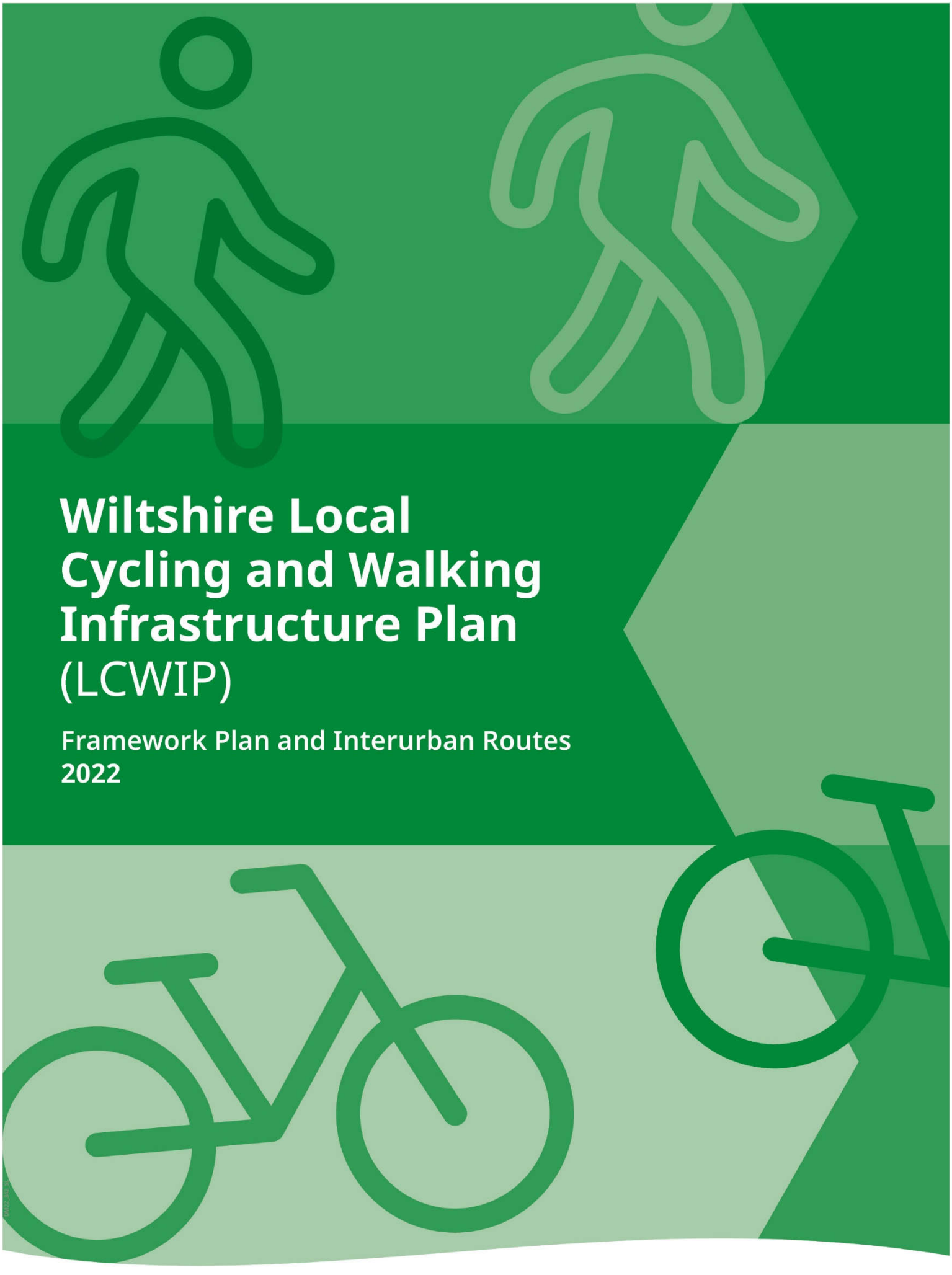
Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP)

Framework Plan and Interurban Routes 2022



Wiltshire Council

Contents

1. Introduction

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. This outline LCWIP covers overarching principles, inter-urban routes and walking routes to rail stations that will not be covered within one of the 15 urban LCWIPs. Many of the routes shown on maps in this document can also be seen in more detail at:

Wiltshire Walking and Cycling Infrastructure Routes

1.1. National policy framework

In 2017 the Department for Transport (DfT) published its first Cycling and Walking Investment Strategy[1]. This Strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. Specifically, it sets out the following aims and targets to 2025:

- to aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and to work towards developing the evidence base over the next year
- to aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and to work towards developing the evidence base over the next year
- to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025

In 2020 the Government published '*Gear Change: A bold vision for cycling and walking*'[2]. This explains that "physically segregated bike tracks on main roads, including at junctions, are the most important thing we can do to promote cycle use. They give people the confidence to cycle and dramatically increase the numbers of people cycling."

As the Prime Minister sets out in the foreword to Gear Change:

> *"I know not everyone can cycle, which is why we're investing billions in roads, buses and railways too – but many more of us can and should. Vast numbers of car journeys are very short and could easily be travelled by bicycle. People often think that encouraging bikes and walking causes congestion – but it doesn't, if you do it properly, and make the kind of changes we are proposing to streets to improve walking and cycling accessibility."*

Gear Change set out the key objective for Active Travel in England:

"to see a future where half of all journeys in towns and cities are cycled or walked."

[1] https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy
[2] https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england

The government published '*Decarbonising Transport A Better Greener Britain'* in 2021[3]. This set out new targets to increase cycling and walking:

- to deliver the Prime Minister's bold vision for cycling and walking investing £2 billion over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030
- to deliver a world class cycling and walking network in England by 2040
- to improve rail journey connectivity with walking, cycling and other modes of transport

As the plan sets out: "as we build back greener and better from COVID-19, we will make our economy more sustainable and resilient, and design in measures to deliver cleaner air and cut congestion. We have seen an increase in cycling and walking as a result of the pandemic and want to further embed and encourage more sustainable travel habits".

The plan also highlights that nearly a third of UK children and over 60% of UK adults are overweight or obese, resulting in direct costs to the NHS of over £6 billion a year and wider costs estimated at over £27 billion[4]. Apart from obesity, inactivity can also contribute to many other illnesses such as cancer and mental health issues.

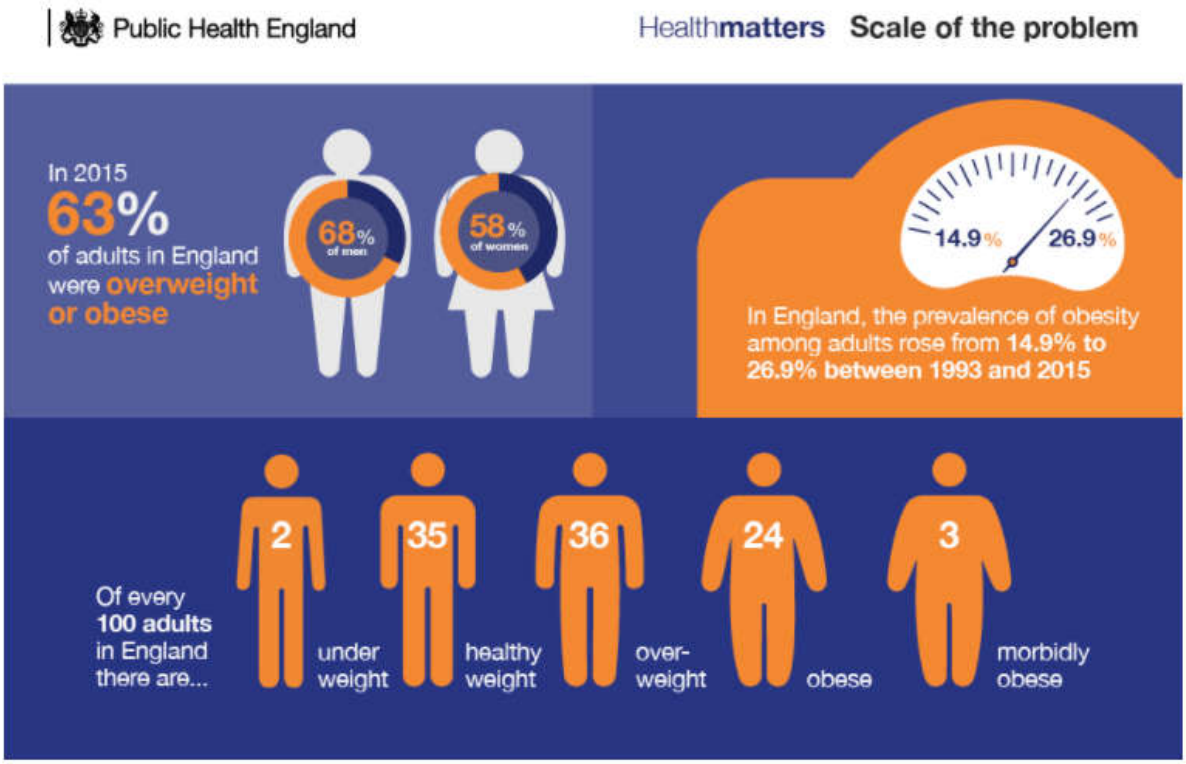


fig. 1 Obesity: the scale of the problem (Public Health England)

[3] https://www.gov.uk/government/publications/transport-decarbonisation-plan
[4] Public Health England (2017). Health matters: obesity and the food environment (online). https://www.gov.uk/government/publications/health-matters-obesity-and-the-food-environment/health-matters-obesity-and-the-food-environment--2

People in the UK are around 20% less active now than in the 1960s. If current trends continue, we will be 35% less active by 2030[5]. The potential for improving health and reducing health care costs through increased active travel (i.e. walking or cycling as a means of transport) is enormous. As the Health Foundation[6] sets out, the majority of this improvement (around 80%) is likely to be from those aged 50 to 74.

Active travel is a particularly effective way of meeting physical activity targets. Once a person forms a habit of travelling by cycling or walking, that habit is likely to remain. By building active travel into everyday habits, this form of exercise can be easier to maintain than ad-hoc physical activity.

Source: Public Health England

The national guidelines for the amount of time those aged 19 to 64 should undertake physical activity varies with the nature of the exercise but the most commonly used guideline is at least 150 minutes of moderate aerobic activity such as cycling or brisk walking every week[7]. According to Sports England's Active People Survey[8], 60% of adults in Wiltshire manage at least the recommended amount of physical activity, yet 260,111 (65.8%) of adults are estimated to be overweight or obese in Wiltshire.

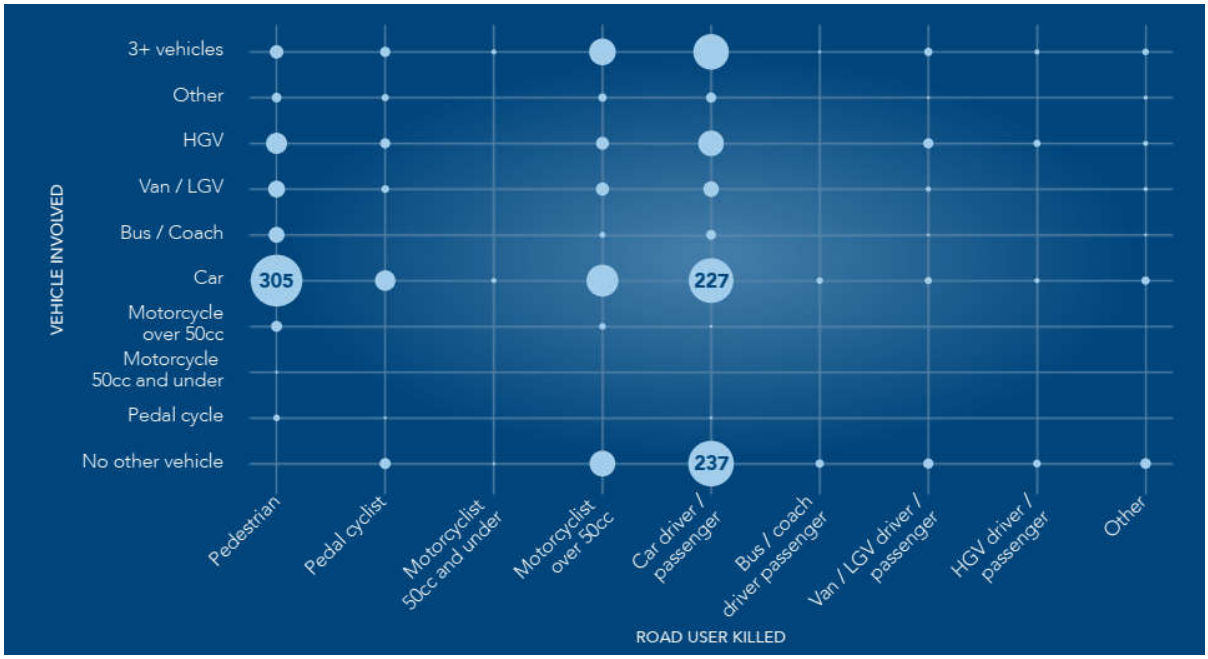
According to DfT's travel survey, in 2018/19, 87% of people in Wiltshire walk or cycle for any purpose at least once per month, and 39.6% walk or cycle at least five times per week. In order to

[5] https://www.gov.uk/government/publications/health-matters-getting-every-adult-active-every-day/health-matters-getting-every-adult-active-every-day; Physical activity: applying All Our Health - GOV.UK (www.gov.uk)
[6] https://www.health.org.uk/publications/long-reads/how-transport-offers-a-route-to-better-health
[7] www.nhs.uk/Livewell/fitness/Pages/physical-activity-guidelines-for-adults.aspx
[8] http://www.sportengland.org/research

encourage more people to cycle and walk, the evidence and government policy are clear: we must provide better, safer infrastructure to encourage modal shift.

As shown in *fig*. 2, motor traffic is the biggest risk factor for people who walk and cycle.

fig. 2 Total deaths by mode of transport involved



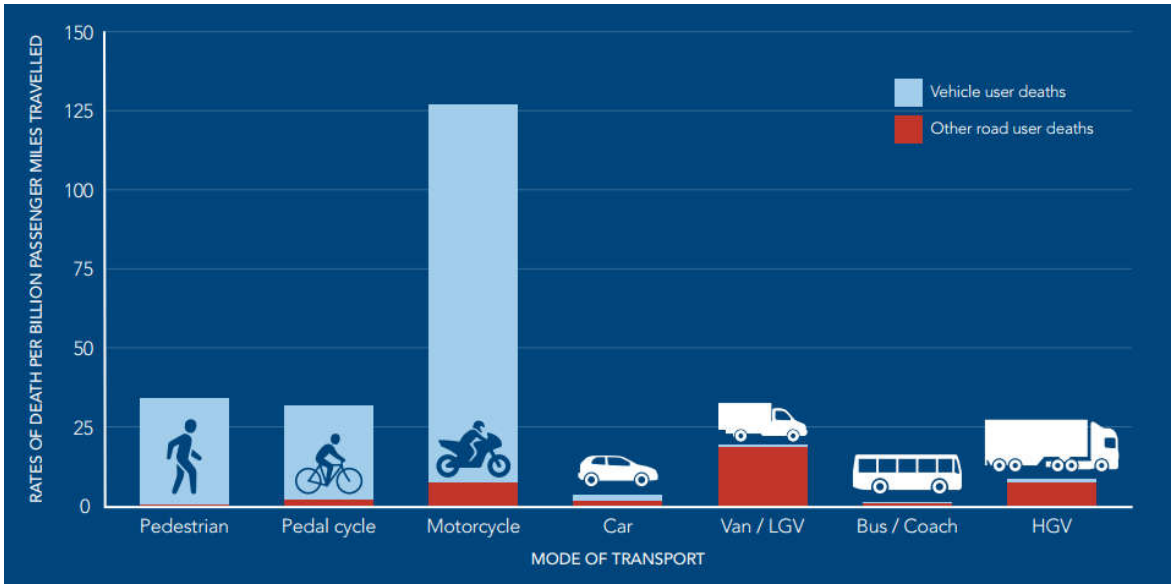
Source: Parliamentary Advisory Committee on Road Safety/Road deaths in Great Britain in 2019 (DfT)

As shown in *fig*. 3, people who walk and cycle suffer from a similar degree of risk per mile travelled.

The health benefits of cycling are thought to outweigh the injury risks by a factor of around 20:1[9] (life years gained due to the benefits of cycling v the life-years lost through injuries), although estimates vary from 13:1 to 415:1.

[9] De Hartog, J (*et al*.) *Do the Health Benefits Of Cycling Outweigh The Risks?* 2011. www.ncbi.nlm.nih.gov/pubmed/20587380
Woodcock, J. *Public Health Benefits of Strategies to Reduce Greenhouse-Gas Emissions: Urban Land Transport* 2009. www.ncbi.nlm.nih.gov/pmc/articles/PMC2920084/table/t6-ehp.0901747/ www.thelancet.com/journals/lancet/article/PIIS0140-6736%2809%2961714-1/fulltext
Rabl A. & de Nazell A. *Benefits of shift from car to active transport.* Published in Transport Policy, 19 (2012) 121–131.
http://www.sciencedirect.com/science/article/pii/S0967070X11001119
David Rojas-Rueda. *The Health Risks and Benefits of Cycling in Urban Environments Compared with Car Use: Health Impact*
Assessment Study. 2011. www.bmj.com/content/343/bmj.d4521; http://www.bmj.com/content/343/bmj.d4521#T2

fig. 3 Total deaths involved in each mode of transport by distance



Source: Parliamentary Advisory Committee on Road Safety/Road deaths in Great Britain in 2019 (DfT)

As well as directly improving our health and tackling climate change, active travel has numerous other benefits, as set out in *fig*. 4. The economic benefits from tourism are particularly relevant to Wiltshire with its many protected landscapes and archaeological features offering huge potential for improved cycle and e-cycle touring.

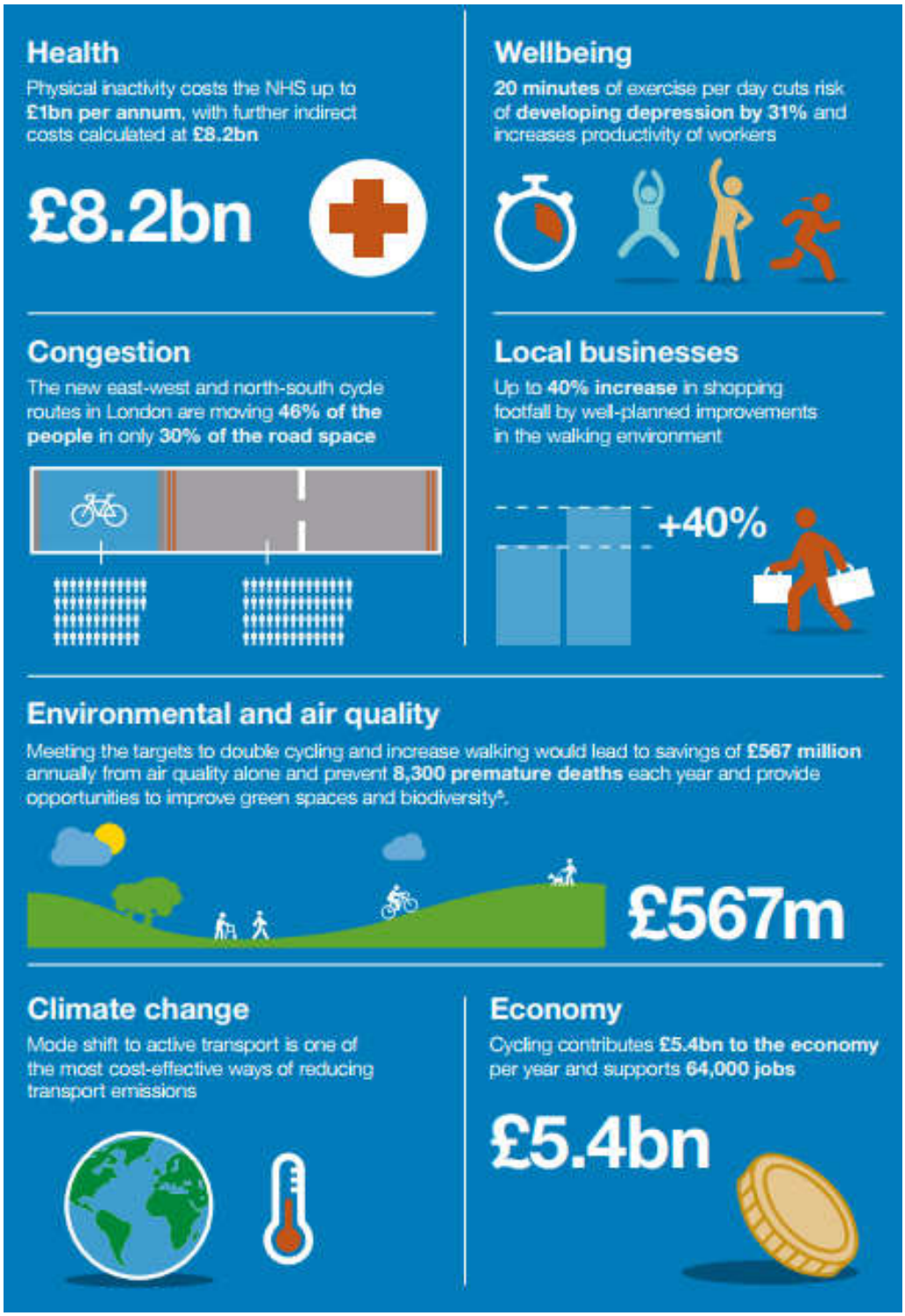
Sustrans estimates that £650 million is contributed to the UK economy each year by leisure and tourism cycling on the National Cycle Network[10]. There are 1.23 million trips per year with an average spend of £360 per trip or £46.75 per day[11]. A study by DfT showed that cycle tourists spend around 9% more per trip than the average visitor: cyclists can carry a limited amount so they shop more locally and frequently[12]

Visit Britain forecasts that the cycle tourism sector is set to grow[13]. In the UK, around 3% of the population cycle on holiday, while in Germany it is around 25%.[14]

In England, cycling trips on traffic-free paths are more likely to generate expenditure than trips on roads[15]. There are many case studies showing that developing high quality traffic-free cycle routes has substantial local benefits. For example, monitoring of the 7.5 mile North Dorset Trailway revealed that, on average, local business owners indicated that over 10% of their gross revenue was directly attributed to trailway users, and that some increase in gross revenue was because of their proximity to the trailway [16]. In Cornwall, approximately £6.7m was spent by users of the Camel Trail – a 17 mile disused railway line. In total it generated approximately £13m of business turnover and supported around 260 jobs[17].

[10] Sustrans (2015) *Economic impact of the National Cycle Network* https://scate.org.uk/wp-content/uploads/2015/08/Economic_impact_of_the_National_Cycle_Network_v2.1_long.pdf
[11] Weston, R., Davies, N., Lumsdon, L. and McGrath, P. (2012) *The European Cycle Route Network: EuroVelo Study* European Parliament, https://ecf.com/sites/ecf.com/files/studiesdownload_0.pdf
[12] Rajé, F. & Saffrey, A. (2016) *The Value of Cycling* Department for Transport https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf
[13] VisitBritain (2019) *The Great Britain Day Visitor 2018 Annual Report* https://www.visitbritain.org/sites/default/files/vb-corporate/gbdvs_2018_annual_report.pdf
[14] Cycling UK (2020) *Economic Benefits of Cycle Tourism* https://www.activetravel.org.uk/evidence/
[15] Natural England (2014) *Monitoring of Engagement with the Natural Environment survey 2009-2013: Expenditure analysis*
[16] *North Dorset Trailway Impact Analysis of the North Dorset Trailway 2012*, Prepared by the Market Research Group at Bournemouth University
[17] Cornwall Council (2019) *HE Designated Funds Cycling Safety and integration (CSI) Saints Multi user Trails* https://www.cornwall.gov.uk/media/42209983/21-november-2019-presentation-saints-trails-update.pdf

fig. 4 The benefits of walking and cycling (Dft, 2020)



As DfT states in Local Transport Note 1/20 (TN1/20), for many people, a cycle is a mobility aid that helps them get around or carry items or passengers. This does not have to be a specially-adapted cycle – it may simply be a conventional cycle that enables them to travel when they cannot drive, or walk very far, due to a health condition or disability. Data collected by Transport for London found that the proportion of disabled Londoners who sometimes use a cycle to get around (15%) is only slightly less than for non-disabled Londoners (18%), demonstrating that cycling is an important mode of transport for everyone[18].

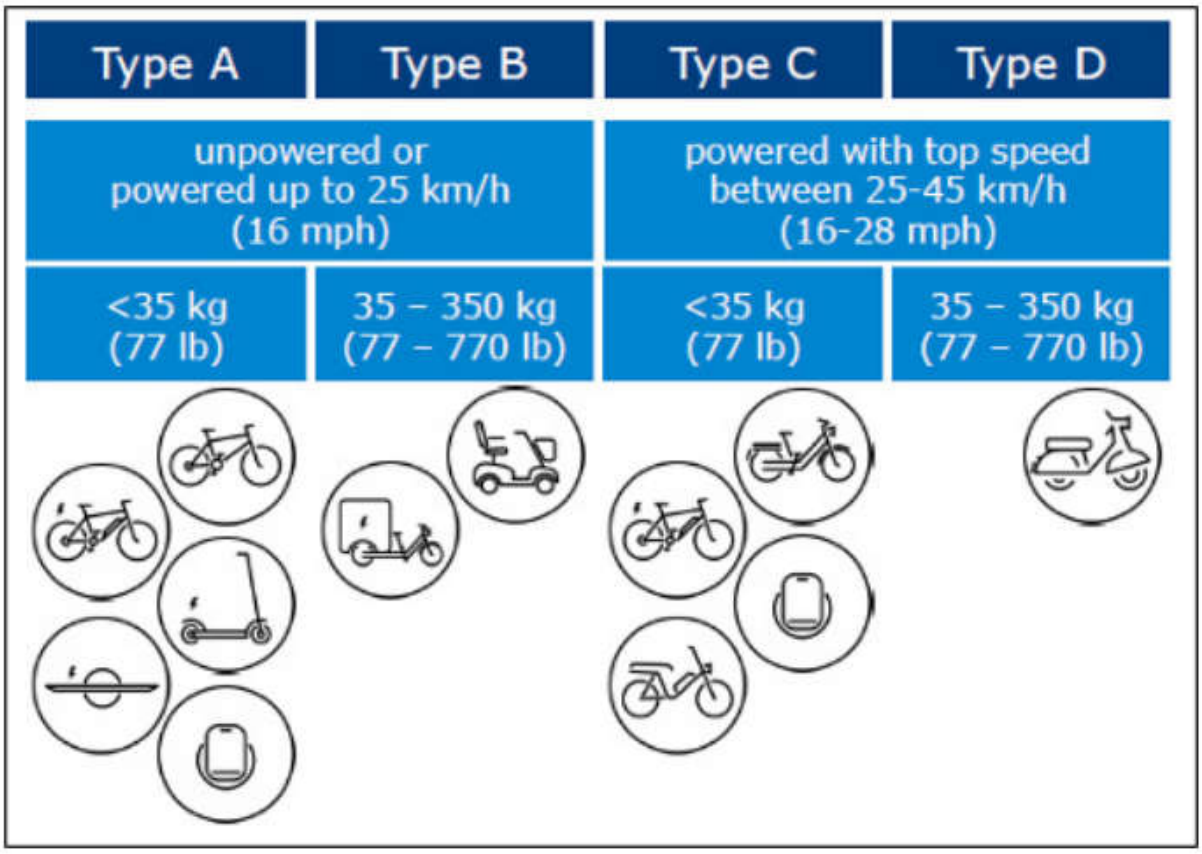
In general, disabled people make less trips than non-disabled people. In 2020, 53% of trips by disabled people in England were made by car while 61% of trips by non-disabled people were made by car. Disabled people are more likely to be a car passenger and more likely to use buses than non-disabled people.

fig. 5 Mode of travel by age and disability status (DfT,2020)

[18] Wheels for Wellbeing, Guide to Inclusive Cycling, 2017

We are also beginning to see the increasing use of 'micromobility' vehicles such as electric scooters (e-scooters), electric bikes (e-bikes) and an increasingly wide range of mobility scooters. Some emerging definitions of these vehicles are set out in *fig.s* 5 and 6.

fig. 6 Proposed micromobility definition and classification



Source: Safe Micromobility, International Transport Forum, 2020

Some of these vehicles are not currently legal to use on the highway. E-scooters, for example, may only be used as part of a government approved hire-scheme trial. Type A and Type B vehicles in *fig*. 5 are expected to be suitable for use in cycle lanes and tracks.

According to the Research Institute for Consumer Affairs (2014)[19], there is a lack of reliable data on the size of the mobility scooter market, but it is thought to be growing at 5-10% per year. Their "best estimates" put the number of units sold annually in 2014 at approximately 80,000 and the total number of UK users at approximately 300-350,000. In a survey they carried out, 53% of mobility scooter users were under 65 years old, 45% of respondents travelled on roads, and all users travelled on footways.

[19] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/877222/Rica_Mobility_scooter_market_study_final.pdf

fig. 7 Types of powered micromobility vehicles

	Powered bicycle 	Powered standing scooter 	Powered seated scooter 	Powered self-balancing board 	Powered non-self-balancing board	Powered skates 
Centre columns	Y	Y	Y	Possible	N	N
Seat	Y	N	Y	N	N	N
Operable pedals	Y	N	N	N	N	N
Floorboard/ Foot pegs	Possible	Y	Y	Y	Y	Y
Self-balancing[1]	N	N	N	Y	N	Possible

All vehicles designed for one person, except those specifically designed to accommodate additional passenger(s).
[1]Self-balancing refers to dynamic stabilisation achieved via a combination of sensors and gyroscopes contained in/on the vehicle.

Source: Taxonomy & Classification of Powered Micromobility Vehicles (SAE J3194), SAE International, 2019

As well as improving health and accessibility, improving walking and cycle infrastructure offers Wiltshire the opportunity to create more pleasant urban centres and tourist routes, helping to revitalise the economy and create a more pleasant living environment.

1.2. The LCWIP process

LCWIPs provide a new strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period.

DfT have published a technical guidance document which outlines the process for Local Authorities producing LCWIPs. This document has been used to guide the development of the Wiltshire LCWIP and can be accessed at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

The key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

Wiltshire Council has already identified 15 Town Cycle Network Plans published in its third Local Transport Plan 2011-2026 (LTP3) which set out a long-term approach to improving cycling infrastructure in all its market towns and the city of Salisbury. The draft Salisbury LCWIP refreshes and replaces the Salisbury Town Cycle Network and adds a long-term approach to improving the walking network in the city centre. Network Plans for interurban routes are set out in this document, while further town LCWIPs will be published as resources allow, starting with LCWIPs for Chippenham and Trowbridge in 2022.

