

Stakeholder Comments

1.	<u>Cllr Ernie Clark, Hilperton</u>
	Looking at it, the A361, from what has been provided so far, looks the better bet. Cyclists use the by-ways already but not normally on 'road' bikes. If the by-way surface was improved too much it might attract more cars which are, of course, permitted to use it. Currently only a smattering of 4x4s go along there.
2.	<u>Semington Parish Council</u>
	The Council resolved that it supported the proposal to construct a cycleway alongside the northern edge of the A361 road (Semington to Hilperton – from the Turnpike to Trowbridge Rugby Club) and that any new cycleway along this route must not be to the detriment of the existing Byway (SEMI9A/10 – HILP21/10) between Semington and Hilperton that must be repaired and regularly maintained.

Public Comments

Do you have any other comments on the proposed scheme from Hilperton to Melksham via Semington?	
1.	If looking for funding from DfT, then it needs to be Route 1 as Route 2 is not direct. The route along the A361 needs to provide actual segregation, not just white paint. However thank you for providing Route 1 as an option as this would make such a difference. This road is horrendous to cycle on and would make cycling between Trowbridge and Melksham so much quicker and easier than along the canal.
2.	The byway option is not suitable for commuting. This route is unlit, has poor surface, is busy with dog walkers, walkers and has agricultural traffic on it which occupy the entire byway.
3.	The A361 route, provided it is fully off-road, is far preferable, since there is much better surveillance along this route. The byways route is desolate, meaning it will not be considered safe by many, including lone females, lone children etc. Easy accessibility without such a high risk of accidents from the busy road and should be a much more pleasant route
4.	It would be great, if there could be a cycleway and a footpath, instead of a shared use pavement. If not, can you make it wider than 3m please? Should include a link to Whaddon Lane
5.	I don't travel this particular route so cannot comment.
6.	I find it very dangerous cycling on the A362 so therefore I welcome the proposed project. While route 2 would prefer a traffic-free route between Hilperton and Semington, I would be concerned that it is rather isolated without any natural surveillance for much of its length. This may dissuade people from using it on a day to day basis for commuting atc, particularly when it is dark. The surface of either option should be of a standard that road bikes could safely use.
7.	Happy with either route but would be nice to be away from traffic. I fully support these schemes which should also include horse riders so that they too have a safer environment to ride in.
8.	Where is the provision for horse riders in either proposal, just as vulnerable as designated by the Highway code Horse riders should also be included, lots of health benefits, very vulnerable road users and a growing number of people ride in Wiltshire and nationwide. There are very few, often unconnected Bridleways,

9.	It is very good to see this being put in place.
10.	What about horse rider?
11.	The a361 is a really busy road and a ridiculous option for a safe cycling scheme both for safety and health reasons (unclean air)
12.	Can it include horse riders?
13.	The route ends at Melksham Bypass and needs to be joined up to the town centre without being thrown back into traffic. This could easily be achieved by removing the no cycling signs from some connecting footpaths
14.	lets get cars of the road
15.	This should be open for horse riders as well
16.	Also give consideration to safe routes for horse riders
17.	As long as pedestrian and the cycle way is spilt in some way? It's a great scheme.
18.	Devizas Road would benefit from closure to provide safety to cyclists. Still used as a rat run where car users for some reason don't use Elizabeth Way. The number of times I have people follow me from Staverton to the a361 is surprising. I cycle often with the kids to Semington along the proposed byway route and this be much better than using the main road. I would still use the byway with my kids if the cycle lane was built on the 361. Could it be for horses too please
19.	Please open this route up for horse riders too. With quiet country lanes a thing of the past, it is more and more dangerous for horse riders. The health benefits of riding are enormous, but to often overlooked. Please include them in all your off road schemes. Route 2 is not new. Legally, HILP21, HILP22 and SEMI9A are 'Byeways open to all traffic' and so the proposed route has been available to cyclists for many years. What has been missing is funding for proper maintenance and which properly should be covered in the Countryside and Rights of Way Dept regular budget.
20.	Needs to be suitable for road bikes. The route as 2 already exists and is a safe cycle path. Don't waste money to upgrade an existing path. From Hilprton you can go via Whaddon Lane and the byway...not much traffic. There are many routes more deserving of a cycle route.....Holt to Staverton for instance is very dangerous on a bike.
21.	Why are horse riders not included?
22.	Both routes already exist and give cyclists the choice of quiet or busy traffic route, I have used these routes for over 30 years so why does money need to be spent on this???
23.	Please ensure the surface is suitable for road bikes and horses, walkers and buggies
24.	Either would be brilliant to link up to Melksham and I would enjoy riding and running along then
25.	I do travel by bus and train just not as frequent as any of the options above, perhaps 3 or 4 times per year. I would travel more by public transport if it was better.
26.	Why is the scheme not including Horse riders? They need as much protection from traffic yet they are being excluded and a big percentage of the local population ride but are being ignored.
27.	This needs to accommodate horse riders as well
28.	It's a good idea
29.	The surface of the byways needs to be smooth and fast to ride on otherwise I will ride in the road network, as it is quicker. The cycle infrastructure needs to be fast, easy to use, and well maintained, just like the road network. Anything less than road surface quality, convenience or maintenance will mean that I won't ride on on my own. I would use it with children. Also, shared use needs to allow fast transit fir bikes completely separate from pedestrian use. Again mixed shared use creates cycling speeds that are not fast enough so the road network becomes the preferred options.
30.	If you choose option two, please tarmac the byway, don't use gravel or cinder, most people have hybrid s or road bikes and are designed for gravel or cinder, also these two

