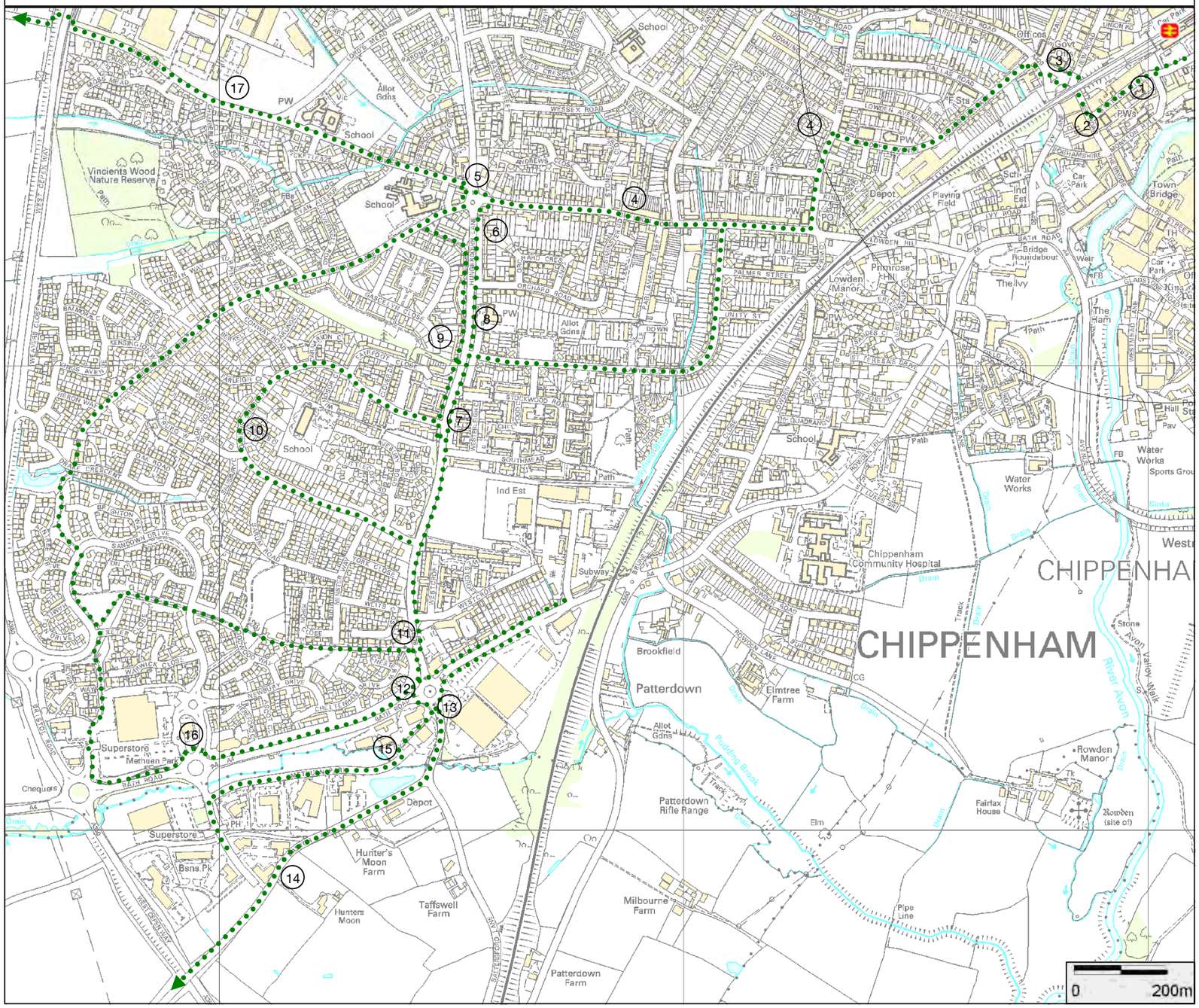
10.10.14 From Saltersford Lane a cycle route to Corsham should be signed along Easton Lane (14) and the quiet roads to the west. From here National Cycle Route 403 also links to Lacock and Melksham.

10.10.15 Cycling should be permitted on the 3 metre path from Saltersford Lane to Methuen Park (15). The barriers should be replaced with staggered bollards.

10.10.16 There is a gap in the shared-use path on the north side of Bath Road at the Sandown Drive roundabout (16). The footway should be widened for 70 metres into the verge, which will need retaining, and converted to shared-use.

10.10.17 West from Hungerdown Lane cyclists can follow Derriad's Lane towards Biddestone and the Wiltshire Cycleway and National Cycle Route 254 via an existing bridge over the A350 (17). No improvements are necessary but this should be signed as a leisure/tourist route from the centre of Chippenham.

Frogwell cycle route



10.10.11

10.10.12

Frogwell cycle route summary				
Providing a cycle link from the town centre to the west side of Chippenham including Methuen Park				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station Hill to New Rd	10.10.2: Traffic calming and 20mph limit		Medium/medium	£12,750
New Road to Dallas Rd	10.10.3: Footway widening and conversion		Short/medium	£31,800
Dallas Road to Hungerdown Lane	10.10.4: - 10.10.5: Traffic calming, 20mph limit, junction redesign and new shared-use paths	Traffic regulation order	Short/medium	£80,400
Hungerdown Lane (south)	10.10.6—10.10.15: New shared-use paths and relocated zebra crossing	Traffic regulation order and third party land	Short/high	£230,925
Bath Rd	10.10.16: Foopath widening and conversion	Third party land	Long/low	£27,750

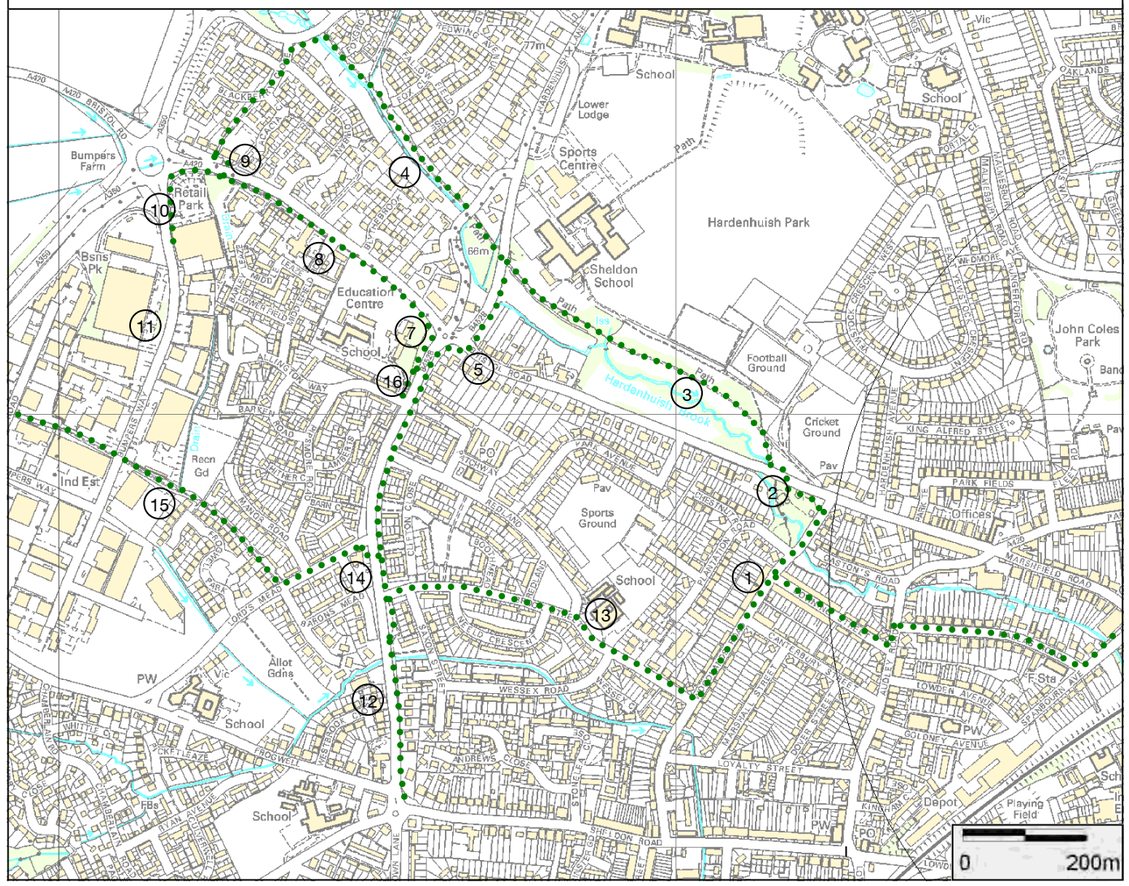
10.11.3

10.11.8

10.11 **Bumpers Farm cycle route**

10.11.1 This route links the north west side of the Chippenham to the town centre. It connects to the Frogwell route at Dallas Road and the Cepen Park route at Audley Road. The route uses a mixture of new and existing cycle paths as well as quiet streets.

Bumpers Farm cycle route



10.11.2 Wood Lane should be traffic calmed (1). Vehicle speeds travelling south from Bristol Road are noticeably high. In particular a blind spot for cyclists turning right from Downing Street should be mitigated by speed cushions to the north of the junction.

10.11.3 A new 90 metre long shared-use path should be constructed on the south side of Bristol Road from Wood Lane to the signalised crossing next to the football club car park (2). A ramp will need to be cut into the 1.5m high bank on the north side of Wood Lane at this point.The crossing should be upgraded to a toucan when the equipment is due for replacement. On the north side of Bristol Road, 30 metres of 1.6 metre wide footway should be widened into the car park and converted for shared-use.

10.11.4 From the Bristol Road an existing cycle path connects to Hardenhuish Lane. Where the path passes close to the stream (3) the bank is being under cut and the path at risk of subsidence. A gabion retaining wall should be constructed to retain the path.

10.11.5 Two existing cycle routes link Hardenhuish Lane to Bumpers Farm and the residential area to the north west. The first is a combination of paths and on-road via Stainers Way. The second is a shared-use path on the south-west side of Bristol Road. Both are need of improvement.

10.11.6 North of Hardenhuish Lane a 380 metre cycle path links to Stainers Way and the residential area of Cepen Park (4). The path is only 2 metres wide and should be widened to 2.5 metres minimum. This will require the relocation of approximately 20 lighting columns. Barriers should be replaced by staggered bollards. This route links to Bristol Road and Bumpers Farm via Blackberry Close.

10.11.7 An existing shared-use path runs along almost the entire length of the eastern side of Hardenhuish Lane. At the western end it links to a signalised crossing over Bristol Road (5) which should be upgraded to a toucan when it is due for replacement. On the south side of Bristol Road a shared-use path continues to the west.

10.11.9

10.11.15

10.11.8 A zebra crossing is needed across Hungerdown Lane near the junction with Bristol Road (6). This could replace the zebra crossing approximately 100 metres to the south. The footway on the west side of Hungerdown Lane between Bristol Road and Allington Way (7) should be widened and converted to a new 100 metre long shared-use path.

10.11.9 To increase priority and safety a raised table crossing should be constructed over the entrance to Middleton Road from Bristol Road (8).

10.11.10 A new toucan crossing should be located on the Bristol Road approximately 80 metres east of the Cepen Way roundabout (9). This is to replace an uncontrolled crossing at the roundabout splitter. A new shared-use path should be constructed on the north side of Bristol Road from the new toucan to the residential cul-de-sac and cycle path to the west.

10.11.11 A raised table should be constructed over the entrance to Bumpers Farm Retail Park (10).

10.11.12 Traffic can be fast along Bumpers Way. Traffic-calming is recommended for all the main access roads in the Bumpers Way industrial estate (11).

10.11.13 North from Sheldon Road the footway on the east side of Hungerdown Lane (12) should be widened and converted to shared-use, connecting to the existing path near Bristol Road. Raised table crossings should be used to increase cycle priority over side-turnings. Retaining walls will be needed for the section opposite the Esso garage where the footway is below carriageway level.

10.11.14 A route to the south side of Bumpers Farm from the town centre can be signed along Wood Lane, Brook Street and Lord's Mead (13). To enable a safe off-set crossing of Hungerdown Lane, the zebra crossing (14) north of Brook Street should be relocated closer to the junction with Lord's Mead. A short section of shared-use path should be built on the west side to link into Lord's Mead.

10.11.15 Bridleway Chippenham 33 can be used to access Bumper's Farm industrial estate from Lord's Mead (15). It should be widened from its current width of 2.1 metres to a minimum of 2.5. Flush kerbs are needed where it crosses and Bumpers Way and Vincent Road. Because the entrances tend to be blocked parking restrictions are also needed on Bumpers Way and Vincent Road.

Bumpers Farm cycle route summary

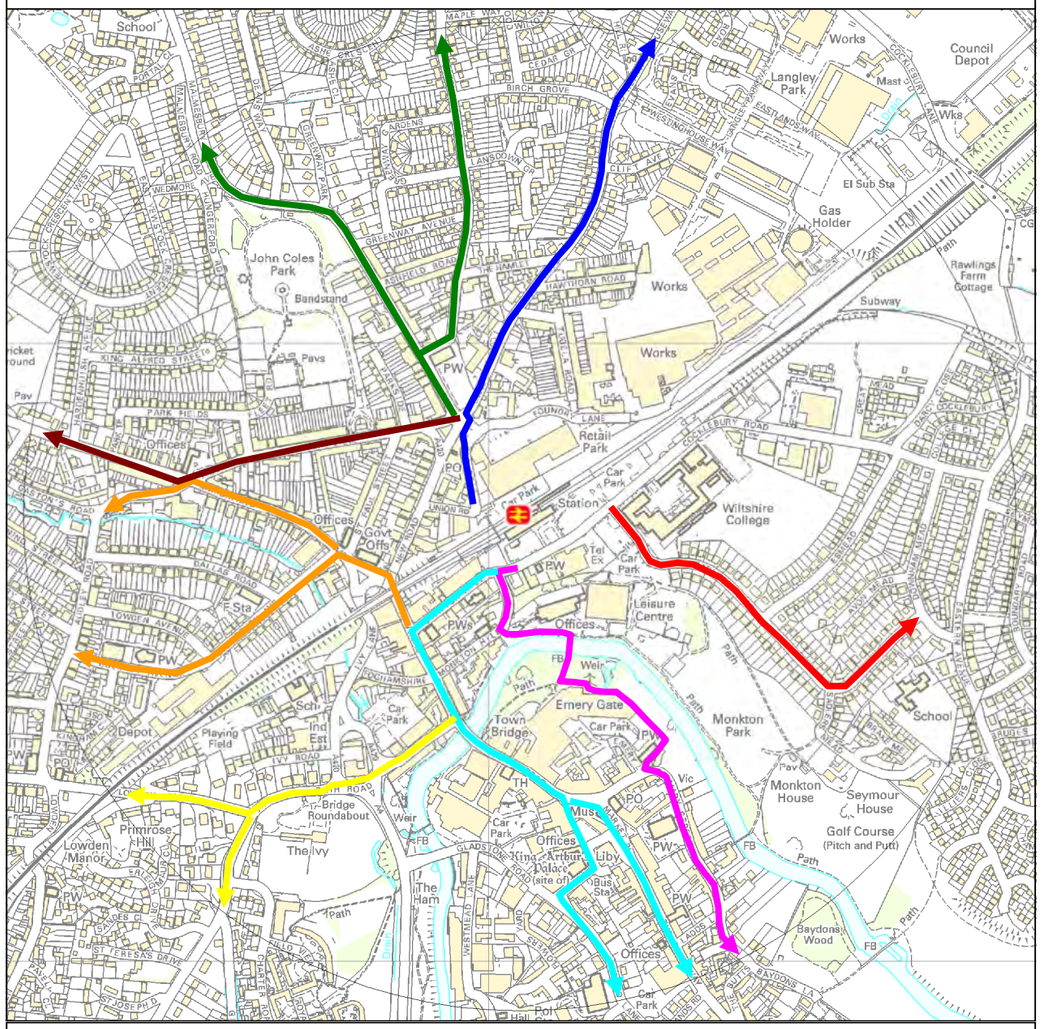
Providing a cycle link from the town centre to the north west side of Chippenham including Bumpers Farm industrial estate

Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Woodland Road to Sheldon School	10.11.2—10.11.3: Traffic calming and new shared-use path	Traffic regulation order and third party land	Short/medium	£39,825
Bristol Rd to Bumpers Farm	10.11.4—10.11.5 & 10.11.7—10.11.10: New crossings	Traffic regulation order	Long/medium	£161,775
Bumpers Farm	10.11.11—10.11.12: New crossings and traffic calming	Traffic regulation order	Long/medium	£39,750
Hardenhuish Lane to Stainers Way	10.11.6: Path widening		Long/low	£61,800
Hungerdown Lane (north)	10.11.13—10.11.14: New shared-use paths and relocated zebra crossing	Traffic regulation order	Short/high	£190,950
Lords Mead to Vincent Way	10.11.15: Improvements to bridleway and uncontrolled crossings	Traffic regulation order	Long/low	£53,175

10.12 **Chippenham Pedestrian issues**

Pedestrian access south from the station towards the town centre is well served with a number of links and a zebra crossing over Station Hill. South of the station the main barriers within the 800m buffer are beyond the town centre itself around Market Place and St Mary Street. Here the constraints over the road network have prevented the introduction of adequate crossing facilities for pedestrians approaching the town centre from the south. To the immediate north of the station pedestrian access is via Old Road. Here the street layout is car-oriented. Further north around the Malmesbury Road/New Road roundabout there is only limited crossing provision for a number of different desire lines across each arm.

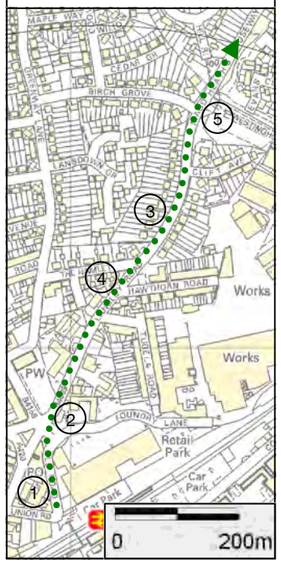
Chippenham pedestrian routes— overview



10.13 **Old Road to Langley Road pedestrian route**

10.13.1 This route connects the northern station access with Langley Park. The measures around Old Road benefit all pedestrians approaching the station from the north.

Old Road to Langley Road pedestrian route



10.13.2

10.13.2 The station is accessed from the north via the station car park or the footbridge at the southern end of Old Road (1) In both cases pedestrians have to cross the carriageway and share the vehicle access into the car park. There is no scope to provide a segregated facility so a raised table should be constructed to reduce vehicle speeds and create a more formal area of shared space.

10.13.3 A raised table should be situated at the northern end of Old Road, south of the junction with Foundry Lane (2). As well as providing a crossing facility more suited to pedestrian flows to the station and the retail park, this will reduce traffic speeds on the entry to Foundry Lane and emphasise to drivers that they are entering a more pedestrian-oriented environment. As recommended under the cycle measures (10.4.2) the entrance to Foundry Lane from the roundabout should be narrowed to one lane in and out. The crossing distance is too wide in such close proximity to the roundabout exit. Ideally this should be achieved by building out from the kerb. Although there are peak hour queues of traffic leaving the station after the arrival of a train, they tend to clear quickly and do not appear to be significantly relieved by the second lane.

10.13.4 Flush kerbs are required over side-turnings along Langley Road and Maude Heath's Causeway as detailed in the cost spreadsheet.

10.13.5 Two new uncontrolled crossings are needed on Langley Road and Maude Heath's Causeway between the roundabout and the entrance to Langley Park (3). On Maude Heath's Causeway build outs should be used to reduce crossing widths, to protect against obstruction and as a traffic calming measure.

10.13.6 The zebra crossing over Langley Road south of The Hamlet needs to be repainted and the anti-skid surfacing renewed (4). Under the cycle measures (10.4.4) it is recommended that this is raised as a traffic calming measure.

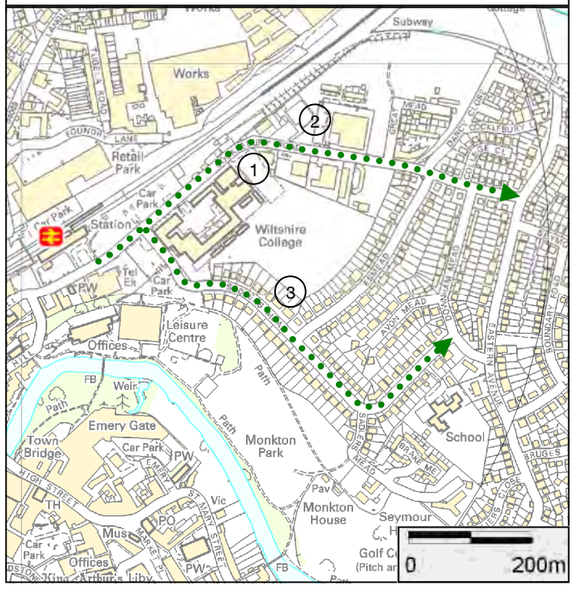
10.13.7 A new toucan crossing over Maude Heath's Causeway (5) is recommended as part of the cycling measures (10.4.7).

Old Road to Langley Road pedestrian route summary				
Improving safety and accessibility on the desire line between the station and Langley Park.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Old Rd to New Rd	10.13.2—10.13.3: Raised tables and junction improvement		Short/medium	£45,900
Langley Rd to Maud Heath's Causeway	10.13.4—10.13.7: Flush kerbs, uncontrolled crossings and zebra improvements	.	Long/low	£36,000

10.14 **Cocklebury Road pedestrian route**

10.14.1 This route connects the station to the residential and employment areas to the east including Wiltshire College and the Wiltshire & Swindon History Centre.

Cocklebury Road cycle route



10.14.2 The south side footway on Cocklebury Road (1) is in poor condition and should be resurfaced east from Saddlers Mead for approximately 440 metres.

10.14.3 At a number of side accesses, including the entrance to Wiltshire College, crossovers should be formed to ensure footway continuity and reduce vehicle speeds. The locations are set out in the cost spreadsheet.

10.14.4 The entrance to the Wiltshire and Swindon History Centre (2) is wide and at-grade. A raised table crossing should be constructed to ensure surface continuity and reduce vehicle speeds.

10.14.5 The east side footway on Saddlers Mead (3) is in poor condition and should be resurfaced for approximately 560 metres between Cocklebury Road and Esmead.

10.14.6 Flush kerbs are located on Cocklebury Road along the north side shared-use path and on the south side around the Old Market development. New flush kerbs and uncontrolled crossings are required elsewhere on Cocklebury Road, Saddlers Mead and the streets branching off at locations specified in the cost spreadsheet.

Cocklebury Road pedestrian route summary				
Improving safety and accessibility on the desire line between the station, Wiltshire College, the Wilshire History Centre and residential areas to the east				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Cocklebury Rd (west)	10.14.2—10.14.4: Footway improvements and flush kerbs		Medium/low	£12,458
Cocklebury Rd to Eastern Ave	10.14.5—10.14.6: Footway improvements, flush kerbs and uncontrolled crossings	.	Long/low	£79,638

10.15 **Monkton Hill to St Mary's Street pedestrian route**

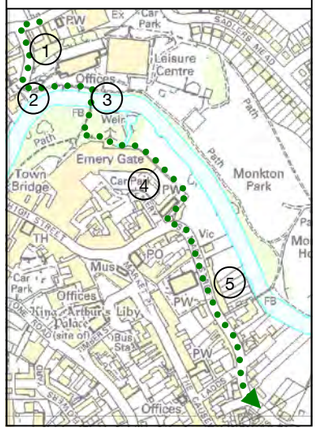
10.15.1 This route links the station with the council offices and the south east side of the town centre via Monkton Park.

10.15.2 A raised table at the northern end of Monkton Hill near the junction with Station Hill (1) will reduce vehicle speeds on entry and emphasise the pedestrian-oriented environment.

10.15.3 Flush kerbs are needed either side of the entrances to the council offices and Monkton Park (2). Three new crossovers are required along the south side footway between the council Offices and New Road.

10.15.4 The route connects to the south side of the River Avon via existing paths in Monkton Park (3).

Monkton Hill to St Mary's St pedestrian route



10.15.5

10.15.5 The Tesco Metro and Iceland stores on Emery Lane (4) generate a lot of traffic, often entering and leaving the car parks at speed. The environment needs to be made more pedestrian friendly. Raised tables should be constructed at either end of Emery Lane to reduce vehicle speeds and allow for a diverse range of pedestrian movements. The carriageway width should be reduced as far as possible using bollards although the scope for this is limited by the need to allow for delivery vehicles.

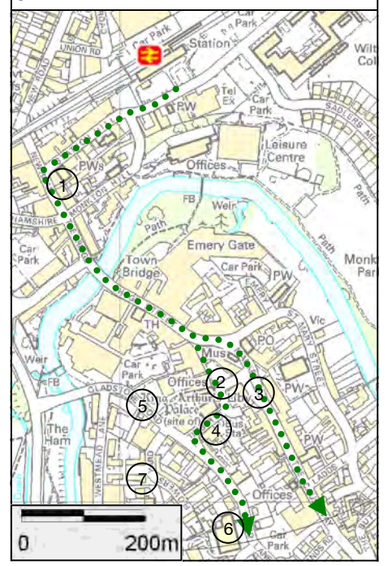
10.15.6 Flush kerbs and crossovers should be provided on St Mary's Street and The Butts (5) as specified in the cost spreadsheet.

Monkton Hill to St Mary's Street pedestrian route summary				
Improving safety and accessibility on the desire line between the station, the council offices and the south east side of the town centre.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Monkton Hill	10.15.2—10.15.3: Raised table, flush kerbs and new cross-overs		Medium/low	£10,898
Emery Lane to The Butts	10.15.5—10.15.6: Raised table, flush kerbs and new cross-overs	.	Medium/low	£28,500

10.16 **New Road to Wood Lane pedestrian route**

10.16.1 This desire line links the station to the south side of Chippenham via the town centre. In particular this route links the railway station to the bus station.

New Rd to Wood Lane pedestrian route



10.16.2 Hamilton-Baillie Associates 2009 Chippenham Gateway study recommended improvements to New Road (1) to make it more pedestrian friendly and reduce traffic speeds. The study recommended; "Redefining the widths of footways, carriageways and the location of on-street parking to establish a low-speed environment appropriate to the civic context". This includes changes to car parking, carriageway and footway widths. This study supports these conclusions but any specification would require design proposals which are outside the scope of this study. As a minimum new raised zebra crossings south of the Station Hill junction and north of the Bath Road junction will encourage slower vehicle speeds as well as improving pedestrian safety. Flush kerbs and tactile paving is recommended at locations specified in the cost spreadsheet.

10.16.3 The area at the southern end of the High Street around Market Place (2) is very poor from a pedestrian point of view. The north-south desire lines are poorly served by narrow or no refuge crossings. Market Place is constrained because it is used by buses in both directions. This area was not covered by the Chippenham Gateway report but would benefit from a detailed urban design study.

10.16.4 Suggested measures for the location include carriageway narrowing, possibly with the use of overrun areas. The use of kerb-to-kerb stone paviour strips can change the character of the location without the full expense of a shared space scheme. These can be used to define new uncontrolled crossing points and gateway locations. The refuge crossing adjacent to The Bear is too narrow and should be removed to enable the carriageway to be narrowed. A weight restriction (excluding buses) should be imposed to remove the heavy goods vehicles which use Timber Street as a cut-through.

10.16.4 & 10.16.5

10.16.4

10.16.5 North of the war memorial a raised table should be located on the western arm of the mini-roundabout (3). There is currently no provision for this pedestrian desire line. Similarly a raised table should be provided at the car park entrance to the south of the war memorial.

10.16.6 An additional uncontrolled crossing is recommended over The Causeway near number 49.

10.16.7 The zebra crossing on Timber Street (4) should be repainted and could be raised as part of any re-design of the area.

10.16.8 The zebra crossing on Gladstone Road (5) should be repainted and the anti-skid surfacing renewed. A new zebra crossing should be located north of the junction with Timber Street.

10.16.9 On Wood Lane, outside the police station (6), the footway should be widened to reduce the junction radius and create a more direct crossing point over the entrance to The Paddocks. New crossovers should be provided over the car park entrances on the east side.

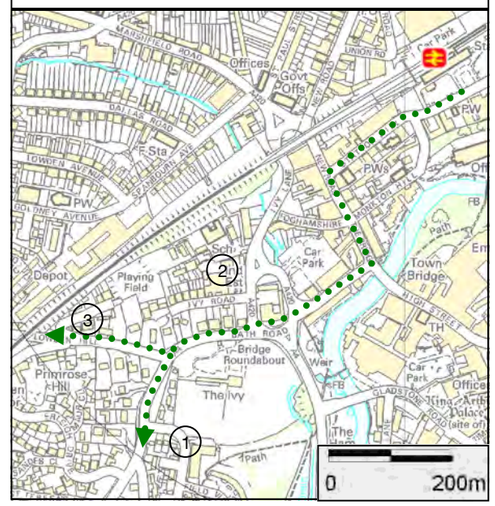
10.16.10 Additional flush kerbs and tactile paving is needed around the Flowers Yard/Westmead Lane area (7) as specified in the cost spreadsheet.

New Road to Wood Lane pedestrian route summary				
Improving safety and accessibility on the desire line between the station, the town centre, the bus station and the south of Chippenham				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
New Rd to The Causeway	10.16.2—10.16.7: Highway redesign to include new surfacing, footway widening, uncontrolled crossings and raised tables.	Traffic regulation order for weight restriction	Medium/medium	£51,885
Gladstone Rd and Wood Lane	10.16.8—10.16.10 Footway improvements, flush kerbs and zebra improvements	.	Long/low	£38,568

10.17 **Bath Road pedestrian route**

10.17.1 This route links the south west side of the town centre to the station although the residential area within the 800 metre buffer is relatively small.

Bath Road pedestrian route



10.17.2 No improvements are recommended for Bath Road itself. Although this is an unattractive pedestrian environment due to the high traffic levels, it is well served by signalised crossings and level access.

10.17.3 Flush kerbs and tactile paving are needed at Charter Road (1) and Ivy Road (2). An improved crossover at Lowden Hill (3) is recommended.

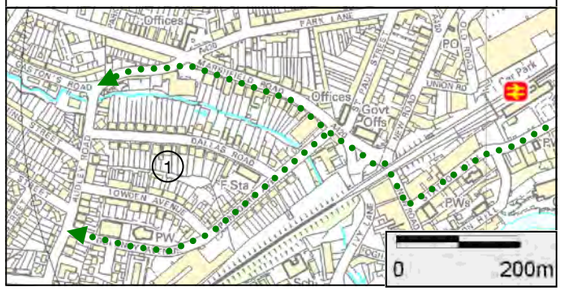
Bath Road pedestrian route summary				
Improving accessibility at Charter Road and Lowden Hill				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Bath Road	10.17.3: Flush kerbs and improved crossover		Long/low	£12,750

10.18 **Marshfield Road to Audley Road pedestrian route**

10.18.1 This route links the town centre to the residential areas on the west side of Chippenham.

10.18.2 Recommended improvements in the area around Marshfield Road, Dallas Road and Audley Road (1) are limited to flush kerbs, tactile paving and improvements to crossovers. These are set out in detail the cost spreadsheet.

Marshfield Rd to Audley Rd pedestrian route



Marshfield Road to Audley Road pedestrian route summary				
Improving accessibility from the town centre to the west side of Chippenham				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Marshfield Rd to Audley Rd	10.18.2: Flush kerbs, tactile paving and improved crossover		Medium/low	£60,720

10.19 **Park Lane to Bristol Road pedestrian route**

10.19.1 This route links the north side of the railway station to the west side of Chippenham.

10.19.2 The area around the northern station entrance has been covered under 10.13.3 and access over New Road and Park Lane (1) is well served by three zebra crossings.

10.19.3 Flush kerbs are required over the side-turnings off Park Lane at locations specified in the cost spreadsheet (2).

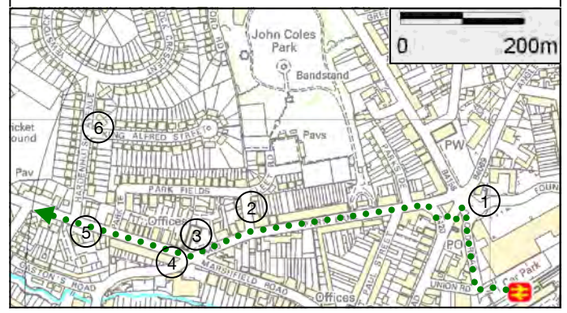
10.19.4 New zebras are required at the junction of Park Lane and Bristol Road (3). These have been prioritised under the cycle measures (10.3.7).

10.19.5 A raised table crossing is recommended at the entrance of Audley Road (4) as part of the cycle improvements. This is a key desire line with no space for a zebra crossing.

10.19.6 Flush kerbs are recommended at the side-turnings off Bristol Road (5) as specified in the cost spreadsheet.

10.19.7 Flush kerbs are recommended at all the junctions between residential streets north of Bristol Road (6) as specified in the cost spreadsheet.

Park Lane to Bristol Rd pedestrian route



Park Lane to Bristol Road pedestrian route summary				
Improving accessibility from the northern station entrance to the west side of Chippenham				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Park Lane to Bristol Rd	10.19.3—10.19.4: Flush kerbs		Medium/low	£28,500
North of Park Lane	10.19.6—10.19.7: Flush kerbs and footway lengthening		Long/low	£25,500

10.20 **Malmesbury Road pedestrian route**

10.20.1 This route extends north from the railway station along Malmesbury Road and to the adjacent residential streets on the northern side of Chippenham.

10.20.2 The pedestrian route across the southern arm of the Little George roundabout (1) is served by a zebra crossing that is off the desire line. Most pedestrians attempt to cross immediately adjacent to the roundabout. The cycling proposals (10.3.3) recommend that the zebra crossing is moved to a point 5 metres south of the roundabout. The crossing distance is currently 6 metres. This should be narrowed to 4 metres.

10.20.3 On Malmesbury Road (2) flush kerbs and improved crossovers are recommended as set out in the cost spreadsheet.

10.20.4 The footway west of the Greenway Park junction (3) needs widening from 0.7 to 1.6 metres.

10.20.5 Flush kerbs, tactile paving and some footway lengthening are recommended on the residential streets east and west of Malmesbury Road as specified in the cost spreadsheet.

Malmesbury Rd pedestrian route

10.20.2

Malmesbury Road pedestrian route summary				
Improving accessibility from the northern station entrance and town centre to the north side of Chippenham				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Malmesbury Rd	10.20.2—10.20.5: Flush kerbs, crossovers and footway widening		Long/low	£18,135
West and East of Malmesbury Rd	10.20.6; Flush kerbs, tactile paving and footway lengthening		Long/low	£52,050

11. **Dean**

11.1 West Dean is a very small settlement which serves an outbound commuters. While it is a rural station there are no well known leisure or tourist attractions in the area. National Cycle Route 24 passes through the village.

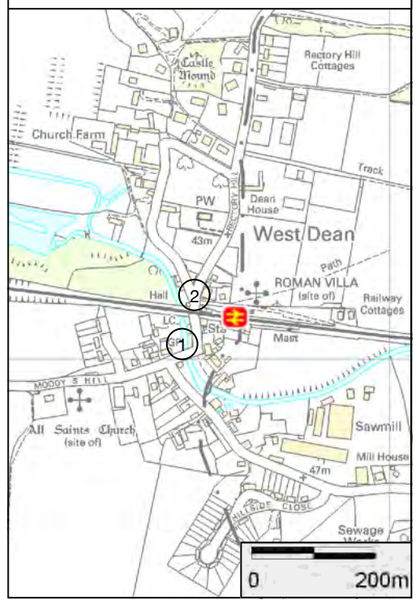
11.2 **Dean cycle issues**

Dean station serves a number of settlements within the 4 kilometre buffer. West Tytherley, Whiteparish and Farley are all reached by minor roads with national speed limits. Whiteparish is split by the A27. Improvements to these routes have not been considered as part of this report.

11.3 **Dean pedestrian issues**

11.3.1 West Dean is almost entirely without footways but this does not appear to be a problem given the relatively low volume and speed of traffic through the village. Arguably the lack of footways is in keeping with the character of the village. The eastern half of the village lies in Hampshire.

Dean pedestrian issues



11.3.2 Flush kerbs need to be added at either end of the bus stop footway on Rectory Hill, south of the station (1).

11.3.3 Two short footways are situated on either side of the level crossing (2). Tactile paving should be added at the end of each section of footway.

Dean pedestrian summary				
Improving accessibility in the village				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Rectory Hill (bus stop)	11.3.2: Flush kerbs		Short/low	£1,500
Rectory Hill (level crossing)	11.3.3: Tactile paving		Medium/low	£1,800

12. Dilton Marsh

12.1 Although Dilton Marsh is a small village the station also serves the southern fringes of Westbury. The station is located on the High Street at the bottom of a short hill. The station serves mainly outbound commuters. The Wiltshire Cycleway and National Cycle Route 254 pass through the village.

12.2 Dilton Marsh cycle issues

Cyclists approaching the station from either Dilton Marsh or Westbury Leigh have to use the carriageway. The High Street is traffic calmed through the village but not as far as the station, where the hill tends to result in higher speeds. From Westbury Leigh cyclists have to cross the roundabout at the junction of the A3098 and Tanyard Way. Beyond the A3098 cyclists can use the residential road network.

12.3 Westbury Leigh cycle route

12.3.1 This route links the station to the residential area streets and district centre of Westbury Leigh. It uses a mixture of new shared-use paths and traffic calming.

12.3.2 The eastern section of the High Street between the station and Tanyard Way (1) should be traffic calmed.

12.3.3 The footway on the north side of Tanyard Way (2) should be widened to 3 metres and converted to create a new 80 metre shared-use path. A new 1.8 metre refuge crossing should be constructed at the western end of Tanyard Way before the mini-roundabout.

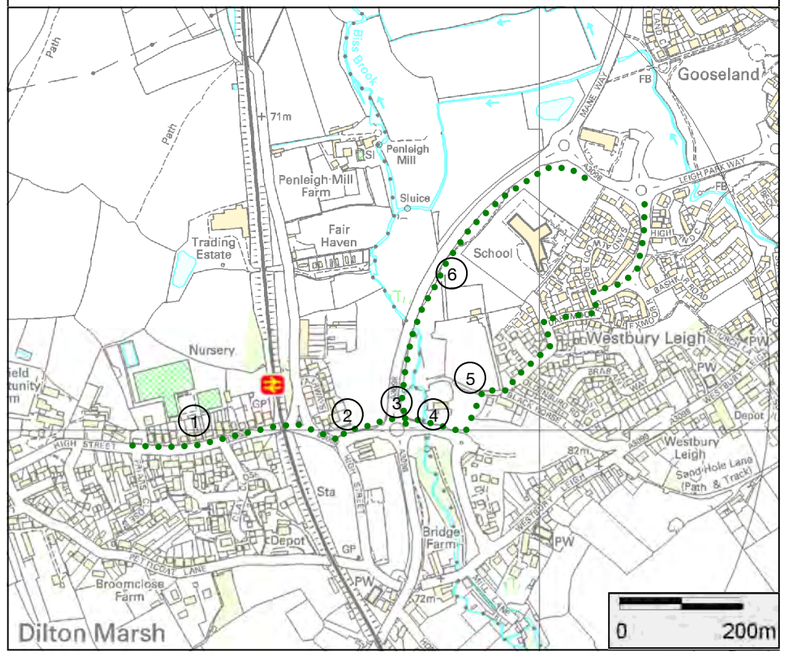
12.3.4 The route crosses the A3098 (3) via the existing uncontrolled crossing over the splitter island which should be widened to 3 metres.

12.3.5 The footway on the north side Clydesdale Road between the A3098 and Lime Tree Gardens (4) should be widened to 3 metres and converted to create a 120 metre shared-use path.

12.3.6 Cycling should be permitted along Black Horse Lane (5) to create a new link into the network of quiet residential streets to the north.

12.3.7 Between Clydesdale Road and Leigh Park Way (6) the footway on the east side of the A3098 should be widened to 3 metres and converted to create a 530 metre shared-use path linking to the Westbury Leigh District Centre.