The LCWIP process consists of six stages as shown in *fig*. 8. This document sets out the scope of Wiltshire's LCWIP, along with evidence about inter-urban cycle routes and some proposed schemes associated with those routes. Individual LCWIPs for the Principal Settlements and Market Towns will set out the evidence and network planning stages in more detail. This document also covers walking routes to rail stations that will not be covered by the individual urban LCWIPs. Information gathering has been included in the sections on network planning in this document.

fig. 8 LCWIP stages

Stage 1: Determining Scope Geographical extent, governance and timescales
Stage 2: Information Gathering Identify existing patterns and potential new journeys
Stage 3: Network Planning for Cycling Identify origins, destinations and cycle flows. Convert into a network of routes and determine the types of improvement required.
Stage 4: Network Planning for Walking Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
Stage 5 Prioritising Improvements Develop a phased plan for future investments
Stage 6: Integration and Application Integrate outputs into current policies and strategies

Source: DfT Local Transport Note 1/20 (LTN 1/20)[20]

It is important to move away from a culture where the car is the dominant mode of transport towards one where the car is one transport choice within a range of realistic travel options. As the government says, we want to make walking and cycling the natural first choice for all who can take them. Wiltshire's LCWIP will enable this.

The Framework Wiltshire LCWIP and the individual area LCWIPs will be overseen by Wiltshire Council's Active Travel Steering Group which includes the Director of Highways and Environment (the Senior Responsible Owner for delivery) and the Cabinet Member for Transport, Waste, Streetscene and Flooding. The LCWIP will ultimately be approved in accordance with the Council's constitution as part of the forthcoming Local Transport Plan (LTP4).

[20] https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

1.3. Local Policy Framework

Wiltshire's third Local Transport Plan (2011-2026)[21] sets out the council's objectives, plans and indicators for transport in Wiltshire. Wiltshire's fourth Local Transport Plan is in the early stages of preparation and will align with the timescale of the timescale of the emerging Local Plan 2036.

The LTP3 Cycling Strategy (2013) sets out the council's aspiration to provide a sympathetically designed, high quality and well-maintained network of cycle routes in Wiltshire's principal settlements and market towns, and where appropriate, between the principal settlements/market towns and to national cycle routes. It also sets out some design guidance and a commitment to draw on best practice design guidance. This design guidance is now superseded by LTN 1/20 design standards and other more recent best practice. The council's approach to design is set out in *Wiltshire Active Travel Infrastructure Design Guide* and the Wiltshire A*ctive Travel Parking Standards* documents.

Several of Wiltshire's principal settlements and market towns have local transport strategies developed. This includes:

- The Chippenham Transport Strategy
- The Devizes Transport Strategy
- The Salisbury Transport Strategy
- The Trowbridge Transport Strategy

The Wiltshire Core Strategy Development Plan[22] was adopted on 20th January 2015. The plan provides an overarching planning policy framework for Wiltshire for the period up to 2026. The council is currently reviewing the Core Strategy in order to accommodate development up to 2036[23]. This process will allocate new sites for housing and employment, as well as updating the council's planning policy framework.

A number of other strategies have been taken account of in the development of the LCWIP and should align with it, including:

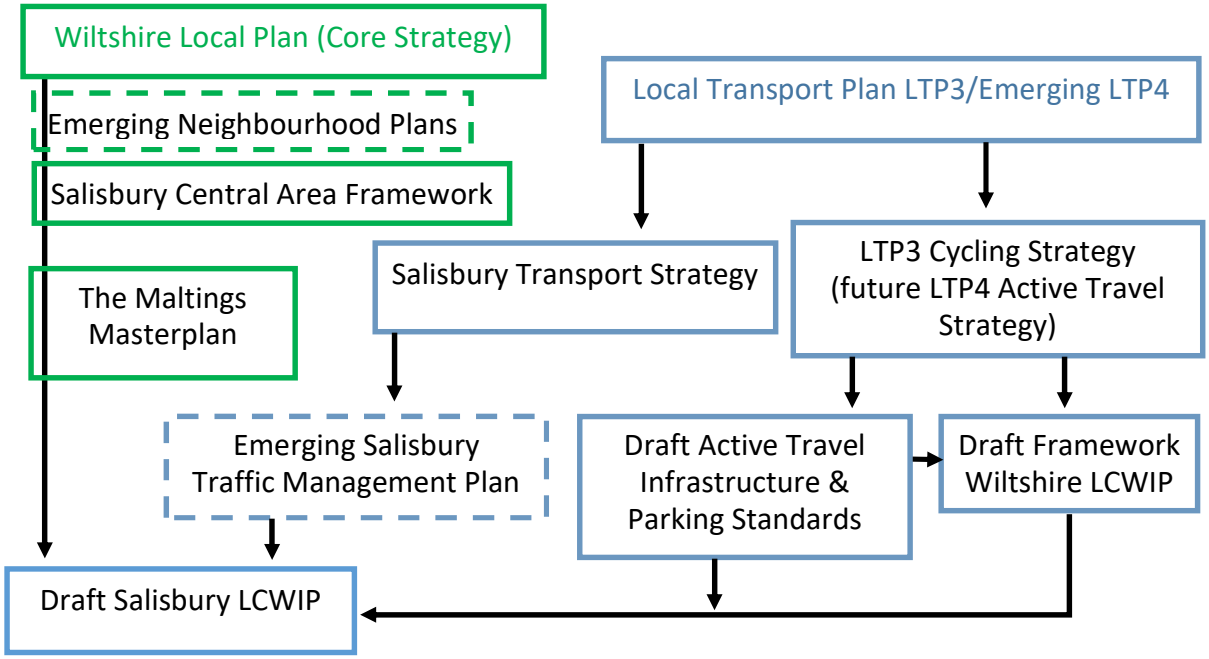
- Wiltshire Countryside Access Improvement Plan 2015 - 2025
- Wiltshire Green and Blue Infrastructure Strategy
- Wiltshire Mental Health and Wellbeing Strategy 2014 – 2021
- Wiltshire Health and Wellbeing Strategy 2019-2022
- Air Quality Strategy for Wiltshire 2019 – 2024
- Wiltshire's Climate Change Strategy 2022 – 2027

The policy framework will be more fully set out in the LTP4 Cycling Strategy.

Using Salisbury as an example, *fig*. 8 sets out how the core strategy, transport strategies and other local policy documents fit together with the local and Wiltshire LCWIPs.

[21] Third Local Transport Plan | Wiltshire Council
[22] https://www.wiltshire.gov.uk/planning-policy-core-strategy
[23] https://www.wiltshire.gov.uk/planning-policy

fig. 9 The policy framework for the Wiltshire LCWIP and Salisbury LCWIP



1.3.1. Wiltshire Health and Wellbeing Strategy 2019-2022

This shared strategy aims to improve the health and wellbeing of the local population and reduce inequalities. Wiltshire Council is an important partner and is required to embed the priorities of the strategy across delivery plans. The Health and Wellbeing Board hold organisations to account for their actions towards achieving the objectives in the strategy. The two strategic objectives that are relevant and need to be considered when designing schemes are Prevention and Tackling inequalities.

Tackling inequalities and improving health and wellbeing can be achieved through encouraging, educating and supporting people to take responsibility to improve and maintain their own health. Although this can only happen if the schemes on offer are well designed, of good quality, safe, readily accessible, promoted and supported across the population of Wiltshire. The cycling and walking schemes within the Framework LCWIP and individual area LCWIPs provide opportunities for the public to be active, helping to improve both their physical and mental health.

It is important that the Local Transport Plan and LCWIPs tackle health inequality, aid prevention of ill health and wellbeing, by enabling local accessibility and opportunities for active travel.

1.3.2. Wiltshire Climate Strategy 2022 - 2027

Wiltshire Council's Climate Strategy sets out objectives for:

- Wiltshire Council to be a carbon-neutral organisation by 2030
- Wiltshire to be carbon neutral by 2030
- Wiltshire to be resilient to the impacts of climate change

One of the key principles of this strategy is to deliver co-benefits – where action to tackle carbon emissions also yields health or financial benefits, such as air quality and physical exercise benefits from walking and cycling.

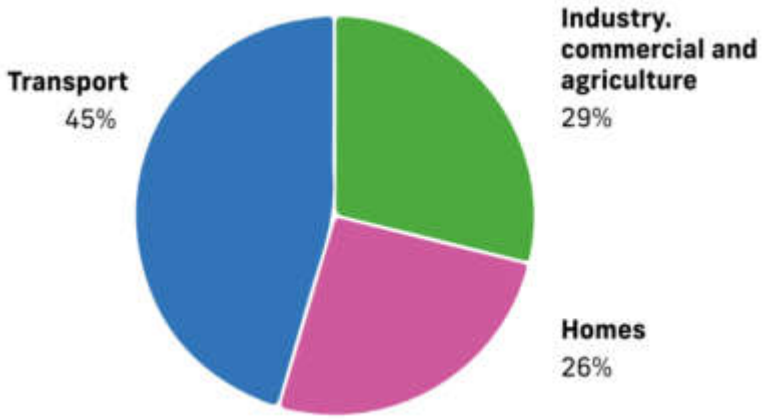


fig. 10 Wiltshire's climate emissions by source (BEIS data 2019)

The strategy sets out the relevant local objectives:

- to achieve a transport system in Wiltshire that has zero carbon emissions, acknowledging the different solutions for our towns and city versus rural villages.
- to create the infrastructure for increased walking, cycling, shared and public transport and use of alternative fuels, including electric vehicle charging points.
- to achieve high-quality public transport and transport hubs that offer a pleasant and convenient way to get around, and seamless combined journeys.

A zero carbon mobility and transport system will entail a shift to more sustainable modes of transport – achieving mobility and accessibility though public transport, and walking and cycling in our towns and city. The Framework Wiltshire LCWIP and the individual area LCWIPs will help enable this.

Quick progress is essential, so we will need to act across all areas of focus simultaneously:- shifting to active travel, using public transport and zero carbon vehicles.

1.3.3. Wiltshire Council Business Plan 2022-2030

The Wiltshire LCWIP and individual town LCWIPs contribute to all priority areas of Wiltshire's Business Plan 2022 – 2030:

Empowered People

We get the best start in life

We aim to:

- Provide opportunities for young people to be involved in positive activities.
- Improve the overall health of our children
- Empower a cycle of positive change for young people that inspires engagement, skills development, cultural awareness, educational achievement, wellbeing, physical and mental health.

We shall:

- Continue to run a successful Healthy Schools programme.
- Implement opportunities for all young people to engage in wider society and the council.

We stay active

We aim to:

- Help the people of Wiltshire to increase their activity levels and improve their health.
- Tackle health inequalities across Wiltshire.
- Help more residents to prioritise and optimise their health and mental health.

We shall:

- Implement alignment of the council's work to public health priorities to empower healthy and safe behaviours. This will include integrating public health outcomes with the priorities of area boards.
- Implement more sporting and physical activity opportunities in communities by supporting local communities to improve and add to their local facilities.

We are safe

We aim to:

- Help people adopt healthy behaviours with a focus on mental health and substance misuse
- Support our partners in reducing the number of people killed or who are seriously injured on Wiltshire's roads.

We shall:

- Continue to provide education and engineering solutions to improve road safety, promoting the use of speed indicator devices, community speed watch and 20mph limits where communities want them

Resilient Society

We live well together

We aim to:

- Allow people with poor mental health more opportunity to recover within their community.
  Improve health outcomes for Wiltshire's diverse communities, including our Gypsy, Roma, Traveller and Boater communities.
- Help deliver opportunities for people to manage their own mental and physical health in community activities.
- Strengthen Wiltshire's economy.

We shall:

- Continue to support the integration and alignment of military and civilian communities and services.

We ensure decisions are evidence-based

We aim to:

- Ensure an open and transparent approach to decision making.
- Communicate with communities in a way that promotes constructive discussion, tailored to the community's needs and developing better solutions to these
- Assist parish councils with the knowledge and skills to inform planning decisions that affect their communities.
- Provide data and information to communities to support them with making the best decisions for themselves.

We shall:

- Continue to ensure that children and young people are at the heart of service development and are involved in the decisions that affect them.
- Continue to communicate with all of our communities, including those who are harder to reach.
- Continue to support communities to produce and ratify their neighbourhood plans.
- Implement increased engagement and intelligence sharing with residents, partners and wider communities

We have the right housing

We aim to:

- Build the highest quality affordable housing with the lowest viable carbon footprint.
- Deliver a planning system that supports swift, evidence-based decisions and encourages the development we want to see.
- Ensure that the needs of communities, businesses and the environment are balanced through robust use of the Local Plan

We shall:

- Implement an updated Local Plan as an effective policy framework for the sustainable growth of Wiltshire, that addresses the strategic needs of the county

Thriving Economy

We have vibrant, well-connected communities

We aim to:

- Shape our communities sustainably through a robust Local Plan.
- Deliver infrastructure to enable local communities to live, work and play locally, businesses to invest and everyone to take responsibility for the environment.
- Make the best use of council-owned assets for the benefit of communities, including transferring those assets to communities where appropriate.
- Help create and support vibrant town centres.
- Attract investment into Wiltshire's communities.
- Help build an efficient and effective transport network, including viable alternatives to the car.
- Support local business and increase the proportion of Wiltshire's wealth that is spent in the local economy.
- Provide safe and reliable home to school transport.

We shall:

- Continue to support communities to live safely.
- Continue to deliver capital investment as part of a strategic approach to placemaking, working with partners in public and private sectors and optimising the use of assets in council and public ownership.
- Continue to promote new train stations in Devizes, Wilton and Corsham.
- Implement investment in cycle routes, as part of a strategic solution aimed at connecting all our communities.
- Implement major road programmes to reduce congestion and air pollution, and explore solutions to issues at J17 M4, Salisbury, Melksham and Westbury.
- Implement new Local Plans and Local Transport Plans

Sustainable Environment

We take responsibility for the environment

We aim to:

- Enable everyone to have access to cleaner air.
- Improve and protect biodiversity.
- Ensure access to the natural environment for as many as possible.

We shall:

- Continue to work with partners to protect and enhance our historic and natural landscapes within the World Heritage Site, National Parks and Areas of Outstanding Natural Beauty. Continue to protect key archaeological sites while delivering essential infrastructure.
- Continue to promote and encourage sustainable sympathetic development.
- Implement long-term plans to support and enhance strategic waterways and green corridors.

We are on the path to carbon neutral (net zero)

We aim to:

- Become a Carbon neutral organisation by 2030.
- Assist the county to have a smaller carbon footprint.
- Support decarbonisation of existing transport and increased use of public transport options as well as walking and cycling.
- Prepare the county for the impact of climate change.
- Invest in assets to support our lowering carbon output

We shall:

- Monitor and manage the sustainable use of all council land.
- Promotion of behaviour change in communities, to speed up carbon reduction.
  A strategic plan across all the council's services to reduce carbon output
- A new Local Transport Plan.
- A walking and cycling strategy.

2. Wiltshire LCWIP scope

Wiltshire's LCWIP covers utility walking and cycling i.e. where the purpose of cycling and walking is as a means of transport to reach a destination. It does not cover most leisure walking and cycling i.e. where the entire purpose of the trip is for fitness, sport or leisure without any transport function. These trips may often take place on unsurfaced routes which are not highway and are addressed through other policies such as Wiltshire Council's Countryside Access Improvement Plan. There is a degree of overlap and alignment with these other policies. The LCWIP does include key cycle tourism routes, where such tourism occurs on highway along quiet streets and traffic free paths, which may include day trips, cycling as an activity while on holiday, or cycle-touring. These tourist routes are highly likely to have some utility function. The LCWIP does not include off-road i.e. mountain bike tourism, although there is overlap and alignment with this sector.

2.1. Wiltshire

As set out in the emerging LTP4 refresh evidence base (2019), Wiltshire is a unitary authority which covers the county of Wiltshire excluding Swindon. It is a predominantly rural and an affluent county, which includes high quality landscapes, the World Heritage Site (WHS) of Avebury and Stonehenge, and three designated areas of outstanding natural beauty (AONBs) in the north west, central and south west of the county (Cotswold, Cranborne Chase and North Wessex Downs). It's main towns and cities are densely populated, with over half of Wiltshire residents living in urban areas.

As set out in the Swindon and Wiltshire Local Economic Partnership (LEP) Local Economic Assessment (2020), the northern and western side of Wiltshire is characterised by a relatively dense pattern of small market towns, which straddle trunk road corridors. This includes Bradford on Avon, Chippenham, Corsham, Melksham, Trowbridge, Westbury, and Warminster. The area has strong links with Swindon, Bath and Bristol, and includes an important agglomeration of economic activity around the A350 and A361.

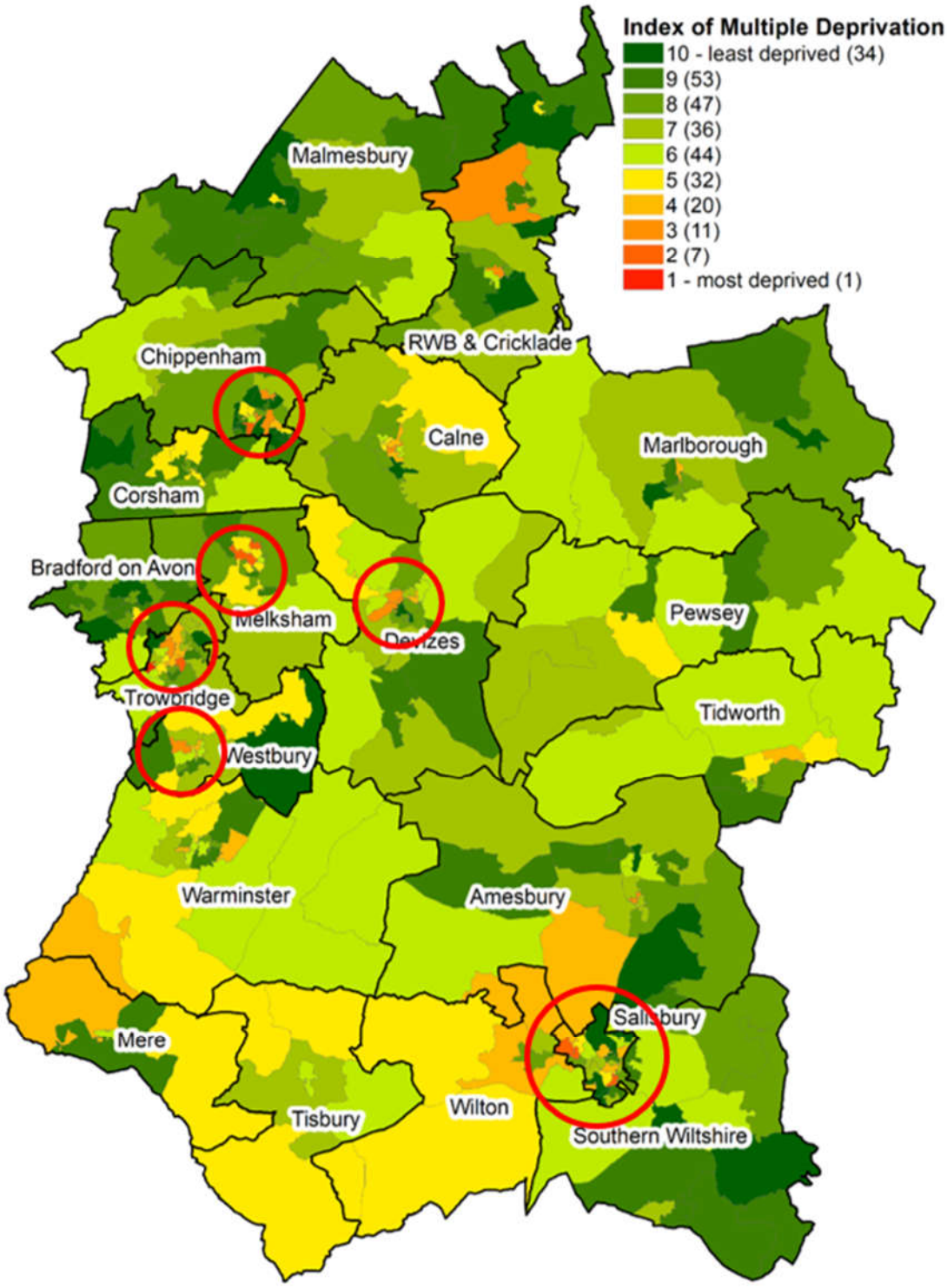
The central area of Wiltshire is dominated by large expanses of rural land, punctuated by Calne, Devizes and Marlborough. Land based sectors play a significant role, as does the area's natural capital, which is a significant tourism asset.

The southern portion of Wiltshire is home to the important commercial centres of Salisbury and Amesbury which serve large rural hinterlands. Both have economic links to neighbouring local authorities, including Dorset and Hampshire. The nationally significant Life Sciences cluster centred around Porton sits between Amesbury and Salisbury.

The majority of Wiltshire residents work within the county, though the most common out-commuting trips are to Swindon, Bath and North East Somerset and Test Valley. Jobs in financial and business services, education and health and construction are all forecast to increase for the period until 2036, though manufacturing, primary industries and utilities are all expected to experience a decrease in jobs.

Household growth is expected to increase by up to 25% in Trowbridge, Warminster and Chippenham by 2036. This will be required to meet the demands of anticipated population growth. By 2036 it is projected that the Wiltshire population will have grown by approximately 9% from the 2017 population estimates. By 2043 it is projected that the Wiltshire population will have grown by approximately 10% from the 2020 population estimates.

fig. 11 Indices of Multiple Deprivation in Wiltshire (LSOA)



Source: https://www.gov.uk/guidance/english-indices-of-deprivation-2019-mapping-resources

The most deprived areas in Wiltshire

Lower Super Output Area (LSOA)	2019 IMD decile	2015 IMD decile
Trowbridge John of Gaunt - Studley Green	1 (most deprived)	1 (most deprived)
Chippenham Queens - east	2	2
Melksham North - south west	2	2
Trowbridge Drynham - Lower Studley	2	2
Melksham North - north east	2	2
Salisbury Bemerton - west	2	2
Salisbury Bemerton - south	2	2
Salisbury St Martin - central	2	2
Westbury Ham - west	3	2
Calne Abberd - south	3	2
Trowbridge Adcroft - Seymour	3	2
Chippenham Hill Rise - north west	3	2
Wootton Bassett North - central	3	3
Devizes North - east	3	3
Chippenham Audley - south	3	3
Purton south & Braydon	3	3
Devizes South - west	3	3
Amesbury East - north central	3	3
Chippenham Avon - east	3	3
Trowbridge Drynham - central	4	3
Devizes East - central	4	3
Warminster East - Boreham	4	4
Salisbury Bemerton - north	4	4
Westbury Ham - central	4	3
Ludgershall north	4	4
Salisbury St Edmund - south	4	4
Salisbury Bishopdown - south	4	5
Trowbridge Park - central	4	4
Wilton rural & Quidhampton	4	4
Calne Abberd - north	4	4
Zeals (part), Maiden Bradley, Kilmington & Stourton	4	4
Trowbridge Adcroft - Canal Road	4	4
Marlborough East - north	4	4
South Newton, Great Wishford, Durnford & Woodfords	4	5
Chippenham London Road - west	4	4
Warminster West - south central	4	5
Calne Priestley - south west	4	5
Salisbury Harnham West - south	4	4
Salisbury St Mark - west	4	4

Wiltshire has a significant ageing population and it is forecast to experience a drop of 1% of people aged 25-59 years old and an increase of 38% in people aged over 60 years old by 2043[24].

15% of Wiltshire households do not have access to a car or a van, rising to 54% of households in the lowest income quintile. Car ownership tends to be lowest in the urban areas of Wiltshire, particularly the principal settlements: Chippenham, Salisbury and Trowbridge. These urban areas of lower car ownership tend to correlate with areas of higher deprivation and high dependency on walking, cycling and public transport for access to services. In general, there is more opportunity for people to switch some of their trips away from the private car in urban areas where services, employment and education are within closer proximity to residences.

Following the Covid pandemic, it is unclear what the effects of increased homeworking might be on overall commuting patterns, where people choose to live in relation to their workplace, and where employers choose to locate their sites. Retail is undergoing a major shift with the rise of online shopping and shifts in consumer preferences. To some extent, trip patterns will be influenced by what policies are put in place to restrain or encourage different trends. However, it is likely that improving local walking and cycling accessibility will enable communities to be more resilient and adaptable to different possible futures.

2.2. Cycling and walking purposes and distances

There are many ways of categorising different types of cyclist. There is usually overlap between different categories, and people may fit into different categories for different trips that they make.

Wiltshire Council uses the following definitions[25]:

- Utility cycling. People who cycle as a means of transport, including:
    - Commuters. These people usually cycle several times a week and wish to use the most direct route possible.
    - Rail commuters. These people may cycle from home to the station and/or from the station to their place of work. They may use folding bikes which are slower than full size cycles.
    - Utility cycle-hire users, particularly those cycling from a rail station to a place of work.
    - Education and escort education. These people usually cycle several times a week and wish to use the most direct route possible. They are more likely to include vulnerable child cyclists, cycle trailers carrying children, or child seats on cycles.
    - Shoppers. These trips are less frequent and people may use large panniers or trailers.

[24] https://www.ons.gov.uk mid-2020 population estimates
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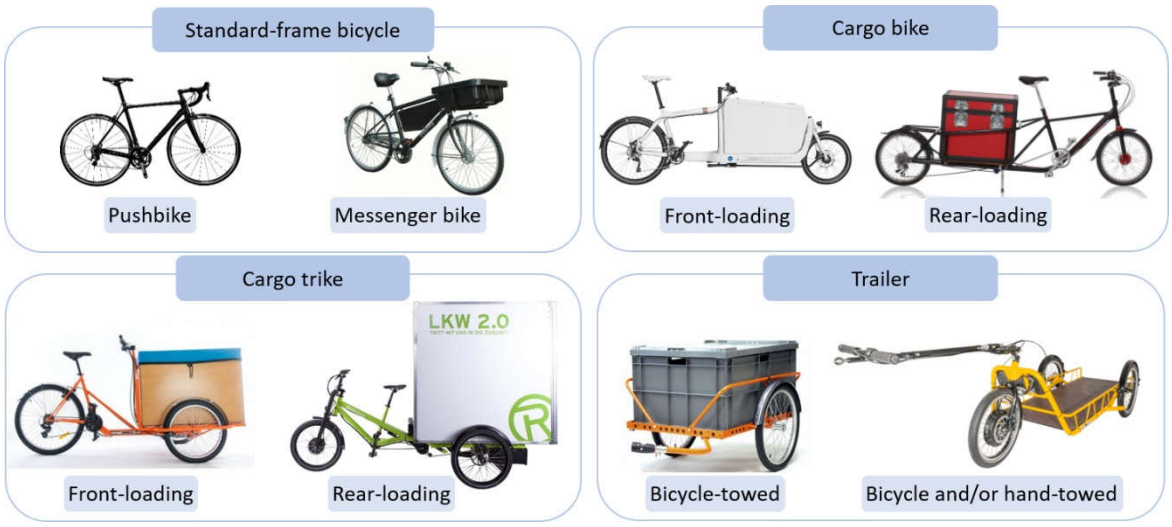
[25] Drawing on the Dutch Cycling Embassy 'Categorisation of cyclists'; Faulks,P., Ritchie, B. & Fluker, M. (2008) *Cycle Tourism in Australia: An investigation into its size and scope,* Sustainable Tourism CRC adapted from Scottish Tourism Board (1991), Hoyt and Lumsdon (1993) and Beioley (1995).

    - People travelling to leisure facilities or on personal business. These people may prefer a more direct route, or a more scenic recreational route.
    - Couriers and freight. People using cargo bikes and trailers for business purposes.
- Leisure cycling. People who are cycling for the enjoyment of being on their bike, for health, sport or social purposes. They usually travel in a circular route and may stop for refreshments or to visit attractions. These include road cyclists who prefer faster routes on road, mountain bikers who prefer off-road (unsurfaced) routes and recreational cyclists who prefer traffic free routes with smooth bound surfaces.
    - Day tourers. These people may spend less than an hour or a whole day cycling and return to their home base.
    - Leisure cycle-hire users. These may be local users, day-trippers, or long-stay tourists.
    - Sports cycling. These people tend to cycle in a circular route, over longer distances, moving at higher speeds.
    - Cycle events. Competitive and non-competitive events ranging from short family routes, to long distance rides either on road or off-road.
    - Centred holidays – day cycle tours led from an accommodation base.
- Cycle tourers. People who are simultaneously cycling for recreational purposes and cycling as a means of transport between different attractions or tourist accommodation. These may be road cyclists, mountain bikers, or recreational cyclists, and often include cyclists using large panniers or trailers.
    - Pre-planned tours.
    - DIY tours.

All of these groups may include:

- Elderly, disabled or other vulnerable cyclists who may travel at slower speeds or have a lower range of movement or visibility.
- Novice cyclists who may have lower confidence and rely on clear wayfinding.
- E-bike users. These people may find it easier to cycle on steeper gradients and may be prepared to cycle longer distances.



Source: DfT (2020) Gear Change

Wiltshire's LCWIP aims to promote both tourist and utility cycling. In England 68% of all transport trips are under 5 miles (8km i.e. 30 minutes cycling at 10mph) with 51% of those trips being made by car[26]. 59% of trips between 1 and 2 miles, and 78% of trips between 2 and 5 miles are made by car.

Around 82% of trips by bicycle are under 5 miles. This is usually considered the distance which most people would consider reasonable to cycle i.e. 25-30 minutes cycling. So the best value for money will be gained by investing in cycle infrastructure that connects origins and destinations within 5 miles.

Electric bicycles (e-bikes) reduce the effort needed to cycle making them suitable for hillier or longer distance rides. They can also allow older people and disabled people to cycle more comfortably. Early research in Germany[27] shows that the average trip length for e-bikes was 11.4km (7 miles) compared to 7.1km (4.4 miles) for conventional bikes. About half of e-bike journeys are made as substitutes for car journeys, with the remainder converting from conventional bikes or public transport. The Climate Change Committee (the UK's independent advisor on tackling climate change) recommends that e-bikes should replace car journeys for trips up to 9 miles[28]. As such it would seem appropriate to plan for journeys up to 8 or 9 miles (13 km) where significant trip flows might be likely (e.g. connecting two market towns) while continuing to prioritise shorter trips under 5 miles where there is most potential for trips.

Tourism is a key industry for Wiltshire and likely to be a key area of growth. The Swindon and Wiltshire Local Enterprise Partnership (SWLEP) has published its Emerging Swindon and Wiltshire Industrial Strategy (2020 – 2036)[29] which sets out a number of strategic priorities including:

- 'good growth' for Salisbury by enhancing the city's cultural and natural heritage - this includes improving streets for active travel to create an attractive place to live or visit.
- The Great West Way and clean growth approaches to tourism – aiming to increase visitors, extend the tourist season and encourage 'slow travel' which increases spend in the local area and reduces carbon emissions.
- Rural communities levelling up opportunities – aiming to attract good quality employment and improving connectivity.

[26] Department for Transport (2018) *NTS0308: Average number of trips by trip length and main mode: England* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/733109/nts0308.ods

[27] Newson C. & Sloman, L. (2019) *The case for a UK incentive for e-bikes: policy briefing.* Report by Transport for Quality of Life for the Bicycle Association, www.bicycleassociation.org.uk%2Fwp-content%2Fuploads%2F2019%2F07%2FThe-Case-for-a-UK-Incentive-for-E-bikes-FINAL.pdf&usg=AOvVaw0gsdSTKrhQ4dByWoFwnqrL

[28] Climate Change Committee, Sixth Carbon Budget, Surface Transport Sector Summary https://www.theccc.org.uk/publication/sixth-carbon-budget

[29] https://swlep.co.uk/about/our-strategies/lis

Cycle tourism can vary from short trips of a few miles on a hire cycle, to a 60-100 mile per day tour. Sustrans estimates that the average cycle day trip is around 40 miles (3.6 hours)[30]. Cycle tourism can:

- offer employment opportunities,
- allow local people to improve their physical health,
- provide vital connections for smaller settlements where public transport may not always be viable.

