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GATE FARM, STANLEY LANE, CHIPPENHAM

TRANSPORT ASSESSMENT

July 2023

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1. INTRODUCTION

Background

1.1 Key Transport Consultants Ltd is retained by David Wilson Homes Bristol to provide transport advice in respect of proposed residential development at Gate Farm, Chippenham, Wiltshire. The site location is illustrated in **Figures 1** and **2**.

1.2 This Transport Statement (TA) has been prepared to accompany a planning application for up to 150 residential dwellings and Green Infrastructure.

Report Structure

1.3 The structure of this Transport Statement is summarised below:

- **Section 2** describes the existing conditions of the local transport network within the vicinity of the development site;
- The proposals for the development site including access, servicing and parking are outlined in **Section 3**;
- **Section 4** sets out the transport policy context;
- The accessibility of the site to local facilities including employment sites by alternative modes of travel to the private car are examined in **Section 5**;
- **Section 6** provides an assessment of transport impacts;
- Conclusions are provided in **Section 7**.

2. SITE SETTING AND LOCAL TRANSPORT CONTEXT

Introduction

2.1 This section of the report describes the local transport context of the site regarding to location of the site and surrounding area and details of any local road safety issues.

Site Context and Current Use

2.2 The proposed residential development site is located at the east of the existing built-up area of Chippenham, immediately east of Abbeyfield Secondary School as shown on **Figures 1** and **2**. The site is bounded Stanley Road to the west, London Road to the south and Stanley Park sports facilities to the east. An access road to Stanley Park Sports facilities runs through the site and there is an overhead electricity line crossing the site to the north of the access road with a pylon located just north of the access road and east of the site.

2.3 The site is currently used for paddock uses. There are two access points to the site via gates along the unnamed Road and an additional gated access to the north-west corner. There is also an access from Stanley Lane.

2.4 To the north opposite the site is Abbeyfield School and residential uses to the west of the Secondary school. South- west of the site is the residential area of Pewsham, south of Chippenham.

2.5 There is currently a planning application for expansion of Abbeyfield School. The proposals would be developed in 3 phases providing capacity for 150 pupils in each phase totalling 450 pupils.

2.6 Site observations indicate that at school finish time parking occurs on Stanley Lane, primarily along the eastern carriageway, as parents/carers wait to pick up children.

Local Highway Network

2.7 Access to the site is via Stanley Lane which is a two-way single carriageway. Stanley Lane connects to London Road to the south, to the north it continues for about 4km to Turf House Lane passing a number of residential dwellings. The road is subject to national speed limit immediately north of the school access. From the school access south Stanley Lane is subject to a 30mph speed limit.

2.8 London Road is a two-way single carriageway that forms a through route north of Pewsham that connects to The Causeway, towards Chippenham centre, and Avenue La Fleche via a roundabout to the north west of the site. South of Stanley Lane, in the vicinity of the site, there

is a roundabout that connects London Road with the A4. The eastern arm forms the A4 London Road and the west southern armis the A4 Pewsham Way. The road is subject to a 30mph speed limit within the vicinity of Stanley Lane, although on the approach to the roundabout with Pewsham Way the speed limit increases to 50mph.

2.9 The A4 London Road continues south for 2km before merging with into the A4 New Road at a junction with the A432 Old Derry Hill. The A4 New Road continues east connecting to Calne and the A432 Old Derry Hill continues south running through a number of villages before connecting to Devizes.

2.10 The A4 Pewsham Way forms a southern by-pass to Chippenham and the southern boundary for the residential area of Pewsham. It connects to the A4 Avenue La Fleche and Avenue La Fleche at a roundabout. The road is subject to a 50mph speed limit. There is a new southern transport corridor between the A4, east of London Road/Pewsham Way roundabout and the A350 proposed in the emerging Local Plan. The development proposals will not affect delivery of this transport corridor.

Pedestrian Facilities

2.11 A detailed audit of pedestrian and cycle facilities is provided as **Appendix A**. A brief summary is provided below.

Pedestrian Facilities

2.12 Along Stanley Lane there are limited pedestrian facilities to the north east of the access to Stanley Park Sports Ground but this is understandable as it is not a pedestrian desire line due to the lack of facilities in that direction. South west towards London Road there is a 3m wide shared footway cycleway on the south side of the carriageway from the existing access road to Stanley Park Sports Ground which continues for about 90m. At the end of the shared footway/cycleway are dropped kerbs and tactile paving connecting to a 3m wide footway/cycleway on the north side of the carriageway which provides access to Abbeyfield School and connects south to London Road.

2.13 There is a zebra crossing at the junction connecting London Road and Stanley Lane with a pedestrian island in the centre of the crossing. London Road has footways on both sides of the carriageway north west of Stanley Road and the footway on the south side continues south east of Stanley Lane. South east of the zebra crossing there is a shared footway/cycleway which extends for approximately 100m before continuing as a narrower footway. Approximately 50m south east of the zebra crossing is a footpath link to the residential area of Pewsham and Pewsham local centre. The footpath is approximately 1.8m wide and there is a barrier chicane at the entrance. connecting London Road to the residential area of Pewsham.

2.14 North west along London Road towards the town centre there are numerous crossing locations via pedestrian islands and zebra crossings.

2.15 Along the A4 Pewsham Way, there is a footpath parallel to the road for about 200m that connects to Lodge Road within the Pewsham residential area.

Cycle Facilities

2.16 The Chippenham cycle map is provided as **Appendix B**.

2.17 The closest 403 National Cycle Route (NCR) runs through Chippenham centre and links Chippenham to Marlborough and the Kennet & Avon Canal. The route is connects to Stanley Lane approximately 1.6km north east from the site. East the route provides a largely traffic free connection to Calne and west the route provides a connection to Melksham.

2.18 Cycle facilities in the area are a mixture of trafficked and non-trafficked routes. The route from the site to the town centre for less confident cyclists would be along the shared footway/cycleway on the north side of Stanley Lane, along London Road to Hardens Lane, then on Hardens Mead which is a quiet road, a cycle link then connects to another quiet road, Long Close, along a lane south of Baydons Meadow to Baydons Lane and then via the quiet roads of The Butts and St Mary Street to the town centre. This route is shown on the Chippenham cycle map.

2.19 To get to Chippenham Train Station cyclists can take a path and cross the River Avon to join National Cycle Route 403 at the northern end of Baydon Meadow. The route is then west along the 403 to Monkton Hill.

2.20 The roads within the Pewsham residential area are generally quiet and suitable for cyclists but there is no direct route from the site. There is a footpath link between London Road and the residential area a short distance east of Stanley Lane, just east of The Turnpike. There is a barrier chicane at the London Road end that is an obstruction to mobility impaired pedestrians as well as cyclists.

2.21 As outlined later in this assessment, destinations within the Pewsham residential area are within walking distance (within 15 minutes walk).

Public Transport

2.22 The closest bus stops to the site are located on London Road at the junction with Stanley Lane, the north westbound stop is located west of the junction and the south eastbound stop is located south of the junction. The north westbound stop is 300m from the site access and the south

eastbound stop is 350m from the site access. Both stops are marked with a bus flag. There are no shelters or seating.

2.23 The routes that service these stops are the X10, 33, X33 and 44P by Faresaver and the 55 by Stagecoach. These services provide connects to Chippenham centre, Devizes and Swindon.

2.24 Full details of the locations served, timings and accessibility are provided in **Chapter 5** of this report, with timetable information provided in **Appendix F**.

Personal Injury Accident Records

Overview

2.25 To examine the current operation of the local highway network and identify any potential extant road safety issues a review of recent local collision records has been undertaken.

2.26 By law, only personal injury collisions (PIcs) have to be reported to the Police. The Police produce accident report forms that are submitted to the Local Highway Authority which is responsible for analysing the data and undertaking any accident remediation work that is considered necessary. The information is based on STATS19 Police Accident Reports and refers to three categories of accidents:

- A fatal accident is an accident in which at least one person is fatally injured;
- A serious accident is one in which at least one person is seriously injured, but no-one suffers a fatal injury, and which is in one (or more) of the following categories:
    - an injury for which a person is detained in hospital as an in-patient; or
    - any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock requiring treatment.
- A slight accident is one in which at least one person suffers "slight" injuries (i.e. for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention), but no-one is seriously injured, or fatally injured.

Collision Data

2.27 To inform this assessment, details of the number of PIAs recorded between 1st November 2017 and 31st October 2022, within the accident analysis study area, have been obtained from Wiltshire Council (WC) which represents the most recent five-year period available. The collision study area, full WC collision reports and location plan are provided in **Appendix C**.

Analysis Summary

2.28 The collision data records show that there were a total of twenty-two recorded collisions within the study area in the preceding five-year period at an average of four to five collisions per year. All the collisions were classified to be of a slight nature, and none were classified as serious or fatal.

Pedestrian

2.29 There have been 5 collisions where a pedestrian has been involved. None of the collisions are close to another pedestrian collision so there doesn't appear to be a particular deficiency on the local highway network affecting pedestrian movement.

2.30 The first collision involving pedestrian occurred in December 2017 on Roman Way, that also involved a car. The reference number is B5524/17. The weather condition was wet in darkness, street lights were present and lit. The car travelling southwest has collied with the pedestrian standing in the carriageway. Pedestrian was slightly injured.

2.31 The second collision involving a pedestrian occurred in December 2019 on London Road approximately 40 south east of the roundabout with Queens Square. It also involved a car. The reference number is C6403/19. The weather condition was wet during daylight. The car was travelling southeast. The car reversing from the parallel parking and collided with the pedestrian stand there. The pedestrian was slightly injured.

2.32 The next collision involving a pedestrian occurred in October 2020 on Hardens Lane and the reference number is A5322/20. It also involved a car. The weather condition was dry during daylight. The car and the pedestrian were travelling in south direction. The car hit the pedestrian while overtaking the pedestrian. The pedestrian was slightly injured.

2.33 The fourth collision involving a pedestrian occurred in November 2021 on London Road just east of the junction with Long Close. The collision also involved a minibus. The reference number is A9430/21. The weather condition was dry during the daylight hours. The pedestrian had fallen into the road and was struck by the minibus. The pedestrian was slightly injured.

2.34 The last pedestrian collision occurred in October 2022 on London Road just south east of Larkham Rise. It also involved a motorcycle. The reference number is A7107/22. The motorcycle was travelling northwest. The pedestrian travelling northeast entered a pedestrian crossing without looking and was struck by the motorcycle and slightly injured.

Cyclist

2.35 There have been three accidents involving cyclists, two of them occurred at a signal-controlled crossing on the Ave La Fleche at the junction with Wood Lane.

2.36 The first collision involving a cyclist occurred in February 2021 on the signal- controlled crossing on Ave La Fleche. The accident also involved a car. The reference number is 10225/21. The weather condition wase wet/damp during darkness. Streetlights were present and lit. Car was travelling north and cyclist to west. The cyclist crossed the crossing when the signal is green for the car. The cyclist was slightly injured.

2.37 The next collision was in February 2021on London Road at the junction with Cricketts Lane and involved a cyclist and a car. The reference number is 19412/21. The weather condition was dry and it was during daylight hours. The cyclist was waiting at the junction to travel. The east travelling car turn right and hit the cyclist causing slight injury to the cyclist.

2.38 The last collision involving cyclist occurred in March 2022 on the Ave La Fleche crossing. The reference number is 31951/22. This collision also involved a car travelling south. The cyclist travelling west on Wood Lane has disobeyed the pedestrian crossing and collided with car. The cyclist was displaced and slightly injured.

Motor vehicles

2.39 The remaining 10 collisions solely involved motorised vehicles, of which two involved a motorcycle.

2.40 A number of accidents were isolated, there were 2 accidents fairly close together on London Road north-west of Blackcross. There were also 2 accidents on London Road at the Cricketts Lane junction. Finally there were 3 accidents at the roundabout junction of London Road and Pewham Way. We have only considered these 3 groupings.

London Road west of Blackcross

2.41 The first collision at this location occurred in December 2019 and the reference number is C7968/19. The collision involved three cars and one goods vehicle. The weather condition wase dry during the darkness and streetlight were present and lit. The first car was travelling northwest on London Road. The goods vehicle and 2 cas were parked. The travelling car while attempting to pass first parked car, collided with the rear of that car. That first car shunted the rear of the second parked car and resulting in shunt the rear of the goods vehicle. The driver of the car which was travelling was slightly injured.

2.42 The second collision occurred in December 2021 and the reference number is C6928/21. It involved three cars. The weather condition was wet during the darkness and street lights were present and lit. Two cars (v1 and v2) were travelling southeast and third car (v3) travelling northwest. V1 has pulled away without signalling which caused v2 to collide with v1. V2 has then swerved and collided with v2. The driver of v2 was slightly injured.

2.43 There is no particular trend with these 2 collisions.

London Road at Cricketts Lane

2.44 The first collision at this location involved a motorcyclist and a car occurred in June 2018. The reference number is 47877/18. The weather condition was dry during daylight hours. The car travelling south on London Road turned right and entered the path of motorcyclist and they. The motorcyclist was slightly injured.