	surfaces are less safe to cycle on
31.	Route 2 is a route I've used before, with an improved surface and signage it would be a perfect commuter route and would be more inviting to new cyclists than a route next to a busy road.
32.	Cycle ways are always under utilised and a waste of money. What I the evidence that this cycle path is required and where's the demand apart from a few voiceiferous people?
33.	Any designated cycle or walking route of a substantial distance enabling save travel between towns is a step in the right direction. Not local so no comment Please include horse riders as they desperately need safe off road routes, are mostly women and girls (wheras most cylvists are male) and should not be excluded from these schemes.
34.	Route 2 would bring cyclists, unexpectedly in conflict with vehicles using the byways. I regularly use the byways on Motorcycle. What idiot designed this survey. I regularly walk 15 miles in a circle so answer no to q26 and 17.
35.	All cycle ways should be accessible to horse riders, you can't keep taking away all the off road routes and forcing horses onto the road in a rural equestrian county. There's thousands of horse riders some of which are Olympic hopefuls and there's no where to go other than dicing with cars at speed with no respect for the human life let alone the animals. Wake up and realise the areas that you are dealing with and the vast population of equines that you can't keep shoving aside in favour of push bikes.
36.	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.
37.	You need to include horse riders in this scheme. They are vulnerable road users who are just as entitled as cyclists, if not more so, to safe, off road routes. A large proportion are women and many are elderly or disabled, therefore to ignore them would be discriminatory.
38.	You must include Equestrians on these routes, Paths for all, as the Government has stated
39.	route 2 is cleaner and quieter - a great opportunity to route cycling away from car emissions
40.	My experience of some cyclists is not great! We have occasional encounters with "Lycra" clad people who imagine they are on "The Tour"! They are ignorant and refuse to slow down while passing walkers with children and dogs. One being as he sped by narrowly missing my dog told me "not my f****g dog"! They cannot be trusted to share a footpath or bridleway with pedestrians!
41.	Why is there no multi user routes proposed? Why cycles and walkers only? What about the horse rider who are equally vulnerable znd pushed onto the roads. Oh yes, they're only women. It's already there and only needs light touch improvements
42.	Should be open to all vulnerable road users - e.g horse riders!
43.	Why are horses not considered in this plan? The roads are getting increasingly dangerous to use
44.	Why are horses not considered in this plan? The roads are getting increasingly dangerous to use.
45.	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. This scheme has to be more than just painting bikes on existing roads and calling that cycling infrastructure. We're still laughing about that one, until some gets hurt. Build real cycling infrastructure that would encourage a family to take their children on. I ride a horse and have to be on the road the majority of the time - this needs to be addressed
46.	There is no need to close Devizes Road in Hilperton - this should be removed from the proposal.
47.	I don't really support either proposal, but having to choose, the byways is the best route. I