Leisure walking and cycling offer large health benefits and are often a 'gateway' for many people to start using walking or cycling for transport purposes. Many infrastructure schemes set out in the LCWIP will also have a strong leisure purpose. The council has a range of policies and projects that encourage both leisure and utility cycling, for example by introducing self-service electric bike hire schemes as set out in the Salisbury Transport Strategy. Infrastructure schemes which only have a leisure purpose will not be prioritised for transport funding, but may be eligible for funding from other sources such as Defra or Sports England.

[30] Sustrans, Cycle Tourism Information Pack TT21

2.3.Geographical scope

Wiltshire Council's LTP3 Cycling Strategy states that the council will provide a sympathetically designed, high quality and well-maintained network of cycle routes in the principal settlements and market towns, and where appropriate, between the market towns and to National Cycle Network (NCN) routes. The specific inter-urban routes (i.e. between towns) are set out in section 4 with further details in Appendices 1 and 2. Cycle network plans for Chippenham, Trowbridge and eleven market towns are set out Appendix 3.

All of Wiltshire Council's Town Cycle Network Plans currently show a network within 5 miles (8km) of their respective town or city centres. These networks may be extended further where significant numbers of trips are likely to be made, as the current town cycle networks are updated to create LCWIPs for each area, e.g. extending the Bradford on Avon network to include routes to Winsley, and extending the Marlborough network to include the NCN 403 route to Great Bedwyn station. The inter-urban routes set out in section 4 are likely to cover many of these routes.

Key walking zones and routes will be identified in the individual LCWIPs for market towns and principal settlements. Key walking zones are likely to be the main town centres within these areas. The Salisbury LCWIP sets out the city centre and Wilton Town Centre as key walking zones and also identifies key routes.

Route audits undertaken by Sustrans on behalf of Wiltshire Council (LSTF Cycle and Pedestrian Demand, 2013) identified key walking routes to all stations in Wiltshire. The key walking routes to stations at Avoncliffe, Great Bedwyn, Pewsey and Tisbury (which will not be included in individual town LCWIPs) are set out in the next section. Walking and cycle routes to other stations will be integrated into the relevant urban LCWIP.

The LCWIP for Salisbury is published in conjunction with this document. In 2022-23 the council aims to develop LCWIPs for Chippenham and Trowbridge which will supersede the Town Cycle Networks published in Appendix 3. The evidence base and descriptions of network development will be published with the relevant LCWIPs. The *Wiltshire LCWIP: Framework and Interurban Routes* document will be updated as the urban LCWIPs are published. The expected timetable is set out on the next page.

Existing cycle network plan	Expected LCWIP publication date
Amesbury	2024
Bradford on Avon	2024
Calne	2025
Chippenham	2023
Corsham	2025
Devizes	2023
Malmesbury	2025
Marlborough	2025
Melksham	2024
Royal Wootton Bassett	2025
Salisbury	2022
Tidworth	2025
Trowbridge	2023
Warminster	2024
Westbury	2024

3. Network plans for walking: routes to stations

Details of potential improvements and the audit process can be found in 'Improving Wiltshire's Rail Offer: Cycle and Pedestrian access study' (2013). The key routes and locations where improvements are needed (in addition to city/town LCWIP improvements) are set out here in *fig.s* 12 to 17.

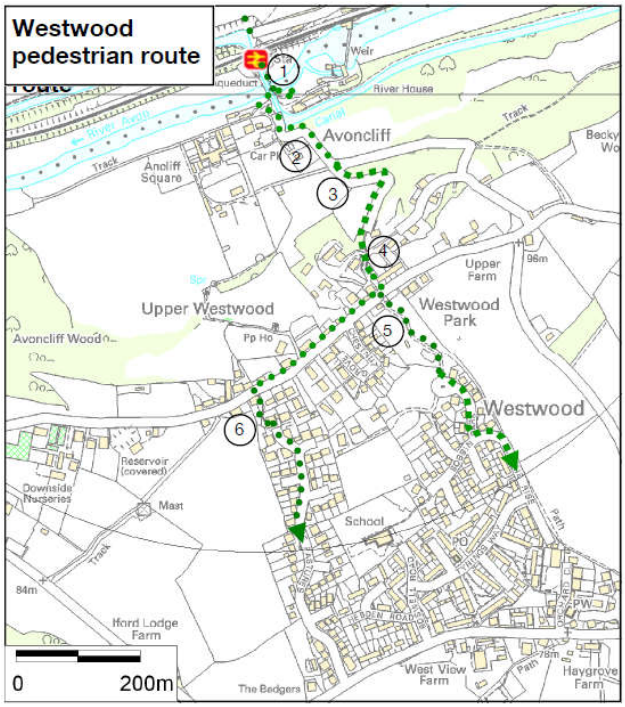


fig. 12 Westwood to Avoncliff station walking route

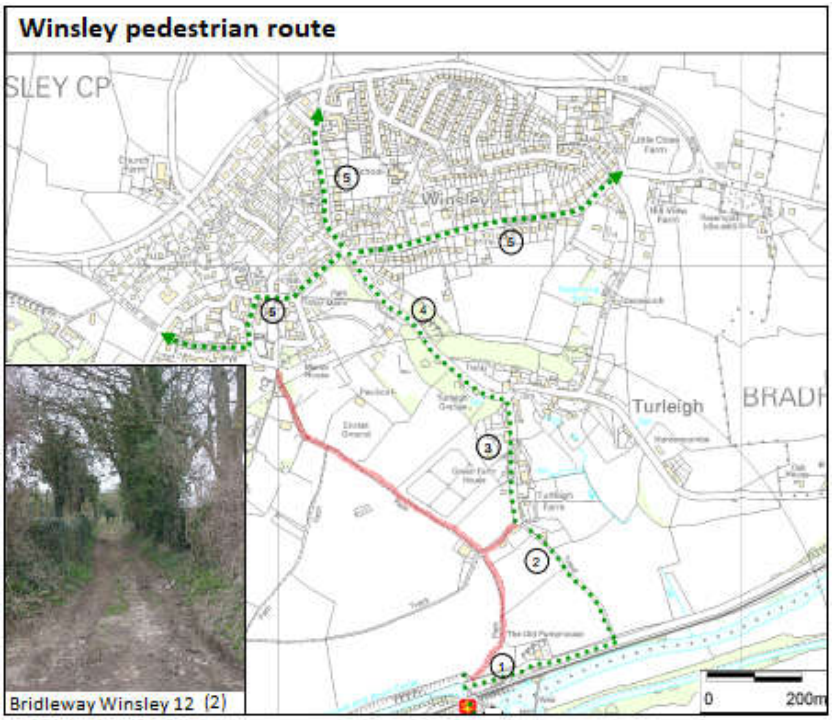


fig. 13 Winsley to Avoncliff station walking route

fig. 14 Brook Street walking route to Great Bedwyn station

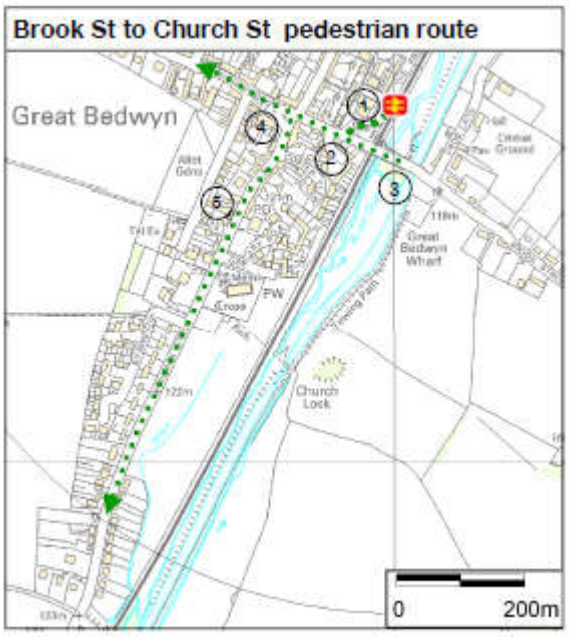


fig. 15 The Knapp walking route to Great Bedwyn station

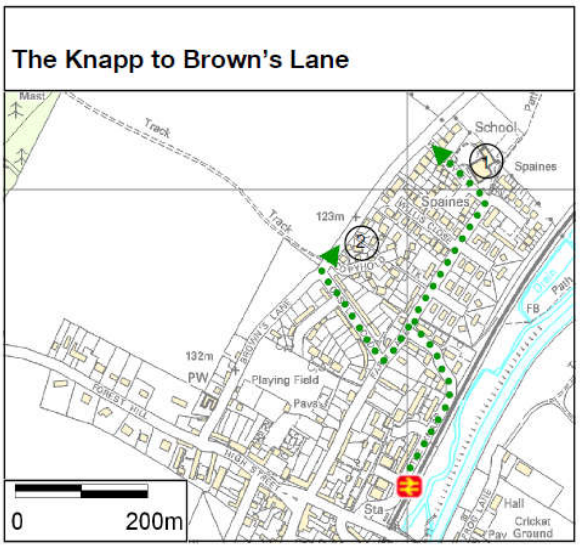


fig. 16 Walking routes to Pewsey Station

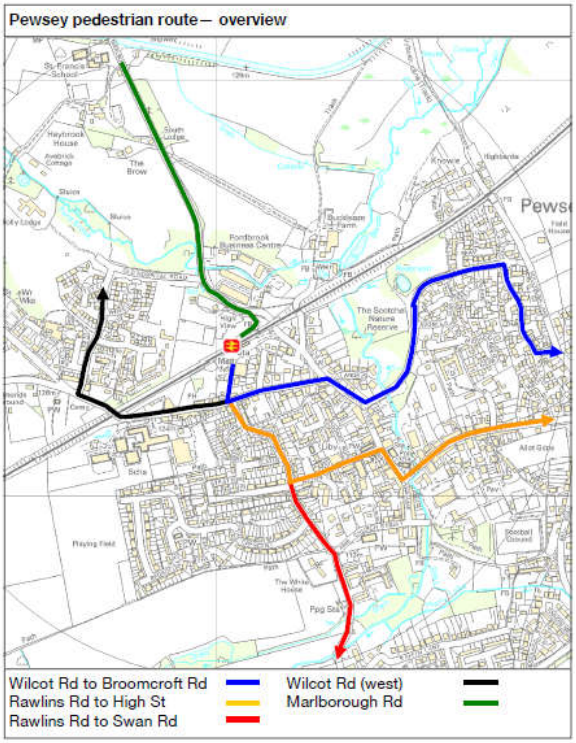
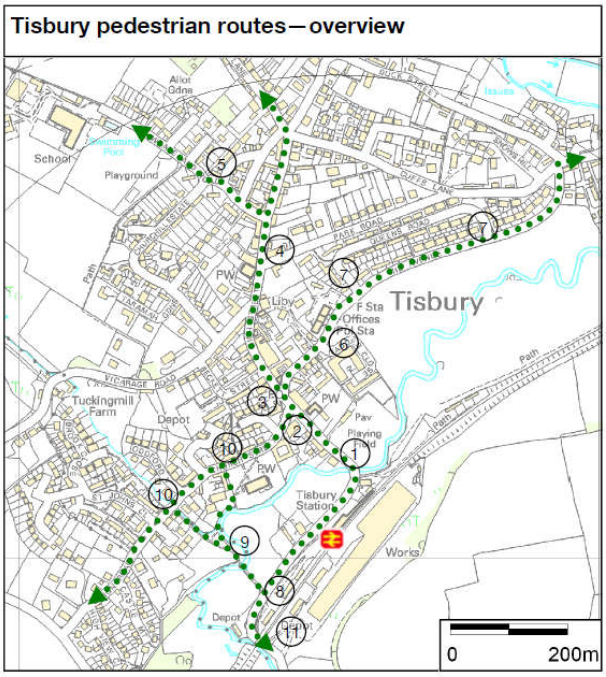


fig. 17 Walking routes to Tisbury station



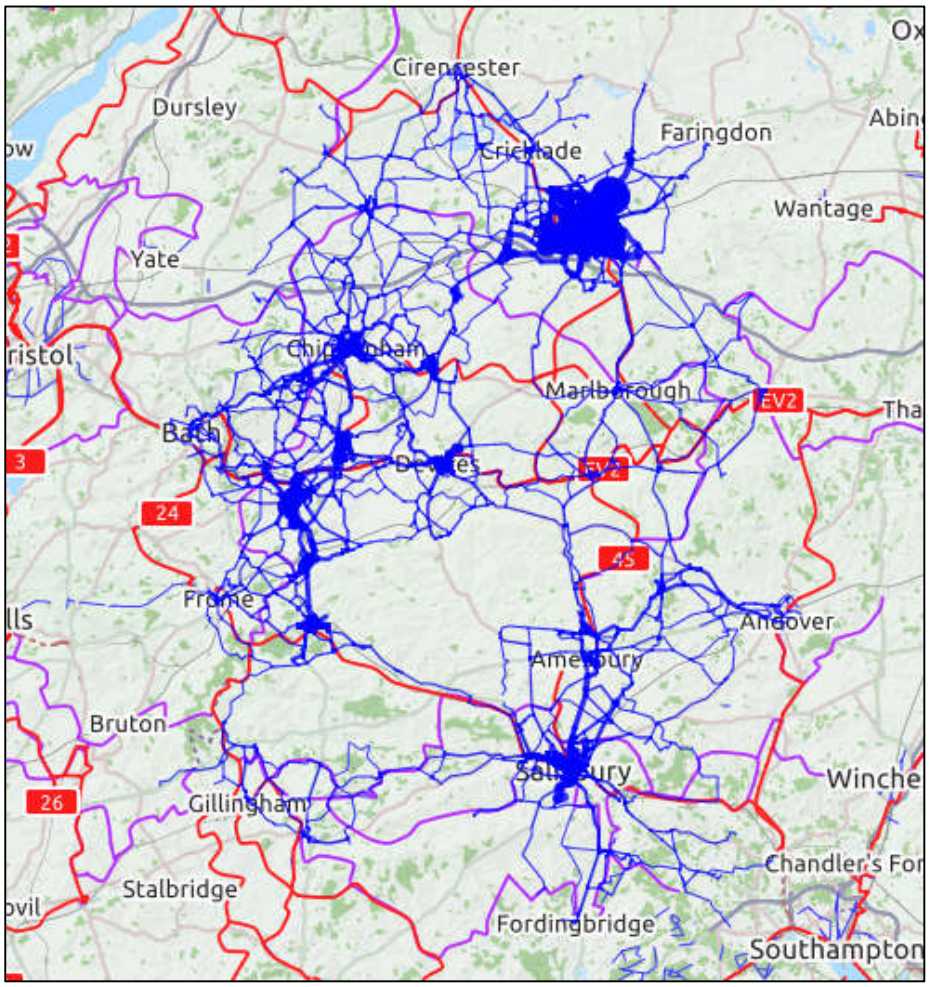
4. Network plans for cycling: inter-urban routes

A desktop review of key origins and destinations has been carried out focusing predominantly on key settlements (identified in the Core Strategy as main service centres), major employment sites, rail stations (proposed and existing) and key tourist destinations. Demand lines between these sites were then identified.

4.1. Where are people most likely to cycle

Using the government's Propensity to Cycle Tool, we can see the frequent origins and destinations of commuter cyclists from the Census data. This is then plotted along existing highways to show where demand for cycling is highest. In *fig*. 18 the forecast demand for Wiltshire and Swindon can be seen[31]. More in depth analysis of local trends and trips to school will be included in the LCWIPs for market towns and principal settlements.

fig. 18 Propensity to cycle in Wiltshire



[31] Scenario assumes high e-bike usage and plots commuting trips along the route network using LSOAs as origin/destination. Various different scenarios show similar patterns of trips at the county-wide level.

4.2. Forecasting cycle trips on tourist routes

There is no method to precisely forecast where tourist routes should be developed. However, experience across the UK indicates that successful routes should[32]:

- be constructed to high quality standards to attract a variety of users;
- should link tourist attractions, attractive countryside and market towns or city centres.

So, it is likely that there is substantial demand for improved cycle tourist routes in Wiltshire if routes are planned to connect significant destinations, including market towns, the World Heritage Site of Avebury and Stonehenge, and the city of Salisbury. In planning routes, the council has looked at where there are existing National Cycle Network or county routes, where such routes overlap with utility routes and where there may be gaps connecting key tourist towns or significant destinations such as Stonehenge.

4.3. Inter-urban routes

Using the information sources above, the proposed inter-urban routes were developed. These form a cohesive network (shown in *fig*. 19) and are the council's priorities for improvements:

- The Royal Wootton Bassett to Swindon Cycleway (in development).
- NCN 4 the Kennet and Avon Canal Path from Bath to Reading connecting Bradford on Avon, Trowbridge, Melksham, Devizes, Pewsey and Great Bedwyn.
- NCN 403 via Melksham, Chippenham, Calne, Avebury, Marlborough and Great Bedwyn.
- Chippenham to Bath via Corsham and Box.
- Hilperton (Trowbridge) to Melksham via Semington (in development).
- A route to connect Trowbridge, Westbury and Warminster (aspirational).
- NCN 482 Chiseldon to Marlborough railway path (connecting to Swindon).
- NCN 24 from Frome to Eastleigh via Warminster and Salisbury.
- NCN 45 from Salisbury to Swindon via Amesbury, Pewsey and Marlborough.
- NCN 45 from Swindon to Cirencester via Cricklade.
- Amesbury to Grately/Andover.
- Amesbury to Tidworth.
- Salisbury to Stonehenge via Porton and Amesbury.
- The Salisbury to New Forest Cycleway via Downton (via Odstock/Alderbury).
- The Wiltshire Cycleway, a 160 mile circular route around the county of Wiltshire.

These routes all provide local connections between larger urban areas e.g. it is 5-6 miles between Trowbridge and Westbury, 6 miles from Trowbridge to Melksham (via NCN 4), 6 miles from Calne to Chippenham, 6 miles from Downton to Salisbury, and around 6 miles from Salisbury to Porton.

[32] Cycling UK (2020) *Economic Benefits of Cycle Tourism* https://www.activetravel.org.uk/evidence/

Further cross-county cycling routes exist in the county which have been designated by other organisations. The purpose of these routes is primarily leisure and tourism, often aimed at mountain bikers rather than road bikes. While the council supports the promotion of many of these routes, they are not priorities for improvements through the LCWIP. Sections of these routes may be maintained through the council's Countryside Access and Improvement Plan as set out at: www.wiltshire.gov.uk/recreation-rights-of-way

Some of these routes partially overlap with the key inter-urban routes identified in this LCWIP.

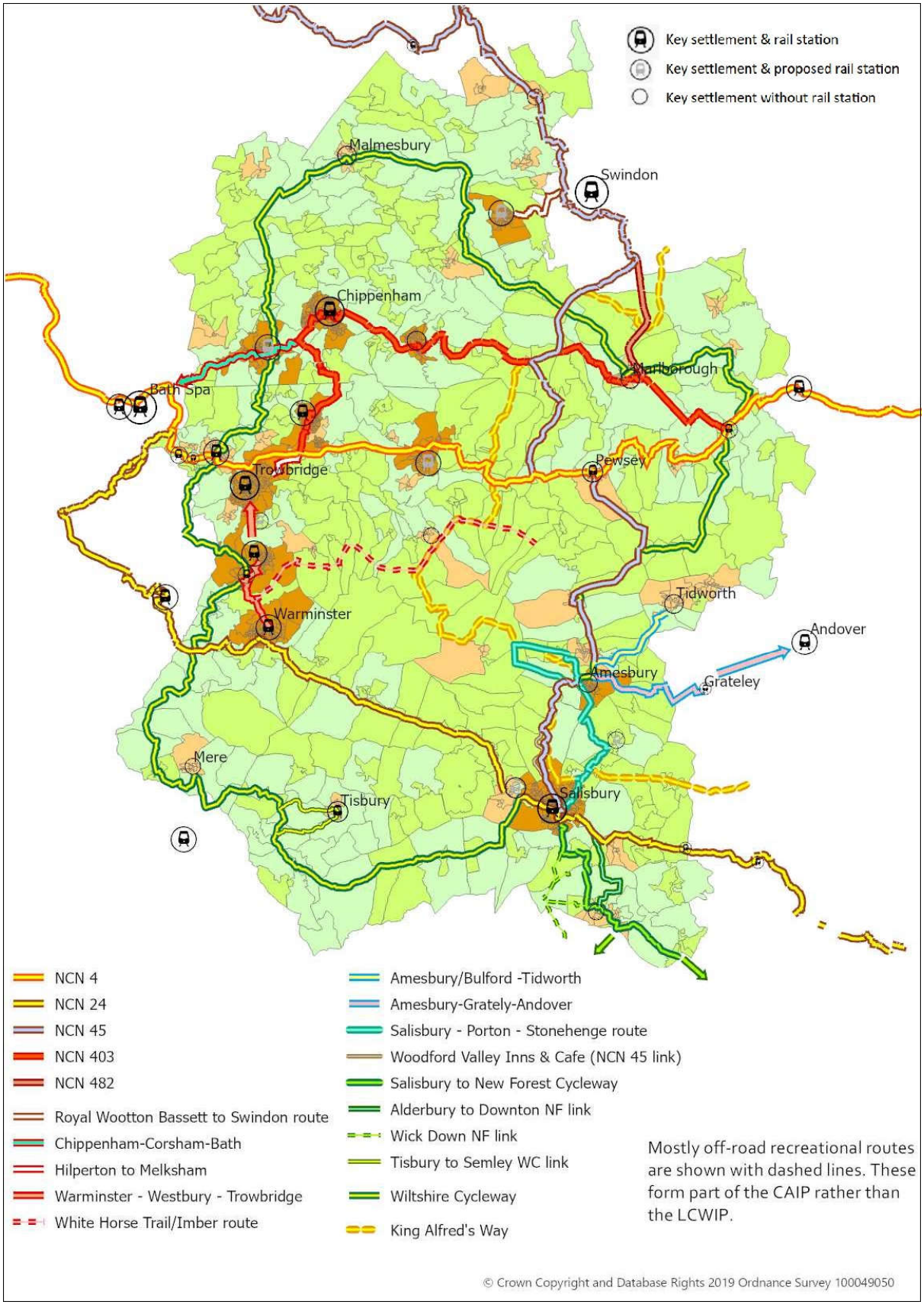
Cross-county leisure routes (with off-road sections) include:

- King Alfred's Way (Cycling UK)
- Cathedrals Cycle Route (Cycling UK)
- The Salisbury Plains Explorer (Visit Wiltshire) from Warminster to Pewsey via the Westbury White Horse

There are also many shorter leisure or tourist routes e.g. around Cranborne Chase and West Wiltshire Down AONB, the Imber Perimeter Path in Warminster and the Golden Way in Salisbury.

More information about routes can be found at: www.connectingwiltshire.co.uk/rural-cycling

fig. 19 Inter-urban cycle routes and selected leisure cycling routes



4.4. Route audits and scheme identification

The council has carried out audits or feasibility studies looking at certain routes, particularly where there is not an existing NCN or county route. Sustrans has carried out a review of its national cycle network (NCN), identifying key locations where improvements are needed due to the speed or volume of traffic, but this does not identify issues such as poor surface or narrow widths on traffic-free paths. The provisional findings of this review have been included in the schemes identified in the following sections. Further route specific evidence is referred to in the description of the relevant route. For other routes, the council is aware of stakeholder aspirations or has received frequent queries about whether a route could be provided. Further information is provided in the relevant inter-urban route sections.

Further studies and assessments will be required on some of these routes, and these will be completed as resources allow.

4.5. Royal Wootton Bassett to Swindon Cycleway

Royal Wootton Bassett and Swindon are severed by the M4: a motorway maintained by National Highways. The result of a public consultation in 2012 showed that the public were very supportive of a new cycle route between Royal Wootton Bassett and Swindon and out of five suggested route alignments, a preferred option was chosen. The 3km (2 mile) route consists of two sections:

- a section along local roads starting at the Interface Business Park in Royal Wootton Bassett and ending to the east of Sally Pussey's Inn on the A3102 Swindon Road;
- a section across fields (greenway) starting to the east of Sally Pussey's Inn and ending at the junction of the access road to the Lydiard Fields Business Park and the A3102 Great Western Way in Swindon.

Wiltshire Council and their partners at Sustrans have undertaken both feasibility and design work for the section along local roads, whereas National Highways have been progressing the design of the greenway section. In 2017, Wiltshire Council were successful in their bid to the National Highways Cycling Designated Fund and money for further design development has now been secured to take the project forward in partnership with National Highways. Wiltshire Council and National Highways are working together to deliver both sections simultaneously. Land negotiations are in the final stages and it is hoped that the design will be completed in 2022 to enable funding for construction to be secured. The exact alignment of the route will be fixed at the detailed design stage of development.

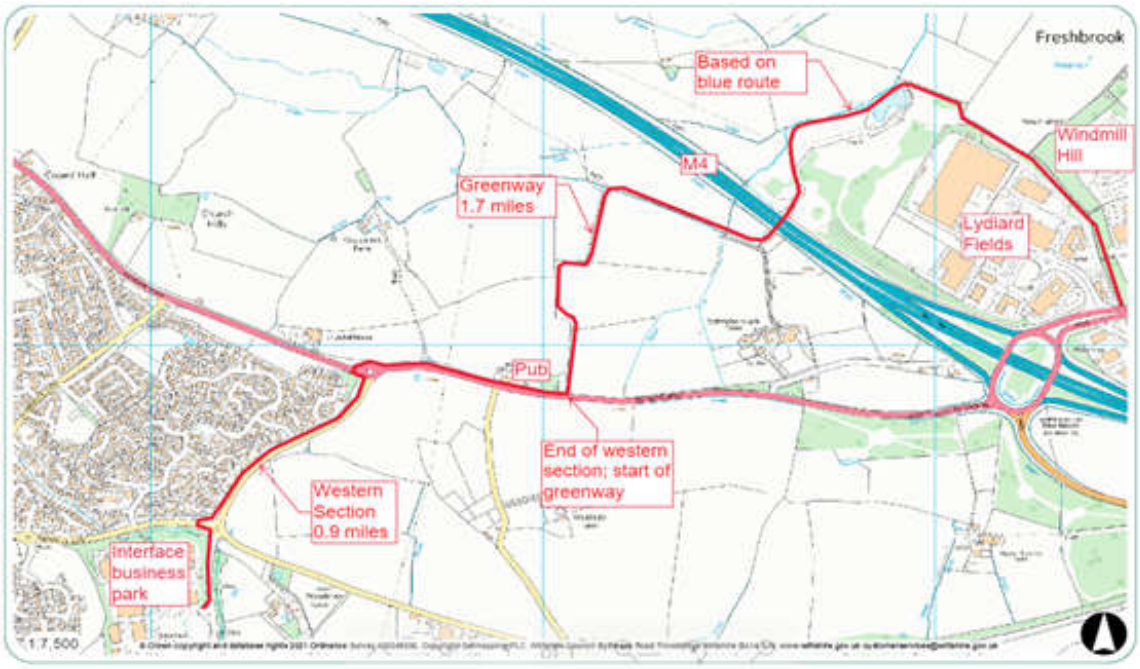


fig. 20 Royal Wootton Bassett to Swindon Cycleway

4.6. NCN 4 including the Kennet & Avon Canal Path route

A map of the route can be found online at: https://www.connectingwiltshire.co.uk/rural-cycling

NCN 4 travels from Bristol to London. Part of this route includes the Bristol to Bath railway path: a 14 mile (23km) traffic-free route with peak flows of around 1150 users per hour (with peak cyclists flows at 1040, and peak pedestrian flows at 256; these peaks do not occur at the same time). In Wiltshire, the route follows the Kennet & Avon canal path from Dundas to Devizes. It then follows a network of quiet roads from Devizes to Pewsey, Great Bedwyn and Little Bedwyn.

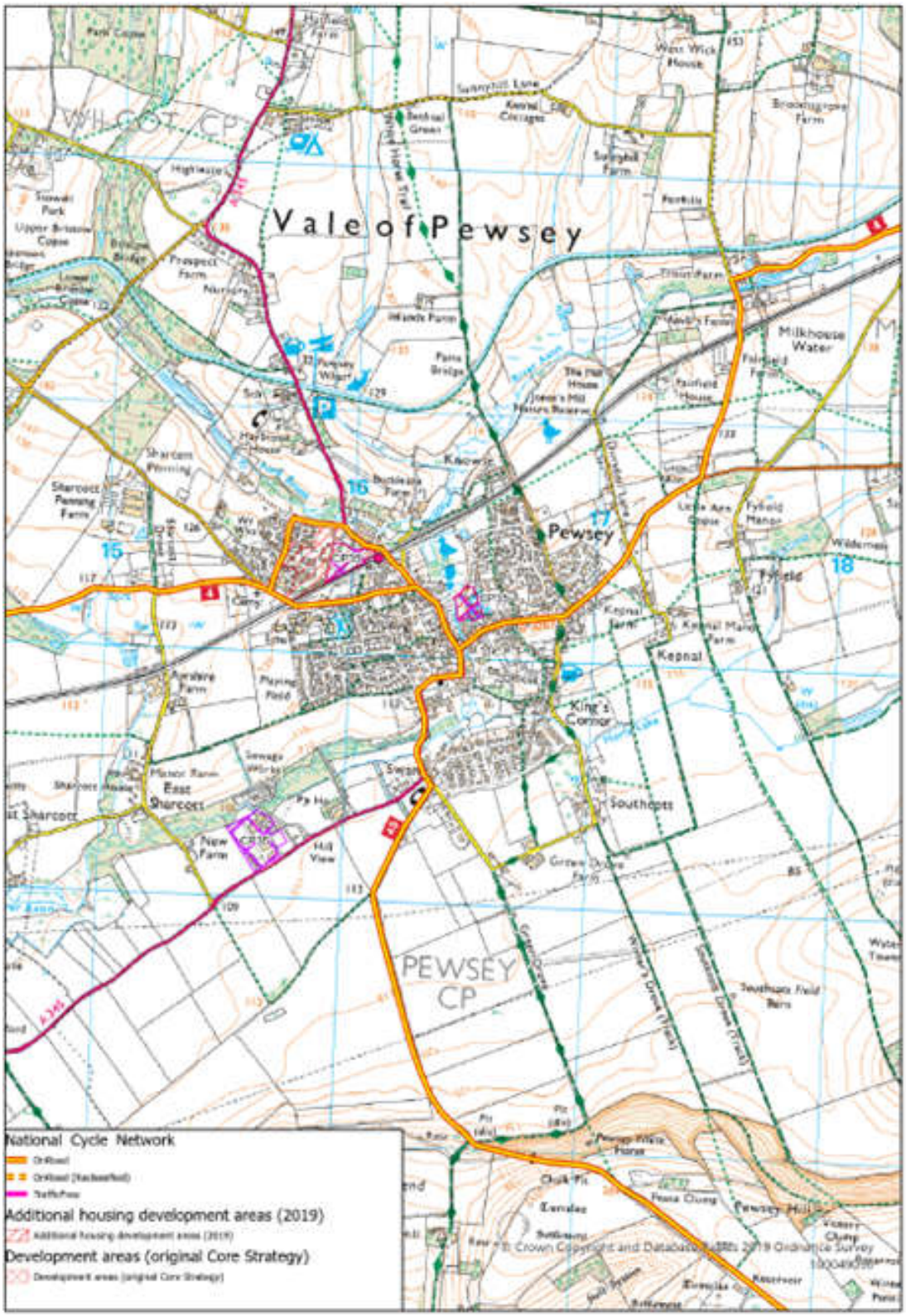
The path is very narrow and unsurfaced in places, particularly between Trowbridge and Melksham, and from Melksham to Devizes. Recent improvements have been made to the path by Wiltshire Council in Bradford on Avon and Devizes.

