

Cycle Chippenham response to REVISED plans submitted under planning application PL/2025/07726 Land North of Bath Road, Chippenham, SN14 0BJ

Proposal: Electric vehicle charging facility

February 2026

Cycle Chippenham response

In summary:

- 1. Level footway with Dutch entry kerbs required at entrance and exit on highways safety grounds**
- 2. A section 106 contribution towards off-site cycleway improvements is essential to mitigate the impact on the local highway network**

In detail

1. Level footway required at entrance/exit

While we welcome the fact that the revised proposals will maintain a continuous footway/cycleway across the entrance of the site, and have removed the 'lumpy' up-down-up-down previous proposal, the current plans are still a substantial retrograde step compared to what is there now. It also does not align with modern best practice for vehicle crossovers.

The revised plans will result in a sloped surface across the vehicular access, which is a significant retrograde step for anyone walking, wheeling, scooting or cycling across the entrance.

Sloped footways are uncomfortable for wheeled users. They can also become extremely hazardous for people walking when icy, compared to flat, level footways.

More importantly, lowering the footway will encourage higher vehicle speeds, which is not appropriate in a location so close to a nursery. A solution is required to slow vehicles entering and exiting the EV charging facility.

Requirement: As set out in our original response, best practice for continuous footway treatments is now to use [Dutch-style entrance kerbs](#), as shown in [this image from Coventry](#). This provides a level, continuous experience for people walking, wheeling, scooting, and cycling, and one that indicates to drivers that they must give way to people on the path. We'd request that the designs be tweaked to provide a level footway with Dutch entrance kerbs on either side.

2. A section 106 contribution towards off-site cycleway improvements is essential

As set out in our previous response, we feel a reasonable and proportionate section 106 contribution towards off-site cycleways is required, to mitigate the impact on the local highway network, which will of course only increase over time as more people switch to electric vehicles. It is therefore disappointing that no such contribution appears to be forthcoming.

Previous applications for this site have resulted in significant concern from the local community regarding the increased amount of traffic they will generate.

While we recognise that those coming to this site will be doing so to charge their cars, so would not be able to cycle, we do feel that a section 106 contribution towards off-site cycle improvements is essential, to mitigate the not-insignificant highways impact that this development will have.

Such a contribution, which would contribute to delivery of one or more local cycle improvement schemes identified in the Chippenham Neighbourhood Plan or Chippenham LCWIP, would help make cycling a genuine option for others who are currently driving to this area, thereby offsetting the highways impact that the proposed development will have.

ENDS