	do think the best route would be to upgrade the canal paths, this is already a major used route for cycling and upgrading the paths would make this even more attractive.
48.	Please consider other vulnerable road users in your schemes. Horses and horse riders are finding our roads are getting faster and busier. It is becoming dangerous. As a group we always feel ignored by the local authority.
49.	This is unnecessary, Safe cycle routes from Hilperton to Melksham already exist. Also apart from leisure users who would like choose the byways or canals who would use this route?
50.	It's supposed to be a cycle route. Why are all the questions about bicycles? No, I don't know how to ride a bicycle. Yes, I, do own a tricycle. Yes, I do ride my tricycle regularly. I hope the new cycle route is going to be tricycle-friendly.
51.	I prefer route 1 as it would be a dedicated link for cycles and pedestrians and so would encourage me to cycle along there more. Although it says that route 2 is 'lightly trafficked', traffic can be fast and inconsiderate.
52.	I drive along the a361 most week days. In the winter when it is dark I am amazed how many cyclists risk their lives on this route. My feeling is that they would still chose this route over one that directed them via byways. As a woman I would be dubious about cycling the byways on my own
53.	I don't agree with closing lanes just fir bicycles, everyone should continue to have access and be able to use it.As long as this route is well maintained and there are safe crossings installed at the side-road junctions (ideally stopping the traffic before the cyclepath), it is the better option - being more visible to passing traffic so less isolating.Must include all vulnerable road users inc HORSE RIDERS
54.	Traffic flow northwards from the Semington Road Roundabout is chaotic with queueing traffic blocking access to others. A toucan crossing will aggravate this. The solution as to how the cycle track crosses the A350 must take account of the impact on the Semington Road Roundabout.
55.	The scheme seems to exclude horse riders who are also vulnerable road users and should be included in any scheme to provide better access. I ride my horse daily on the road and it is not great that I have to do so. Excluding horses from access schemes like this is discriminatory as the majority of horse riders are female while the majority of cyclists are men so this indirectly favours the male gender in providing safer access routes.
56.	Any improvement for cyclists safety is good
57.	The sooner the better.
58.	Much nicer to be away form the noise/fumes of main road; this route would be really good to get out of Trowbridge to the east
59.	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. Othwise you put them in more danger with cars overtaking them in the road and cyclists undertaking them.
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61.	Why not enable access to safe off-road routes for all VRUs? 85% horse riders are female; 75% cyclists are male (walkers are 50:50). Please make the access fair for all, including horse riders, carriage drivers, people who use mobility trikes and scooters, tandem and tricycle riders. Please?
62.	If Route 1 is to progress then the road needs to be widened as segregating the existng highway will be unfit for both cyclists and drivers; Route 2 would require resurfacing of current gravel surfaces to be of benefit.
63.	Part of the pleasure of cycling through our wonderful countryside is being able to take in the scenery and be away from heavy traffic. Cycling away from heavy goods vehicles will always be more pleasurable and so the byway option is better. Especially as it looks to be

	also available from the Whaddon Road side of things, making access easier from Hilperton village itself
64.	All off road cycles and walking routes are preferable to more new roadshow
65.	This should've for all venerable road users, why are horses not included , paths should be multi user
66.	I'd mandate all new roads are built with a cycle lane to encourage safe and sustainable transport
67.	Dedicated cycle path alongside A361 is better than a lonely cycle path between fields from a safety point of view
68.	If the A361 scheme is selected the cycling infrastructure needs to be the focus, not just putting a white line down the gutter for cyclists, this is not an effective solution.
69.	Need to ensure the routes comply with the new government guidance, not white lines next to busy traffic and ridiculous cycle give ways at junctions. so will be interested to see how this route deal with the Devizes road junction by the Rugby Club
70.	The main thing is that this route is only good for off road bikes at the moment. To be fully viable it needs to be upgraded so that road bikes can use it. If this isn't going to happen then something along the main road will be needed.
71.	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
72.	Will be safer to cycle on with young children
73.	If using byways could there be adequate signage to advise cyclists to give way to pedestrians as I and friends often walk these byways
74.	Route along A361 more likely to be used by cyclists from directions other than from/to Melksham
75.	Horse riders should also be included in this scheme as a vulnerable road user I don't use this route
76.	This became a favourite of mine during lockdown. The byways would benefit from resurfacing and possibly segregation for pedestrians too. It is much safer than being adjacent to the A361. The real alternative is proper resurfacing of the canal footpath but I suspect this would be far more costly. The option could also be enhanced by fully opening up the connection between the end of Whaddon Lane and Berryfield Lane - the legal status of which is uncertain I support the byways route if motor vehicular traffic is then either excluded or limited to 1-way.
77.	The byways are relatively narrow and used mainly by walkers. Cyclists already force walkers to give way on the byways and canal tow path which should not be the case. Blocking off Devizes Road to through traffic is necessary whether the cycle route is approved or not.
78.	Highly beneficial for families to feel safe whilst cycling
79.	I think it's time the Chippenham to Lacock Cycleway was re-opened. If Wilts Council cared about the environment and peoples health it would never have been closed. If they can use their compulsory purchase powers to build an unpopular link road, they should use them to purchase the land needed for this.
80.	Not enough information is given to be able to make an assessment of the options. Generally the current situation is adequate and any intervention by WC is likely to make matters worse.
81.	This survey is idiotic.
82.	No, but... why isn't this survey asking if people would cycle more if there were more safe routes to ride on? The reason I cycle less now than 2 years ago is because there are few roads that I feel safe on in this area. Just yesterday I thought I was about to die, when there was a huge screech from behind as a driver locked up his brakes to avoid running into me.