Westbury Leigh cycle route



12.3.3

12.3.6

Westbury Leigh cycle route summary				
Providing a cycle route between Dilton Marsh and Westbury Leigh using new shared-use paths and traffic calming.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
High Street	12.3.2: Traffic calming		Short/low	£5,400
Tanyard Way to Blackhorse Lane	12.3.3—12.3.6: New shared-uses paths and crossing improvements	Traffic regulation order	Short/medium	£48,900
Tanyard Way to Leigh Park Way	12.3.7: New shared-used path		Long/medium	£51,900

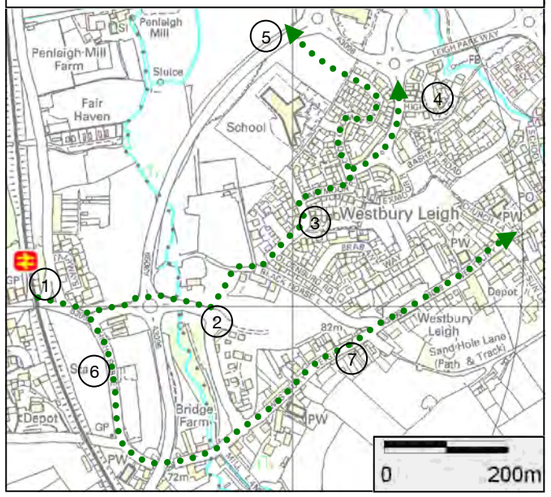
12.4 **Dilton Marsh pedestrian issues**

Most of Dilton Marsh lies with in the 800m pedestrian buffer. Pedestrians approaching the station from Dilton Marsh can use footways on either side of the High Street. However, there is no crossing facility over the High Street in the vicinity of the station. Pedestrians approaching from the east and Westbury Leigh lack a footway at the junction with Fairwood Road and have to use a grass verge. There are uncontrolled crossing points over the A3098.

12.5 **High Street to Westbury Leigh pedestrian route**

12.5.1 This route improves pedestrian access east from the station into Westbury Leigh.

Westbury Leigh pedestrian route



12.5.2 A new section of 1.8 metre footway should be constructed on the north side of the High Street for 25 metres across the island at the entrance to Fairwood Road (1). The footway should also be extended along the east side of Fairwood Road as far as the entrance to Fairways.

12.5.3 At the northern end of The Spur the splitter island should be widened and lengthened to create a 1.4 metre refuge crossing (2).

12.5.4 Between Clydesdale Road and Leigh Park Way the network of residential streets lacks level access at a number of points (3). Locations for flush kerbs are recommended in the cost spreadsheet.

12.5.5 A shared-use path runs 4 metres from southern edge of Highland Close (4) but is separated by an area of public open space. Two short sections of path should be constructed to provide a link.

12.5.6 A signalised crossing is recommended over the A3098 west of the junction with Leigh Park Way (5). This will provide safe access to the White Horse Health Centre from the nearest bus stop and adjacent residential areas.

12.5.7 On High Street, between Tanyard Way and Petticoat Lane (6), flush kerbs are required to create an uncontrolled crossing.

12.5.8 On Westbury Leigh (7) itself locations requiring flush kerbs are specified in the cost spreadsheet.

Westbury Leigh pedestrian route summary				
Improving accessibility between Dilton Marsh and Westbury Leigh				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
High St (east)	12.5.2: New footway		Short/medium	£6,750
Fairwood Rd	12.5.2: New footway		Long/low	£12,000
Westbury Park to Leigh Park Way	12.5.3—12.5.5: Flush kerbs, crossing improvement and new paths		Long/low	£46,200
White Horse Health Centre	12.5.6: Signalised crossing	Traffic regulation order	Medium/medium	£60,000
High Street to Westbury Leigh	12.5.7—12.5.8: Flush kerbs		Long/low	£10,950

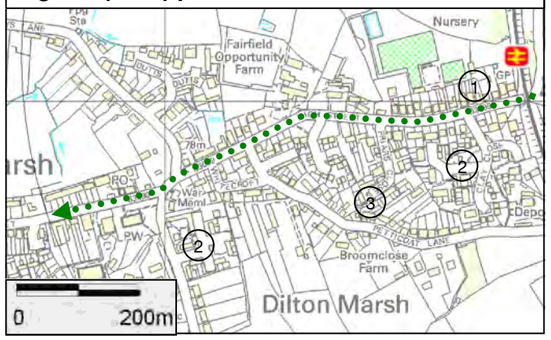
12.4.2

12.4.6

12.6 **High Street (west) pedestrian route**

12.6.1 This route connects the village to the station.

High St (west) pedestrian route



12.6.2 A zebra crossing is recommended to the west of the railway station (1). Traffic calming on this section of the High Street is recommended under cycle improvements (12.3.2).

12.6.3 Flush kerbs are needed at most junctions through the village as set out in the cost spreadsheet.

12.6.4 Short footway extensions are recommended in Clay Close and The Hollow (2) as specified in the cost spreadsheet.

12.5.5 The footpath at the western end of Friars Close is obstructed by the barrier positions which should be relocated to create a 1 metre clear opening (3).

High Street (west) pedestrian route summary				
Improving safety and accessibility in Dilton Marsh				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
High St (near station)	12.6.2: Zebra crossing	Traffic regulation order	Short/medium	£15,000
High St (west)	12.6.3: Flush kerbs and uncontrolled crossings		Medium/low	£10,800
High St (side-turnings)	12.6.3—12.6.5: Flush kerbs and footway extensions		Long/low	£19,538

13. Melksham

13.1 Melksham station is on the west side of the town. The town is separated from the station by the River Avon and a busy road network. Access into the town has to cross the River Avon at one of two points, the main road access over the Town Bridge or a footbridge to the north. Employment sites are located close to the station on the west bank of the river and Challeymead Business Park. The bulk of the town's employment lies to the south at Bowerhill. New development has been allocated to land on the east side of Melksham. There is little to attract visitors to the town for leisure trips but plans to open up the Wilts & Berks Canal to the town will change this. National Cycle Route 403 passes through the town.

13.2 **Melksham cycle issues**

The subway under the A350 is shared-use but there is no provision beyond this point. Cyclists wishing to access the station from the town centre (and the main residential neighbourhoods beyond) have to cross the busy Town Bridge and negotiate a fast gyratory. The only alternative to the Town Bridge is to use the Scotland Road foot/cycle bridge further north. However, this can only be reached via the A350 and is off the desire line for many trips across the town.

Melksham cycle routes—overview

13.3 **Forest cycle route**

13.3.1 This route is the most feasible option to avoid the town centre but it requires the acquisition of third party land to the north of the railway station. This opens up a link over Beanacre Road and the footbridge over the River Avon.

13.3.2 Constructing a new path north from the station will require acquisition of part of the foundry yard which runs parallel to the railway line (1). This will be difficult without affecting operations at the foundry. There is 6 metres clearance between the railway track and the boundary fence and Network Rail will require a minimum of 5.

13.3.3. Subject to securing land through the foundry yard a new path could be constructed to link to the Foundry Close roundabout (2).

13.3.4 An existing shared-use path crosses Beanacre Road via a toucan crossing (3). From here an existing shared-use path continues north along the east side of Beanacre Road (4).

13.3.5 The route follows Scotland Road, a quiet residential street (5). At the east end of Scotland Road the 1.4 metre path to the bridge should be widened (6).

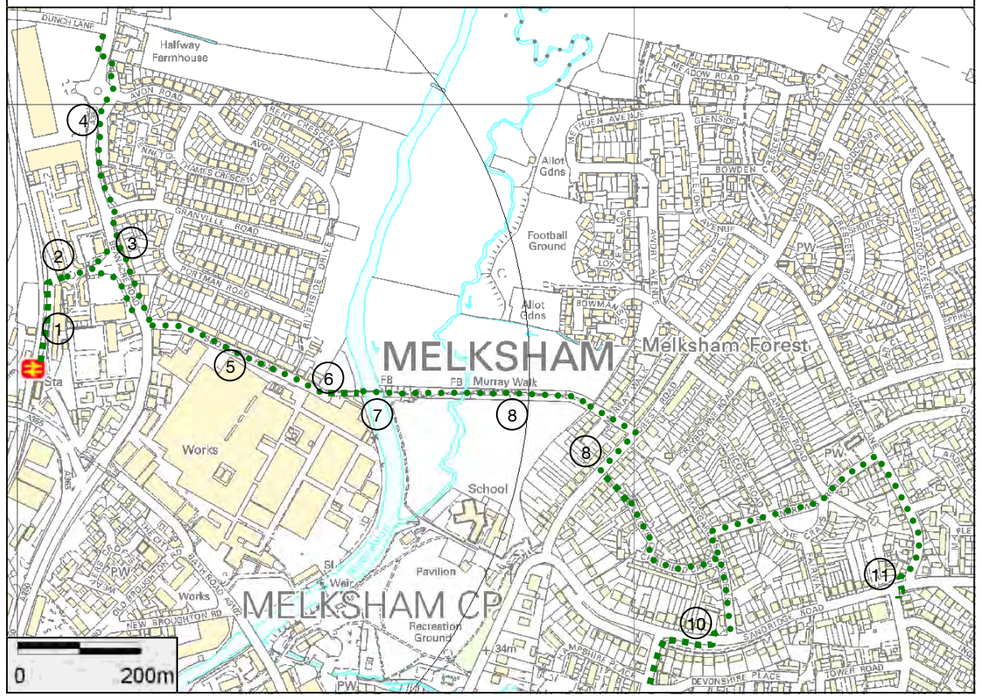
13.3.6 The route continues over the bridge (7) and along the existing shared-use path on the east side of the river (8) as far as Forest Road. National Cycle Route 403 runs north along Forest Road to Lacock and Chippenham.

13.3.7 Forest Road is traffic calmed and can be linked to Fuller's Close by widening and permitting cycling on a short section of footpath (9). The route then continues on quiet residential roads.

13.3.8 Between St Margaret's Gardens and Queensway (10) there is sufficient verge on the south side of Sandridge Road to widen the footway to 3 metres and convert to shared-use. This should be linked to St Margaret's Gardens via a new zebra crossing and a short section of shared-use path. From Queensway the route connects to the existing town cycle network.

13.3.9 The footway on both sides of Sandridge Road between Church Lane and Blackmore Road (11) is wide enough to be converted shared-use. Cyclists can use the zebra crossing to avoid the double mini-roundabout at this junction and access the residential streets south of Sandridge Road.

Forest cycle route



10.3.2

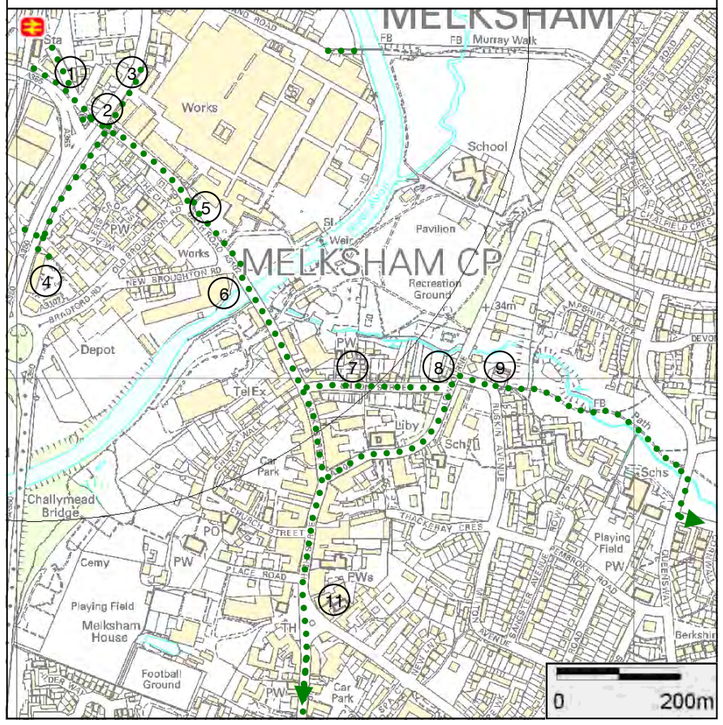
10.3.7

Forest cycle route summary				
Creating a new cycle link on shared-use paths and quiet roads around the north side of Melksham				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station to Scotland Road	13.3.2—13.3.5: New shared-use path	Third party land agreement and planning permission	Long/high	£55,800
Forest Road	13.3.7: Path widening and conversion		Long/low	£7,650
Sandridge Rd	13.3.8—13.3.9: New shared-use paths, toucan crossing and footway conversion	Traffic regulation order	Long/low	£96,150

13.4 **Spa cycle route**

13.4.1 This route uses the existing subway under Beanacre Road and an improved shared-use path on Bath Road to connect the station to Town Bridge. A traffic calmed town centre improves access to the residential areas on the east side of the River Avon.

Spa cycle route



13.4.2 A raised table should be built at the entrance to the Station Approach (1). This will improve the shared-use path running along the north side of Bath Road and along Station Approach.

13.4.3 The subway under Beanacre Road (2) should be refurbished and repainted.

13.4.4 A short section of cycle track on the east side of Beanacre Road (3), north from the subway, should be resurfaced and the kerb at the entrance laid flush.

13.4.5 The shared-use path of the east side of Beanacre Road (4) should be extended into Challeymead Business Park.

13.4.6 An existing shared-use path runs along the north side of the Bath Road gyratory (5). This can be improved at the western end by widening into the carriageway (removing two parking bays) and providing a wider, flush transition between the carriageway and path.

13.4.7 The exit from the gyratory onto Town Bridge (6) should be redesigned as a gateway into a traffic-calmed 20 mph zone. The exit can be narrowed by widening the shared-use path into the carriageway and removing the hatching. The transition from the shared-use path onto the carriageway needs to be improved either with a wider flush kerb or the addition of a raised table. The widened path creates a build-out, allowing cyclists to rejoin the carriageway at a shallower angle than currently possible. A raised table will slow traffic and also improve continuity of the cycle lane which crosses at this point. The splitter island should be raised across its width and bollards used on either side of the carriage way to emphasise the reduced width.

13.4.8 A central traffic calmed 20mph zone should be created with the boundaries at Town Bridge, the southern end of High Street (11) and the Ruskin Avenue junction on Lowbourne Avenue (9).

13.4.9 An unsegregated cycle contraflow should be created along Union Street (7).

13.4.10 A wide raised table should be constructed at the signalised crossing on Lowbourne Avenue (9). This should include the junctions to the north and south and is intended to reduce traffic speeds and improve conditions for cyclists making the off-set crossing between Ruskin Avenue and Union Street.

13.4.11 From Ruskin Avenue (9) the route joins the existing cycle network to reach the west of the town and Bowerhill.

13.4.12 Access to the south of the town crosses the Market Street roundabout (12) and follows King Street. National Cycle Route 403 follows King Street south towards the Kennet and Avon Canal.

13.4.6

13.4.7

Spa cycle route summary				
Improving cycle safety through the centre of Melksham				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station approach	13.4.2: Raised table and subway improvements		Short/medium	£15,000
Beanacre Rd (north from station)	13.4.3—13.4.4: Cycle path resurfacing and flush kerb	Traffic regulation order	Medium/low	£4,350
Beanacre Rd (south from station)	13.4.5: Extend shared-use path	Land owner agreement	Medium/high	£12,900
Bath Rd	13.4.6 & 13.4.7: Path widening, and junction improvements		Short/low	£27,750
Bath Rd to High St	13.4.8—13.4.9: Traffic calming and 20mph zone	Traffic regulation order	Medium/low	£27,300

13.5 **Melksham pedestrian issues**

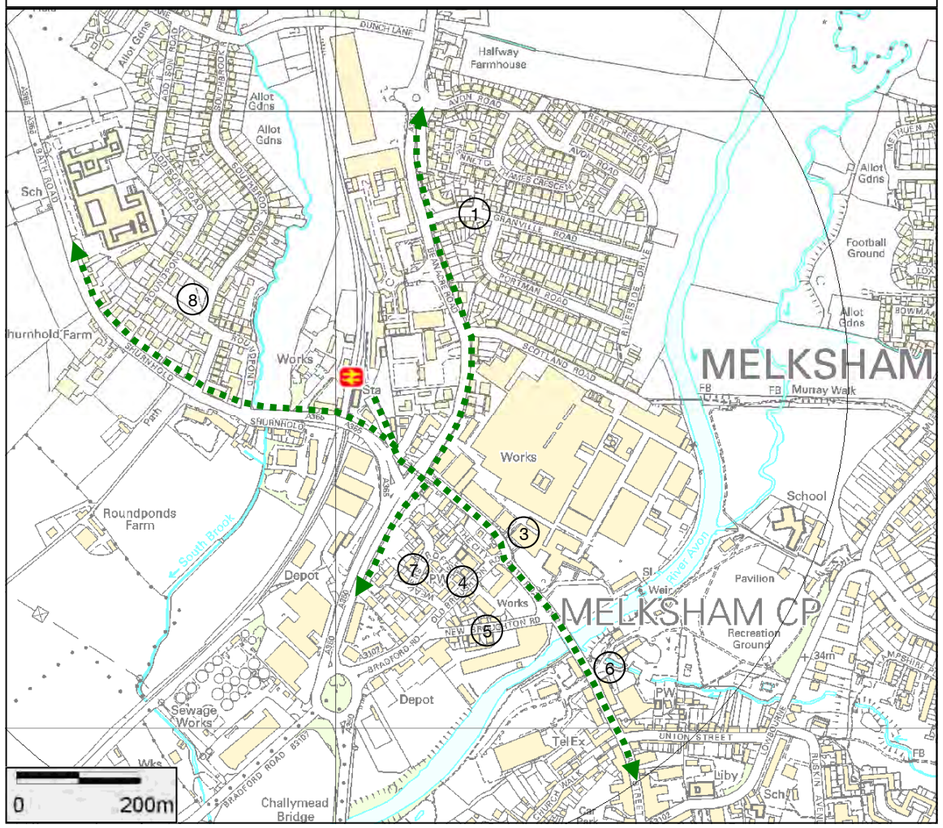
Between the station and the town centre pedestrian access is adequate with a subway providing a link under the busy A350. However, it is an unattractive environment for pedestrians and is generally lacking level access. The main issues identified are the absence of a footway into Challeymead Business Park, lack of safe crossing facilities around the Old/ New Broughton Road gyratory and the poor crossing facility at the entrance to Waitrose on Bath Road.

13.6 **Beanacre Road pedestrian route summary**

13.6.1 Additional flush kerbs and uncontrolled crossings are recommended on Beanacre Road (1) and the residential streets to the east as set out in the cost spreadsheet.

Beanacre Rd pedestrian route summary				
Improving accessibility along Beanacre Rd and streets to the east				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Beanacre Rd	13.6.1: Flush Kerbs and tactile paving		Medium/low	£22,440
Beanacre Rd – side turnings	13.6.1: Flush Kerbs		Low/low	£40,500

Melksham pedestrian routes—overview



13.7 **Bath Road pedestrian route**

13.7.1 This is the only pedestrian route between the station and the town centre.

13.7.2 An uncontrolled crossing should be located across Bath Road at the eastern entrance to the Beanacre Road subway (2).

13.7.3 At the western entrance to Cooper Tires (3) there are no flush kerbs and the carriageway surface is in poor condition. Bollards are needed at the footway edge to the west to prevent pavement parking from the adjacent bays.

13.7.4 There are no crossing facilities to the central island of the Broughton Road/Bath Road gyratory. Puffin crossings are recommended to provide access to the Lidl store and adjacent residential properties. These should be located on Broughton Road (4) and Old Broughton Road, west of the Lidl car park entrances (5)

13.7.5 East of the Town Bridge the entrance to Waitrose car park (6) is poorly designed for pedestrians. A raised table crossing is recommended with the refuge widened to 1.4 metres. A raised table is recommended for the opposite entrance to the Sainsbury's store.

13.7.6 Flush kerbs are required around the Weavers Croft area to the west of Old Broughton Road (7)

13.7.5

Bath Rd pedestrian route summary				
Improving safety and accessibility from the station into the town centre				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Bath Rd (west of Town Bridge)	13.7.2—13.7.3: Footway improvements and raised table crossing		Short/low	£7,125
South Of Bath Rd	13.7.6: Flush kerbs		Long/low	£6,000
Gyratory	13.7.4: Two puffin crossings	Traffic regulation order	Long/low	£128,550
Bath Rd (east of Town Bridge)	13.7.5: Raised table crossings and refuge widening		Short/medium	£5,160

13.8 **Shurnhold pedestrian route**

13.8.1 To the west of the railway station flush kerbs and uncontrolled crossings on Bath Road (7) and the streets to the north are recommended in the locations specified in the cost spread sheet.

Shurnhold pedestrian route summary				
Improving accessibility west from the station.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Shurnhold	13.8.1: Flush kerbs and puffin crossing		Long/low	£69,450
North of Shurnhold	13.8.1: Flush Kerbs		Low/low	£30,000

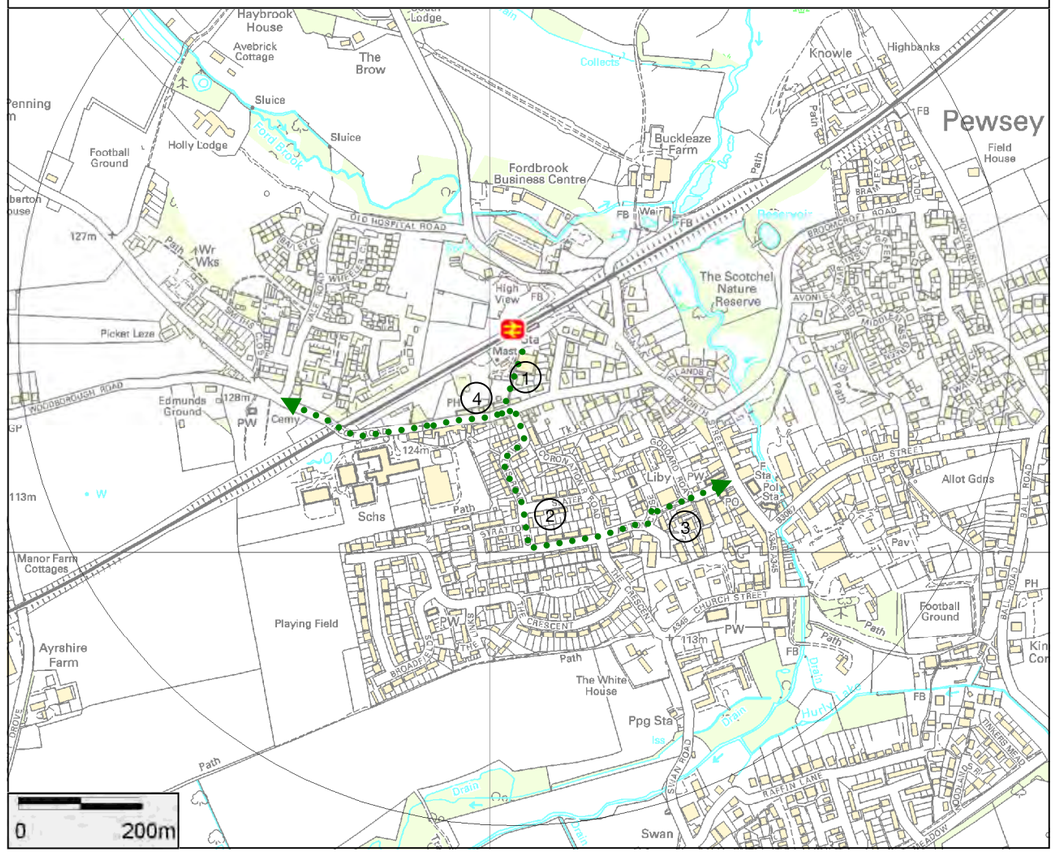
14. **Pewsey**

14.1 Pewsey is a large village with the station on its north side. The village is split by the busy A345 which passes both entrances to the railway station. Apart from the village itself the main business trip attractors are the Fordsbrook Business Park just to the north of the station and the Salisbury Road Business Park approximately one kilometre south west of the village. Pewsey attracts leisure trips to the Kennet & Avon Canal, about one kilometre north of the village, and the general area with popular walking on the nearby downs and local paths. National Cycle Route 4 and 45 meet in the village.

14.2 **Pewsey cycle issues**

Cyclists leaving the station in either direction have to use the A345. Some choose to use the footpath to Wilcot Road instead. Wilcot Road is one way so cyclists approaching from the west have to go around the northern edge of the village to get to the station. There are no cycle paths or lanes within the village and limited scope to provide them. Oare and Milton Lilbourne are the other main settlements within the four kilometre buffer. Access to these villages is either on A or B roads or by circuitous minor roads.

Pewsey cycle routes



14.3.2 Footpath 75 (1) cannot be widened for cycling and cyclists will continue to have to dismount to get to Wilcot Road.

14.3.3 From Wilcot Road cyclists use the network of quiet residential roads to the south to reach Aston Close (2).

14.3.4 Footpath Pewsey 57 (3) links Aston Close to Goddard Road and the village centre. It has a 2.5 meter wide tarmac surface. The no-cycling restriction should be lifted.

Station to North Street cycle route summary				
Linking the station to the village centre avoiding the A345				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Footpath Pewsey 57	14.3.4: Lift no-cycling restriction	Traffic regulation order	Short/medium	£4,050

14.4 Station to Vale Road cycle route

14.4.1 This route links the station to the south west side of Pewsey via Wilcott Road avoiding the A345.

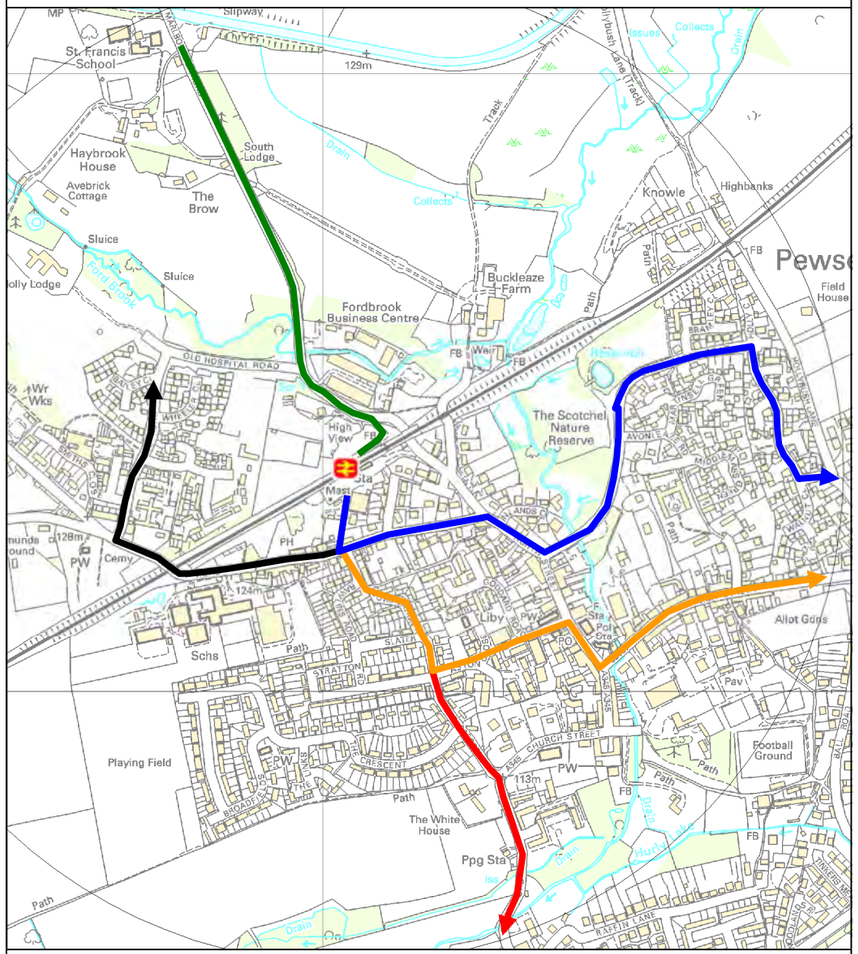
14.4.2 From footpath 75 an unsegregated cycle contraflow should be permitted on Wilcot Road between Rawlins Road and the western end of the one-way (4). A speed cushion should be located to the west of the junction with Rawlins Road where there is a slight pinchpoint in the carriageway. Sight lines are unsuitable for contraflow cycling on Wilcot Road to the east of the Rawlins Road junction.

Station to Vale Road cycle route summary				
Linking the station to the south west side of Pewsey avoiding the A345				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Wilcot Rd	14.4.2: Cycle contraflow	Traffic regulation order	Short/medium	£8,100

14.5 Pewsey Pedestrian issues

Access into the village along the A345 is hazardous with no or narrow footways in places and no crossing point. An alternative route exists via a footpath and Wilcot Road but this is less direct. There is long standing local support for a footway and crossing over the A345 but this has been subject to a study by Wiltshire Council and it is not considered feasible. This study calculated a cost of £175,000 for the crossing and associated paths without any detailed study of the technical constraints. Under the circumstances any signed pedestrian route into Pewsey should be along footpath Pewsey 75.

Pewsey pedestrian route— overview



14.6 **Wilcot Road to Broomcroft Road pedestrian route**

14.6.1 This route links the station to the north east side of the village via Wilcot Road and Broomcroft Road.

14.6.2 From footpath Pewsey 75 the route uses the existing false footway on Wilcot Road (1) to reach North Street.

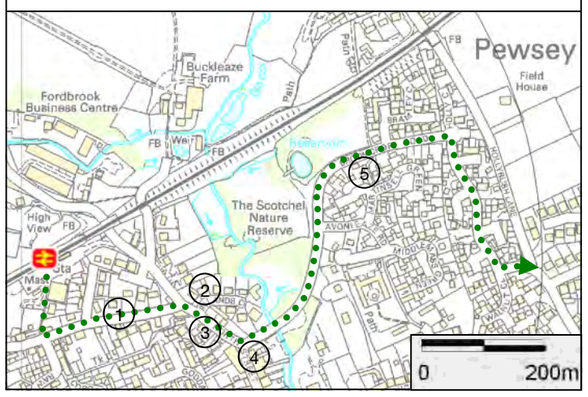
14.6.3 Between Wilcot Road and Broomcroft Road (2) both footways on North Street are narrow with the western one the widest at 1 metre. Although this is sub-standard this route recognises the east side footway as a viable pedestrian route to the station instead of either Goddard Road to the south (too circuitous) or North Street toward the railway (too hazardous).

14.6.4 Flush kerbs are recommended at the entrance to Inland Close from North Street (3).

14.6.5 North Street can currently be crossed at the southern arm of the Broomcroft Road (4) mini-roundabout. This should be upgraded to a zebra crossing to improve access to the station and the village from this direction.

14.6.6 Flush kerbs and uncontrolled crossings are recommended on Broomcroft Road (5) and side-turnings as set out in the cost spreadsheet.

Wilcot Rd to Broomcroft Rd pedestrian route



Wilcot Road to Broomcroft Road pedestrian route summary				
Linking the station to the west side of Pewsey				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
North St (north)	14.6.4—14.6.5: Flush kerbs and zebra crossing	Traffic regulation order	Long/low	£16,500
Broomcroft Road	14.6.6: Flush kerbs and uncontrolled crossings		Long/low	£25,650
Broomcroft Road side-turnings	14.6.6: Flush kerbs and uncontrolled crossings		Long/low	£13,650

14.7 **Rawlins Road to High Street pedestrian route**

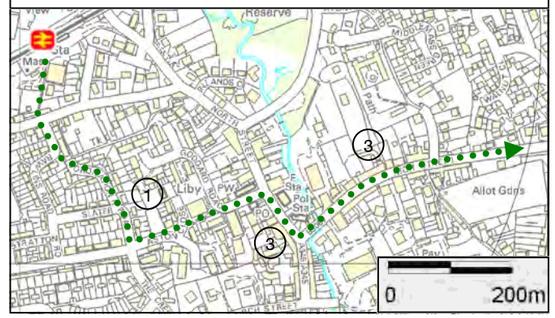
14.7.1 This route links pedestrians to the south and south-east of the village via footpath Pewsey 23. The village east of Hollybush Lane and Ball Road is outside the 800 metre buffer and does not form part of this study.

14.7.2 From Rawlins Road to Goddard Road (1) flush kerbs are recommended as set out in the cost spreadsheet.

14.7.3 The zebra south of the entrance to High Street is worn and should be repainted (3).

14.7.4 Flush kerbs and uncontrolled crossings are recommended on the High Street (4) as set out in the cost spreadsheet.

Rawlins Rd to High St pedestrian route



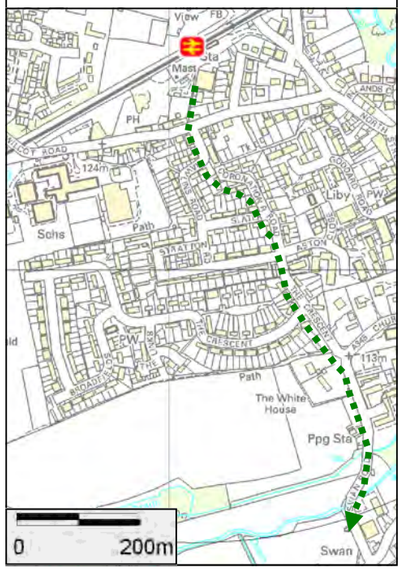
Rawlins Road to High Street pedestrian route summary				
Linking the station to the centre and south-east side of the village.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Rawlins Road to Goddard Rd	14.7.2: Flush kerbs		Short/low	£12,750
Goddard Rd to High St	14.7.3—14.7.4: Flush kerbs and repaint zebra		Short/low	£16,950

14.8 **Rawlins Road to Swan Rd pedestrian route**

14.8.1 This is the main desire line to the west and south side of Pewsey via Rawlins Road and The Crescent. The village south of the River Avon is outside the 800 metre buffer and does not form part of this study.

14.8.2 Apart from a lack of level access there are no specific issues on this route. Recommended flush kerbs and uncontrolled crossings between Rawlins Road and Swan Road (including side-streets) are set out in the cost spreadsheet.

Rawlins Rd to Swan Rd



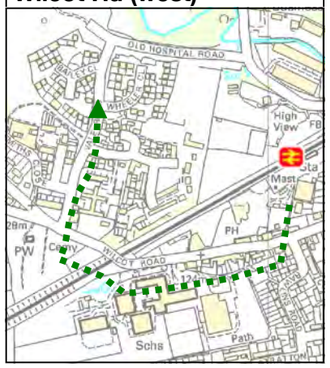
Rawlins Road to Swan Road pedestrian route summary				
Linking the station to the east and south side of the village				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
The Crescent to Swan Road	14.8.2: Flush kerbs and uncontrolled crossing		Long/low	£31,050
Rawlins Rd to Swan Rd (side-turnings)	14.8.2: Flush kerbs and uncontrolled crossings		Long/low	£19,950

14.9 **Wilcot Rd (west) pedestrian route**

14.9.1 This desire line connects station to the south-west side of Pewsey via Wilcot Road.

14.9.2 Apart from a lack of level access there are no specific issues on this route. Recommended flush kerbs and uncontrolled crossings are set out in the cost spreadsheet.

Wilcot Rd (west)



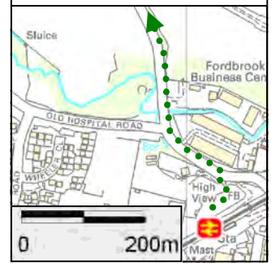
Wilcot Rd (west) pedestrian route summary				
Linking the station to the west side of the village				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Wilcot Rd (west)	14.9.2: Flush kerbs and uncontrolled crossings		Long/low	£11,100

14.10 **Marlborough Rd pedestrian route**

14.10.1 This route connects from the station, north to Fordbrook Business Park and the Kennet & Avon Canal.

14.10.2 Recommended flush kerbs and tactile paving are set out in the cost spreadsheet.

Marlborough Rd pedestrian route



Marlborough Road pedestrian route summary				
Linking the station to the west side of the village and tourist/employment locations to the north				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Marlborough Road	14.10.2; Flush kerbs and tactile paving		Medium/low	£4,050

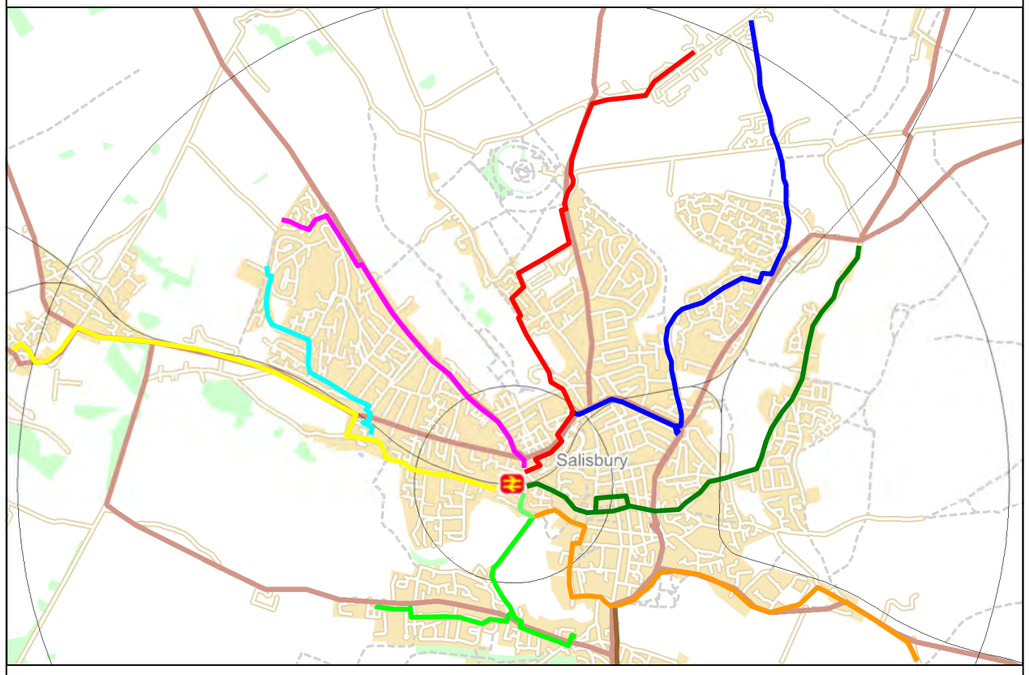
15. Salisbury

15.1 Salisbury station is at the western edge of the city centre. The busy A36 creates an east-west barrier through the city just to the north of the railway station. As well as a physical barrier to non-motorised journeys it is an administrative one because improvements can only be undertaken by the Highways Agency. The river Nadder and Avon separate the station and city centre from Harnham to the south. A combination of these constraints and the gradients of many of the hillsides make the development of pedestrian and cycle routes difficult. The city centre is the biggest trip generator both for business and tourism. There are a number of employment areas most notably Churchfields Industrial Estate to the west of the station and Old Sarum to the north east of the city. National Cycle Route 24 passes the railway station and National Cycle Route 45 meets it at the cathedral.

15.2 Salisbury cycle issues

The immediate access from the station into the city centre along Western Road and Mill Road is not good for cyclists because of the volume of traffic and vehicle movements around Fisherton Street and Churchfields Road. Beyond these points the centre of Salisbury benefits from a 20mph zone and advanced stop lines are used at all signalised junctions. A number of traffic-free cycle paths lead north (Avon Valley), east (Churchill Gardens) and south (Town Path) out of the city centre. Access to the station from the north and west over the A36 and along Churchfields Road is problematic. These are key access points but the roads are busy with relatively high levels of HGV traffic and no cycle facilities.

Salisbury cycle routes—overview



15.3 Old Sarum cycle route

15.3.1 This route connects the railway station to the north side of Salisbury as far as the Old Sarum development via quiet roads, new and existing shared-use paths. The route also creates a safe link to National Cycle Route 45 which uses the Avon Valley Path.

15.3.2 The proposed new northern entrance to the railway station creates the opportunity for a new cycle link over Fisherton Street from St Paul's Road (1). Wiltshire Council intends to signalise the junction between the two roads, creating a safe crossing to the station from the direction of the city centre.

15.3.3 St Paul's Road (2) should be subject to a traffic-calmed 20mph limit.

15.3.4 The subway under Churchill Way (west) (3) has 2.4 metres headroom and is 2.9 metres wide so is suitable for shared-use. Flush kerbs are needed where it meets St Paul's Road

15.3.5 Between Middleton Road and Hulse Road (4) the 1.8 metre wide footway on the northern side of Churchill Way (east) should be widened to 3 metres into the verge for 420 metres and converted to shared-use. There are Highways Agency proposals for a shared-use path alongside Churchill Way which have not yet received funding.

15.3.6 The 45 metre long path connecting to the Avon Valley Cycle Path should be widened to 2.5 metres and converted to shared-use (5). The path widening will require a retaining wall on the embankment to create sufficient width.

15.3.7 The 40 metre long path into the Waitrose supermarket (6) can be widened into the verge, from 2 metres to 3 metres, and converted to shared-use.

15.3.8 The route uses the existing subways to connect to the north west side of Castle Street (7) roundabout. The existing barriers should be replaced with staggered bollards.