2.45 The first collision occurred in March 2018, involving a motorcycle and a car. The reference number is 25334/18. The weather condition was dry during darkness. Streetlights were present and lit. The motorcyclist was travelling northwest in A4 Pewsham way and overtake the slow-moving vehicles. The car travelling southwest turned right at the junction and collied with the motorcyclist. The motor cyclist was slightly injured.

2.46 The second collision involved three cars and it occurred in February 2021. The reference number is 46052/21. The weather condition was wet during daylight hours. The first car was travelling south, turned right and entered the path of second car which was travelling west. The second car collided with the first resulting the following car to hit the second. Drivers of all the three cars were slightly injured.

2.47 These two accidents were similar in that they both involved a vehicle turning right into Cricketts Lane.

London Road/Pewsham Way Roundabout

2.48 The first accident at this location involved two cars and occurred in May 2018. The reference number is 45220/18. The weather condition was dry during daylight hours. Both cars were travelling southwest. The first car braked suddenly when the car from behind failed to stop and collided into the rear of the first vehicle.

2.49 The second collision reference number is 06162/21 and occurred in January 2021 and involved two cars. The weather condition was wet/damp during darkness. Streetlights were present and lit. The first car was turning right, and the second car was going ahead. The first car failed to give way to the second car and caused collision. The driver of the second car is slightly injured.

2.50 The third collision occurred in November 2021, and involved a single car. The reference number is B1464/21. The weather condition was dry during daylight hours. The car travelling northwest on London Road lost control and drove across the roundabout. The driver had experienced a medical episode.

2.51 There is no common trend to accidents at this location.

Accident Analysis Conclusions

2.52 Arguably trends have been identified at 2 locations but each only involved two collisions over a 5 year period which is not considered significant.

2.53 Two accidents involved cyclists occurred at a pedestrian crossing on the Ave La Fleche. Both involved cyclists ignoring the lights. It is not considered that there is a deficiency in the highway layout or that development at Stanley Lane would have a material impact on safety at this crossing.

2.54 Two accidents involved vehicles turning right from London Road onto Cricketts Lane. Two accidents over a 5 year period, resulting in slight injury, does not indicate a significant issue and also development at Stanley Lane is not likely to result in a significant increase in right turn movements at this junction. It is not considered that development at Stanley Lane would have a material impact on safety at this junction.

2.55 In view of the above, it is considered that the proposed development at Stanley Lane would not lead to an unacceptable impact on highway safety.

3. DEVELOPMENT PROPOSALS

Introduction

3.1 The proposed development is for up to 150 homes with vehicular access from Stanley Lane. An illustrative site layout plan is provided as **Appendix D**.

Proposed Access

3.2 The proposed site access is a simple priority junction on a raised table. We are aware that a new school access may be created on the opposite side of the road creating a staggered priority junction, we do not anticipate any vehicle movements between the two accesses.

3.3 The access would be 5.5m wide with 2m wide footways and a 2m planting strip on the north eastern side. Bellmouth radii of 6m are proposed to limit vehicle speeds and it is proposed that the development roads would be designed as 20mph roads which will be suitable for cycling.

3.4 Informal crossings are proposed for pedestrians and cyclists either side of the access to tie in with the existing shared footway/cycleway on the north side of Stanley Lane.

3.5 It is also proposed to provide a 3m wide connection between the access and the existing footway/cycleway north of the site access and a 2m wide footway south of the proposed access and an informal pedestrian crossing adjacent to London Road.

3.6 The proposed vehicular access is shown on drawing 1207-001A provided in **Appendix E**.

3.7 As noted earlier in this report, parking has been observed on the eastern carriageway of Stanley Lane at school finish time. There is currently a planning application for expansion of Abbeyfield School. Transport comments from Wiltshire Council request the applicant to consider this issue further and it is possible that parking restrictions will be required on Stanley Lane as part of that development proposal. Such restrictions are common adjacent to school accesses. If necessary the applicant is willing to fund a Traffic Regulation order for parking restrictions within the 2.4x43m visibility splay.

3.8 A 3m wide pedestrian and cycle access is also proposed from London Road and this is shown on drawing 1207-003A provided in **Appendix E**. An informal crossing of London Road, with central refuge, is proposed to assist with movement to the shared footway/cycleway on the south side of London Road.

3.9 The central refuge is 5.2m long and therefore suitable to accommodate adapted cycles, cargo bikes and cycles with trailers.

3.10 A 2m wide footway is proposed on the northern side of London Road between the proposed pedestrian and cycle access and Stanley Lane as shown on drawing 1207-003A. This does require a small adjustment to the eastern bellmouth of the Stanley Lane junction.

Offsite Works/Contributions to offsite improvements

3.11 As outlined earlier in this report an extensive audit of pedestrian facilities has been undertaken. We also consider of accessibility by non-car modes in Section 5. This has identified where improvements would be beneficial to residents of the proposed development.

3.12 We are aware that Wiltshire Council has requested a number of improvements to walking and cycling routes to be delivered as part of the proposed school expansion at Abbeyfield School. Some of these improvements would also be beneficial to residents at the proposed development. The applicant has confirmed that it would be willing to provide a proportionate contribution to some of these works where they meet the appropriate CIL Regulation 122 tests.

3.13 We list below improvements that the applicant is proposing to implement, subject to works being wholly within the public highway, as well as schemes that it would be willing to provide a proportionate contribution.

Table 3.1 Offsite Highway Improvements & Contributions

Location	**Scheme**	**Works or Contribution**
Stanley Lane & London Road	3m Shared footway/cycleway link on Stanley Lane north of proposed vehicular to existing footway/cycleway and 2m footway between proposed vehicular access on Stanley Lane and pedestrian/cycle access on London Road	Works
London Road	Provision of bus shelters within public highway at 2 nearest bust stops.	Works
Footpath east of The	Removal of barrier chicane.	Works

Turnpike linking London Road with Roman Way and Buckingham Road.		
Bellmouth where Fitzwarren Close meets Pembroke Road	Provision of dropped kerbs and tactile paving.	Works
London Road	Provision of tactiles or tactiles and dropped kerbs at the following locations on London Road. 1. Hardens Lane 2. Hardens Mead 3. Long Close 4. Bucklands Grove 5. Blackcross	Works
London Road/Avenue La Fleche/The Causeway/Queen Square Roundabout	Tactiles across Avenue La Fleche	Works
Market Place/Lords Lane	Dropped kerbs and tactiles across the Lords Lane.	Works
London Road	Improved cycle facilities on London Road between Stanley Lane and Hardens Lane including upgrade of existing zebra crossing to include cycle crossing facilities.	Proportionate Contribution
Lane between Long Close and Baydons Lane	Lane improved to better accommodate cyclists.	Proportionate Contribution

Local Cycle Routes	Improved Signing	Proportionate Contribution

Proposed Parking Provisions

3.14 The application is outline only and parking provision for cycles and cars will be addressed at Reserved Matters stage.

Servicing Arrangements

3.15 To ensure that the site access is suitable to accommodate the Wiltshire Council refuse vehicle tracking has been undertaken at the proposed vehicular access. This is shown on drawing 1207-004 provided in **Appendix F**. This demonstrates that the refuse vehicle can access the site.

4. TRANSPORT POLICY CONTEXT

4.1 This section of the TS summarises the various national, regional and local transport-related policies and guidance in the context of the site which must be considered when developing suitable development proposals for the site.

National Policy

National Planning Policy Framework

4.2 The National Planning Policy Framework (NPPF) was published by the Ministry for Housing, Communities and Local Government in July 2021. Section 9 of NPPF is titled Promoting Sustainable Transport and comprises nine paragraphs that specifically address transport issues for plan making and development.

4.3 The first paragraph of Section 9, numbered paragraph 104, sets out the main transport objectives of the NPPF. It states:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'

4.4 Paragraph 105 states:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in

both plan-making and decision-making.'

4.5 Paragraphs 106 to 109 provide the transport framework for planning policies, so they provide a context to plan making but are not directly relevant to development proposals.

4.6 Paragraph 110 is presented under a sub-heading of 'Considering development proposals'. Paragraph 110 states that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

4.7 Paragraph 111 states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.8 Paragraph 112 states:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.9 Paragraph 113 sets out the requirements for transport documentation to be submitted in support of a planning application and reads:

'*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*'.

Planning Practice Guidance

4.10 The following is noted stating Travel Plans, Transport Assessments and Statements should be:

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest practicable possible stage of a development proposal;
- Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
- Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, highways agency where there may be implications for the strategic road network and other relevant bodies….

National Design Guide

4.11 The National Design Guide is a high level document which 'addresses the question of how we recognise well designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics' which include context, identity, built form, movement, nature public spaces, uses, homes & buildings, resources and lifespan.

4.12 The document encourages a holistic view of design of buildings and spaces taking consideration of context, potential climate change through to the future needs and advances in technology.

4.13 Reference is made to access, accessibility and movement under many of the characteristics. Of particular note is the movement characteristic which view focusses on the following:

- *M1 A connected network of routes for all modes of transport*
- *M2 Active travel*
- *M3 Well-considered parking, servicing and utilities infrastructure for all users.*

Local Policy

Wiltshire Third Local Transport Plan (LTP)

4.14 The Wiltshire LTP sets out the council's objectives, plans and indicators for transport in Wiltshire. The Third Wiltshire Local Transport Plan (LTP) covers the period from March 2011 to March 2026.

4.15 The DfT's 'Guidance on Local Transport' sets out five overarching national transport goals:

- *"support economic growth;*
- *reduce carbon emissions;*
- *promote equality of opportunity;*
- *contribute to better safety, security and health; and*
- *improve quality of life and a healthy natural environment."*

4.16 As a strategy document, the LTP does not contain comprehensive details of individual schemes but rather sets out the council's approach to the five national transport goals.

Wiltshire Local Transport Plan 2011 – 2026: Accessibility Strategy – March 2014

4.17 The Accessibility Strategy for Wiltshire is able to contribute to the national transport goals and as well as a number of LTP3's strategic transport objectives. There is also a need for the accessibility strategy to integrate with the wider vision and objectives of the council as well as its corporate and community plans, helping to ensure that all service areas and service providers can contribute to delivering accessibility. To this end the vision for accessibility is:

"*to help reduce social exclusion and provide good sustainable access to employment, health care, education, leisure and social activities as well as other vital goods and services so that wherever possible people can satisfy their needs locally and without the need to travel by car*".

Wiltshire Local Transport Plan 2011 – 2026: Smarter Choices Strategy – March 2014

4.18 One of the key mechanisms for delivering a range of smarter choices measures is the

implementation of a travel plan. A number of policies have been developed to support the effectiveness of travel plans. Policies 3, 4 and 9 are relevant to this application and are outlined below.

"*Policy 3: A Residential Travel Plan will be required for household developments exceeding 40 dwelling units and should be secured through a Section 106 agreement or planning condition..*"

'Policy 4: Where appropriate opportunities are identified, PTP projects will be considered, particularly when funded by developers for new housing developments as part of Residential Travel Plans'

'Policy 9: To support the provision of charge-points through the planning system and specifically:

- *Charge-points will be encouraged in new residential developments.*
- *Require the provision of 16 amp charge-points (or any future standardised charge-point) in new supermarkets, large retail areas and key employment destinations. The scale of provision should be based on likely demand and this will be kept under review.*
- *To identify locations such as town centre car parks, Park & Ride sites or key destinations where the council could provide top-up charge points.'*

Wiltshire Local Transport Plan 2011-2026: Cycling Strategy

4.19 This document sets out Wiltshire Council's Cycling Strategy. Some relevant proposed links in Chippenham have been implemented such as the links between Hardens Mead and Long Close and the Monkton Park shared path.

4.20 A potential shared path is shown on London Road between Hardens Mead and Cricketts Lane ("*through Rowden Park Development"*).

Wiltshire Local Transport Plan 2011 – 2026: Car Parking Strategy

4.21 This document presents Wiltshire Council's car parking strategy which forms part of the Wiltshire LTP3 2011 – 2026. It provides a high-level policy position on a number of factors, including setting out the parking standards for new developments in Wiltshire.

4.22 With regards to residential parking standards, Policy PS6 states:

"*Policy PS6 - Residential parking standards*

The provision of car parking associated with well designed new residential development will be determined in accordance with an approach which takes account of:

- *dwelling size*
- *the appropriate mix of parking types (e.g. unallocated, on-street, visitor etc).*

A set of minimum parking standards for residential development (based on allocated parking) has been developed to provide a basis for this approach. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential developments.

Reduced residential parking requirements will be considered in the following circumstances:

- *where there are significant urban design or heritage issues*
- *where parking demand is likely to be low*
- *where any parking overspill can be controlled.'*

Wiltshire Core Strategy – Adopted January 2015

4.23 The Wiltshire Core Strategy Development Plan Document (DPD) was formally adopted by Wiltshire Council on 20th January 2015. The Plan provides a positive and flexible overarching planning policy framework for Wiltshire for the period up to 2026.

4.24 The Core Strategy includes a number of policies relating to transport.

"Core Policy 60 – Sustainable Transport

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

i. planning developments in accessible locations

ii. promoting sustainable transport alternatives to the use of the private car

iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community

iv. promoting appropriate demand management measures

v. influencing the routing of freight within and through the county

vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.

