

Stakeholder Comments

1.	<u>Cllr Derek Walters, Corsham Without</u>
	I agree with the Chippenham Cycle Network Development Group [regarding point closure locations] particularly if this road into Westrop is also closed as it is narrow.
2.	<u>Cllr Nick Murry, Chippenham Monkton</u>
	Cllr Murry submitted a report on behalf of Chippenham Cycle Network Development Group, which is included as a PDF appendix.
3.	<u>Corsham Estate</u>
	<p>I am writing this in my capacity as Estate Manager of the Corsham Estate. My concern regards the proposed road closure affecting Easton Lane, which is presently the subject of a Wiltshire Council consultation exercise.</p> <p>Initially, it was proposed that Easton Lane would be closed from the point of the crossroads (junction with Notton Lane) to the bridge over the A350. Subject to access for bicycles and farm vehicles (for access to adjoining fields only) continuing uninterrupted, this would seem to make a lot of sense. In particular it would help to fulfil a requirement for much needed cycle routes within the County and also prevent the Conservation Area village of Easton being used as a through route. Traffic here is frequent and heavy at peak times and the situation is even worse when there is a blockage (perceived or otherwise) on the A4.</p> <p>However, I understand that it is now proposed for Easton Lane to remain open from the point of the afore-mentioned crossroads to the site of the bridge over the A350. This stretch of road joins up with the BOAT known as "the Green Lane". Because the Green Lane is an unmetalled byway (narrow in parts and with a 90 degree turn where it was diverted on the construction of West Cepen Way [A350]), the affected section of Easton Lane (heading west from the junction with Notton Lane) will become a no-through route with a dead-end on the outskirts of Chippenham. I gather that the connection with Hill Top Park (formerly known as "Hunter's Moon") will also to be closed off to all vehicles, but that the link through to the cycle route will be maintained.</p> <p>My very real fear is that the section of Easton Lane that is to remain open will be very badly affected by fly tipping. There are already issues along this route, with localised flooding in the winter due to the blocking up of ditches by discarded household waste, tree/garden trimmings, etc. The same thing happened when Patterdown Lane was closed in 1997/98 at the time West Cepen Way was built. Fly tipping along that closed-off highway was horrendous, with the Council having to fork out significant sums (I would guess some tens of thousands) to clear up the mess (which included burnt out cars and other large items). I have retained some photographs on file that you are welcome to see.</p> <p>All of the farmland along Easton Lane is owned by the Corsham Estate and is presently cropped/stocked by the same farmer (Mr Paul Gregory). I know that he and his family share my concerns, and we would be grateful if you would take this matter up with your colleagues who serve on the Council.</p>

Public Comments

Do you have any other comments on the proposed Easton Lane cycle link between Chippenham and Corsham?	
1.	Good idea to do this, but this must be the first phase of a longer-term plan to improve cycle access onwards towards Corsham. Please ensure the current works include cycle wayfinding signage at both ends of the route. Please also extend the improvements at the Corsham end northwards to the lane leading to Westrop, and include cycle wayfinding signage here. Please also use paint rather than thermoplastic road markings, since the latter quickly break up and disappear. Please also ensure the new surface along Easton Lane is machine-laid – hand-laid surfaces are very bumpy for people cycling, and result in an uncomfortable ride.
2.	It looks great, but would like further information on how to complete the rest of the journey to Corsham on cycle friendly routes. The lanes are a real danger at commuter times and I'm a confident cyclist.
3.	I use this Lane regularly to travel to an allotment in Corsham.
4.	I have walked this section of highway and cycled it, it's very narrow and cars travel along it at speed. With the new housing estate nearby the additional car free cycle route will be welcomed.
5.	Cutting off a vital access route
6.	Reinstate the path to Iacock too. Chippenham could be such a good cycling town that links to villages and towns
7.	Given that it ends at the crossroads at Easton road it's not really a path that connects anywhere- what a waste of money, either go all the way to corsham or spend the Money elsewhere
8.	This will force me to change my daily route to chippenham and onto the already very busy A4. Why can't we share the bridge over the A350, isn't that busy and all this does is force more traffic onto main roads.
9.	Why prevent traffic from using the route over the bridge when it is permitted to drive up to each side of the bridge.
10.	The bridge at the chippenham end of the route is narrow and takes a lot of traffic and is not suitable for mixing with cycles and vehicles. If you're doing this make a new bridge and decent connections to the rest of the town.
11.	This is excellent, it would be great if you could deliver this, this year. Thanks!
12.	It has the added benefit of not only encouraging Cyclists between Corsham and Chippenham , it is also used increasingly by walkers using the link to access the countryside from Chippenham, an excellent and cost effective action that will provide a positive benefit to walkers and cyclists.it effect on
13.	Easy to follow signage regularly along the route would be appreciated
14.	This is a very safe option, the lane is often used as a rat run which is hazardous to walkers and cyclists, there are alternative routes available to powered vehicles plus those alternative routes are highly dangerous for cyclists and impossible for pedestrians.
15.	This is an active road route. If closed, this will drive more traffic onto the main road, causing more pollution and congestion
16.	This is such a fantastic idea. It is only a matter of time before a serious accident happens on Easton Lane, it is used as a rat run, impatient drivers often overtake where they shouldn't and the road conditions for cyclist is fairly poor, and in places extremely dangerous, by banning cars it would allow cycles to move more into the middle of the road for a safer trip. I've cycled down this lane for the last three years commuting to and from work, I do genuinely believe this would encourage more cyclist.

17.	Good idea
18.	I cycle this route daily from chippenham for work. The cycle path crossing at Hill rise is a disgrace, no dropped kerb, the path should be flat and the cars made to slow down. If more people cycled this route it would improve traffic flow on the A4. An e bike conversion makes it almost the same time to cycle as to drive
19.	Needs to connect with existing network at The Pheasant, there appears to be a small gap on the small stretch of Saltersford Lane
20.	Don't know the area but as long as it is good quality and well thought with input from cyclists then can't be a bad thing
21.	The route needs to extend into Chippenham town centre as that is the most dangerous and busy section of the A4.
22.	I fully support this scheme but it should also include horse riders so that they too have a safer environment away from traffic to ride in.
23.	Where is the provision for horse riders in either proposal, just as vulnerable as designated by the Highway code
24.	Use this lane a lot , it's dangerous, but keeps you off the A4. There is limited need for motor vehicle to use this lane its used as a rat run
25.	What about horse riders - they are vulnerable road users too
26.	Can it include horse riders, they are vulnerable road users too.
27.	The cycle link would be a fantastic asset to the local community. It will encourage cycling between the two towns and help Wiltshire reach its climate goals.
28.	I cycle along this road every week. There is little traffic and the road is in a satisfactory condition so I cannot see why significant expenditure should be incurred.
29.	This should be open for horse riders as well
30.	Traffic calming required on the rest of the road route between Chippenham and Corsham. The whole route needs to be made cycle friendly. What is the WHOLE route?
31.	Stopping traffic on this lane for cars will significantly effect my daily commute to work. The access onto the A4 for me is either dangerous at the bottom of Chequers Hill or miles longer via Corsham. I have written many times to various people explaining my and my family's objections.
32.	Could it be for horses too please
33.	As above, please include horse riders in this scheme
34.	It will deprive a useful diversion route when the A4 and A350 are blocked at peak times. Also it will force all the traffic form the new development either onto the small road under the single carriage railway arch or via the A4 at the Pheasant roundabout which is busy enough at peak times.
35.	Improved cycle access to Easton Lane at the Chippenham end would be good.
36.	Why are horse riders not included? It is getting very dangerous for horses out there
37.	KEEPS CYCLISTS SAFER.
38.	I use this road daily to take my son to school . And to shop in Chippenham also run a business nearby, this is a very busy and very much used cut through .
39.	This needs to accommodate horse riders as well
40.	I cycle that way already, it's nice and improving the surface would be excellent
41.	I want to do more cycling for the health and environmental benefits and think the Easton Lane link is a really great idea. It would definitely encourage me to cycle more and would give easier access for me to the Sainsbury's/ Aldi/ B&Q etc shops on the way to Chippenham. Being traffic-free is a massive bonus as that is what puts a lot of people off cycling on the roads.
42.	Must also prevent cars parking in cycle lane

