

Support

Ref	Comment	No.	Officer Response
S1.	The proposed additional parking restrictions between Sadlers Mead and the train station are long overdue, and will make it easier for buses to access the entrance, and for short-term station car park users to exit safely.	1	These comments in support for the proposal are noted.
S2.	I just wanted to mail in support for what you're trying to achieve, a lot of people I am sure will complain because they don't understand what you're proposing but I agree as a regular user of the cycle route in Monkton park that it needs to connect to the station! Well done!	1	
S3.	The Chippenham Cycle Network Development Group supports this installation of a Toucan crossing on Cocklebury Road, to the south of the junction with Sadlers Mead. This crossing would form a critical link in the cycleway between the station and the new shared-use path being built along Sadlers Mead towards Monkton Park, linking the station to the wider unified cycle network.	1	
S4.	I note plans to change the Cocklebury Road crossing at the junction to Saddlers Mead to a light controlled "Toucan" crossing (HKB/TRO/CHIP). I commend this plan as it stops a continuous gaggle of pedestrians (college students) holding up motor traffic for longer than necessary at a notorious pinch point.	1	
S5.	I approve of this proposal because at present crossing from Sadlers Mead to the station is dangerous for cyclists. I have often been concerned for the safety of myself and other cyclists at this junction.	1	

Objection

Ref	Comment	No.	Officer Response
1.	<p>The existing zebra crossing could easily be turned into a wider toucan crossing without relocating it.</p>	1	<p>The proposal has been developed to improve connectivity between the existing cycle infrastructure on the northern side of Cocklebury Road and that within Monkton Park. This includes the provision of a shared use cycleway on the western side of Sadlers Mead. Retaining the existing zebra crossing would not provide the necessary linkage with the proposed shared use path, nor would cyclists be able to utilise a Zebra Crossing as cyclist are only permitted to use a Toucan or Parallel crossing.</p>
2.	<p>The proposed new position would mean that students who want to access Wiltshire College Chippenham from the station would also have to cross Sadlers Mead (where there is no crossing, and plenty of traffic) in addition to crossing Cocklebury Road.</p> <p>-----</p> <p>If the present crossing is moved then dozens of students will have to cross Sadlers Mead with all the traffic which is passing there just before 9am. Many Monkton Park pupils are taken by car to school as they live off the estate or their parent goes to work after dropping them off. There are currently no dropped kerbs at the Sadlers Mead junction and not all college students are independently mobile.</p> <p>-----</p> <p>Students and other pedestrians will THEN need to cross over Sadlers Mead but without the protection of a pedestrian crossing that is if council plans are passed without due regard to residents' complaints.</p> <p>-----</p>	4	<p>The proposed location of the Toucan crossing remains within the distance that will be beneficial to pedestrians heading in the direction of Wiltshire College and will not cause users to deviate in a way which extends their journeys, as the proposed Toucan crossing remains between the Bus Stop, Railway Station and the college site.</p> <p>It is acknowledged that those making this journey (and vice versa) will now have to cross the side road junction (Sadlers Mead) and that at certain period the presence of the Multi Storey Car Park may lead to short term peaks in traffic flow. To minimise potential conflict the junction width will be narrowed, and additional tactile paving will be introduced to highlight the potential for crossing movements.</p> <p>It is not unusual, nor unexpected, for pedestrians walking transversely along a route to be expected to cross various side roads and accesses to continue onto a destination. Vehicles turning in and out of the junction will be travelling at lower speeds</p>