"Core Policy 61 – Transport and new development

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable alternatives."

As part of a required transport assessment, the following must be demonstrated:

i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:

a. Visually impaired and other disabled people

b. Pedestrians

c. Cyclists

d. Public transport

e. Goods vehicles

f. Powered two-wheelers

g. Private cars.

ii. That the proposal is capable of being served by safe access to the highway

network.

iii. That fi t for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development. Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

Core Policy 62 -Development impacts on the transport network

Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be

demonstrated.

Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP) Consultation Draft 2022

4.25 This document sets out the draft Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP). Subsidiary urban LCWIPs for Wiltshire's 15 principal settlements and market towns will be published in due course.

4.26 The pre-submission draft was published in February 2022. The vision for transport is as follows:

Chippenham will be a town where people can move around easily on foot, bicycle, car or public transport. It will avoid unnecessary commercial traffic crossing through the town centre, and parking will make a positive contribution to good traffic management. Air pollution and carbon emissions will be minimised. There will be a network of well connected walking and cycling routes across the town, and through into the surrounding countryside, with more people choosing active travel and public transport as a means of getting around.

4.27 Transport Objectives are as follows:

1. *Improve current walking and cycling networks and infrastructure throughout the town and into the surrounding countryside.*
2. *Incorporate sustainable infrastructure for car users into new development and in public places.*
3. *Promote sustainable transport by improving infrastructure and making modal shift easier in favour of public transport, walking and cycling.*
4. *Reduce through traffic in Town.*

4.28 The Neighbourhood Plan identifies the lane between Long Close and Baydons Lane as a priority cycle improvement scheme (Schemes 13a and 13b) suggesting widening to facilitate a shared footpath/cyclepath.

4.29 Other relevant cycle improvements shown include an improvement along London Road between Stanley Lane and Cricketts Lane and along the footpath that runs parallel to and east of The Turnpike, which is on the south side of London Road east of Stanley Lane.

5. SITE ACCESSIBILITY

Introduction

5.1 This section considers the accessibility of the site by alternative modes to the car.

Context

5.2 The National Travel Survey (NTS): 2021, published in August 2022, provides details of trips per person per year. Data is summarised in **Table 5.1** below.

5.3 It is advised that the 2021 NTS survey fieldwork continued to be impacted by coronavirus restrictions thus impacting on the number of surveys conducted. While response rates increased from 2020, they were still lower than in 2019. Furthermore, '*caution is needed when interpreting these results for 2020 and 2021 as they are likely to be less representative of residents of England compared to previous years'*. The data does however continue to show general trends in use of modes.

Table 5.1: Proportion of Total Trips by Mode and Distance

Modal Split by Distance

Distance	Car Driver	Car Passenger	Bus	Train	Walk	Cycle	Other
0 - 1.6km	11.21%	5.82%	0.24%	0.00%	81.88%	0.61%	0.25%
1.6 - 3.2km	34.43%	17.74%	2.54%	0.03%	40.43%	3.10%	1.73%
3.2 – 8km	52.29%	26.70%	6.83%	0.17%	7.65%	2.82%	3.54%
All Journeys	39.60%	19.54%	3.51%	1.48%	31.02%	1.98%	2.87%

5.4 The data still provides evidence of the relationship between distance and probability of use of different modes of transport. The analysis shows that walking is the dominant mode for trips under 1.6km (81.88%).

5.5 For distances over 1.6km but less than 3.2km, use of a car is the most popular mode of travel (52.17% for car driver and passenger), while walking is the second most popular mode, chosen by over a third (40.43%).

5.6 For all journeys, use of bus and train is still lower that pre-pandemic levels while active modes (walking and cycling) generally remain higher. Generally, car use is also slightly lower than pre-pandemic levels but an increase from the 2020 survey.

5.7 The NTS is consistent with guidance in the CIHT document Providing for Journeys on Foot (2000). This identifies that the preferred maximum walking distance is around 2km. Manual for

Streets also references that walking offers the greatest potential for replacing short car trips, particularly those under 2km.

5.8 DfT guidance contained within Local Transport Note 1/20 – Cycle Infrastructure Design notes that five miles is an achievable distance for most people to cycle. The recent development of electric cycles is such that this distance can comfortably increase.

Walking and Cycling

Education

5.9 The site is generally within either easy walking or cycling distance of a broad range of facilities and amenities. **Figure 2** shows the various facilities, services and employment opportunities which are within within an approximate walking time of 10 minutes (approximately 800m), 20 minutes (approximately 1600m) and 30 minutes (approximately 2400m) respectively.

5.10 Abbeyfield Secondary school is within easy walking distance of the site, located to the direct north approximately a 100m walk from the site. King's Lodge Community School, Springboard and Pewsham Preschool, are all located on Lodge Road, less than a 1km walk from the site access via Buckingham Road. Charter primary school and Woodland Childcare is approximately 1.4km to the north of the site location located on Wood Lane. Wiltshire College & University Centre is within a cycling distance of 3.0km.

5.11 Other than at junctions and road crossings, there is a continuous footpath link between the site and the schools listed above. It is considered that walking to school will be an attractive option thus reducing the likelihood of car trips for school travel.

Convenience Shopping

5.12 The nearest Convenience Store is Tesco Express at the Pewsham Local centre, it is 1km away. The Premier store is located on London Road 1100m away. Chippenham town centre is approximately 2km from the site. All within walking distance for people without mobility issues.

5.13 The Lidl on Wood Road is approximately 1.9km walk and again within walking distance.

Other Facilities

5.14 As mentioned above Chippenham Town Centre, with a very broad range of facilities, at 2km walk is within walking distance for people without mobility issues.

5.15 Within the maximum recommended 2,000m walking distance as specified by the CIHT guidance 'Providing for Journeys by Foot' (2000), the majority of day to facilities are available.

5.16 The nearest NHS Doctor's Surgery is located on Lodge Road, approximately a 1.1km walk from the site access. Chippenham community hospital is approximately a 3.5km cycle from the site. There is a Dental Practice located on London Road, approximately a 1.1km walk from the site access.

5.17 The nearest railway station, Chippenham Train Station, is 2.6km from the site location. While walkable by many the distance is a little above the 2km threshold where most are considered likely to walk. It is however an easy cycle distance (routes considered in the pedestrian and cycle audit provided in **Appendix A**) and easily accessible by bus. The number 55 bus service, which stops at the Stanley Lane stops close to the site, stops at the train station, and provides a 20 minutes frequency during peak periods. The bus journey time is only 12 minutes.

5.18 Furthermore, within the generally accepted reasonable maximum cycle distance of 8km, various nearby settlements can also be reached including all Frogwell, Hardenhuish and Chippenham. Calne is 8km away.

5.19 As outlined earlier in this report a comprehensive audit of walking and cycling routes from the site to key destinations has been undertaken. This is provided **as Appendix A**.

5.20 A wide audit was undertaken to enable an evaluation of best routes and the following routes are considered the primary routes.

Pedestrian Route to Pewham Local Centre

5.21 The pedestrian route would be across London Road, the footpath east of The Turnpike, the footpath linking to Buckingham Road, Lodge Road, Pembroke Road and the footpath to the local centre.

5.22 Relevant barriers to the pedestrian route are highlighted green in **Table 5.2**.

Pedestrian Route to Town Centre

5.23 The pedestrian route to the town centre is along London Road, The Causeway and Market Place. The route crosses to the northern side of London Road at the zebra crossing east of the London Road/ Avenue La Fleche/The Causeway/Queen Square Roundabout.

5.24 The cycle route for confident cyclists is along Stanley Lane, London Road, The Causeway and Market Place.

5.25 Relevant barriers to the pedestrian route are highlighted yellow in Table 5.2 below.

Cycle Route to Town Centre for less confident cyclists.

5.26 The route for less confident cyclists to the town centre from the site is along the shared footway/cycleway on Stanley Lane, London Road to Hardens Lane, Hardens Mead, footpath/cyclepath link to Long Close, footpath to Baydons Lane, St Marys Street.

5.27 Relevant barriers to the cycle route are shown highlighted blue below.

Table 5.2: Potential Barriers to Movement and Measures to Address Barriers

Assessed Route	Location	Potential Barrier	Comments/Measure
3	The connection between the footpath east of The Turnpike and London Road.	There is a chicane on the footpath.	The chicane can be removed.
5	The junction between Fitzwarren Close and Pembroke Road	No tactile paving or dropped kerbs at the crossing location over Fitzwarren Close.	Tactile paving and dropped kerbs can be added.
9	Footway between Long Close and Baydons Lane.	Width not sufficient for formal shared footpath/cyclepath.	Improvements by Wiltshire Council would be required to widen the footpath suitable for a formal shared footpath/cyclepath.
11	Footways on London Road between Stanley Road and Hardens Lane.	Narrow widths.	Footways can be widened.
11	London Road	Lack of Cycle facilities.	Cycle facilities can be provided between Stanley Lane and Hardens Lane linking to 'quiet' cycle route to town centre.
11	The junction between Hardens Lane and London Road.	No tactile paving or dropped kerbs at the crossing location over Hardens Lane.	Tactile paving and dropped kerbs can be added.
11	The junction between Hardens Mead and London Road.	No tactile paving at the crossing location over Hardens Mead.	Tactile paving can be added.
11	The junction between Long Close and London Road.	No tactile paving or dropped kerbs at the crossing location over Long Close.	Tactile paving and dropped kerbs can be added.
11	The junction between Bucklands Grove and London Road.	No tactile paving or dropped kerbs at the crossing location over Bucklands Grove.	Tactile paving and dropped kerbs can be added.
11	The junction between Blackcross and London Road.	No tactile paving or dropped kerbs at the crossing location over Blackcross.	Tactile paving and dropped kerbs can be added.
11	The junction between Larkham Rise and London Road.	No tactile paving at the crossing location over Larkham Rise.	Tactile paving can be added.

Table 5.2: Potential Barriers to Movement and Measures to Address Barriers			
Assessed Route	**Location**	**Potential Barrier**	**Comments/Measure**
11	Roundabout connecting London Road, Avenue La Fleche and The Causeway.	No tactile paving at the crossing location over each arm.	Tactile paving can be added.
11	The junction between Market Place and Lord's Lane.	No tactile paving or dropped kerbs at the crossing location over Lord's Lane.	Tactile paving and dropped kerbs can be added.

Public Transport

Buses

5.28 The closest bus stop, Stanley Lane, is located along London Road within the vicinity of the junction with Stanley Lane, about 260m from the centre of the site. The bus stops are marked by bus flags, but there are no additional stop facilities. Provision of seating and shelter at these stops would encourage bus use. These stops are served by bus routes 33, 44P, X10 and X33 by Faresaver and bus route 55 by Stagecoach West (Swindon).

5.29 Bus services are summarised in **Tables 5.3** and **5.4** below, with the local area routes and timetables shown in **Appendix G**.

Table 5.3 Bus Service Operating Hours

Service	Route	Operating Hours from Nearest Stop		
		Mon-Fri	Saturday	Sunday
X33	Devizes – Derry Hill - Chippenham	10:01 - 13:58	-	-
	Chippenham - Derry Hills - Devizes	12:27 - 14:27	-	-
33	Devizes - Rowdy - Bromham - Chippenham	08:34 - 18:11	08:47 - 17:05	-
	Chippenham – Calne – Bromham – Rowdy - Devizes	07:03 - 17:39	07:39 - 17:21	-
44P	Chippenham - Pewsham- Chippenham	08:39 - 17:24	19:19 - 14:19	-
	Chippenham – Pewsham - Chippenham	08:34 - 14:14	09:14 - 14:14	-
55	Swindon - Royal Wootton Basset – Chippenham	05:31 - 23:02	06:29 - 23:02	08:21 - 21:57
	Chippenham - Royal Wootton Basset - Swindon	05:58 - 23:22	06:53 - 23:22	08:45 - 22:17

Table 5.4 Existing Bus Services in Local Area – Frequency in Each Direction

Service	Route	Mon-Fri		Sat		Sun
		Day	Eve	Day	Eve	Day
X33	Devizes – Derry Hill - Chippenham	3 per day	-	-	-	-

	Chippenham - Derry Hills - Devizes	3 per day	-	-	-	-
33	Devizes - Rowdy - Bromham - Chippenham	6 per day	-	6 per day	-	-
	Chippenham – Calne – Bromham – Rowdy - Devizes	8 per day	-	7 per day	-	-
44P	Chippenham - Pewsham- Chippenham	9 per days	-	5 per day	-	-
	Chippenham – Pewsham - Chippenham	9 per day	-	5 per day	-	-
55	Swindon - Royal Wootton Basset – Chippenham	Between 20 to 60 mins	Between 20 to 60 mins	Between 20 to 60 mins	Between 20 to 60 mins	Between 30 to 60 mins
	Chippenham - Royal Wootton Basset - Swindon	Between 20 to 60 mins	Between 20 to 60 mins	Between 20 to 60 mins	Between 20 to 60 mins	Between 30 to 60 mins

5.30 The stops provide access to 5 different services. Service 55 to Swindon via Royal Wooton Basset has the most frequent service. From Monday to Saturday, it offers bus service every 20 minutes during peak times and between 30 to 60 minutes during off-peak hours. It operates every 30 to 60 minutes on Sunday. It provides access to the town centre and the train station.