Sustrans has been working with the respective local authorities to make improvements to NCN 4 around Bath and to the west of Reading. Improving the route in Wiltshire will allow tourists to cycle from Bath to Reading and London, offering enormous potential to bring economic opportunities into towns along the route in Wiltshire. Wiltshire Council is committed to working with Sustrans and the Canals and Rivers Trust to improve this path, and connections from the path to local towns, as funding opportunities arise.

Sustrans have identified the crossing of the A345 between Marlborough and Burbage as a section of the route that fails to meet standard due to the high speeds of traffic here. The route would need to be re-aligned or improvements made at this junction.

It is important that large volumes of traffic are not added to the Quiet Street sections of the NCN route as there is little feasibility to provide alternative traffic-free routes, particularly through settlements such as Pewsey (see *fig*. 21). Alternate traffic-free routes may need to be developed if traffic increases substantially on such routes.

fig. 21 Key cycle routes in Pewsey



4.7. NCN 403 including the North Wiltshire Rivers Route

National Route 403 crosses the North Wessex Downs and Savernake Forest, linking Chippenham to Marlborough and the Kennet & Avon Canal. In Wiltshire it passes through Melksham, Chippenham, Calne, Avebury, Marlborough and Great Bedwyn.

Improvements to Semington Road in Melksham are discussed in Section 4.5.

The route between Chippenham and Calne is known as the North Wiltshire Rivers Route. Unfortunately, part of this route runs across private land that is leased to the council on short term leases. The landowners have not agreed to allowing legal rights of way for cyclists to be created nor have they agreed to enter into long-term leases. Wiltshire Council has commissioned Sustrans to undertake a feasibility study in 2022/23 to explore alternative route options. The council is committed to securing long-term access on this route whether it is along the existing route or if an alternative viable route can be found.

Sustrans have identified a section of the NCN 403 in Marlborough on the A4 that fails to meet the acceptable threshold for inclusion as an NCN route. A scheme to create a traffic-free path here requires feasibility work and may require land negotiation.

Wiltshire Council is currently working to improve active travel connectivity from the eastern side of Marlborough from NCN 403 (Five Stiles Road) to NCN 403 Isbury Road / George Lane and the town centre. The proposed scheme would create a new alignment for the NCN 403 as shown in *fig*. 22, as no feasible solution has been found to improve the existing route coming out of the recreation ground and crossing the A4 into Cherry Orchard.

The public Right of Way, MARL30 provides a valuable access route and connects to both the recently developed Marlberg Grange site and towards the centre of Marlborough and St Marys Primary School. A section of MARL30 leading directly from Marlberg Grange has recently been improved and now provides a pleasant walking route, however where it meets the boundary of the Cherry Orchard site the paths condition significantly reduces in quality. This Right of Way cannot be improved to allow safe cycling to LTN 1/20 standards, and so a link through the proposed Marlborough Resource Centre development is key to the delivery of this route.

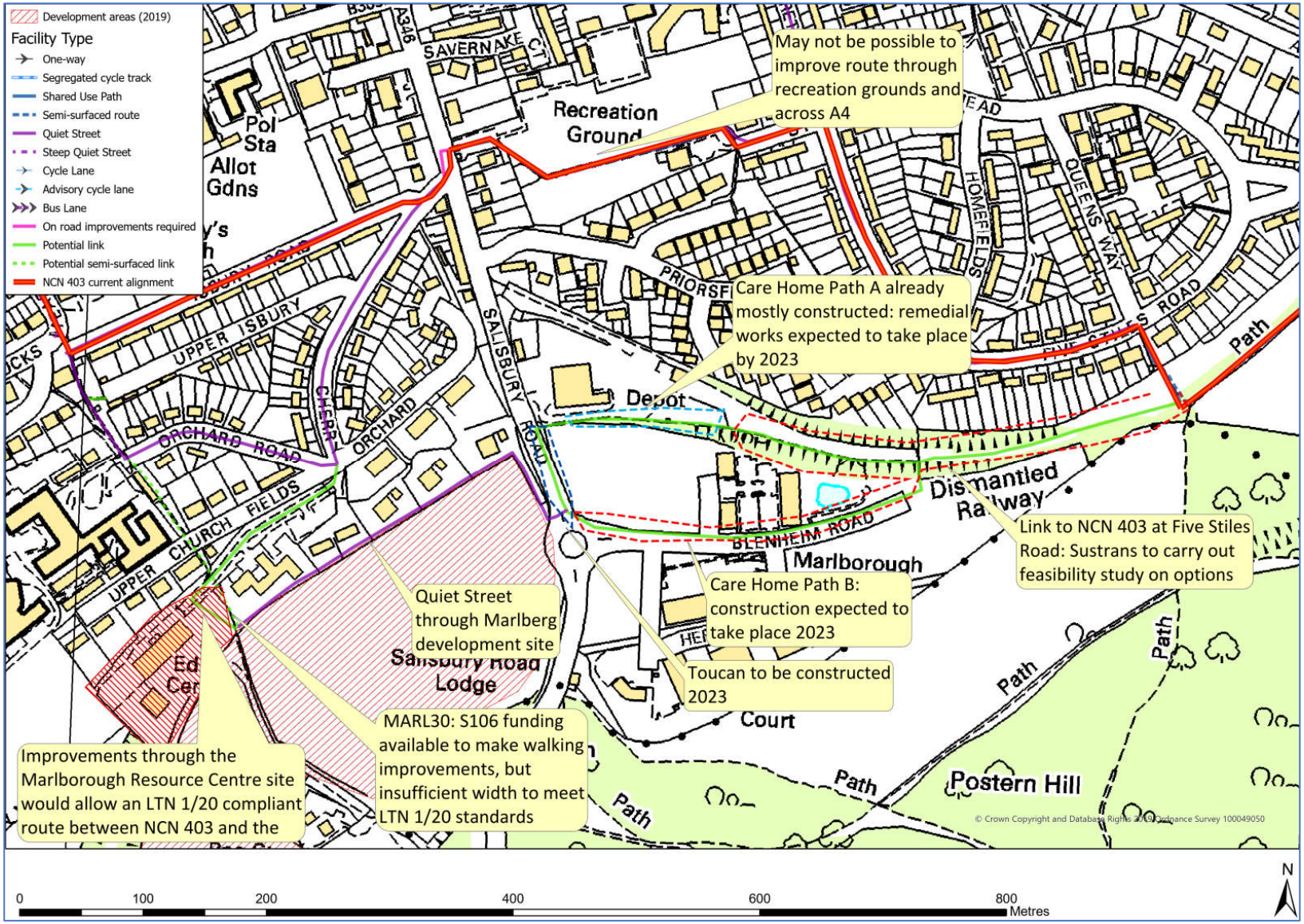


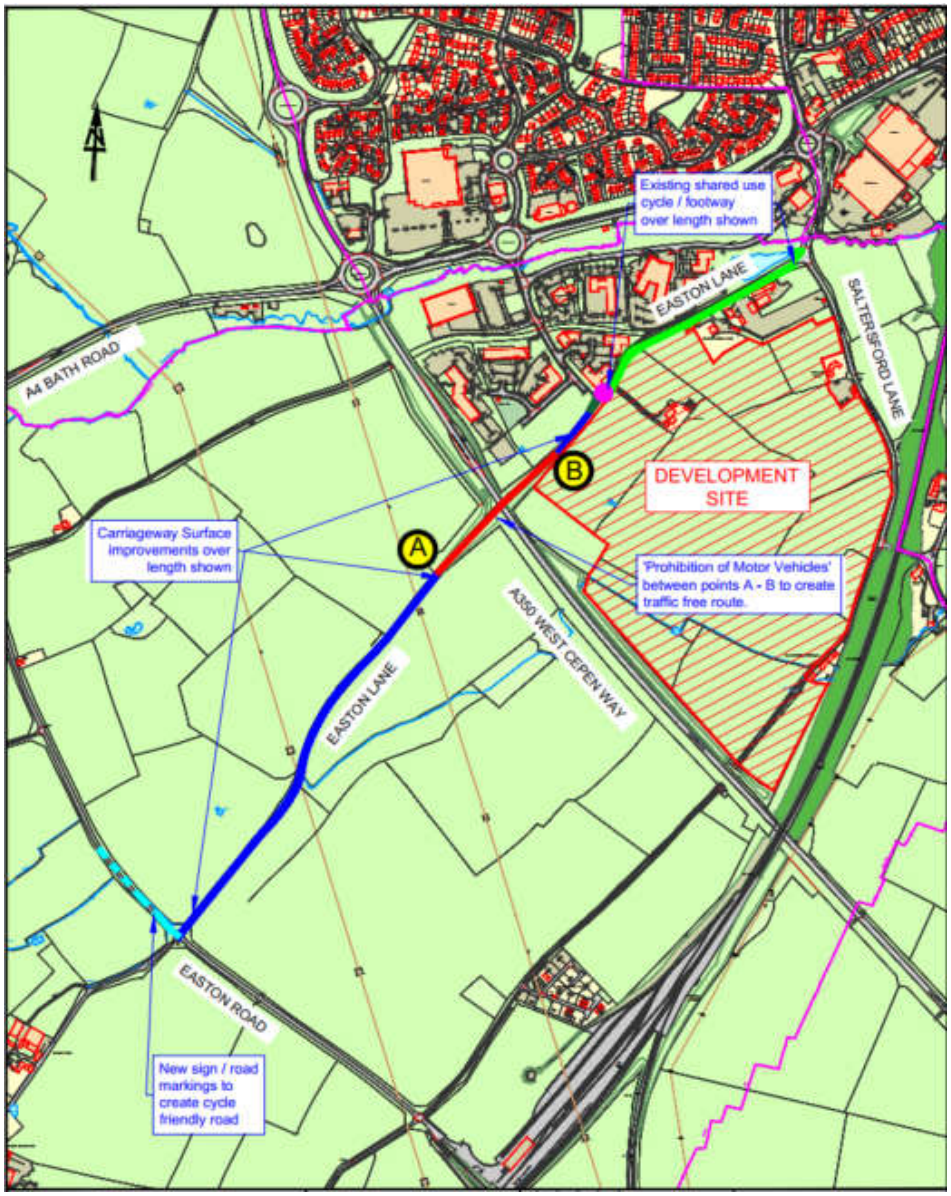
fig. 22 Marlborough Railway path to Orchard Road: proposed improvements

4.8. Chippenham to Bath via Corsham

The provision of a cycle and pedestrian route alongside the A4 between Chippenham and Corsham has long been discounted due to insufficient road width and safety concerns. Nonetheless, part of National Cycle Route 403 (NCN 403) runs between the two towns, along Easton Lane, and one of Wiltshire's Emergency Active Travel Fund schemes aims to improve walking and cycling facilities between them. The scheme shown in *fig*. 23 consists of a prohibition of motor vehicles order on part of Easton Lane, allowing an almost traffic free route by removing through traffic, as well as surface and drainage improvements. Construction on this route started in March 2022. The remainder of the route uses mainly quiet rural lanes, through Easton and Westrop, to then link onto Lacock Road in Corsham.

A route between Corsham and Bath would require further feasibility work in collaboration with Bath & North East Somerset Council and potentially the Western Gateway Sub-National Transport Body.

fig. 23 Easton Lane improvement scheme



4.9. Hilperton (Trowbridge) to Melksham via Semington

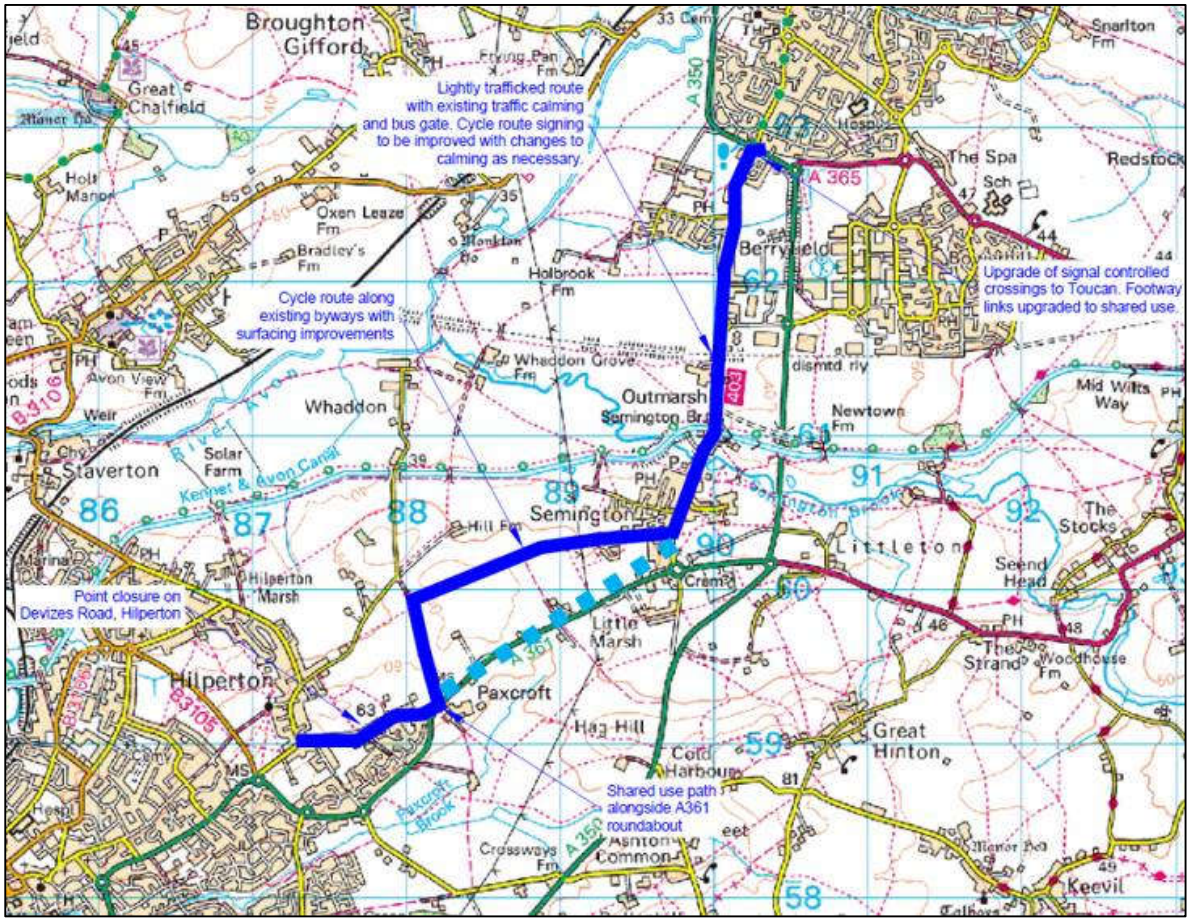
There is significant economic interaction between Trowbridge, Wiltshire's county town, and its nearby neighbour Melksham. However, Melksham is not well connected to Trowbridge for cyclists, with limited rail services and no cycle facility suitable for utility trips. NCN 4 connects the west of Trowbridge, Trowbridge rail station and Staverton to Melksham, but is a large detour for the residential areas in east Trowbridge.

Wiltshire Council has developed a proposed cycle route from Hilperton to Melksham via Semington, shown in *fig*. 24. Improvements to the first section of this route were delivered in 2020 with funding from the Emergency Active Travel Fund (EATF) Tranche 1. This has created partially segregated cycle lanes along the A361 Hilperton Road, Trowbridge to Hilperton village. With funding from the EATF Tranche 2 programme, the council is now working on a scheme that links Hilperton to Melksham via the village of Semington. From Semington, the route joins the NCN 403 into Melksham. 80% of residents surveyed supported the proposals.

The improvement scheme starts at Hilperton with the implementation of a point closure on Devizes Road. This will provide an 850m length of Quiet Street. It will also require traffic to follow the A361 to access Hilperton via Trowbridge Road thus preventing the current 'rat running' along Devizes Road. At the roundabout onto the A361, a length of shared-use path approximately 110m long will be constructed on the north side of the A361 to allow cyclists to access Whaddon Lane adjacent to the Trowbridge Rugby Club site. At this point there are two options which will be consulted on. The first uses existing Public Rights of Way (PROW) whilst the second provides a segregated cycle track alongside the A361 to access the lightly trafficked Semington High Street for 1.25km until it comes to a modal filter with exemption for cycles and buses (i.e. a bus gate).

After the bus gate, the route would go along NCN 403 Semington Road (a traffic calmed Quiet Street) towards Melksham for a distance of 1.25km before reaching the A350. The traffic calming along this length will be reviewed as part of the scheme. At the A350 Western Way Roundabout the route will link to a new section of shared-use path that takes it to an existing signalised pedestrian crossing east of the roundabout which will be upgraded to a Toucan crossing as part of the scheme. A further section of new shared-use path will then take cyclists into Semington Road, Melksham.

fig. 24 Hilperton to Melksham route



4.10. Trowbridge – Westbury – Warminster cycle route

This is an aspirational route for which potential alignments have not yet been investigated in detail. This will be developed by Wiltshire Council as resources allow and will take into consideration the development of LCWIPs for the adjacent market towns.

4.11. NCN 482: The Chiseldon to Marlborough Railway Path

A map of the path can be found online at: https://www.connectingwiltshire.co.uk/sustrans-national-cycle-network. Wiltshire Council is committed to working with Sustrans to maintain and improve this path as funding opportunities arise. Potential improvements to link to NCN 482 are shown in Appendix 3

4.12. NCN 24 Warminster – Salisbury- Southampton

NCN 24 starts in Bath and travels through Frome before arriving in Wiltshire to the west of Warminster. There is a short section in Warminster that is very narrow, however, no feasible alternative has yet been identified. Subject to available funding, this connection will be considered when the Warminster LCWIP is developed.

The NCN then travels down the Wylye Valley on a quiet road route to Wilton. The route through Wilton, Salisbury and Alderbury often uses busy streets which fail to meet the standards for an NCN route. Proposals to improve these routes from the A30 junction in Wilton to the Shute End Road junction outside Alderbury are included in the Salisbury LCWIP.

From Alderbury, the route follows quiet streets connecting small Wiltshire villages to the rail station at Dean and then continues to Romsey and Southampton.

4.13. NCN 45

NCN 45 starts in Chester, connecting Worcester, Droitwich, Stroud, Cirencester and Swindon. It then continues into Wiltshire via Marlborough, Pewsey and Amesbury.

Improvements to the route from Cirencester/Kemble Station to Swindon via Cricklade would require collaboration with Swindon Borough Council and Gloucestershire County Council, along with local stakeholders and potentially the Western Gateway Sub-National Transport Body. A feasibility study may be required to determine what improvements are required in this area.

The Avebury WHS Transport Strategy recommends an improved surface where the NCN follows the Ridgeway into Avebury and a number of measures to reduce speeds in the area and improve walking routes. It sets out aims to create a pedestrian and cyclist route along the B4003 and improve the A4 in West Kennett (south of Avebury) by providing a traffic-free path for cyclists between Gunsite Road and the C73 as set out in *fig.s* 25 and 26.

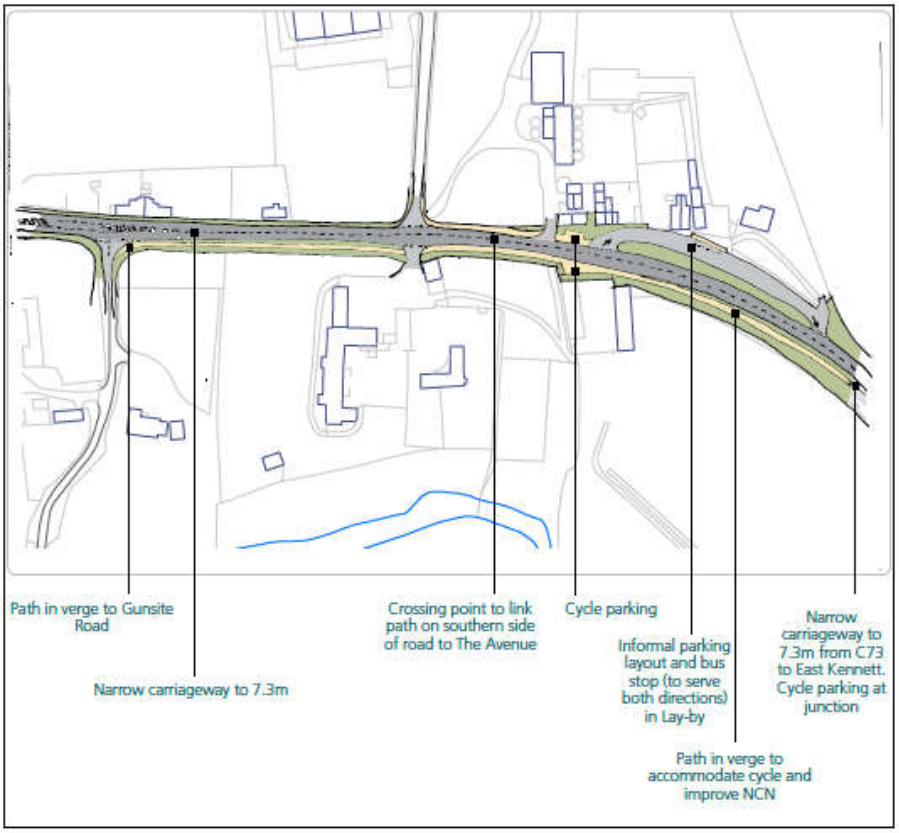
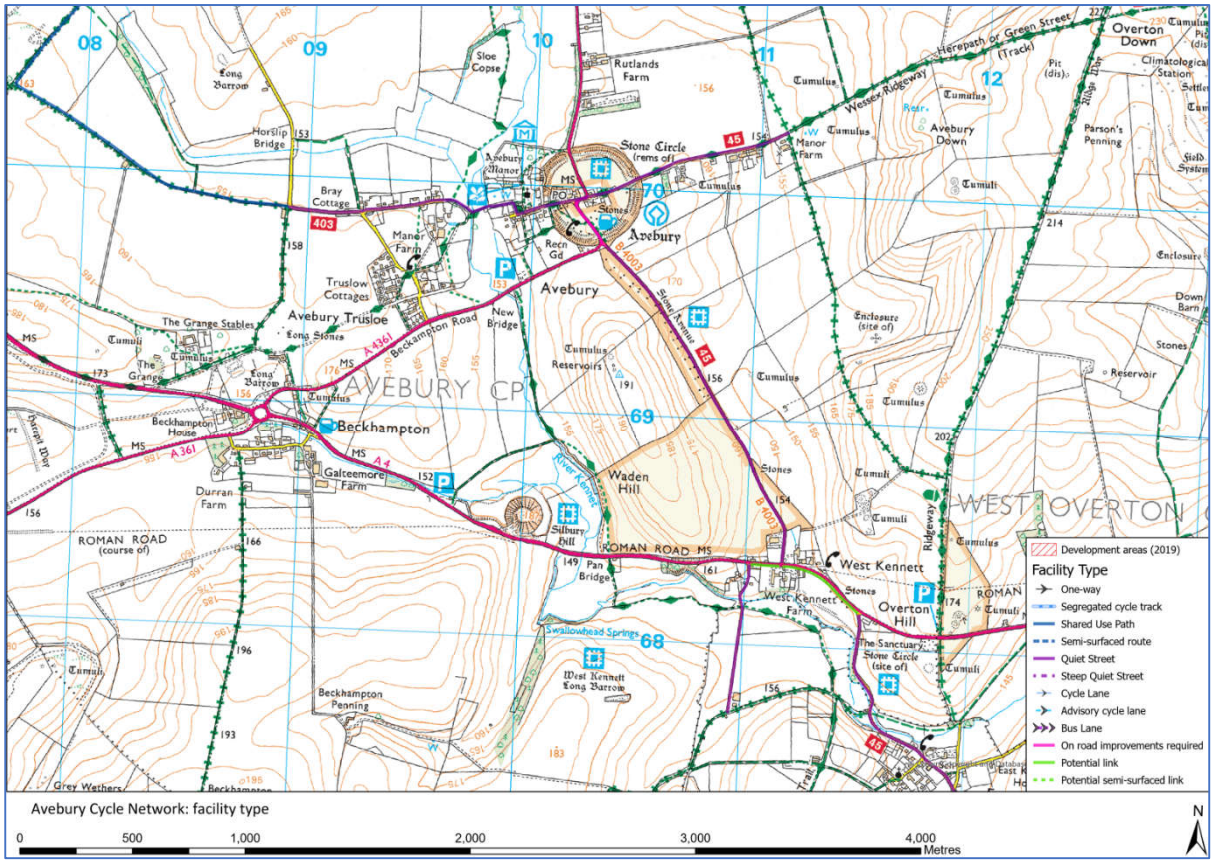


fig. 25 Proposed cycle path improvements at West Kennett (source: Avebury Transport Strategy)

fig. 26 Existing and proposed cycle routes around Avebury



Sustrans has identified the A342 in Everleigh (south of Pewsey) as a location where the route fails to meet adequate standards to be an NCN route. A traffic-free cycle facility in this location is likely to be feasible.

Wiltshire Council has made recent improvements on NCN 45 building a shared use path between Amesbury and Bulford. The last section of this route was completed with funding from National Highways's designated funds programme.

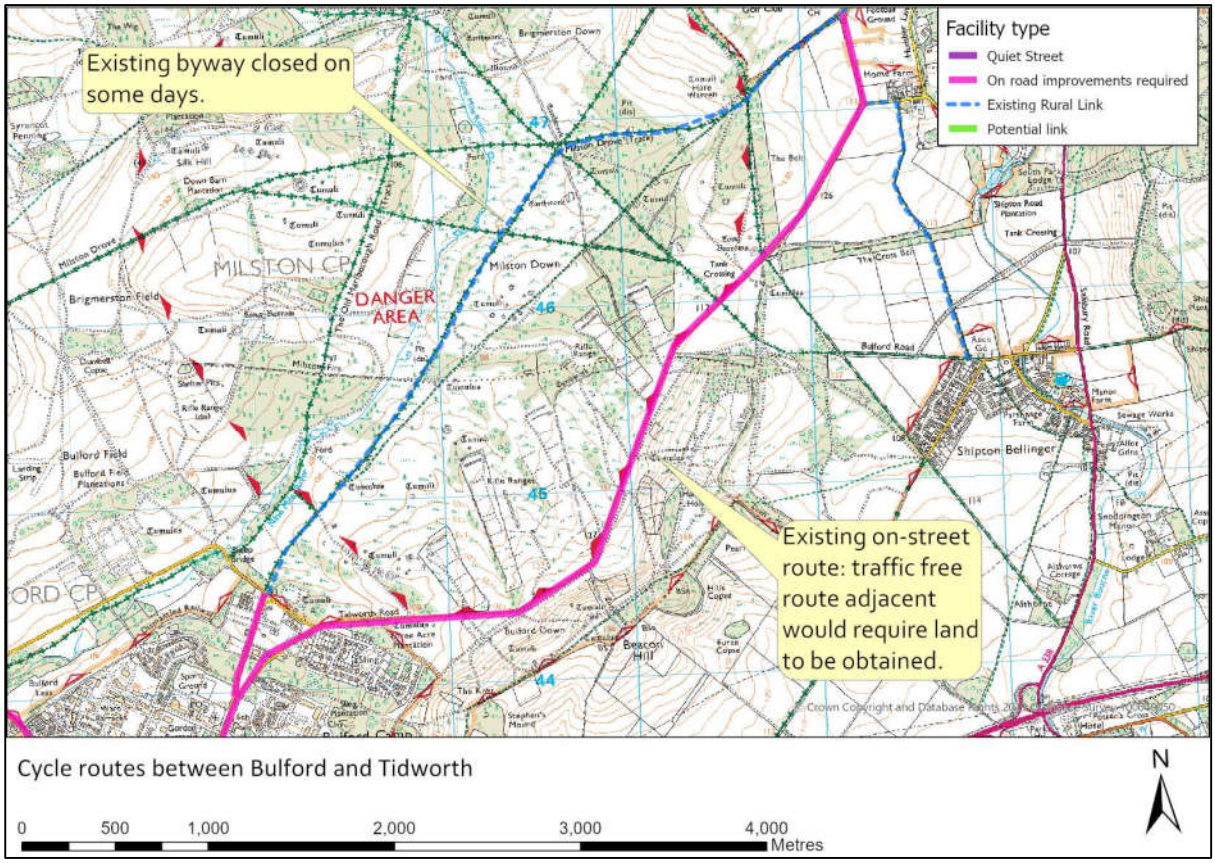
The council has commissioned Sustrans to undertake a feasibility study, with funding from National Highways, to look at alternative routes to the busy London Road between the existing shared use path and The Centre. With funding from National Highways, Wiltshire Council has recently carried out improvements on The Centre. This includes upgrading a pedestrian crossing to a toucan and creating shared use paths to connect Amesbury Central Car Park to School Lane. This scheme began construction in March 2022.

From the High Street in Amesbury, the route then follows quiet streets through the Woodford Valley into Salisbury. Further improvements to reduce traffic on this route or connecting links may be considered in the Amesbury LCWIP when it is developed.