15.3.9 The footway between Castle Road and Victoria Road (8) should be widened and converted to shared-use. A retaining wall will be needed to create width into the embankment east from the subway.

15.3.10 The shared-use path should continue from Victoria Road to Donaldson Road (9) by widening and converting the footway.

15.3.11 The route follows the Avon Valley path to Stratford-sub-Castle. North of the River Avon bridge (10) the path is ponding and should be resurfaced over approximately 20 metres. A bollard in the centre of the path at this point requires a reflective strip adding.

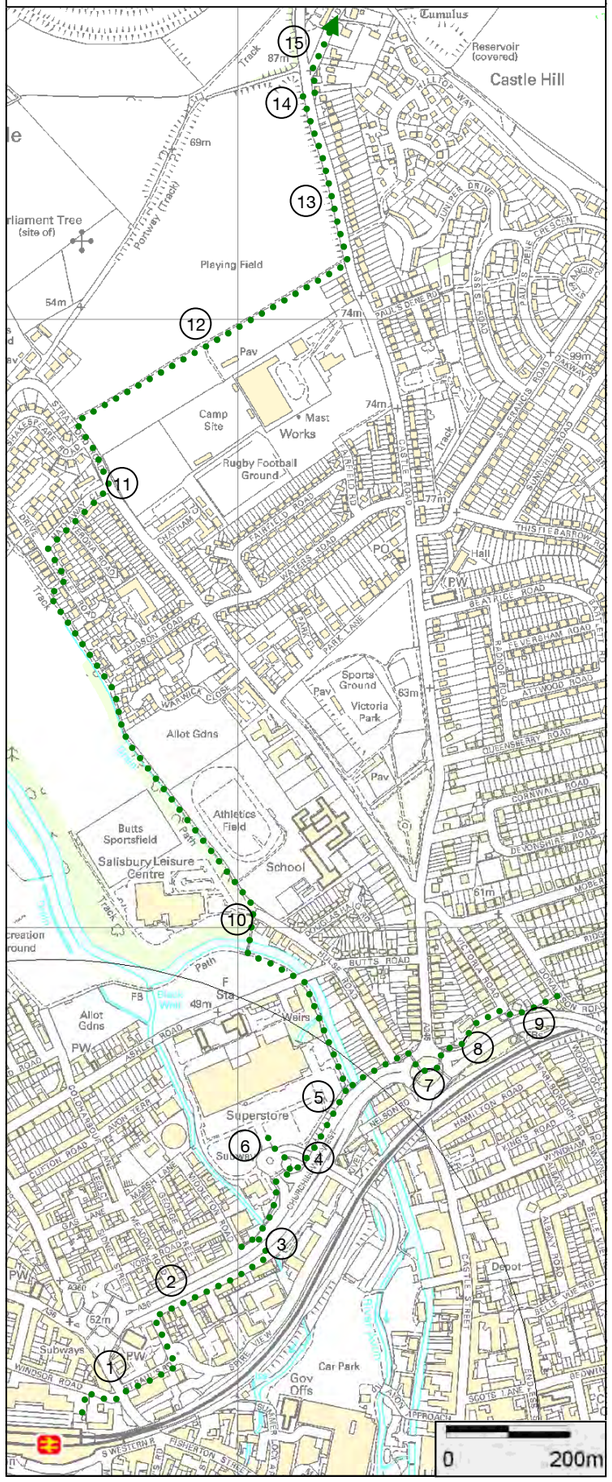
15.3.12 The route uses Capulet Road, Hathaway Road and Stratford Road (11) to link to Castle Fields.

15.3.13 The route crosses Castle Fields (12) to connect to Castle Road,

15.3.14 The existing shared-use path on Castle Road (13) is only 1.5 metres wide and should be widened to at least 2.5 metres.

15.3.15 The refuge south of the Old Castle Road junction (14) should be replaced with a toucan crossing.

Old Sarum cycle route



15.3.4

15.3.5 & 15.3.6

15.3.16 The route follows Old Castle Road (15) and the existing shared-use path alongside Castle Road to the north to link to the Old Sarum development.

Old Sarum cycle route summary				
Linking the station to north of the city via the Avon Valley Path				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
St Paul's Rd	15.3.3: 20mph limit and traffic calming	Traffic regulation order	Medium/medium	£14,400
Churchill Way (west)	15.3.4—15.3.7: New shared-use path	Highway Agency support	Short/medium	£135,375
Castle Rd to Donaldson Rd	15.3.8—15.3.10: New shared-use path	Highway Agency support	Medium/medium	£91,500
Avon Valley Path to Castle Rd (north)	15.3.14—15.3.15: Toucan crossing, path widening and resurfacing	Traffic regulation order	Long/high	£99,600

15.4. Bishopdown cycle route

15.4.1 This route links the station to the north east side of Salisbury via a continuation of the proposed path along Churchill Way (15.3.5) as far as St Mark's Roundabout. From St Mark's Roundabout the route follows St Mark's Avenue and Bishopdown Road to link to Bishopdown.

15.4.2 The subways under Castle Roundabout (1) already form part of the cycle network. The path through the centre of the roundabout should be widened to 3 metres. All barriers should be removed and replaced by staggered bollards. A flush kerb is required at the exit into Nelson Road. Bollards to indicate shared-use are also required.

15.4.3 The footway on the south side of Churchill Way between Castle Street and St Marks Roundabout (2) should be widened and converted to shared-use. A retaining wall will be needed adjacent to the ramp east from the subway.

15.4.4 A short section of new shared-use path should be built connecting to Wyndham's Avenue (3).

15.4.5 A raised-table crossing is recommended at the entrance to St Mark's Avenue (4) to reduce vehicle speeds exiting the roundabout.

15.4.6 The subways under St Mark's Roundabout (5) already form part of the cycle network. All barriers in the subway should be replaced with staggered bollards.

15.4.7 The exit from the north west subway into St Mark's Avenue (6) can be improved by tightening the radius of the roundabout exit (reducing the hatching and southbound carriageway width) to reduce vehicle speeds. A flush kerb should be provided and signing to indicate shared-use.

15.4.8 The footway from the south eastern St Mark's Roundabout subway to Wain-a-Long Road (7) should be widened and converted to shared-use.

Bishopdown cycle route

15.4.9 The traffic calming on Bishopdown Road (8) should be continued on St Mark's Avenue as far as St Mark's Roundabout.

15.4.10 Where the shared-use path from Jewell Close meets London Road (9) a bollard obstructs the path and should be removed.

15.4.11 The crossing over the entrance to St Thomas Road from London Road (10) is wide and should be narrowed by widening the splitter island. The wider island will enable the crossing to be moved further away from the roundabout. The existing 20 mph zone in Bishopdown should be extended and supported with traffic calming.

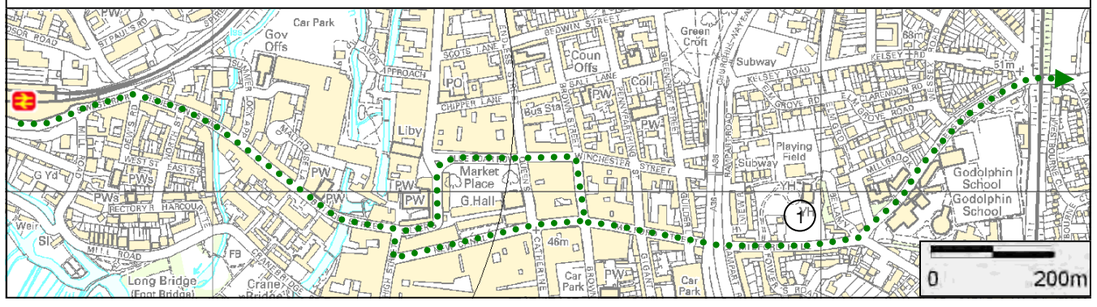
Bishopdown cycle route summary				
Linking the station to north east of the city via a new shared-use path and St Mark's Avenue				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Churchill Way (north)	15.4.2—15.4.8: New shared-use path	Highway's Agency support	Medium/medium	£166,170
St Mark's Avenue	15.4.9: Traffic-calming		Long/low	£10,463
Jewell Close to St Thomas Way	15.4.10—15.4.11: Crossing Improvement, 20mph zone and traffic calming		Long/low	£60,338

15.5 Laverstock cycle route

15.5.1 This route connects the station to the east side of the Salisbury via the city centre. The route is largely in place, making use of the 20mph zone in the city centre, advanced stop lines and the advisory cycle lanes through Laverstock. No measures are recommended in the city centre. Further improvements to cycle safety are most likely to be achieved through a significant redesign such as the proposed changes to Market Place

15.5.2 East of the city centre the route uses the existing advisory cycle lanes which run along Riverside Road and Church Road, Laverstock. The next step in improving cycle safety would be an extension of the city centre 20mph zone along Milford Hill (1) and surrounding streets. The Milford area is a clearly defined neighbourhood comprising residential streets with only 5 entry points for vehicles making it suited to establishing an area-wide 20 mph zone.

Laverstock cycle route



Laverstock cycle route summary				
Linking the station to east of the city via the city centre				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Milford Hill to Laverstock	20 mph zone		Long/low	£13,000

15.6 **Petersfinger cycle route**

15.6.1 This route follows National Cycle Route 24 through the city centre to Southampton Road and Petersfinger. Improvements to this route were proposed as part of the Connect2 project.

15.6.2 The route is on carriageway from the station to New Bridge Road (1).

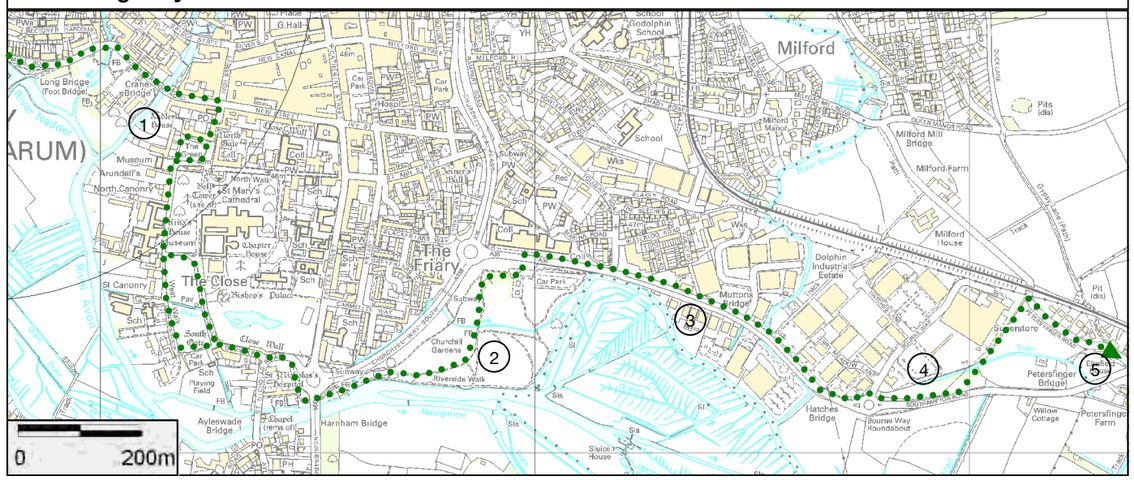
15.6.3 From St Nicholas Road to Southampton Road the route uses the existing shared-use path through Churchill Gardens (2).

15.6.4 Shared-use paths run both sides of Southampton Road (3). These cross several side – accesses which present an accident risk to cyclists. Raised table crossings are recommended for all side turnings. Where possible, crossings should be set back from the carriageway.

15.6.5 The north-side shared-use path should be extended beyond Bourne Way (4) by widening and converting the existing footway to shared-use. This will require third party land which is only likely to be secured as part of new development.

15.6.6 Between Petersfinger Park and Ride and Marshfield Close (5) a signalised crossing over Southampton Road was installed last year. New shared-use paths are needed on the approaches to the crossing but both require third party land. National Cycle Route 24 continues to the east.

Petersfinger cycle route



Petersfinger cycle route summary				
Linking the station to Southampton Road and Petersfinger				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Bourne Way to Petersfinger park & ride	15.6.4: Crossing improvements	Highways Agency support & 3rd party land	Long/medium	£103,950
Petersfinger park & ride to Marshmead Close	16.6.5—15.6.6: New shared-use paths	Highways Agency support & 3rd party land	Long/medium	£154,875

16.6.4

16.6.5

15.7 **Odstock cycle route**

15.7.1 This route connects the south east side of Salisbury to the city centre. It starts at the northern end of New Bridge Road where it meets the Petersfinger cycle route.

15.7.2 An existing shared-use path runs along the east side of New Bridge Road (1). Three road signs partially obstruct the path and these should be repositioned. A raised table crossing should be provided over the entrance of Britford Lane.

15.7.3 The route crosses Downton Road at the junction with Coombe Road (2). Bollards and tactile paving should be provided at three flush kerbs.

15.7.4 An existing shared-use path runs along the east side of Coombe Road as far as the bus stop and south towards Odstock Road (3). No signs indicate that this is a shared-use path. One lighting column and one street sign should be relocated. The path between Coombe Road and Odstock Road should be widened to 3 metres. The bus-shelter should be relocated to the south to create sufficient width.

15.7.5 The route continues on carriageway along Odstock Road and Heronswood (4).

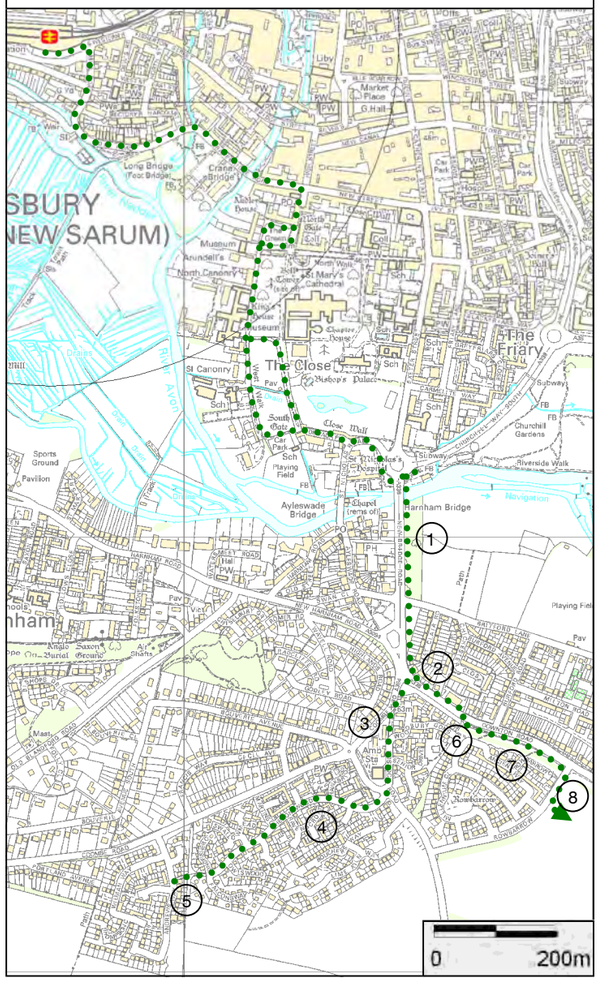
15.7.6 Between Heronswood and Andrews Way (5) the existing shared-use path should be signed and the barriers replaced with staggered bollards.

15.7.7 A shared-use path continues along and over Downton Road via an existing toucan crossing (6) which links to Woodbury Gardens.

15.7.8 To the east of Woodbury Gardens the footway along the south side of Downton Road (7) as far as the junction with Rowbarrow has been converted to shared-use without being widened. This should be widened to 3 metres. The fence line adjacent to the woodland to the south will need to be moved which will require third party land to be dedicated. The bus stop near the Rowbarrow junction should be relocated further west.

15.7.9 This path links to the residential development on the east side of Rowbarrow via an existing shared-use path (8).

Odstock cycle route



15.7.6

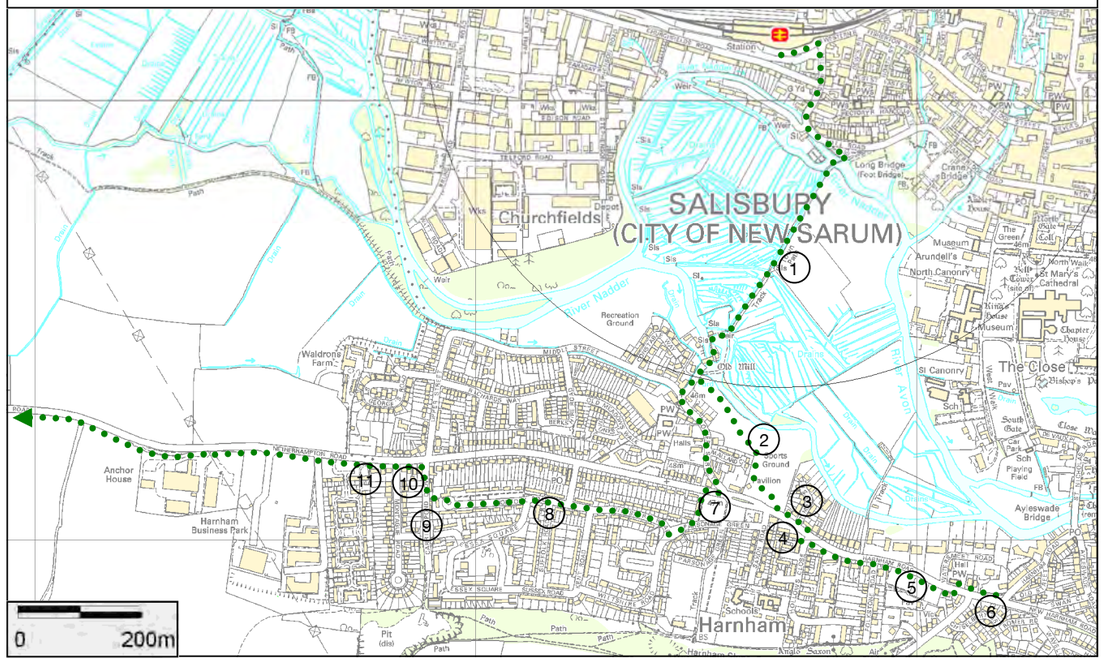
15.7.3

Odstock cycle route summary				
Linking the station to the south east of the city				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
New Bridge Rd to Andrews Way	15.7.2—15.7.6: Improvements to existing paths	Highways Agency support and third party land	Long/medium	£8,100
Downton Rd	15.7.7—15.7.9: Improvements to existing paths	Third party land	Long/low	£65,700

15.8 **Harnham cycle route**

15.8.1 This route links the city centre with the Harnham area to the south using a mixture of existing and new paths. The Harnham Road section of route has already been designed and has some local support. The proposed route across Harnham Recreation ground has had some opposition locally but has not been subject to public consultation.

Harnham cycle route



15.8.2 From Mill Road the route is traffic-free through Queen Elizabeth Gardens and south along Town Path (1).

15.8.3 A new shared-use path should be built from Town Path, across the west side of Harnham Recreation Ground to Harnham Road (2). This is the only way to avoid the pinch point at the junction of Harnham Road and Lower Street. The kissing gate at the Town Path entrance to the recreation ground should be replaced with staggered bollards. Safety fencing on the western side of the cricket pitch will need to be replaced because the stanchions obstruct the line of the path. A new entrance from Harnham Road should be created at the south-eastern corner of the recreation ground.

15.8.4 The footway along the north side of Harnham Road (3) between the recreation ground and St Mary's Road is over 2.5 metres wide and can be converted to shared-use. A raised table crossing should be provided over the entrance of St Mary's Road.

15.8.5 The existing 1.2 metre refuge crossing over Harnham Road to the east of St Mary's Road (4) should be widened into the hatching to 1.8 metres.

15.8.6 East from the proposed zebra the footway along the south side of Harnham Road (5) should be widened into the verge or carriageway as far as Wavell Road. Raised table crossings should be provided over the entrances to Hollows Close, Gawthorne Drive, Folkestone Road and Old Blandford Road. West of the Old Blandford Road junction (6) the footway will need to be widened into the carriageway to create sufficient width. The existing refuge crossing will need to be removed and replaced with a toucan crossing west of the junction. The new crossing should link to the north side of Harnham Road and back to the city centre via a new section of shared-use path. East of Old Blandford Road junction the existing bus stop lay-by will need to be removed to create width for the path.

15.8.7 On the north side of Netherhampton Road, west from the Lower Street junction (7), the footway should be converted to shared-use as far as the refuge crossing. One lighting column should be relocated to the rear of the footway. The west side of the entrance to Lower Street from Netherhampton Road should be narrowed to provide greater protection for cyclists joining the carriageway at this point. If necessary, left turns from Netherhampton Road should be banned. The refuge crossing over Netherhampton Road should be replaced with a zebra and the lay-by on the south-side removed. The footpath along the western edge of Parsonage Green should be widened to 3 metres and the no-cycling restriction lifted.

15.8.8 The route continues on carriageway along Wiltshire Road and Norfolk Road (8).

15.8.9 The existing footpath between Norfolk Road and Carrion Pond Drove (9) is 2 metres wide but only 30 metres long with good sight-lines so is suitable for cycling. The barriers should be replaced with staggered bollards.

15.8.10 The south side of Netherhampton Road, west from Carrion Pond Drove (10) is designated as shared-use on the cycle network map but not signed as such. Bollards with inset repeaters should be provided. Between Carrion Pond Drive and Montague Road the path could be widened to 3 metres using the verge.

15.8.11 Between Montague Road and Wellworthy Drive the path adjacent to Netherhampton Road narrows to 2.4 metres for 50 metres but there is no scope to widen into the verge or carriageway.

15.8.12 The short section of 3 metre wide path linking Wellworthy Drive to Netherhampton Road (11) should be signed using bollards.

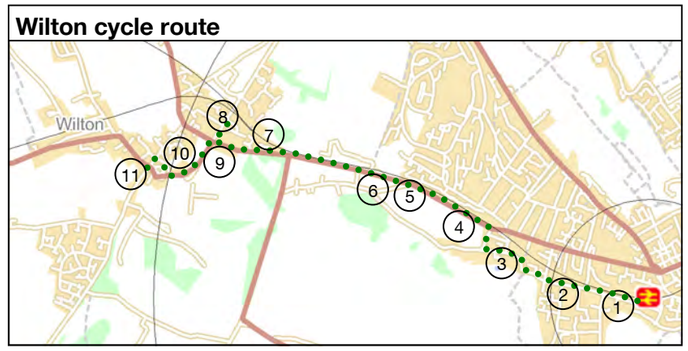
15.8.5

15.8.7

Harnham cycle route summary				
Linking the station to the south of the city				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Town Path to Hollows Close	15.8.3—15.8.5: New shared-use path, raised table crossing and refuge widening	Third party land and traffic regulation order	Medium/high	£108,015
Hollows Close to Wavell Rd	15.8.6: New shared-use path, raised table crossings and toucan crossing	Traffic regulation order	Medium/high	£196,005
Lower St to Wellworthy Drive	15.8.7—15.8.11: New shared-use paths and zebra crossing	Third party land and traffic regulation order	Medium/medium	£56,100

15.9 **Wilton cycle route**

15.9.1 This route links the station to Bemerton on the west side of the city. It continues to Wilton which lies partially within the 4 kilometre buffer. The route includes a new shared-use path and crossing over the A36 both of which require Highways Agency support. The proposals also complete National Cycle Route 24 and the aspirations within the Connect2 project to create a safe link between Wilton and Salisbury



15.9.2 Two way access into the western entrance to the station car park (1) should be permitted. Vehicle speeds can be reduced by the addition of a raised table at the entrance.

15.9.3 The route follows Churchfield Road (2) on carriageway. The volume of traffic including HGV's is high along Churchfields Road. The option of a cycle path was studied in detail as part of the Connect2 project and are dependent on new development. As an interim measure advisory cycle lanes are recommended where width permits. Traffic calming should be introduced the full length of Churchfields Road.

15.9.4 The route continues on carriageway along Lower Road and Church Lane (3).

15.9.5 A new shared-use path should be constructed along the south side of the A36 between Church Lane and Netherhampton Road (4) by widening into the verge. On most of its length a 2.5 metre width will be difficult to achieve with a buffer between the path and carriageway, however, Highways Agency standards permit a 2 metre path. All the lighting columns will require relocating.

15.9.6 Raised table crossings should be provided over Skew Road and Foot's Hill (5).

15.9.7 At the bus stop to the west of Skew Road there is insufficient verge to widen the path to 2.5m. A short pinch-point will be necessary and the bus stop relocated closer to Foot's hill (6).

15.9.8 At the junction with Netherhampton Road (7) the route crosses to the north side of the A36 at a signalised crossing and continues west along an existing shared-use path as far as The Avenue.

15.9.9 The shared-use path should be continued north along the east side of The Avenue (8) as far the entrance to the Erskine Barracks development site.

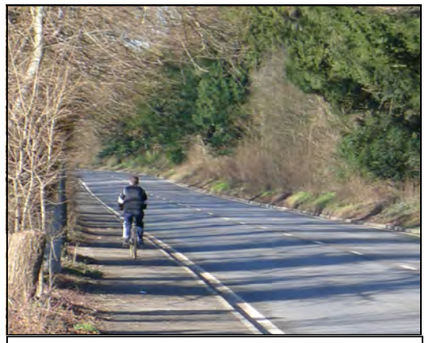
15.9.10 A new toucan crossing over the A36 is required east of the junction with The Avenue (9). The bus stop on the north side of the A36 will need to be reduced in length to accommodate this. The toucan crossing is required as a planning condition of the Erskine Barracks development but no feasibility has been carried out.

15.9.11 The footway on the south-side of the A36 should be converted for shared-use between the toucan crossing and the junction with Minster Street. A 2.4 metre pinchpoint by the roundabout could be improved by tightening the junction radius.

15.9.12 A new shared-use path should be constructed on the east side of Minster Street as far as the bus stop. The bus stop lay-by should be relocated further south to create space for a new toucan crossing over Minster Street.

15.9.13 The footway along the west side of Minster Street (10) between the toucan crossing and Russell Street should be widened and converted to shared-use. Consent of the Wilton Estate, which owns the verge, will be required. A raised-table crossing is recommended over the entrance to the Wilton Shopping Village.

15.9.14 Where the footway crosses First and Second Bridges there is insufficient width without widening into the carriageway and new cycle/footbridges are recommended.



15.9.5

15.9.13 & 15.9.14

15.9.15 South of Second Bridge, the footway for 160 metres north east of the junction with Russell Street can be widened into the carriageway to create sufficient width for conversion to shared-use.

15.9.16 The route follows Russell Street and North Street (11) to link to the centre of Wilton.

Wilton cycle route summary				
Linking the station to Wilton and the west of the city				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Churchfields Rd	15.9.2—15.9.3: Advisory cycle lanes and traffic calming		Short/low	£15,600
Churchfields Rd to Erskine Barracks	15.9.5—15.9.10: Shared-use paths and raised table crossings	Highways Agency support	Medium/high	£310,470
A36 to Wilton	15.9.11—15.9.17: Shared-use paths, toucan crossings and bridges	Highways Agency support, third party land, traffic regulation order and planning permmission	Long/high	£503,220

15.10 **Bemerton Heath (south) cycle route**

15.10.1 This route links the south side of the station to the north-west side of the city via Churchfields Road and Skew Bridge. The route is largely on-carriageway with a section of existing shared-use path linking over the A36.

15.10.2 From the station the route follows Churchfields Road, Lower Road, Skew Bridge Road and Brick Lane on-carriageway (1).

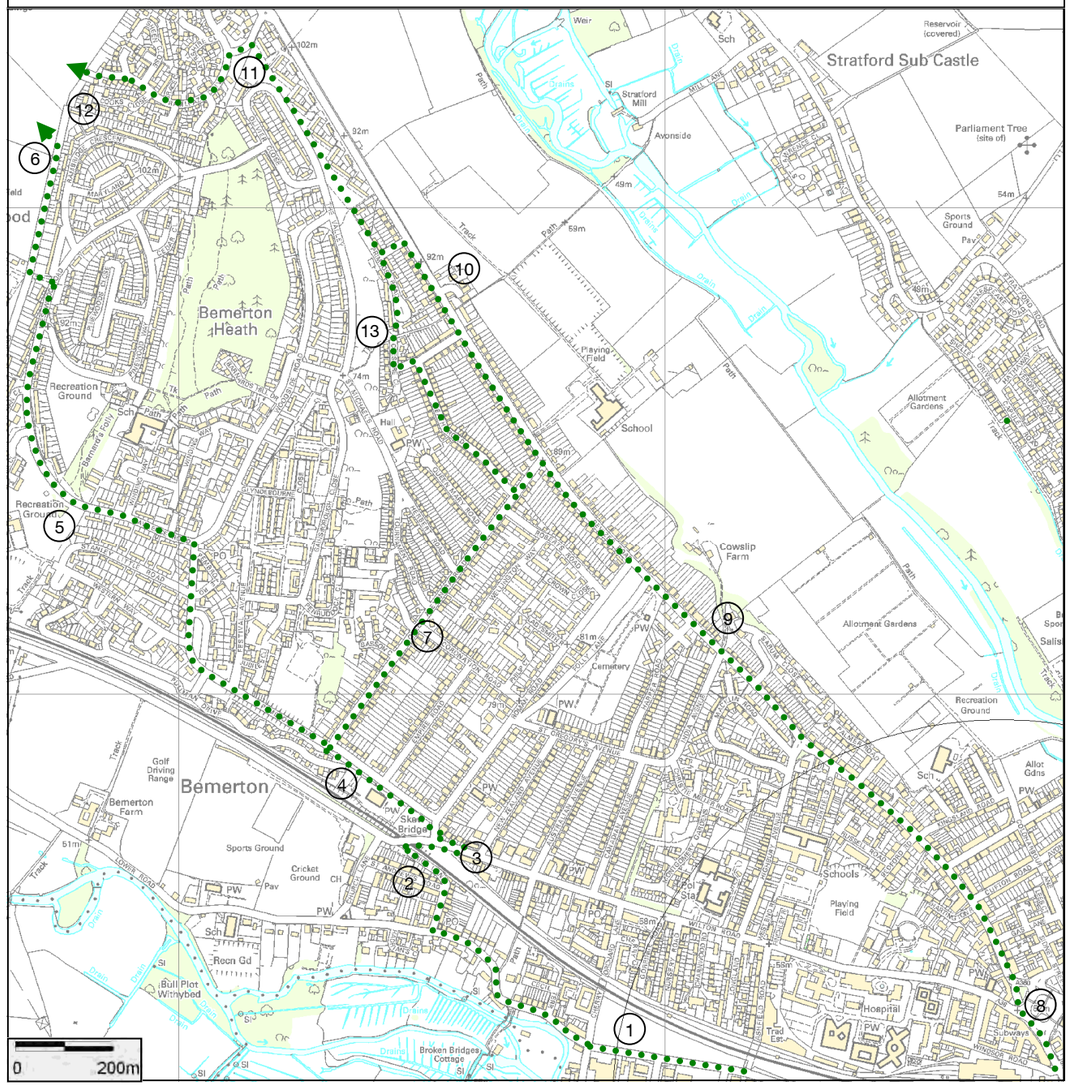
15.10.3 The barriers at the western end of Brick Lane should be replaced with staggered bollards (2).

15.10.4 From Brick Lane existing shared-use paths connect to a toucan crossing over the A36 (3). The shared-use paths are only 2 metres wide but this complies with Highways Agency standards.

15.10.5 North of the A36 the residential streets should be subject to a 20mph limit. For the purposes of this report traffic calming is recommended on the key arteries through Bemerton Heath irrespective of whether a 20mph limit is introduced.

15.10.6 The route crosses Roman Road and follows an existing shared-use path on the south side of Pembroke Road (4). The route continues on carriageway along Pembroke Road which should be traffic calmed.

Bemerton Heath cycle routes



15.9.3 & 15.10.2

15.11.6

15.10.7 From Pembroke Road the route continues along Rawlence Road and Westwood Road both of which are already traffic calmed (5).

15.10.8 A new cycle path into the Fugglestone Red development area should be constructed along Penning Lane near the entrance to the school (6).

15.10.9 Queen Alexandra Road provides a convenient link between Pembroke Road and Devizes Road but would benefit from traffic calming (7).

Bemerton Heath (south) cycle route summary				
Linking the southern entrance of the station to the north west of the city				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Churchfields Rd to Westwood Rd	15.10.5—15.10.9: Traffic calming		Long/low	£21,330

15.11 **Bemerton Heath (north) cycle route**

15.11.1 This route links the northern entrance to the railway station with the north-west side of the city. From this direction the only feasible route into the city is on carriageway along the Devizes Road. As a main artery into the city Devizes Road is not ideal but this route recognises that some cyclists will use it wholly or in part in preference to the Bemerton Heath (south) alternative.

15.11.2 Although it is not signed as such cycling is permitted through the subways under the St Paul's Roundabout (8) enabling cyclists to cross the A36 between Fisherton Street and Devizes Road. Barriers should be replaced with staggered bollards. Bollards with inset shared-use repeaters should be located at the entrance to each subway. Flush kerbs should be provided at all transition points. Advanced stop lines should be provided at all the signals on the roundabout for cyclists wishing to remain on the carriageway.

15.11.3 There is no scope for cycle paths or lanes along Devizes Road (9). Traffic calming is recommended. Between Highbury Avenue and Primrose Road Atkins' April 2013 feasibility study recommended traffic calming created by a mixture of carriageway narrowing and build-outs enclosing parking bays on alternate side of the roads.

15.11.4 North of Primrose Road the speed limit on Devizes Road (10) increases to 40mph and a combination of off and on-carriageway measures is recommended in the Atkins study. While these measures are worthwhile they do not provide a continuous route in both directions into Ramleaze Drive (the most northerly residential road and potential access point to the Fugglestone Red development area).

15.11.5 Atkins' report recommends a link between Primrose Road and Ramleaze Drive (11). This was visited as part of this study and is recommended as the preferred route into Fugglestone Red.

15.11.6 The route continues along Ramleaze Drive which should be traffic calmed. From Cook's Close an informal footpath link can be surfaced to provide a cycle route into the Fugglestone Red development area (12).

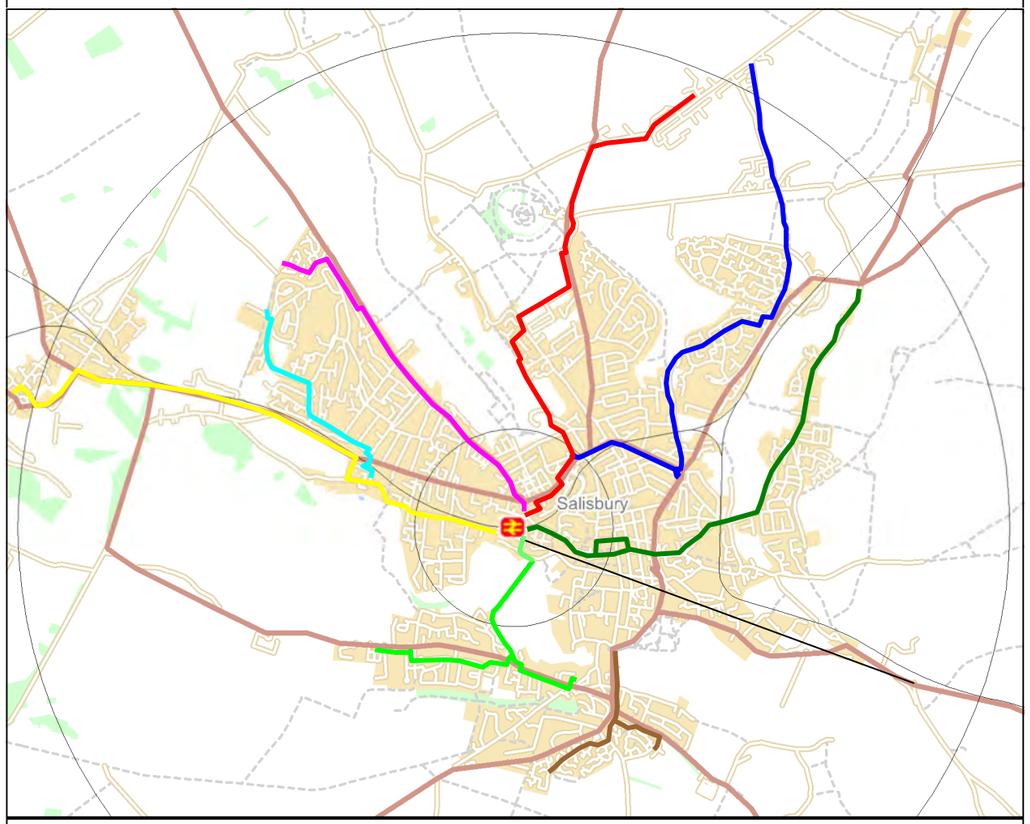
15.11.7 The Atkins feasibility study noted that Footpath Salisbury 334 can be reached by a 2 metre footway from Primrose Road (13). Subject to land ownership and planning there is scope to create a link from the footpath into Cheshire Close. When combined with the proposed shared-use path at the northern end of Primrose Road this could create a link between Fugglestone Red and Skew Bridge via Queen Alexandra Road. Although this link has not been visited as part of this study some indicative costs and a prioritisation have been included.

Bemerton Heath (north) cycle route summary				
Linking the southern entrance of the station to the north west of the city				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
St Paul's roundabout	15.11.2: Flush kerbs, staggered bollards and advanced stop lines.		Medium/low	£16,800
Devizes Road (Highbury Avenue to Primrose Road)	15.11.3—15.11.4: Traffic calming	Highways Agency support	Medium/low	£78,000
Primrose Road to Fugglestone Red	15.11.5—15.11.6: New shared-use paths and traffic calming	Third party land and planning permission	Medium/medium	£93,570
Primrose Road to Cheshire Close	15.11.7: New shared-use path	Third party land and planning permission	Long/medium	£10,410

15.12 **Salisbury pedestrian issues**

15.12.1 Access from the station into the city centre along Western Road and Fisherton Street is probably the best of all the stations studied. In general access in the city centre is very good. The only exception is Castle Street which would benefit from more crossings. To the north of the station there is good pedestrian access under the A36 and the situation will be further improved if a northern entrance to the station can be provided. From the station towards the cathedral along Mill Road the access is not so good with awkward crossings of the station approach and Churchfields Road as well as a narrow footway adjacent to a busy section of road. Access along Churchfields Road is also poor with limited crossing facilities and a number of busy side-turnings.

Salisbury cycle routes—overview



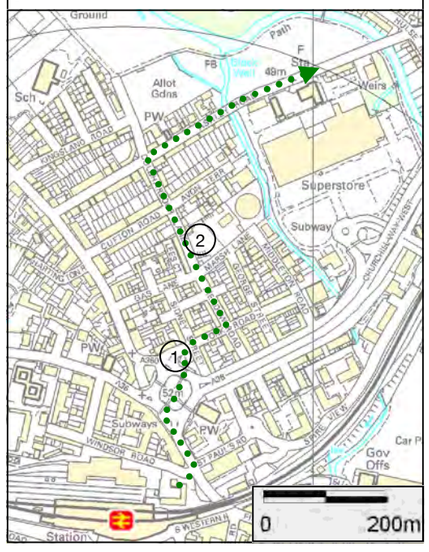
15.13 **St Paul's Roundabout to Ashley Road pedestrian route**

15.13.1 This route summarises the links north from the station in the direction of Ashley Road.

15.13.2 The existing steps into the St Pauls Roundabout subway from Sidney Street (1) are off the desire line and should be replaced.

St Paul's Roundabout to Ashley Road pedestrian route summary				
Improving accessibility to the area north of the station in the direction of Ashley Road				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
St Paul's Roundabout to Sidney St	15.13.2—15.13.3: New steps and flush kerbs	Highways Agency support	Long/low	£9,000
Sidney St to Ashley Rd	15.13.3: Flush kerbs and footway widening		Long/low	£73,875

St Paul's roundabout to Ashley Rd pedestrian route

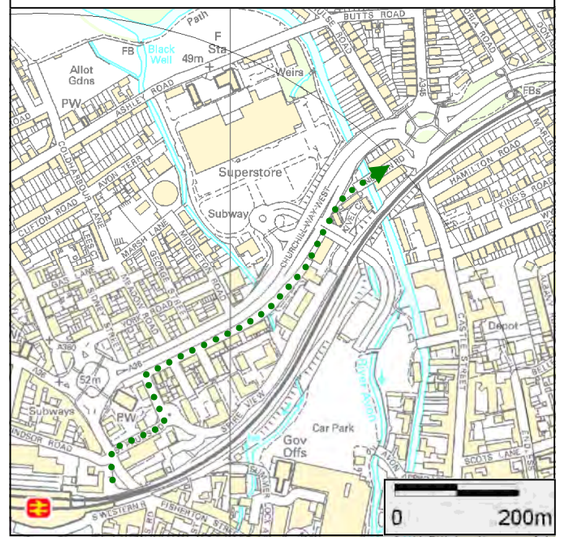


15.14 **St Pauls Road to Nelson Road pedestrian route**

15.14.1 This route is a significant desire line from the north and east side of the city following residential roads. It links to the Avon Valley path, the Waitrose superstore, Castle Roundabout and, further north, to the leisure centre.