	<p>As someone who uses Chippenham train station to travel for work and if as indicated in the online documentation that the only crossing on Cocklebury Road will be the Toucan crossing towards the west of the junction of Sadlers Mead and Cocklebury Road then the only option for me to walk to and from the train station would be to take my chances crossing Cocklebury Road prior to the Sadlers Mead junction or try and cross the busy junction between Sadlers Mead and Cocklebury Road due to more traffic using the new car park to the Toucan crossing.</p>	<p>and visibility is good for pedestrians and motorists alike.</p> <p>The benefit of improved cycle infrastructure is considered to outweigh the disbenefit of having to cross Sadlers Mead.</p> <p>Whilst not the intention of the proposal, it should be noted that the proposed location will now provide better assistance to patrons of the Multi Storey Car Park and those who wish to access the Olympiad Sports Centre.</p> <p>Where there is a desire to see improved facilities for pedestrians wishing to access the Wiltshire College site, this can be recorded to the Chippenham CATG for consideration.</p>
<p>3.</p>	<p>The proposed toucan crossing would also cause problems for traffic turning right on exiting the station car park to head towards the town centre.</p> <p>The junction is likely to become busier if the projected car usage of the new car park increases. I believe toucan crossings are light controlled. I feel that lights by a junction are yet another potential hazard for everyone negotiating the junction. There will also be cars entering/leaving the station car park close to the proposed crossing, another hazard</p> <p>Also it is difficult to see how it can be seen as safe having a crossing on both sides of a junction especially when (and if the car park is to see its potential) more traffic will be turning left at that junction. If you are a driver you will know when turning left at a junction your main focus is what is coming from the right, it is a very unpleasant feeling to suddenly have someone just walk out in front of you. So I believe your plans are more likely to create hazards than prevent them.</p>	<p>3</p> <p>The location of the crossing has been determined to ensure that vehicles exiting Sadlers Mead and the Cocklebury Road Car Park have appropriate visibility of the traffic signals.</p> <p>Whilst the introduction of traffic signals can introduce some small delays to motorists, this has to be counterbalanced with the benefits it provides to those accessing the station by bicycle.</p> <p>The introduction of traffic signal crossing can provide benefits to road users, particularly those exiting the side roads as it introduces gaps within traffic flows which provides side road motorist the opportunity to exit onto the main road.</p> <p>The existing Zebra Crossing to the east of the Sadlers Mead junction will be removed.</p>

	This would create a potentially dangerous place in view of extra traffic using a multi-story car park once it opens.		
4.	Users of the new multi-storey car park currently under construction will primarily be headed for the Olympiad, or Monkton Park: neither of those destinations involves crossing Cocklebury Road.	1	<p>The proposed Toucan Crossing has been developed to assist cycle movements from Sadlers Mead to the Railway Station across Cocklebury Road.</p> <p>The development of the Multi Storey Car Park has no bearing on the proposal; however, it is accepted that patrons of the Multi Storey Car Park who wish to access the railway station will be better served with the provision of the crossing.</p>
5.	Drivers wanting to park near the station will naturally prefer to use the already ample facilities on the same side of the road as the station! No need at all for them to cross Cocklebury Road!	1	<p>The proposed Toucan Crossing has been developed to assist cycle movements from Sadlers Mead to the Railway Station across Cocklebury Road.</p> <p>The development of the Multi Storey Car Park has no bearing on the proposal; however, it is accepted that patrons of the Multi Storey Car Park who wish to access the railway station will be better served with the provision of the crossing.</p>
6.	There is also another zebra crossing a little further downhill towards town centre which provides easy access to both the station and the shops on the same side of the road.	1	The proposed Toucan crossing has been developed to assist cycle movements from Sadlers Mead to the Railway Station across Cocklebury Road. The crossing located further to the west outside of the Sainsburys Local / Montkon Hill Junction, does not provide the necessary cycle linkage.
7.	At present there is no cycle path in Sadlers Mead so cyclist would have to	1	The proposal has been developed to improve connectivity between the existing cycle infrastructure on