5.31 Service 44p from Chippenham to Pewsham and return operates 9 trips in the daytime during weekdays and 5 trips on Saturdays. There are no services during the evenings and Sundays.

5.32 Service 33 operates between Chippenham and Devizes; there are between 6 and 8 services in each direction in the daytime. There are no evening or Sunday services. On weekdays, service X33 from Chippenham to Devizes via Derry Hills operates 3 times during the day. There are no services in the evening and weekends.

5.33 The X10 is a school bus serving Sheldon School in Chippenham from Cherhill.

5.34 Combined, there are 3 routes, the 55, 33 and 44P, totalling 5 buses in each direction in the morning peak hour, 08:00 and 09:00.

5.35 The 20 minute frequency provided by Service 55 during peak periods provides a very good service to Chippenham Town Centre and the train station. The Journey time to the town centre is 10 minutes and the train station is 12 minutes.

Local Facilities

5.36 **Table 5.3** below summarises some of the key local services and facilities located close to the

proposed development site, the travel distances involved, and the approximate time it would take on foot or by bicycle. This demonstrates that the development site is positioned in a sustainable location with residents being able to access a wide range of facilities using non-motorised travel modes.

Table 5.3: Travel Times Using Non-Motorised Modes to Local Facilities Near to Site				
Reference Number	**Service / Facility**	**Distance from Centre of Site**	**Walk Time (4.8kph)**	**Cycle Time (16kph)**
Shopping Opportunities				
1	Tesco Express, Lodge Road	1000m	12 minutes	4 minutes
2	Premier Store	1100m	14 minutes	4 minutes
3	Lidl supermarket	1900m	24 minutes	7 minutes
4	Iceland Supermarket Chippenham	2000m	25 minutes	8 minutes
5	Little Waitrose & Partners Chippenham	2200m	27 minutes	8 minutes
6	Chippenham, town centre	2000m	25 minutes	8 minutes
7	Tesco Superstore, Emery Lane	2200m	27 minutes	8 minutes
8	Emery Gate Shopping Centre	2300m	29 minutes	9 minutes
Food and Entertainment Opportunities				
9	The Pack Horse, London Road	1100m	14 minutes	4 minutes
10	Old Lane, Lodge Road	1100m	14 minutes	4 minutes
11	Jolly's Irish Cafe	1900m	24 minutes	7 minutes
12	Thai Kitchen, Market Place	1900m	24 minutes	7 minutes
13	The Pewsham, London Road	2000m	25 minutes	8 minutes
14	Coq Restaurant, Timber Street	2000m	25 minutes	8 minutes
15	The Gladstone Arms, Gladstone Road	2100m	26 minutes	8 minutes
16	Taj Mahal, Causeway	2200m	27 minutes	8 minutes
Local Health Facilities				
17	London Road Dental Practice	1100m	14 minutes	4 minutes
18	The Lodge Surgery, Lodge Road	1100m	14 minutes	4 minutes
19	Well Pewsham Pharmacy	1100m	14 minutes	4 minutes
20	Boots	2200m	27 minutes	8 minutes
21	Superdrug	2200m	27 minutes	8 minutes
Sports, Leisure and Recreation Facilities				
22	Stanley Park Sports Ground	800m	10 minutes	3 minutes
23	Spartans Combat Sports	950m	12 minutes	4 minutes
24	Pewsham Community Centre Association	1100m	14 minutes	4 minutes
25	Canoeing club	1200m	15 minutes	5 minutes
26	1304 SQN Air Cadets	1200m	15 minutes	5 minutes
27	Chippenham Sea Cadet Unit	1200m	15 minutes	5 minutes

28	Woods Sports Bar, Ivy Road Industrial Estate	2400m	30 minutes	9 minutes
29	Olympiad Leisure Centre, Sadlers Mead	2500m	31 minutes	9 minutes
Employment Areas				
30	Forest Gate Business Park	1600m	20 minutes	6 minutes
Education Centres				
31	Abbeyfield School	100m	1 minutes	1 minutes
32	Pewsham preschool, Lodge Road	950m	12 minutes	4 minutes
33	Springboard, Kings Centre, Lodge Road	900m	11 minutes	4 minutes
34	King's Lodge Community School	920m	11 minutes	4 minutes
35	Forest Nursery, Forest Lane	1200m	15 minutes	5 minutes
36	Charter Primary School	1400m	17 minutes	5 minutes
37	Woodland Childcare	1400m	17 minutes	5 minutes
38	Wiltshire College & University Centre, Cocklebury Road	3000m	38 minutes	11 minutes
Transport				
39	Stanley Lane N Bound Bus Stop	110m	1 minute	1 minute
40	Stanley Lane S Bound Bus Stop	160m	2 minutes	1 minute
41	Chippenham Train Station	2600m	32 minutes	10 minutes

Rail

5.37 Chippenham Rail Station is just beyond a distance where most people would walk but is walkable for many. It is a 10 minute cycle or 12 minute bus journey from the site.

5.38 National Rail notes that Chippenham train station has 106 cycle spaces and 640 car park spaces.

5.39 Trains to Bath, Swindon, Bristol, Reading and London run approximately every 30 minutes. The journey times are as follows.

Bath	13 minutes
Swindon	13 Minutes
Bristol	30 minutes
Reading	30 minutes
London Paddington	70 minutes

5.40 There are also two-hourly services to Melksham, Trowbridge and Westbury.

Summary

5.41 The site lies within reach of a broad range of services and facilities that can be reached by a range of means of transport including walking, cycling and bus.

5.42 Chippenham town centre with a full range of facilities is a 2km walk from the site, a 10 minute bus journey or an 8 minute cycle.

5.43 Primary and secondary schools are within a reasonable walk, as are local convenience stores suitable for day to day shopping.

5.44 Accessibility by non-car modes is considered good.

6. TRIP GENERATION AND TRANSPORT IMPACTS

Introduction

6.1 The transport impact has been based on the development proposals set out in **Section 3** of this report.

Trip Generation

6.2 The TRICS database was used to estimate average trip rates for the proposed use. To provide an appropriate representation of the likely traffic generated, some sites were omitted from the assessment, such as sites in London and Ireland. Surveys have been selected from the TRICS 7.9.3 category 03/A Residential Privately Owned Houses, using weekday surveys of development in suburban and edge of town sites. The TRICS output is provided in **Appendix H.**

6.3 To retain a sufficient number of sites, the range was set to between 5 and 500 dwellings. This identified 75 comparison sites which is considered adequate to provide a robust average trip rate. **Table 6.1** below sets out trip rates for the existing industrial use.

Table 6.1: TRICS Weekday Vehicle Trip Rates – per dwelling

Time Period	Arrivals	Departures	Two Way
08:00 – 09:00	0.145	0.380	0.525
15:00 - 1600	0.265	0.171	0.436
17:00 – 18:00	0.350	0.158	0.508
Daily (07:00 - 1900)	2.317	2.325	4.642

6.4 On the basis of these trip rates the proposed development of up to 150 units would generate the maximum flows shown in **Table 6.2**.

Table 6.2: TRICS Weekday Vehicle Trips – 150 dwellings

Time Period	Arrivals	Departures	Two Way
08:00 – 09:00	22	57	79
15:00 - 16:00	40	26	66
17:00 – 18:00	53	24	77
Daily (07:00 - 1900)	348	349	697

6.5 **Table 6.2** shows that in the AM and PM peak hours the site would generate 77-79 two-way vehicular movements.

Traffic Distribution

6.6 To consider traffic impact on the local highway network, traffic flows to and from the development have been distributed using Census 2011 data provided by the Nomis website using Dataset WU03EW – Method of Travel to Work (2001 specification) and Super Output

Area Mid Layer Wilshire 014.

6.7 Although 2021 Census journey to work data is now available it is not considered reliable. The 2021 census was undertaken on the 21st March 2021 when Government guidance for most was to work from home and therefore journey to work data is likely to be of limited use. This is acknowledged on the ONS website where the following warning is provided for 2021 journey to work data.

1. Main points

- The Office for National Statistics (ONS) collected Census 2021 responses during the coronavirus (COVID-19) pandemic, a period of unparalleled and rapid change; the national lockdown, associated guidance and furlough measures will have affected the travel to work topic.
- We provided extra guidance to respondents affected by the pandemic on how to respond to travel to work questions, but it is not clear how this guidance was followed.
- There was an increase in home working from 10.3% in 2011 to 31.2% in 2021, but the government advised people to stay at home and only attend work if you had no alternative; there are also several other aspects to consider when interpreting results for this topic.
- As designed, we did not collect any workplace address information for those working at home, including those following government guidance to do so.
- Large numbers of people were still being supported by government furlough schemes, and it is not clear how the question guidance provided was followed; some people may have provided travel information for the last time they worked, or they may have answered based on their behaviours on Census Day.
- Restrictions on travel ended later in 2021, and while there will have been a shift back towards some behaviours from before COVID-19, hybrid and home working remain commonplace.
- We are researching the potential of using alternative data sources and modelling methods to produce travel to work statistics on a more frequent and timely basis, including workday populations and hybrid working patterns.

6.8 In order to establish the direction that vehicles are likely to travel to/from the site and across the local highway network, routing information was obtained using Google Maps for origin locations

identified from the Census data. To simplify the assessment, focus was directed on the local routes.

6.9 The following routes to/from the development have been considered:

- Route 1 – North west along London Road
- Route 2 – South east along London Road
- Route 3 – east along Stanley Lane

6.10 The distribution of development traffic on links have been calculated and presented below for the proposed residential use, **Table 6.3**, using the proposed site access along Stanley Lane.

Table 6.3: Vehicle Distribution of Proposed Residential Use

Link	Percentage Distribution	Number of Trips							
		AM Peak Hour		1500-1600		PM Peak Hour		Daily (07:00 - 19:00)	
		Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
London Road - North West	71%	16	40	28	18	38	17	247	248
London Road - South East	29%	6	17	12	8	15	7	101	101
Stanley Lane - East	0%	0	0	0	0	0	0	0	0

6.11 A development of up to 150 homes would generate up to 56 two-way movements on London Road west of Stanley Lane. At an average of less than 1 movement per minute this would not have a significant impact on traffic flow.

Traffic Counts

6.12 Week long Automatic Traffic Counts were undertaken on London Road and Stanley Lane between the 14th and 20th June inclusive. A Manual Classified Turning count was undertaken at the junction of Stanley Lane with London Road on the 14th June for the periods 0730-0930 and 14:30 to 1830.

6.13 **Traffic Flow summaries are provided in Appendix I**.

6.14 Junctions 10 has been used to model the London Road/Stanley Lane priority junction and also

the proposed site access. The proposed site access has been modelled as a staggered priority junction assuming that the proposed Abbeyfield School expansion receives planning permission.

6.15 We have undertaken modelling for the hours 0800-0900, 1500-1600 and 1700-1800 at both junctions for the following scenarios.

A. 2023 Base Flows
B. 2028 Base Flows (year of opening)
C. 2028+ Proposed Development
D. 2028+ Proposed School Expansion
E. 2028+Proposed School Expansion + Proposed Development

6.16 Traffic Flow diagrams are provided in **Appendix I**.

6.17 The primary indicator of performance of a priority junction is given by the ratio of demand flow to capacity (RFC) for each arm of the junction. Capacity is reached when the demand flow at entry is sufficient to cause a continuous queue of vehicles to wait in the approach; this is reached when the RFC reached 1.0. For new junction design it is common practice to design to a maximum RFC of 0.85.

London Road/Stanley Lane

6.18 A summary of the junction capacity results for the London Road/Stanley Lane junction are provided below. The full output is provided in **Appendix J**.