15.14.2 Flush kerbs and uncontrolled crossing points are recommended at locations specified in the cost spreadsheet.

St Paul's Rd to Nelson Rd pedestrian route



St Pauls Road to Nelson Road pedestrian route summary				
Improving accessibility to the area north east of the station				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
St Paul's Rd to Nelson Rd	15.14.2: Flush kerbs		Medium/low	£16,500

15.15 **Fisherton Street to Castle Street pedestrian route**

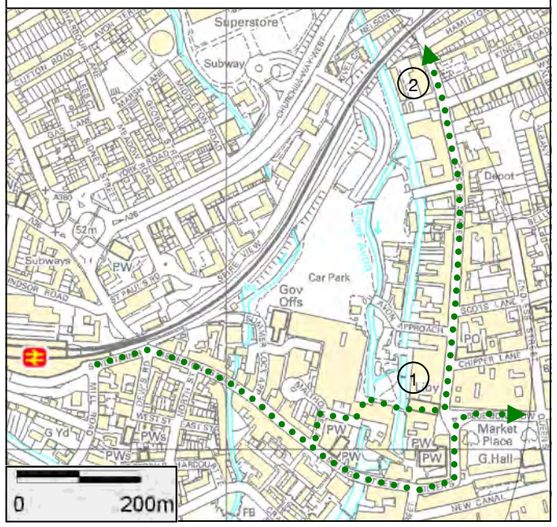
15.15.1 This is one of the main routes into the city centre. Accessibility along Fisherton Street from the railway station is good. Improvements are needed around the central car park and Castle Street.

15.15.2 Flush kerbs and uncontrolled crossing points are recommended at locations specified in the cost spreadsheet.

15.15.3 The southern section of Castle Street between Minster Street and Chipper Lane (1) is one of the least accessible areas of the city centre. A large number of pedestrian movements to and from Tesco's and The Maltings cross Castle Street at this point. There is no crossing despite high vehicle volumes. A detailed urban design study would be appropriate. The cost spreadsheet assumes a shared space solution which could still accommodate some parking and the bus stops.

15.15.4 Castle Street has one zebra crossing south of Avon Approach. A further zebra crossing is recommended further north between Wyndham Road and Hamilton Road (2) to serve the desire lines in this area.

Fisherton St to Castle St pedestrian route



Fisherton Street to Castle Street pedestrian route summary				
Improving accessibility and safety for pedestrians between the station and Castle Street				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Fisherton Street to Castle Street	15.15.2—15.15.5: Shared-space, zebra crossing, flush kerbs and uncontrolled crossings		Medium/medium	£71,400

15.16 **Mill Road to The Close pedestrian route**

15.16.1 This is an important desire line into the city centre from the railway station. In particular it links the station to the cathedral, the main tourist destination in the city.

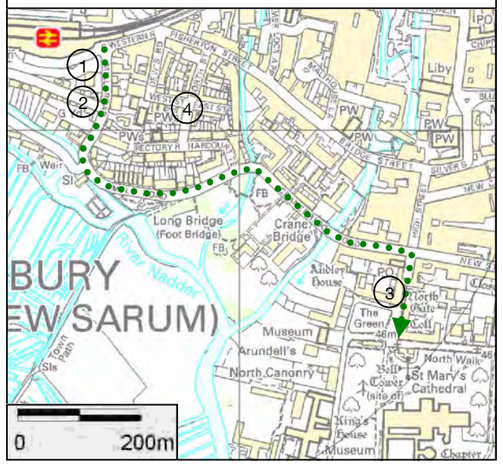
15.16.2 The access from the railway station across Western Road and along Mill Road is poor. The western footway on Mill Road should be resurfaced for 90 metres and extended into the station car park. A zebra crossing over the station entrance is recommended (1).

15.16.3 A zebra crossing is recommended over the entrance to Churchfields Road from Mill Road (2).

15.16.4 Accessibility along Mill Road into the city centre is good. At the entrance to The Close from the High Street there is no footway and a raised table is recommended (3).

15.16.5 Additional flush kerbs are recommended at the junction of North, East, South and West Streets (4).

Mill Road to The Close pedestrian route



15.6.2

Mill Road to The Close pedestrian route summary				
Improving accessibility and safety for pedestrians south east from the station into the city centre.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station entrance to Mill Rd	15.16.2—15.16.3: Zebra crossing, footway extension and resurfacing	Network Rail/SW Trains approval and traffic regulation order	Short/high	£32,925
Dews Rd to High St	15.16.5: Flush kerbs and raised table		Long/low	£10,500

15.17 **Churchfields pedestrian route**

15.17.1 Churchfields Road is an important route for pedestrians approaching the station from the west of the city. There is insufficient provision for pedestrians along and across Churchfields Road bearing in mind the large number of vehicle and pedestrian movements. A number of zebra crossings are recommended to improve pedestrian safety and reduce vehicle speeds along the road.

15.17.2 The existing pedestrian ramp from the station car park into Churchfields Road (1) should be widened. The refuge crossing from the foot of the ramp over Churchfields Road is only 1 metre wide. This should be replaced with a zebra crossing.

15.17.3 Zebra crossings are recommended over the entrances to Stephenson Road (2) and Brunel Road (3).

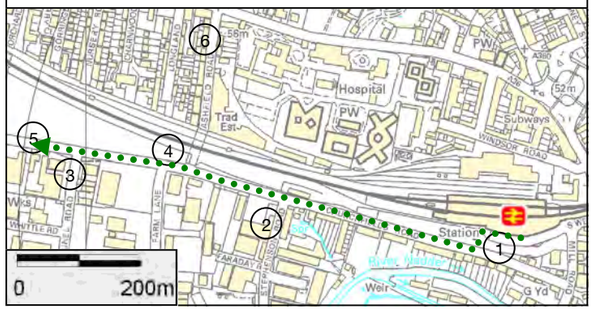
15.17.4 The south side footway on Churchfields Road has been damaged by parked HGV's and approximately 110 metres requires resurfacing. Additional footway improvements at the junction with Stephenson Road and in front of Sydenhams is specified in the cost spreadsheet.

15.17.5 Zebra crossings are recommended over Churchfields Road west of Ashfield Road (4) and east of Cherry Orchard Lane (5). To link the Ashfield Road footway to the proposed zebra a raised table crossing is recommended behind the give-way.

15.17.6 Footway improvements on Ashfield Road are specified in the cost spreadsheet (6).

15.17.7 Locations for flush kerbs, tactile paving and footway resurfacing in Churchfields Industrial Estate are specified in the cost spreadsheet. Pavement parking is a problem at the southern end of Stephenson Road and on the north side of Telford Road. This should be addressed with parking restrictions.

Churchfields Rd pedestrian route



15.17.5 (Ashfield Rd junction)

Churchfields Road pedestrian route summary				
Improving accessibility and safety for pedestrians approaching the station via Churchfields Road				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Churchfields Road (east)	15.17.2: New ramp and zebra crossing	Network Rail/SW Trains approval and traffic regulation order	Long/medium	£19,875
Churchfields Road to Ashfield Road	15.17.3 - 15.17.6: Zebra crossings and footway improvements	Traffic regulation order	Long/medium	£69,585
Churchfields Industrial Estate	15.17.2: Flush kerbs, footway resurfacing and parking restrictions	Traffic regulation order	Long/low	£47,250

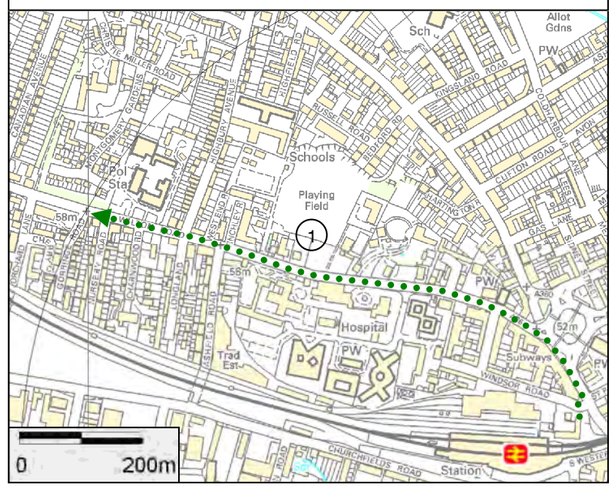
15.18 **Wilton Road pedestrian route**

15.18.1 This route serves pedestrians approaching the station from the west, north of the railway line.

15.18.2 Accessibility is good along the A36 apart from the bus stop opposite the police headquarters (1) which needs to be repositioned closer to the carriageway to provide 1 metre clear width on the footway.

15.18.3 Flush kerbs and tactile paving are recommended on side turnings off the A36 as specified in the cost spreadsheet.

Wilton Road pedestrian route

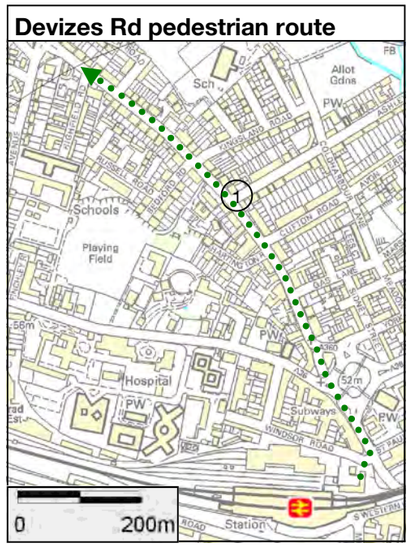


Wilton Road pedestrian route summary				
Improving accessibility and safety for pedestrians approaching the station via Wilton Road				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Wilton Road to Highbury Avenue	15.18.3: Flush kerbs, tactile paving and bus shelter relocation	Highways Agency support	Long/low	£11,850

15.19 **Devizes Road pedestrian route**

15.19.1 This route links the station with Bemerton Heath via Devizes Road and St Paul's roundabout. Apart from the lack of level access there are no particular issues.

15.19.2 Flush kerbs and tactile paving are recommended on Devizes Road (1) and side-turnings as specified in the cost spreadsheet.



Devizes Road pedestrian route summary				
Improving accessibility and safety for pedestrians approaching the station via Wilton Road				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Devizes Rd	15.19.2: Flush kerbs and Uncontrolled crossings		Short/low	£21,000
Russell Rd	15.19.2: Flush kerbs and Uncontrolled crossings		Long/low	£6,930

16. Tisbury

16.1 Tisbury station is on the south side of the village. The village itself is spread over a hillside with the station at the bottom. The station serves mainly out-commuters.

16.2 **Tisbury cycle issues**

There is no dedicated provision for cyclists in the village. Traffic speeds are generally low enough for this not to be an issue. However, pedestrians and cyclists would benefit by measures to reduce speeds further. Although the station serves other settlements these are outside the 4 kilometre buffer for the study.

16.3 **Village wide 20 mph zone**

16.3.1 A village-wide 20 mph zone is recommended to improve road safety and increase the potential for behaviour change. The road network is generally low speed and does not appear to suffer from rat running due to the absence of any larger population centres near Tisbury. No traffic calming is proposed but gateway features at the entrance to the zone are recommended. Pedestrian measures proposed for the High Street will benefit cyclists by reducing vehicle speeds.

Village wide 20 mph summary				
Improving pedestrian and cycle safety across the whole town.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Village-wide	16.3.1: 20mph zone	Traffic regulation order	Medium/medium	£18,000

16.4. **Tisbury pedestrian issues**

The High Street's footways do not extend to the station although this has been overcome recently by the creation of a false footway. Further north the High Street has other gaps in the footway provision. Pedestrian provision is better on routes radiating east and west from the High Street but there is almost no level access.

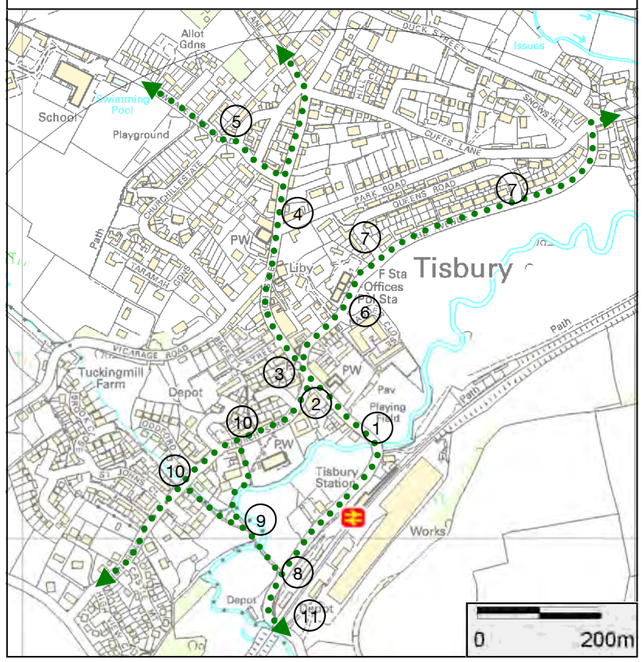
16.5 **High Street pedestrian route**

16.5.1 This is the main route from the station into the centre of the village and streets to the north.

16.5.2 The eastern footway between The Square and the station should be resurfaced and tactile paving added at the southern end (1). Tactile paving is also required on the southern end of the western footway.

16.5.3 An uncontrolled crossing point is required over the High Street at the southern side of The Square (2).

Tisbury pedestrian routes—overview



16.5.4

16.5.4 The Square is predominantly a vehicular environment which could be improved for pedestrians and the streetscape enhanced. The northern arm of the entrance to Church Street (3) is not required for vehicle movements apart from buses and could be pedestrianised with access for buses retained. This would improve north-south pedestrian access along the High Street as well as east-west via Church Street and The Avenue. Using natural stone paviours the central island should be widened as far as the give-way and extended north from kerb to kerb across Church Street. Planters should be used to delineate the space. Extending the change of surface across the High Street would create a gateway to the centre of the village.

16.5.5 North of The Square there are intermittent footways either side of the High Street (4). There is insufficient width to extend footways so pedestrians will have to use the carriageway. In addition to this there is a lack of level access. As well as introducing more level access (specified in the cost spreadsheet) limited pedestrianisation is recommended. This would consist of "pocket pedestrianised" sections of carriageway, ideally located in front of businesses that could benefit. For example the loss of a car parking space in front of the bakers could be mitigated if tables for customers could occupy the space instead. Spaces would be delineated by planters. Ideally at least three such spaces could be located along the High Street in a staggered pattern to deflect vehicles and provide traffic calming.

16.5.6 Flush kerbs are recommended at the northern end of the High Street and on side-turnings as specified in the cost spreadsheet.

16.5.7 The barrier arrangement across the road closure on Weavelands Road (5) is inconvenient and unattractive. It should be replaced with bollards.

High Street pedestrian route summary

Improving safety and accessibility through the centre of the village

Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
The Station to The Square	16.5.2: Footway resurfacing, tactile paving and uncontrolled crossing		Short/low	£6,900
The Square/ High Street shared-space	16.5.3—16.5.4: Partial pedestrianisation and streetscape enhancements	Traffic regulation order	Long/medium	£28,000
High Street (north)	16.5.5: Flush kerbs and uncontrolled crossings		Long/medium	£7,500
High Street (south)	16.5.5: Flush kerbs		Long/low	£10,350
Vicarage Rd to Weavelands Rd	16.5.6 16.5.7: Flush kerbs, tactile paving and barrier replacement		Long/low	£19,050

16.6 **The Avenue pedestrian route**

16.6.1 This is the main route from the station and High Street to the east of the village (6).

16.6.2 Flush kerbs, tactile paving and uncontrolled crossings are recommended as specified in the cost spreadsheet.

16.6.3 The carriageway surface at both entrances of Queens Road (7) are worn and in need of repair.

The Avenue pedestrian route summary				
Improving accessibility to the west side of the village				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
The Avenue to Cuff's Lane	16.6.2—16.6.3: Flush kerbs, tactile paving, uncontrolled crossings and carriageway resurfacing		Medium/low	£10,800
The Avenue to Cuff's Lane (side-turnings)	16.6.2: Flush kerbs and tactile paving		Long/low	£9,900

16.7 **Church Street pedestrian route**

16.7.1 This route links the west side of the village to the High Street and to the station via footpath Tisbury 74.

16.7.2 The crossing between the station approach and Tisbury 74 (8) is off-set with no footway. If the recommended village-wide 20 mph zone (16.3) is implemented the gateway could be located to the west of the entrance to Tisbury 74 to reduce vehicle speeds at the crossing point. The carriageway at the entrance to Tisbury 74 is in poor condition and should be re surfaced and a flush kerb installed.

16.7.3 Tisbury 74 (9) should be resurfaced between Jobbers Lane and the river.

16.7.4 Flush kerbs and tactile paving is recommended at the locations specified in the cost spreadsheet.

16.7.5 Two sections of footway near The Crown pub and Oddford Vale should be widened to provide a minimum 1 metre clearance (10).

16.7.2

Church St pedestrian route summary				
Improving accessibility to the west side of the village				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Tisbury 74 to Church St	16.7.2—16.7.3: Flush kerbs, tactile paving and footway widening		Medium/low	£16,050
Church St to Union Rd (side-turnings)	16.7.2: Flush kerbs and tactile paving		Long/low	£26,250

16.8 **Jobbers Lane pedestrian route**

16.8.1 This route approaches the station from the west (11) which is a non-residential area.

16.8.2 Flush kerbs and tactile paving are recommended as specified in the cost spreadsheet.

Jobbers Lane pedestrian route summary				
Improving accessibility to the west of the station				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Jobbers Lane	16.8.2—16.8.2: Flush kerbs, tactile paving and carriageway resurfacing		Long/low	£5,400

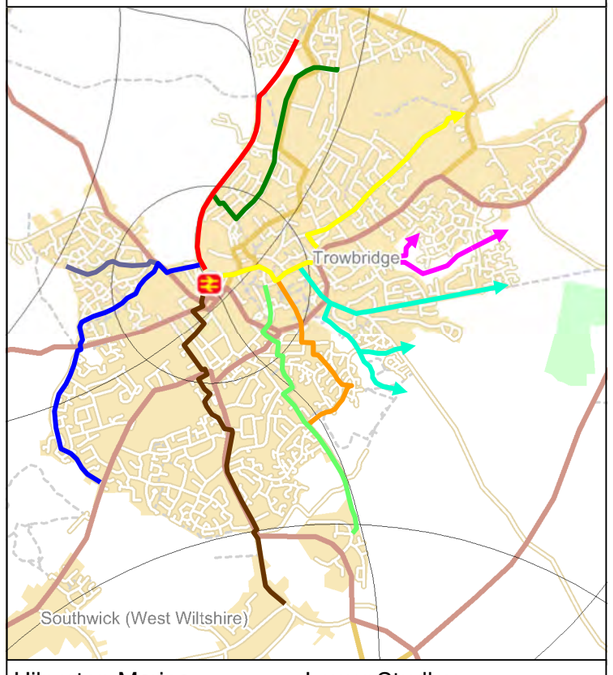
17. Trowbridge

17.1 Trowbridge station is situated on the west side of the town centre. The town is largely flat but the complex and busy road network constrains both pedestrian and cycle movements. Key employment areas are in the town centre, to the north around Canal Road and on the far south at White Horse Business Park. New development is primarily focussed on the east side of the town making improved access through the centre all the more important. The Bowyers site to the north of the station has recently received planning approval for a new supermarket and leisure uses. Although this opens up the possibility of improved access it will also generate significantly increased traffic around the station.

17.2 Trowbridge cycle issues

Cycle access to Trowbridge station is poor. Only one cycle path serves the station, a permissive route maintained by Sustrans which links to the Kennet & Avon Canal. From all other directions cyclists rely on the road network. The Stallard Street/Bythesea Road mini-roundabout and Trinity Gyratory are both difficult for cyclists to negotiate. Beyond the town centre there are some cycle paths which, if joined up could form a reasonable network. Apart from the constraints around the station the main barriers are around County Way and ensuring routes link across it into the town centre. Around the north side of the town the road network limits the possibility for new cycle paths making the provision of traffic calming more important.

Trowbridge cycle routes—overview



17.3 Hilperton Marina cycle route

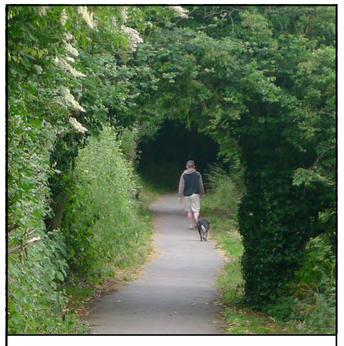
17.3.1 This route improves the existing paths from the station to the Kennet & Avon Canal and the new residential development around Hilperton Marina. At the southern end the route connects to the Stanley Green route via Innox Road to create a link around the north side of the town.

17.3.2 Currently there is only footpath access north-west from the station but a cycle link will be provided as part of the recently approved Bowyers site development (1).

17.3.3 The route follows the Sustrans managed Innox path (2), a permissive path on Network Rail land, to Langford Road and on to the Kennet & Avon Canal. It is recommended that this path is widened to 3 metres along its 1.2 kilometre length and lighting provided. Subject to Network Rail agreement the path should be adopted to ensure access can be maintained in perpetuity.

17.3.4 The canal towpath (3) between the northern end of the Innox path at Balls Bridge and Hilperton Marina is a stone dust surface in poor condition. This should be resurfaced in asphalt for 590 metres to provide a link from the north side of Hilperton Marsh into Trowbridge.

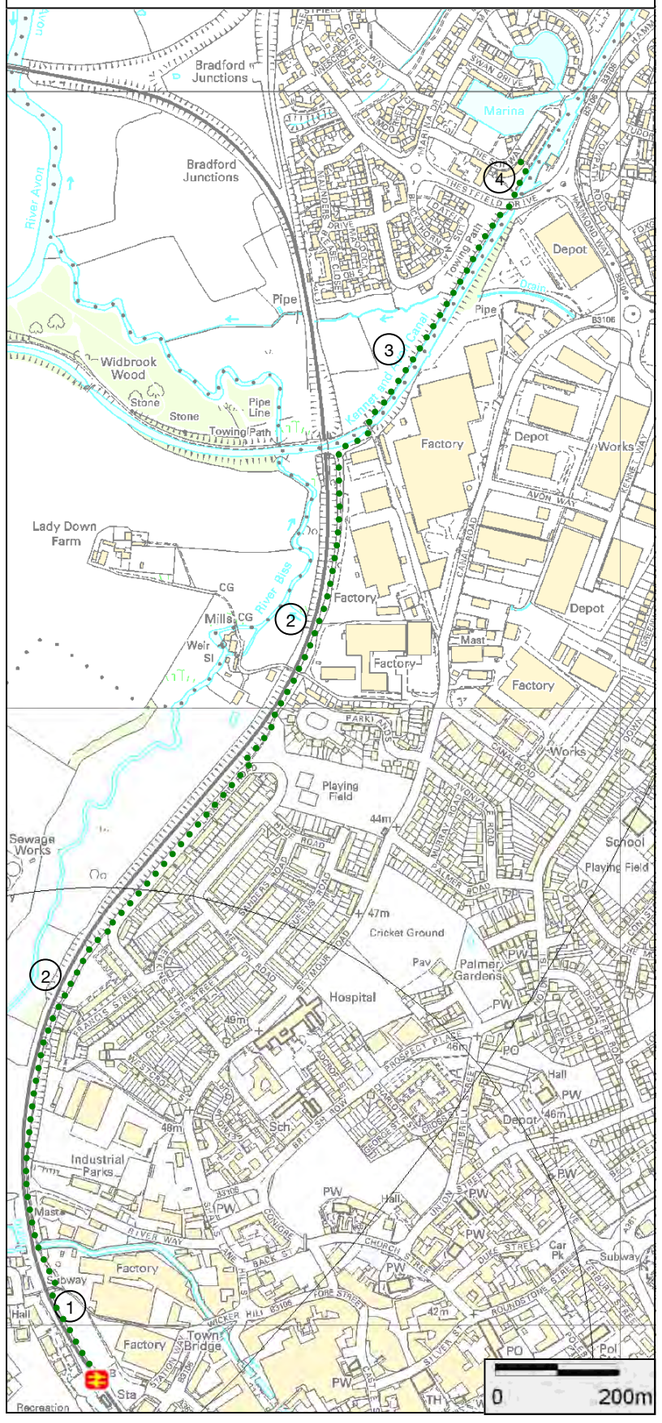
17.3.5 The path linking the towpath into The Slipway should be widened to 3 metres (4) and cycling permitted.



17.3.3

Hilperton Marina cycle route summary				
Linking the station to the Kennet & Avon Canal and Hilperton Marina				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station to Langford Rd	17.3.2—17.3.3: Widen, light and adopt cycle path	Network Rail agreement	Medium/medium	£92,250
Langford Rd to Hilperton Marina	17.3.3—17.3.5: Widen, light and adopt cycle path. Surface towpath	Network Rail and Canal & River Trust agreement	Long/medium	£262,988

Hilperton Marina cycle route



17.4 **Hilperton Marsh cycle route**

17.4.1 This is a spur off the Hilperton Marina route. It links from the Seymour Estate to the residential areas north of the town and the Canal Road industrial estate.

17.4.2 From Langford Road access to the Canal Road industrial estate and other parts of north Trowbridge uses Seymour Road (1). This should be traffic calmed.

17.4.3 There is sufficient verge to widen the western footway of Seymour Road just south of the junction with Canal Road (2). A new shared-use path should be constructed around the west side of the roundabout with an uncontrolled crossing over the western arm (3).

17.4.4 North from Seymour Road the carriageway width on Canal Road is approximately 8 metres. Reducing this to 7.3 metres would enable the western footway to be widened to 2.5 metres and converted to a 580 metre shared-use path as far as Hammond Way (4).

17.4.5 Around the north side of the roundabout at the junction of Canal Road and Hammond Way the footway should be widened into the verge and converted to shared-use (5). The route crosses Hammond Way at the splitter island.

17.4.6 Between Hammond Way and Wyke Road the footway should be widened into the verge and converted to shared-use for 250 metres (6).

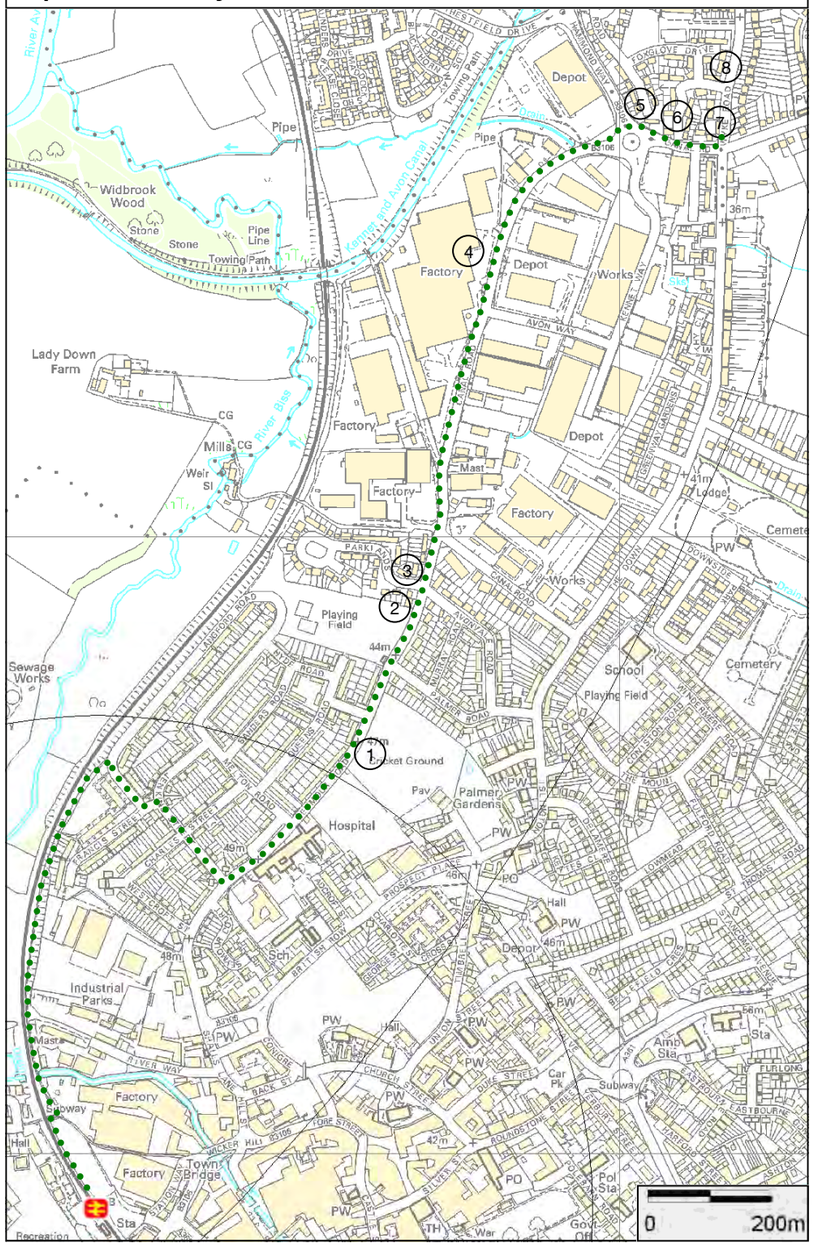
17.4.7 At the eastern end of Canal Road (7) the footway narrows to 2 metres. The splitter island should be moved 1 metre into the westbound lane to enable the footway to be widened into the carriageway. The junction radius into Wyke Road should be tightened to slow trafficexiting the roundabout. A raised table should be constructed over the entrance to Wyke Road as a gateway into the traffic-calmed area to the south.

17.4.8 The route continues on carriageway into Hilperton Marsh along Wyke Road (8).

17.4.4

Hilperton Marsh cycle route summary				
Linking the station to Hilperton Marsh and the Canal Road Industrial area				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Seymour Rd to Canal Rd	17.4.2—17.4.5: Traffic calming and shared-use path		Long/high	£170,235
Canal Rd to Wyke Rd	17.4.6—17.4.7: Shared-use path		Long/high	£69,720

Hilperton Marsh cycle route



17.5 **Hilperton cycle route**

17.5.1 This route links the station to the town centre before continuing to the north side of Trowbridge. Because of the lack of options to cross Stallard Street the first section is an essential link to the station for a number of other routes that branch off this one. Delivery is dependent on the Bowyers site redevelopment.

17.5.2 A new cycle link is proposed within the Bowyers site (1) to the north east of the railway station. The link crosses the development access roads and emerges on Stallard Street on the north side of the proposed roundabout at the entrance (just to the south of Town Bridge).

17.5.3 A toucan crossing will be required across Stallard Street just south of the Town Bridge (2).

17.5.4 The area to the south east of Town Bridge would benefit from a complete redesign given the likely increase in footfall with the new development on the Bowyers site. This should include a shared-use path linking to Fore Street. From the new toucan crossing on Stallard Street a shared-use path should constructed, through the stone wall and over the public open space to the south west of Town Bridge. The existing pedestrian bridge (3) over the river to the west of Town Bridge should be replaced with a 3 metre wide structure which is suitable for shared-use. The hard landscaped area to the north of the bridge should be redesigned with benches and planting beds relocated, enabling a 3 metre shared-use path to link to Fore Street.

17.5.5 The proposed new circulation arrangements for traffic in central Trowbridge will limit vehicular access on Fore Street (4) to buses and taxis. The reduction in vehicle flows enables the construction of a segregated contraflow cycle lane along the north side of Fore Street as far as the pedestrianised area. A raised table should be located at the junction of Fore Street and Manvers Street where cyclists cross the carriageway.

17.5.6 Unsegregated contraflow cycling (5) should be permitted along Market Street, Silver Street and Church Street (between Silver Street and Polebarn Road). If this is not possible a shared-use path should be created using the footway from Fore Street and Park Road. Cycling should be permitted through the park to the northern exit onto Polebarn Road (6).

17.5.7 Traffic calming should be used on Roundstone Street (7) to reduce the speed of traffic exiting the roundabout.

17.5.8 Cycling should be permitted through the subway under County Way (8). The subway is 2.9 metres wide with 2.5 metres headroom. The footway from Yerbury Street should be widened and converted to shared-use.

17.5.9 On the east side of the County Way subway (9) the 1.8 metre wide approach path linking south to Harford Street should be widened to 3 metres and converted to shared-use. The path around the eastern edge of the public open space at the subway entrance should also be widened and converted to create a link to Eastbourne Road.

17.5.10 A raised zebra crossing should be located over the entrance to Eastbourne Road (10). The footway between Eastbourne Road and Hilperton Road should be widened and converted to shared-use for 30 metres.

17.5.11 A two stage toucan crossing (11) is recommended over the splitter island where Hilperton Road joins the roundabout.

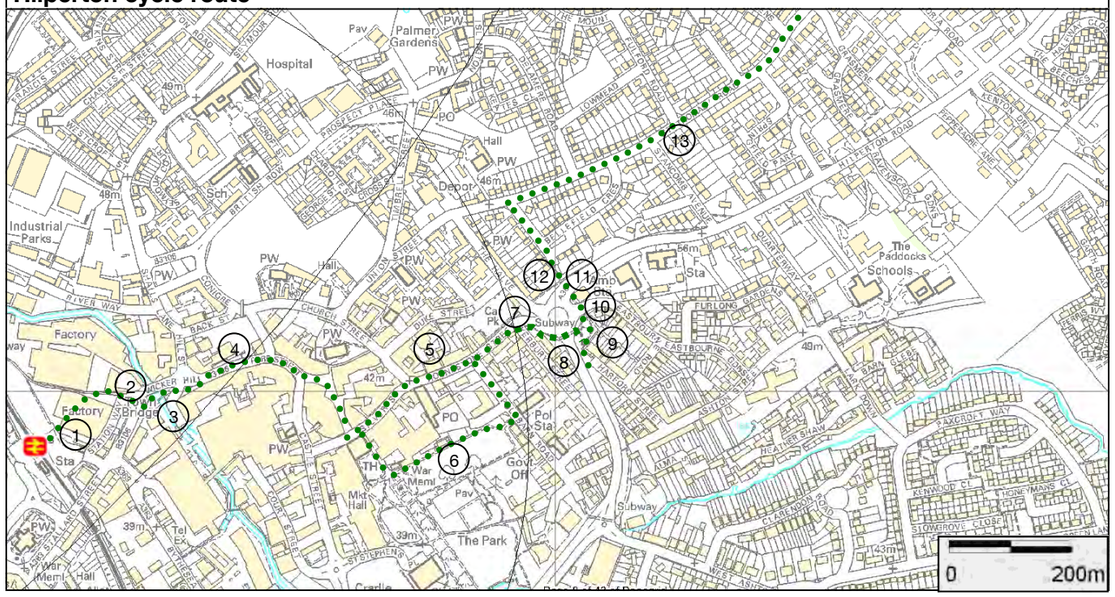
17.5.12 The existing 1.6 metre wide path between Hilperton Road and Bellefield Crescent (12) should be widened to permit shared-use cycling from the north side of the new toucan crossing. Low retaining walls will be necessary.

17.5.13 From Bellefield Crescent (13) the route follows St Thomas' Road and Middle Lane to Hilperton. St Thomas' Road should be traffic calmed.

17.5.4

17.5.5

Hilperton cycle route



17.5.8 & 17.5.9

17.5.12

Hilperton cycle route summary				
Linking the station to the town centre and the north east side of Trowbridge				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Stallard St to Fore St	17.5.3—17.5.5: Toucan crossing, bridge, shared-use paths and contraflow lane	Traffic regulation order, third party land and planning permission	Medium/high	£365,873
Market St to Roundstone St	17.5.6—17.5.7: Unsegregated contraflow and traffic calming	Traffic regulation order	Medium/medium	£10,850
Roundstone St to St Thomas's St	17.5.8—17.5.13: Permit cycling in subway, new shared-use paths, zebra and toucan crossings	Traffic regulation order	Medium/high	£257,075

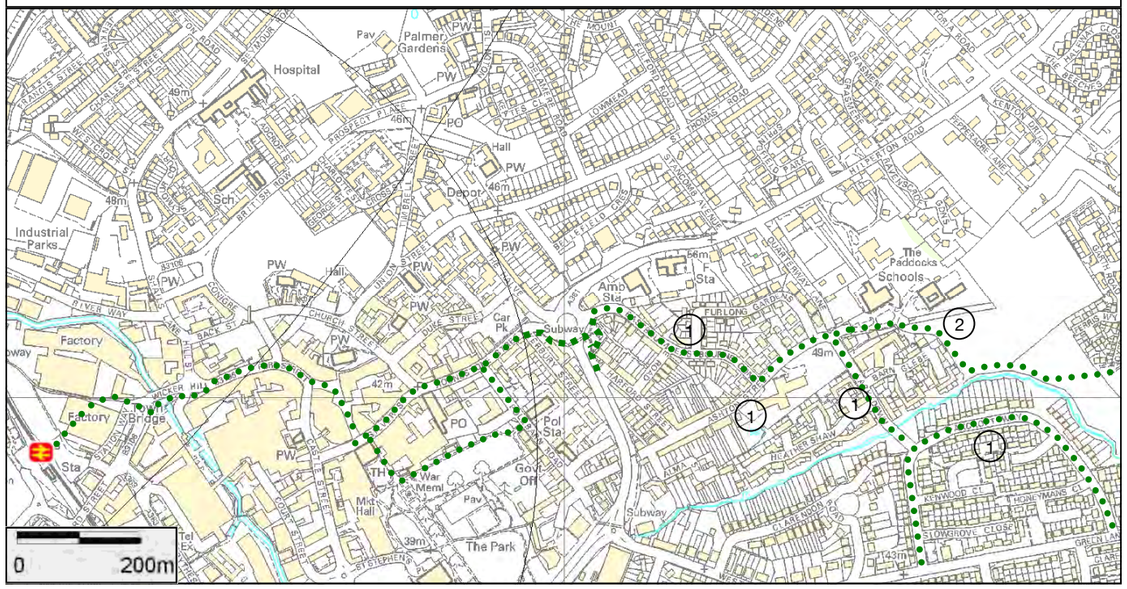
17.6 **Paxcroft Mead cycle route**

17.6.1 This uses the town centre improvements recommended for the Hilperton cycle route (17.4) and links them to the extensive network of shared-use paths in the Paxcroft Mead area of east Trowbridge.

17.6.2 A 20 mph limit (1) should be introduced on Eastbourne Road, Eastbourne Gardens, Ashton Street, Lark Down and surrounding streets. These roads are used to access Larkrise School and should be traffic calmed.

17.6.3 A new shared-use path (2) is under construction from Larkrise School to the existing path south of Walmesley Chase. From here connecting paths lead to the residential streets to the south east and north east.

Paxcroft Mead cycle route



Paxcroft Mead cycle route summary				
Linking the station to east side of Trowbridge				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Eastbourne Rd to Green Lane	16.6.2: 20 mph zone and traffic calming	Traffic regulation order	Medium/medium	£17,900

17.7 **Biss Meadows cycle route**

17.7.1 This route links the east and south east side of Trowbridge to the station via the town centre and the improvements around Fore Street recommended under the Hilperton route. The route is entirely traffic free from Trowbridge Park and requires a number of small links to connect existing shared-use paths.

17.7.2 Cycling is permitted through the subway under County Way from Polebarn Road (1) but the shared-use does not continue to West Ashton Road because of the 1.8 metre ramp width. The existing pedestrian ramp should be widened and converted to shared-use by removing the adjacent steps. The shared-use should continue over the car wash entrance on a raised cross-over as far as the existing uncontrolled crossing over West Ashton Road.

17.7.3 A raised table crossing should be provided across West Ashton Road just to the east of the car wash entrance (2).

17.7.4 The footway along the south side of West Ashton Road (3) should be widened and converted to shared-use to connect to the new link into Green Lane further east. Up to 9 of the existing mature trees will require removal and replanting to create enough width.

17.7.5 To create a link from West Ashton Road to Biss Meadow Country Park cycling should be permitted on footpath Trowbridge 39 (4). The path should be resurfaced, the existing chicane barriers replaced with staggered bollards and the litter bin relocated.