83.	It will hopefully encourage me and others to cycle more. I would prefer route 2 but not as safe as route 1 for users hopefully intending to cycle to work etc. Route 2 can still be used for leisure cycling during the day.
84.	I dont know the local area to comment really. The least hilly route sounds good.
85.	Shared use paths alongside a major road are always a compromise and still leave cyclist vulnerable to the draft of fast moving large vehicles. The 2nd route option via byways (with a suitable surface) is far superior
86.	The route utilising byways would be safer for cyclistsRoute 2 is nicer, but only if byways are tarmac - NOT gravel or mud
87.	There is no point as people who cycle for fun with children will use the current path on route 2 but you won't get the everyday/for exercise cyclists off main road, you just have to look at cycle path between Trowbridge and Bradford on Avon. Happy to discuss further, really in fitness but this money needs to be put into better use. Davidwells40@hotmail.com
88.	There needs to be a route between Staverton and Holt that is not via the road with no pavement or cycle lane
89.	Putting a new cycle path alongside the A361, and lighting it, would be a waste of money. What is the obsession with lighting a cycle path passing through open country?
90.	Would there be adequate crossing to access the path if it uses the A361? Also what would security be like on the byway option if this was used as it's quite secluded?
91.	Doesn't really effect me and therefor I won't comment.
92.	There also needs to be a designated walking path from Hilperton to semington on the byways
93.	Why aren't horse riders included in the scheme??
94.	Noi would ride on the proposed by way in preference to the road route on the A361 only and if only it was on an improved road surface as the cinder track is unsatisfactory and damages tyres.
95.	i failed to add to an earlier comment that the cycle route on the A361 into Trowbridge has been less than successful. I have used it and continue to feel unsafe. Merely delineating on an existing road without widening the carriageway does not make it a safe route and i prefer to cycle via middle lane/st thomas rd which is far safer. Additionally if the by way is used, it must be better lit and closed to traffic, especially vehicles which have the potential to fly tip.
96.	Lots of families live in Hilperton cycling has increased over the last 18 months this would enable families to cycle together safely . It may also encourage local families using the rugby club to cycle rather than drive
97.	Let's make the change as it's 100% positive and a bypass already exists around Devizes Road. Planned of rugby club will create traffic and this will encourage safe cycle use to these facilities. Devizes Road is very dangerous with speeding cars.
98.	The byway needs to be tarmaced. Having only the route on the A361 North bound means it involved crossing the road when southbound which just isn't as usual full when you are a road cyclist so I would continue using the A362 for going South which then annoys drivers!
99.	I do not wish for the route via the byways to be approved as I believe it would endanger the biodiversity of these ancient byways. There is nothing to stop cyclists using these byways but any change to the surface "improvements" could damage them irreversibly. Alongside the current local plan proposal which if it goes ahead will abutt one of the byways this will lead to a further urbanisation of this currently rural area which is a lifeline for many natural species: plants, birds, butterflies, bats etc. Also it would make these byways less accessible to pedestrians. They are well used at present by predominately walkers and some cyclists and this works well so why change it.I think this is an excellent idea and would definitely use the link with my children if it were on the byway route. I am

	less keen to use it myself if it is routed along the A361 given the speed with which traffic travels on that road and the high volume of traffic. The only concern I have with the byway route is one of safety given that it is quite secluded. I do walk and cycle down the path to whaddon lane at the moment and have never had any issues but would be slightly wary of walking alone.
100.	What evidence is there that a significant number of cyclists will use it to justify the cost.
101.	The proposed closure of Devizes Road will increase air pollution created by residents impacted by the closure. Walking Devizes Road nearly every day with my dog, most days I do not see a cyclist. A361 is a main route across the county and it seems dangerous to mix cycles and cars at national speed limit. The proposed use of byways is safer and management of the paths would stop fly tipping and illicit activities that I have witnessed in cars
102.	I feel this will provide a cost effective safe route for both Cyclists and walkers. Which will encourage more people to exercise and enjoy our beautiful countryside.
103.	My concern is that a white line down the main road wont be good enough requires a path / But great idea i can start using my bike daily to go to work at the turnpike semington
104.	If using existing byways they need to be restricted, not closed. Cyclists need to be aware coming from the byway onto St Georges Road, the byway does NOT need resurfacing, that would be a waste of money.
105.	Great idea, would love to cycle more regularly. Would use the canal canoe towpath too if it was wider and more suitable for pedestrians and bikes to share.
106.	The byways are not lightly used. Its already annoying when you are on foot having cyclist speeding and knocking you over- they don't tend to consider people on foot - it ruins walks with your dog and is often dangerous to pedestrians. Everything seems to be geared towards cyclists-making it dangerous and intimidating for people on foot. You don't take any notice of local people anymore- so do not know why I'm bothering filling this out. You don't care what we think anymore, do you.
107.	Currently these routes are used by dog walkers, joggers, cyclists etc. Cyclists already believe everyone should get out of their way, this would become worse if it was a designated route.
108.	It would seem safer to keep cycles off the A361 and of course as residents of Devizes Rd. we would love the road to be blocked to through traffic. It is increasingly busy as a cut-through and the two new estates will only add to this. Sadly we have had four pet cats killed by cars over the years on what is supposed to be a traffic-calmed road.
109.	The byways listed would need a lot of resurfacing
110.	Brilliant idea!!
111.	I have a road bike and this route would not be suitable for this in its current state. In order to make it viable considerable improvements to the track surfaces would have to be made. if this isn't to be done then improvements on the main road would be preferable.
112.	The byways are already busy, shared by walkers & runners, an increase in cyclists will endanger other byway users. The purpose built cycle route beside the road would be a better option.
113.	Route 1 would be dangerous for cyclists. Route 2 once upgraded would lead to traffic using it as a shortcut making it dangerous as a footpath/bridleway.
114.	How many people currently cycle either route anyway?
115.	I have moved to Hilperton in the last 18 months and have noticed a lack of cycle lanes generally in Wiltshire so any advance would be an improvement.
116.	Footpaths along main roads would make accessing public rights of way easier and safer. The proposed shared use path alongside the A361 would benefit both walkers and cyclists.
117.	Walking in Semington I have almost collided with a bicycle 6 or more times as when pavement ends or need to cross road a cyclist is upon you before you can look round.