4.14. Amesbury/Bulford to Tidworth

Improvements to the route between Amesbury and Bulford are set out in the Amesbury Town Cycle Network shown in Appendix 3. As shown in *fig*. 27 There are currently two existing cycle routes between Bulford and Tisbury: one along byways that may be closed by the Ministry of Defense when undertaking exercises, and one along roads where traffic speeds and behaviour do not encourage significant modal shift. An improvement to this route might involve creating a traffic-free route adjacent to the existing road route, but this would require land to be obtained from the Ministry of Defense/Defense Infrastructure Organisation. Further feasibility work is required here.

fig. 27 Existing and proposed cycle routes between Bulford and Tidworth



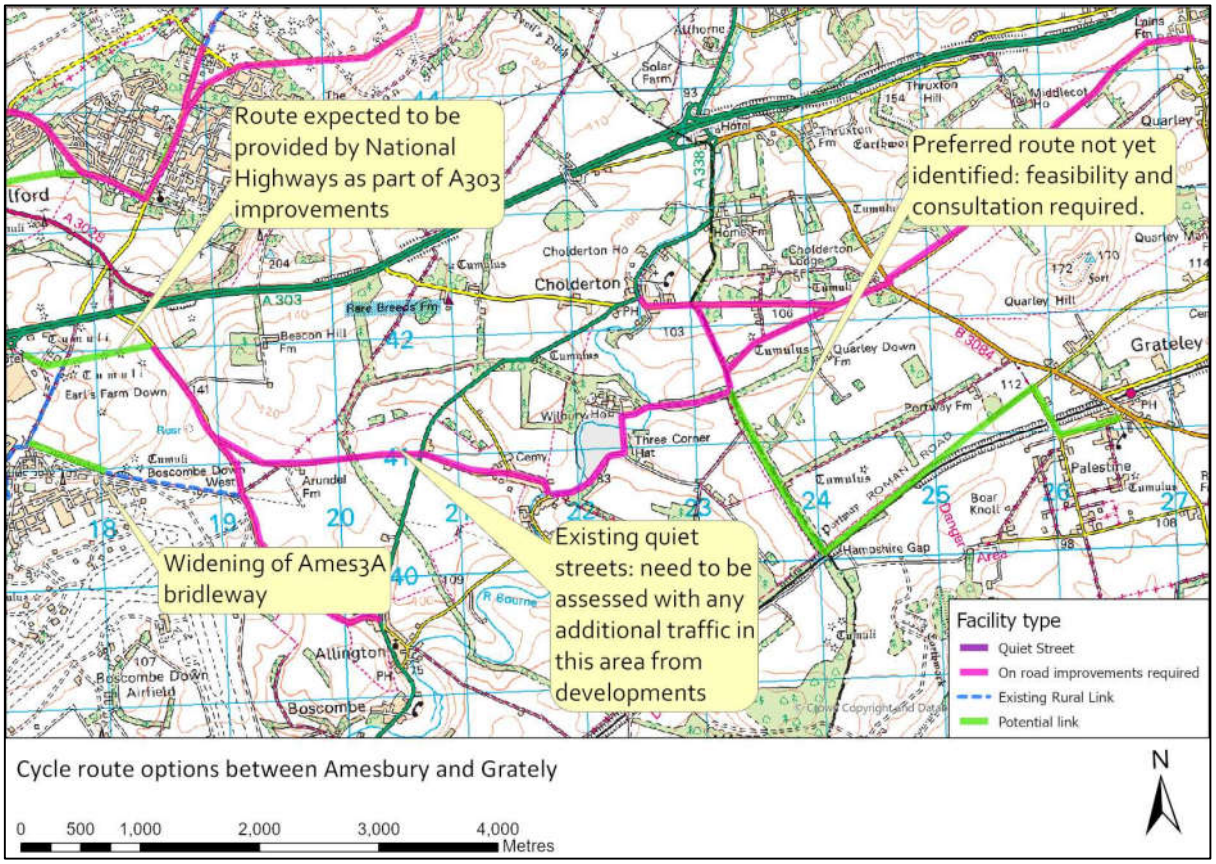
4.15. Amesbury to Grately/Andover

The route from Amesbury to Grately consists mainly of quiet streets via Cholderton as shown in *fig*. 28. The levels of traffic on these roads may be affected by proposed developments in the area and the A303 improvement scheme to be carried out by National Highways. If traffic increases so that they are no longer quiet streets, an alternate route may need to be identified. Once this quiet street (or alternative route) is confirmed, the route would continue via the widening of bridleway Ames3A, or a new route to be provided by National Highways as part of the A303 improvement scheme as shown in the Amesbury Town Cycle Network in Appendix 3.

A feasibility study and local consultation would be required to investigate the preferred route from Cholderton to Grately, in order to avoid the B3084. This would need to be carried out in collaboration with Hampshire County Council and Test Valley District Council.

There are further quieter street routes from Cholderton to Andover, however a preferred route may be identified by Hampshire County Council and Test Valley District Council.

fig. 28 Potential cycle routes between Amesbury and Grately



4.16. Salisbury to Porton/Stonehenge routes

Wiltshire Council and local communities have an aspiration to create a predominantly traffic-free cycle route to link Salisbury and Stonehenge in order to:

- Provide leisure routes for cyclists, walkers and disabled people.
- Improve access to Salisbury and Amesbury for the residents of the Winterbournes.
- Improve access from Durrington and Larkhill to Amesbury.
- Provide commuter routes for employees at Porton Down, reducing traffic through the Winterbournes.
- Encourage more tourists to stay in the Salisbury area and travel to Stonehenge by cycling rather than driving.
- Encourage tourists to explore the wider Stonehenge World Heritage Site e.g. Woodhenge.

A survey carried out by Winterbourne Parish Council showed that 80% of residents agreed that they want a cycle route to avoid the A338, 80% wanted a cycle route to Salisbury and 50% wanted a better route to Porton Down. However, there is insufficient verge/pavement width along the A338 to provide a pedestrian/cyclist shared-use cycle path.

The current national cycleway route (NCN 45) through the Woodford Valley is an on-road route for leisure and tourism on the west of the A345, but it does not provide for the residents of the Winterbournes, Porton, Gomeldon and Idmiston, which are situated on a corridor to the east of the A345 with no connection to the NCN route 4km away. As it is on-road, it is also not as attractive to less confident leisure riders or tourists with younger children. The completed route via Porton would provide a circular route with the existing Woodford Valley route. The proposed changes to the A303 (scheduled to be delivered by National Highways in the next few years) should allow for a direct path from Amesbury to Stonehenge, providing a circular route around the World Heritage site.

The council has investigated various options in consultation with stakeholders such as businesses at Porton Down, employers and parish councils.

Two feasibility studies have been carried out by Sustrans on behalf of the council looking at the section between Ford and Tanners Lane. The initial study recommended a new traffic-free path between Green Lane and Hurdcott. The second study found that landowners were opposed to this route. The Council has asked Sustrans to undertaken a further feasibility study to establish whether any improvements can be made on the Roman Road between Green Lane and Spire View, particularly at the Laverstock Turn where traffic behaviour causes intimidation of pedestrians and cyclists, particularly in darker hours. Further consultation will take place if a route can be agreed with landowners and funding becomes available. The potential routes are shown in Appendix 1.

In Amesbury the council is working with National Highways and Sustrans to deliver a traffic-free cycle route from Archer's Gate to the High Street, and then along Countess Road to Woodhenge. Consultation on preliminary design for the Countess Road scheme will take place in summer 2022. With funding from National Highways, the council commissioned Atkins to carry out feasibility work to see if a route for pedestrians and cyclists can be improved between the existing shared use path

on The Packway (by Wood Road) and Nett Road in Shrewton. National Highways will be working with English Heritage to look at options to create a route between the Stonehenge Visitor Centre and Rollestone Crossroads. Together these schemes would create a circular route can be developed encircling the World Heritage Site, by creating new traffic-free routes from Woodhenge to the Packway and then to Airman's Corner.

4.17. Salisbury to New Forest Cycleway

A feasibility study has been carried out by Sustrans on behalf of Wiltshire Council to look at routes that can be signposted and improved in the medium term. The route with potential improvements is shown in Appendix 2.

4.18. The Wiltshire Cycleway

The Wiltshire Cycleway is an on-road leisure cycle route aimed at confident adult cyclists, which may provide some utility usage. It is unlikely to encourage significant modal shift as it does not meet LTN 1/20 standards for large sections of the route. Improvements here to bring the route up to LTN 1/20 standard would require long sections of alternate route to be identified (i.e. over private land) which is not considered feasible at present. While other routes in this document will be designed to LTN 1/20 standards as far as possible, the council would envision only implementing small safety schemes along this route which would be delivered as funding opportunities arise, for example through Community Area Transport Grants.

Detailed maps of the Wiltshire Cycleway can be found online at:
https://www.connectingwiltshire.co.uk/rural-cycling

5. Prioritisation of schemes on inter-urban routes

The council will look for funding opportunities for schemes on these routes. As an initial piece of work, a high level prioritisation exercise has been carried out.

This prioritisation assesses how well each route contributes towards the following aims:

- Increasing utility cycling (cycling to work, education, retail and leisure destinations)
- Increasing leisure cycling and walking (i.e. where the cycle route itself is the destination)
- Increasing active travel tourism

The following criteria were used to assess these aims

- Deliverability of improvements
- Level of community support
- Propensity to increase utility cycling (cycling to work, education, retail and leisure destinations)
    - Propensity to Cycle commuting data (Census 2011)
    - Residential population with 400m of any part of the route
    - Number of rail stations or proposed rail stations within 2km of route
- Propensity to increase leisure cycling and walking (i.e. where the cycle route itself is the destination)
    - Residential population with 400m of any part of the route
- Propensity to increasing active travel tourism
    - Part of a direct cycle route to London
    - Size of existing long-stay visitor market (number of hotel rooms, caravan pitches, etc.)
    - Major tourist attractions along the route
    - Expected quality of potential route (attractiveness and comfort)
    - Number of rail stations or proposed rail stations within 2km of route

Utility walking trips are usually less than 2km so have not been included as they will predominantly be addressed in LCWIPs for the Market Towns and Principal Settlements. Proposed development sites have not been factored in, due to the uncertainties around what type of development may come forward and when that might happen. Where a route relates directly to a site, this should be included in the Transport Assessment of a site. If the proposed route passes directly through the site, the developer must provide the route. If the route passes close to the site (e.g. within 400m), the developer must ensure adequate active travel infrastructure is provided to link to the route and may be asked to contribute to route improvements where relevant.

In reading the prioritisation table, it should be noted that even ‘low priority’ improvements might be a high priority for the relevant area board or other specific funding sources, and so some degree of flexibility will need to be practiced in taking forward the schemes.

	Estimated Cost	Cost level	Deliverability	Community support	Utility trip potential	Resident population	Direct link to London	Long stay tourism	Key Visitor attractions	Quality of route	Rail stations	Priority	Status
Royal Wootton Bassett to Swindon	£3-£6 million	Very High	Very good	Very good	High	Medium	No	Low		Good	1.5	High	Design in progress
NCN 4 Kennet & Avon canal path (Bath- Devizes)	£3-£6 million	Very High	Moderate to Good	Moderate to Good	Very High	High/ Very High	Yes	Very High	K&A canal	Very Good	6.5	Very high	Not started
Chippenham to Bath (Corsham to Box/Bath)	£3-£6 million	Very High	Unknown	Very good	Low to Moderate	Medium	No	Very High		Good	2.5	Medium	Not started
Hilperton to Semington/ Melksham	<£250,000	Low	Very good	Good	Low	Low/ Medium	No	Low		Good	2	Low/ Medium	In progress /Complete
NCN 403 North Wiltshire Rivers route (Calne – Chippenham)	£250,000-£1,000,000	Unknown to Medium	Poor	Very good	Moderate to Good	Medium	Yes	Moderate		Very Good	1.5	Medium	Feasibility study commissioned
NCN 403 Railway Path to Cherry Orchard Road	£250,000-£1,000,000	Medium	Moderate	Moderate to Good	Low to Moderate	Low	Yes	Low	Marlborough AONB & Forest	Good	0	Low/ Medium	Feasibility study commissioned [33]
NCN 403/NCN 45 Avebury and West Kennett	£250,000-£1,000,000	Medium	Moderate to Good	Moderate to Good	Very Low	Very Low	Yes	Moderate	Avebury	Very Good	0	Low/ Medium	Not started

[33] This scheme forms part of the Marlborough Network: future Marlborough LCWIP.

	Estimated Cost	Cost level	Deliverability	Community support	Utility trip potential	Resident population	Direct link to London	Long stay tourism	Key Visitor attractions	Quality of route	Rail stations	Priority	Status
NCN 403 (Marlborough A4 path)	£250,000-£1,000,000	Medium	Moderate	Moderate to Good	Low	Low	Yes	Moderate	Marlborough AONB & Forest (estimate)	Good	0	Low/ Medium	Not started[34]
NCN 24 Warminster	Unknown	Unknown	Poor/Unknown	Unknown	Very Low	Very Low	No	Moderate		Good	1	Low priority	Not started[35]
NCN 24 Wilton to Alderbury (Salisbury)	£3-£6 million	Very High	Moderate to Very Good	Moderate to Very Good	Moderate	High	No	Moderate	Wilton House, Salisbury Cathedral & Museum	Good	1.5	Medium/ High	Feasibility/design work in progress
NCN 45 Cricklade routes	Unknown	Unknown	Unknown	Unknown	Low	Medium /High	No	High	Cotswold Water Park SSSI	Very Good	0	Low/ Medium	Not started
NCN 45 (Everleigh)	£100,000	Low	Moderate to Good	Unknown	Very Low	Very Low	No	Low		Good	0	Low priority	Not started
Amesbury/Bulford to Tidworth	£3-£6 million	Very High	Moderate	Very good	Moderate	Medium	No	Low	Stonehenge	Good	0	Medium	Not started
Amesbury to Grately	£250,000-£1,000,000	Medium	Unknown	Moderate	Very Low	Low/ Medium	No	Low	Stonehenge	Good	1	Low/ Medium	Not started

[34] This scheme forms part of the Marlborough Network: future Marlborough LCWIP.

[35] Proposed improvements on this route are included in the Salisbury LCWIP. Some schemes are in design and may be funded in the short to medium term through National Highways designated funds. Other schemes such as Churchfields Road are more difficult technically and are not currently in progress.

	Estimated Cost	Cost level	Deliverability	Community support	Utility trip potential	Resident population	Direct link to London	Long stay tourism	Key Visitor attractions	Quality of route	Rail stations	Priority	Status
Salisbury – Porton-Stonehenge	£3-£6 million	Very High	Poor to Good	Very good	Moderate to Good	Very High	No	Moderate	Stonehenge, Old Sarum, Salisbury Cathedral & Museum	Very Good	1.5	Very High[36]	Feasibility study commissioned
Salisbury to New Forest	£1-£3 million	High	Poor to Good	Very good	Low	High	No	Moderate	Salisbury Cathedral & Museum , New Forest	Very Good	1	Medium/ High	Not started
Wiltshire Cycleway (excluding NCN sections)	<£250,000	Low	Very Poor/ unknown	Unknown	No scheme specified	No scheme specified	No	Moderate/ High	Stourhead, Wardour Castle[37]	Poor	1	Low priority	Not started
Trowbridge – Westbury – Warminster	Unknown	Unknown	Unknown	Good	High	High	No	Low/ Moderate		Good	4	High	Not started

[36] Schemes on the Amesbury to Stonehenge part of this route are either in design or will be investigated with feasibility studies in 2021/22; a feasibility study from Green Lane to Hurdcott has also been commissioned.

[37] Sections with key attractions that duplicate other routes are not included here.

6. Implementation of schemes on inter-urban routes

The timetable for implementation of schemes is set out below. However, this may change as funding opportunities become available or resource constraints apply. Longer term schemes may be brought forward if opportunities arise. This list will be updated as individual urban LCWIPs are prepared which will set out the timetable for improvements on inter-urban routes within those areas.

Schemes to be delivered in the short term (1-3 yrs)

- Royal Wootton Bassett to Swindon cycle and pedestrian path
- Hilperton to Semington/Melksham cycle route
- Chippenham to Corsham cycle route and pedestrian improvements (Easton Lane)
- NCN 403 Marlborough Railway path to Cherry Orchard Road
- NCN 24 Wilton to Alderbury (Salisbury) – A36 Quidhampton to Park Wall cycle and pedestrian path
- NCN 24 Wilton to Alderbury (Salisbury) – Rail station and city centre cycle and walking improvements
- Salisbury – Porton- Stonehenge: Countess Road cycle facilities (Amesbury)

Schemes to be delivered in the medium term (3-6yrs)

- Salisbury – Porton- Stonehenge: Salisbury Road shared path (Amesbury)
- Salisbury – Porton- Stonehenge: The Packway to Airman's Corner routes (dependent on feasibility work and National Highways funding)
- NCN 24 Wilton to Alderbury (Salisbury) – Minster Street cycle improvements (Wilton)

Schemes to be delivered in the medium term if funding is identified

- NCN 4 Kennet & Avon canal path improvements (Bradford on Avon – Melksham – Devizes)
- NCN 403 Avebury (traffic reduction and cycle path)
- Salisbury to New Forest: widening on Downton Road path
- Salisbury – Porton- Stonehenge: Salisbury to Amesbury sections

Longer term schemes (6 yrs+)

- NCN 45 (Everleigh and West Kennett)
- NCN 403 North Wiltshire Rivers route (Calne – Chippenham)
- NCN 403 (Marlborough A4 path)
- Salisbury to New Forest: sections requiring land negotiation
- NCN 24 Wilton to Alderbury (Salisbury) – Churchfields Road cycling and walking improvements

Longer term schemes requiring feasibility studies

The council aims to carry out these feasibility studies according to the following timetable, although funding opportunities may allow these to be brought forward. Following these studies, the timetable of scheme development and delivery will be determined, where possible.

2022-25:

- NCN 403 North Wiltshire Rivers route (Calne – Chippenham)
- Salisbury – Porton- Stonehenge: Green Lane to Hurdcott (Salisbury/Laverstock)
- Salisbury – Porton- Stonehenge: The Packway to Airman's Corner (Amesbury/Larkhill)
- Trowbridge – Westbury – Warminster

2025-28

- NCN 4 Kennet & Avon canal path improvements (Bradford on Avon to the Wiltshire border, ideally in collaboration with B&NES)
- NCN 24 improvements or alternative route through Warminster
- Amesbury to Tidworth

2028 onwards:

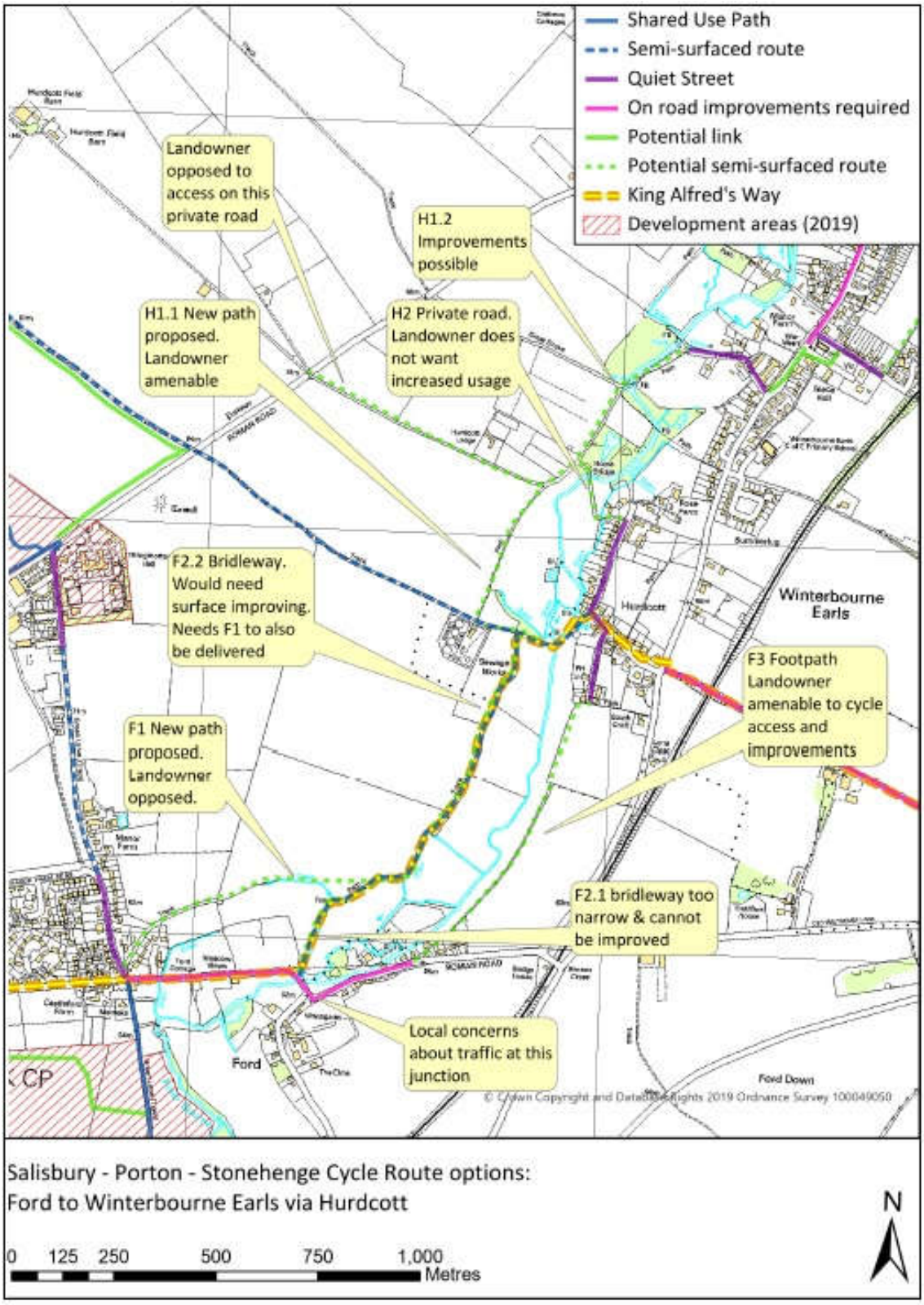
- NCN 45 Cricklade routes (ideally in collaboration with Gloucestershire County Council, Swindon Borough Council)
- Corsham to Wiltshire Border (ideally in collaboration with B&NES)
- Amesbury to Grately (ideally in collaboration with Hampshire County Council and Test Valley District Council)

It is expected that National Highways will carry out the following feasibility study and any resulting implementation works:

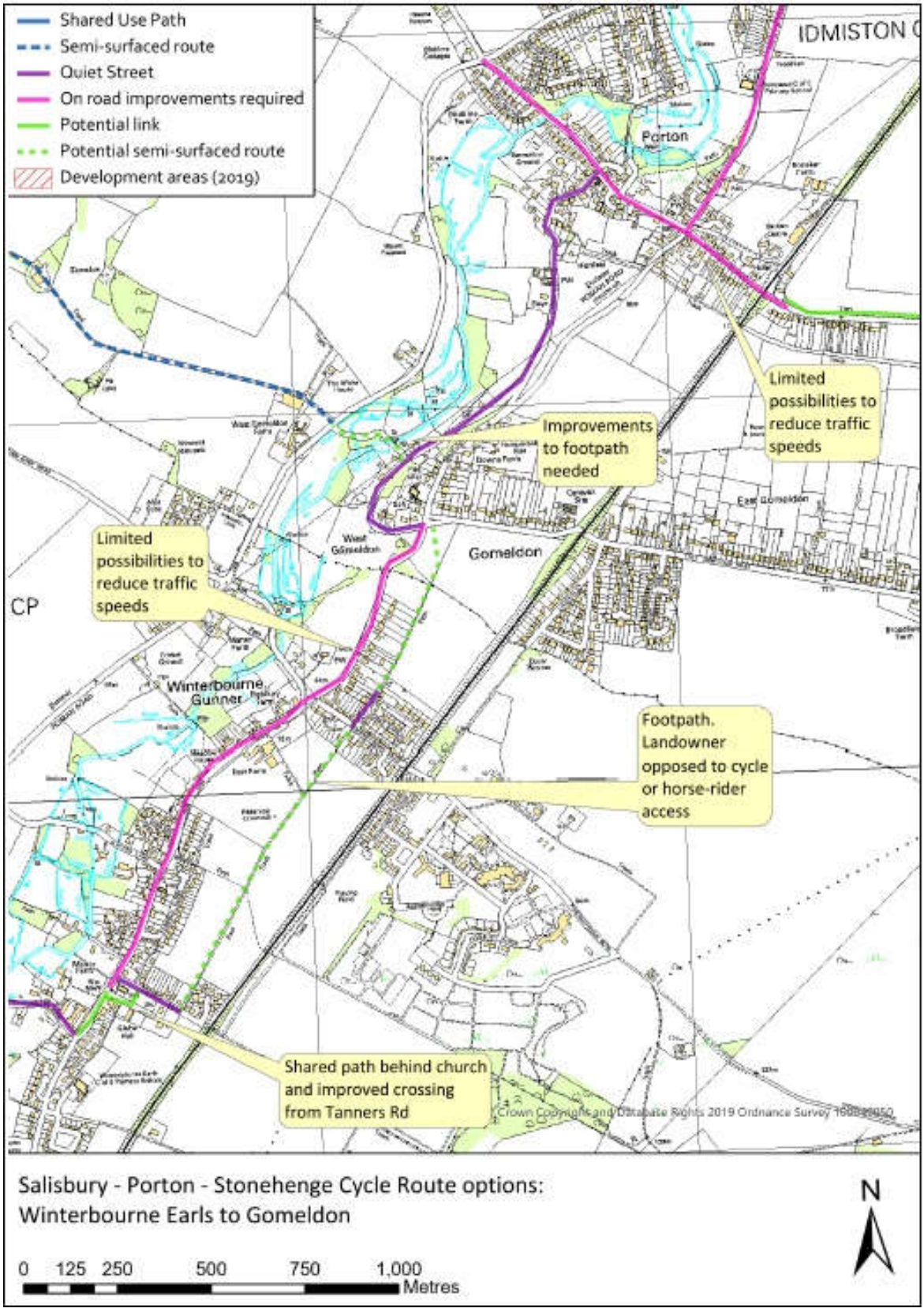
- NCN 24 Wilton to Alderbury (Salisbury) – Petersfinger to Marshmead Close (National Highways)

Appendix 1 Potential Salisbury to Stonehenge routes

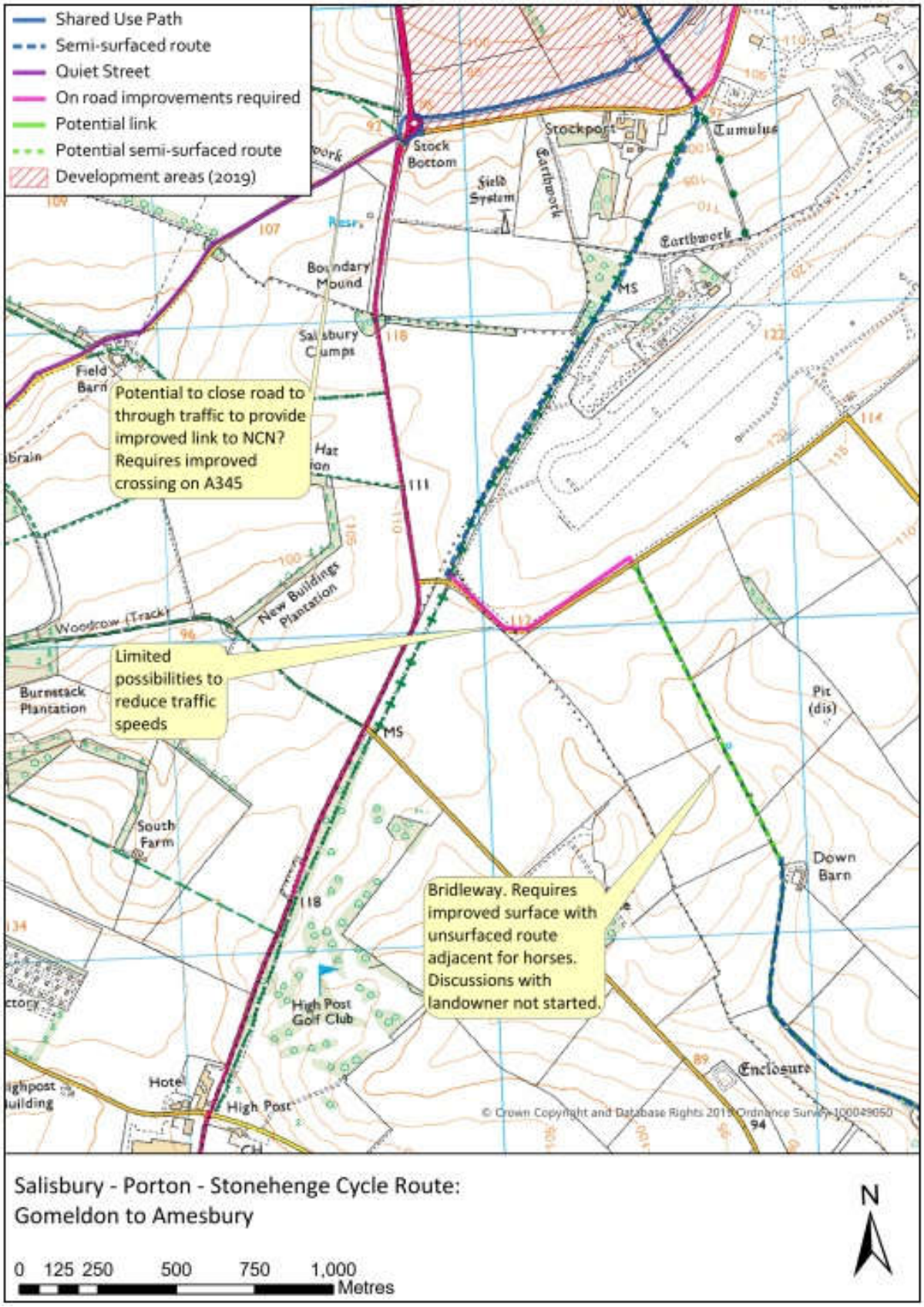
A. Map 1 Ford to Winterbourne Earls via Hurdcott



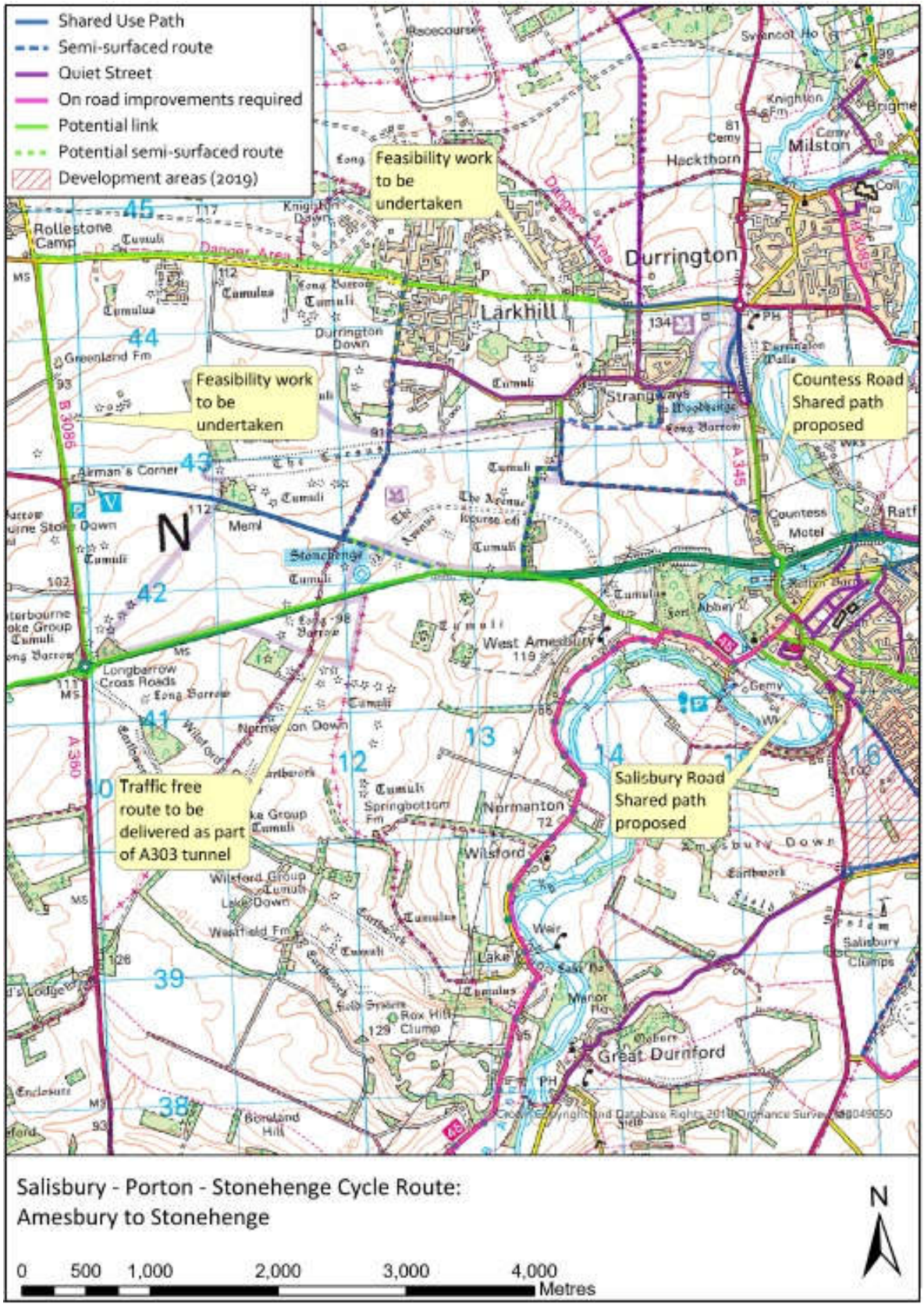
C. Map 2 Winterbourne Earls to Porton via Gomeldon