	<p>dismount anyway.</p> <p>The current footpaths in Sadlers Mead are far too narrow to accommodate both pedestrians and cyclists.</p>		<p>the northern side of Cocklebury Road and Monkton Park. This includes the provision of a shared use cycleway on the western side of Sadlers Mead. The existing path will be widened to accommodate a 2.5m to 3.0m shared use cycle path, with a proposed future scheme to improve cycle linkage through Monkton Park to the existing facility which runs adjacent to the River Avon.</p>
<p>8.</p>	<p>The current crossing is used by dozens of students going to college, the large majority are not cyclists, having arrived by train or bus at the railway station.</p> <p>-----</p> <p>With only having one safe crossing from the north to south side of Cocklebury Road via the Toucan crossing towards the west of the junction of Cocklebury Road and Sadlers Mead more students and pedestrians will be at risk as many students will walk past the Toucan crossing along the north side of Cocklebury Road until they pass the junction of Cocklebury Road and Sadlers Mead and then cross from the north to south sides of Cocklebury Road to use the entrance to Wiltshire College without any road crossing and thus putting themselves at risk and maybe increasing potential road traffic accidents as they cross Cocklebury Road.</p> <p>Please would someone clarify whether the proposal is to remove both zebra crossings on Cocklebury Road, if not will the current zebra crossing by the old Technical and Secondary School still remain as a safe crossing from the north to south sides of Cocklebury Road. Keeping this zebra crossing by the old Technical and Secondary School building would not only retain a safe crossing from the north to south side of Cocklebury Road but would also limit the number of people trying to cross the top of Sadlers Mead with the added</p>	<p>2</p>	<p>Patrons of Technical College will still have assistance in crossing Cocklebury Road as the proposed Toucan crossing remains between the Bus Stop, Railway Station and the college site. It is acknowledged that those making this journey will now have to cross the side road junction (Sadlers Mead) and that at certain period the presence of the Multi Storey Car Park may lead to short term peaks in traffic flow. To minimise potential conflict the junction will be narrowed, and additional Tactile Paving will be introduced to highlight the potential for crossing movements.</p> <p>It is not unusual for pedestrians walking transversely along a route to be expected to cross various side roads and accesses to continue onto a destination.</p> <p>The benefit of improved cycle infrastructure is considered to outweigh the disbenefit of having to now cross Sadlers Mead.</p> <p>It is only the zebra crossing to the east of Sadlers Mead that is proposed for removal.</p> <p>The existing Zebra Crossing in the vicinity of Monkton Hill and Sainsburys is unaffected by this proposal.</p>

	traffic using the new car park.		
9.	If Sadlers Mead somehow is given a cycle path where is it leading to? What are the benefits?	1	The proposal has been developed to improve connectivity between the existing cycle infrastructure on the northern side of Cocklebury Road and Monkton Park. This includes the provision of a shared use cycleway on the western side of Sadlers Mead. The existing path will be widened to accommodate a 2.5m to 3.0m shared use cycle path, with a proposed future scheme to improve cycle linkage through Monkton Park to the existing facility which runs adjacent to the River Avon.
10.	Have there been accidents involving cyclists and cars in the area of the proposed crossing? I believe and you know the answer is NO!	1	<p>There has been one personal injury collision at the junction in the preceding 3 year period (May-18), and it is correct that this did not involve any cyclists.</p> <p>The scheme is not being promoted because of cyclist injuries or collisions; the rationale for the proposal is to further improve the cycle network within the town, linkages to the facility which adjoins the River Avon.</p>
11.	The unique feature of a toucan crossing is it allows pedestrian and cyclist to cross at the same time with the cyclist still mounted. The requirement in the Highway Code for a cyclist to stop and dismount before crossing a pedestrian crossing gives both cyclists and drivers time to see each other and take the correct actions. That requirement is both logical and sensible as it not only protects the cyclist and it also protects the pedestrian from the cyclist. This NOT the Nederland's which is flat and where cycling is a way of life through the narrow streets and over narrow bridges, where cycles are the best method of transport around old towns or new towns which have been designed with		<p>It is correct that the provision of a Toucan Crossing permits cyclist to cross a road without the need to dismount from their bicycle. However, this can only be done so whilst following the green signal for cyclists.</p> <p>The presumption that cyclists do not follow the rules set out within the Highway Code or other road users is unfounded and the opinion of the correspondent.</p> <p>National government policy is to promote the use of sustainable methods of travel, with emphasis on cycling as a mode of transport.</p>