43.	Great to make a designated safe route as might use this for weekly swimming lessons at Springfield Campus
44.	Please include horse riders as they desperately need safe off road routes, are mostly women and girls (wheras most cyclists are male) and should not be excluded from these schemes.
45.	Cycling infrastructure is great for us and future generations.
46.	Yes, why do you not include horses? The roads & lanes are getting dangerous me re & more inconsiderate drivers in cars & large vehicles,always about bikes, please consider the saftyens of horse and rider using these types of routes.
47.	As above, include horse riders
48.	You must include Equestrians to use these routes.They want safe off road riding too.Paths for everyone . That must include Equestrians.
49.	Easton Lane currently attracts significant and regular anti-social behaviour (cars speeding, litter, illegal dumping of rubbish, drug use, etc) - it would be better to have a bollard at either end of the road, so that the southern part doesn't become a dead-end where anti-social behaviour by car drivers continues
50.	Could we please add some more horse rider friendly routes too
51.	As above, why not multi user?? Include horses please, we get kled too.
52.	It's already there and perfectly usable by bike
53.	This would be used so much and much safer for everyone
54.	Should be open to all vulnerable road users - e.g. horse riders
55.	Please include horses as they generate a number of jobs and the bridlepaths are not all maintained properly by landowners. I recently reported a bridle path that had een changed by the landowner to a footpath.
56.	Please include horses as they generate a number of jobs and the bridlepaths are not all maintained properly by landowners. I recently reported a bridle path that had een changed by the landowner to a footpath.
57.	There needs to be provision for horse riders who are also vulnerable road users and also consultation over resurfacing of tracks rather than a blanket use of tarmac.
58.	I love cycling but the road traffic terrifies me
59.	It's a great idea.
60.	I cycle this route regularly - it is relatively quiet with minimal traffic. I am sure this section does not need the investment which could be better spent on marked 'cycle lanes' as on Hungerdown Lane.
61.	I ride a horse and have to be on the roads the majority of the time. This needs to be addressed.
62.	I used to use this route 3-4 times a week. I now use it far less frequently as there are so many 'speeding' cars emanating from the new housing estate in Easton Lane. These vehicles could be directed past M and S on to the main road , I believe the amount of traffic will increase when the new Aldi opens. Easton Lane was/is the only safe route out into the country on this side of Chippenham. I am totally in favour of the scheme as I would love to again cycle that way on a more frequent and safe basis.
63.	Seeing as there isn't a great deal of traffic currently using the road the scheme proposes to convert, it doesn't present a good use of public money.
64.	If horse riding were a male sport would it get more support? Cycling appears to be male dominated! Please please consider us, our children, friends and animals when putting these schemes together.
65.	I would like to know more about how road markings will be used to support and protect cyclists at the Corsham end of the route.
66.	It is the only safe cycling route from Corsham to Chippenham. Cars have many alternative routes

67.	This is my SAFE daily route into Chippenham avoiding the dangerous Chequers Hill junction. This is a route into Chippenham which has been used by Gastard and Easton villagers for hundreds of years. The alternative uses much more fuel because it is perhaps five times longer. Not very green!
68.	We have a climate emergency, it is really important that elected officials start to show leadership in the face of car dominance. People love their cars but shouldn't dominate all routes. I call on Wiltshire council to finally show that they are committed to active travel to protect and improve the health of all residents and not give in to the very vocal minority.
69.	This looks fine, provided that there is clear signage at either end of the road to clearly say that it is a no through route for cars, to prevent cars unnecessarily driving down and then having to turn back again.
70.	Make the cycle lane not part of the highway and not a two way route as you've done in Bradford on Avon
71.	I don't agree with closing lanes just for bicycles, everyone should continue to have access and be able to use it
72.	The plan doesn't deal with safely getting to either end of the road which is MOST important issue. Easton lane itself is pretty quiet mostly but there's no safe way to get TO Easton Lane from Chippenham and the plans don't show the proposed route on in to Corsham. So a pretty poor piece of work looks like 'we got a load of money how can we spend it' not 'heres a problem how can we fix it'. Better to spend the money putting a cycle lane from Brunel builders merchants to the pheasant and from Bath road to the Chippenham town centre
73.	Must include all vulnerable road users inc HORSE RIDERS
74.	This road can be very busy at times and is dangerous for cyclists and pedestrians due to the speed of vehicles and the overgrown verges.
75.	Horse riders need to be considered along with other vulnerable user groups.
76.	Really like this scheme as it will mean I can do more cycling with my children
77.	A long overdue scheme to make it safer for walkers runners and cyclist and to exclude drivers who see this as a rat run and have no respect for others
78.	This should be about Active Travel, not just cyclists and walkers. Please include equestrians in this provision. They are as vulnerable as cyclists and walkers. Otherwise you put them in more danger with cars overtaking them in the road and cyclists undertaking them.
79.	Please enable fair access to safe off-road routes for all VRUs? Schemes for cyclists are mainly used by males. There aren't many horse riders but 85% are female. Lone women feel safer on a horse than walking or cycling. Please do some research and make your schemes genuinely fair? CyclingUK and BHS figures. Thank you. (I used to ride my horse in your beautiful area.)
80.	If not closed off I could see this becoming a rat run for cars in a few years time to avoid the proposed Melksham bypass.
81.	New off road active travel is preferable to wasting money on more roads
82.	Why are horses not included, very upset about this, we are vulnerable road users, paths should be multi user
83.	I'd mandate all new roads are built with a cycle lane to encourage safe and sustainable transport This is a very good scheme, I fully support stopping traffic using this lane as a rat run. At the very least some big speed bumps are needed to slow cars down.
84.	Not a regular route but I have cycled it need to build connectivity between the wiltshire towns, the North Wiltshire Rivers missing link at Reybridge a real missed opportunity
85.	Horse riders should be included in these schemes. We are also vulnerable road users and it is equally good mental and physical exercise. Bridleways are poorly maintained
86.	Easton Lane provides important access to Corsham from Hilltop Park where we live. The current development of the Aldi site, along with the existing traffic problems caused by the