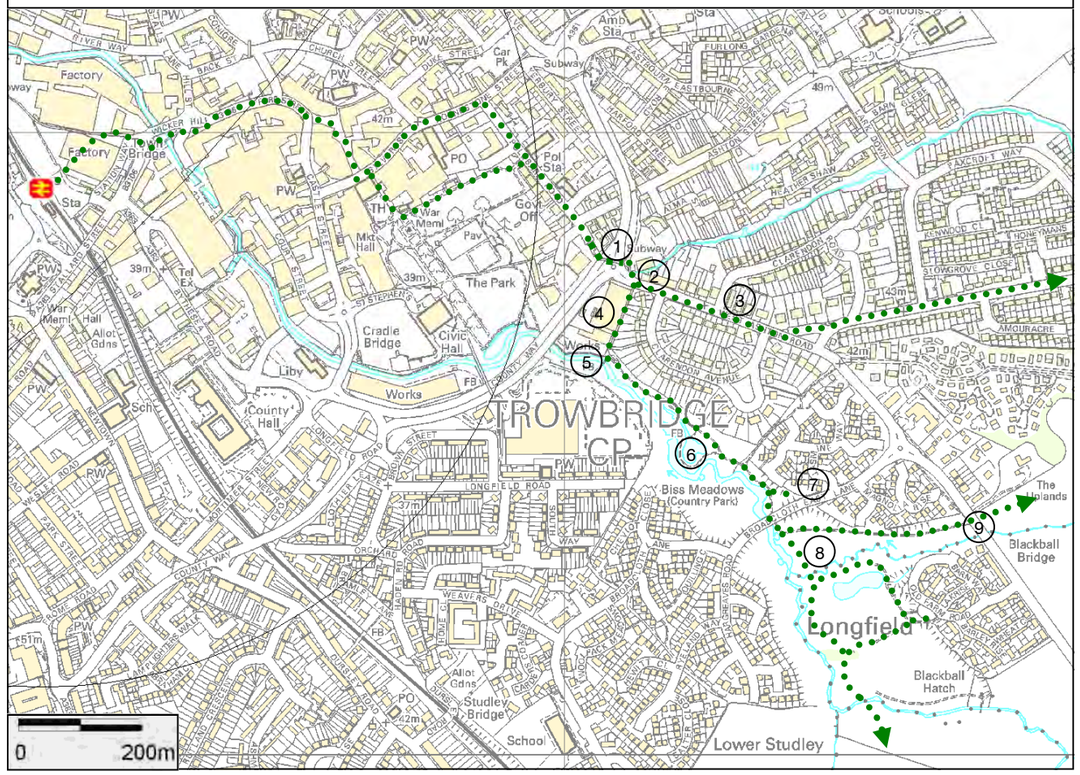
17.7.6 The timber chicane at the western entrance to Biss Meadows Country Park (5) should be replaced with staggered bollards.

17.7.7 Ballustrades should be added to the timber bridge on the Biss Meadow path (6).

17.7.8 The footpath from Broadcloth Lane (east) into Biss Meadows Country Park (7) should be widened and converted to shared-use by re-grading the banked verge. The chicane barriers should be replaced with staggered bollards.

17.7.9 Beyond Broadcloth Lane the cycle path through River Biss Country Park (8) continues to the development areas to the east. At the end of the north eastern branch of the path a toucan crossing should be constructed over West Ashton Road (9) to link into the adjacent development area.

Biss Meadows cycle route



17.7.2

17.7.4

17.7.5

Biss Meadows cycle route summary				
Linking the station to east side of Trowbridge				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
West Ashton Rd to Biss Meadows Country Park	New ramp, raised table crossing and shared-use paths		Medium/medium	£74,960
Broadcloth Lane East	Shared-use path		Long/medium	£10,500

17.8 Lower Studley Cycle Route

17.8.1 This route links the south east side of Trowbridge (including a new development area), to the station via the town centre. It makes use of improvements around Fore Street recommended under the Hilperton route. The route is a mixture of on-carriageway links and improvements/ conversions of existing paths.

17.8.2 The route makes use of the existing shared-use path through Trowbridge Park (1) and the bridge which crosses County Way (2).

17.8.3 The route continues on carriageway on Bridge Street, Longfield Road and South Way (3). The area should be subject to a 20mph limit. Longfield Road is part of a cut-through from West Ashton Road and should be traffic calmed.

17.8.4 A short link from Longfield Road to Cheviot Close (4) can be created by widening and converting the path which connects the two.

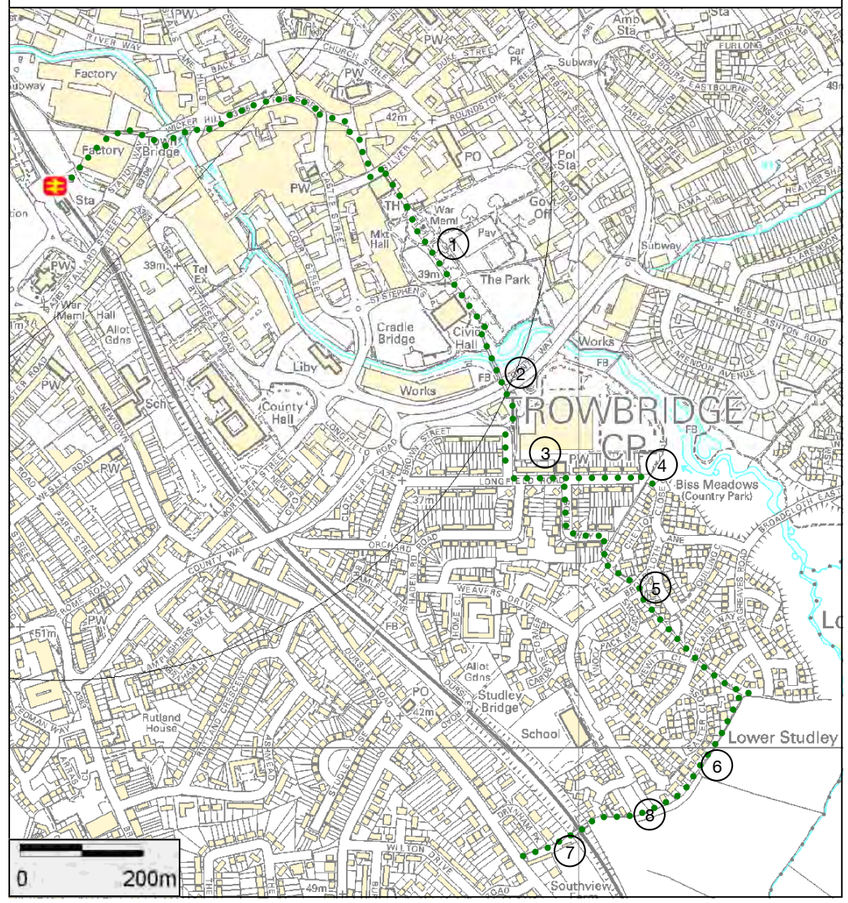
17.8.5 Footpath Trowbridge 31 (5) connects South Way to Hargreaves Road and the development area on the south eastern side of the town. There is sufficient verge to widen the 390 metre long path to 3 metres but the lighting columns will need to be relocated. Raised table crossings should be located where the path crosses Broadcloth Lane and Ryeland Way.

17.8.6 The link between South Way and Hargreaves Road can be extended by widening footpath Trowbridge 28 (6) from 2 metres to 3. This provides a 250 metre link to adjacent residential streets.

17.8.7 Footpath Trowbridge 28 (7) continues 240 metres south west over the railway to Drynham Road. This path should be surfaced, lit and cycling permitted. A raised table crossing is recommended over Sparrow Street (8).

17.8.7

Lower Studley cycle route



Lower Studley cycle route summary				
Linking the station to south east side of Trowbridge				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Longfield Rd to Sparrow Street	17.8.3—17.8.7: New shared-use paths, traffic calming and raised table crossings	Traffic regulation order	Long/medium	£147,495

17.9 **Drynham cycle route**

17.9.1 This route links the station to the south of Trowbridge, east of Bradley Road, as well as White Horse Business Park. It makes use of improvements around Fore Street recommended under the Hilperton route (17.5) to connect through the town centre. The route is a mixture of on carriageway links and improvements/conversions of existing paths.

17.9.2 The route links to Fore Street via Castle Street (northbound) and a new contraflow on Silver Street (1) for southbound cyclists.

17.9.3 A raised table is recommended on the northern arm of the Castle Street/Court Street roundabout (2). This will act as a traffic-calming gateway to the central shopping area and protect cyclists crossing to/from the proposed shared-use path on the west side of the roundabout.

17.9.4 The footway between Castle Street and Court Street (3) should be widened into the verge and converted to shared-use. The route continues over the existing splitter island where the crossing point should be widened to 3 metres.

17.9.5 The footway along the west side of Castle Street (4) between the roundabout and the gyratory is wide enough for conversion to shared-use.

17.9.6 The splitter island at the entrance to Castle Street (5) should be widened to reduce the crossing distance and an uncontrolled crossing provided.

17.9.7 The route crosses to the centre of the Longfield gyratory (6) where the existing footway should be widened and converted to shared-use.

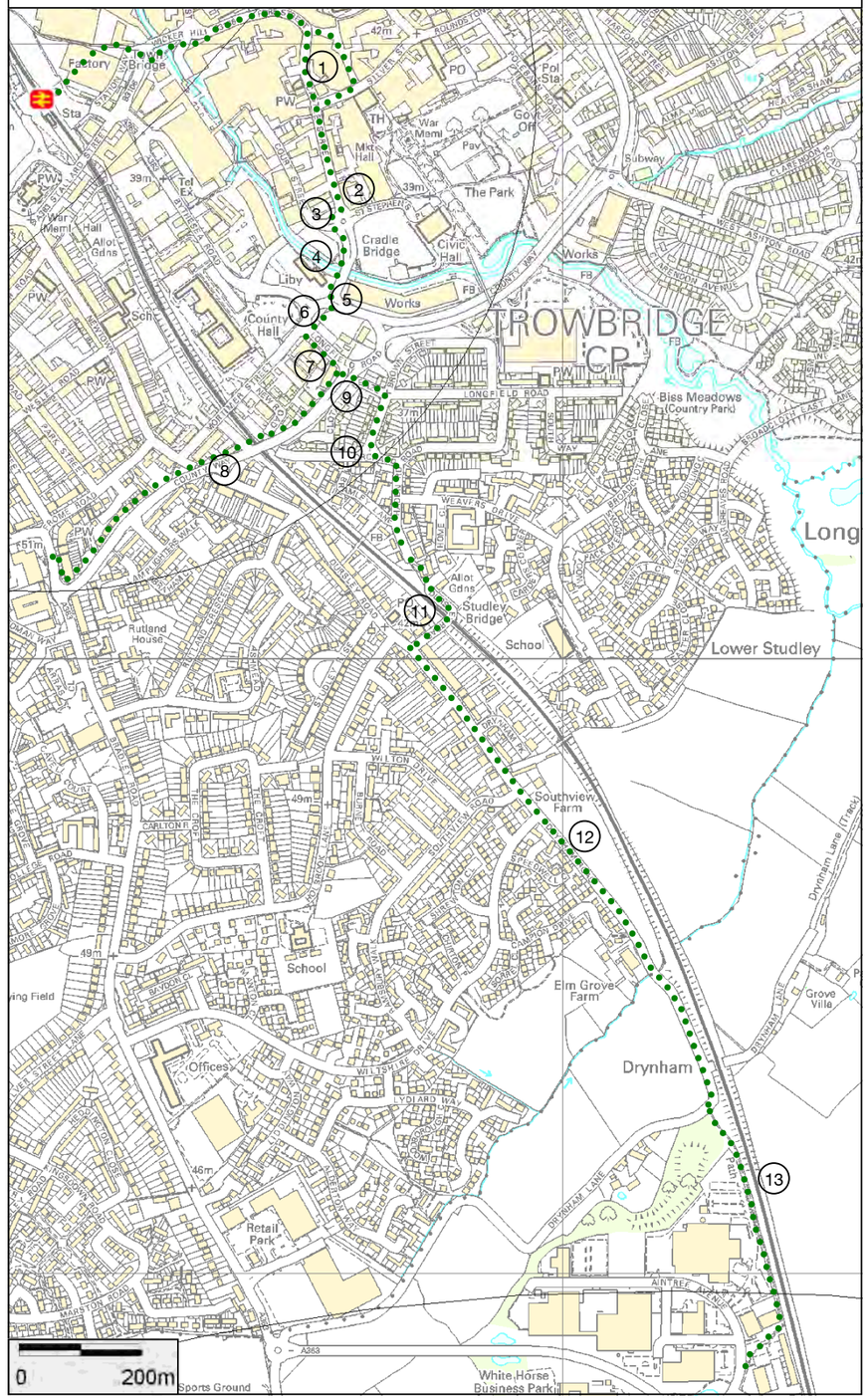
17.9.8 Between Mortimer Street and The Lamb (7) the footway on the south west side of the Longfield gyratory is wide enough for conversion to shared-use.

17.9.9 The easternmost section of the northern footway on County Way (8) is wide enough to be converted to shared-use. This creates a continuous traffic-free route from the town centre to the west side of Bradley Road and the North Bradley cycle route.

17.9.10 The route crosses the northern entrance to County Way (9) at the existing signalised crossing which should be widened and upgraded to a toucan. The path between County Way and Clothier Leaze should be widened and converted to shared-use to provide a link into the residential streets to the east.

17.9.11 The route continues on-carriageway on Clothier Leaze, Brown Street, Orchard Road and Haden Road (10). The area should be subject to a 20mph limit. Brown Street and Orchard

Drynham cycle route summary



17.9.12 Footpath Trowbridge 27 (11) connects to Cherry Gardens to Dursley Road. This should be widened into the adjacent car park/vacant land and cycling permitted to create a direct link over the railway line.

17.9.13 The route continues on-carriageway on Drynham Road (12).

17.9.14 A 460 metre long permissive path links Drynham Lane to White Horse Business Park (13). It is currently used by cyclists but the stone dust surface is in poor condition. Access for cyclists should be formalised and the path widened from 1.6 metres to 3 metres with an asphalt surface.

17.9.5, 17.9.6 & 17.9.6

17.9.14

Drynham cycle route summary				
Linking the station to south east side of Trowbridge and White Horse Business Park				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Castle St to County Way	17.9.2—17.9.10: New shared-use paths and toucan crossings	Traffic regulation order	Medium/medium	£209,610
Clothier Leaze to Dursley Rd	17.9.11—17.9.12: Traffic calming and shared-use path	Traffic regulation order, third party land and planning permission	Long/low	£21,750
Drynham Lane to White Horse Business Park	17.9.13—17.9.14: Path resurfacing and lighting	Land owner agreement and planning permission	Medium/medium	£43,650

17.10 **North Bradley cycle route**

17.10.1 This route links the station to the south west side of Trowbridge. No feasible link around the Trinity Gyratory has been identified but partial improvements are recommended to improve safety for cyclists already using it. A potential route over the railway line from Newtown to Stallard Street (1) is identified as a possible link in the cycle network plan. This was visited as part of the survey but has not been included as a proposed route. Agreement with landowners is likely to be difficult and the link into the station itself is unsatisfactory. A radical re-design, incorporating shared-space principles, from Trinity Gyratory north along Stallard Street might be the only long-term solution to improve pedestrian and cycle access while maintaining highway capacity. However, this is outside the scope of this report.

17.10.2 The footway around the western side of Trinity Gyratory (2) should be converted to shared-use. At the rear of the bus stop lay-by the wall should be demolished and rebuilt further back in the recreation ground to create a 3 metre width for the path.

17.10.3 The splitter island at the entrance to Bradford Road should be widened to reduce crossing distances. The footway between Bradford Road and Wingfield Road should be converted to shared-use (3).

17.10.4 The route continues on-carriageway on Wingfield Road (4) as far as West Street. Traffic levels are relatively high but it is more suitable than the alternative along Newtown where outbound cyclists have to do a right-turn into Gloucester Road.

17.10.5 The route continues on carriageway along Gloucester Road and Waterworks Road (5).

17.10.6 A spur to this route can be created by lifting the no cycling restriction on footpath Trowbridge 13 between Gloucester Road and Pitman Avenue (6). The path is 3 metres wide at its narrowest point. A flush kerb is required at the entrance from Gloucester Road.

17.10.7 A cycle gap should be formed in the road closure at the northern end of Waterworks Road (7).

17.10.8 Cyclists can cross Frome Road via a combination of shared-use paths and a signalised crossing which link Waterworks Road with Yeoman Way. The barriers at either end of the path between Frome Road and Yeoman Way (8) should be replaced with staggered bollards. The end of route sign at the junction with Yeoman Way should be removed.

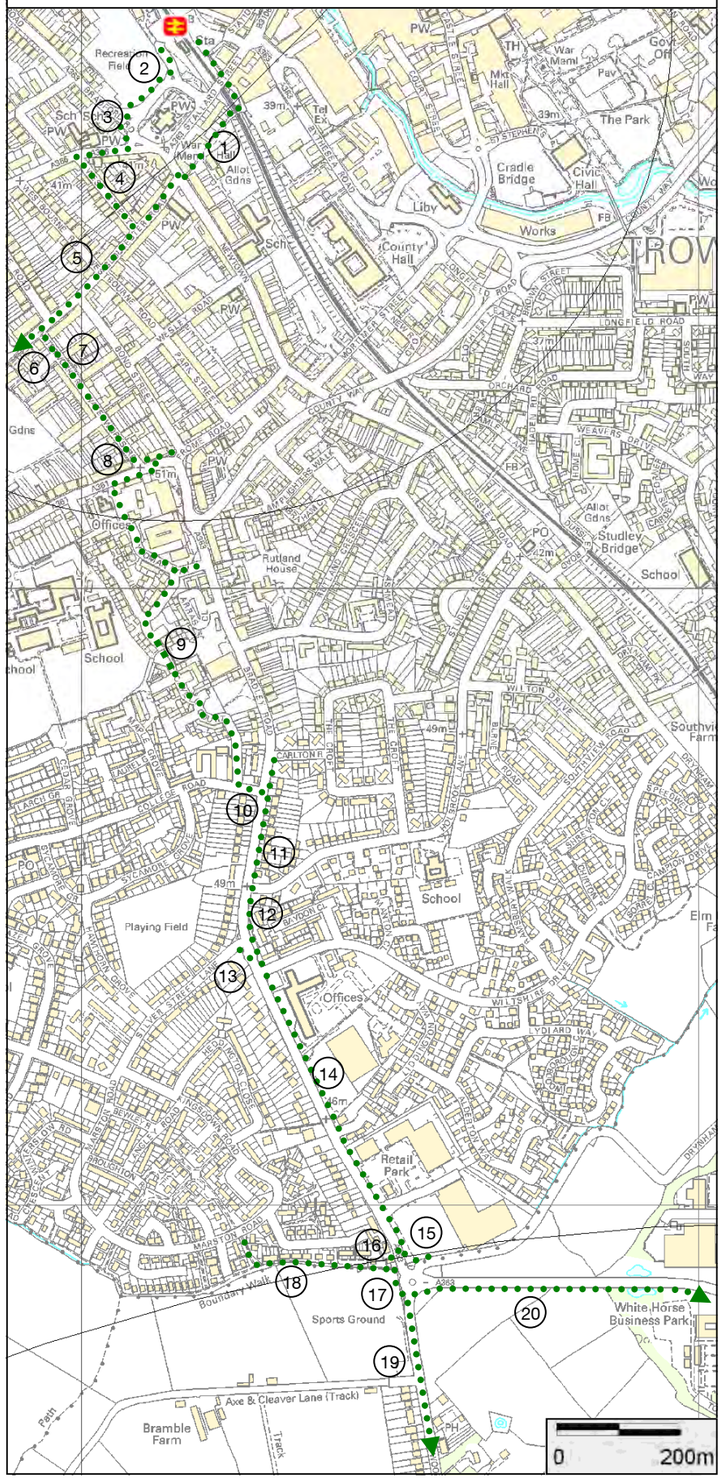
17.10.9 The route continues on-carriageway along Yeoman Way to where an existing 3 metre wide path links to Cavell Close (9). This path is not signed as shared-use so cycling should be permitted if it is not currently.

17.10.6

17.10.16

17.10.18

North Bradley cycle route



17.10.10 The route continues along Cavell Close and links to Bradley Road via College Road. There is no width on the west side of Bradley Road for a shared-use path so the mini-roundabout (10) at the junction with College Road should be placed on a raised table to provide some additional safety for cyclists turning at this point.

17.10.11 There is sufficient width on the east side of Bradley Road to create a 210 metre shared-use path between Carlton Row and Holbrook Lane by widening into the verge (11). The junction radius at the entrance to Carlton Row should be tightened. A raised table crossing should be located across the entrance to Holbrook Lane.

17.10.12 Between Holbrook Lane and Wiltshire Drive the eastern footway on Bradley Road should be widened into the verge for 90 metres and converted to shared-use (12). North of the junction with Silver Street there is no verge for 40 metres and the carriageway width needs to be narrowed to widen the 1.8 metre footway. This can be achieved by reducing the length of the right-turn lane on the approach to the mini-roundabout to gain 1.2 metres.

17.10.13 The refuge crossing over Bradley Road between the Silver Street Lane and Wiltshire Drive junctions should be replaced with a zebra. The zebra should be linked to Silver Street Lane by a short section of shared-use path on the western side of Bradley Road (13).

17.10.14 Between Wiltshire Drive and the south side of Trowbridge Retail Park a 550 metre long shared-use path can be created by either widening into the verge or to adjacent landscaped areas (14). This will require agreement with at least two land owners. Raised table crossings are recommended over the three side-turnings on this section. The width of the exit from the B&Q store should be reduced.

17.10.15 The shared-use path should continue north and link into Drynham Lane (15).

17.10.16 A crossing facility is needed over Bradley Road to the south of the entrance to Trowbridge Retail Park (16). There is an evident pedestrian desire line and, in the absence of a crossing, people can be seen using the roundabout splitter here. A toucan crossing is recommended at a point 20 metres north of the roundabout. This will link to a new shared-use path on the western side of Bradley Road. If a toucan is not possible the right-turn lane should be shortened to create sufficient width for a refuge crossing.

17.10.17 A new shared-use path should be built along the west side of the Bradley Road/Woodmarsh roundabout (17) by widening the footway into the hedge and verge.

17.10.18 The footpath link between Bradley Road and Marston Road (18) should be surfaced and cycling permitted to create a link into the residential area to the west of Bradley Road.

17.10.19 To link the route to North Bradley advisory cycle lanes should be provided along Woodmarsh (19) with the centre line removed along its length. This road should be traffic calmed.

17.10.20 The footway along the south side of the A363 to White Horse Business Park (20) could be widened into the verge and converted for shared-use. This would combine with the link Under 17.9.19 to connect the south east side of Trowbridge into the White Horse Business Park. The Drynham route (17.10.9) connects the business park to the station so this link has not been costed as part of the report.

North Bradley cycle route summary				
Linking the station to south side of Trowbridge and North Bradley				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Trinity gyratory	17.10.2 –17.10.3: Shared-use path		Short/medium	£43,365
Waterworks Rd to Bradley Rd (Wiltshire Drive)	17.10.5—17.10.13: Shared-use paths, raised table junction and crossing.	Traffic regulation order	Long/high	£113,715
Bradley Rd (Wiltshire Drive to Drynham Lane)	17.10.14—17.10.16: Shared-use paths, raised table crossings and zebra crossing	Traffic regulation order	Long/high	£190,680
Bradley Rd to North Bradley	17.10.17—17.10.21: Shared-use paths, toucan crossing, advisory cycle lanes and traffic calming	Land owner agreements and traffic regulation order	Long/high	£99,608

17.11 **Studley Green cycle route**

17.11.1 This route connects the east side of the railway station to the west side of Trowbridge. The route is largely traffic-free on new shared-use paths.

17.11.2 A new cycle link to Innox Road is proposed as part of the Bowyers site redevelopment. The 2 metre headroom through the subway (1) is below standard but there are examples of lower heights elsewhere). Warning signs should be added to the parapet on both sides. The lighting should be upgraded.

17.11.3 The route continues on-carriageway along Innox Road (2) to the junction with Bradford Road.

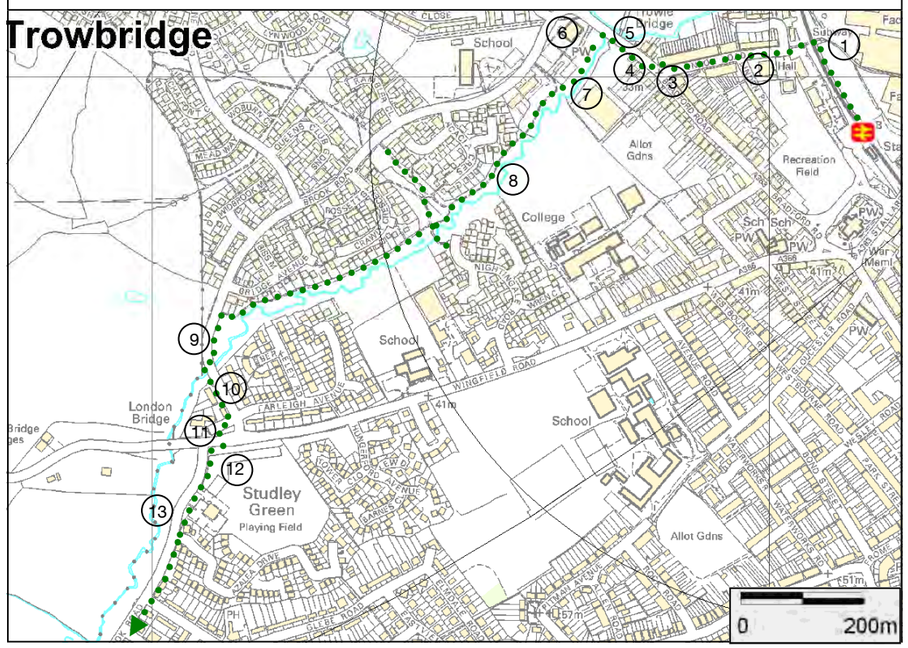
17.11.4 The refuge crossing on Bradford Road north west of the Innox Road junction (3) should be removed to create width to widen the footway on the north east side. The refuge should be replaced with a zebra crossing and the footway approaching from Innox Road should be widened to 2.5 metres and converted to shared-use.

17.11.5 From the zebra crossing to the junction with Brook Road (4) the footway on the south west side of Bradford Road should be widened into the carriageway from 2.4 to a minimum of 2.5 metres for 160 metres and converted to shared-use. The highway boundary along the west side of Bradford Road is unclear. A short section of concrete banking opposite the Innox Road junction needs to be cut back. This does not appear to be a retaining structure but is possibly in third party ownership. Various items of street furniture between Bradford Road and Brook Road should be relocated.

17.11.6 The path width reduces to 2.3 metres over the bridge (5) which is acceptable over a short distance. The parapet height is low at 1.1 metres but this is mitigated by iys 0.45 metre depth.

17.11.7 The footway connecting onto the south side of Brook Road (6) should be widened into the verge and converted to shared-use.

Studley Green cycle route



17.11.2

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17.11.8

17.11.8 A new shared-use path should be built west from Bradley Road along the north west bank of Lambrok Stream for 130 metres (7). A new opening should be formed in the railings adjacent to the bridge parapet and a 2 metre high ramp constructed down to ground level to the west. There is evidence of flooding in the area west of the bridge. Ideally the path level should be raised to reduce the risk of flooding. A flood risk assessment and Environment Agency advice should be obtained as part of a feasibility study.

17.11.9 The new shared-use path will connect to the existing footpath which runs parallel to Lambrok Stream from the Brook Road Tesco (8). This should be widened and converted to shared-use to the point where it re-emerges on Brook Road 750 metres further west.

17.11.10 A raised zebra crossing should be located on Brook Road just north of Lambrok Stream (9). The eastern footway north from the zebra should be widened and converted to shared-use to link back to the path proposed under 17.11.9.

17.11.11 The western footway south from the zebra crossing (under 17.11.10) should be widened to 2.8 metres by reducing the carriageway width to 6 metres (10). This creates a safe link into Tyning Close.

17.11.12 A toucan crossing should be provided over Wingfield Road between the Brook Road and Lambrok Road junctions (11). A new section of shared-use path should be constructed north from the toucan to Tynings Close.

17.11.13 From the toucan crossing into Lambrok Road (12) the footway should be widened into the adjacent 1 metre bank and converted to shared-use. There is sufficient width to re-grade the bank to a 1:2 slope.

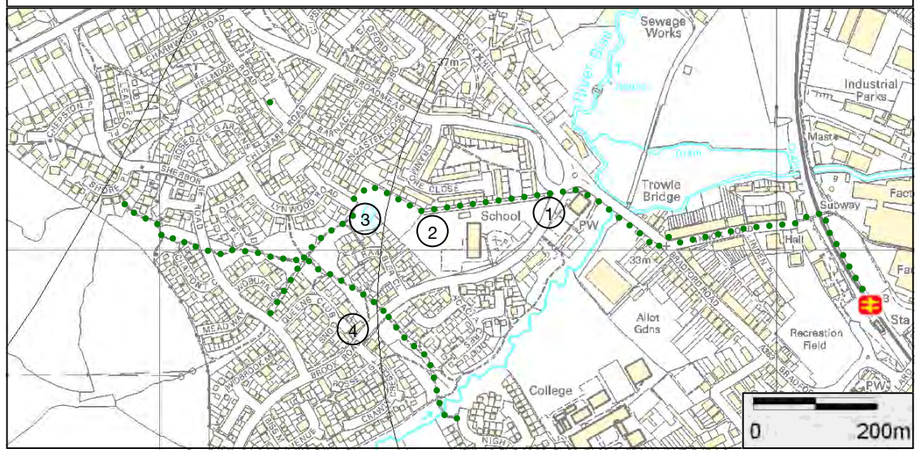
17.11.14 The eastern footway on Lambrok Road between Wingfield Road and Azalea Drive should be widened into the verge and converted to shared-use (13). This links the route into the existing shared–use path along Lambrok Road.

Studley Green cycle route summary				
Linking the station to the west side of Trowbridge				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Innox Rd to Bradford Rd	17.11.2—17.11.7: Zebra crossing and shared-use paths	Traffic regulation order	Long/high	£61,875
Bradford Rd to Brook Rd	17.11.8—17.11.10: Shared-use path	Planning Permission and landowner agreement	Long/high	£133,575
Brook Rd to Lambrok Rd	17.11.11—17.11.14: Shared-use paths, zebra crossing and toucan crossing	Traffic regulation order	Long/high	£169,575

17.12 **Trowle Common cycle route**

17.12.1 This route extends the Studley Green cycle route into the north-west side of Trowbridge.

Trowle Common cycle route



17.12.2 The right-turn lane from Brook Road into Broadmead (1) should be removed to enable the southern footway to be widened and converted to shared-use for approximately 35 metres. A zebra crossing should be provided over Brook Road just west of the junction of Broadmead. Alternatively there is sufficient width for two 3 metre lanes and a 2 metre wide refuge crossing.

17.12.3 Footpath Trowbridge 1 (2) is 330 metres long and links Brook Road to Lynwood Drive and the surrounding network of residential streets. It should be widened to 3 metres with an asphalt surface and cycling permitted. Lighting is recommended.

17.12.4 The footpath between Lynwood Drive and Sherbourne Drive (3) should be widened to 3 metres for 240 metres and cycling permitted.

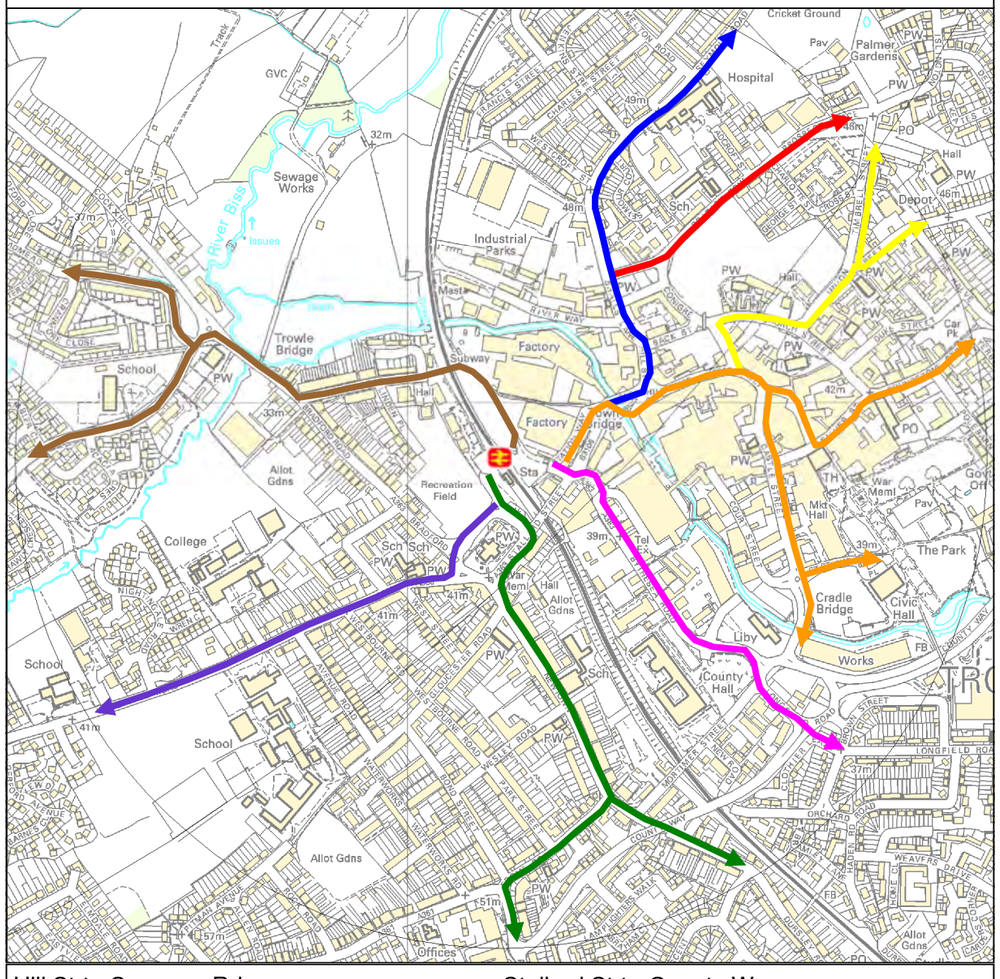
17.12.5 The footpath between Brook Road and Sherbourne Drive (4) should be widened to 3 metres for 340 metres and cycling permitted. This also extends the Links to School route which runs south over Lambrok Stream and John of Gaunt School.

Trowle Common cycle route summary				
Linking the station to the northwest side of Trowbridge				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Brook Rd	17.12.2: Zebra crossing and shared-use path		Long/high	£23,250
Brook Rd to Trowle Common	17.12.3—17.12.5 Shared-use paths	Traffic regulation order	Long/low	£220,500

17.13 **Trowbridge pedestrian issues**

17.13.1 From the station into the town centre pedestrians have to cross one or both of Stallard Street and Bythesea Road. Although both have well located signalised crossings there re main some desire lines and side-turnings where provision is poor. South west from the station is a key route which crosses the Trinity Gyratory. Provision for pedestrians around the gyratory is poor with only one signalised and a series of wide uncontrolled crossings at the entrances to the gyratory. There are links north and west of the station through the Bowyers site which will be improved as part of the development. Beyond the station three other locations were noted as having poor accessibility; the roundabout at the entrance to County Hall, the Newtown/Frome Road junction and the County Way/Bradley Road junction.

Trowbridge pedestrian routes—overview



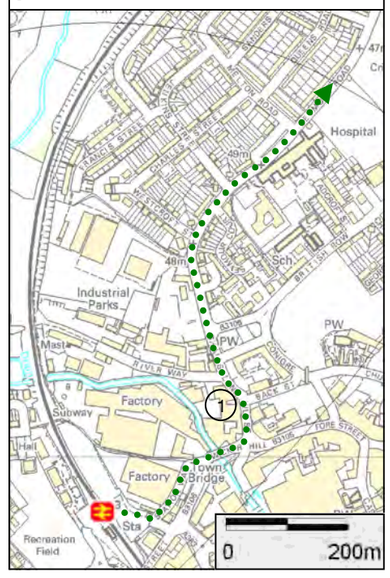
17.14 **Hill Street to Seymour Road pedestrian route**

17.14.1 This route links from the station through the Bowyers site redevelopment and north east along Shails Lane and Seymour Road.

17.14.2 Apart from the absence of flush kerbs at crossings the main issue on Shails Lane is the narrow footway opposite the junction with Back Street (1). The width on the corner is 0.8 metres and should be widened to at least 1 metre by widening into the hatched area on the carriageway. This extra width required should be factored in to the design of proposed two-way traffic arrangements on Shails Lane.

17.14.3 Accessibility on Seymour Road is good but on side-turnings flush kerbs and uncontrolled crossings are recommended at locations set out in the cost spreadsheet.

Hill St to Seymour Rd pedestrian route



17.14.2

Hill Street to Seymour Road pedestrian route summary

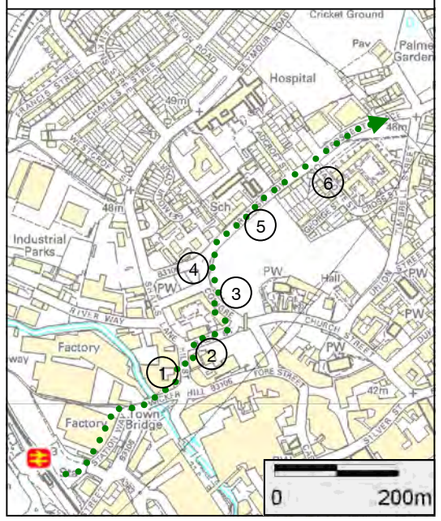
Improving accessibility and safety north east from the station along Hill Street, Shails Lane and Seymour Road

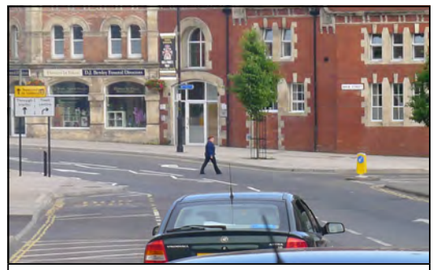
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Hill St to Seymour Rd	17.4.2—17.4.3: Footway widening and flush kerbs		Medium/low	£9,750
Shails Lane to Seymour Rd side-turnings	17.4.3: Flush kerbs and uncontrolled crossings		Long/low	£33,450

17.15 **Hill Street to Prospect Place pedestrian route**

17.15.1 This route follows the desire line from the station and the Bowyers site development to British Row and Prospect Place. In general pedestrian accessibility in the area between Wicker Hill and British Row is poor and the new traffic circulation proposals for Trowbridge should be used as an opportunity to make improvements.

Hill St to Prospect Place pedestrian route





17.15.4

17.15.2 The absence of a crossing facility over Wicker Hill, Fore Street and Shails Lane is a barrier to pedestrian movement around the north side of the town centre. A puffin crossing is recommended on Hill Street between the Back Street and Fore Street junctions (1).

17.15.3 As the road closest to the desire line, Back Street (2) should be improved for pedestrians. Flush kerbs and a tightening of the junction radii are recommended at the western entrance. The northern footway should be widened to 1 metre and the change in levels at side entrances removed.

17.15.4 The desire line extends over Conigre near the junction with Back Street. A puffin crossing (3) is recommended to the north of the junction. This will require the bus stop to be relocated. As well as improving safety on the desire line to the station it improves access to the the otherwise isolated residential development sites on the west side of Conigre.

17.15.5 Uncontrolled crossings are recommended over Broad Street and the splitter island at the junction between Conigre and British Row (4) to improve access to the town centre from the north.

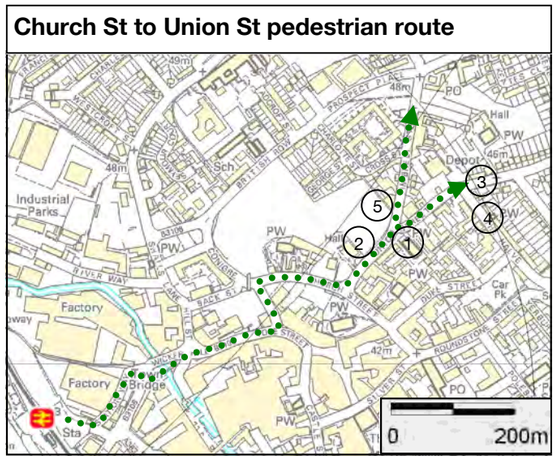
17.15.6 Flush kerbs and uncontrolled crossings are recommended on British Row (5) and side-turnings as set out in the cost spreadsheet. The splay at the entrance to Charlotte Street (6) should be removed to reduce the crossing distance.