	<p>both the cyclist and car in mind and where cycles are ridden sensibly and safely. This is Britain where many cyclists do not ride sensible or safely and have no respect for anyone not even pedestrians or the Highway Code. I can see more accidents happening between pedestrians and cyclists than cars.</p>		<p>This proposal seeks to improve the network connectivity for these users.</p>
12.	<p>The proposal is that you remove a perfectly good and usable pedestrian crossing and replace it with a new one a few yards down the street, I can't see why this would be a good way of spending tax payers money which you claim you are very short of.</p> <p>Please explain the reasoning and justification behind this decision!</p> <p>-----</p> <p>Dangerous - because plans also include removing an existing pedestrian crossing which students of Wiltshire College now use</p>	2	<p>The proposal has been developed to improve connectivity between the existing cycle infrastructure on the northern side of Cocklebury Road and Monkton Park. This includes the provision of a shared use cycleway on the western side of Sadlers Mead and a need for a Toucan Crossing which aligns with the widened path.</p> <p>Unfortunately, the proximity of this crossing to the existing Zebra Crossing has resulted in the need to remove the Zebra Crossing due to the potential conflict this could give to motorists. To retain a full pedestrian provision to the east of the junction with Sadlers Mead, would require the full signalisation of the junction as two independent crossings would not be feasible within the space available.</p>
13.	<p>I presume this would also mean yet more roadworks and temporary traffic lights which the residents of Monkton Park are sick of owing to the never ending gas works and building of the ugly unwanted car park in Sadlers mead.</p>	1	<p>Should the proposal be approved, there would be a period (approximately 3 weeks) where construction of the crossing and associated alterations to the kerb lines take place.</p>
14.	<p>This proposal is a complete waste of money for cyclists; it increases the danger to them and to pedestrians. It appears to be a means of transferring cycles from one pavement to the opposite pavement, thus encouraging cyclists to ride on the pavement and removing them from the roads. I expect that the council has a plan to make the south pavement "shared-use" as well as</p>	1	<p>The proposal has been developed to improve connectivity between the existing cycle infrastructure on the northern side of Cocklebury Road and Monkton Park. This includes the provision of a shared use cycleway on the western side of Sadlers Mead. The existing path will be widened to accommodate a 2.5m to 3.0m</p>

	<p>the north one, but these share use paths are, in my view, abominations; they place pedestrians at risk from cycles, and remove cycles from where they should be, the roads. As a cyclist I avoid them; as a pedestrian I hate them. We can make the roads safer for cyclists by encouraging cycles to be ON THE ROADS where motorists can get used to them.</p>		<p>shared use cycle path, with a proposed future scheme to improve cycle linkage through Monkton Park to the existing facility which runs adjacent to the River Avon.</p> <p>The facilities being proposed offer users who may be less confident with cycling on carriageway the opportunity to access the railway station and improve the overall connectivity of the Chippenham Cycle network.</p>
<p>15.</p>	<p>If I as a cyclist were to travel from Sadler's mead to the station using this proposed "facility" I would have to cross the road at this new crossing, then have to cycle west along the north-side pavement only to arrive at the entrance to the station from an unexpected (to motorists) direction. I'd then have to cross the entrance on my cycle, placing myself at additional risk. The alternative is to proceed along the road and make a simple right-turn into the left-hand lane of the station entrance.</p> <p>In short, please don't do this; you are giving the message that there is no place for cyclists on the roads. You will encourage drivers to resent the presence of cycles on the roads ("why aren't they using the cycle paths which they demand?"). I oppose this development.</p>	<p>1</p>	<p>The shared use path and Toucan Crossing facility does not prevent cyclist from continuing to use the carriageway for purpose of movement.</p> <p>The facilities being proposed offer users who may be less confident with cycling on carriageway the opportunity to access the railway station and improve the overall connectivity of the Chippenham Cycle network.</p>
<p>16.</p>	<p>Moving the zebra pedestrian crossing to this new position WOULD make sense provided that it remained a zebra crossing. Please do not force pedestrians to wait for a light-change. Re-positioning it to the west means that pedestrians coming from Sadler's Mead don't have to turn east to cross the road to the station. Converting a crossing to a light-controlled one is generally a bad idea in my opinion. The recently-installed crossings at the junction of New Road, Park Lane / Malmesbury</p>	<p>1</p>	<p>Facilities which permit cycling across the carriageway are limited to Toucan and Parallel crossings. Cycling across a Zebra Crossing is not permitted and consequently it is not possible to relocate the existing facility and permit use by cyclist in line with the intended rationale for the proposals.</p> <p>It is accepted that the introduction of a traffic signal-controlled crossing has the potential to give</p>