	McDonald's and Sainsburys entrance roundabout on the A350 will be further compounded. If planning is granted for a Starbucks where the same entrance needs to be used again, that'll add to the weight of traffic needing to use the roads in the local area. You then also have the new KFC and Costa drive through increasing traffic. While I appreciate the desire to provide safe routes for cyclists, it shouldn't be at the detriment for those that pay road tax, only to have their travel options removed. Easton Lane provides a valuable alternative route to Corsham and Melksham and should remain open to vehicles in my view. Changing it to a cycle route would be an unnecessary cost when it seems to be perfectly fine as it is.
87.	It's so dangerous when you go walking down there, people drive so fast round the corners. People also fly tip constantly. We love walking to Corsham and we want to get cycling bikes but are concerned due to the fast reckless drivers.
88.	Horse riders should also be included in this scheme as a vulnerable road user
89.	If the route occurs can it not have gates that make it impassible to bike trailers and adapted bikes.
90.	In our area we definitely need safer routes to cycle and hopefully this will be one of many.
91.	Do those who decide cycle routes cycle. Why does Chippenham spend money on cycle lanes that lead to nowhere why make toad changes then revert back. Who was leading the master plan as they should foot the bill for so many mistakes in layout. Traffic light system that's causes traffic jams I am sure those who make decisions do not live in Chippenham
92.	By closing the bridge to motor vehicles, you will create a dangerous rat run for cars via the crossroads onto the A4. This is an exceptionally dangerous junction. (I personally use the back road across the bridge over the A350 in order to utilise the safer exit onto the A4 via the Methuen Park roundabout). I would support the cycle route if a roundabout was built at the crossroads junction, but I appreciate this would be costly. By using this route into Chippenham by car, I alleviate traffic in Corsham, and save miles/added pollution, as it is a more direct route.
93.	The link would benefit from extra signage/road markings from Corsham to the start of the proposed cycle link
94.	Why only the bridge?
95.	Please do this as we so miss proper cycle routes having lived in Germany for years
96.	Long overdue
97.	It's desperately needed for safety reasons plus as a valuable part of our needing to change, to get people out of their cars, for mental health, for physical health, socially walking + cycling are positive. Motorised vehicles are able to use the A4 which runs parallel to the Easton Lane so car drivers will not be disadvantaged.
98.	Drivers go too fast on this lane it's dangerous. They can go on the main road nearby. At last we'd have a traffic free nice route between towns.
99.	I would like to see the path reinstated from Chippenham to Lacock over Easton Lane, it was there, open & widely used by so many. I was led to believe at the time the closure was only short term!! fully support the Easton Lane cycle link but there should also be a 30mph (or preferably 20mph) speed limit on the entirety of Easton Lane - cars travel far too fast along this road..much needed
100.	Cycling west out of Chippenham is already catered for by this route and the bridge by the Rugby Club, whereas cycling north towards KSM and Yatton Kennel is suicidal wrt the A350 and A420. East out of Chippenham should be catered for by the Birds Marsh through road. Therefore the NW quarter of Chippenham needs addressing as it's by far the most hazardous for a cyclist.
101.	This is welcomed. The more car free cycle-ways the better; I would use my bike a lot more. My main issue with this is that it only tackles a small amount of the route. Other parts are dangerous and need attention. For example cycling in the Chippenham town centre around

	the main roundabout is supported by any cycle ways. Why close this road to traffic, in stead of this route use the main road from the cross keys into chippenham safer for bikes and walkers by building a wide foot path and cycle lane
102.	Need more details on section of route near Corsham Depends if its down to the same prats that put a cycle lane parallel to the donkey fields on Bristol Road and the two cycle lanes either side of the Brunel tunnel where there are two arches off the road either side.
103.	I often use this road when driving in that area and as on all roads in the Chippenham area hardly ever see a cyclist. I think too much money has already been wasted on cycling schemes that are hardly ever used; Hungerdown Lane being a classic example. Closure of this lane to traffic is most welcome and I understand this lane is not crucial to keep open for motorised traffic as there's the A4 very close by. The proposal here says it will create light traffic! What does that mean? Can some traffic travel on it? I'm confused by that. I think motorised traffic should be prevented from using any part of that lane. Its used very often as a dumping space for rubbish. I've personally litter picked the Easton Lane with friends..it was horrible. Preserving it for active travel would be a great gesture towards climate emergency and solving some social issues encouraging people to walk and bike. Why aren't horse riders included in the scheme?? No
104.	Generally all roads to Chippenham are fast and can feel too aggressive/ dangerous for many cyclists. This scheme would provide a safe alternative route and help reduce cars using lanes as a rat run.
105.	I think it would be brilliant if this route became a cycle route from Corsham to Chippenham.
106.	Its quite and surface well maintained. Would be better to bypass chapel knapp. Or open up A4 from Box with a reduced gradient! use this lane regularly and it is frequently used by drivers to go between Chippenham and Corsham and it has become more and more unsafe for pedestrians. This is a very popular route with both pedestrians and cyclists and is a lovely way to get in the country easily from Chippenham. Many people would be overjoyed with the plans for this new cycle way.
107.	Unsafe for pedestrians at the moment....and litter dropped by drivers regularly.
108.	KEEPS CYCLISTS SAFER. Let's promote cycling. Stop putting car travel first. This needs blocking to traffic, walking along there no longer feels safe at all. Leaving the stretch from Easton lane to point A open to traffic will only be of use to the flytippers who repeatedly dump rubbish blocking the byway at point A. Also save money by not upgrading the surface. It's fine as it is.
109.	This lane would provide a safe place to ride with my children, we currently ride to chippenham every Saturday to go shopping Instead of taking the car, but there is always close calls with vehicles desperate to overtake, so for once it would be nice to prioritise other forms of transport other than 4 wheels.
110.	This lane would provide a safe place to ride with my children, we currently ride to chippenham every Saturday to go shopping Instead of taking the car, but there is always close calls with vehicles desperate to overtake, so for once it would be nice to prioritise other forms of transport other than 4 wheels.
111.	Why have a section closed to vehicles when directly you get to the crossroads there is traffic. Far better to resurface the road and mark a dedicated bike lane on the road. Make it a Quite Lane status with cyclists and pedestrians having priority,
112.	I like to use this road and used the closed section to get to on call the work in the past. I prefer the road open for all and was disappointed when the MP said it would be closed for 18 months, then shut. Cycle paths Are a good idea too. Having lived not far from Easton Lane and still using the area this lane is essential for those who live around the area. By closing this lane more traffic is forced to use the main roads and when roads are closed due to accidents roadworks you remove a diversion route!! Why locals have to lose out for