Hill Street to Prospect Place pedestrian route summary				
Improving accessibility and safety on the desire line between the station, British Row and Prospect Place				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Hill St to Conigre	17.15.2—17.15.3: Puffin crossing, flush kerbs and footway widening	Traffic regulation order	Medium/medium	£135,825
Conigre to British Row	17.16.4—17.16.5: Puffin crossing, footway widening, flush kerbs and uncontrolled crossing	Traffic regulation order	Long/low	£15,750
British Row side-turnings	17.16.6: Flush kerbs and uncontrolled crossing		Long/low	£4,200

17.16 **Church St to Union Street pedestrian route**

17.16.1 This route links the station to the north east side of the town centre via Fore Street and Church Street. The section from Stallard Street to Fore Street is covered under the Station Approach to Town Centre route (17.17).

Church St to Union St pedestrian route



17.16.3

17.16.2 Flush kerbs and footway improvements are recommended in the locations specified in the cost spreadsheet.

17.16.3 The crossing at the junction of Union Street and Timbrell Street (1) should be narrowed by widening the footway on the south side. The refuge should be widened to a minimum of 1.4 metres.

17.16.4 South west of the Union Street/Timbrell Street junction a refuge crossing is recommended (2). A build-out is required on the south side to prevent obstruction by parked cars.

17.16.5 An improved crossing is required at the entrance to St Thomas' Road (3) where there is a desire linking to a footpath to the north. There is insufficient room for a wider refuge so a zebra crossing is recommended to the west of the junction. This should be located on a raised table to act as a gateway to the traffic calmed area recommended under the cycle improvements (17.5.13).

17.16.6 A zebra crossing is recommended over The Halve south of the junction with St Thomas' Street (4).

17.16.7 The northern footway on Timbrell Street (5) suffers from ponding and should be resurfaced for 100 metres east from the Union Street junction.

Church Street to Union Street pedestrian route summary				
Improving accessibility and safety on the desire line between the station, British Row and Prospect Place				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Church St to St Thomas' Rd	17.16.2—17.16.6: Footway improvements, flush kerbs, junction modification, refuge and zebra crossings	Traffic regulation order	Medium/medium	£71,250
Timbrell St	17.16.7: Footway resurfacing and flush kerbs		Long/low	£10,200

17.17 **Station Approach to town centre pedestrian route**

17.17.1 This route follows Fore Street into the town centre although many pedestrians will use the more direct route via The Shires shopping centre (1). The pedestrian environment within the main shopping area itself is good quality but these proposals will also upgrade the main routes leading from the centre on Manvers Street, Church Street, Duke Street, Roundstone Street, Polebarn Road and Castle Street.

17.17.2 As part of the Bowyers site development Station Approach (2) will be removed and the west side of Stallard Street altered so the recommendations on this section are only relevant up until this takes place.

17.17.3 Flush kerbs, tactile paving and footway improvements are recommended at the locations recommended in the cost spreadsheet.

17.17.4 An uncontrolled crossing should be provided across western end of Fore Street (3) via the existing island. The island should be widened to reduce the crossing distance.

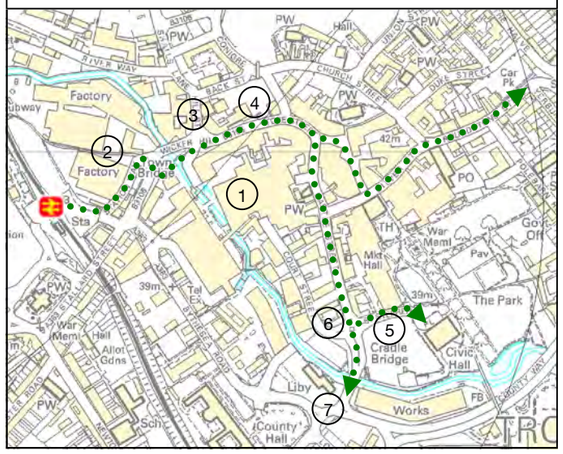
17.17.5 A zebra crossing is recommended over Manvers Street to the south of the bus stops (4).

17.17.6 The area around Castle Street and St Stephen's Place (5) was identified as having particularly poor pedestrian access in the survey. On St Stephen's Place an improved refuge crossing is required at the junction with the roundabout. Raised tables are recommended over the entrance and exit to the multi-storey car park. Uncontrolled crossings are required on the approaches to the Civic Centre.

17.17.7 At the entrance to Court Street from the roundabout (6) the splitter island should be widened by removing one lane from the exit.

17.17.8 Improvements to the southern entrance to Castle Street (7) are recommended in the cycle proposals (17.9.6). This includes a widened island and toucan crossing over the entrance.

Station Approach to town centre pedestrian route

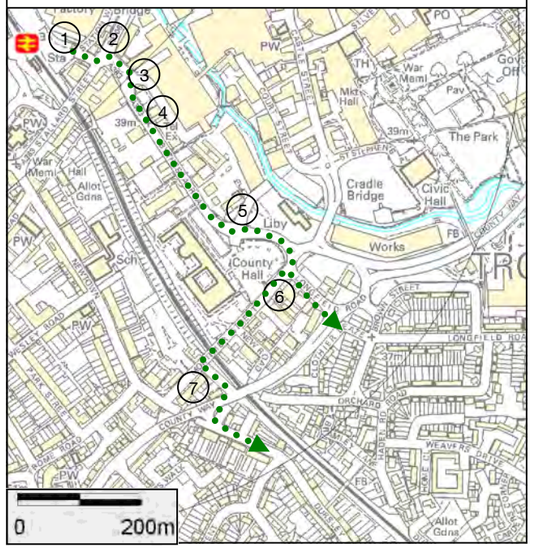


Station Approach to Town Centre pedestrian route summary				
Improving accessibility and safety on the desire line between the station, the town centre and routes from the north, east and south.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station Approach to Manvers St	17.17.3—17.17.6: Flush kerbs, tactile paving, junction modification and zebra crossing	Traffic regulation order	Medium/medium	£34,725
Church St to Roundstone St	17.17.4: Footway widening, flush kerbs and uncontrolled crossings		Long/low	£29,004
Castle St	17.17.7—17.17.8: Flush kerbs and junction modifications		Medium/medium	£7,500
St Stephen's Place & Court St	17.17.4 & 17.17.7: Junction modifications, uncontrolled crossings and raised tables.		Long/medium	£27,720

17.18 **Stallard Street to County Way pedestrian route**

17.18.1 This is a key desire line from east to west across the south side of the town centre and is the route to County Hall from the station. Although there has been investment in pedestrian improvements in recent years there are a number of locations which are unsatisfactory for pedestrian safety.

Stallard St to County Way pedestrian route



17.18.2

17.18.2 A refuge crossing on a raised table should be constructed over the entrance to the station from Bythesea Road (1). The footway on the northern side of the station entrance needs to be resurfaced and the opportunity could be taken to upgrade both sides.

17.18.3 No crossing is provided on the northern arm of the Stallard Street/Bythesea Road roundabout (2). Pedestrian access to the north of the roundabout should be redesigned as part of the Bowyers Site redevelopment taking into account the likely relocation of the bus stop on the east side. This should include modifications the splitter on the northern roundabout arm to create a 2 metre width and move the crossing point further away from the junction.

17.18.4 Pedestrian access along the north side of Bythesea Road is not a good as on the south. The crossings at the entrances to both car parks for The Shires (3) should be modified with reduced carriageway widths and raised tables.

17.18.5 At the petrol filling station entrance (4) the footway should be continued to create a raised crossover.

17.18.6 The crossing points at the entrance to County Hall (5) are inadequate bearing in mind that council offices and car parking are on both sides of Bythesea Road. The splitter islands on the north, east and western arms should be widened from 1.2 metres to 1.4 metres. The left turn-lane on the southern and northern entrances to the roundabout (from the car parks) should be removed and the footways widened to reduce the crossing distance.

17.18.7 The desire line to the west side of the town centre crosses the entrance to Mortimer Street (6) where a puffin crossing is recommended.

17.18.8 A pedestrian/cycle gap should be provided through the road closure on Havelock Street (7).

17.18.9 Flush kerbs, tactile, paving and uncontrolled crossings are recommended on Mortimer Street, New Road, Brown Street, Clothier Leaze and Orchard Road as specified in the cost spreadsheet.

17.18.4

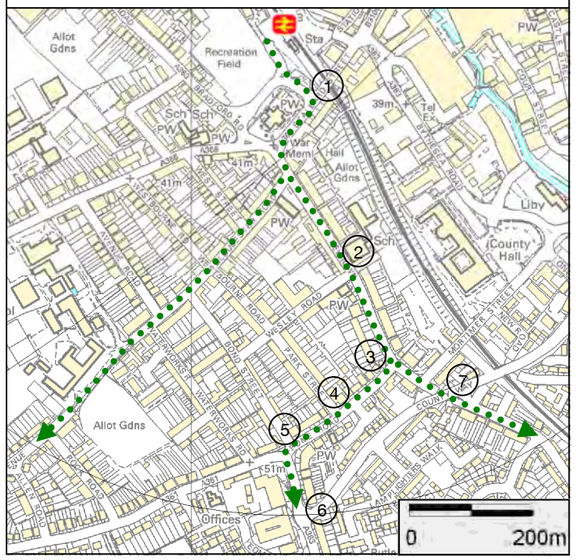
17.18.6

Stallard Street to County Way pedestrian route summary				
Improving accessibility and safety on the desire line between the station and County Way				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Stallard St (station entrance)	17.18.3 & 17.18.10: Footway resurfacing, refuge crossing and raised table		Short/medium	£11,550
Stallard St and Bythesea Rd	17.18.4—17.18.7 & 17.18.10: Junction and crossing modifications	Junction and crossing modifications	Medium/medium	£84,525
Brown St to Orchard Leaze	17.18.10: Flush kerbs and uncontrolled crossings		Long/low	£21,600
Mortimer St	17.18.7—17.18.10: Puffin crossing, flush kerbs, tactile paving and raised table	Traffic regulation order	Medium/medium	£74,340
Mortimer St side-turnings	17.18.9—17.18.10: Flush kerbs and modify road closure		Long/low	£7,650

17.19 **Stallard St to Bradley Rd pedestrian route**

17.19.1 This is one of the main routes from the railway station to the south east side of Trowbridge but also connects to routes south and south west from the town centre. It follows Stallard Street around the Trinity Gyratory, Newtown, Frome Road and Bradley Road. Existing crossing points on the route are limited and in some case of poor quality.

Stallard St to Bradley Rd pedestrian route



17.19.2 The splitter on the exit from the Trinity Gyratory into Stallard Street (1) should be widened to reduce the crossing distance. The carriageway surface is deteriorating should be repaired.

17.19.3 Two uncontrolled crossings over Newtown (2) are recommended as well as flush kerbs at locations specified in the cost spreadsheet. The refuges on northern and western arms of the mini-roundabout at the junction with Frome Rd should be widened and lengthened.

17.19.4 A zebra crossing is recommended over Frome Road between the Ashleigh Grove and Park Street junctions (3).

17.19.5 The splitter island on the northern arm of the Frome Road/Bradley Road roundabout (4) should be widened from 0.9 metres to 1.4 metres.

17.19.6 The crossing points at the eastern and southern arms of the County Way/Bradley Road roundabouts (5) are very poor. Both refuges should be relocated further away from the junction to enable pedestrians to better anticipate vehicle movements exiting the roundabout.

17.19.7 A desire line runs from Newtown over County Way to Dursley Road (6). Flush kerbs, raised tables and footway improvements are recommended as specified in the cost spreadsheet.

17.19.8 Flush kerbs, uncontrolled crossings and footway improvements are recommended on the network of residential roads to the west and south of the route at the locations specified in the cost spreadsheet.

17.19.4

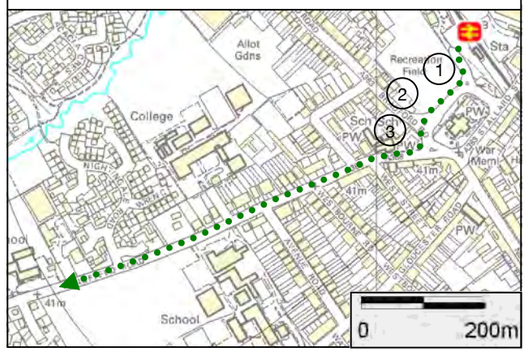
17.19.6

Stallard Street to Bradley Road pedestrian route summary				
Improving accessibility and safety between the station and the south west side of Trowbridge				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Trinity gyratory (south side)	17.19.3—17.19.4: Flush kerbs and widen splitter island		Short/medium	£5,700
Newtown to Bradley Rd	17.19.4—17.19.7: Flush kerbs, uncontrolled crossings, widen refuges and zebra crossing		Medium/medium	£49,500
Newtown to Dursley Rd	17.19.8—17.19.9: Tactile paving, raised table and footway improvements		Long/low	£13,080
Lamplighter's Walk	17.19.9: Flush kerbs, uncontrolled crossings and tactile paving		Long/low	£6,150
Gloucester Rd	17.19.9: Uncontrolled crossings, flush kerbs, raised tables and tactile paving		Long/low	£15,810
Between Gloucester Rd and Frome Rd	17.19.9: Flush kerbs, uncontrolled crossings and tactile paving		Long/low	£22,650

17.20 **Trinity Gyratory to Wingfield Road pedestrian route**

17.20.1 This route connects the station to the west side of Trowbridge. The key part of this route is the north side of Trinity Gyratory where pedestrian crossings are inadequate.

Trinity Gyratory to Wingfield Rd pedestrian route



17.20.2 The western entrance to the station from the gyratory (1) can be improved by widening the splitter to reduce crossing distances to no more than 3 metres and lengthening it to move the crossing point further from the junction. The entrance would also benefit from a raised table crossing to reduce vehicle speeds entering the car park.

17.20.3 A new footway should be constructed on the west side of the station car park access with an uncontrolled crossing at the northern end.

17.20.4 The splitter at the Bradford Road entrance to the gyratory (2) should be widened on both sides to reduce crossing distances to 3 metres.

17.20.5 At the Wingfield Road entrance to the gyratory (3) the left-turn lane should be removed to enable to the footway to be widened, improving sight-lines and reducing the crossing distance. The splitter island should also be widened.

17.20.6 Locations for uncontrolled crossings and flush kerbs on Bradford Rd, Wingfield Road and side-turnings are specified in the cost spreadsheet.

17.20.3

17.20.4

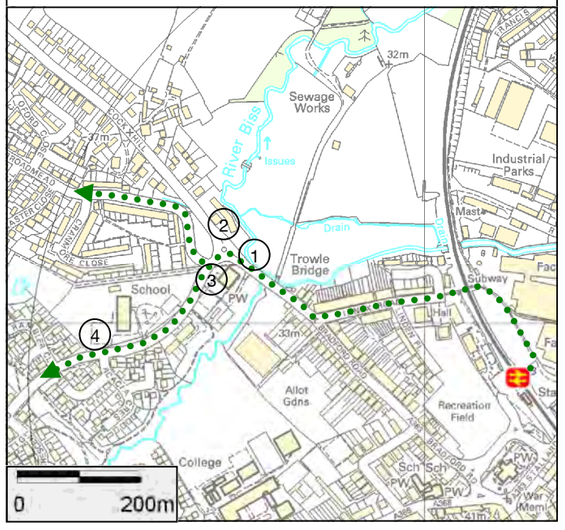
Trinity Gyratory to Wingfield Rd pedestrian route summary				
Improving accessibility and safety on the desire line between the station and the west side of Trowbridge				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Trinity Gyratory (north side)	17.20.2—17.20.4: New footway and junction/crossing modifications	Network Rail agreement	Short/medium	£36,135
Wingfield Rd	17.20.5: Uncontrolled crossings and flush kerbs		Medium/low	£11,400
Wingfield Rd (side-turnings)	17.20.6: Footway improvements, flush kerbs and tactile paving		Long/low	£16,050
Bradford Rd	17.20.6: Flush kerbs and uncontrolled crossings		Long/low	£6,000

17.21 **Innox Road to Brook Road pedestrian route**

17.21.1 This route links from the station to the north east of Trowbridge. The potential barriers to pedestrians on this route are Bradford Road and Brook Road.

17.21.2 Flush kerbs are recommended on Innox Road at locations specified in the cost spreadsheet.

Innox Rd to Brook Rd pedestrian route



17.21.3 The splitter island on the southern arm of the Bradford Road/Cockhill roundabout (1) should be widened and lengthened to enable pedestrians to cross further from the junction.

17.21.4 On the northern exit of the Bradford Road/Cockhill roundabout (2) the right-turn lane should be removed (and a box junction added to the southbound carriageway) to enable the splitter island to be lengthened and the crossing point moved further from the junction.

17.21.5 As part of the cycle proposals (17.2.2) a zebra crossing is recommended on Brook Road west of the Broadmead entrance (3).

17.21.6 Brook Road already has raised table crossings in the vicinity of the school. Two more should be added further west (4).

17.21.7 Flush kerbs and uncontrolled crossings on Cockhill, Brook Rd and side-turnings are recommended at locations as specified in the cost spreadsheet.

17.21.3

17.21.5

Innox Rd to Brook Rd pedestrian route summary				
Improving accessibility and safety on the desire line between the station and the north west side of Trowbridge				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Innox Rd to Bradford Rd (north)	17.21.2: Flush kerbs and junction/crossing modifications		Medium/low	£22,500
Cockhill/Brook Rd and side-turnings	17.21.3—17.21.6: Flush kerbs, raised table crossings and junction/crossing modifications		Long/low	£64,980

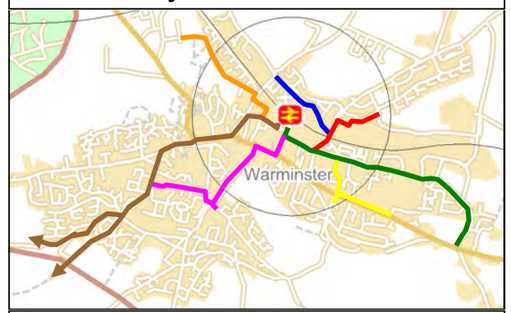
18.1 **Warminster**

Warminster station is just north of the town centre. The town itself is fairly hilly and the layout of the town makes movement dependent on a limited number of roads. Although the town has a bypass, levels of traffic in the centre remain high. The main employment sites are on the east and west sides of the town at Warminster Business Park and Woodcock Road. Warminster is a significant garrison town with army quarters or barracks on the east and north east side of the town. New development has been allocated to a crescent of land on the far west of the town. Warminster is the nearest station to Longleat House and Center Parcs. National Cycle Route 24 links Warminster to both and west towards Salisbury.

18.2 **Warminster cycle issues**

There is a shared-use cycle route from the station to Woodcock Road which could be extended. There is also scope to develop a new cycle route to Warminster Business Park over the Portway. However, the south and west of the town, which comprises the majority of the population, can only be reached from the station via the town centre where the space for segregated cycle facilities is very limited. This means that reducing the speed of traffic along The Portway, George Street, Market Place and Weymouth Street are essential to improve safety for cyclists. A core 20 mph zone covering this area is recommended. This should be supported by traffic calming measures and junction improvements.

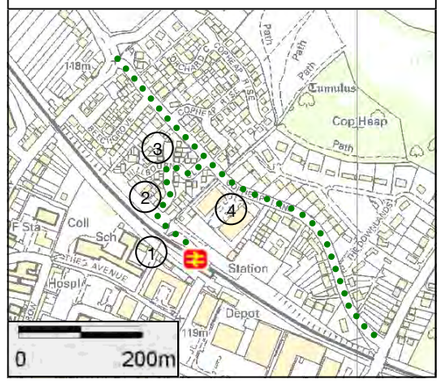
Warminster cycle routes—overview



18.3 **Copheap cycle route**

18.3.1 This route links the station to the residential areas immediately to the north east of the Station using Copheap Lane.

Copheap cycle route



18.3.3

18.3.2 The underpass connecting the north and south side of the railway station (1) is prone to flooding which can make access for cyclists difficult after heavy rain. No investigation has been made as part of this report but a sum has been included in the cost spreadsheet for un-specified repairs.

18.3.3 An existing footpath (2) links the station car park to Hillbourne Close via an area of public open space. The path should be widened and cycling permitted. There is a change of levels that will require the re-grading of the path verge.

18.3.4 The route continues on carriageway through Hillbourne Close (3) to Copheap Lane.

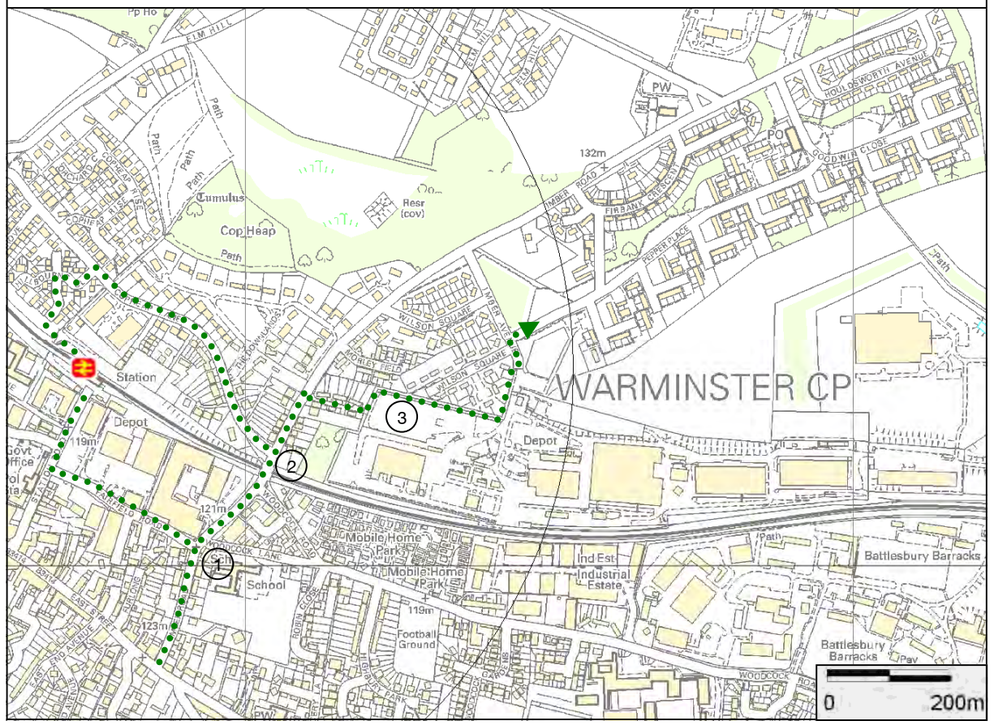
18.3.5 Copheap Lane (4) has to be used by cyclists to access the adjacent residential streets and employment locations. It carries through traffic around the north side of Warminster and needs to be improved for cyclists. There is only limited verge and the carriageway is approximately 6.5 metres wide so there is no space for an off-carriageway facility or advisory cycle lanes with two running lanes. The introduction of advisory cycle lanes should be combined with the removal of the centre line along the length of Copheap Lane. As well as providing a continuous facility in both directions this will reduce vehicle speeds.

Copheap cycle route summary				
Linking the station to residential and employment locations on the north side of Warminster				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station to Copheap Lane	18.3.2: Shared-use path and drainage repairs	Traffic regulation order	Long/low	£32,888

18.4 **Imber Road cycle route**

18.4.1 This route links the north east side of Warminster, and specifically the garrison areas, to the station via Imber Road and the existing shared-use path along Fairfield Road.

Imber Rd cycle route



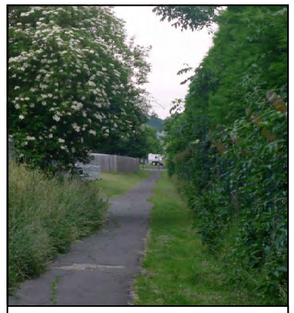
18.4.2 The route can be accessed from the north side of the station via the Copheap route but the most direct way is via Fairfield Road which is covered under the Woodcock cycle route (18.5)

18.4.3 There is limited scope for improvement to Imber Road (1) which is too narrow and too heavily trafficked for cycle paths or lanes. Imber Road should be traffic calmed along its and subject to a 20mph limit at least as far as the side-turning noted under 18.4.5.

18.4.4 The mini-roundabouts at the junction of Woodcock Road, Copheap Lane and Imber Road (2) are higher risk locations for cycle movements. The left-turn lanes between the mini-roundabouts appear to be rarely used. These should be removed and the mini-roundabouts redesigned with raised tables.

18.4.5 The first side-turning off Imber Road to the north of Copheap Lane leads to a cycle path (3) on Ministry of Defence land which is not shown as part of the Warminster cycle network. The 330 metre path provides a safe link to Imber Avenue and the military quarters to the west, avoiding Imber Road. The surface is need of renewal and the path should be added to the network.

18.4.4



18.4.5

Imber Road cycle route summary				
Linking the station to the residential and military quarters on the north east side of the town				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Imber Road to Imber Avenue	18.4.3—18.4.5: Traffic calming, junction improvements and path resurfacing	Traffic regulation order and land owner agreement	Medium/medium	£99,975

18.5 Woodcock cycle route

18.5.1 This route links the station to residential, employment and garrison areas to the east side of the town. There are existing shared-use paths but these can be improved and extended.

18.5.2 The recently built shared-use path along the north side of Fairfield Road (1) would benefit from the addition of raised table crossings over the two retail entrances. These will reduce speeds of the high number of vehicles turning across the path.

18.5.3 The current crossing over Imber Road (2) cannot be improved although it is not ideal. This location will benefit from the traffic calming proposed for the Imber Road route (18.4.3).

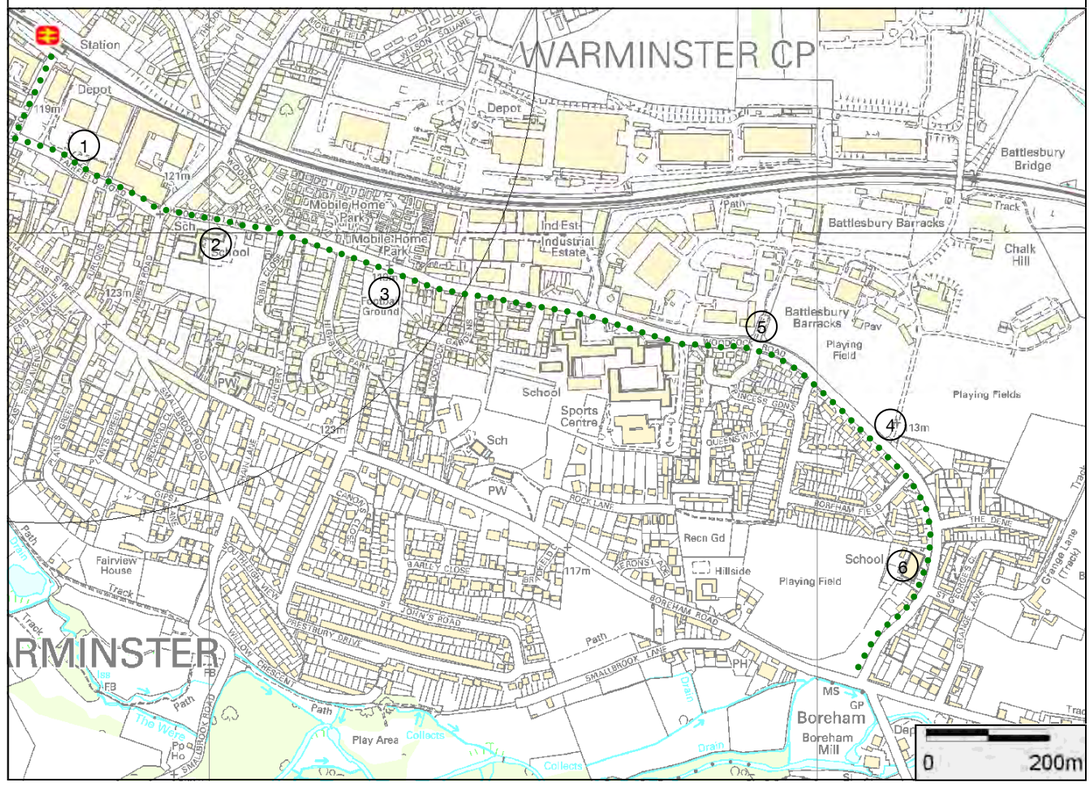
18.5.4 The route follows the existing shared-use path along the south side of Woodcock Road (3) This can be improved with the addition of raised table crossings over each side-turning and the removal of the end of route signs.

18.5.5 West of Kingsdown School and the Sport Centre the shared-use path can be extended as far as Boreham Road by widening the existing footway into the verge (4).

18.5.6 The crossing at the entrance to Princess Drive (5) should be raised, the junction radii tightened and the mini-roundabout domed to reduce traffic speeds.

18.5.7 To create width for the path at the front of St George's School the carriageway should be narrowed to the north of the layby (6). Priority working should be introduced and a zebra crossing located here to connect to the east side of Woodcock Road (N.B: There is insufficient verge width to provide a shared-use path on the western approach to the zebra). In front of the school the boundary fence should be moved back and the path widened into the grounds.

Woodcock cycle route



18.5.5

18.5.7

Woodcock cycle route summary				
Linking the station to the residential, employment and military areas to the west of the town				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Woodcock Rd (west of Kingsdown school)	18.5.2—18.5.4: Shared-use path and raised table crossings		Long/low	£24,450
Woodcock Rd (Kingsdown School to St George's School)	18.5.5—18.5.7: Shared-use path, raised table crossing, junction improvements and zebra crossing		Medium/high	£86,940
Woodcock Rd (St George's School to Boreham Rd)	Shared-use path	Agreement with school	Medium/high	£88,650

18.6 **Boreham cycle route**

18.6.1 This route links the station to the residential areas either side of Boreham Road using the first section of the Woodcock route (18.5) and new shared-use paths..

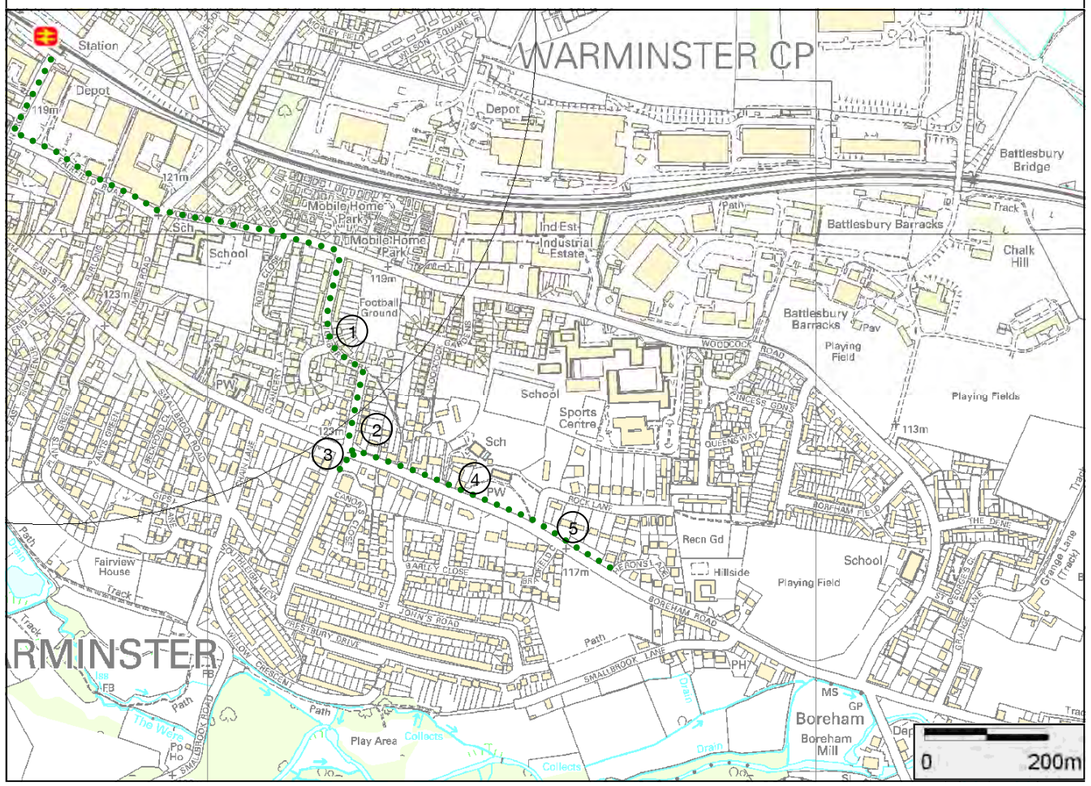
18.6.2 From Woodcock Road the route follows Highbury Avenue (1) on-carriageway.

18.6.3 At the junction with Boreham Road (2) the eastern footway should be widened into the verge and converted to shared-use. This will require the loss of a mature oak tree which requires felling because of its condition.

18.6.4 On the south side of the zebra crossing a short section of shared-use path should be built to link into Prestbury Drive (3). This off-carriageway connection to the zebra is particularly important because the proposals on the north side of Boreham Road create a link to St John's School. The path widening will require a dedication agreement with the Conservative Club who own the verge.

18.6.5 The existing footway on the north side of Boreham Lane between Highbury Avenue and Rock Lane (4) is 2.5 metres wide and can be converted to shared-use. East of Rock Lane (5) to the footway is only 1.5 metres wide but there is enough carriageway width to widen the footway for 140 metres as far as Heronslade and convert to shared-use

Boreham cycle route



Boreham cycle route summary				
Linking the station to the residential areas on both sides of Boreham Road via Woodcock Road				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Boreham Rd	18.6.3—18.6.5: Shared-use paths	Third party land	Long/medium	£45,750

18.6.4 & 18.6.5

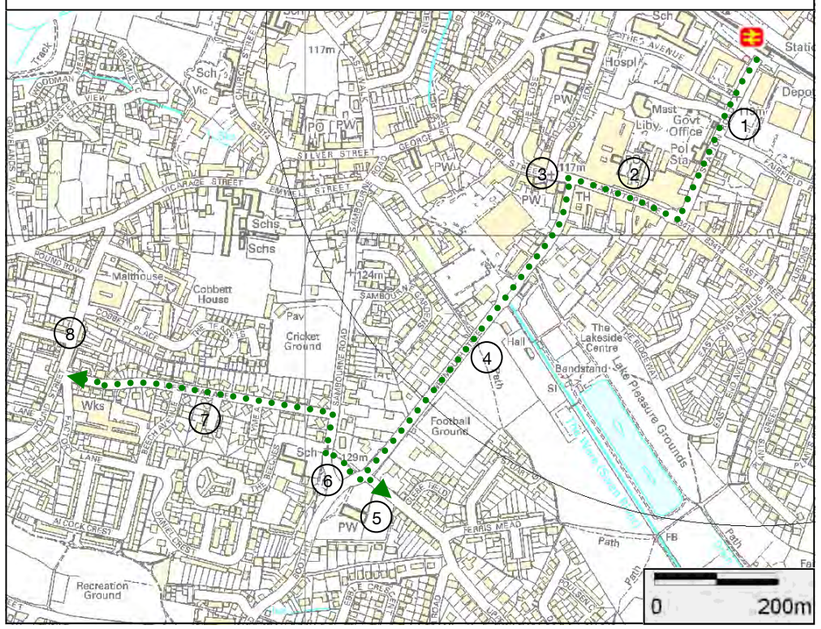
18.6.5

18.6.5

18.7 **Sambourne cycle route**

18.7.1 This route links the station to the centre and south side of the town. The route is predominantly on-carriageway.

Sambourne cycle route



18.7.2 Station Road (1) and Fairfield Road should form part of the central 20mph zone and be traffic calmed.

18.7.3 High Street, Market Place, East Street between George Street and Imber Road (2) should form part of the central 20mph zone.

18.7.4 Advanced stop lines should be added at the Market Place/Weymouth Street junction (3).

18.7.5 Weymouth Street (4) should form part of the 20mph zone and will require traffic calming. The carriageway is 9.2 metres wide and an advisory cycle lane is recommended on the south bound side from the Morrison's junction to Deverill Road (5). This side of the road is currently used for parking by visitors to the park. A parking restriction should be introduced to move parking to the northbound side.

18.7.6 The footway of the south side of the Deverill Road and Upper Marsh Street junction (5) can be converted to shared-use to create an approach to the zebra crossing.

18.7.7 On the west side of the zebra crossing the footway and footpath leading to Sambourne Road (6) should be widened and converted to shared-use.

18.7.8 The route joins Sambourne Road inside the 20mph zone and continues along West Parade (7). The 20mph limit (18.8) should be extended along the length of West Parade. The route connects to the Bugley route at Pound Street (8).

Sambourne cycle route summary				
Linking the station to the centre and south side of the town				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Town centre	18.7.2—18.7.5: 20mph limit, traffic calming, advanced stop lines and mandatory cycle lane	Traffic regulation order	Long/medium	£34,800
Deverill Rd	18.7.6—18.7.8: Shared-use paths	Traffic regulation order	Long/medium	£7,950

18.7.5

18.7.6

18.8 **Bugley cycle route**

18.8.1 This route links the station to the west side of the town. The route is on-carriageway apart from a short section of shared-use near the station. An onward link to Longleat and Center Parcs is proposed.

18.8.2 Footpath Warminster 21 (1) is wide enough for cycling to be permitted and provides a link from the station to The Avenue avoiding Station Road.

18.8.3 The route follows The Avenue (2) which is pedestrianised as far as the hospital.

18.8.4 To improve cycle priority on the route the junction between the Portway and The Close (3) should be replaced with a mini-roundabout. This may require the loss of the bus shelter build-out on the west side of the junction.

18.8.5 The route follows Portway (4) on carriageway which should be traffic calmed and form part of the central 20mph zone.

18.8.6 Speeds on the mini-roundabout at the junction of Portway and George Street (5) are generally low but it could be improved by the adding a dome to the island and tightening the radius on the north side (with an over-run area).

18.8.7 The route continues on carriageway along George Street (6) which has a raised zebra crossing to reduce traffic speeds. This should form part of the central 20 mph zone.

18.8.8 The mini-roundabout at the junction of George Street and Silver Street (7) should be domed and the radius in front of The White Hart tightened to reduce speeds through the junction.

18.8.9 The cycle filter lane at the junction of Silver Street and Vicarage Street (8) should be removed. It creates risk for cyclists by removing them from a road position where they have priority. The additional footway width can be used to reduce the crossing distance for pedestrians.

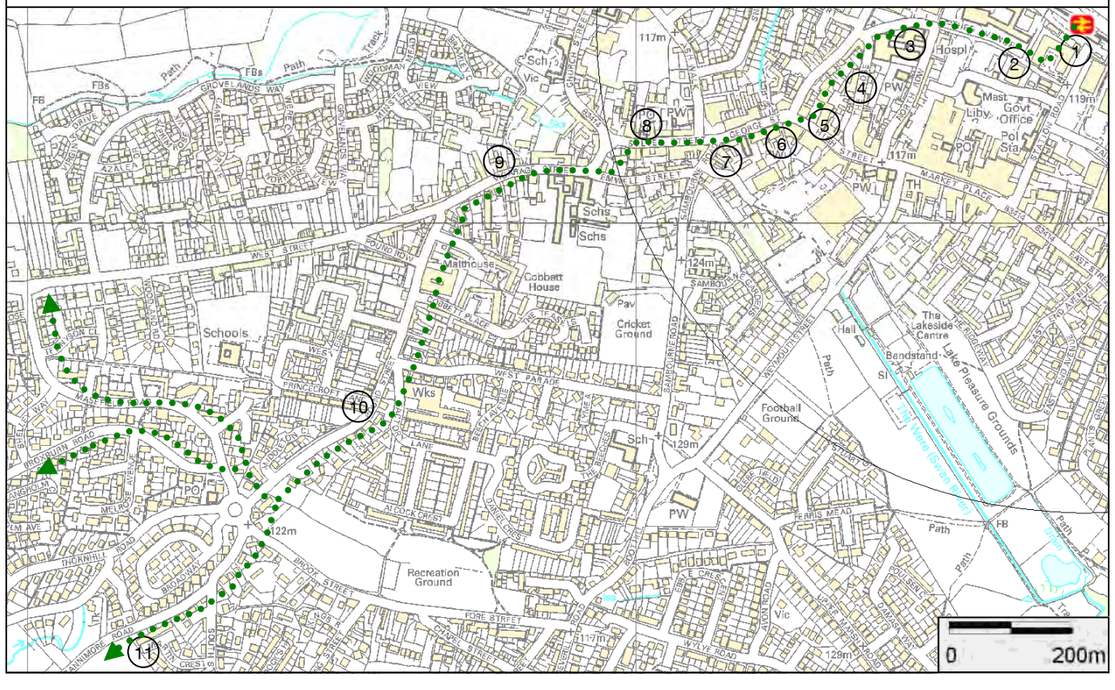
18.8.10 The 20 mph zone should be extended west along George Street, Silver Street, Vicarage Street and West Street (9).