	Especially the racers who go at more than 30 mph. There needs to be safety provision put in place on any scheme to ensure continued safety for pedestrians especially children and the elderly.
118.	Excellent and not before time.
119.	Concerns on impact for resident road parking on Devizes Road
120.	Devizes road to be closed from stourton park roundabout west bound so no access towards Trowbridge
121.	This will cause considerable issues to residents along Devizes Road that have no alternative then to park their vehicles on the road -not all homes have off road parking
122.	Please don't tarmac the byways! Filling in potholes would be sufficient; tarmac would take away from the semi-rural nature of this route.
123.	Where is the location of the closure planned for Devizes Road?
124.	There is already a route along the byway, it's a bridle way as well.
125.	This route is already much used by cyclists. All it requires is signposts and maybe resurfacing the byway. I hope you are not going to claim to have created miles of new cycle track by doing this! There are other areas which are in far greater need of being made safe for cyclists eg a route from Semington to the villages of Steeple Ashton, Edington etc avoiding the A350. Pedestrians also need better provision: eg the 403 cycle route runs from St George's Playing Fields in Melksham to Lacock. This would be a great walking route but the pavement runs out after a stretch of Forest Road
126.	When I cycle from Semington to Hilperton (Hilperton is where I have family, and I shop in Trowbridge), I use the byways. They feel safer and less intimidating than the road. The byways in their current state are uncomfortable, and my least favourite part of the journey. The gravel can also subside and I have had multiple minor accidents there due to the road surface. I would very much appreciate the surface being improved - I have a small child, who finds the road surface too uncomfortable to cycle on, and he is very prone to falling off if he hits one of the many potholes. This means if I am taking him with me to Hilperton/Trowbridge, I will use the car, even though we cycle from Semington to Melksham and along the canal together just fine. I admit to taking the car instead of cycling along the byway when raining makes the gravel especially slippery, and the potholes fill with water, making it hard to judge their depth. I fully support improving the surface of the byway.If the 'cycle lane' is anything like the disgrace between Trowbridge and Hilperton, it will be suicidal. The 'cycle lane' between Trowbridge and Hilperton is not a cycle lane, because there is no delineation at 1.2 m from kerb. The reason is that the road is not wide enough! The existing cycle logos give cyclists some ill placed security, whereas in reality, on a narrow road, they are in more danger. It would be simple to put the cycle way on one of the footpaths either side, which nobody uses, but that would not have accessed the gov't emergency cycle lane funding. On top of this, traffic is in a 30 mph zone between Trowbridge and Hilperton. Between Hilperton and Semington it is a 60 mph zone, which cars regularly get to 80 mph. Please put the cycle way via the byways.The A361 roadside route is likely to be better used as it is visible and front of mind for potential users. The byway is used by horses and pedestrians, which are dangerously incompatible with cycles. The byway also allows vehicles and should not be upgraded because this will encourage more vehicle use, creating additional risks of human injury and wildlife disruption on this ancient rural right of way.it would be an alternative if the Canal path from Hilperton to Melksham and beyond was resurfaced
127.	There are perfectly good routes along the canal and along the byways that do not need changing. They work very well. The last thing they need is 'upgrading' with all the environmental impact that will bring. A route along the A361 will be highly visible and hopefully get current non-cyclists to cycle.
128.	Very supportive of the scheme to make Devizes Road more accessible to cyclists and