D. Map 3 Gomeldon to Archers Gate

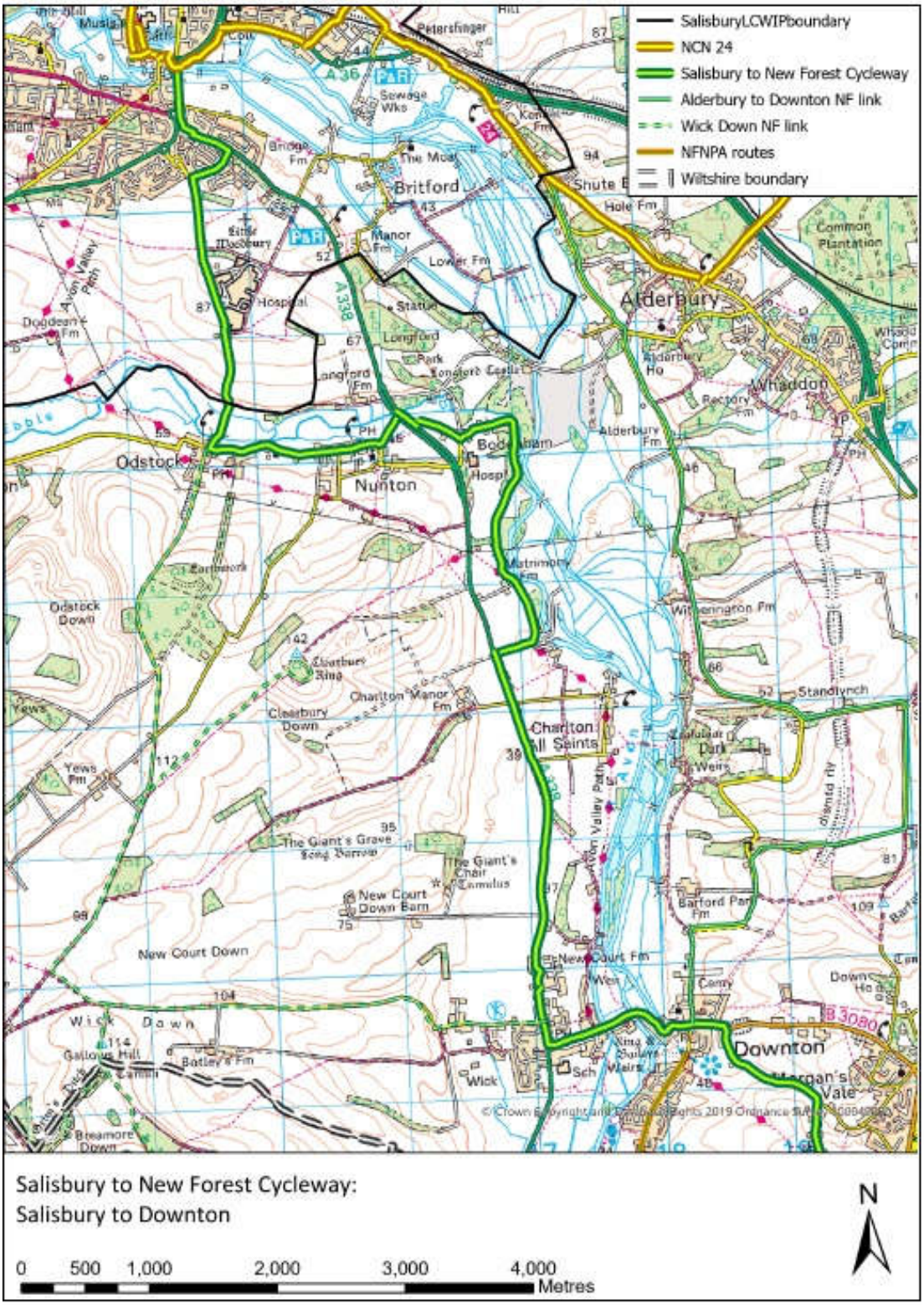


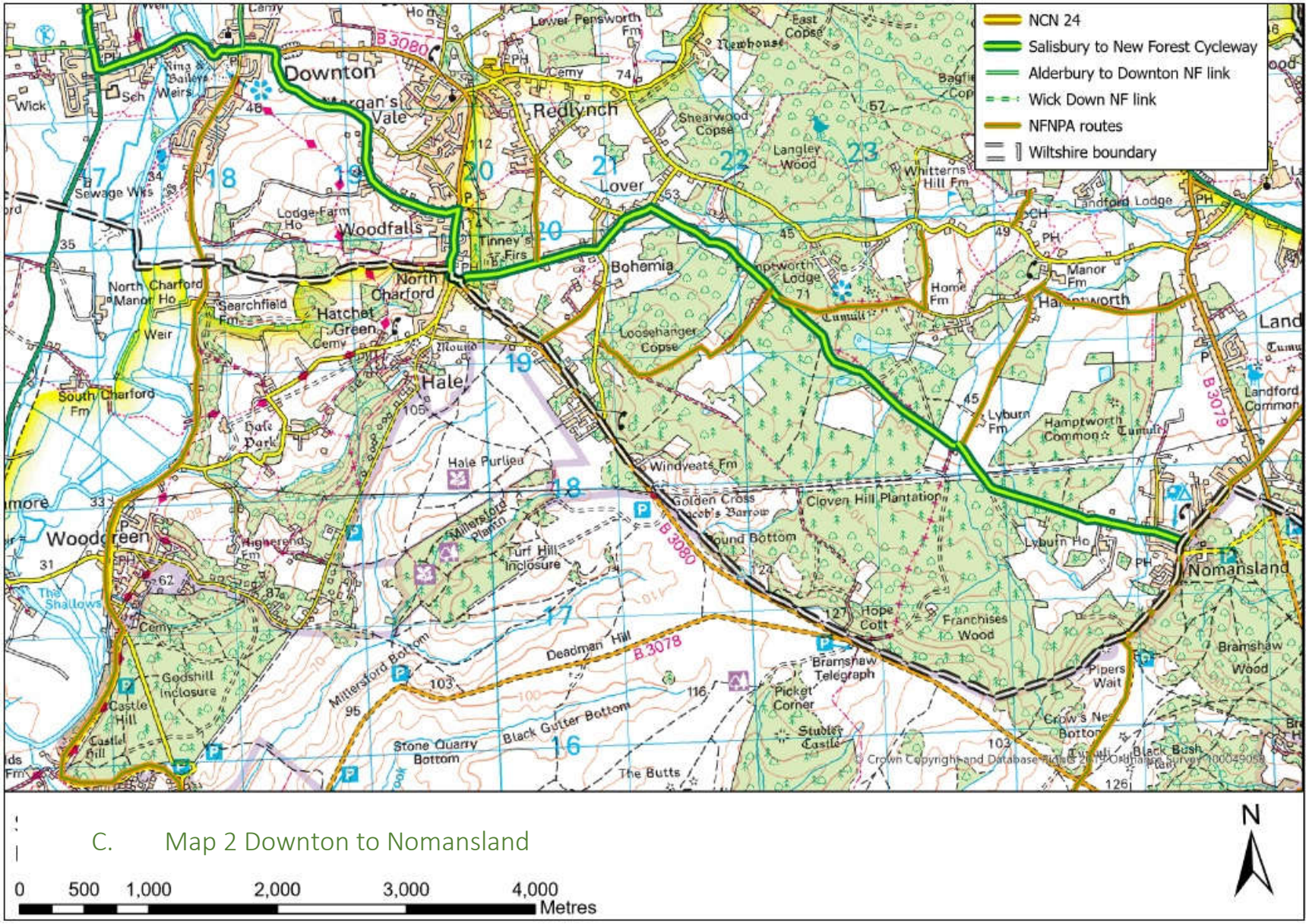
E. Map 4 Amesbury to Stonehenge



Appendix 2 Salisbury to New Forest Cycleway

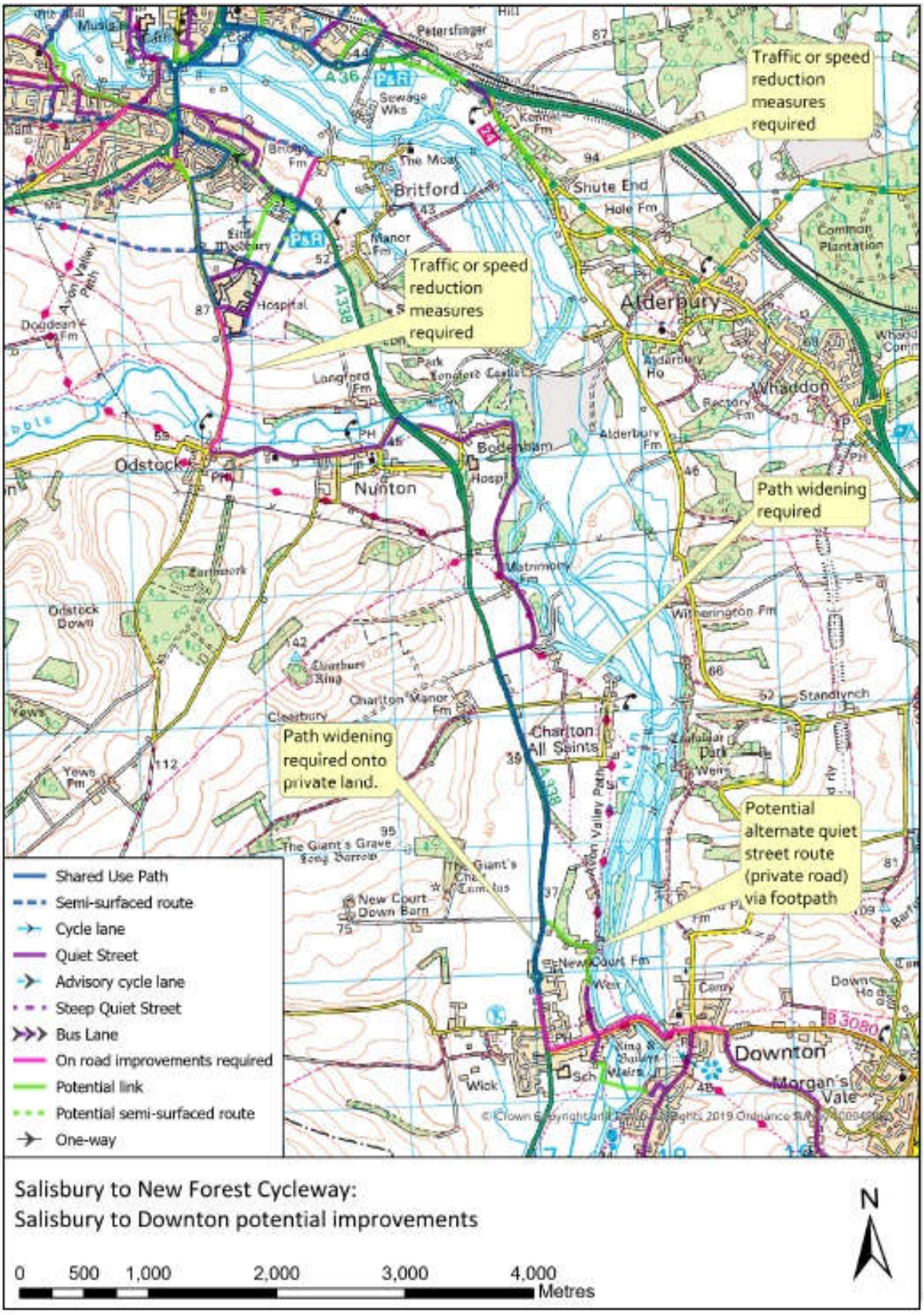
A. Map 1 Salisbury to Downton





C. Map 2 Downton to Nomansland

B. Map 1a Salisbury to Downton potential improvements



D. Map 2a Downton to Nomansland potential

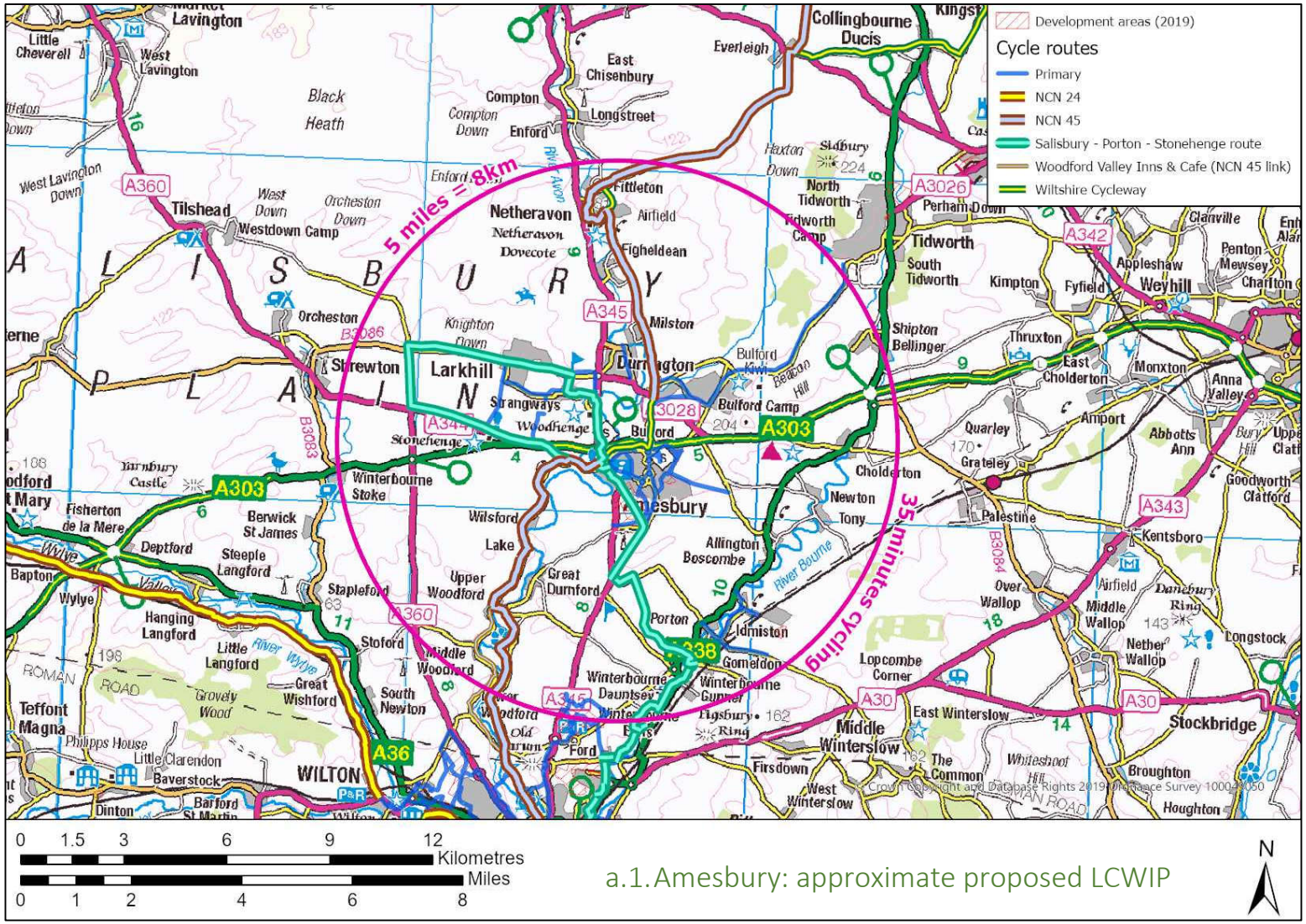
Appendix 3

This document sets out the Town Cycle Networks that form part of the Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP).

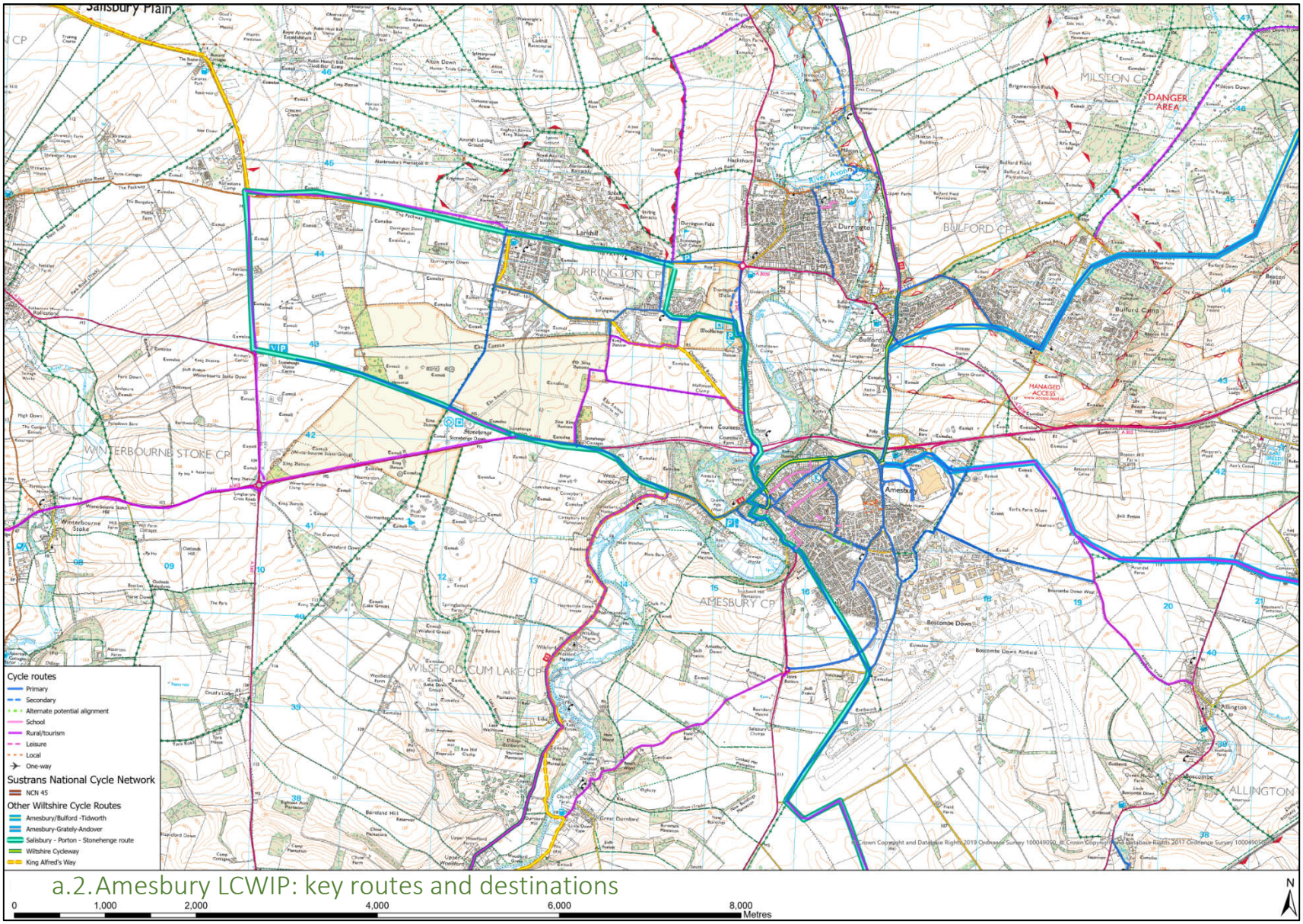
All of Wiltshire Council's Town Cycle Network Plans currently show a network within 5 miles (8km) of their respective town or city centres. These networks may be extended further where significant numbers of trips are likely to be made, as the current town cycle networks are updated to create LCWIPs for each area, for example, extending the Bradford on Avon town cycle network to include routes to Winsley, and extending the Marlborough town cycle network to include the NCN 403 route to Great Bedwyn station.

The LCWIP for Salisbury is published in conjunction with the *Wiltshire LCWIP: Framework and Interurban Routes* document. In 2022-23 the council aims to develop LCWIPs for Chippenham and Trowbridge. The evidence base and descriptions of network development will be published with the relevant LCWIPs.

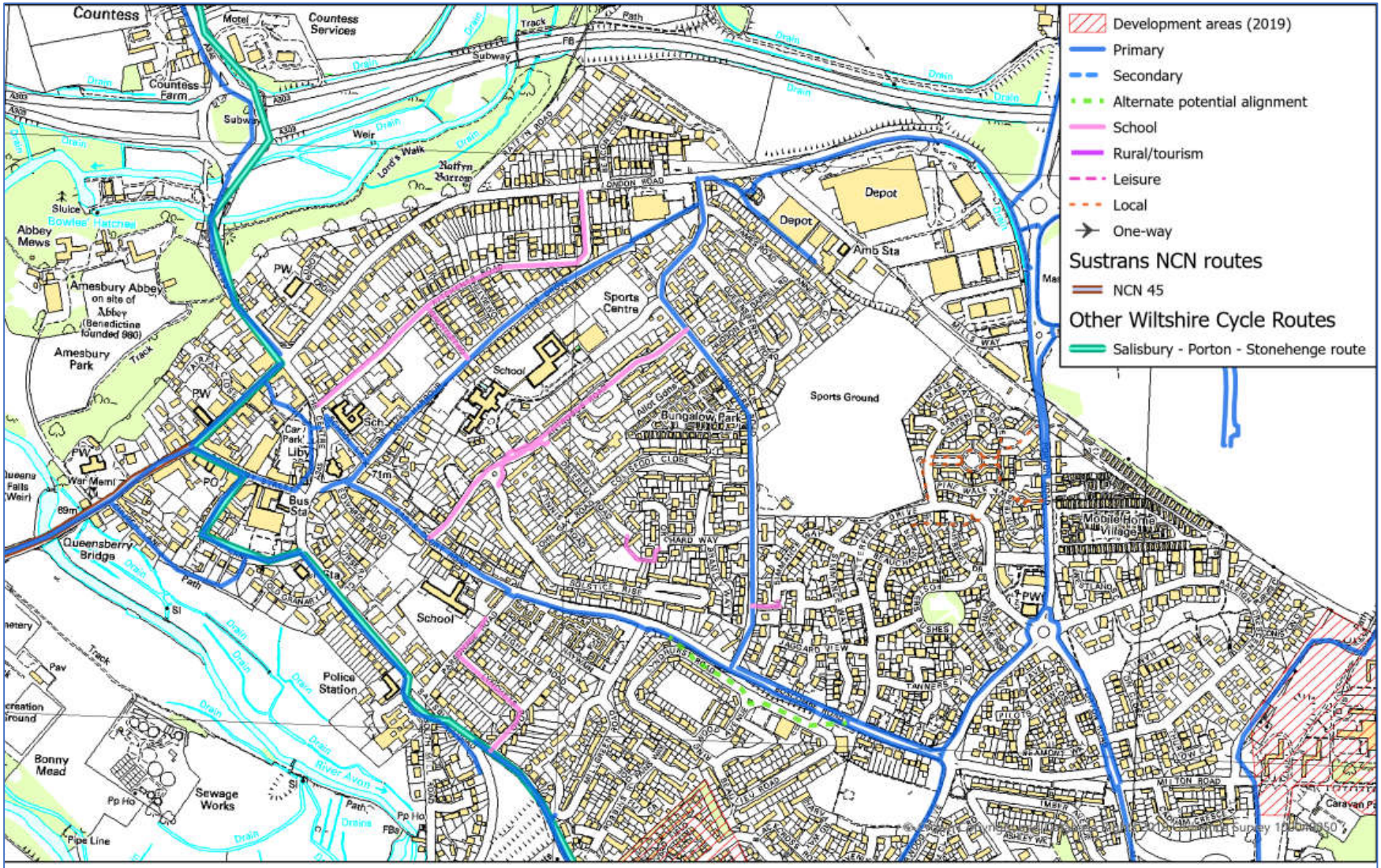
a) Amesbury



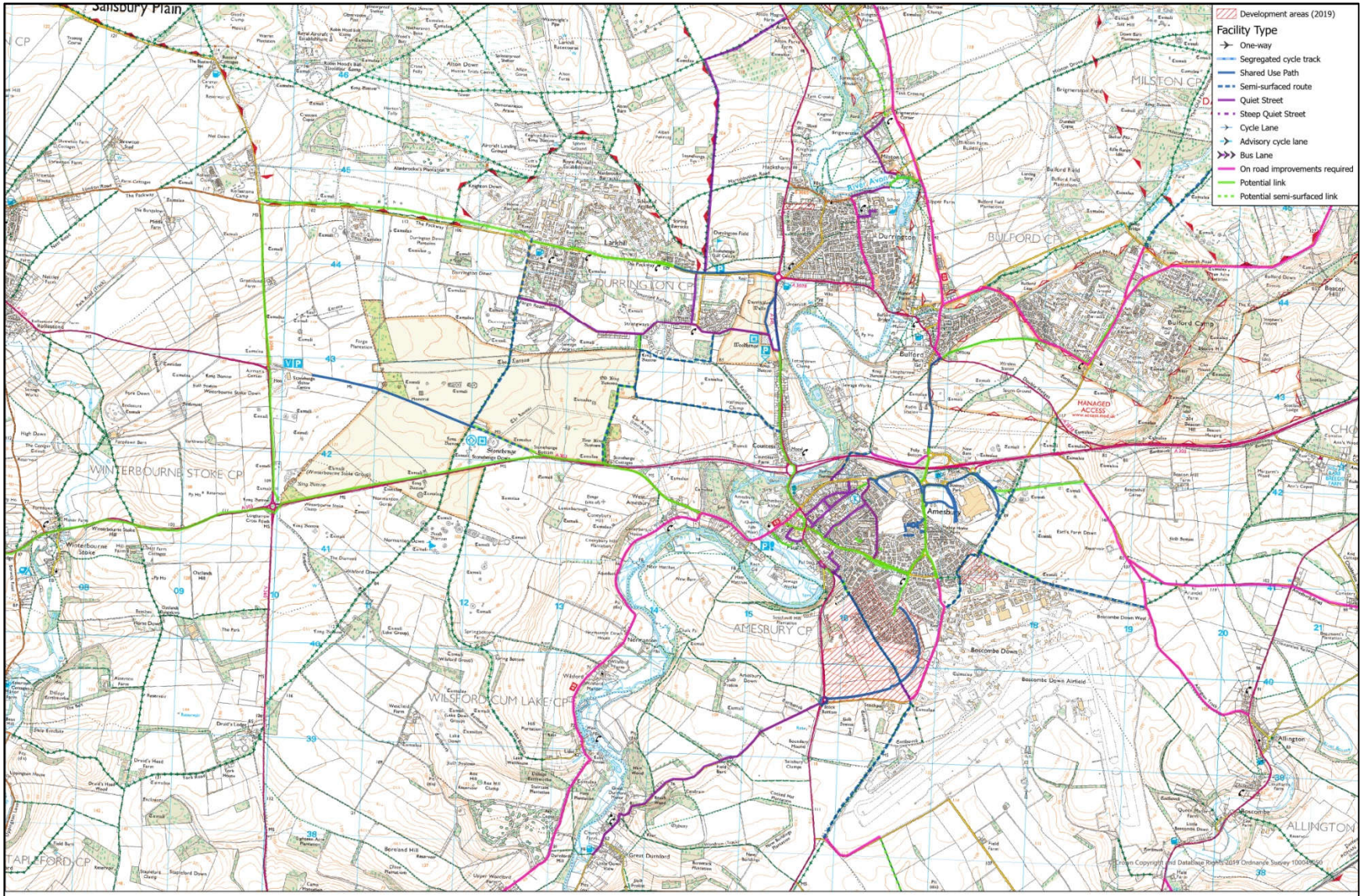
a.1. Amesbury: approximate proposed LCWIP



