

WILTSHIRE COUNCIL

MARLBOROUGH AREA BOARD 28 January, 2014

Development of Marlborough Cycle Network

1. Purpose of the Report

- 1.1. To describe details of the work that has been done to establish the new Marlborough Cycle Network, what has been accomplished to date and to set out recommendations for the final areas of work needed to complete the network and promote its use.

2. Background

- 2.1. For the past two years or so, the Cycling Sub-group from Transition Marlborough has been working to develop a network of safer routes through Marlborough town that would allow cyclists, and indeed pedestrians, to get across the town (east – west and north – south) more safely by avoiding busy main roads such as the A4 / High Street. The network also links to the National Cycle Network routes that pass close to the town (NCN 482 & NCN 403) so allowing cyclists to get out into the wider countryside.
- 2.2. The Cycling Sub-group has worked with transport professionals from Wiltshire Council to develop this network of routes and make use of quieter roads and bridleways. Heather Blake from Sustainable Transport with Wiltshire Council has endorsed this network, providing suggestions for improvements and possible changes.
- 2.3. A map of the cycle network has been prepared and is available on the Wiltshire Council website [here](#). It is also found as Appendix A. The network and this map have not yet been publicised widely. There are a number of small improvements around the network which the Cycling Sub-group would like to have made before launching the network and fully encouraging its use.
- 2.4. There have already been improvements made because of the network and the raised profile of cycling in the town. The amount of cycle parking on Marlborough High Street was felt to be inadequate and has recently been increased by 14 spaces to make space for a total of 24 cycles. This was facilitated through partnership working between the Cycling Sub-group, Marlborough Town Council and Wiltshire Highways.
- 2.5. Looking at future developments, an Experimental Traffic Order will be trialled which will change one of the current car parking spaces in the centre of the

High Street into space for up to six cycles to park. If successful, another car space may be given over to cycle parking.

- 2.6. The Treacle Bolly bridleway is a key part of the network. It was identified that work needed to be done to its surface in order for it to be useable by both cyclists and pedestrians during the wet winter months. This has led to collaboration between Wiltshire Council's Rights of Way team, the North Wessex Downs AONB and Marlborough College, the landowner, who will all put funding into this improvement.

3. Main Considerations

- 3.1. As previously mentioned, the new cycle network is currently not being promoted widely. The cycle group feel there are some changes or improvements needed along the route to help cyclists use it fully. These changes include new directional signs to allow cyclists to follow the route and to point them towards places of interest such as the leisure centre or High Street. There are also physical changes, such as dropped kerbs, that will make the route more accessible for users and encourage the network's use.
- 3.2. The Cycling Sub-group now needs just a little more help. This final work that will complete the cycle network can be completed by Wiltshire Highways but needs to be paid for. The Sub-group themselves have no funding they can bring to this last element. Other potential funders, such as the North Wessex Downs AONB, are already contributing to other work. Without a last source of funding, the cycling network is at risk of staying unfinished and unpublicised.
- 3.3. Marlborough Area Board has an opportunity to support this initiative at this final stage through providing some funding and by working with Highways to get the last of this work completed. Having spoken with the area's Highways Engineers, the Community Area Manager is satisfied that this last work can be easily achieved.

4. Recommendation

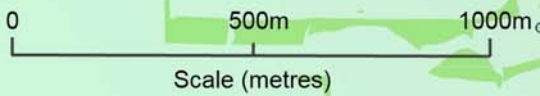
- 4.1. The Community Area Manager recommends that the Area Board sets aside a maximum of £1,000 towards work needed on the Marlborough Cycle Network in order to bring it to a finished state. This can include:
 - directional signage around the route and
 - dropped kerbs and other work to the routes being used to make them suitably accessible for cyclists and pedestrians.

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Appendices:
Appendix 1 Map of Marlborough cycle network

Marlborough Cycle Network

- On road
- Quiet street
- Surfaced cycleway
- Unsurfaced cycleway
- Footpath (cyclists dismount)
- One-way



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