	<p>people who live out of the area? How many bicycles already use this road on a daily basis? Could you not widen the lane and add cycle lanes? So no one loses out.</p>
113.	<p>Why is there no consideration about making the byway between point A and Easton road more accessible to both walkers and cyclists. It's potentially a really useful access route for walkers to get to Corsham Court from Chippenham but is not accessible for anyone other than the most determined walker/cyclist due to the condition of the byway Closing Easton Lane to traffic will worsen the traffic situation in the surrounding area. Cars will have one route in and out leading to more stationary traffic and increased pollution. The increase in retail outlets has already significantly impacted traffic slow with no mitigating factors put in place. Closing the alternative route of Easton Lane will exacerbate the issue. That said, I frequently walk up Easton Lane and am frequently almost driven off the road by cars driving too fast. Traffic calming measures are required so that the route can be used by all.</p>
114.	<p>Please monitor the effect on the traffic on the A4</p>
115.	<p>This is an important cycle link out into the countryside avoiding busy and dangerous roundabout at A4/A350 junction, where there is inadequate provision for cycle crossings east-west.</p>
116.	<p>I used to cycle this route regularly when I lived in Corsham and took the train from Chippenham. It is a great way for cyclists to avoid the A4 and would encourage many more people to shift from car to cycling.</p>
117.	<p>It will be good to stop traffic using this lane as a short cut to the new housing development</p>
118.	<p>Need to consider what happens at each end of the cycle route. I would not be confident taking children to chippenham as it comes out onto busy road This route is already an NCN route and very quiet. Road surface improvements always welcome, but how will this route be publicised to ensure it is used enough to justify the work?</p>
119.	<p>One more on the Semington to Melksham route, putting cycle lanes on the A361 is a terrible idea, you need to ask BANES about the extra traffic. There's someone at the door- have a nice life Please please make this possible! Will be used by our family. Cycling is just not safe at the moment on roads. We need cycle byways for safety.</p>
120.	<p>It would be a great traffic free route into Chippenham</p>
121.	<p>About time! More needs to be done to support cycling and dispel the attitude that Car is King of the roads. This is a ridiculous proposal - I can only assume that the 'bridge only' is included on the basis that the council do not have to maintain the bridge to highway standards thereby reducing costs which are never reflected in the council tax demands. Most people use this lane as a way of avoiding the excessive traffic at the roundabout near Sainsbury's, Costa and M&S, which, I may add is worsening after the new Aldi supermarket has opened! how many cyclists do you see shopping in these supermarkets? None! Why? Because the council has allowed these supermarkets to be built there. In summary, there are two access roads to these supermarkets and should this proposal proceed then there will be only one. supported there only at the With 500+ homes being built on hilltop park and hilltop view, the new Aldi and the existing shops in the area, I have noticed the traffic is already becoming an issue. Easton lane for people on the estate and shopping locally if shut will cause even more traffic issues. Wiltshire council have already caused traffic issues elsewhere in Chippenham with other cycle lanes that I rarely see being used. Would be another mess if this goes ahead. Keep it as a road for motorists used everyday, rather than cyclist on a sunny day.</p>
122.	<p>I live on Easton , the traffic is horrific ,the road has become a rat run for irresponsible drivers , whilst understand the need to travel this lane .people have used it as a short cut too get to the A4 , they travel at great speed ,We have lost 5 cats in past 3 years my car hitting them at speed , it's ment to be a quite country Lane , I hope the closure of road to motor vehicles will deter the senseless morons from using our Hamlet as a race track,thus making it safer for cyclist and residence .</p>

123.	There is going to be an increase in congestion for the housing estate if this road is closed and turned into a cycle lane. We have already seen how bad traffic can be at the bath road roundabout, imagine how it will be with Aldi and when KFC open with the roundabout. You also need to consider the gradual increase in office commute. It is quite worrying that we will have only one way in and out of the estate if Easton Lane is closed.
124.	I am concerned it will create a great deal of traffic on the roundabout at the bottom of the hill- by the sainsburys and the retail park. This is already a very congested roundabout and will only become more so with the addition of an aldi and with businesses reopening on the business park. With the current traffic flow with the new Aldi being open, the traffic is horrendous there is only one way in and out of our estate so this is a nice route when you need to get to Corsham or Melksham. I dont see why you can't keep it open and have a cycle lane next to it.
125.	This route would be a very useful travel route for walking/cycling access from the new development to the town centre
126.	Great idea, the road is used as a rat run from Corsham people drive too quickly and also there is regular fly tipping by the bridge of garden clearance from unscrupulous independent contractors
127.	Closing this lane will cause mayhem especially if there is an accident at roundabout and also when the metheun offices re open fully
128.	We should wait until everyone is back to work in surrounding offices, all bloor houses sold, all taylor Woodrow houses sold, new aldi store up and running, then have a trail period of one month, then decide !!!!!!! fully support the idea of Quiet Lanes or Green Lanes as a way to encourage cycling and develop safe routes and this fits the bill admirably. leaving the Corsham end as a dead end road for motor vehicles will lead to, boy racer meets, druggies and fly tipping - why not make the whole road corsham side from bridge upto the cross roads for non vehicles
129.	I think if we want to make a change this needs to go further. Budget also needs to be put in place for maintenance. Park Lane in corsham can not be a shared cycle lane prams, dogs on telescopic leads dwith bikes doesn't work. All this does is increase anger from motorist if a cyclist uses the roadno! DON'T LIVE THERE, SO I CANNOT COMMENTNo
130.	Although this is not in my area particularly, i do agree our local councils should be doing everything possible to provide safe and attractive incentives to encourage non vehicular traffic. This should include provision for the growing number of e scooters, a viable option for travel to work for young people which might keep a few more drivers off the road.
131.	for the residents of Easton it is a complete pain. It will just force more traffic to the junction with the A4 at Chequers. Can residents of Easton have special access?
132.	Have used this route before, not often but enough to know there is little through traffic here except maybe at the end of the working day. People use it to avoid traffic issues on the A350The proposed route is used by many residents of Easton and Westrop to travel into Chippenham, Preventing vehicular acces will force people to use either the A4 or A350 to get to Chippenham, Both of these routes are longer and will consequently generate higher Greenhouse gas emmisions to the detriment of the environment.I am concerned that there are no proposed alterations to the junction with Easton Road and the A4 as part of this proposal. Cars will still use this route to avoid the Cross Keys junction from Corsham so will turn north up Easton Road and increase the risk of accidents as people turn right onto the A4 to get to Chippenham. The section further up Easton Lane that is now shut to vehicles is already increasing traffic on the A4 in the very busy section around Sainsburys. I think that this may exacerbate the situation even further and create an accident 'hotspot' with the Easton Road/A4 junction
133.	We need 24 hour, wide vehicular access (combines, hedge trimmers, tractors and trailers etc) to all the fields on either side of Easton Lane earmarked for the cycle link, in order to