	<p>pedestrians. Traffic levels still unnecessarily high with drivers opting to drive through the village to/from Staverton despite Elizabeth Way existing. Road surface on Devizes Road is also deteriorating significantly due to all the traffic. Speed bumps do not slow down traffic with cars consistently driving 40/50mph plus in the evening/night times. I'm not happy for my children to be unaccompanied at the front of the house at any time due to the road.</p>
129.	<p>So many towns in Wiltshire are "islands", the only means of travel between them is via busy roads (many of which have no footpaths), which is unfriendly or dangerous to pedestrians and cyclists. Opening up safe access between towns to foot and cycle traffic is brilliant and I strongly support it.</p>
130.	<p>My concerns are based on a lack of detail regarding the cycle routes. Other than the proposed location of the routes there is little information regarding how these would be implemented. In general I am supportive of increasing the availability of cycling routes, however, this is dependant upon the implementation. For example, if the A361 is width restricted to allow space for a cycle route, this would impact traffic flow on an already busy road. The introduction of the cycle lanes on Hilperton Road / A361 near Trowbridge Fire Station was done very poorly, with most of the lane dividing posts being destroyed within a few weeks of their introduction. In my opinion this is a complete waste of time, the experience is not enhanced for either drivers nor cyclists. Alternatively, should the proposed surface improvements for the 'via byways' option impact the experience of what is currently a very pleasant country walk, then this would also detract for the current walking experience.</p>
131.	<p>I have concerns regarding the proposed changes to traffic access on Devizes Road. As a resident of Devizes Road, near to the Rugby Club end, but also working from an office at Grangeside, there are obvious reservations regarding the need to drive a significantly longer route to access my office. And although the office is within comfortable walking distance from home, the reality of making multiple car journeys a day to meet clients at a multitude of locations as well as the requirement to transport my children to and from their schools makes this impossible. I support more cycle routes, but not if it impacts and restricts already busy roads. Likewise it would be a shame to develop the byway to Semington as this is a lovely walking and cycling route at present. The new cycle lane near Trowbridge firestation is very badly implemented. I consider it more dangerous than before it was there and avoid using it.</p>
132.	<p>Don't think people will do the extra distance</p>
133.	<p>I do not support the scheme via the byway. I ride horses and this is the only safe off -road riding route around Semington.It is vital to riders in the area. Bridleways in the area are extremely limited, with difficult to manage small gates, or not in good repair and most are dead ends leading to busy and dangerous lanes and roads.If this byway becomes a busy cycle way it becomes unsafe for the horse riders, pedestrians , runners and dog walkers who currently use it.If the surface were improved for bikes,it would effectively become another tarmac road which is not what a country bridleway and footpath should be. Separately, from the cyclists' perspective, it is longer, requiring a diversion off the main road and will be not be seen as the most efficient way to get from Hilperton to Melksham and will likely limit cyclists commuting .Of course, for those that want the country route diversion, they can still choose to travel down the byway.</p>
134.	<p>Route 2 is remote and therefore users may feel unsafe. The A361 is in desperate need of a path for cyclists and pedestrians. Route 1 would also be flatter than route 2 making it more accessible for those with mobility issues or wheelchair users.It would be nice if the cycle way could go along the bye way then through Waden and meet up with Berryfields to melksham for pleasure rides.If Route 2 is chosen, consideration should also be given to use by walkers. Stiles and kissing gates for any Rights of Way along the route should be refurbished/replaced to ensure they are functional and to allow walkers to access various</p>

	destinations along the way. This is an ideal opportunity to upgrade for both cyclists and walkers. Route 2 would also be safer overall but would need advertised with proper signage to encourage use. Consideration should be given to how vehicular use of Route 2 could be restricted. Yes ! - I think it's a complete waste of money,, as there are not that many bikes that even come through the village of Semington,, pity the Council don't spend [my council tax] on making our beautiful County of Wilshire, something to be proud of eg - better roads better for car's etc..... such a waste of money!!
135.	It would be useful to know if the A361 route would be along the road with a barrier , or separate to the road.
136.	Yes, the byway is in bad condition and needs considerable work before safe to ride or even walk
137.	It is important that the route is safe and not integrated into the main A361 highway which is a fast road. The route should have some sort of lighting so that it feels safe to travel during hours of darkness. People should not feel afraid to use the route as it should encourage people to use the route to commute not just leisure.
138.	The cycle routes along the A361/Devizes Road or via the by-way are already perfectly fine and require no additional public expenditure. There is no need to close Devizes Road in Hilperton to vehicles
139.	If proposed route is along A361, don't use the same type of traffic separation as used between Winsley and Bradford-on-Avon
140.	Semington Road has increasing vehicular traffic, some of which is too fast, using as a cut through, avoiding bypass. Parts are narrow, much has cars parked in road, making it potentially dangerous for bikes. I suggest a road block near Shails Lane, to prevent through traffic, but still allowing residents access to homes from one end or the other. The path should be shared use with appropriate signage as lots of runners also use route 2 so with improved surface meaning improve bicycle speeds, runners and walkers need to be safe to
141.	We use the byways and footpaths regularly both for walking and cycle including the canal. The byway proposed is used very frequently by walkers, cyclist and dog walkers and would benefit from an upgrade.
142.	How does it fit in with the Canal path link from Hilperton to Semington?
143.	I live immediately adjacent to the path. whilst the increase in activity has some benefits, already we have seen an increase in anti social behaviour. dumping rubbish, fly tipping and dangerous cycling. The route is hidden away from the main road, and will therefore become a meeting place for those who don't want to be seen. the speed vehicles ae leaving the byway and joining St Georges road will need addressing. the balance between cyclists, pedestrians, dog walkers and horse rider also needs looking into
144.	THIS NEEDS TO HAPPEN AS SOON AS POSSIBLE. WHEN WILL THIS BE COMPLETED?
145.	Route 1 along the A361 would be dangerous due to the volumes and size of traffic
146.	Will the byways have a new surface and the current potholes and surface down the byways which is dangerous when walking like I do every day let alone on a bike
147.	Hope it's safe surface but why do you need to close part of Devizes Road?
148.	There is already a cycle route from Hilperton to Semington via the canal footpath, which most people use for safety and ease of cycling, so will they use the other routes.
149.	Just think this is a fantastic opportunity to get out on a bike. Especially if, like me, you are not a confident rider. Additionally, disruption caused by closing Devizes road is non existent as bypass already exists.
150.	I have already commented on the proposed scheme but would like to add a further comment on the stretch along the Devizes Road in Hilperton. I note there is a proposed road closure on this road which will reduce the through traffic and not a moment too soon for the local residents, but at the western end of the Devizes Road, there is a foreseeable