Summary of junction performance

	AM Peak					14:30 - 15:30					PM Peak				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023														
Stream B-C	D1	0.6	9.26	0.39	A	D2	0.4	7.69	0.26	A	D3	0.1	6.16	0.09	A
Stream B-A		0.3	14.76	0.21	B		0.2	11.41	0.14	B		0.1	11.23	0.10	B
Stream C-AB		0.8	10.66	0.46	B		0.3	7.59	0.22	A		0.2	6.97	0.15	A
Stream A-BC		0.3	3.08	0.24	A		0.3	2.84	0.21	A		0.3	2.73	0.26	A
	2028														
Stream B-C	D4	0.7	9.48	0.40	A	D5	0.4	7.91	0.28	A	D6	0.1	6.23	0.09	A
Stream B-A		0.3	15.23	0.22	C		0.2	11.76	0.15	B		0.1	11.49	0.11	B
Stream C-AB		0.9	10.94	0.47	B		0.3	7.75	0.23	A		0.2	7.08	0.15	A
Stream A-BC		0.3	3.11	0.25	A		0.3	2.87	0.22	A		0.4	2.77	0.27	A
	2028 + Proposed Development														
Stream B-C	D7	0.8	11.19	0.46	B	D8	0.4	8.32	0.30	A	D9	0.1	6.63	0.11	A
Stream B-A		0.6	19.21	0.37	C		0.2	12.43	0.20	B		0.2	11.76	0.16	B
Stream C-AB		0.9	11.30	0.48	B		0.3	8.08	0.25	A		0.2	7.48	0.18	A
Stream A-BC		0.4	3.15	0.26	A		0.3	2.93	0.24	A		0.4	2.85	0.29	A
	2028 + School Development														
Stream B-C	D10	1.2	13.57	0.56	B	D11	0.6	9.44	0.39	A					
Stream B-A		0.6	22.75	0.36	C		0.3	13.17	0.21	B					
Stream C-AB		1.9	15.87	0.65	C		0.4	8.54	0.30	A					
Stream A-BC		0.4	3.47	0.29	A		0.3	3.06	0.24	A					
	2028 + Proposed Development + School Development														
Stream B-C	D12	1.9	19.76	0.66	C	D13	0.7	10.08	0.41	B					
Stream B-A		1.3	36.02	0.58	E		0.4	14.31	0.27	B					
Stream C-AB		2.0	16.61	0.66	C		0.5	8.96	0.33	A					
Stream A-BC		0.4	3.53	0.30	A		0.3	3.13	0.26	A					

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

6.19 It can be seen from the results summary that even allowing for the school expansion and the proposed development the maximum RFC would be 0.66 on Stanley Lane. The maximum queue would be 2 vehicles on London Road westbound in the morning peak hour.

6.20 The junction would operate well following completion of the proposed development and completion of the expansion of Abbeyfield School.

Proposed Site Access

6.21 A summary of the junction capacity results for the proposed site access are provided below. The full output is provided in **Appendix J**.

Summary of junction performance

	AM					14:30 - 15:30					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023														
Stream B-ACD	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A	D3	0.0	0.00	0.00	A
Stream AB-CD		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream CD-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2028														
Stream B-ACD	D4	0.0	0.00	0.00	A	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream AB-CD		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream CD-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2028 + Proposed Development														
Stream B-ACD	D7	0.1	6.43	0.10	A	D8	0.0	5.85	0.04	A	D9	0.0	5.52	0.04	A
Stream AB-CD		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream CD-AB		0.1	4.89	0.06	A		0.1	5.61	0.09	A		0.2	5.56	0.11	A
	2028 + School Development														
Stream B-ACD	D10	0.0	0.00	0.00	A	D11	0.0	0.00	0.00	A					
Stream AB-CD		0.0	4.91	0.01	A		0.0	4.92	0.01	A					
Stream D-ABC		0.4	13.89	0.31	B		0.3	10.44	0.21	B					
Stream CD-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A					
	2028 + Proposed Development + School Development														
Stream B-ACD	D12	0.1	6.45	0.10	A	D13	0.0	5.86	0.04	A					
Stream AB-CD		0.0	4.75	0.02	A		0.0	4.88	0.01	A					
Stream D-ABC		0.5	14.71	0.32	B		0.3	10.89	0.22	B					
Stream CD-AB		0.1	4.87	0.06	A		0.1	5.59	0.09	A					

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

6.22 It can be seen from the above results that the junction would operate well for all scenarios with minimal queuing.

Multi-Modal

6.23 We have also considered multi-modal trips. TRICS multi-modal data was used to determine total people trip rates as shown in **Table 6.4** below.

Table 6.4: TRICS Weekday Total People **Trip Rates – per dwelling**			
Time Period	**Arrivals**	**Departures**	**Two Way**
08:00 – 09:00	0.223	0.788	1.011
17:00 – 18:00	0.601	0.268	0.869
Daily (07:00 - 19:00)	3.963	4.027	7.990

6.24 For up to 150 dwellings this would equate to the maximum people movements shown in **Table 6.5** below.

Table 6.5: TRICS Weekday Total People **Trips**			
Time Period	**Arrivals**	**Departures**	**Two Way**
08:00 – 09:00	33	118	151

17:00 – 18:00	90	40	130
Daily (07:00 - 19:00)	594	604	1198

6.25 To assess multi-modal trips we have applied Census 2011 journey to work mode share factors (from Wiltshire 014 output area) to total people trips. Census 2021 data is available but journey to work data is not considered reliable as the census was undertaken when people were advised to work from home if they could.

6.26 The resultant trips by mode are shown in **Table 6.6** below.

Table 6.12: 2011 Mode Share for TRICS Movement for Proposed Development

Method of Travel	2011 Percentage	AM Peak			PM Peak			12 Hours		
		Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Total	100%									
Driving a car/ van	72%	24	85	109	65	29	94	428	435	863
Passenger in a car/van	6%	2	8	11	6	3	9	42	42	84
Cycle	3%	1	4	5	3	1	4	18	18	36
Walk	11%	4	13	17	10	4	14	65	66	132
Bus	2%	1	2	3	2	1	3	12	12	24
Train	4%	1	5	6	4	2	5	24	24	48
Motorcycle	1%	0	1	2	1	0	1	6	6	12
Other	0%	0	0	0	0	0		0	0	0

6.27 Given the proximity of the site to local facilities and proposed improvements to pedestrian facilities it is expected that the walk mode share will be higher than the average for the output area set out in **Table 6.12**. Similarly the site is located close to frequent bus services to the town centre and with the addition of the proposed provision of bus shelters at the nearest stops we expect that bus mode share will be higher than the average for the Census output area noted in **Table 6.12**. Finally contributions to improvement of the cycle route to the town centre will facilitate a very attractive cycle route from the site and it is expected that cycle mode share will be higher than the average for the output area shown in **Table 6.12**.

Summary

6.28 The proposed development would not have a significant traffic impact. The applicant proposes highway improvements and contributions to highway improvements that will result in appropriate walking, cycling and public infrastructure to encourage these modes of transport.

7. CONCLUSIONS

7.1 The site is well located for travel by sustainable modes. It lies within easy reach of a broad range of services and facilities that can be reached by a range of means of transport including walking, cycling and bus.

7.2 Chippenham town centre with a full range of facilities is a 2km walk from the site, a 10 minute bus journey or an 8 minute cycle.

7.3 Primary and secondary schools are within a reasonable walk of the site, as are local convenience stores for day to day shopping.

7.4 Accessibility by non-car modes is considered good.

7.1 Appropriate off-site improvements and contributions to improvements have been identified to encourage non-car modes of travel.

7.2 Traffic generation from a development of up to 150 homes would not have a significant impact on the local highway network.

7.3 A review of the PIA (Accident) data does not indicate any particular highway safety issues within the vicinity of the site and therefore it is not considered that the proposals would have any significant impact on highway safety.

7.4 An appropriate site access is proposed to serve the development of up to 150 dwellings.

7.5 We consider that the proposed development would comply with transport policy requirements and would not lead to residual cumulative traffic impacts that are severe or unacceptable highway safety conditions.

7.6 We consider that there are no transport related reasons why the planning application should not be approved.

FIGURES

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A350 TOWARDS M4 JUNCTION 17

A420 TOWARDS BRISTOL

CHIPPENHAM TRAIN STATION

SITE LOCATION

A4 TOWARDS BATH

A350 TOWARDS MELKSHAM

A342 TOWARDS DEVIZES

A4 TOWARDS CALNE

N

KEY TRANSPORT CONSULTANTS LTD
26 BERKELEY SQUARE
BRISTOL
BS8 1HP
Tel : 0117 920 9430
E-mail : info@key-transport.com

GATE FARM, CHIPPENHAM
SITE LOCATION PLAN

1:25,000 @ A3
FIGURE1

CAD FILE NAME: F:\DATA\Jobs\1207 Gate Farm, Chippenham\AutoCAD\Figure 1.dwg

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SAINSBURY'S LOCAL
EMERY GATE SHOPPING CENTRE
SUPERDRUG
WOODS SPORTS BAR
BOOTS
LITTLE WAITROSE
JOLLY'S IRISH CAFE
THE GLADSTONE ARMS
COQ RESTAURANT
THAI KITCHEN
LIDL SUPERMARKET
CHARTER PRIMARY SCHOOL
CHIPPENHAM TRAIN STATION
WILTSHIRE COLLEGE & UNIVERSITY CENTRE
OLYMPIAD LEISURE CENTRE
TESCO SUPERSTORE
ICELAND SUPERMARKET
CHIPPENHAM TOWN CENTRE
TAJ MAHAL
CHIPPENHAM SAILILNG &CANOEING CLUB
1304 SQN AIR CADETS
CHIPPENHAM SEA CADET UNIT
WOODLANDS CHILDCARE
LONDON ROAD DENTAL PRACTICE
THE PARK HORSE
PREMIER STORE
SPARTANS COMBAT SPORTS
WELL PEWSHAM PHARMACY
THE LODGE SURGERY
PEWSHAM COMMUNITY CENTRE ASSOCIATION
TESCO EXPRESS
SPRINGBOARD
PEWSHAM PRESCHOOL
FOREST NURSERY
KING'S LODGE COMMUNITY SCHOOL
ABBEYFIELD SCHOOL
SITE BOUNDARY
STANLEY PARK SPORTS GROUND
FOREST GATE BUSINESS PARK
30 MINUTES
20 MINUTES
10 MINUTES

KEY
SITE BOUNDARY
WALKING TIME ISOCHROME
BUS STOP

KTC
KEY TRANSPORT CONSULTANTS LTD
26 BERKELEY SQUARE
BRISTOL
BS8 1HP
Tel : 0117 920 9430
E-mail : info@key-transport.com

GATE FARM, CHIPPENHAM LOCAL HIGHWAY NETWORK AND FACILITIES

1:10,000@A3

FIGURE 2

CAD FILE NAME: F:\DATA\Jobs\1207 Gate Farm, Chippenham\AutoCAD\Figure 2.dwg

APPENDIX A

Pedestrian and Cycle Audit

Technical Note 2

Title	Gate Farm, Chippenham - Pedestrian and Cycle Audit				
Prepared by	Vanessa Burbridge	Checked by	JRF	Reviewed by	SM
Date	June 2023			Version	1.0

1 Introduction

1.1 A Walking and Cycling Site Audit has been undertaken along desire routes from the proposed residential development at Gate Farm, Stanley Lane, Chippenham.

1.2 The proposed development is on the opposite side of Stanley Lane to Abbeyfield secondary school and adjacent to Stanley Park sports facilities.

1.3 More distant destinations that have been audited are routes to the local primary school and the local centre in the Pewsham residential area, the town centre, bus station and Chippenham train station.

1.4 This Site Audit Technical Note has been prepared to inform the Transport Assessment (TA) and Travel Plan (TP) accompanying the planning application for the proposed development of the site and forms an appendix of both documents.

1.5 The site visit for the Audit was undertaken on 31st May 2023 from 10:00 – 16:00 and on the 6th June between 1300 and 1430.

1.6 Routes to and from the proposed development to local facilities have been audited. These routes have been divided into the following routes for this technical note:

1. **Route along Stanley Lane and Lodge Road via London Road and Pewsham Way**
2. **Route along Roman Way connecting London Road and Lodge Road**
3. **Route from London Road immediately east of The Turnpike to Buckingham Road via Footpaths**
4. **Route from Buckingham Road to Crown Close via Footpaths**
5. **Route along Pembroke Road to Tesco Express via Footpath**
6. **Route from Stanley Lane to Long Close via Footpaths**
7. **Route along Hardens Mead connecting London Road and Long Close**
8. **Route along Long Close and Blackcross**
9. **Route along Long Close and Baydons Lane**
10. **Route along The Butts, St Mary Street, and Emery Lane**
11. **Route along London Road, The Causeway, and Market Place**

12. **Route connecting to the Bus Station via Market Place and Lord's Lane**
13. **Route from the High Street to Station Hill via The Bridge and New Road**
14. **Route along Monkton Hill**
15. **Cycle route to Chippenham Train Station crossing the River Avon.**
16. **Variation of Route 15 using NCR 403**

1.7 The routes are numbered and shown in **Figure 1**. Photos were also taken on each route to identify matters addressed in the audit. The photos are presented within the Technical Note by route with the location of where the photos were taken being presented in **Figure 2**.

2 Walking and Cycling Assessment and Review

1 - Route along Stanley Lane and Lodge Road via London Road and Pewsham Way

2.1 This section covers Stanley Lane southwest of the site access and the entirety of Lodge Road via London Road and Pewsham Way and is about 1.4km long. Along Stanley Lane, London Road, and Pewsham Way the route is not overlooked by houses but the roads are well used. Lodge Road is overlooked by houses on either side of the carriageway. There is street lighting on all roads of the route.

2.2 On the southeast side of Stanley Lane is a shared footway/cycleway that runs south from the access to Stanley Park for 100m and varies in width between 2.6m and 2.9m, due to root damage and overgrown vegetation but is likely to be 3m wide if cleared (Photo 1). The footway is considered to be well-maintained and generally level on the entire length.



Photo 1: Footway southeast of Stanley Lane, facing southwest

2.3 Connecting the southeast shared footway/cycleway to the shared footway/cycleway on the northwest side of the carriageway is a set of dropped kerbs and tactile paving (Photo 2).