18.8.11 From Vicarage Street the route turns into Pound Street. Speeds are already low on Pound Street but traffic volumes could be reduced. A road closure with a cycle gap is recommended south of the junction with Princecroft Lane (10).

18.8.12 From Pound Street cyclists can access the residential road network and new development areas on the west side of Warminster.

18.8.13 The creation of an onward link to Longleat and Center Parcs using bridleway Warminster 65 (11) is recommended. The route has a gentler gradient and is more direct than the on-carriageway alternative (which is also National Cycle Route 24). The bridleway is partly surfaced with asphalt and concrete but the central section of approximately 1 kilometre requires improvement to a similar standard.

Bugley cycle route



18.8.9

18.8.3

Bugley cycle route summary				
Linking the station to the west side of town and Longleat				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station to Portway	18.8.2—18.8.5: Footpath conversion, mini-roundabout, traffic calming, junction improvements and 20mph limit	Traffic regulation order	Long/medium	£21,150
George St to Pound St	18.8.6—18.8.12: Traffic calming, Junction improvements, road closure and 20mph limit	Traffic regulation order	Long/medium	£29,850
Bridleway Warminster 65	18.8.14: Surface bridleway		Long/medium	£52,500

18.9 **Portway cycle route**

18.9.1 This route creates a new cycle link between the station and town centre to the Warminster industrial estate on the west side of the town. It also improves access from the residential area to the west of Portway.

18.9.2 From the station this route can use footpath Warminster 21 and The Avenue (1) if cycling is permitted.

18.9.3 The north-south Footpath Warminster 81 (2) can be widened to 2.5 metres to enable the cycle restriction to be lifted. The east-west section is already wide enough for cycling but sightlines are poor on the corner so a mirror and bollard are recommended.

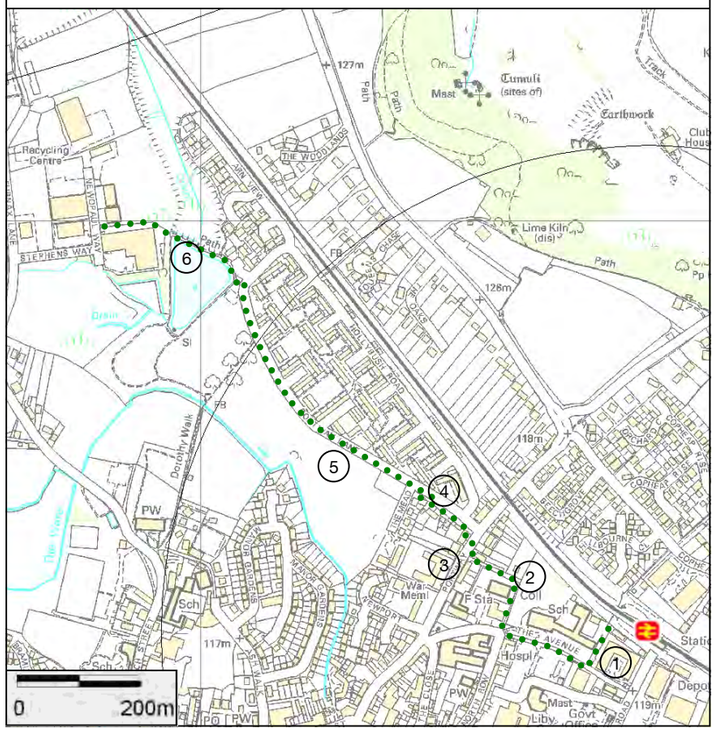
18.9.4 The existing refuge crossing over Portway (3) near the entrance to Warminster 81 should be moved closer to the junction with Portway Lane. The eastern footway on the approach to the new refuge from Warminster 81 is wide enough to be converted to shared-use.

18.9.5 The footway on the western side of Portway and into Portway Lane (4) should be widened into the verge for 60 metres and converted to shared-use.

18.9.6 The route continues on carriageway to the western end of Portway Lane (5).

18.9.7 From Portway Lane a 290 metre informal footpath (6) connects to Newopaul Way and the industrial estate. An agreement for permissive access for cyclists should be secured and a 3 metre wide cycle path, with lighting, constructed.

Portway cycle route



18.9.4

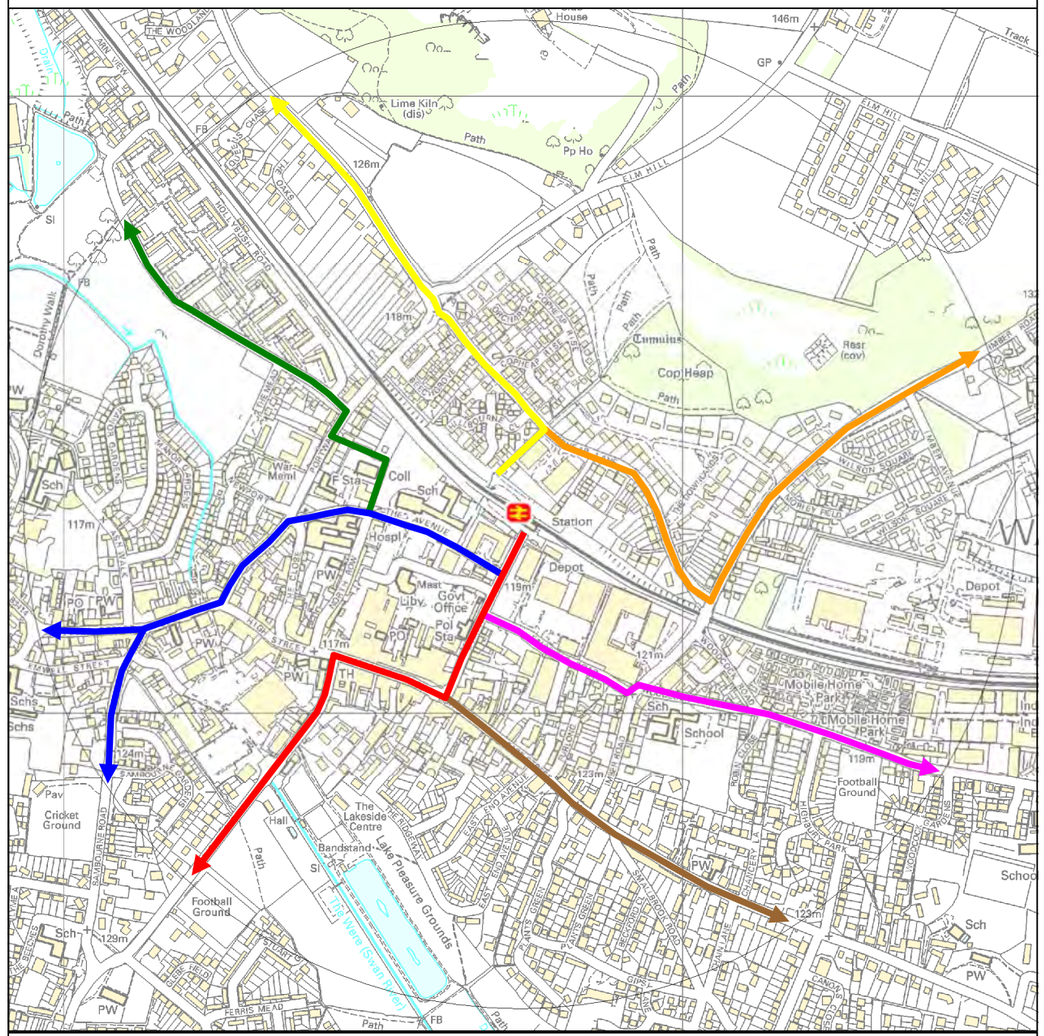
18.9.7

Portway cycle route summary				
Linking the station to Warminster Industrial Estate				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station to Portway	18.9.2—18.9.3: Footpath widening and lifting cycling restriction	Traffic regulation order	Short/medium	£11,925
Portway to Portway Lane	18.9.4—18.9.6: Shared-use paths and refuge crossing		Short/high	£15,450
Portway Lane to Newopaul Way	18.9.7: Shared-use path	Land owner agreement and planning permission	Medium/high	£63,375

18.10 **Warminster pedestrian issues**

18.10.1 Access across the station entrance is poor with no formal provision. Station Road itself has good footways and a zebra crossing. The town centre has benefitted from significant investment in pedestrian improvements in recent years. On other key desire lines from the station there remain notable gaps in provision for pedestrians. The Portway, Imber Road and Weymouth Street would all benefit from new crossings.

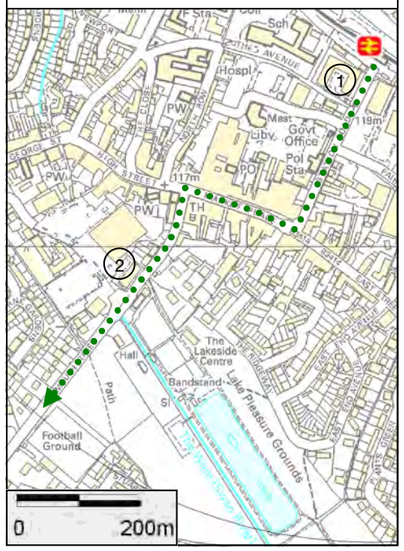
Warminster pedestrian routes—overview



18.11.1 **Station to Weymouth Road pedestrian route**

18.11.1 This is the main route through the centre of Warminster. Recent improvements on Station Road and Market Place mean that few improvements are necessary.

Station Rd to Weymouth St pedestrian route



18.11.2

18.11.2 There is limited provision for pedestrians at the station entrance (1). A crossing is marked on the carriageway from the end of the western footway on Station Road but it does not serve the main pedestrian movements into the station entrance. A raised table over the entrance area is recommended and crossings should be marked from the end of both footways.

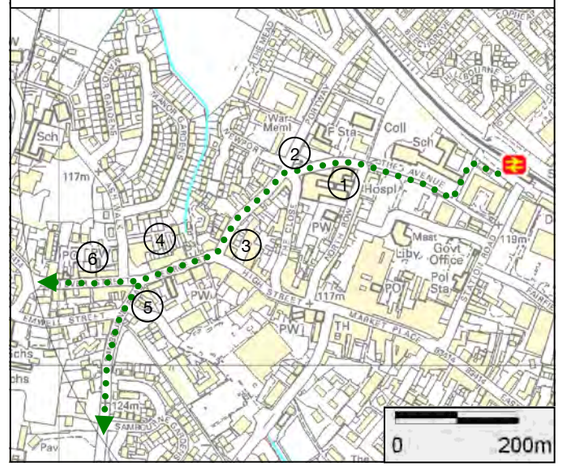
18.11.3 On Weymouth Street the existing refuge crossing near the park entrance (2) should be replaced with a zebra crossing.

Station Rd to Weymouth St pedestrian route summary				
Improving access and safety through the town centre.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station entrance	18.11.2 Raised table and crossings		Short/medium	£12,900
Weymouth Street	18.11.3: Zebra crossing	Traffic regulation order	Medium/medium	£15,000

18.12 **The Avenue to Silver Street pedestrian route**

18.12.1 This route links to the west side of the town centre. Improvements to pedestrian access around the Portway are needed. The general streetscape around George Street could be improved.

The Avenue to Silver St pedestrian route



18.12.2 Access along The Avenue (1) is on carriageway. The shared space should be identified with a carriageway treatment at the entrance such as kerb to kerb paviour strips.

18.12.3 The refuge at the entrance to The Close (2) should be widened from 1.2 metres to 1.4 metres. A mini-roundabout is recommended in this location as part of the cycle improvements (18.8.4).

18.12.4 There is no crossing facility over Portway between The Close and George Street (3). The crossing options are limited because of the poor sight lines. The best option is a zebra crossing at the entrance to Portway at the George Street mini-roundabout.

18.14.5 George Street's (4) appearance and accessibility could be improved if the central hatching was removed and one or both footways widened.

18.12.6 Because of the poor access over the entrance of Sambourne Road (5) the desire line west follows the north side of George Street and Silver Street. However, there is no crossing facility on Silver Street to link towards Vicarage Street. A zebra crossing is recommended over Silver Street west of the junction with Ash Walk (6).

18.12.7 Additional flush kerbs are recommended on streets to the north and south of Silver Street as specified in the cost spreadsheet.

18.12.4

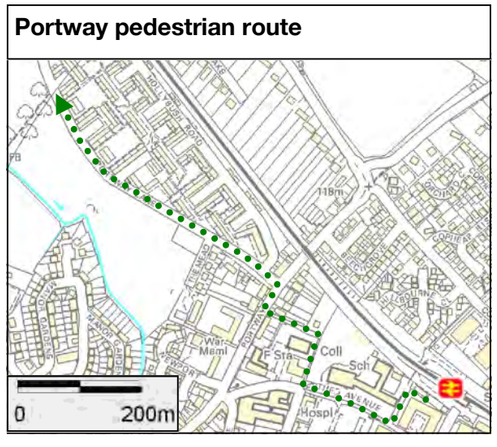
The Avenue to Silver Street pededtrian route summary				
Improving access and safety from the station to the west side of Warminster				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
The Avenue to George Street	18.12.2—18.12.4: Flush kerbs, refuge and zebra crossings	Traffic regulation order	Short/medium	£22,050
George Street to Silver Street	18.12.5—18.12.6: Footway widening and zebra crossing	Traffic regulation order	Medium/medium	£39,900
Ash Walk & Manor Gdns	18.12.7: Flush kerbs		Long/low	£25,500
Sambourne Rd	18.12.7: Flush kerbs		Long/low	£11,250

18.13 **Portway pedestrian route**

18.13.1 This route serves the residential area on the east side of the town, south of the railway line. There are no particular problems apart from a lack of level access.

18.13.2 Flush kerbs and uncontrolled crossings are recommended at the locations specified in the cost spreadsheet.

Portway pedestrian route

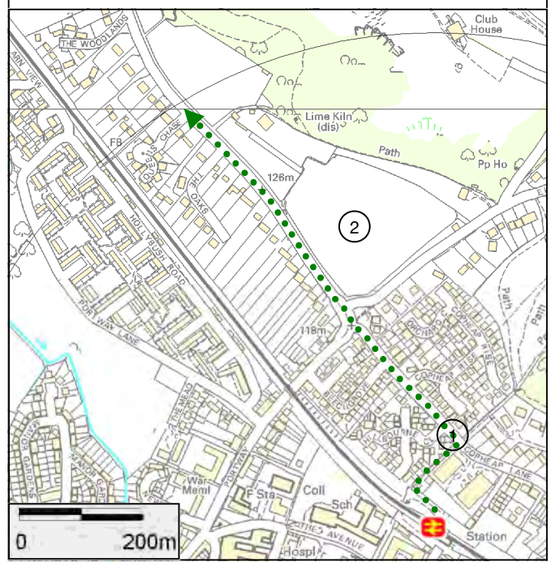


Portway pedestrian route summary				
Improving access to residential areas to the west of the station on the south side of the railway line				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Portway	18.13.2: Flush kerbs		Medium/low	£10,500
Portway Lane and side-turnings	18.13.2: Flush kerbs and uncontrolled crossings		Long/low	£17,550

18.14 **Copheap Lane to Westbury Road pedestrian route**

18.14.1 This route links the station to the residential areas either side of Copheap Lane to the west of footpath Warminster 21. It also connects west to Westbury Road where the main issue for the route is the junction with Portway.

Copheap Lane to Westbury Road pedestrian



18.14.2 Footpath Warminster 21 (1) is the most direct pedestrian link north from the station. No improvements are recommended.

18.14.3 Flush kerbs and uncontrolled crossings are recommended at the locations specified in the cost spreadsheet.

18.14.4 Access into Westbury Road from Copheap Lane (2) is poor with no crossing facility either side of the junctions. Safe crossing is made difficult by the positioning of the junction on the bend. The best solution is to construct a new footway over Elm Hill and west along the north side of Westbury Road. A refuge crossing should be constructed at the western end of the hatched area on Westbury Road with a build out on the south side to ensure visibility is not

Copheap Lane to Westbury Road pedestrian route summary				
Improving access and safety from the station to residential areas north west of the town				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Copheap Lane	18.14.3: Flush kerbs		Long/low	£4,500
Copheap Lane side-turnings	18.14.3: Flush kerbs and uncontrolled crossings		Long/low	£7,500
Westbury Rd	18.14.3—18.14.4: New footway, refuge crossing and flush kerbs		Long/low	£18,000

18.15 **Copheap Lane to Imber Road pedestrian route**

18.15.1 This route links the station to the employment sites on the south side of Copheap Lane to the east of footpath Warminster 21. After Copheap Lane the route follows Imber Road to link to the military quarters on the north east side of the town.

18.15.2 Locations for flush kerbs and uncontrolled crossings are specified in the cost spreadsheet. A zebra crossing is recommended at the eastern end of Copheap Lane (1).

Copheap Lane to Imber Road pedestrian

Copheap Lane to Imber Road pedestrian route summary				
Improving access to residential, employment and garrison areas on the north east side of the town				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Copheap Lane	18.15.2: Flush kerbs and uncontrolled crossings		Long/low	£16,500
Imber Rd	18.15.2: Flush kerbs and zebra crossing		Long/low	£18,150
Imber Rd side-turnings	18.15.2: Flush kerbs and uncontrolled crossings		Long/low	£4,500

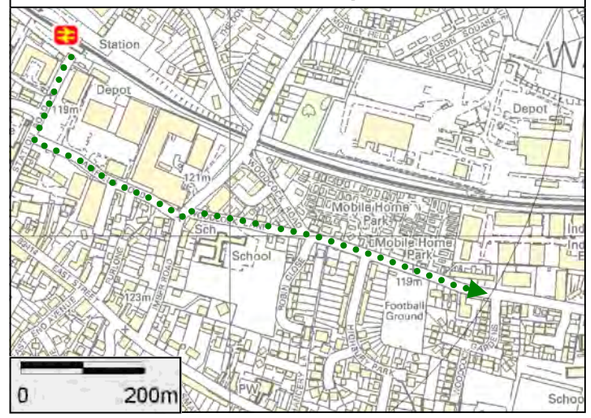
18.16 **Fairfield Road to Woodcock Road pedestrian route**

18.16.1 This route links the station to the retail, residential and employment area to the east of the station. It follows the recently improved footways on Fairfield Road and then continues west along Woodcock Lane and Woodcock Road.

18.16.2 No improvements are recommended on Fairfield Road, Imber Road and Woodcock Road.

18.16.3 Flush kerbs and uncontrolled crossings are recommended on Woodcock Road's side– turnings at the location specified in the cost spreadsheet.

Fairfield Rd to Woodcock Rd pedestrian route



Fairfield Road to Woodcock Road pedestrian route summary				
Improving access from the station to the retail, employment and residential areas to the west.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Woodcock Rd side-turnings	18.16.3: Flush kerbs and uncontrolled crossings		Long/low	£8,250

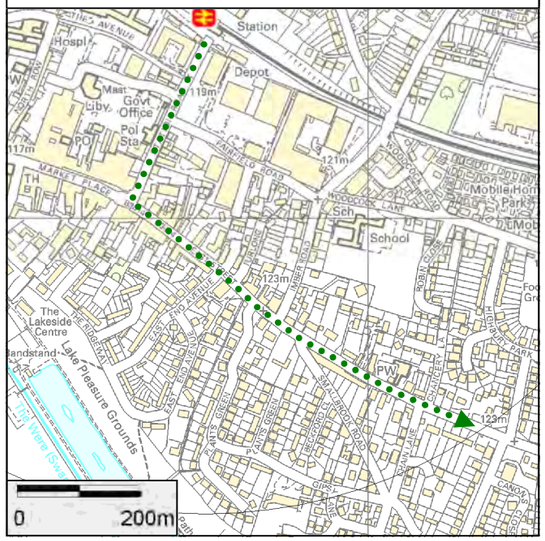
18.17 **East Street to Boreham Road pedestrian route**

18.17.1 This route links the station to the retail, employment and residential areas to the south west of the station.

18.17.2 Pedestrians will use either Station Road of Fairfield Road to walk to areas south west of the station. Beyond East Street the recommendations reflect a wide range of desire lines for which the main issue is level access.

18.17.3 Flush kerbs and uncontrolled crossings are recommended at locations specified in the cost spreadsheet.

East St to Boreham Rd pedestrian route



East Street to Boreham Road pedestrian route summary				
Improving access from the station to the retail, employment and residential areas to the south west.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
East St to Boreham Rd	18.17.3: Flush kerbs and uncontrolled crossings		Medium/low	£28,500
East St and Boreham Rd side-turnings	18.17.3: Flush kerbs and uncontrolled crossings		Long/low	£24,750

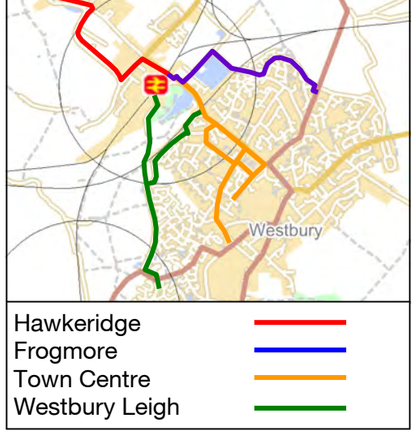
19. **Westbury**

19.1 Westbury's residential areas are located to the south east of the station. To the north west of the station is West Wilts Trading Estate and Westbury Industrial Estate, one of the county's largest employment areas. Both are linked by Station Road which consequently has a large tidal flow of traffic during peak periods. New development has been allocated to land just south of the station which will create the opportunity for a new link to the station.

19.2. **Westbury cycle issues**

Cyclists have to use Station Road which is both narrow and busy. The railway bridges on both sides of the railway station restrict opportunities for improved access. Access from Westbury can only be improved in the short term by measures to slow traffic or increase the use of Slag Lane. In the long term access could be improved by a route from the new development area to the south but this would serve only a limited catchment. Improving access to the employment areas north west of the station is dependent on a new cycle bridge being provided over the railway, another long-term aspiration.

Westbury cycle routes—overview



19.3 **Hawkeridge cycle route**

19.3.1 This cycle route links the station to the employment areas to the north west of Westbury. The volume of traffic on Station Road requires an off-carriageway cycle route. The most feasible option will require a new bridge over the railway line as well as significant engineering and land ownership issues to be resolved. As an interim measure traffic calming is recommended on Station Road to improve cycle safety however, the volume of vehicles is still likely to remain a deterrent to many potential cyclists.

19.3.2 From Station Approach (1) a zig-zamp should be constructed on the embankment to link with the wide verge on Station Road.

19.3.3 The ramp should link via a new 100 metre length of shared-use path to a new pedestrian and cycle bridge over the railway line on the southern side of Station Road (2). The bridge needs to constructed as close as possible to the existing road bridge to minimise the amount of third party land and retaining walls required. New bridge abutments are required on both sides.

19.3.4 On the east side of the railway there is sufficient highway verge available for a bridge. On the west side the landing area will be on land at the edge of Westbury Industrial Estate (3). The footway verge between the railway and the industrial estate entrance is level over a width of approximately 1 metre. Subject to land owner agreement 70 metres of footway can be widened and converted to shared-use with a retaining wall no higher than 1 metre. One lighting column will need to be relocated. A raised table crossing is recommended over the industrial estate entrance.

19.3.5 Between the industrial estate entrance and Brook Lane (4) at least two further land owner agreements will be required to enable construction of a 100 metre length of shared-use path. On this section the embankment is closer to the footway edge so a retaining wall of approximately 3.5 metres will be required over a distance of 100 metres. All the existing planting parallel to the footway will need to be cleared and 40 metres of palisade fencing removed and replaced. One lighting column and one telegraph pole will need to be relocated.

19.3.6 A partial or complete road closure at the entrance to Brook Lane (5) is recommended to create enough width for a shared-use path adjacent to the mini-roundabout. Brook Lane is primarily used by commercial vehicles which could be routed via Storridge Road and Stephenson Road. The closure would enable the footway adjacent to the Station Road/Brook Lane mini-roundabout to be widened and converted to shared-use. The route continues on carriageway along Brook Lane which, subject to the road closure, will have significantly reduced levels of traffic.

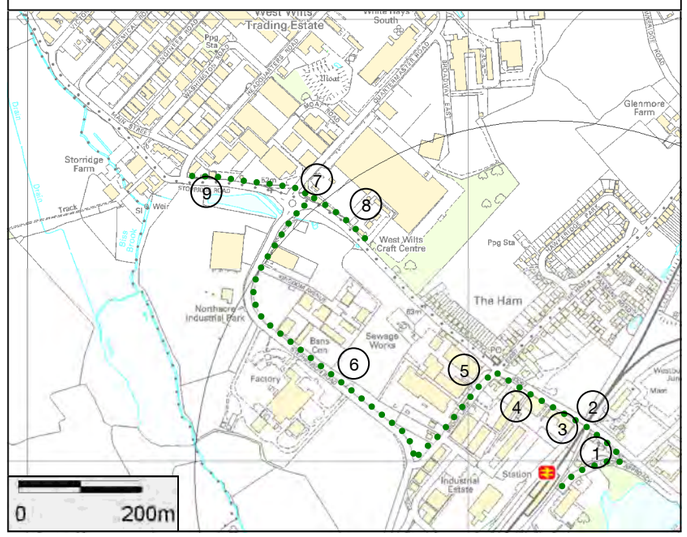
19.3.7 Shared-use paths run both sides of Stephenson Road (6) but these need signing. Additional flush kerbs are required over some side entrances (specified in the cost spreadsheet).

19.3.8 Where Stephenson Road meets Storridge Road (7) the shared-use paths should be extended over the roundabout via the splitters. New shared-use paths should be built linking into Quartermaster Road from both sides of the roundabout by widening and converting the existing footways..

19.3.9 A new link 160 metre can be built between Stephenson Road and the West Wilts Craft Centre along the north east side of Storridge Road (8). The footway should be widened to 3 metres and converted.

19.3.10 A new link 240 metre link can be built between Stephenson Road and Headquarters Road along the north east side of Storridge Road (9). The footway should be widened to 3 metres and converted to shared-use

Hawkeridge cycle route



19.3.2

19.3.4

19.3.6

Hawkeridge cycle route summary				
Linking the station to the employment areas north west of the town.				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station Rd (Station Approach to The Ham)	19.3.1: Speed cushions		Long/high	£9,000
Station Approach to Brook Lane	19.3.2—19.3.6: Ramp, foot/cycle bridge, shared-use path, raised table crossing and road closure	Land owner agreement, planning and traffic regulation order	Long/high	£407,085
Stephenson Rd to Storridge Rd	19.3.7—19.3.10: Shared-use paths		Long/high	£75,300

19.4 **Frogmore cycle route**

19.4.1 This route links the station to the north side of Westbury. It uses a mixture of quiet roads and new shared-use paths.

19.4.2 A toucan crossing is recommended over Station Road west of the junction with Slag Lane (1). A section of shared-use path will be required to link to the proposed ramp down to Station Approach (19.3.2). On the north side of Station Road and a new section of shared-use path should be built to link into Slag Lane. Because of the drop in levels at the rear of the footway this may require the loss of part of the junction splay and widening into Slag Lane.

19.4.3. The route continues on-carriageway along Slag Lane and Frogmore Road as far as Rosefield Way. A road closure is recommended on Frogmore Road (2) which is not required for through traffic.

19.4.4 The path between Frogmore Road and Bramble Drive (3) should be widened and converted to shared-use.

19.4.5 The path between Bramble Drive and Campion Close (4) is wide enough for conversion to shared-use.

19.4.6 A shared-use path should be built along the north side of Rosefield Drive (5) as far as the entrance to The Mead. There is an evident pedestrian desire line here which also needs to be improved. The route crosses The Mead via the roundabout splitter.

19.4.7 From Frogmore Road a southern spur of the route connects to the town centre. A shared-use path should be built from the crossing over The Mead along the north side of Frogmore Road to enable cyclists to join the carriageway approximately 40 metres from the roundabout (6). Frogmore Road should be traffic calmed from The Mead to Trowbridge Road.

19.4.8 From Frogmore Road the route follows Meadow Lane and Field Close (7). Frogmore Road and Meadow Lane should be traffic calmed and subject to a 20 mph limit (which would extend into Eden Vale Road).

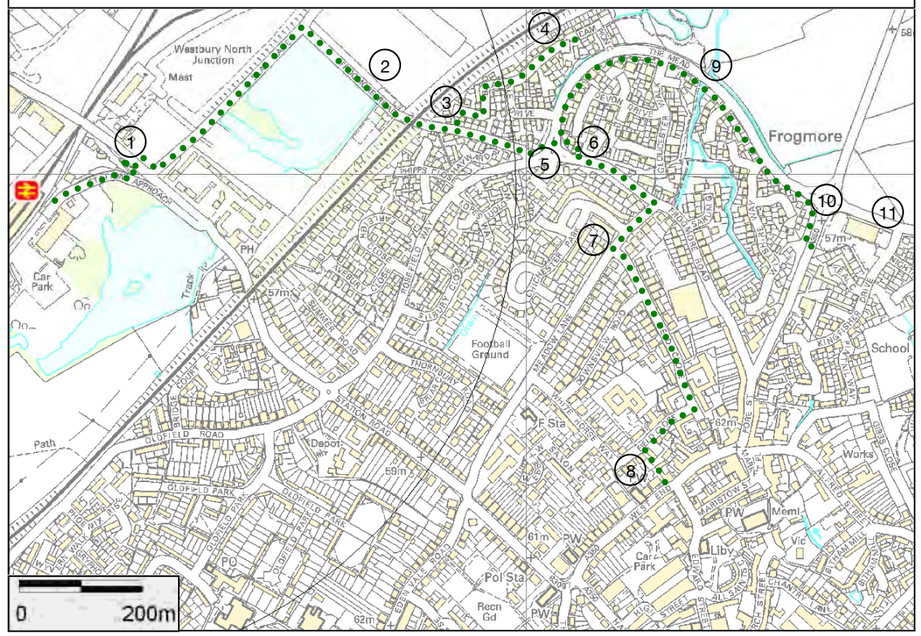
19.4.9 Footpath Westbury 8 links Field Lane to West End (8). It is wide enough for cycling to be permitted. At the east end of Westbury 8 a signalised crossing leads to the town. Although cyclists must dismount to cross it is a short distance from the town centre.

19.4.10 The northern spur of the route follows the south side of the Mead along a new shared-use path (9). Apart from two points the verge is wide enough for the footway to be widened and converted. Opposite the entrance to Bramble Drive a pinch-point means that the right-turn lane should be removed to enable the carriageway width to be reduced. South of the junction with Wiltshire Way there is no scope to widen into the verge or carriageway but a short section of sub-standard path will be acceptable.

19.4.11 The shared-use path should connect to the signalised crossing over Trowbridge Road (10).

19.4.12 On the east side of Trowbridge there is potential for a shared-use path along the south side of Bitham Park (11), but the verge is constrained in two locations with no scope to reduce the carriageway width. Many cyclists will continue to cut through the Co-op car park and the network of quiet streets/footpaths to the east. For these reasons no recommendations are made east of Trowbridge Road.

Frogmore cycle route



19.4.6

19.4.10

19.4.10

Frogmore cycle route summary				
Linking the station to the north side of Westbury				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station Rd to Campion Close via Slag Lane	19.4.2—19.4.7: Toucan crossing, road closure and shred-use paths	Traffic regulation order	Long/high	£93,000
Frogmore Rd to West End	19.4.8—19.4.9: Shared-use paths, 20 mph limit and traffic calming	Traffic regulation order	Long/medium	£89,950
The Mead	19.4.10—19.4.11: Shared-use paths		Long/medium	£118,800

19.5 **Town centre cycle route**

19.5.1 This route links the station to the town centre via a mixture of on and off-carriageway measures.

19.5.2 There are no options for cycle paths or lanes along Station Road (1) towards the town centre and cyclists seeking a traffic free route will have to rely on access via the proposed Frogmore or Westbury Leigh routes. The traffic calming proposed along Station Road to the north west should be continued south east as far as the junction with West End.

19.5.3 Traffic speeds through the double-mini roundabouts at the junction of Station Road and Eden Vale Road (2) can be improved by adding domes and widening 3 refuges to 1.4 metres.

19.5.4 A safer alternative to Station Road can be created by lifting the no-cycling restriction on footpath Westbury 62 (3). This needs flush kerbs adding and barriers removed.

19.5.5 Eden Vale Road (4) should be traffic calmed and subject a 20mph limit. A lot of children access nearby schools via Eden Vale Road.

19.5.6 To create a safer link along Eden Vale Road between Westbury 62 and the park (5) a combination of on-carriageway measures should be implemented. A raised table is recommended at the entrance to the park with planters located on the carriageway to reduce the available width. South of the entrance to Westbury 62 a build out with a raised table crossing is recommended. This will require the introduction of priority working. Irrespective of the value of the cycle link these measures will improve pedestrian safety on this desire line to the park.

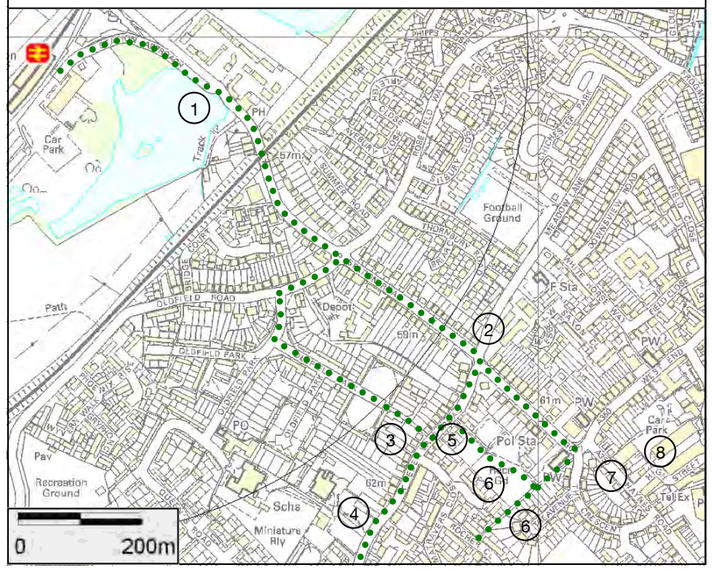
19.5.7 Cycling through the park (6) is not currently permitted and agreement should be sought from Westbury Town Council for this to be lifted. The existing 1.8 metre path should be widened to 2.5 metres.

19.5.8 On the southern side of the park footpath Westbury 13 (6) can widened to 2.5 metres and the no-cycling restriction should be lifted. The entrance to the park should be widened and barriers removed at either end. Cycle speeds through the pinch point east of Rocher Close can be reduced by the addition of staggered bollards.

19.5.9 From the southern end of Station Road the route has to use the busy Haynes Road (7) to reach the town centre.

19.5.10 To improve the permeability of the town centre to cyclists unsegregated contraflow cycling should be permitted on the High Street, Edward Street and Maristow Street (8).

Town centre cycle route



19.5.3

19.5.7

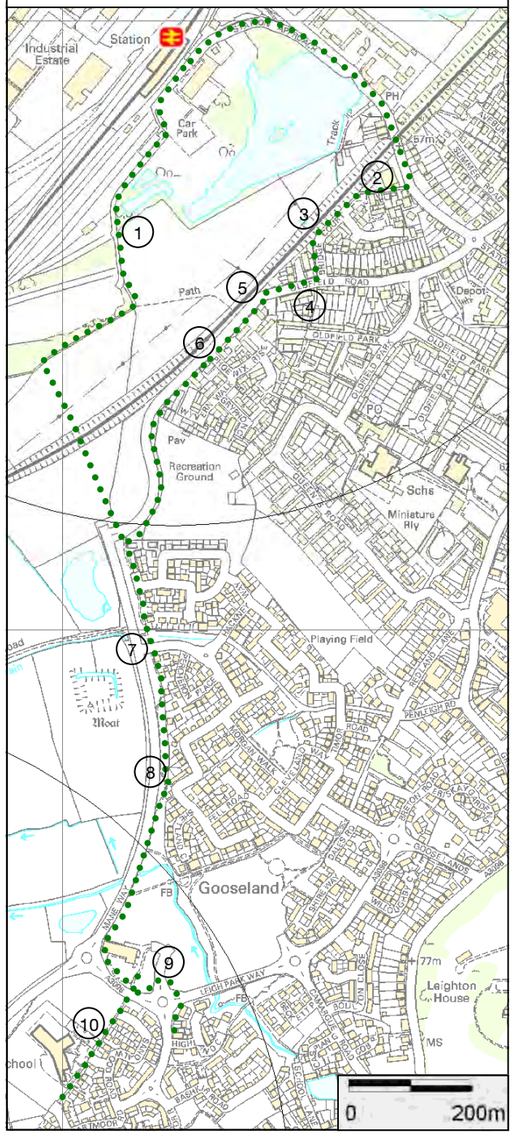
19.5.8

Town centre cycle route summary				
Linking the station to the centre of Westbury				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station Rd (Station Approach to West End)	19.5.2—19.5.3: Traffic calming and junction improvements		Medium/low	£25,500
Oldfield Park to Rocher Close	19.5.4—19.15.8 20 mph limit, traffic calming, uncontrolled crossing, footpath conversion and widening	Traffic regulation order and Town Council agreement	Medium/low	£79,050
Town centre	19.5.10: Contraflow cycling	Traffic regulation order	Medium/low	£4,800

19.6 **Westbury Leigh cycle route**

19.6.1 This route links the station to the west side of the town. Some new shared paths are recommended but otherwise a good network already exists which is just in need of adoption/signing.

Westbury Leigh cycle route



19.6.6

19.6.7

19.6.8

19.6.2 A long-term solution to station access from the west side of the town will be the opening up of a new link through the development area proposed near the station (1). This will include a new bridge over the railway line west of the station which should include provision for cyclists. A new link will need to be constructed from the station car park to link to the cycle network in the development.

19.6.3 Cyclists using Station Road can access Bridge Court via an existing 3 metre path (2). This should be signed as shared-use or cycling permitted. The barriers should be replaced with staggered bollards.

19.6.4 The path continues alongside Bridge Court and should be extended west for 30 metres along Oldfield Road (3).

19.6.5 There is no scope for a shared-use path along either side of Oldfield Road for approximately 80 metres. There is a 20mph limit at this point so the route can continue on carriageway for this distance (4).

19.6.6 From the edge of the 20mph limit a new shared-use path should be built west along the south side of Oldfield Road. The build out should be moved west and to the westbound carriageway to provide protection and visibility to cyclists joining the road from the path (5).

19.6.7 The path can be created by widening into the verge but at the entrance to Phoenix Rise (6) it will require the junction splay to be reduced and possibly the right-turn lane removed. West of Phoenix Rise there is an existing shared-use path which requires bollards with inset repeaters to indicate its status.

19.6.8 The shared-use path continues to Mane Way to a point approximately 160 metres north of the Westbury Leigh District Centre. Barriers on this section (7) are an unnecessary obstruction on an otherwise good facility and should be replaced with staggered bollards. The final 160 metres of footway to the district centre should be widened to 3 metres and converted to shared-use (8).

19.6.9 The footway on the north side of Leigh Park Way (9) between Mane Way and Sandalwood Road should be widened and converted to shared-use.

19.6.10 The 3 metre wide path linking the district centre to the school (10) should be signed as shared-use or cycling permitted. The barriers should be replaced with staggered bollards.