	<p>restriction in providing a cycle route for the residents (and i am one) who have no choice but to park on the road. The nature of this end of the village with smaller cottages and tiny front gardens within the Conservation area boundary and just beyond, mean there is no opportunity to provide off road parking. How will the scheme manage this dual demand? Route 2 is already quite useable for any competent cyclist, even in winter. The byways surfaces are a bit bumpy in places but the only way over that would be to tarmac it - no loose surfaces please. Tractors use part of it to access the fields and tarmac wouldn't last long here. Also, being a byway I have encountered cars and motorcycles on this route. A better surface would only encourage faster driving, making it less rather than more safe.</p>
151.	<p>Cyclists mostly go down Whaddon lane, join the canal path and cycle along there, which would be quicker than any of the proposed routes</p>
152.	<p>My concern would be motor traffic using the path as a short cut to avoid traffic on the A361. Obviously, there is a need for farm traffic to have access, as well as access to the mobile phone mast. There is already an amount of motor traffic using the byway illegally, this will be increased with a better road surface. When the A361 resurfacing work was carried out, the byway was 'closed' with barriers. These were moved immediately and motor traffic speeds along there. This is a hazard to pedestrians, dog walkers, cyclists and horseriders. Not clear where the Devizes Road will be closed off</p>
153.	<p>Needs to be a good surface for bikes</p>
154.	<p>Do not wish to see any road closures on Devizes road</p>
155.	<p>Road closures are not an option</p>
156.	<p>Quicker on the road. The byways are useable but upgrading the surface will only allow cars and motorcycles to go faster. Tractors use this anyway for the fields</p>
157.	<p>Too many big lorries travelling fast on A361 for a cycle lane, would be OK for a separate path</p>
158.	<p>The byways suggested are narrow and would not accomodate cyclists and walkers. This is particularly so in the winter. Devizes Road does need to be blocked off whether for a cycle path or not.</p>
159.	<p>Nothing other than to say that I'm glad to see this survey being subject to better publication than the apparent consultation regarding the cycle lane that was installed on Bristol Road last year. As a regular cyclist on that road I was very glad to see its introduction and extremely disappointed to see its subsequent removal after such a short time.</p>
160.	<p>I think the route via the byway is by far the better option for both cyclists and motorists. It would be much nicer (I have walked this byway though not cycled it) to cycle, away from the traffic, noise and pollution and would provide the cyclist with a safer as well as a nicer route than the A361.</p>
161.	<p>Safer, lighter and retains the byways natural beauty</p>
162.	<p>Much safer for cyclist's route 2</p>
163.	<p>imaginative route, takes us away from A361 and it polluted air. I find cycling from Trowbridge to Melksham quite daunting in the stretch from Hilperton to Semington.</p>
164.	<p>This would make it a nice cycle ride from Chippenham to Trowbridge</p>
165.	<p>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</p>
166.	<p>What about horse riders? I struggle to exercise my horses safely going anywhere. Along the main road but on a separate surface will be well used. Route 2 will only be used by people who know it is there.</p>
167.	<p>It is vital that you include horse riders in your schemes - we are at dire risk on the roads!</p>
168.	<p>It should be accessible to horse riders also as we are vulnerable road users that lack good</p>