	<p>Road make my life significantly less convenient. With zebra crossings wasted time is minimised, and also puts the responsibility of safety onto the road users. By adding lights you add delay, which encourages pedestrians to cross at red, and encourages a feeling of entitlement in motorists. It gives the subliminal message to pedestrians that they should cringe at the road-sides whilst the "important" people in their cars get priority. In the 1950s this might have made sense; in the 21st century the "important" people are likely to be the pedestrians</p>		<p>rise to some additional delay during peaks in demand. However, this is technology used with modern traffic signal-controlled crossings is designed to be responsive to demand and usage levels. Given that a crossing facility is currently operable near the proposed Toucan, albeit a Zebra Crossing. It is not anticipated that additional delay to traffic will materialise and the ability to regulate pedestrian and cycle movements across Cocklebury Road may improve flows as the demand can be regulated, rather than continuous as can be experienced when large numbers of users exit a location such as a school or railway station.</p>
17.	<p>As a resident of Monkton park, I'm absolutely dumbfounded why this council is wasting tax payers money. Leave this area of Chippenham alone. If the council trimmed the trees next to the crossing like I have emailed some months ago there would be no need for any toucan crossroad. I fully understand the need for updating the cycle path route in the town and surrounding area but you are really not making in my opinion the direction this council is going is not the right route. Please listen to the Monkton park residents and not people that don't even live in Chippenham, let's face it who wants the best for the area the people that get stuck driving up station hill 8 out of 10 times a week because of the amount of traffic that's already using this route or people that don't live here.</p>		<p>The proposal has been developed to improve connectivity between the existing cycle infrastructure on the northern side of Cocklebury Road and Monkton Park. This includes the provision of a shared use cycleway on the western side of Sadlers Mead. The existing path will be widened to accommodate a 2.5m to 3.0m shared use cycle path, with a proposed future scheme to improve cycle linkage through Monkton Park to the existing facility which runs adjacent to the River Avon.</p> <p>The facilities being proposed offer users who may be less confident with cycling on carriageway the opportunity to access the railway station and improve the overall connectivity of the Chippenham Cycle network.</p>
18	<p>Firstly, it is not clear in the wording for the proposed changes as to whether one zebra crossing or all zebra crossings on Cocklebury Road are proposed to be removed and replaced by one Toucan crossing. There are</p>	1	<p>It is only the Zebra Crossing to the east of Sadlers Mead that is proposed for removal.</p> <p>The existing Zebra Crossing in the vicinity of Monkton Hill and</p>