Photo 2: Informal crossing connecting footway/cycleways on either side of Stanley Lane, facing west.

2.4 Along the northwest side of Stanley Lane is a shared footway/cycleway that is 2.9m wide and connects to London Road (Photo 3). Again it is likely 3m wide if overgrowing verge is trimmed.



Photo 3: Shared footway/cycleway northwest side of Stanley Road, facing northeast.

2.5 On London Road immediately west of the junction between Stanley Lane and London Road, there is a zebra crossing over London Road with a pedestrian island located in the centre



Photo 4: Zebra crossing west of Stanley Lane over London Road, facing south.

2.6 On both sides of London Road there is a shared footway/cycleway that is 3m wide that the zebra crossing connects. There are no dedicated cycle crossing at the zebra. The shared footway/cycleway on the south side of the carriageway continues for about 80m east before ending, with a dropped kerb for cyclists to join the carriageway (Photo 5). The footway then narrows to 1.5m wide, although widens to 1.9m in the vicinity of the roundabout (Photo 6). The footway is considered to be well-maintained and generally level on the entire length.



Photo 5: End of shared footway/cycleway on the south side of London Road, facing southeast.



Photo 6: Footway in the vicinity of the roundabout connecting London Road and Pewsham Way, facing northeast.

2.7 The footway along Pewsham Way follows the road for a short distance (Photo 7) before diverging and becomes a footpath that links to Lodge Road. This has a width of 1.5m (Photo 8).



Photo 7: Footway on the north side of Pewsham Way, facing south.



Photo 8: Footpath connecting Pewsham Way and Lodge Road, facing south.

2.8 Once on Lodge Road, there are footways on both sides of the road. The footway on the north side of the road between the footpath and Roman Way varies in width between 1.8m and 3.9m on the approach to the junction (Photo 9). There are dropped kerbs setback from the junction of Roman Way (Photo 10). These dropped kerbs are small and are not flush with the carriageway which could cause hindrance for some users using mobility aids or pushchairs.



Photo 9: Footway on the north side of Lodge Road, east of Roman Way, facing east.



Photo 10: Dropped kerbs at the junction of Roman Way, facing west.

2.9 The footway on the south side of Lodge Road, east of Monks Way, has a width of 2m (Photo 11) and there are dropped kerbs at the junction with Monks Way but no tactile paving (Photo 12).



Photo 11: Footway on the south of Lodge Road, facing west.



Photo 12: Dropped kerbs at the junction to Monks Way, facing east.

2.10 Continuing west along Lodge Road, the footway on the north side varies in width between 1.8m and 1.9m (Photo 13) and the footway on the south side varies between 1.9m and 2m wide (Photo 14).



Photo 13: Footway north of Lodge Road between Roman Way and Buckingham Road, facing west.



Photo 14: Footway south of Lodge Road between Monks Way and Pembroke Road, facing east.

2.11 There are dropped kerbs at the junction between Buckingham Road and Lodge Road (Photo 15). These dropped kerbs are small and are not flush with the carriageway which could cause hindrance for some users using mobility aids or pushchairs. At the junction between Pembroke Road and Lodge Road, there is no tactile paving or dropped kerbs which will cause hindrance for some users using mobility aids or pushchairs. However, there is tactile paving and dropped kerbs between Buckingham Road and Pembroke Road over Lodge Road (Photo 16).



Photo 15: Dropped kerbs at the junction between Buckingham Road and Lodge Road, facing west.



Photo 16: Dropped kerbs and tactile paving over Lodge Road between Buckingham Road and Pembroke Road, facing south.

2.12 The footway on the north side between Buckingham Road and Danes Close varies in width between 1.6m and 2.4m, with a width of 1.8m on the approach to the junction with Danes Close (Photo 17). Between Pembroke Road and Lysley Close the footway is 2m wide (Photo 18).



Photo 17: Footway on the north side of Lodge Road between Buckingham Road and Danes Close, facing west.



Photo 18: Footway on the south side of Lodge Road between Pembroke Road and Lysley Close, facing east.

2.13 Both Danes Close and Lysley Close have dropped kerbs at the junction, although they are small and are not flush with the carriageway which could cause hindrance for some users using mobility aids or pushchairs.

2.14 West of Danes Close, Lodge Road starts to bend going south, the footway on the northwest side varies in width between 1.9m and 2m and on the southeast side varies between 2m and 2.1m (Photo 19). Forest Lane provides a pedestrian and cycle connection to Lodge Road where there is zebra crossing over Lodge Road linking to local facilities (Photo 20). On the southeast side, two footpaths connect to the local facilities from Lodge Road, which are both about 2m wide.

2.15 There are no formal cycling facilities along Lodge Road, however, the carriageway is suitable for cyclists.



Photo 19: Footway along Lodge Road as the road bends to the south, facing northeast.



Photo 20: Zebra crossing over Lodge Road, linking Forest Lane with local facilities, facing southeast.

2 – Route along Roman Way connecting London Road and Lodge Road

2.16 This section covers the entirety of Roman Way and its connections to the footpath east of The Turnpike, Centurion Close and Lodge Road which is about 350m in length. Roman Way is lit along its entire length and is overlooked by housing on both sides.

2.17 Centurion Close provides access to several residential properties and has a connecting pedestrian route to Lodge Road (Photo 21). The footway on the south side is 1.8m wide and the north side has a width of 1.9m (Photo 22). There are dropped kerbs setback from the junction with Roman Way but no tactile paving.



Photo 21: Footpath connecting Centurion Close to Lodge Road, facing south.



Photo 22: Footways along Centurion Close, facing west.

2.18 The footway along Roman Way on the southeastern side is 1.8m wide and remains consistent along the whole road (Photo 23). The footway is level and generally well-surfaced for the entire length, although some sections have dropped kerbs to driveways.



Photo 23: Footway on the southeast side of Roman Way, facing northeast.

2.19 Similarly, on the northwestern side of Roman Way the footway is 1.8m and remains consistent along the road, although there are dropped kerbs to driveways (Photo 24).



Photo 24: Footway on the northwest side of Roman Way, facing northeast.

2.20 There are no formal crossing points, however, there are dropped kerbs at the junction with Lodge Road and various locations along the road at driveway accesses. There is no tactile paving at any point on Roman Way which can cause hindrance to those with visual impairments.

2.21 At the northern end of Roman Way there is a communal residential car park that gives access pedestrian access to the footpath east of The Turnpike (Photo 25).



Photo 25: Northern end of Roman Way, facing northwest.

2.22 Although there are no formal cycling facilities, the road is residential, lightly trafficked, slow speed and level and as such suitable for cyclists.

3 - Route from the footway east of The Turnpike to Buckingham Road via Footpaths

2.23 This section covers the footpath east of The Turnpike and Buckingham Road that connect London Road and Lodge Road via footpaths. This route is about 450m in length and is generally overlooked by residential properties except for a few sections along footpaths. There is street lighting located along the route, including along the footpaths.

2.24 The footpath east of The Turnpike connects to London Road running northeast to southwest and is 1.8m wide. A chicane is present connecting to London Road that is a hindrance to movement, particularly people using mobility aids or pushchairs (Photo 26).



Photo 26: Location of chicane connecting London Road to Footpath east of The Turnpike footpath, facing southwest.

2.25 The footpath maintains its width of 1.8m for most of the route, although does narrow to 1.7m in sections. The footpath is generally well maintained and level, there are a few areas where some is vegetation overgrowing reducing the effective width of the footpath although not significantly (Photos 27 and 28).



Photo 27: The footpath east of The Turnpike where vegetation is starting to overgrow, facing northeast.



Photo 28: The footpath east of The Turnpike where natural surveillance is limited but street light present, facing southwest.

2.26 When the footpath connects to Buckingham Road, there is a shared surface footway/ carriageway (Photo 29). The footpath connects to a vehicle turning area which has an additional short footpath opposite, that is 1.8m wide, towards the main corridor of Buckingham Road.



Photo 29: The footpath connecting Buckingham Road, facing west.

2.27 Both the north and south footways of Buckingham Road are 1.8m wide and generally remain consistent along the road (Photo 30), although some sections narrow to 1.7m wide. They are generally well maintained and level, although there are multiple access points where there are dropped kerbs.

2.28 Although there are no formal cycle facilities the road sections are suitable for cyclists. The width and barrier chicane are such that the footpath sections are not of a standard for formal cycle use. Removal of the barrier chicane adjacent to London Road would enable cyclists to dismount and wheel cycles 75m to connect to Roman Way.



Photo 30: Footways along Buckingham Road, facing south.

4 - Route from Buckingham Road to Crown Close via Footpaths

2.29 This section covers the length of Crown Close, the section of Danes Close that connects to Lodge Road and the footpaths that connect to Buckingham Road via Castlehaven Close. This route is about 350m in length. There is street lighting present throughout, including the footpaths.

2.30 The footways on both sides of Danes Close are 1.9m wide that are well-maintained and generally level. At the junction with Crown Close there are dropped kerbs for vehicular access on Crown Close close to the junction(Photo 31).



Photo 31: The junction between Danes Close and Crown Close, facing north.

2.31 The footways along Crown Close are 1.9m wide, consistent along the road's length (Photo 32). There are multiple dropped kerbs along the Crown Close, although there are no dropped kerbs or tactile paving at junctions along Crown Close.



Photo 32: Footways along Crown Close, facing east.

2.32 At the eastern end of Crown Close is a footpath that connects to Castlehaven Close (Photo 33). The footpath is 1.7m wide, although there is overgrown vegetation that reduces the effective width of the footpath to 1.5m wide (Photo 34). The footpath is generally well-maintained and there is street lighting along the path.



Photo 33: The footpath connecting to Crown Close, facing east.



Photo 34: Footpath connecting Crown Close and Castlehaven Close, facing east.

2.33 The footpath connects to Castlehaven Close which has 1.8m wide footways on both sides of the carriageway, which are well-maintained and level. Opposite the access to the footpath connecting to Crown Close is another footpath that connects to Buckingham Road. This footpath is 1.6m wide and has street lighting and is generally well maintained, although there is some vegetation inferring the surface (Photos 35 and 36).



Photo 35: Footpath connecting Castlehaven Close and Buckingham Road, facing west.



Photo 36: Vegetation interfering with the surface of the footpath connecting Castlehaven Close and Buckingham Road, facing east.

2.34 Although there are no formal cycling facilities, the carriageway is level and suitable for cyclists. and there are no barriers preventing cyclists from using the footpaths. However the width isn't sufficient for shared use so cyclists should dismount.

5 – Route along Pembroke Road to Tesco Express via Footpath

2.35 This section covers the entirety of Pembroke Road and a section of the shared footpath/ cyclepath that connects the A4 Pewsham Way to the local facilities on Lodge Road. This route is 450m in length. There are residential dwellings along most of the route, in addition to Pewsham Park, meaning that it is overlooked. There is also street lighting present along the whole route.

2.36 The footway on the east side of Pembroke Road is 2m wide and on the west side is 1.9m. The footways are a consistent width for the length of the road, although there are multiple dropped kerbs to driveways, therefore, are varying the level of the footway (Photo 37).



Photo 37: Footways along Pembrooke Road, facing north.

2.37 There are multiple junctions along Pembroke Road, although there are no dropped kerbs or tactile paving (Photo 38), which could hinder those using mobility aides or pushchairs.



Photo 38: Junction between Pembroke Road and Maitland Close, facing south.

2.38 At the southern end of Pembroke Road is the connection to the shared footpath/cyclepath. There are dropped kerbs for cyclists joining the shared footpath/cyclepath to/from Pembroke Road and corduroy paving at the end of the footway (Photo 39). The shared footpath/cyclepath is a consistent width of 2.7m (Photo 40) and has cycle signs along the route.



Photo 39: Pembrooke Road connecting to the shared footpath/cyclepath, facing northeast.



Photo 40: Shared footpath/cyclepath, facing northwest.

2.39 On the northwestern end of the footpath/cyclepath the width narrows to 2m. The shared footpath/cyclepath is generally well maintained and level, suitable for all users. Although, towards the northwestern end of the path there is some overgrown vegetation that narrows the effective width of the path (Photo 41).



Photo 41: Overgrown vegetation impleading onto the shared footpath/cyclepath, facing northwest.

2.40 The footway along Lodge Road connecting the shared path and the local facilities ranges from 1.9m to 2m wide (Photo 42).



Photo 42: Footway along Lodge Road connecting to the local facilities, facing north.

2.41 There is tactile paving and dropped kerbs across the access to the local facilities (Photo 43) and a zebra crossing towards the western end of the road (Photo 44). Both Lodge Road and Pembroke are suitable for cyclists as they are well-maintained, level and lightly trafficked.



Photo 43: Dropped kerbs and tactile paving over the access to local facilities, facing west.



Photo 44: Zebra crossing on the west end of Lodge Road, facing south.

6 - Route from Stanley Lane to Long Close via Footpaths

2.42 This section covers the route from Stanley Lane to Long Close via footpaths that connect to Hardens Lane. The route is about 800m in length and crosses over fields. Some of the route is overlooked by residential properties along Hardens Mead, however, the is no street lighting on the fields which is the majority of the route.