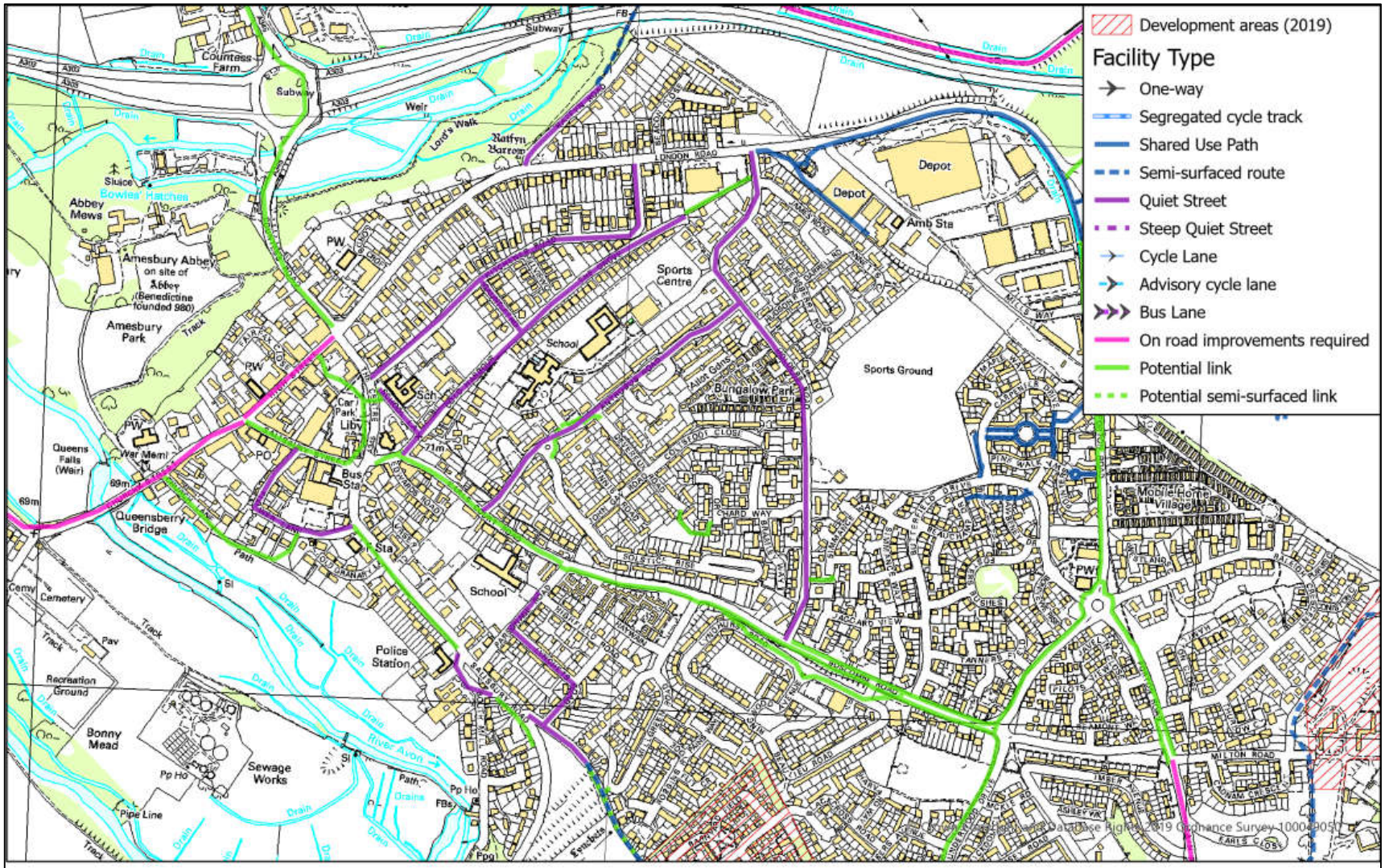
a.2. Amesbury LCWIP: key routes and destinations



a.3. Amesbury town: key routes and destinations

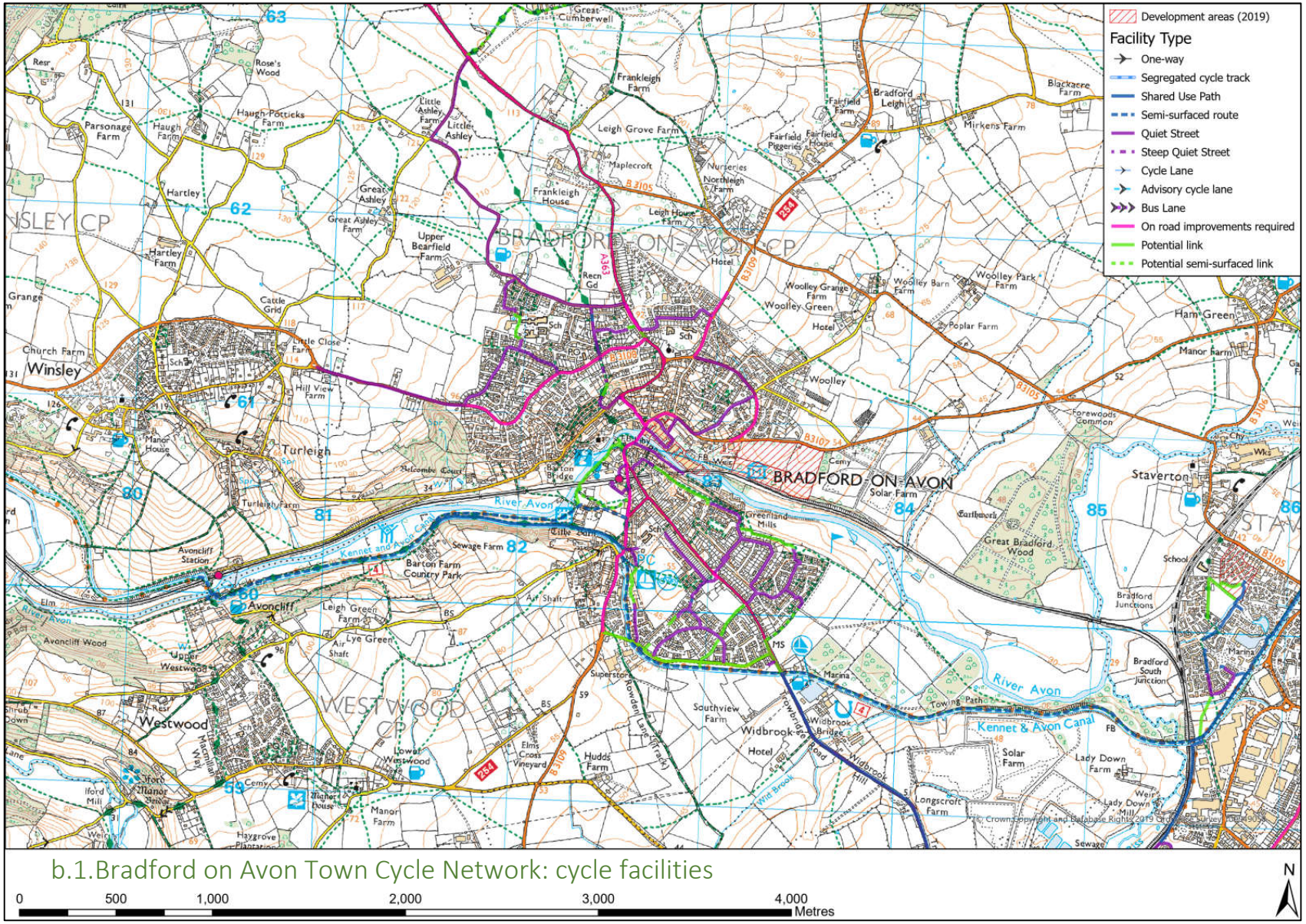


a.4. Amesbury LCWIP: Proposed cycle route improvements



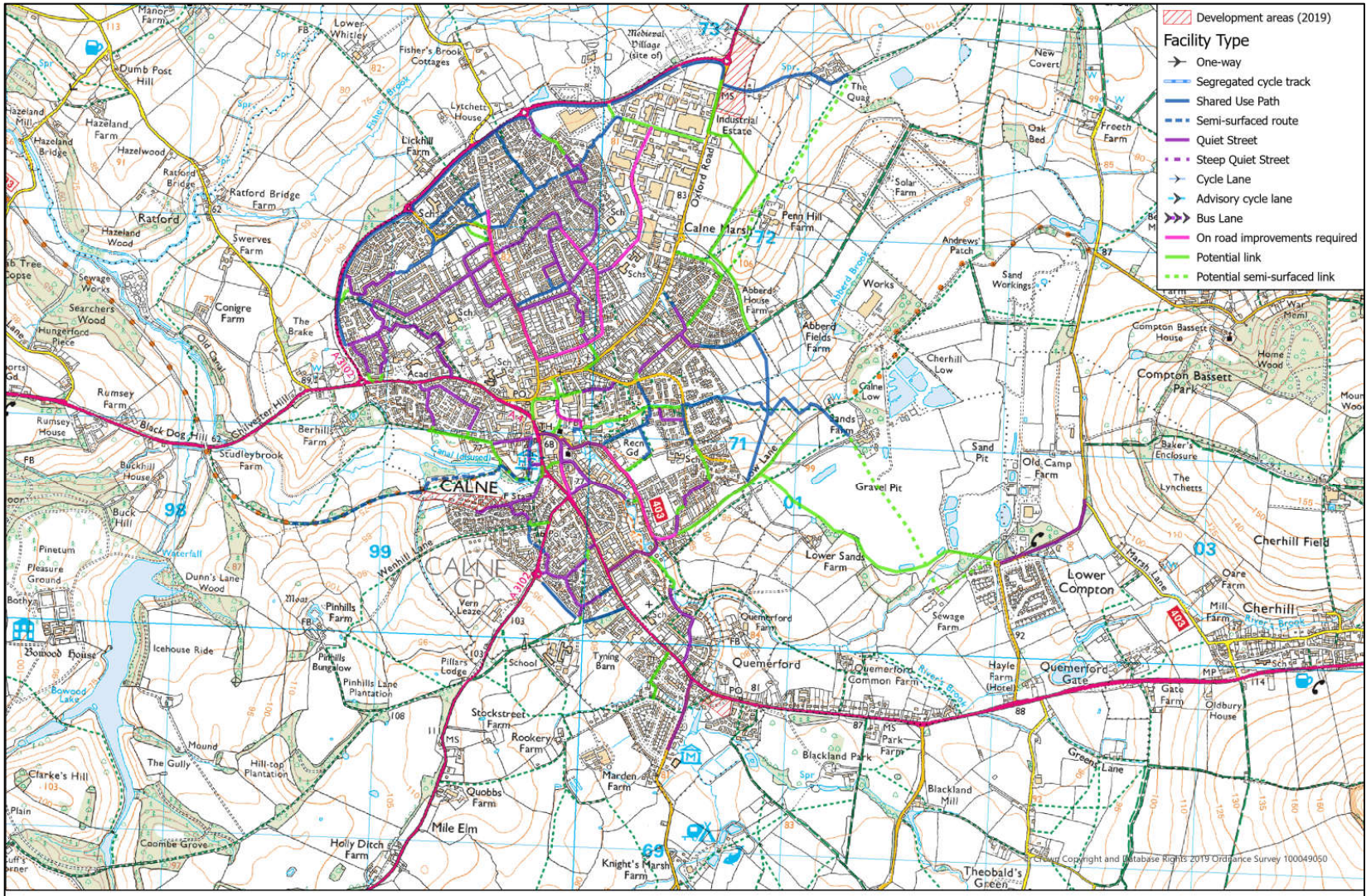
a.5. Amesbury town: Proposed cycle route improvements

b) Bradford on Avon



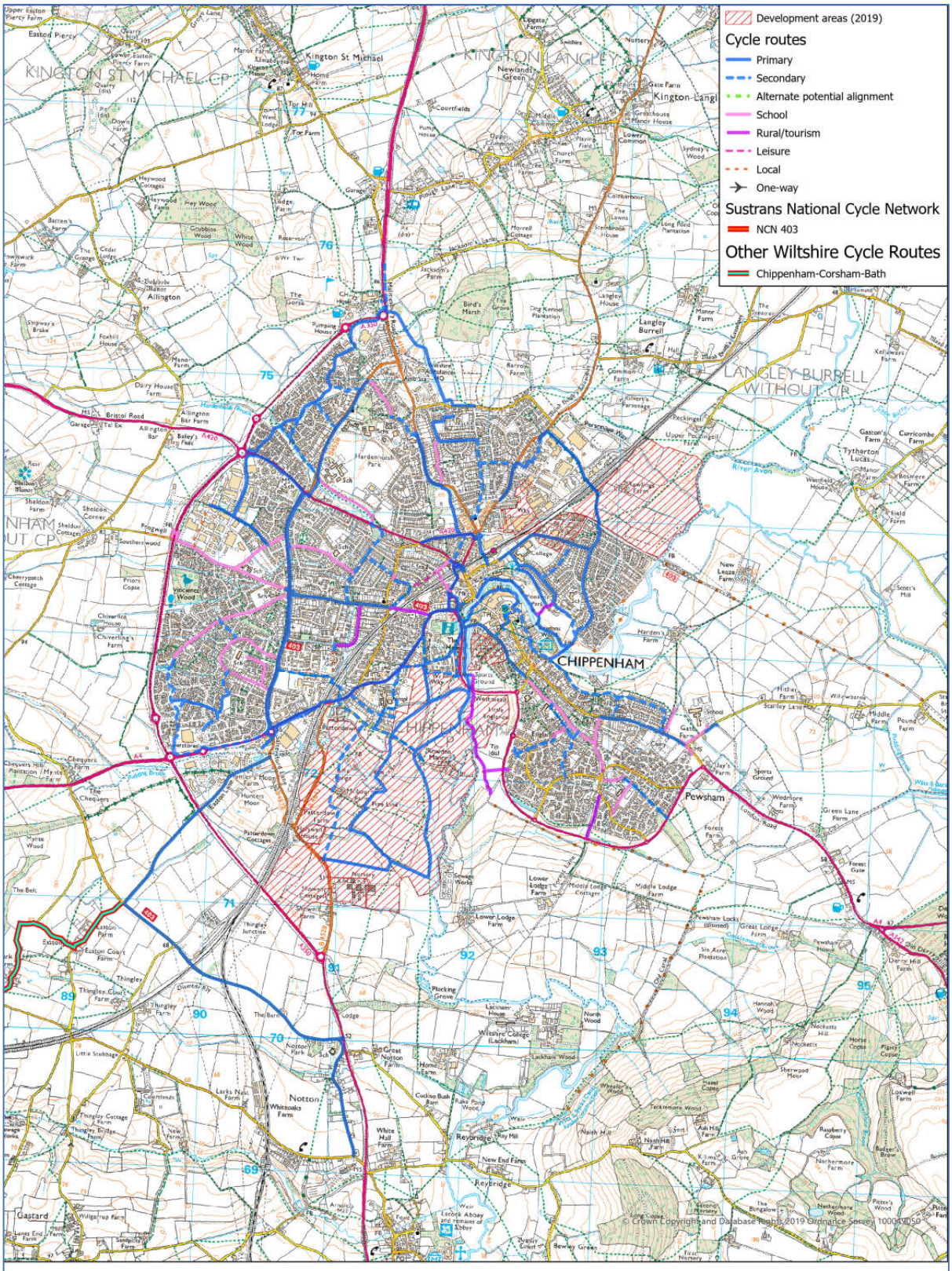
b.1.Bradford on Avon Town Cycle Network: cycle facilities

c) Calne



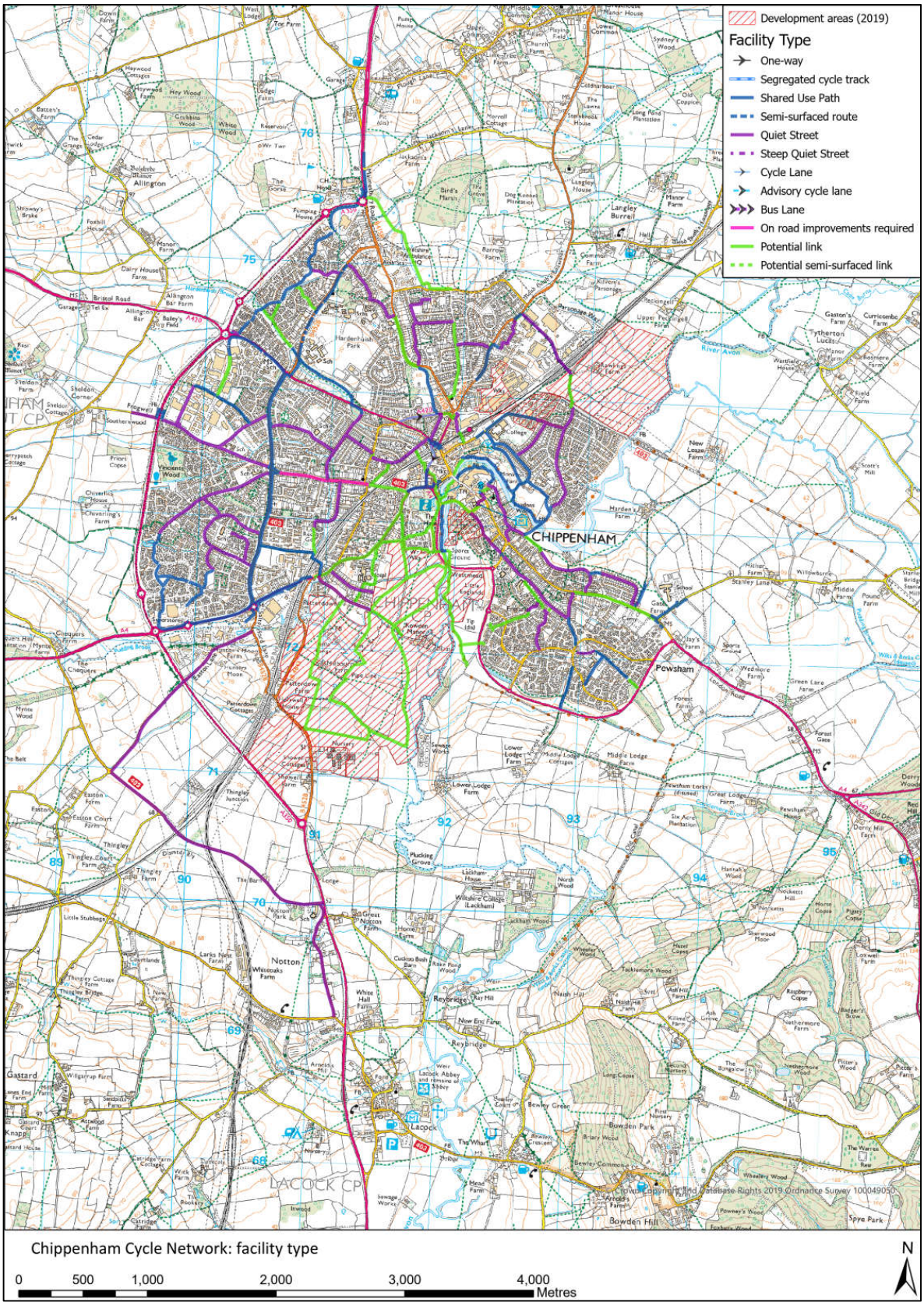
c.1. Calne Town Cycle Network: key routes

d) Chippenham

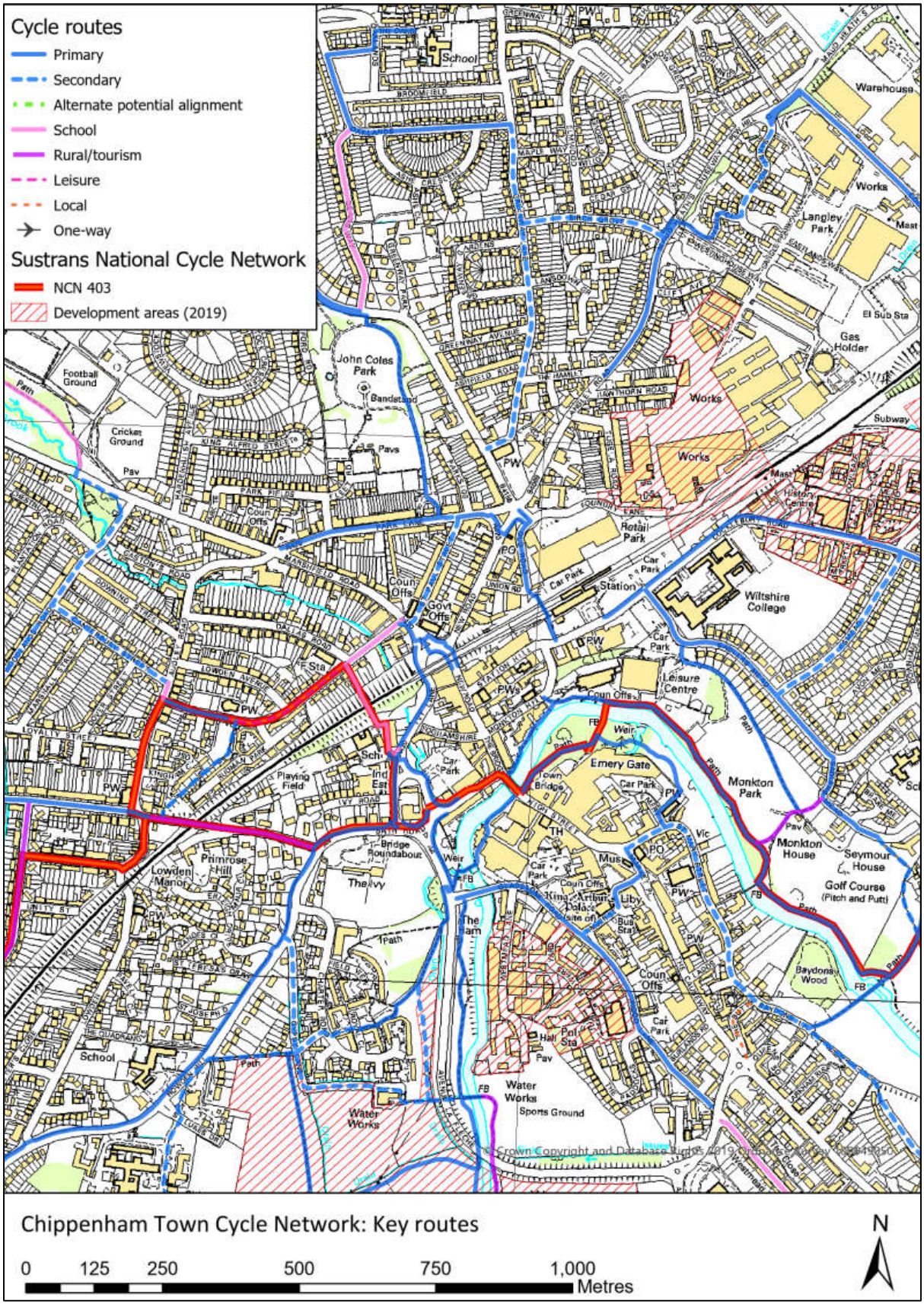


d.1.Chippenham Town Cycle Network: key routes

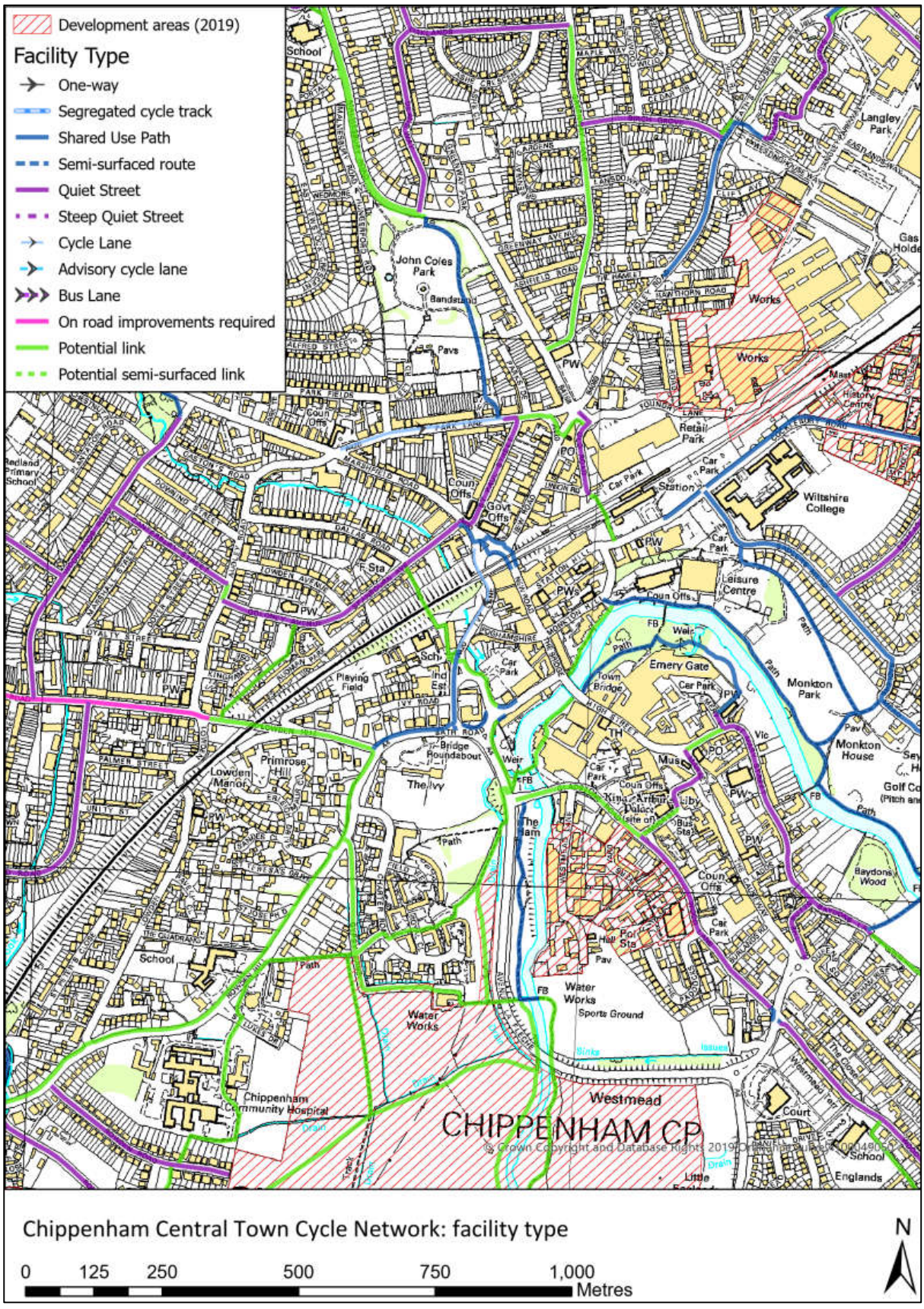
d.2.Chippenham Town Cycle Network: facility type



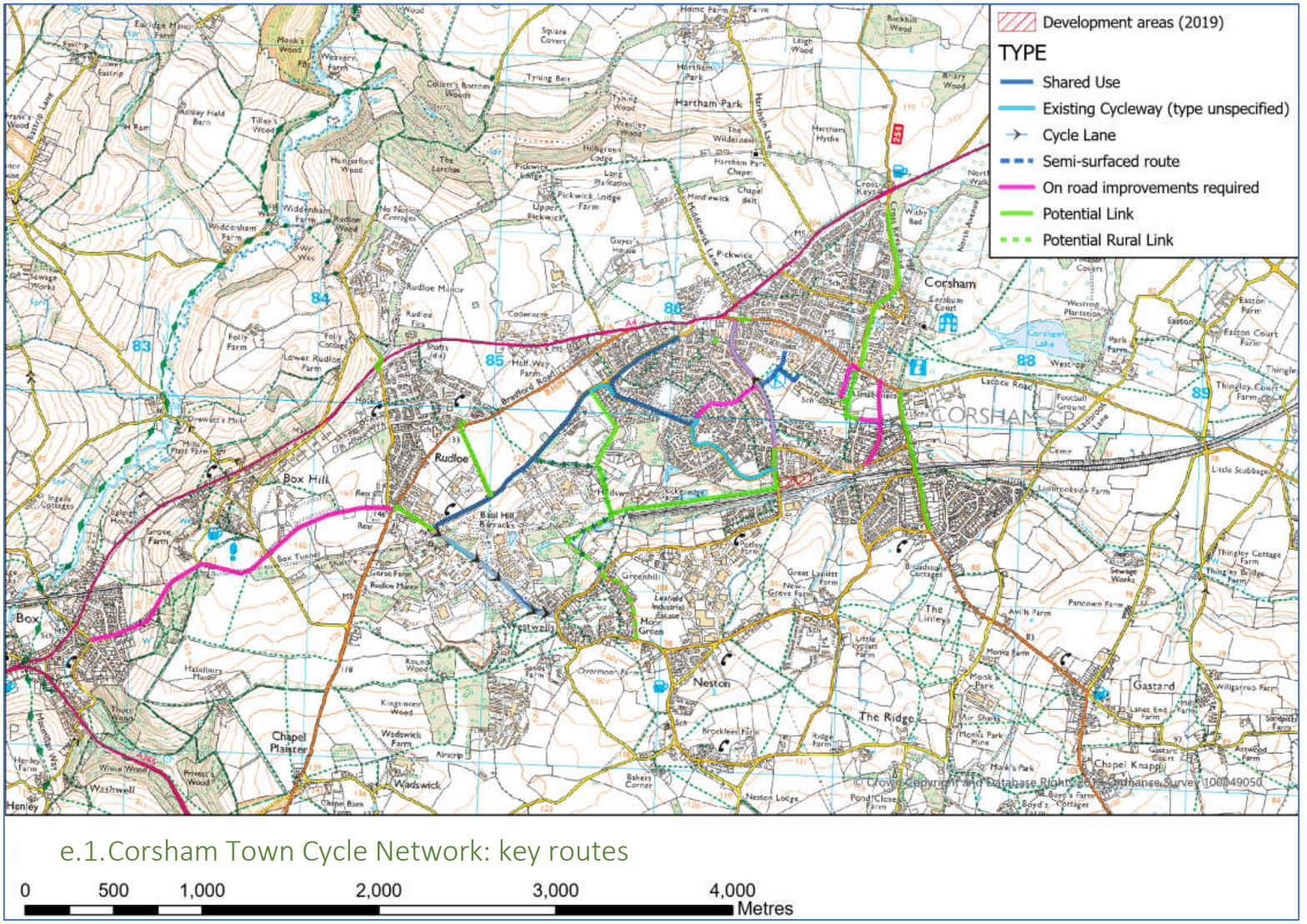
d.3.Chippenham Central Town Cycle Network: key routes