	<p>carry out our farm business. We also need to move around 30 cattle several times in the summer to and from grazing in a paddock halfway along Easton Lane, between the Easton farm crossroads and the bridge over the A 350. We are also concerned that closing the lane at the bridge will encourage even more fly tipping along Easton Lane and the Green Lane byeway, which is already frequent. The ditches get blocked with dumped articles leading to localised flooding on the lane and in the fields. The lane has previously been closed for traffic, so we know that it is possible for motorised traffic to use other routes. The road is dangerous for cars and cyclists because of the narrowness, speed of traffic, and the poor surface which cycles are pushed towards by passing vehicles. The traffic created from the retail park and recently opened ALDI and the shutting of Easton lane would cause huge traffic jams onto the new housing development</p>
134.	<p>I ride a bicycle daily to work and use a car, closing the Easton Lane would leave the housing/offices and shops with only one exist which does not make sense. Can we have a compromise reduce the speed limit and introduce cycle lane it should reduce vehicular traffic using even parts of the direct route from Easton to Chippenham</p>
135.	<p>Proposal would create more pressure on the McDonalds roundabout which at peak times is already dangerous with waiting traffic backed up on all approach roads - A SERIOUS ACCIDENT WAITING TO HAPPEN!!!</p>
136.	<p>I don't know that area and feel that it is more appropriate that those who do comment. I use this route about once a month and find the traffic excessively fast. The proposed traffic restriction over the bridge would be beneficial for me.</p>
137.	<p>We really need safe routes out of Chippenham. This is a great way to improve access to our lovely countryside You haven't considered the needs of HORSE RIDERS - we are vulnerable road users & horse riding has many health benefits incl mental & physical health. There are equality issues as cyclists are mainly men & horse riders are mainly women. This needs to be addressed urgently by Wiltshire Council. There are not enough off-road riding routes for horse riders. I regularly try to ride the Byway on my HORSE from Easton Lane but it is frequently blocked by fly-tipped rubbish making it dangerous & unsafe to ride on. There are not enough safe, off-road horse riding routes available in this area. PLEASE INCLUDE HORSE RIDERS IN ALL FUTURE PLANS !!!! Austrians include horse riders - you should too!!!!</p>
138.	<p>Post pandemic when I return to work I want to cycle to the train station to avoid driving, however the current road is too fast and dangerous, comparing the £15 train fare to Bristol AND £7 parking means driving would be cheaper</p>
139.	<p>Again no consideration for horse riders and we are the country side!</p>
140.	<p>Again, you must include horse riders - we are mostly women and we deserve to be safe!</p>
141.	<p>It should be accessible to horse riders also as we are vulnerable road users that lack good safe routes to ride. So why can't horse riders be included in these schemes as there are many of us out there that are desperate for safer routes to ride.</p>
142.	<p>There is plenty of options to cycle this round using various other routes, I believe money could be spent more wisely</p>
143.	<p>This will not personally impact me but will other equine road users . I have been told some byways in these areas end in dead ends or turn into bridleways . Carriages all but modern competition vehicles have large turning circles so this makes these inaccessible to us. Some carriage driver, like me, want to use our vehicles as transport not just 'toys' .</p>
144.	<p>The same as above. Money could be spent wiser.</p>
145.	<p>The scheme should also offer safe travel routes for horses</p>
146.	<p>As a resident of Easton I believe that shutting Easton lane and forcing Easton residents to have to turn right onto the A4 at the well acknowledge accident black spot onto the A4 at the bottom of chequers hill is dangerous. The alternative is to travel up to Corsham and join the A4 at the safer Cross Keys junction will add miles and therefore pollution to each</p>

	<p>journey towards Chippenham. We are a rural community and there is nowhere we can walk to in 15 mins. The 15 minute neighbourhood plan does not work in the country. Easton lane is a safe route for cyclists as it is. DO NOT CLOSE EASTON LANE and make driving more dangerous for car users</p>
147.	<p>Please include horse riders in and off road track plans as they are vulnerable on roads too. Please don't shut roads, the added pollution from congestion on the alternative roads undoes any gain from additional cyclists. We are currently seeing this in Chippenham. A climate emergency has been declared, as well as recording your carbon savings you should be recording your carbon increases from rushed disjointed schemes. Rather than just grabbing money when it is available we need the promotion of car sharing, combining tasks to limit journeys, promoting replacing one journey a week to begin with using public transport or active travel, over the residents of Wiltshire one journey each would add up to nearly half a million saved car journeys, we need these promotions on the weekly updates to residents, newspapers and Council websites. Before we had car sharing signs up but they have disappeared with Covid, as we come out of lockdown we need large signs with all these options to limit car journeys. We need cheaper bus fares, many people are priced out of using buses.</p>
148.	<p>The route itself looks good, but the problem is how it joins to existing routes. The cycle paths leading to the Pheasant roundabout are a bit of a mess in terms of how they terminate, so when I used to cycle this route regularly I chose to ignore them as it was safer and quicker to remain on the road than to keep swapping from road to path and then back when they ended. Great care will need to be taken to make sure this new path joins up well with the others at that roundabout, otherwise it will be difficult to use at that end. I don't think it goes far enough. The proposed vehicle prohibition needs to be the entire length of that road as I think it will be open to abuse as it is a rat run. I would also like to see a route into the centre of Chippenham without the need to use the road.</p>
149.	<p>I had to collect a friend who came off their bike and broke his shoulder a few years ago trying to use lanes for cycling here to avoid A4 Chequers hill. Please include provision for horse riders as well. From what I can see there are no local bridleways. We are not the minority group you think we are and we have the same needs and issues as cyclists and walkers when it comes to road safety and a desire for safe off road routes which provide a flexible network. Be realistic the majority of cycle journeys are for leisure so in essence no different in most cases to horse riding for leisure. Also more females and disabled people ride than cycle which is a predominantly male pastime. Include horse riders or you will not be developing an inclusive project. Every cycle lane you have implemented has been a total mess ... making it especially dangerous on my road bike... navigating the traffic but the added danger of bollards to narrow or poorly directed signs. I also get abuse from other traffic users as a result of poor council planning because I don't want to use a dangerous path. It will be a good idea as long as cyclists use it and don't clog the main roads</p>
150.	<p>Horse riders are vulnerable road users and must be included in any new off road schemes, not just cyclists</p>
151.	<p>This would be great for reducing traffic speeds, noise pollution and fly tipping around this area.</p>
152.	<p>Access for all. Public money should be spent on multi user tracks. Motorcycles should be permitted to use the length A - B. Easton lane is a rat run and very dangerous the noise from the lane at night is loud. We would walk but a car just missed me. My husband would like to get a bike but is scared to ride around Easton lane we live here there are a lot of families that have said the same</p>
153.	<p>Years ago I used to cycle to Chippenham but there is now too much traffic and it feels unsafe. Easton lane manages the traffic incurred by the retail park (Next, TK Maxx, Costa, M&S), offices, the increase in houses in the Bloor development and now with the addition</p>