2.43 Midway along Stanley Lane is the access for a public right of way that goes across a field between Stanley Lane and Hardens Lane. There is a branch that is obstructing access to the footpath (Photo 45). This footpath is unsurfaced and maintained through use. The width varies with a pinch point of 0.5m (Photo 46).



Photo 45: Branch interfering with the access to the public right of way, facing west.



Photo 46: Footpath across the field between Stanley Lane and Hardens Lane, facing east.

2.44 The footpath connects to Hardens Lane via a stile and gate, although the stile is unusable due to overgrown vegetation (Photo 47).



Photo 47: Stile connecting to the public right of way from Hardens Lane, facing east.

2.45 Hardens Lane is a country lane that leads to multiple farms, there is a parallel shared footway/cycleway to the east leading to an access to Abbeyfield School. The shared footay/cycleway is 2.6m wide and the lane carriageway is 2.7m wide (Photos 48 and 49). There are gates between the two routes, in addition to the fence between them temporarily ending in the vicinity of the footpaths (Photo 50).



Photo 48: East carriageway of Hardens Lane, facing south.



Photo 49: West carriageway of Hardens Lane, facing south.



Photo 50: Crossing between the two carriageways on Hardens Lane, facing southeast.

2.46 Following along the public right of way, the access from Hardens Lane has vegetation overgrowing at multiple sections along the path which may discourage people from the route (Photos 51 and 52).



Photo 51: Access to public right of way from Hardens Lane, facing west.



Photo 52: Vegetation overgrowing into the footpath, facing east.

2.47 The public right way continues east and connects to multiple fields, that have stiles connecting the path to the fields (Photos 53 and 54).



Photo 53: Stile connecting the footpath to the field north of Hardens Mead, facing east.



Photo 54: Stile connecting two fields along the public right of way, facing east.

2.48 The routes over the fields vary in gradient, including some steep gradients, (Photos 55 and 56), therefore in addition to the stiles, are unsuitable for those using mobility aides and pushchairs.



Photo 55: Route of the public right of way in the eastern field, facing west.



Photo 56: Route of the public right of way in the western field, facing east.

2.49 Exiting the fields, the public right of way connects to a footpath that leads to Long Close which has another stile between the paths (Photo 57).



Photo 57: Stile connecting the western field to the footpath leading to Long Close, facing north.

2.50 This route is unsuitable for those using mobility aides, pushchairs and cyclists because of the uneven surfaces and use of intermit stiles. In addition, many users are not likely to use the route when it is raining or wet as the fields and paths will likely get muddy.

7 - Route along Hardens Mead connecting London Road and Long Close

2.51 This section covers the length of Hardens Meads and its connections to London Road and Long Close. The route is about 600m in length and is overlooked by residential properties across most of the route. There is street lighting present along this route.

2.52 The section of London Road that connects to Hardens Lane has a width of 1.8m that is only on the northern side of the carriageway. This footway connects to a shared footpath/cyclepath that provides a route connecting London Road and Hardens Lane. The junction that connects London Road and Hardens Mead has no dropped kerbs or tactile paving (Photo 58).



Photo 58: The junction connecting London Road and Hardens Mead, facing west.

2.53 Hardens Mead has footways on either side of the road that is consistent along the length of the road. The east footway that follows the road and bends to the north side of the road is 1.8m wide (Photo 59). Similarly, the west footway is 1.8m wide which remains consistent along the length road as it bends to the south side. Although there is no dropped kerb at the junction to the west (Photo 60).



Photo 59: Footway on the east side of Hardens Mead, facing north.



Photo 60: Footway on the west side of Hardens Mead, facing north.

2.54 The footway is generally well maintained and level, although some sections have become worn and therefore uneven which may cause hindrance to those using mobility aides or pushchairs (Photo 61). In addition to multiple dropped kerbs at access points.



Photo 61: Worn section of footway along Hardens Mead, facing west.

2.55 Towards the western end of Hardens Mead, there is another junction to the south that does not have tactile paving or dropped kerbs (Photo 62).



Photo 62: Junction along the western end of Hardens Mead, facing west.

2.56 At the west end of Hardens Mead connects a shared footpath/cyclepath that connects to Long Close, which has corduroy paving and cycle markings. The width of the path is 2.5m and is consistent along the length (Photos 63 and 64). The shared footpath/cyclepath is well maintained and level, suitable for all users.



Photo 63: The east end of the shared footpath/cyclepath connecting to Hardens Mead, facing west.



Photo 64: Shared footpath/cyclepath connecting to Long Close, facing west.

2.57 Although there are no formal cycle facilities along Hardens Mead, the road is lightly trafficked and level and as such suitable for cyclists.

8 - Route along Long Close and Blackcross

2.58 This section covers most of Long Close until its junction with Blackcross, then continues along Blackcross and connects to London Road. This route is about 550m in length and this route is primarily residential meaning the route is overlooked. There is street lighting present throughout.

2.59 The footway on the east side of Long Close from its junction with London Road stretches for 150m and where it connects with the shared footpath/cyclepath that connects to Hardens Mead. It has a consistent width of 1.5m (Photo 65). The footway on the west side of Long Close varies in width from 1.2m to 1.5m, with the pinch point located as the road bends to the west (Photo 66). Both footways are generally level, although there are dropped kerbs providing access to residential properties. Travelling north along Long Close from London Road the route goes gradually downhill, which may cause hindrance to those with mobility issues.



Photo 65: Footway on the east side of Long Close south from its junction with London Road, facing south.



Photo 66: Footway on the west side of Long Close south from its junction with London Road, facing south.

2.60 The junctions to Oate Hill and Dyers Close along Long Close do not have dropped kerbs or tactile paving which will cause hindrance for those that use mobility aides or pushchairs (Photos 67 and 68).



Photo 67: Junction connecting Long Close and Oate Hill, facing south.



Photo 68: Junction connecting Long Close and Dyers Close, facing south.

2.61 As Long Close bends to the west, there is only a footway on the south side of the road that temporarily separates from the carriageway and rises alongside the residential properties as the carriageway lowers (Photo 69). The width of the footway along this section is 1.5m, although there are some sections where vegetation is overgrowing reducing the effective width of the footway (Photo 70).



Photo 69: Footway on the south side of Long Close separating from the carriageway, facing west.



Photo 70: Vegetation overgrowing reducing the effective width of the footway, facing east.

2.62 The footway is generally well-maintained and level. Intermittently along the raised section, some staircases provide access to the carriageway (Photo 71), which will cause hindrance to those using mobility aides or pushchairs. In addition, the raised section crosses over The Springs and has dropped kerbs (Photo 72).



Photo 71: Staircase connecting the raised footway to the carriageway along Long Close, facing south.



Photo 72: The footway along Long Close crossing over The Springs, facing west.

2.63 On the approach to Blackcross the footway and carriageway realign. The footway width starts to vary between 0.9m and 1.4m, which is partly the result of overgrown vegetation (Photo 73). On the north side of the road is an open park that has intermittent surfaced footways along Long Close that are 0.9m wide (Photo 74).



Photo 73: Footway along Long Close on the approach to Blackcross, facing west.



Photo 74: Footway on the north side of Long Close, facing east.

2.64 The junction connecting Blackcross and Long Close does not have dropped kerbs or tactile paving, which could cause hindrance to those using mobility aides or pushchairs (Photo 75).



Photo 75: Junction connecting Blackcross and Long Close, facing west.

2.65 The footway on the east side of Blackcross varies between 1.2m and 1.5m wide whereas the footway on the west of Blackcross is consistent for the length of the road and is 1.5m. Both footways are well-maintained and level, suitable for all users (Photos 76 and 77). Although there are no dropped kerbs or tactile paving at the junction with Habrels Close.

2.66 Although there are no dedicated cycle facilities along Long Close and Blackcross, the roads are residential, level and lightly trafficked and as such suitable for cyclists.



Photo 76: Footways along Blackcross, facing south.



Photo 77: Footways along Blackcross, facing north.

9 - Route along Long Close and Baydons Lane

2.67 This section covers the Long Close northwest of its junction with Blackcross, Baydons Lane, The Butts and the path connecting Long Close and Baydons Lane. This route is about 550m in length. This route is generally overlooked by residential properties located on Long Close, Baydons Lane and The Butts which all have street lighting. Although the connecting path has tree canopies covering the path it has street lighting along its route.

2.68 The footway width along Long Close is 1.4m on the southern side of the road and on the north side of the road, there are intermittent footways that are 0.9m (Photo 78). The southern footway has been repeatedly maintained which has caused some uneven surfacing at sections.



Photo 78: Footways along Long Close northwest of its junction with Blackcross, facing west.

2.69 At the northwestern end of Long Close there is a shared footpath that connects to Baydons Lane. There is chicane over the footway as it connects to the footpath, which could cause hindrance to those using mobility aides or pushchairs. There is space for those using mobility aides or pushchairs next to the chicane in the shared surface for access to residential properties however there are no dropped kerbs from the footway (Photo 79).



Photo 79: Chicane located in the footway along Long Close connecting to the footpath, facing west.

2.70 The footpath is 1.8m wide (Photo 80), although there are sections where the effective width reduces to 1.7m due to overgrown vegetation (Photo 81). While the width is sufficient as a footpath it is not sufficient for a formal shared footpath/cyclepath.



Photo 80: Footpath connecting Long Close and Baydons Lane, facing west.



Photo 81: Footpath connecting Long Close and Baydons Lane with vegetation overgrowing, facing east.

2.71 At the connection between the footpath and Baydons Lane there are remnants of a chicane that marks the end of the footpath that is surrounded by overgrowing vegetation (Photo 82).



Photo 82: Footpath connecting to Baydons Lane, facing northwest.

2.72 Along the southeastern end of Baydons Lane, there is a footway on the southwestern side of the carriageway that is 1.1m wide (Photo 83). This footway is well maintained and level, suitable for most users due to its width.



Photo 83: Footway along the southwest side of Baydons Lane, facing northwest.

2.73 The footway does widen to 1.5m towards the northwestern end as the road merges into The Butts (Photo 84).



Photo 84: Footway along Baydons Lane on approach to The Butts, facing West.

2.74 The Butts has footways on both sides of the road, the eastern side is 1.9m wide and the western side is 1.7m wide. There are no dropped kerbs or tactile paving at the junction with Baydons Lane (Photo 85). The footways have repeatedly been maintained which has caused some uneven surfacing.



Photo 85: Footways along The Butts, facing southwest.

2.75 There are no dedicated cycling facilities however the roads level and lightly trafficked, suitable for cyclists.

10 - Route along The Butts, St Mary Street and Emery Lane

2.76 This section covers the path that connects The Butts with Baydons Lane, St Mary Street and Emery Lane, which covers 450m to the town centre. This route is overlooked by residential properties and some businesses. There is street lighting along the whole route.

2.77 There is a short path connecting Baydons Lane and The Butts that is 4.3m wide. It has a cobbled surface and bollards at each access to prevent motor vehicles from using it (Photo 86).



Photo 86: The path connecting Baydons Lane from The Butts, facing southeast.

2.78 There are footways on both sides of The Butts. The footway on the northeast side of the carriageway southeast of the junction with Ladds Lane varies in width from 1.1m to 2.5m (Photos 86 and 87). Likewise, the footway on the southwest side of the carriageway is generally 1.1m wide although widens on the approach to Ladds Lane (Photo 88).



Photo 87: Footway on the northeast of The Butts, facing northwest.



Photo 88: Footway on the southwest of The Butts, facing northwest.

2.79 As the road merges into St Mary Street north of Ladds Lane, the footway on the east side widens to 1.8m and varies in width for the length of the road between 1.8m and 3.2m. The footway is surfaced using paving stones and is well maintained (Photos 89 and 90).



Photo 89: Footway on the east side of St Mary Street, just north of Ladds Lane, facing north.



Photo 90: Footway on the east side of St Mary Street, facing north.

2.80 The footway on the west side of St Mary Street north of Ladds Lane stretches for about 120m and varies in width between 1.4m and 3.2m. The footway is surfaced using paving stones and is well maintained (Photos 91 and 92).



Photo 91: Footway on the west side of St Mary Street, facing north.



Photo 92: Footway on the west side of St Mary Street, facing south.

2.81 The footway on the west side narrows as it tappers into the carriageway (Photo 93).



Photo 93: The footway on the west side of St Mary Street tapering into the carriageway, facing south.

2.82 The width of the footway on the east side of St Mary Street once the west footway taper is 2.6m wide, however temporarily narrows to 1.4m at the frontage of the Old Vicarage (Photo 94).



Photo 94: Footway on the east of St Mary Street narrowing in front of the Old Vicarage, facing south.

2.83 As the footway bends it narrows to 1.4m and widens on the approach to the junction with Emery Lane (Photo 95).



Photo 95: Footway on the east side of St Mary Street on the approach to Emery Lane, facing north.

2.84 There are footways on both sides of Emery Lane that are 2m wide (Photos 96 and 97). There are dropped kerbs at the junction over Emery Lane.



Photo 96: Footway on the east side of Emery Lane, facing north.