Westbury Leigh cycle route summary

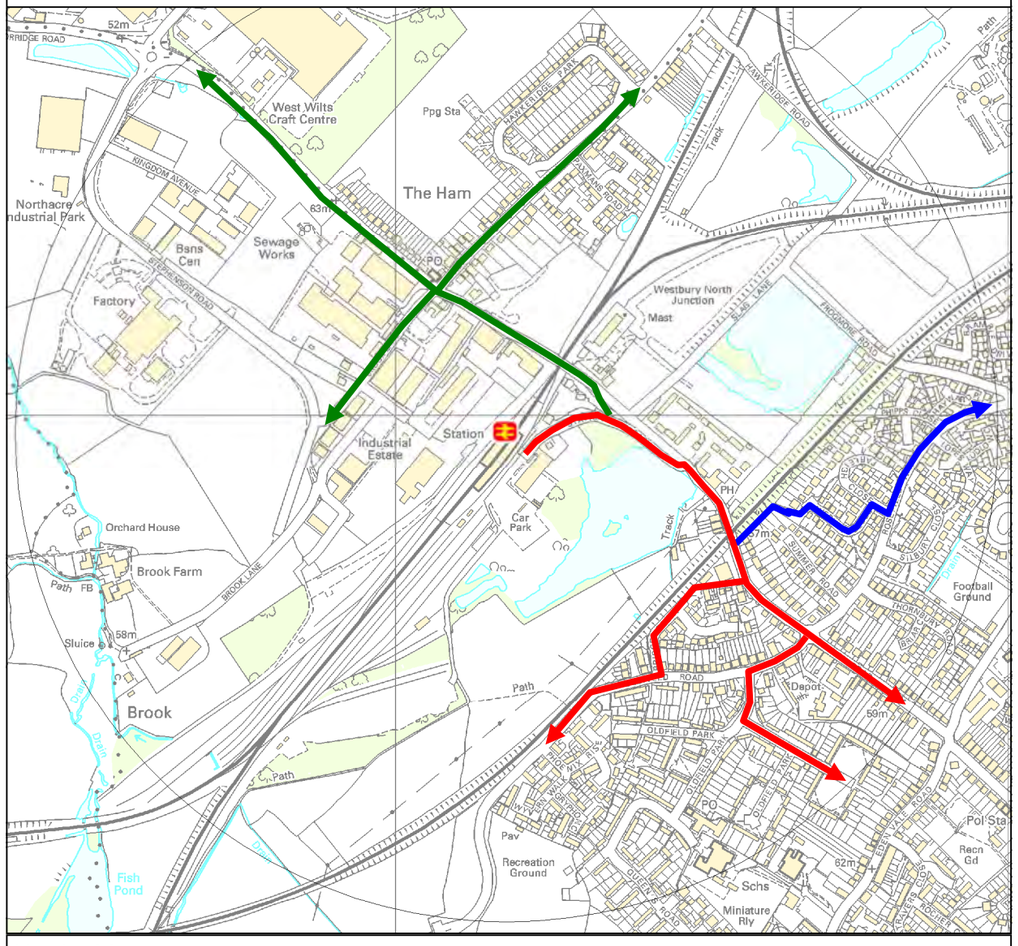
Linking the station to the west side of the town

Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station Approach to development area	19.6.2: Shared-use path	Land owner agreement and planning permission	Long/high	£13,500
Station Rd to Oldfield Rd	19.6.3—19.6.7: Carriageway modifications and path signing/ adoption		Short/medium	£46,500
Mane Way to Leigh Park Way	19.6.8—19.6.9i: Shared-use path		Medium/medium	£34,200
Leigh Park Way to Dartmoor Way	19.6.10: Path signing/ adoption and barrier removal		Medium/low	£9,000

19.7 **Westbury pedestrian issues**

The centre of Westbury and the West Wilts Trading Estate lie just outside the 800 metre buffer for the pedestrian study. Currently all pedestrian access is along Station Road. This has a number of narrow sections of footway on its south west side going both towards town and the employment areas. There is a notable lack of crossing facilities over Station Road going towards Westbury. Three areas are in particular need improvement; immediately south of the Station Approach junction, around the Oldfield Road mini-roundabout and around the Eden Vale Rd junction.

Westbury pedestrian routes—overview



Hawkeridge
Station Rd to Frogmore
Station Rd to Oldfield Park

19.8 Hawkeridge pedestrian route

19.8.1 This route links the station to the residential area north west of the station as well as some of the employment sites.

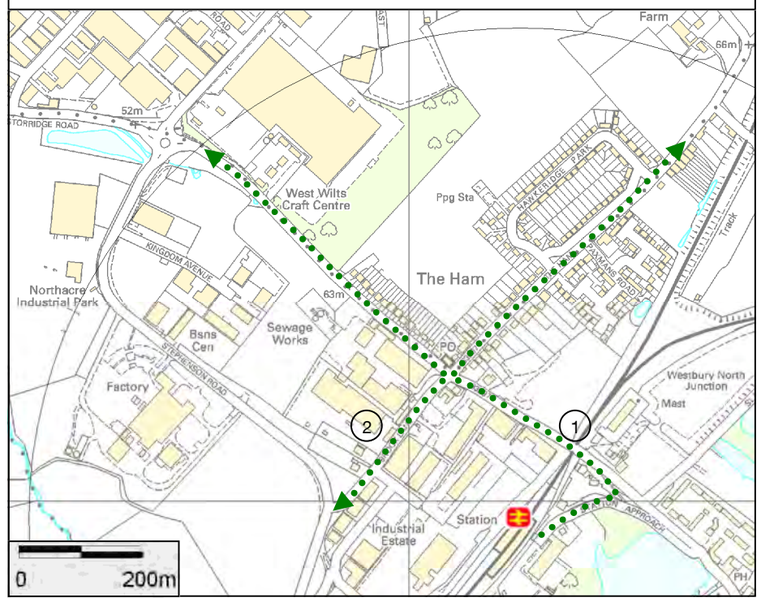
19.8.2 The footway along Station Road is narrow especially over the railway bridge (1) which is just wide enough for a wheelchair to pass. A long-term solution is the new foot/cycle bridge recommended as part of the Hawkeridge cycle route (19.3). Until this can be built particular attention should be given to cutting vegetation growth along the verge which encroaches during the summer.

19.8.3 Flush kerbs, uncontrolled crossings and other minor improvements are recommended at locations specified in the cost spreadsheet.

19.8.4 Pedestrian access along Brook Lane (2) can be improved by providing a new 50 metre section of footway on the north side to link to Stephenson Road.

10.3.2

Hawkeridge pedestrian route

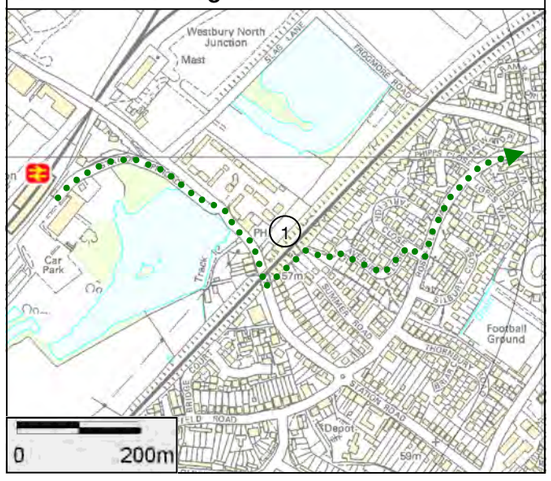


Hawkeridge pedestrian route summary				
Improving access from the station to the employment and residential areas to the north west				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station Rd to Hawkeridge, Brook Lane & The Ham	19.8.3—19.8.4: Flush kerbs, uncontrolled crossings and footway lengthening		Long/low	£37,706

19.9 **Station Road to Frogmore pedestrian route**

19.9.1 This route links the station to the residential area north east of Station Road. Improvements to Station Road itself are covered under the Station Road to Oldfield Park route (19.10).

Station Rd to Frogmore Rd



19.9.2

19.9.2 Footpath Westbury 9 (1) links Station Road to Avebury Close and is well used by commuters walking to the station. At the time of the survey it was unsurfaced but Wiltshire Council is due to lay and asphalt surface in 2013. Lighting is recommended.

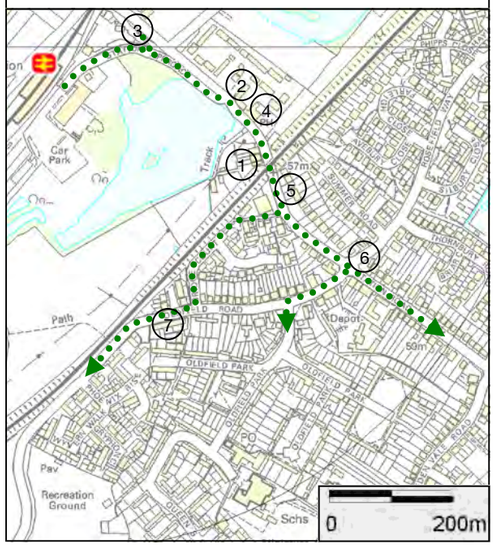
19.9.3 Flush kerbs and uncontrolled crossings are recommended at locations specified in the cost spreadsheet. The high proportion of single storey dwellings in this area of the town suggests an above average population of older and mobility impaired residents. While this area has been given a low priority for station access, increasing the amount of level access could be given a greater priority than other residential areas.

Station Road to Frogmore pedestrian route summary				
Improving access from the station to the residential area north east of Station Rd				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station Rd to Avebury Close	19.9.2: Footpath surfacing and lighting		Short/low	£10,780
Rosebury Avenue	19.9.3: Flush kerbs and uncontrolled crossings		Long/low	£16,650
Rosebury Avenue side-turnings	19.9.3: Flush kerbs and uncontrolled crossings		Long/low	£24,458

19.10 **Station Rd to Oldfield Park pedestrian route**

19.10.1 This route is the main link to the centre of Westbury following Station Road. Recommended improvements in the Oldfield Park area south west of Station Road are covered under this route.

Station Rd to Oldfield Park pedestrian route



19.10.6

19.10.2 Although pedestrians use both sides of Station Road is the south west footway narrows below 1 metre under the railway bridge (1). No space is available for footway widening so better access to the north eastern footway should be provided. Currently there is no controlled crossing over Station Road between The Ham and Eden Vale Road. This is an inadequate level of provision bearing in mind the volume of peak hour traffic on Station Road.

19.10.3 A zebra crossing should be located to the south east of the Station Road/Station Approach junction (2) to enable pedestrians to cross more quickly than at the current refuge crossing. This will require the bus stop to be relocated. The safest location for buses to stop in relation to the zebra crossing is the north west side of the mini-roundabout (3). This has the advantage of enabling alighting passengers to access the Station without crossing the entrance to Station Approach. However, the verge here is banked so relocation of the bus stop will require construction of a retaining wall on the embankment.

19.10.4 There is an abrupt change in level in the footway adjacent to the Railway Inn (4). If possible the footway level should be altered to create a minimum 1:12. This may be constrained by a service cover and doorway.

19.10.5 A second zebra crossing is recommended in the vicinity of the Pro-Tyre garage south east of the railway bridge (5). This ensures that pedestrians approaching the narrow footway under the bridge have a safe opportunity to cross to the better footway on the north east side of Station Road.

19.10.6 Improvements are needed for pedestrians crossing the Station Road and Oldfield Road arms of the mini-roundabout at the junction of the two roads (6). The refuge on the south east arm should be widened to 1.4 metres. A zebra crossing is recommended over the entrance to Oldfield Road. This will require the mini-roundabout at the depot access to be replaced with a T-junction. Although this may delay vehicle movements exiting the depot, pedestrian safety should be prioritised.

19.10.7 A new zebra is recommended over Oldfield Road to the west of the junction with Bridge Court. This improves safety for pedestrians approaching the station from Oldfield Park and Westbury Leigh.

19.10.8 Flush kerbs, uncontrolled crossing and a number of footpath improvements are recommended at locations as specified in the cost spreadsheet.

Station Road Oldfield Park pedestrian route summary				
Improving access and safety between the station and central Westbury,				
Section description	Intervention and ID summary	Constraints	Term/impact	Estimated cost
Station Rd to Oldfield Rd	19.10.2—19.10.6: Three zebra crossings, relocate bus stop and junction improvements.	Traffic regulation order	Short/medium	£72,100
Oldfield Park	19.10.7: Flush kerbs, uncontrolled Crossings, zebra crossing and footpath improvements		Long/low	£56,992

19.10.3

19.10.5

Appendix 1—Summary of costs and prioritisation

Route	Ref	Section	Cost by priority			
			Short	Medium	Long	
Avoncliff - cycle						
Winsley	7.3	Bridleway Winsley 12	*18,225*	*0*	*0*	*Reserve*
Westwood	7.4	All roads (20mph zone)	0	0	21,950	
Westwood	7.4	Bradford Rd, Limpley Stoke Rd & Dane Rise	0	0	24,075	
		Sub-total	18,225	0	46,025	
		Total				64,250
Avoncliff - pedestrian						
Westwood	7.6	Footpath Westwood 26	10,800	0	0	
Westwood	7.6	Bobbin Lane & Leslie Rise	0	0	10,500	
Westwood	7.6	Chestnut Grove	0	0	750	
Westwood	7.6	The Pastures	0	0	1,500	
		Sub-total	10,800	0	12,750	
		Total				23,550
Bedwyn - cycle						
Brook St to Church St	8.2	Brook St/Church St - traffic calming	0	0	20,700	
		Sub-total	0	0	20,700	
		Total				20,700
Bedwyn - pedestrian						
Brook St	8.5	The Knapp (Station entrance)	4,362	0	0	
Brook St	8.5	Brook St (near the station)	12,600	0	0	
Brook St	8.5	Brook St (Church St junction)	0	5,350	0	
Brook St	8.5	Brook St (Brown's Lane junction)	0	1,200	0	
Brook St	8.5	Church St (village centre)	6,000	0	0	*Reserve*
Brook St	8.5	Church St (west)	0	0	6,450	
The Knapp to Brown's Lane	8.6	The Knapp/Farm Lane	0	0	21,300	
The Knapp to Brown's Lane	8.6	Castle Rd/Brown's Lane	0	0	12,540	
		Sub-total	22,962	6,550	40,290	
		Total				69,802

Route	Ref	Section	Cost by priority			
			Short	Medium	Long	
Bradford on Avon - cycle						
Canal	9.3	Canal (station to Barton Farm)	0	0	115,380	
Canal	9.3	Canal (station to Pound Lane)	0	0	25,613	
Canal	9.3	Canal (Pound Lane to towpath)	0	0	54,975	
Canal	9.3	Canal (towpath)	0	0	47,250	
Canal	9.3	Canal (Frome Rd crossing)	0	60,000	0	
Canal	9.3	Canal (Kennet Gardens)	0	18,000	0	
Canal	9.3	Canal (Bailey's Barn to Southway Rd)	0	10,800	0	
The Strips	9.4	The Strips	0	0	228,450	
Springfield	9.5	Silver St (Kingston Rd entrance)	300	0	0	
Springfield	9.5	Springfield and New Rd	0	9,900	0	
Winsley Rd	9.6	Conigre Hill	0	3,600	0	
Winsley Rd	9.6	Winsley Rd	0	18,000	0	
		Sub-total	300	98,700	471,668	
		Total				570,668
Bradford on Avon - pedestrian						
St Margaret's St to Woolley St	9.8	St Margaret's St to Silver St	0	4,000	0	
St Margaret's St to Woolley St	9.8	Silver to to Woolley St	0	5,600	0	
St Margaret's St to Woolley St	9.8	Kingsfield & Highfield Rd	0	0	3,500	
St Margaret's St to Trowbridge Rd	9.9	Station to St Margaret's St	19,000	0	0	
St Margaret's St to Trowbridge Rd	9.9	St Margaret's St (western footway)	3,260	0	0	
St Margaret's St to Trowbridge Rd	9.9	St Margaret's St to Trowbridge Rd	10,500	0	0	
St Margaret's St to Trowbridge Rd	9.9	East and west of Trowbridge Rd	0	0	36,100	
Frome Rd	9.10	Frome Rd (north of Junction Rd)	*14,540*	*0*	*0*	*Reserve*
Frome Rd	9.10	Frome Rd (Junction Rd junction)	*3,000*	*0*	*0*	*Reserve*
Frome Rd	9.10	Frome Rd (between Junction Rd and Canal)	*13,600*	*0*	*0*	*Reserve*
Frome Rd	9.10	Frome Rd (south of canal)	0	0	21,200	
Winsley Rd	9.11	Market St to Winsley Rd	0	10,100	0	
Winsley Rd	9.11	Budbury Close	0	0	6,000	
Winsley Rd	9.11	Winsley Rd	0	9,920	0	
Winsley Rd	9.11	North Of Winsley Rd	0	0	18,400	
Winsley Rd	9.11	Church St to Sandy Leaze	0	0	3,200	
Winsley Rd	9.11	West of Wine St	0	0	12,000	
Winsley Rd	9.11	Mason's Lane	0	2,000	0	
Winsley Rd	9.11	Priory Close/Priory Park	0	0	11,800	
		Sub-total	63,900	31,620	112,200	
		Total				207,720

Route	Ref	Section	Cost by priority			
			Short	Medium	Long	
Chippenham - cycle						
Cepen Park	10.3	Old Rd to Audley Rd	186,713	0	0	
Cepen Park	10.3	John Coles Park to Malmesbury Rd	0	0	227,175	
Cepen Park	10.3	Cepen Park	0	0	51,750	
Hill Rise	10.4	Malmesbury Rd to West Cepen Way (via northern development area)	0	0	251,475	
Langley Park	10.5	Langley Rd (south)	42,000	0	0	
Langley Park	10.5	Langley Rd to Maude's Heath Causeway	0	129,600	0	
Cocklebury Lane	10.6	Cocklebury Rd to Cocklebury Lane	0	0	26,475	
Cocklebury Lane	10.6	Maude Heath's Causeway & Langley Park to Moorlands	0	0	123,000	
Pewsham (east)	10.7	Cocklebury Rd to Monkton Park	0	30,300	0	
Pewsham (east)	10.7	Monkton Park to Long Close	51,450	0	0	
Pewsham (east)	10.7	Bayden's Lane to Larkham Close	0	0	8,850	
Pewsham (east)	10.7	Long Close to Abbeyfield School	19,950	0	0	
Pewsham (east)	10.7	London Rd to Forest Lane	39,450	0	0	
Pewsham (east)	10.7	Lodge Rd to Blackthorn Mews	0	0	58,725	
Pewsham (east)	10.7	Lodge Lane to Monks Way	0	0	46,500	
Pewsham (west)	10.8	Monkton Hill	12,600	0	0	
Pewsham (west)	10.8	New Rd to The Bridge	0	48,600	0	
Pewsham (west)	10.8	High St	3,900	0	0	
Pewsham (west)	10.8	High St to Wood Lane	0	12,900	0	
Pewsham (west)	10.8	Ave. La Fleche (Wood Lane crossing)	86,250	0	0	
Pewsham (west)	10.8	Av. La Fleche to Queen's Sq	0	0	53,250	
Pewsham (west)	10.8	Av. La Fleche to Daniell Drive & Wicks Drive	11,700	0	0	
Pewsham (west)	10.8	Webbington Rd	0	0	32,400	
Pewsham (west)	10.8	Canal Rd	0	0	29,400	
Rowden	10.9	High St to SW Development Area	0	0	219,600	
Frogwell	10.10	Station Hill to New Rd	0	12,750	0	
Frogwell	10.10	New Rd to Dallas Rd	31,800	0	0	
Frogwell	10.10	Dallas Rd to Hungerdown Lane	80,400	0	0	
Frogwell	10.10	Hungerdown Lane (south) to Methuen Park	*230,925*	*0*	*0*	*Reserve*
Frogwell	10.10	Bath Rd	0	0	27,750	
Bumpers Farm	10.11	Woodlands Rd to Sheldon School	39,825	0	0	
Bumpers Farm	10.11	Bristol Rd to Bumpers Farm	0	0	161,775	
Bumpers Farm	10.11	Bumpers Farm	0	0	39,750	
Bumpers Farm	10.11	Hardenhuish Lane to Stainers Way	0	0	61,800	
Bumpers Farm	10.11	Hungerdown Lane (north)	190,950	0	0	*Reserve*
Bumpers Farm	10.11	Lords Mead to Vincent Way	0	0	53,175	
		Sub-total	1,027,913	234,150	1,472,850	
		Total				2,734,913

Route	Ref	Section	Cost by priority			
			Short	Medium	Long	
Chippenham - pedestrian						
Old Rd to Langley Rd	10.13	Old Rd to New Rd	45,900	0	0	
Old Rd to Langley Rd	10.13	Langley Rd to Maud Heath's Causeway	0	0	36,000	
Cocklebury Rd	10.14	Cocklebury Rd (west)	0	12,458	0	
Cocklebury Rd	10.14	Cocklebury Rd to Eastern Ave	0	0	79,638	
Monkton Hill to St Mary's St	10.15	Monkton Hill	0	10,898	0	
Monkton Hill to St Mary's St	10.15	Emery Lane to The Butts	0	28,500	0	
New Rd to Wood Lane	10.16	New Rd to The Causeway	0	51,885	0	
New Rd to Wood Lane	10.16	Gladstone Rd and Wood Lane	0	0	38,568	
Bath Rd	10.17	Bath Rd	0	0	12,750	
Marshfield Rd to Audley Rd	10.18	Marshfield Rd to Audley Rd	0	60,720	0	
Park Lane to Bristol Rd	10.19	Park Lane to Bristol Rd	0	28,500	0	
Park Lane to Bristol Rd	10.19	North of Park Lane	0	0	25,500	
Malmesbury Rd	10.20	Malmesbury Rd	0	0	18,135	
Malmesbury Rd	10.20	West and East of Malmesbury Rd	0	0	52,050	
		Sub-total	45,900	192,960	262,641	
		Total				501,501
Dean - pedestrian						
Dean	11.3	Rectory Hill	1,500	0	0	
Dean	11.3	Rectory Hill	0	1,800	0	
		Sub-total	1,500	1,800	0	
		Total				3,300
Dilton Marsh - cycle						
Westbury Leigh	12.3	High St	5,400	0	0	
Westbury Leigh	12.3	Tanyard Way to Blackhorse Lane	*48,900*	*0*	*0*	*Reserve*
Westbury Leigh	12.3	Tanyard Way to Leigh Park Way	0	0	51,900	
		Sub-total	54,300	0	51,900	
		Total				106,200
Dilton Marsh - pedestrian						
Westbury Leigh	12.4	High St (east)	6,750	0	0	
Westbury Leigh	12.4	Fairwood Rd	0	0	12,000	
Westbury Leigh	12.4	Westbury Park	0	0	46,200	
Westbury Leigh	12.4	White Horse Health Centre	0	60,000	0	
Westbury Leigh	12.4	High St to Westbury Leigh	0	0	10,950	
High St (west)	12.5	High St (near station)	15,000	0	0	
High St (west)	12.5	High St (west)	0	10,800	0	
High St (west)	12.5	High St (side-turnings)	0	0	19,538	
		Sub-total	21,750	70,800	88,688	
		Total				181,238

Route	Ref	Section	Cost by priority			
			Short	Medium	Long	
Melksham - cycle						
Forest	13.3	Station to Scotland Rd	0	0	55,800	
Forest	13.3	Forest Rd	0	0	7,650	
Forest	13.3	Sandridge Rd	0	0	96,150	
Spa	13.4	Station approach	15,000	0	0	
Spa	13.4	Beanacre Rd (north from station)	0	4,350	0	
Spa	13.4	Beanacre Rd (south from station)	0	12,900	0	
Spa	13.4	Station to Bath Rd	27,750	0	0	
Spa	13.4	Bath Rd to High St	0	27,300	0	
		Sub-total	42,750	44,550	159,600	
		Total				246,900
Melksham - pedestrian						
Beanacre Rd	13.6	Beanacre Rd	0	22,440	0	
Beanacre Rd	13.6	Beanacre Rd - side turnings	0	0	40,500	
Bath Rd	13.7	Bath Rd (west of Town Bridge)	7,125	0	0	
Bath Rd	13.7	South of Bath Rd	0	0	6,000	
Bath Rd	13.7	Gyratory	0	0	128,550	
Bath Rd	13.7	Bath Rd (east of Town Bridge)	5,160	0	0	
Shurnhold	13.8	Shurnhold	0	0	69,450	
Shurnhold	13.8	North of Shurnhold	0	0	30,000	
		Sub-total	12,285	22,440	274,500	
		Total				309,225
Pewsey - cycle						
Station to North St	14.3	Station to North St	*4,050*	*0*	*0*	*Reserve*
Station to Vale Rd	14.4	Station to Vale Rd	*8,100*	*0*	*0*	*Reserve*
		Sub-total	12,150	0	0	
		Total				12,150
Pewsey - pedestrian						
Wilcot Rd to Broomcroft Rd	14.6	North St (north)	0	0	16,500	
Wilcot Rd to Broomcroft Rd	14.6	Broomcroft Rd	0	0	25,650	
Wilcot Rd to Broomcroft Rd	14.6	Broomcroft Rd (side-turnings)	0	0	13,650	
Rawlins Rd to High St	14.7	Rawlins Rd to Goddard Rd	12,750	0	0	
Rawlins Rd to High St	14.7	Goddard Rd to High St	16,950	0	0	
Rawlins Rd to Swan Rd	14.8	The Crescent to Swan Rd	0	0	31,050	
Rawlins Rd to Swan Rd	14.8	Rawlins Rd to Swan Rd to Swan Rd side-turnings	0	0	19,950	
Wilcot Rd (west)	14.9	Wilcot Rd (west)	0	0	11,100	
Marlborough Rd	14.10	Marlborough Rd	0	4,050	0	
		Sub-total	29,700	4,050	117,900	
		Total				151,650

Route	Ref	Section	Cost by priority			
			Short	Medium	Long	
Salisbury - cycle						
Old Sarum	15.3	St Paul's Rd	0	14,400	0	
Old Sarum	15.3	Churchill Way (west)	135,375	0	0	
Old Sarum	15.3	Castle Road to Donaldson Road	0	91,500	0	
Old Sarum	15.3	Avon Valley path to Castle Road (north)	0	0	99,600	
Bishopdown	15.4	Churchill Way (north)	0	166,170	0	
Bishopdown	15.4	St Mark's Avenue	0	0	10,463	
Bishopdown	15.4	Jewell Close to St Thomas Rd	0	0	60,338	
Laverstock	15.5	Milford Hill to Laverstock	0	0	13,000	
Petersfinger	15.6	Bourne Way to Petersfinger park & ride	0	0	103,950	
Petersfinger	15.6	Petersfinger park & ride to Marshmead Close	0	0	154,875	
Odstock	15.7	New Bridge Road to Andrews Way	0	0	8,100	
Odstock	15.7	Downton Road	0	0	65,700	
Harnham	15.8	Town Path to Hollows Close	0	108,015	0	
Harnham	15.8	Hollows Close to Wavell Road	0	196,005	0	
Harnham	15.8	Lower Street to Wellworthy Drive	0	56,100	0	
Wilton	15.9	Churchfields Rd	15,600	0	0	
Wilton	15.9	Churchfields Rd to Erskine Barracks	0	310,470	0	
Wilton	15.9	A36 to Wilton	0	0	503,220	
Bemerton Heath (south)	15.10	Churchfields Rd to Westwood Rd	0	0	21,330	
Bemerton Heath (north)	15.11	St Paul's Roundabout	0	16,800	0	
Bemerton Heath (north)	15.11	Devizes Road (Highbury Ave to Primrose Rd)	0	78,000	0	
Bemerton Heath (north)	15.11	Primrose Road to Fugglestone Red	0	93,570	0	
Bemerton Heath (north)	15.11	Primrose Road to Cheshire Close	0	0	10,410	
		Sub-total	150,975	1,131,030	1,050,985	
		Total				2,332,990
Salisbury - pedestrian						
St Paul's Roundabout to Ashley Rd	15.13	St Paul's Roundabout to York Rd	0	0	9,000	
St Paul's Roundabout to Ashley Rd	15.13	York Rd to Ashley Rd	0	0	73,875	
St Paul's Rd to Nelson Rd	15.14	St Paul's Rd to Nelson Rd	0	16,500	0	
Fisherton St to Castle St	15.15	Fisherton St to Castle St	0	71,400	0	
Mill Rd to The Close	15.16	Station entrance to Mill Rd	32,925	0	0	
Mill Rd to The Close	15.17	Dew's Rd to High St	0	0	10,500	
Churchfields	15.17	Churchfields Rd (east)	0	0	19,875	
Churchfields	15.17	Churchfields Rd (west) to Ashfield Rd	0	0	69,585	
Churchfields	15.18	Churchfields Industrial Estate	0	0	47,250	
Wilton Rd	15.18	Wilton Rd to Highbury Ave	0	0	11,850	
Devizes Rd	15.19	Devizes Rd	*21,000*	*0*	*0*	*Reserve*
Devizes Rd	15.19	Russell St	0	0	6,930	
		Sub-total	53,925	87,900	248,865	
		Total				390,690
Tisbury - cycle						
Village-wide 20 mph zone		Town-wide 20 mph zone	0	18,000	0	
		Sub-total	0	18,000	0	
		Total				18,000
Tisbury - pedestrian						
High St	16.5	Station to The Square	6,900	0	0	
High St	16.5	The Square/High St shared-space	0	0	28,000	
High St	16.5	High St (south)	0	0	7,500	
High St	16.5	High St (north)	0	0	10,350	
High St	16.5	Vicarage Rd to Weavelands Rd	0	0	19,050	
The Avenue	16.6	The Avenue to Cuff's Lane	*0*	*10,800*	*0*	*Reserve*
The Avenue	16.6	The Avenue to Cuff's Lane (side-turnings)	0	0	9,900	
Church St	16.7	Tisbury 74 to Church St	0	16,050	0	
Church St	16.7	Church St to Union Rd (side-turnings)	0	0	26,250	
Jobbers Lane	16.8	Jobbers Lane	0	0	5,400	
		Sub-total	6,900	26,850	106,450	
		Total				140,200

Route	Ref	Section	Cost by priority			
			Short	Medium	Long	
Trowbridge - cycle						
Hilperton	17.3	Station to Langford Rd	0	92,250	0	
Hilperton	17.3	Langford Rd to Hilperton Marina	0	0	262,988	
Hilperton Marsh	17.4	Seymour Rd to Canal Rd	0	0	170,235	
Hilperton Marsh	17.4	Canal Rd to Wyke Rd	0	0	69,720	
Hilperton	17.5	Stallard St to Fore St	0	365,873	0	
Hilperton	17.5	Market St to Roundstone St	0	10,850	0	
Hilperton	17.5	Roundstone St to St Thomas's Rd	0	257,075	0	
Paxcroft Mead	17.6	Eastbourne Rd to Green Lane	0	17,900	0	
Biss Meadows	17.7	West Ashton Rd to Biss Meadows	0	74,960	0	
Biss Meadows	17.7	Broadcloth Lane East	0	0	10,500	
Lower Studley	17.8	Longfield Rd to Sparrow St	0	0	147,495	
Drynham	17.9	Castle St to County Way	0	209,610	0	
Drynham	17.9	Clothier Leaze to Dursley Road	0	0	21,750	
Drynham	17.9	Drynham Lane to White Horse Business Park	0	43,650	0	
North Bradley	17.10	Trinity gyratory	43,365	0	0	
North Bradley	17.10	Waterworks Rd to Bradley Rd (Wiltshire Drive)	0	0	113,715	
North Bradley	17.10	Bradley Rd (Wiltshire Drive to Drynham Lane)	0	0	190,680	
North Bradley	17.10	Bradley Rd to North Bradley	0	0	99,608	
Studley Green	17.11	Innox Rd to Brook Rd	0	0	61,875	
Studley Green	17.11	Bradford Rd to Brook Rd	0	0	133,575	
Studley Green	17.11	Brook Rd to Lambrok Rd	0	0	169,575	
Trowle Common	17.12	Brook Rd	0	0	23,250	
Trowle Common	17.12	Brook Rd to Trowle Common	0	0	220,500	
		Sub-total	43,365	1,072,168	1,695,465	
		Total				2,810,998

Route	Ref	Section	Cost by priority			
			Short	Medium	Long	
Trowbridge - pedestrian						
Hill St to Seymour Rd	17.14	Hill St to Seymour Rd	0	9,750	0	
Hill St to Seymour Rd	17.14	Shails Lane & Seymour Rd side-turns	0	0	33,450	
Hill St to Prospect Place	17.15	Hill St to Conigre	0	135,825	0	
Hill St to Prospect Place	17.15	Conigre to British Row	0	0	15,750	
Hill St to Prospect Place	17.15	British Row side-turnings	0	0	4,200	
Church St to Union St	17.16	Church St to St Thomas' Rd	0	71,250	0	
Church St to Union St	17.16	Timbrell St	0	0	10,200	
Station Approach to town centre	17.17	Station Approach to Manvers St	0	34,725	0	
Station Approach to town centre	17.17	Church St to Roundstone St	0	0	29,004	
Station Approach to town centre	17.17	Castle St	0	7,500	0	
Station Approach to town centre	17.17	St Stephen's Place & Court St	0	0	27,720	
Stallard St to County Way	17.18	Stallard St (station entrance)	11,550	0	0	
Stallard St to County Way	17.18	Stallard St and Bythesea Rd	0	84,525	0	Reserve
Stallard St to County Way	17.18	Brown St to Orchard Leaze	0	0	21,600	
Stallard St to County Way	17.18	Mortimer St	0	74,340	0	
Stallard St to County Way	17.18	Mortimer St side-turnings	0	0	7,650	
Stallard St to Bradley Rd	17.19	Trinity gyratory (south side)	5,700	0	0	
Stallard St to Bradley Rd	17.19	Newtown to Bradley Rd	*0*	*49,500*	*0*	*Reserve*
Stallard St to Bradley Rd	17.19	Newtown to Dursley Rd	0	0	13,080	
Stallard St to Bradley Rd	17.19	Lamplighter's Walk	0	0	6,150	
Stallard St to Bradley Rd	17.19	Gloucester Rd	0	0	15,810	
Stallard St to Bradley Rd	17.19	Between Gloucester Rd and Frome Rd	0	0	22,650	
Trinity Gyratory to Wingfield Rd	17.20	Trinity gyratory (north side)	36,135	0	0	
Trinity Gyratory to Wingfield Rd	17.20	Wingfield Rd	0	11,400	0	
Trinity Gyratory to Wingfield Rd	17.20	Wingfield Rd side-turnings	0	0	16,050	
Trinity Gyratory to Wingfield Rd	17.20	Bradford Rd (south)	0	0	6,000	
Innox Rd to Brook Rd	17.21	Innox Rd to Bradford Rd (north)	0	0	22,500	
Innox Rd to Brook Rd	17.21	Cockhill, Brook Rd and side-turnings	0	0	64,980	
		Sub-total	53,385	478,815	316,794	
		Total				848,994
Warminster - cycle						
Copheap	18.3	Station to Copheap Lane	0	0	32,888	
Imber Rd	18.4	Imber Rd to Imber Avenue	0	99,975	0	
Woodock	18.5	Woodcock Rd (west of Kingsdown School)	0	0	24,450	
Woodock	18.5	Woodcock Rd (Kingsdown School to St George's School)	0	86,940	0	
Woodock	18.5	Woodcock Rd (St George's School to Boreham Rd)	0	88,650	0	
Boreham	18.6	Boreham Rd	0	0	45,750	
Sambourne	18.7	Town Centre	0	0	34,800	
Sambourne	18.7	Deverill Rd	0	0	7,950	
Bugley	18.8	Station to Portway	0	0	21,150	
Bugley	18.8	George St to Pound Lane	0	0	29,850	
Bugley	18.8	Cannimore Rd	0	0	52,500	
Portway	18.9	Station to Portway	11,925	0	0	
Portway	18.9	Portway to Portway Lane	*15,450*	*0*	*0*	*Reserve*
Portway	18.9	Portway Lane to Newopaul Way	0	63,375	0	
		Sub-total	27,375	338,940	249,338	
		Total				615,653

Route	Ref	Section	Cost by priority			
			Short	Medium	Long	
Warminster - pedestrian						
Station Rd to Weymouth St	18.11	Station entrance	12,900	0	0	
Station Rd to Weymouth St	18.11	Weymouth St (park entrance)	0	15,000	0	
The Avenue to Silver St	18.12	The Avenue to George St	22,050	0	0	
The Avenue to Silver St	18.12	George St & Silver St	0	39,900	0	
The Avenue to Silver St	18.12	Ash Walk & Manor Gdns	0	0	25,500	
The Avenue to Silver St	18.12	Sambourne Rd	0	0	11,250	
Portway	18.13	Portway	0	10,500	0	
Portway	18.13	Portway Lane and side-turnings	0	0	17,550	
Copheap Lane to Westbury Rd	18.14	Copheap Lane	0	0	4,500	
Copheap Lane to Westbury Rd	18.14	Copheap Lane side-turnings	0	0	7,500	
Copheap Lane to Westbury Rd	18.14	Westbury Road	0	0	18,000	
Copheap Lane to Imber Rd	18.15	Copheap Lane	0	0	16,500	
Copheap Lane to Imber Rd	18.15	Imber Road	0	0	18,150	
Copheap Lane to Imber Rd	18.15	Imber Rd & side turnings	0	0	4,500	
Fairfield Rd to Woodcock Rd	18.16	Woodcock Rd side-turnings	0	0	8,250	
East St to Boreham Rd	18.17	East St and Boreham Rd	0	28,500	0	
East St to Boreham Rd	18.17	East St and Boreham Rd side-turnings	0	0	24,750	
		Sub-total	34,950	93,900	156,450	
		Total				285,300
Westbury - cycle						
Hawkeridge	19.3	Station Rd (Station Approach to The Ham)	0	9,000	0	
Hawkeridge	19.3	Station Approach to Brook Lane	0	0	407,085	
Hawkeridge	19.3	Stephenson Rd to Storridge Rd	0	0	75,300	
Frogmore	19.4	Station Rd to Campion Close via Slag Lane	0	0	93,000	
Frogmore	19.4	Frogmore Rd to West End	0	0	89,550	
Frogmore	19.4	The Mead	0	0	118,800	
Town centre	19.5	Station Rd (Station Approach to West End)	0	25,500	0	
Town centre	19.5	Oldfield Park to Rocher Close	0	79,050	0	
Town centre	19.5	Town Centre	0	4,800	0	
Westbury Leigh	19.6	Station Approach to development area	0	0	13,500	
Westbury Leigh	19.6	Station Rd to Oldfield Rd	*46,500*	*0*	*0*	*Reserve*
Westbury Leigh	19.6	Mane Way to Leigh Park Way	0	34,200	0	
Westbury Leigh	19.6	Leigh Park Way to Dartmoor Way	0	9,000	0	
		Sub-total	46,500	161,550	797,235	
		Total				1,005,285
Westbury - pedestrian						
Hawkeridge		Station Rd to Hawkeridge, Brook Lane & The Ham	0	0	37,706	
Station Rd to Frogmore		Station Rd to Avebury Close	10,780	0	0	
Station Rd to Frogmore		Rosefield Way	0	0	16,650	
Station Rd to Frogmore		Rosefield Way (side-turnings)	0	0	24,458	
Station Rd to Oldfield Park		Station Rd to Oldfield Rd	72,100	0	0	
Station Rd to Oldfield Park		Oldfield Park	0	0	56,992	
		Sub-total	82,880	0	135,806	
		Total				218,686

Ref	Town/Location	Cost by priority		
		Short	Medium	Long
3	Avoncliff - cycle	18,225	0	46,025
4	Avoncliff - pedestrian	10,800	0	12,750
5	Bedwyn - cycle	0	0	20,700
6	Bedwyn - pedestrian	22,962	6,550	40,290
7	Bradford on Avon - cycle	300	98,700	471,668
8	Bradford on Avon - pedestrian	63,900	31,620	112,200
9	Chippenham - cycle	1,027,913	234,150	1,472,850
10	Chippenham - pedestrian	45,900	192,960	262,641
11	Dean - pedestrian	1,500	1,800	0
12	Dilton Marsh - cycle	54,300	0	51,900
13	Dilton Marsh - pedestrian	21,750	70,800	88,688
14	Melksham - cycle	42,750	44,550	159,600
15	Melksham - pedestrian	12,285	22,440	274,500
16	Pewsey - cycle	12,150	0	0
17	Pewsey - pedestrian	29,700	4,050	117,900
18	Salisbury - cycle	150,975	1,131,030	1,050,985
19	Salisbury - pedestrian	53,925	87,900	248,865
20	Tisbury - cycle	0	18,000	0
21	Tisbury - pedestrian	6,900	26,850	106,450
22	Trowbridge- cycle	43,365	1,072,168	1,695,465
23	Trowbridge - pedestrian	53,385	478,815	316,794
24	Warminster - cycle	27,375	338,940	249,338
25	Warminster - pedestrian	34,950	93,900	156,450
26	Westbury - cycle	46,500	161,550	797,235
27	Westbury - pedestrian	82,880	0	135,806
	Total	**1,864,690**	**4,116,773**	**7,889,098**

Total - cycling	1,423,853	3,099,088	6,015,765
Total - pedestrian	440,837	1,017,685	1,873,333
Total programme	1,864,690	4,116,773	7,889,098

Priority cycle schemes	1,023,953
Priority pedestrian schemes	388,697
Total priority schemes	1,412,650
Reserve cycle schemes	399,900
Reserve pedestrian schemes	52,140
Total reserve schemes	452,040