	of Aldi. It will create strain on the Sainsburys roundabout leading onto the A350 roundabout. I think this would be a poor decision which would favour the small number of cyclists (most commonly on a sunny day) and not take into consideration the impact of motorists who use this road daily.
154.	NkFar more important is Chippenham to MELKSHAM where the Lacock to Melksham route is currently along a narrow "rat run" roadIt is a road I drive down regularly and alternative routes are too busy. I would hate to see the road part closed. This seems not about creating a cycle track but closing a road. There are too few places in the area for disabled drivers stop and walk. This road is at least a nice way to see the countryside.
155.	The area between A and B on the map is said to be motor vehicle prohibited, how will cyclists cross the main road?
156.	Map doesn't clearly show how the existing lane between the Easton Crossroad and the bridge will be changed - will any motor vehicles be allowed? I am concerned about the fly tipping that often occurs at the base of the bridge and the poor drainage that allows a huge puddle to accumulate there. My husband rides a mobility scooter that cannot go through that puddle.
157.	It would be good to get to Corsham safely on a bike
158.	It will be much safer for cyclists and pedestrians to use this road without motor vehicles. Our only concern is the fly tipping. There would need to be a physical barrier to prevent vehicle access.
159.	Riding on quiet lanes is not as safe as purpose built rural cycleways as some European countries are introducing.
160.	As above. You totally ignore horse riders what are just as deserving of the chance for healthy exercise and active travel. Please remember them when making these plans.
161.	I don't ride a bike but foot access along here would be excellent for exercise and access to the countryside from the West of town
162.	All these routes need to be able to be used for horse riding too so consideration needs to be taken on width for ALL to use safely as the existing cycle track from chippenham to Calne was originally used....but seems to be different now!!!! ...on the whim of whom? Wiltshire seem to think it OK for riders to have to use main roads and country lanes with fast traffic rather than make a RURAL county safer for ALL.
163.	There are other cycle paths that would be far more beneficial such as reinstating the Pewsham to Lacock route that was abandoned by Wiltshire Council.
164.	Easton lane usage by bicycles should be reviewed for activity and type, e.g whether for pleasure or commuter. Currently there is only one route of access out of the residential/business park, which could be subject to closure due to RTC. In addition the road could still be used for dual purpose car/bike if properly resurfaced and managed.
165.	This road needs to be closed. It is fast becoming a rat run with all the new houses and access into Methuen Park being opened up. Cars do not slow down and visibility is poor with the overgrown verges.
166.	Dangerous section of road which needs to be made traffic free and safe for cyclists and runners.
167.	Driving to chippenham with mean making a DANGEROUS turn onto the A4. I believe THIS section needs improvement. 2. Why should money be spent on the last section of road if its just going to be used by cyclists? 3. Will the route past my house (very narrow lane with 60mph limit!!!!) now be swamped with cyclists?? 4. I am in favour of reduced traffic through my hamlet.

Chippenham Cycle Network Development Group

Consultation Response and Recommendations for the permanent Easton Lane EATF tranche 2 scheme.

Updated July 2021

Between points A and B on the map below

- We appreciate the need to provide farm access, and recognise that the closures therefore need to be either side of the bridge over the A350.
- Note there is a severe problem with fly-tipping on this stretch of Easton Lane. A full closure with physical barriers at points A and B would address this. The proposed closure either side of the A350 bridge will not.
- We welcome the separate assurance that the chicanes that are currently in place either side of Haystack Avenue, will be removed as part of these works

Recommendations:

- We note the proposals include a 'prohibition of motor vehicles' on the A350 bridge – it is essential that this prohibition includes **physical barriers** to prevent motor vehicles driving over the bridge (instead of simply signs). These barriers must:
 - Allow all cycles and other legitimate road users to pass through unhindered (ie **no chicanes** or staggered bollards).
 - Bollards must be placed in a line, 1.5m apart, so as to enable all types of cycle to pass through them unhindered.
 - Have reflective surfaces, so as to be visible in darkness.
 - Be robust in nature, to withstand potential vandalism (as has been witnessed elsewhere in the country when point closures have been implemented).
- There need to be dead end/no through road signs at points A and B.
- This stretch of Easton Lane should be labelled as a 'Quiet route – Pedestrian and cycle priority', with signs at points A and B, and repeated in between at appropriate intervals.
- The speed limit between points A and B should be reduced to 20mph (currently 60mph).

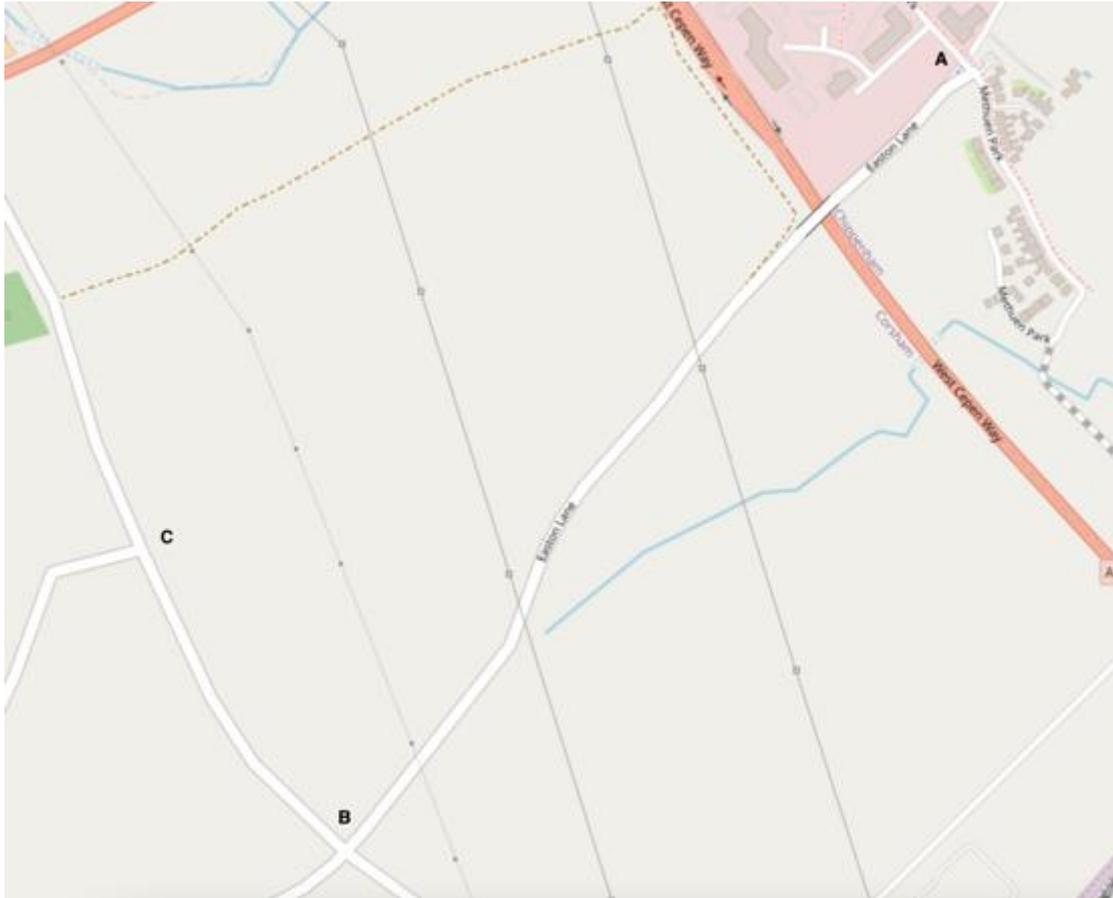
- The carriageway between Haystack Avenue and the A350 bridge has been damaged by Hunters Moon construction vehicles. These repairs should be paid for by the developers (under Section 59 of the Highways Act 1980), and not using the Active Travel Fund money
- The carriageway to the south of the overbridge floods badly whenever there is significant rainfall. This issue needs to be addressed (if it hasn't already been), to make the road passable in all weather.
- There are numerous locations along the road where the verges and carriageway edges have been damaged, leaving holes and trenches hazardous to people cycling. These all need to be made safe as part of these works. See example image below.
- We are keen to understand how extensive the proposed 'Carriageway surface improvements' between the A350 bridge and point B on the map below will be. Aside from the defects identified in the previous point, the main carriageway surface on this section is in relatively good condition, so does not need complete resurfacing – instead, minor defects such as potholes should be cut out and patched. This would leave more funds for other improvements between Chippenham and Corsham, such as those we identify below.
- All surface improvements here and elsewhere must be machine-laid (hand-laid surfaces are bumpy, resulting in an uncomfortable ride for people cycling, which ultimately makes people less likely to choose to cycle).