Photo 97: Footway on the west side of Emery Lane, facing north.

2.85 Although there are no formal cycle facilities along The Butts, St Mary Street and Emery Lane the roads are level and lightly trafficked suitable for cyclists.

11 - Route along London Road, The Causeway and Market Place

2.86 This section covers London Road north from its junction with Stanley Lane, The Causeway, Market Place and St Mary Street west of its junction with Emery Lane. This section covers 1.6km and is mostly flat. The route is via the main road into Chippenham town centre from the site. It has businesses and residential properties located along it, therefore has lots of natural surveillance. There is street lighting located along the route.

2.87 As previously mentioned, just west of the junction with Stanley Lane there is a zebra crossing with a pedestrian island located in the centre over London Road (Photo 4). On the north side of London Road, there is a shared footway/cycleway that stretches west about 50m from the junction with Stanley Lane (Photo 98). The footway continues along London Road and is 1.2-1.4m wide (Photo 99). There are no cycle facilities on London Road west of this point.



Photo 98: Shared footway/cycleway on the north side of London Road, facing west.



Photo 99: End of shared footway/cycleway on the north side of London Road, facing west.

2.88 On the south side of London Road, the footway is 1m wide although widens to 1.5m about 50m northwest of the zebra crossing (Photos 100 and 101). The footway continues to widen on its approach to Hardens Closes to 1.7m.



Photo 100: Footway on the south side of London Road, facing west.



Photo 101: Footway on the south side of London Road, facing east.

2.89 The footway on the north side of London Road remains 1.2m-1.4m wide until it meets Harden Lane. Northwest of Hardens Lane, the footway temporarily widens in the vicinity of an uncontrolled pedestrian crossing with a pedestrian island (Photo 102).

2.90 At the junction of Hardens Lane and London Road, the eastern footway levels into the carriageway of Hardens Lane. The western side of Hardens Lane is kerbed with no dropped kerb or tactile paving which could cause hindrance for those using mobility aides or pushchairs.



Photo 102: Pedestrian island over London Road west of Hardens Lane, facing north.

2.91 The footways remain a consistent width between Hardens Lane and Hardens Mead, with the north footway 1.3m wide and the south footway 2.4m wide (Photo 103). Within the vicinity of Hardens Mead and Hardens Close, westbound vehicles are to give way to oncoming traffic which is facilitated by a build-out. At these locations, there are uncontrolled crossings with dropped kerbs and tactile paving (Photos 103 and 104).

2.92 The junction between Hardens Mead and London Road has dropped kerbs but no tactile paving which could cause hindrance for those with impaired vision. The junction between Hardens Close and London Road also has dropped kerbs and no tactile paving.



Photo 103: Footways along London Road east of Hardens Mead, facing south.



Photo 104: Uncontrolled crossing between Hardens Mead and Hardens Close, facing south.

2.93 Between Hardens Close and Long Close, the footway on the north side of London Road is a consistent width of 1.3m wide (Photo 105) and the south footway is 2.4m wide (Photo 106). Both footways are well maintained and level, suitable for all users. Although there are intermitted dropped kerbs at access points.

2.94 The junction between Long Close and London Road has no dropped kerbs or tactile paving, which could cause hindrance for those using mobility aides and pushchairs and those with impaired vision.



Photo 105: Footway on the north side of London Road between Hardens Mead and Long Close, facing west.



Photo 106: Footway on the south side of London Road between Hardens Mead and Long Close, facing east.

2.95 Between Long Close and Blackcross, the footway on the north side of London Road varies in width between 0.9m and 2.5m wide, although the majority of the footway is 1.8m wide (Photo 107 and 108).

2.96 There are dropped kerbs located at the junction between Bucklands Grove and London Road but no tactile paving which could cause hindrance to those with impaired vision. The junction between Blackcross and London Road has no dropped kerbs or tactile paving, which could cause hindrance for those using mobility aides or pushchairs and those with impaired vision.



Photo 107: Footway on the north side of London Road between Long Close and Blackcross, facing east.



Photo 108: Footway on the north side of London Road between Long Close and Blackcross, facing east.

2.97 The footway on the south side of London Road varies in width between 2m and 2.4m. The footway is generally well-maintained and level, suitable for all users (Photo 109). At the junction between Crickets Lane and London Road, there is tactile paving and dropped kerbs setback from the junction.



Photo 109: Footway south of London Road between Long Close and Blackcross, facing west.

2.98 Between Long Close and Blackcross, there are two zebra crossings, one just west of Long Close (Photo 110) and the other just east of Blackcross (Photo 111).



Photo 110: Zebra crossing along London Road west of Long Close, facing southeast.



Photo 111: Zebra crossing along London Road east of Blackcross, facing southwest.

2.99 Between Blackcross and the roundabout connecting London Road to Avenue La Fleche, the footway on the north side of London Road is 1.4m wide (Photo 112), although it does narrow to 1m just north of Blackcross while it fronts some residential properties (Photo 113). Closer towards the roundabout the footway does widen to 2.7m (Photo 114).



Photo 112: Footway on the north side of London Road between Blackcross and Phoenix Close, facing southeast.



Photo 113: Footway on the north side of London Road, just northwest of Blackcross, facing northwest.



Photo 114: Footway on the north of London Road, northwest of Phoenix Close, facing northwest.

2.100 The footway on the south side of the road varies in width between 1.8m and 2m which is well-maintained and level suitable for all users (Photo 115). Within the vicinity of Blackcross, the south footway has a significant level difference from the carriageway, therefore there are steps into the carriageway at pedestrian desire lines (Photo 116), this could cause hindrance to those using mobility aides, especially those using wheelchairs or pushchairs.

2.101 Between Larkham Rise and Royal Oak Close, there is a zebra crossing over London Road providing safe crossing provision to pedestrians (Photo 117).



Photo 115: Footway on the south side of London Road, between Larkham Rise and Royal Oak Close, facing southeast.



Photo 116: Steps going into the carriageway of London Road, facing southwest.



Photo 117: Zebra crossing between Larkham Rise and Royal Oak Close, facing northwest.

2.102 At the junctions between Royal Oak Close and Phoenix Close with London Road there are dropped kerbs with tactile paving, suitable for all users (Photos 118 and 119). The junction between Larkham Rise and London Road has dropped kerbs although there is no tactile paving.



Photo 118: Dropped kerbs and tactile paving at the junction between London Road and Phoenix Close, facing southeast.



Photo 119: Dropped kerbs and tactile paving at the junction between London Road and Royal Oak Close, facing southeast.

2.103 At the roundabout connecting London Road, The Causeway and Avenue La Fleche there are dropped kerbs and a pedestrian island on the northeast, southeast and southwest (Photos 120 and 121) arms of the roundabout, however, there is no crossing provision over the northwest arm (London Road/The Causeway.



Photo 120: Dropped kerbs on the southeast arm of the roundabout connecting London Road with Avenue La Fleche, facing northeast.



Photo 121: Dropped kerbs on the southwest arm of the roundabout connecting London Road with Avenue La Fleche, facing southeast.

2.104 On the northeast side of The Causeway northwest of the roundabout, the path of the footway is a consistent 1.8m wide, although does periodically widens fronting the buildings (Photo 122). On the southwest side of The Causeway, the footway is 3m wide for about 120m north of the roundabout (Photo 123). After that, it narrows to a consistent 1.8m width (Photo 124) which remains consistent for the length of the road, including as it merges into The Market Place that connects to St Mary Street, with minor variations in width fronting some buildings.



Photo 122: Footway on the north side of The Causeway, facing southeast.



Photo 123: Footway on the south side of The Causeway, north of the roundabout, facing northwest.



Photo 124: Footway on the south side of The Causeway, facing northwest.

2.105 At the junction between The Causeway and Burlands Road, there are dropped kerbs and tactile paving therefore suitable for all users (Photo 125). There are also dropped kerbs and tactile paving just north of the pedestrian connection between The Causeway and Ladds Lane (Photo 126). At the roundabout connecting the three sections of Market Place, there are pedestrian islands with dropped kerbs and tactile pacing on the south and west arms, however, the crossing on the west arm is setback from the roundabout. There is a signalised pedestrian crossing just north of the roundabout providing an additional safe crossing for pedestrians.



Photo 125: Tactile paving and dropped kerbs at the junction between The Causeway and Burlands Road, facing southeast.



Photo 126: Tactile paving and dropped kerbs just north of Ladds Lane, over The Causeway, facing west.

2.106 There is a mini roundabout that connects Market Place with St Mary Street. Following the route to St Mary Street, pedestrians would need to be travelling on the east footway as there is a guard railing on the north footway along the roundabout preventing crossings over the mini roundabout (Photo 127). There is tactile paving and dropped kerbs at the east arm of the roundabout (Photo 128).



Photo 127: Footway north of the mini roundabout connecting St Mary Street and Market Place, facing east.



Photo 128: Dropped kerbs and tactile at the east arm of the mini roundabout, facing north.

2.107 The footway on the south side of St Mary Street is 2.2m wide (Photo 129) and the footway on the north side of the road is 2m wide (Photo 130). Both footways are well-maintained and level, although there is a vehicular access that does not have any dropped kerbs or tactile paving, which could hinder those with mobility issues or pushchairs.



Photo 129: Footway on the south side of St Mary Street, facing east.



Photo 130: Footway on the north side of St Mary Street, facing west.

2.108 Although there are limited cycle facilities along the route, it is well maintained and level, subject to a 30mph speed limit, but not lightly trafficked, therefore suitable for confident cyclists.

12 - Route connecting to the Bus Station via Market Place and Lord's Lane

2.110 This section covers the route to the bus station via Market Place and Lord's Lane which is about 200m in length. The route is well overlooked as it is located in Chippenham centre where several businesses are overlooking the route. There is street lighting along the entirety of the route.

2.111 Lord's Lane is a shared surfaced carriageway that has a raised footway on the north side (Photo 131). It is a historic road that is one-way and is a very narrow road with a pinch point of 2.5m, therefore, has minimal vehicular traffic.



Photo 131: Shared carriageway along Lord's Lane, facing east.

2.112 The bus station is located at the western end of Lord's Lane where is pedestrian access (Photo 132). And at the junction between Lord's Lane and Market Place, there is a zebra crossing (Photo 133).



Photo 132: Access to the bus station from Lord's Lane, facing south.



Photo 133: Zebra crossing at the junction between Market Place and Lord's Lane, facing north.

2.113 There are footways on both sides of Market Place which are 2m wide although about 40m from Lord's Lane the carriageway becomes a shared surface but for authorised vehicles only and therefore is largely pedestrianised with shelter in the centre (Photo 134).



Photo 134: Pedestrianised section of Market Place, facing south.

2.114 Market Place connects to High Street where there is a zebra crossing (Photo 135). However, High Street is closed to motor vehicles between 9:30 to 19:30 every day.

2.115 Although there are no formal cycling facilities, this route is well-maintained and level therefore suitable for cyclists.



Photo 135: Zebra crossing over High Street, facing south.

13 - Route from the High Street to Station Hill via The Bridge and New Road

2.116 This section covers the route to the train station via High Street, The Bridge, New Road, and Station Hill. This route is 650m in length and has large amounts of natural surveillance due to its location in the centre of Chippenham. There is street lighting along the whole route.

2.117 High Street has wide footways on both sides of the road with a pinch point of 3.5m (Photo 136). As previously stated between the hours of 9:30 and 19:30 every day, High Street is closed to motor vehicles expected for authorised vehicles.



Photo 136: Footway on the northeast side of High Street, facing northwest.

2.118 There are zebra crossings located along High Street for the periods when it is open to motor vehicles, one previously mentioned at the junction with Market Place (Photo 135), another located at its centre (Photo 137) and one at the mini roundabout with The Bridge on the south arm. There is also a signalised pedestrian crossing on the west arm of the mini roundabout (Photo 138).



Photo 137: Zebra crossing located in the centre of High Street, facing west.



Photo 138: Signalised crossing at the west arm of the mini roundabout, facing south.

2.119 As High Street becomes The Bridge and New Road, there are no limitations on motor vehicles using the carriageway during the day. There are footways on both sides of the road with the east footway maintaining its wide width now about 3m, however, some stores use the footway for products (Photo 139). On the approach to Station Hill, the footway narrows to 2m. The footway on the west side of the road is 2.9m wide (Photo 140) although varies in width slightly between 2.9m and 3.1m on the approach with Station Hill.



Photo 139: Footway on the east side of The Bridge, facing north.

2.120 Located in the centre of The Bridge there is a zebra crossing, just south of the crossroads with Monkton Hill and Foghamshire (Photo 141). North of the zebra crossing there is a dedicated cycle lane for cyclists travelling northbound (Photo 140).



Photo 140: Footway on the west side of The Bridge and dedicated cycle lane of cyclists, facing south.



Photo 141: Zebra crossing along The Bridge, facing west.

2.121 There is a signalised junction between Station Hill and New Road, that has advanced stopped and cycle traffic signals (Photo 142) for cyclists and pedestrian crossings for the east and south arms (Photos 143 and 144).



Photo 142: Cyclist traffic signals on Station Hill at the junction with New Road, facing west.