	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.
169.	This would be brilliant to make a safe cycle path away from the main road, which I know for me and people I cycle with is the main off putter for cycling to trowbridge
170.	I am a disabled horse carriage driver . I use my carriage both for leisure and transport - I cannot cycle and I can only walk very short distances. Horse riders often point out roads are increasing less safe - for carriages it can be even more problematic. We simply cannot move onto a verge to move out of the way of problematic drivers. We cannot use most off road alternatives. Hilperton, melksham, Warminster, Trowbridge, westbury, devizes are all within reach by carriage for exercise or transport for chores
171.	Money needs to be spend urgently on roads. The state of the roads are extremely dangerous to road users, pedestrians and cyclist. This would reduce the risks to all. The bollards on roads are stupid, very expensive and dangerous to all.
172.	This scheme should also afford safe travel routes for horses
173.	Route one would be extremely dangerous with the heavy vehicles avoiding the Bath caz now using it more and the Motorhome s and caravans entering and leaving Fairfield's.
174.	Please consider hirseridets on any off road plans as they need more protected routes too.
175.	Please don't shut roads, please consider existing routes, the added pollution from congestion on the alternative roads undoes any gain from an additional cyclists. We are currently seeing this in Chippenham. Buses, emergency vehicles, home care workers doing multiple visits are all stuck in traffic from the closed roads adding to the pollution and congestion, this could be the difference of life and death from ambulances getting through. There are many reasons why car journeys are essential and ignoring this for cycle routes doesn't work, all types of transport need to be considered and the routes used efficiently not road closures. See the next box for more information.
176.	A safe and free way from Corsham to Chippenham is important for those who can't drive but need to work or shop but don't have the money to use public transport.
177.	Firstly why are you restricting to cycling and walking. Your scheme looks to link up with an existing bridleway which is probably very difficult to incorporate into a riding route without riding busy roads. Horse riders are vulnerable road user too. Government cycling and walking strategy includes horse riders as well. You mention surface improvements on the byways - please do not do this to the detriment of other users - walkers and horse riders are not benefited by hard surfaces. Please consult with local riders and British Horse Society. Also why on earth would you be closing a multi user route as part of this scheme - makes much more sense to use your > £500k to make that route more useful and if you are using public money it should be used to benefit all!
178.	The cycle ways you've added in boa and outside the fire station in Trowbridge are more dangerous than having nothing. I don't use it to narrow too much grit and debris built up absolute waste of money and I have nearly come off trying to use it . PLEASE DO NOT DO THIS ALL THE WAY TO MELKSHAM . It's a joke and absolute waste of money
179.	Object to closure of Devizes Rd In Hilperton. Cycle path can be very easily provided on the extensive grass verges around the Hilperton bypass. The A361 is currently not wide enough to provide a safe cycle lane. I strongly object to any narrowing of the existing road to make space for cycle path. It is one of the very few roads that allows for safe over-taking of slow vehicles. If you choose the A361, you should take room from the verges.
180.	Horse riders are vulnerable road users and must be included in any new off road schemes, not just cyclists.
181.	Access for all. Equestrians as well.
182.	If Route 2 is chosen, motor vehicles must not be adversely affected.
183.	Dont agree with the need to Shut Devizes Rd. As a villager this us a rout used frequently to access local addresses

184.	Get bikes off the road BUT do NOT put them on the footpath. Route 2 is dangerous for walkers when fast bikes come along; the two do not mix on that pathway. I use part of route 2 and the direct footpath through the fields to go from Semington to Trowbridge via Hilperton. Don't disadvantage walkers on historic footpaths. As they did in some parts of the country in the early 1950's, build a cycle track alongside the main road (A361) - a win for motorists, cyclists and walkers. Please. I am worried that this scheme will affect on-road parking as there is already a problem parking our vehicles on Devizes Road as we do not have a driveway
185.	In my view, the priority should be to improve the national cycleway that runs alongside the canal just to the north of the two routes - "Route 3" if you like. It carries on right into the Trowbridge without the need for people to cycle beside the traffic on the A361 into Trowbridge which - whilst it now has some cycling facilities - is a very poor second choice against the national alternative which, however, may not be in the council's empire. The council should be working with other infrastructure owners and not competing with them or duplicating them. The west (north-south) section of route 2 IS a good idea if extended to Waddon Lane and then connecting in.
186.	The byway into Semington needs to be closed down to motor vehicles
187.	Route 2 seems pointless as it is near to the current canal towpath.
188.	Would support A361 route if it was protected from the road by a hedge barrier as in France.
189.	You make no mention of horse riders who are also vulnerable road users and who need routes that take them safely off road or make provision to move between bridleways safely. You mention using byways. What status is this route to have?
190.	The byway is more pleasant as it is away from traffic, however this may not increase cycle use along the route as the surface would not be good for pure road bikes.
191.	Cycle route along A361 is shorter and therefore commuting cyclists will prefer it. Those cycling for pleasure will most likely already use the other route along the byways
192.	Yes the bye way is getting far to busy , cars and motorbikes are using it as a rat run , someone is going to get killed there ,and it will probably a dog Walker or child.
193.	Devizes Road does NOT need to be closed. The majority of the time it has very little traffic. Route 2 would disturb wild life & the egeology system
194.	Whilst I want to see the A361 Route 1 cycle route built, I do not want to see the byway Route 2 become neglected because this is a very popular route with walkers, horse riders and off road cyclists.