Between points A and B, the road edges are damaged in places, which needs addressing. Image data: © Google.

Between points B and C

- This road needs redesigning to reduce vehicle speeds, and the speed limit (currently 60mph) should be no more than 30mph on this section, due to presence of people cycling and walking.
- There are several areas on this section with large potholes, some of which have been partially hand-patched with cold tarmac, resulting in a bumpy ride for people cycling. These all require cutting out and patching with hot tarmac, to ensure a smooth, safe ride for people cycling.
- The proposed road markings and signage on the road leading north from point B need to be painted, rather than thermoplastic. Thermoplastic markings seem less durable, and break up over time (e.g. those installed in 2020 as part of toucan crossing works on Bristol Road in Chippenham are already flaking away).
- These markings and signage should extend northwards to point C, to create an onward link towards Corsham, with signage north of point C to alert southbound drivers that they're about to enter a section of road where people will be cycling.
- These markings and signage should also extend slightly southwards from point B, to alert northbound drivers that they're about to enter a section of road where people will be cycling.
- The road between points B and C is severely prone to flooding when it rains. This frequently results in people cycling needing to ride in the centre of the carriageway to avoid deep puddles. It also results in cars driving through the puddles and splashing people cycling and walking. None of this is conducive to encouraging people to cycle in all weathers. We would therefore strongly advocate that improvements are made here to ensure water does not pool on the carriageway.



(Map data: © [OpenStreetMap contributors](#) ([License](#)). Additional annotations by Chippenham Cycle Network Development Group)

Wayfinding signage

- Cycle wayfinding signage must be provided at points A, B and C, as follows:
 - A north-eastbound (along continuation of Easton Lane):
 - NCN403
 - Calne 60 mins
 - Chippenham town centre 15 mins
 - A north-westbound (along Methuen Park):
 - Cepen Park South 8 mins
 - Superstores and retail park 2 mins
 - Methuen Park 2 mins
 - A southbound (along closed section of Easton Lane)
 - NCN403
 - Lacock 20 mins
 - Corsham 20 mins
 - B north-eastbound (along Easton Lane)
 - NCN403
 - Calne 65 mins
 - Chippenham 20 mins

- B south-eastbound
 - NCN403
 - Lacock 15 mins
- B north-westbound (note this seems counter-intuitive, but the better route to cycle to Corsham is to go north west at point B, then turn left along the lane to Westrop, due to much lower traffic levels)
 - Corsham 15 mins
- C westbound
 - Corsham 14 mins
- C southbound
 - (NCN403)
 - Calne 66 mins
 - Chippenham 21 mins
 - Lacock 16 mins

Access improvements at the Chippenham end

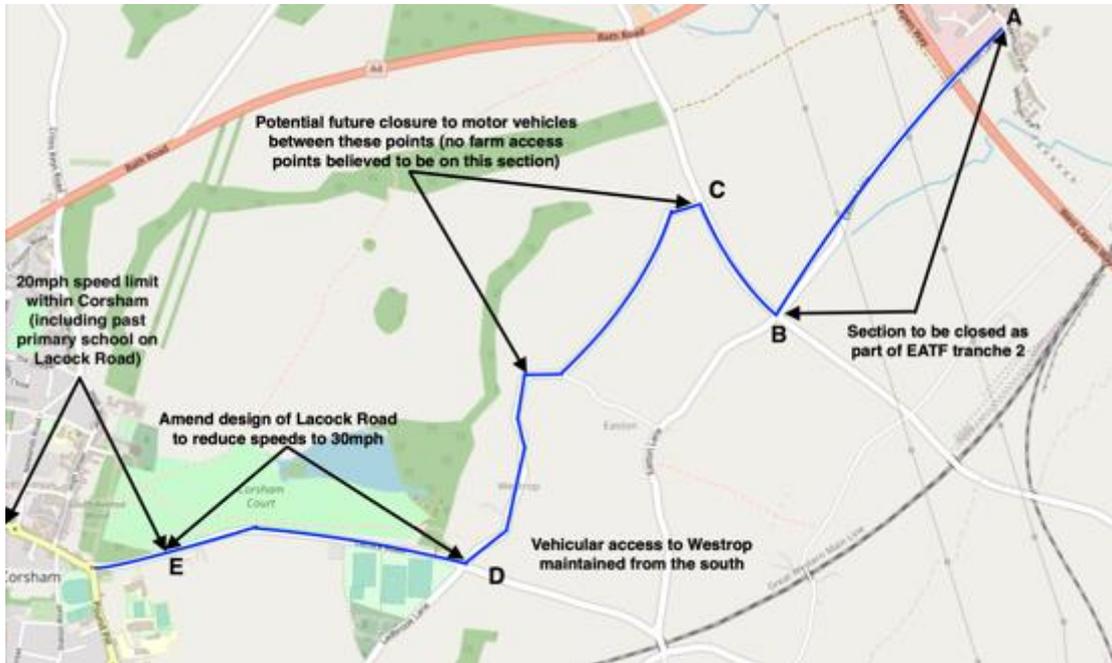
- A cycle and pedestrian priority crossing should be installed across Haystack Avenue at point A, to link the two short sections of existing shared use path on either side, thereby creating a continuous pedestrian and cycle route along the length of Easton Lane. This crossing could either take the form of a zebra+parallel crossing, or a raised table crossing with give way markings on the carriageway to either side, to provide priority for people cycling and walking on the crossing.
- The new shared-use path along Easton Lane between Haystack Avenue and Saltersford Lane crosses several side roads, and then Easton Lane itself, close to its junction with Saltersford Lane. These junctions should be adjusted to provide priority for people walking/cycling on the shared-use path, over motor vehicles, with appropriate signage and road markings to ensure this is clearly communicated to drivers.
- A 20mph speed limit and traffic calming measures on the northern section of Easton Lane, between Haystack Avenue and Saltersford Lane, would make this section of road safer for those choosing to cycle on-road, and also for those using the new shared-use path, who need to cross Easton Lane close to its junction with Saltersford Lane. While this section of road is very quiet at present, it will soon be the access route into the new housing development, as well as providing an alternative route out of Methuen Park. As a result, traffic volumes here will increase significantly, and the current layout is likely to encourage speeding.