	<p>currently two zebra crossings along Cocklebury Road one at the top of Station Hill near to Monkton Hill and the Sainsbury's Local by the train station and the other zebra crossing is to the east of the junction with Cocklebury Road and Sadlers Mead outside the boarded up red brick old Secondary and Technical School building.</p> <p>It would therefore, be necessary to clear this point up before any further consultation as if people were aware that both zebra crossings were going to be removed and replaced with one single Toucan crossing I am sure people would be more concerned about the loss of both zebra crossings.</p> <p>In the online documentation it indicates that the zebra crossing (s) will be replaced by one Toucan crossing to the west of the junction of Cocklebury Road and Sadlers Mead. If this is the case and both zebra crossings are removed i.e. including the one out side the old Secondary and Technical School building with the only crossing being the Toucan towards the west of the junction of Cocklebury Road and Sadlers Mead then this would cause more congestion around the junction of Cocklebury Road and Sadlers Mead with College students crossing Sadlers Mead to get to Wiltshire College and cars turning into Sadlers Mead from Cocklebury Road to use the Sadlers Mead car park.</p>		<p>Sainsburys is unaffected by this proposal.</p>
19	<p>The cycle network in Chippenham is very disjointed. Designated cycle routes suddenly disappear at critical points, are non existent at important junctions, are simply painted white lines without care, they do not follow "natural" routes, or in the most recent example (Bristol Road) they go in one direction, not in the other and duplicate a perfect path well away from the road.</p> <p>There is no evidence that this Toucan scheme is any different, and without a fuller explanation of how it will improve cycling I cannot support it. A better and relocated zebra pedestrian crossing</p>	1	<p>It is acknowledged that the existing cycle network is not as developed as many users would wish, and this is a common issue with retrofitting a cycle network into a developed environment.</p> <p>Whilst these proposals will not fully rectify all connectivity issues, they are a measure to improving access to Chippenham Railway Station from the cycle network which runs through Monkton Park.</p> <p>Further improvements to cycle infrastructure within the town are</p>

	would be sufficient. This could be changed to a Toucan crossing when a “joined up” cycle lane is introduced.		proposed as part of the funding provided by the Swindon & Wiltshire LEP to improve access for sustainable methods of transport. These proposals will be consulted upon separately in due course.
20	I also note that the plans used are not up to date (there is a major Council car park scheme) and that several roadside parking spaces will be removed (presumably in favour of paid for parking twice as far from the station).	1	<p>As the Multi Storey Car Park is still under construction, the underlying base mapping is yet to be updated.</p> <p>The proposed road side parking removal is necessary to enable the installation of the associated controlled zone (indicated by the Zig Zag road markings). This ensures that the crossing and its infrastructure remain visible to approaching motorists.</p>

General Comments

Ref	General Comments	No.	Officer Response
G1.	We would however, advocate an additional crossing for pedestrians on Sadlers Mead, and/ or one further north along Cocklebury Road close to the New College building, be added in future, to mitigate the removal of the existing zebra opposite the Old College building (to be removed as a direct result of installing the Toucan).	1	Where there is a desire to see improved facilities for pedestrians wishing to access the Wiltshire College site, improvements to pedestrian movements in Monkton Hill, and improvements to the wider cycle network in the town and its surrounds, these can be recorded to the Chippenham CATG for consideration.
G2	May I also suggest you look to changing the 2 sets of pedestrian lights at the top and bottom of Monkton Hill to light controlled; this would also help the traffic flow (in my opinion!). Anything you can do to help the flow of traffic into and out of Monkton Park would be of great use to residents particularly if the plan for the Rawlings development is to go ahead.	1	Requests for highway improvement can be recorded here https://www.wiltshire.gov.uk/council-democracy-area-boards A further proposal to improve cycle infrastructure at the Station Hill / New Road junction is currently in development. This will seek to introduce traffic signals which will improve access to Station Hill and the wider Monkton Park area.
G3	I would support improvements to the existing cycle network, in particular the "broken" Chippenham to Laycock route which the Council failed to maintain some years ago, forcing cyclists onto the roads and away from the old route of the most popular 403 National Cycle Route. Likewise, where is the cycling infrastructure to encourage cyclists into our Town Centre?	1	