- A reduction in speed limit on Saltersford Lane to 30mph, from the Pheasant roundabout to south of the junction with Easton Lane, should be implemented, to aid those choosing to cycle on-road here.

Improvements at the Corsham end

- This scheme needs to be regarded as the first step in a longer-term package of improvements to the route between Chippenham and Corsham, which still contains sections that are unsafe and unpleasant for people cycling, notably:
 - The lane between points C and D in the map below:
 - The narrow width and raised verges along much of this lane make it hard for people cycling/walking and motor vehicles to pass one another.
 - Since there is not believed to be farm access required from a significant section of this lane (see map below), a closure of this section to motor vehicles would make the lane safer for people walking and cycling.
 - Lacock Road between points D and E:
 - This has a 60mph limit, poor surface and is very prone to pooling water when it rains. This combination results in an unpleasant ride for people cycling.
 - A segregated two-way cycleway may be unfeasible within the available highways land.
 - The solution would be to amend the road design such that a 30mph speed limit could be implemented from point D to point E on the map below.
 - A path through the Corsham Court estate is one option to take people cycling away from the Lacock Road. However, it is not an attractive solution, because it would a) require the landowner's permission, b) require a path there to be properly surfaced for all-weather use and c) the desolate nature of the Corsham Court grounds, with no surveillance from surrounding streets, would mean many people would not feel safe cycling there.
 - From point E westwards:
 - From point E to the roundabout with Pound Pill, a 20mph limit would be appropriate, given the presence of a primary school, the narrow section of road caused by cars parking on the south side of the carriageway, and the fact it's on the cycle link between Corsham and Chippenham.

- From Pound Pill westwards, there is a problem with speeding vehicles on what is a narrow section of road, with poor visibility of traffic coming out of side roads. This would also benefit from a reduction to 20mph.



(Map data: © [OpenStreetMap contributors](#) ([License](#))). Additional annotations by Chippenham Cycle Network Development Group)

ENDS

Rose, Kirsty

From: White, Peter
Sent: 18 August 2021 15:49
To: Rose, Kirsty
Cc: Thomas, Dave; Hampton, Adrian; Collins, Paul
Subject: Tranche 2 - Easton Lane Cycle Route - Environmental Enforcement comments
Attachments: Tranche_2_-_Easton_Lane_Chippenham_Updated_June_21-A3_portrait (1).pdf

Follow Up Flag: Follow up
Flag Status: Completed

Dear Kirsty,

Many thanks for the site visit at Easton Lane this morning, it is always good to relate the map to ground and it gave both Paul and I a clearer view on the current proposals.

General

As discussed and in general terms, the current plan linked to the map as provided (see attached) would in our view significantly increase the current levels of illegal tipping if the proposal 'as is' were to be implemented in its current form. I have detailed below further thoughts and considerations which would aim to reduce this significant high risk of such criminal activity.

Current situation – Fly Tipping

Easton Lane and the surrounding area already suffers from regular incidents of fly tipping which ranges from household waste to large deposits of green waste (trees, foliage etc.). We receive regular complaints from local landowners, residents and Members as to the amount of fly-tipping in the area.

Two main hotspots exist in the area which are detailed on the below map:

1. Top Red Circle – Common fly-tipping hotspot (15 x Large fly tips reported since Sept 2020).
2. Bottom red circle – Common fly-tipping hotspot (5 x Large fly tips since Sept 2020).



Observations

The top red circled location is the point where the proposal suggests the turning area will be located which creates a dead end for vehicles coming along the road from the South West (yellow directional arrow). The proposed position for vehicle blocking bollards are marked on the road as a yellow line. This is one of the main hotspots for tipping and if the proposal were to go ahead this would make this location an ideal remote location for tipping e.g. out of sight and turning area available.

Fly-tippers can easily travel down the road from the crossroads (blue circle) and deposit waste by either dumping on the current by-way entrance or proposed turning area, or indeed into the main carriageway after turning around. We have instances of fly-tippers blocking roads after quickly tipping and driving away.

The other hotspot is located at the bottom end of the map near the entrance to the railway sidings at the entrance to Thingley Traveller site. However, this proposal would not directly affect this Easton Lane proposal.

Alternative considerations

We discussed possible options which would reduce the risk of tipping which we hope to be considered moving forward. These included:

1. The placement of the bollards to be at the entrance to the lane at the crossroads (blue circle), thus preventing a dead end road. You stated that this road is to be accessible to farm traffic along its route and to have bollards would prevent access for this reason. We suggested an alternative at the crossroads in the form of a vehicle management system which allowed tractors to access but not any other vehicles (height vehicle clearance), whilst still allowing access for walkers, cyclists, horse riders etc. Such a system would prevent access for cars and light commercial vehicles e.g. transit tippers (commonly used by fly-tippers). Of course there may be an option to have lockable bollards

with farmers having an access option or indeed any other such restriction but with access capability.

2. You stated that the by-way which meets Easton Lane at the proposed turning area is currently a by-way open to all traffic (BOAT – CORM 122). This was one of the factors which identified why the current proposals were considered. I asked if there was scope to change the status/categorisation of this by-way to prevent use by vehicles. This would then assist in considering the above suggested vehicle restrictions at the crossroads. We agreed that this by-way is not used by vehicles anyway due to it's overgrown state and deep ruts along its path. The route was only used by walkers, cyclists and horse riders.

In summary, this location is one of the top 5 fly-tipping areas in the County. In its current guise, this scheme will see a significant increase in fly tipping incidents due to the reasons stated above. Whilst there are clearly many positive outcomes with the introduction of this scheme, public and political concerns with regard to current fly-tipping in the area are consistently highlighted. Increased fly tip reports means unwanted additional resource and budget pressures on the council e.g. clearance costs, and to increase the risk of more tipping my also increase the reputational risk to the council.

Please could my comments be included in any reports or briefing papers to stakeholders and be considered before any final decisions are made.

Happy to discuss further with anyone who may wish to seek further clarification regarding my points.

Thanks,

Pete.

Peter White
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Enforcement
Highways & Environment
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Wiltshire Council

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