d.4.Chippenham Town Cycle Network: facility type



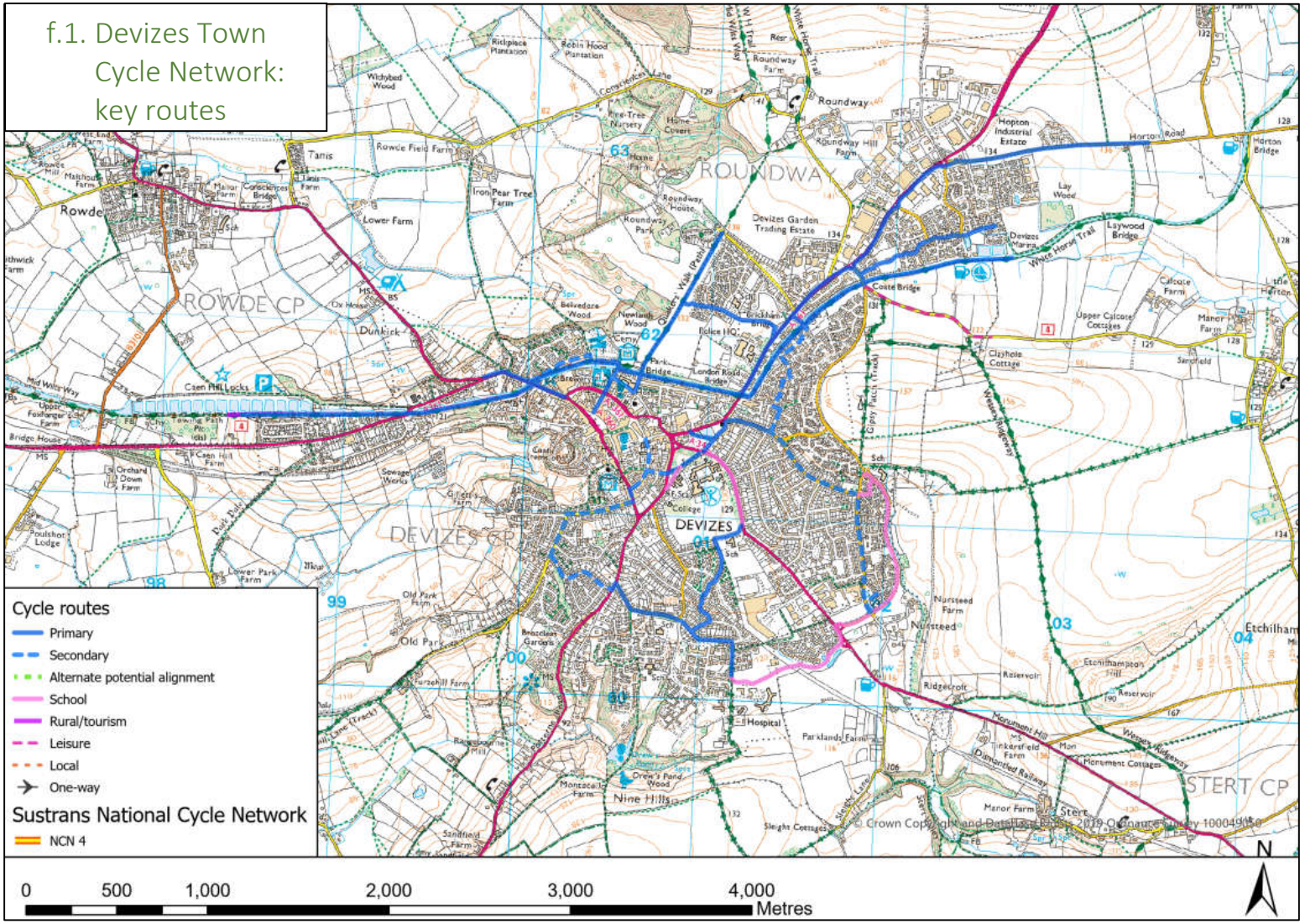
e) Corsham

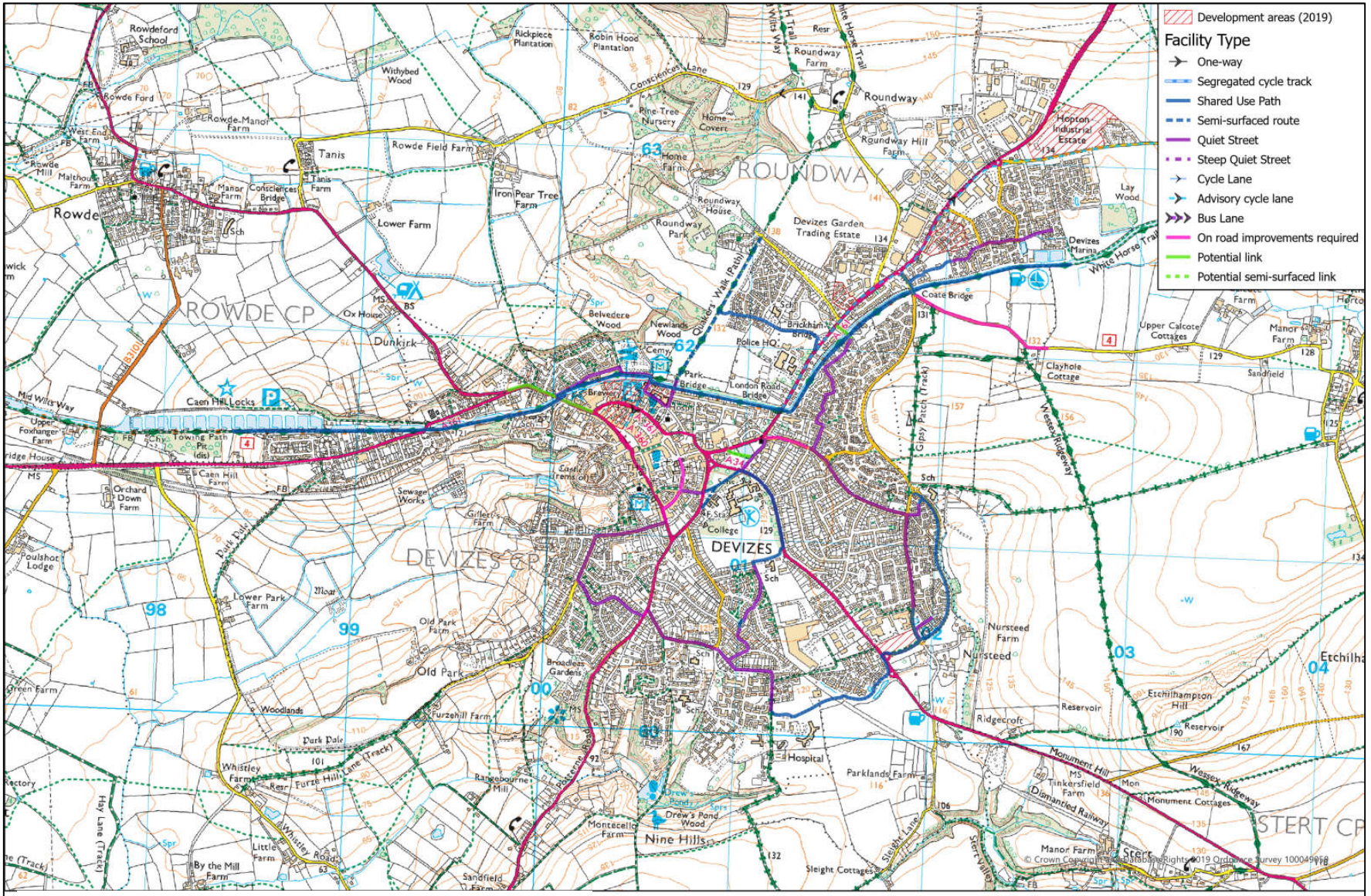


e.1.Corsham Town Cycle Network: key routes

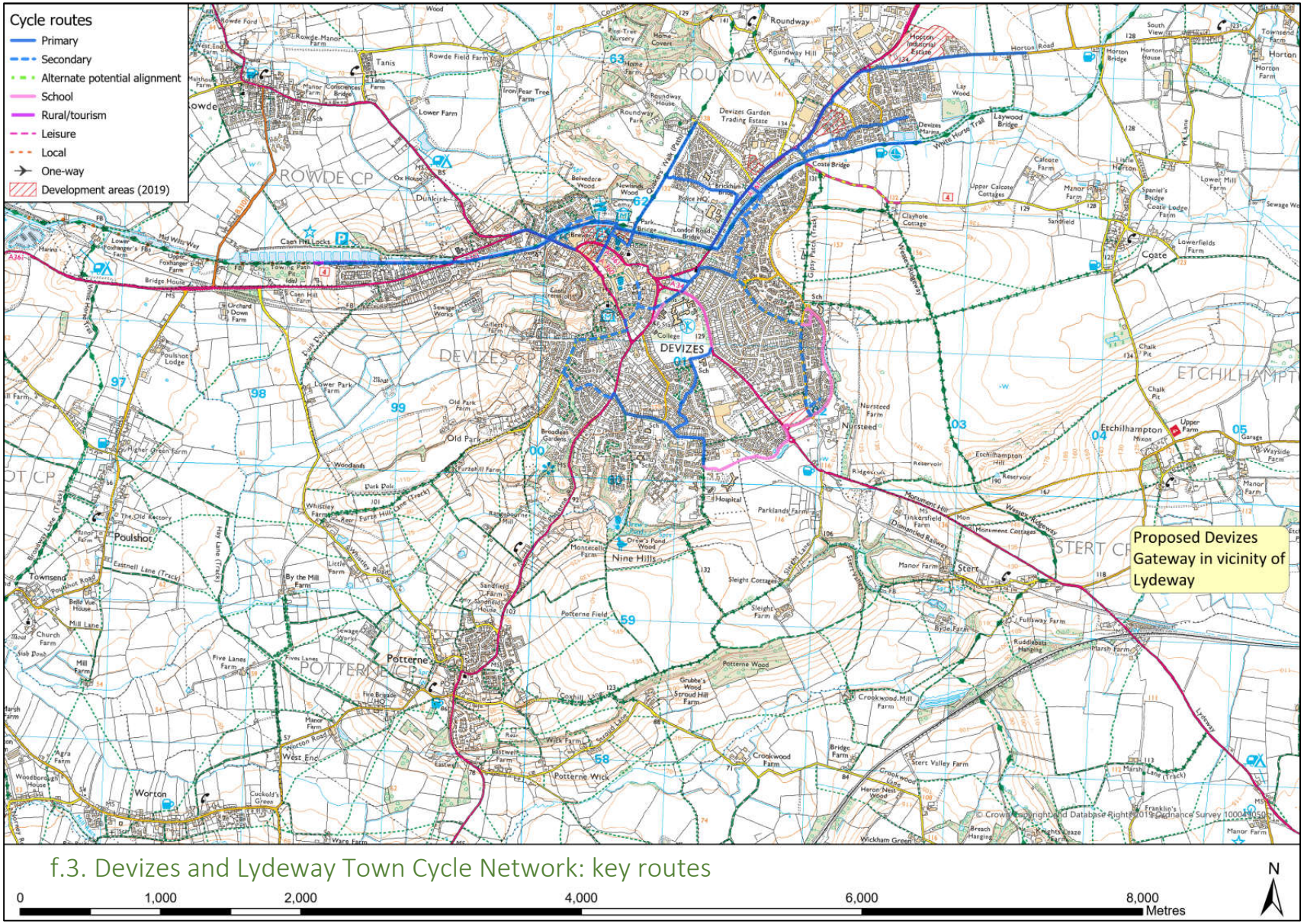
f) Devizes

f.1. Devizes Town Cycle Network: key routes

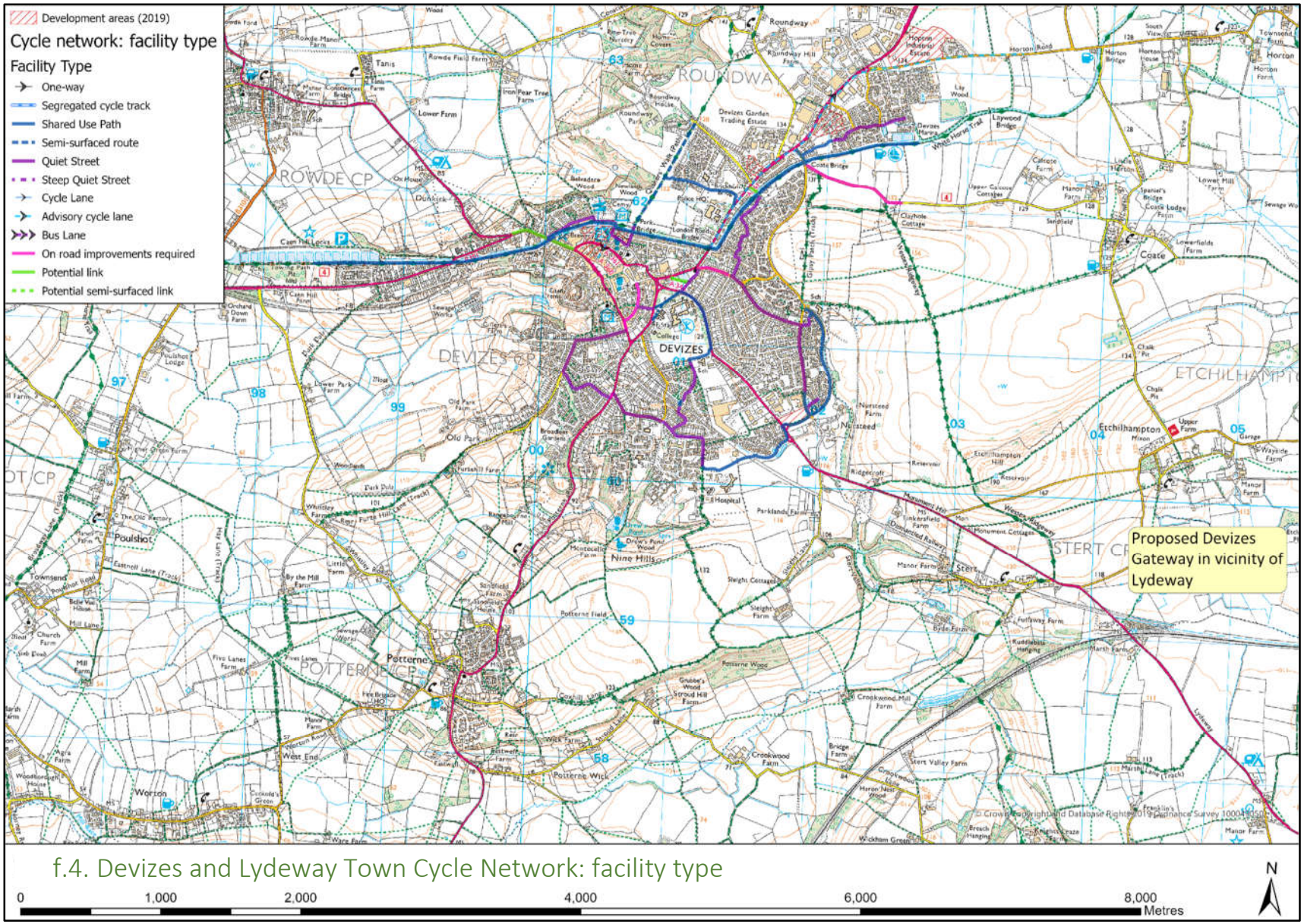




f.2. Devizes Town Cycle Network: facility type

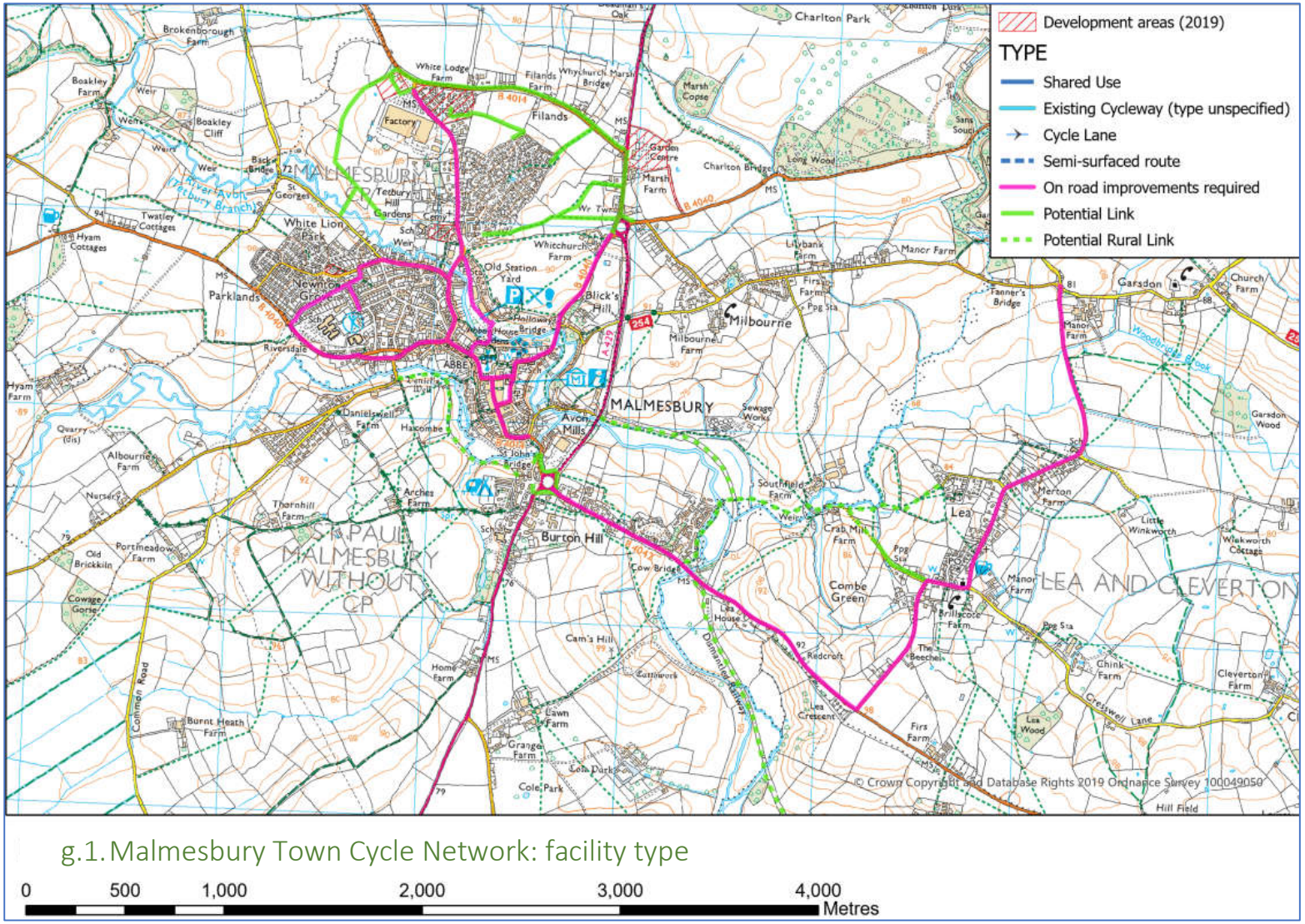


f.3. Devizes and Lydeway Town Cycle Network: key routes



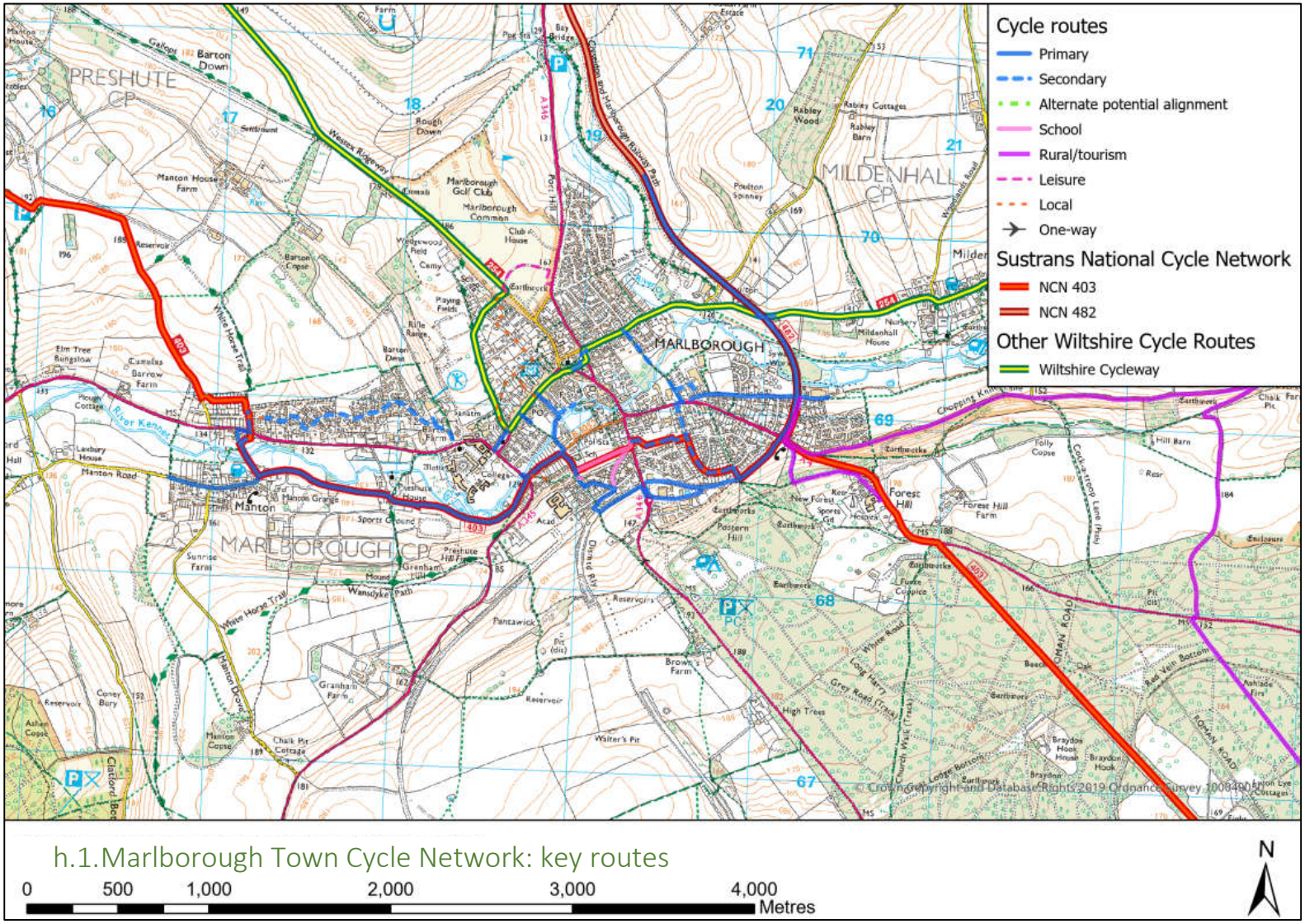
f.4. Devizes and Lydeway Town Cycle Network: facility type

g) Malmesbury

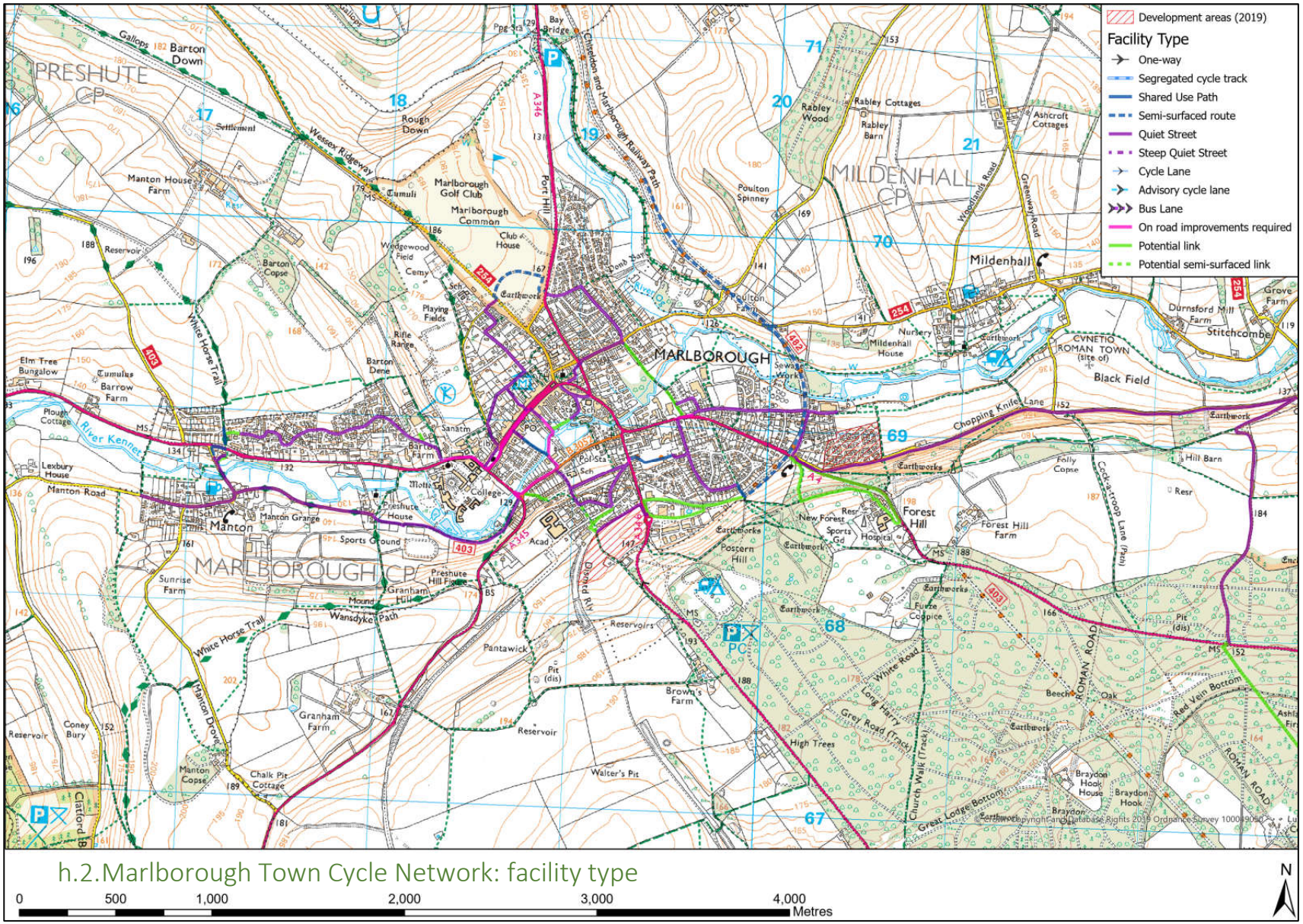


g.1. Malmesbury Town Cycle Network: facility type

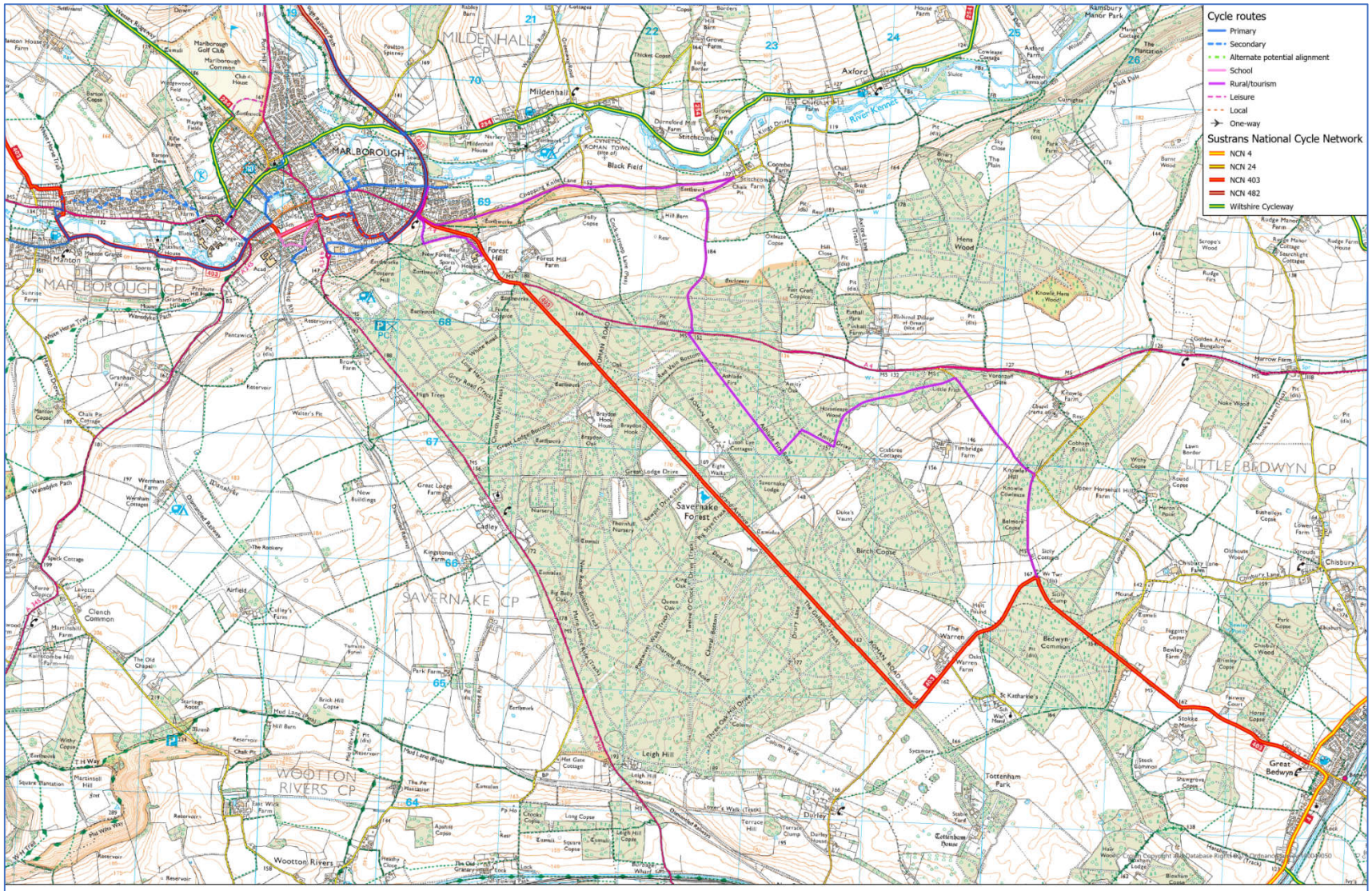
h) Marlborough



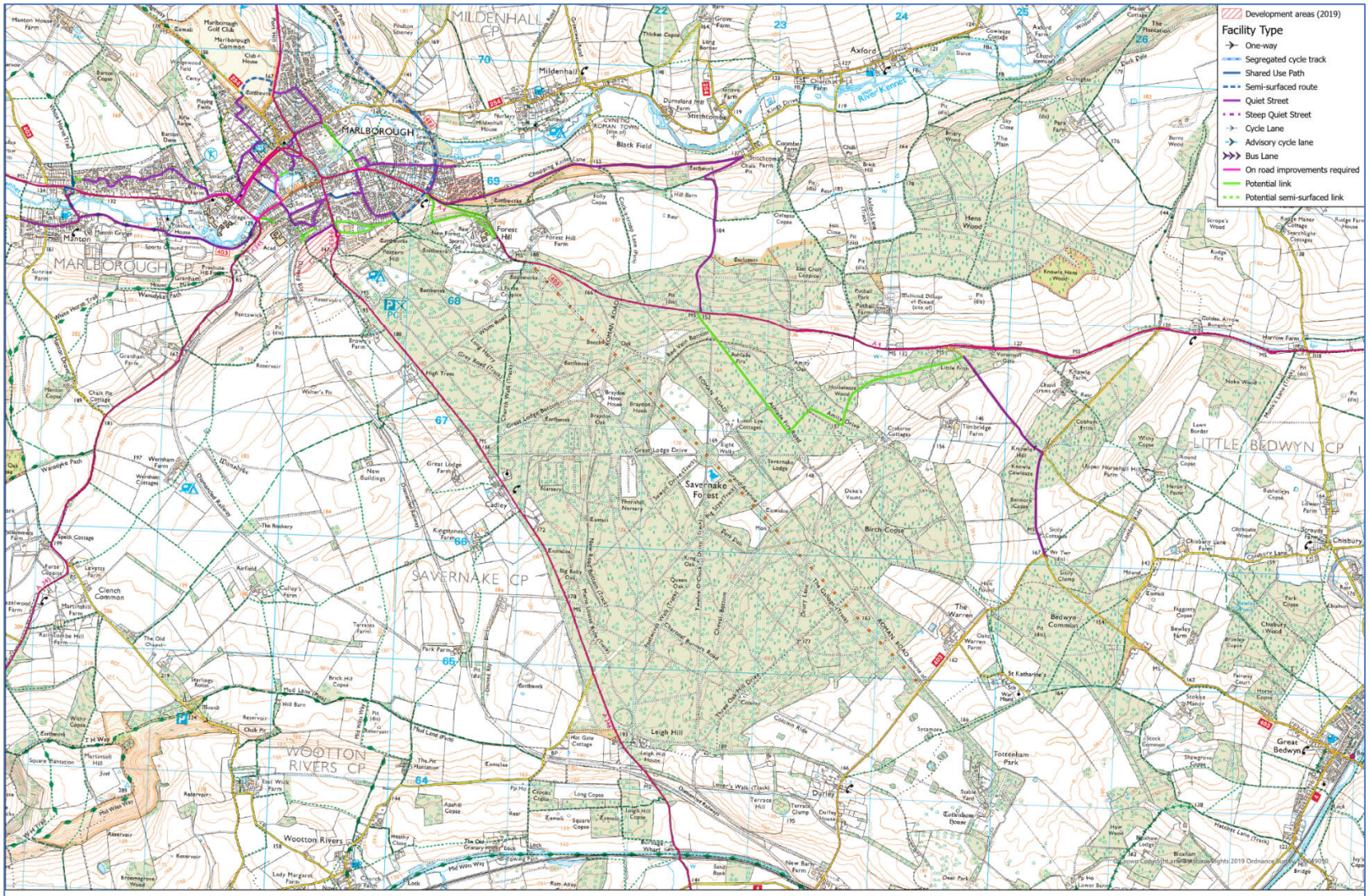
h.1.Marlborough Town Cycle Network: key routes



h.2.Marlborough Town Cycle Network: facility type

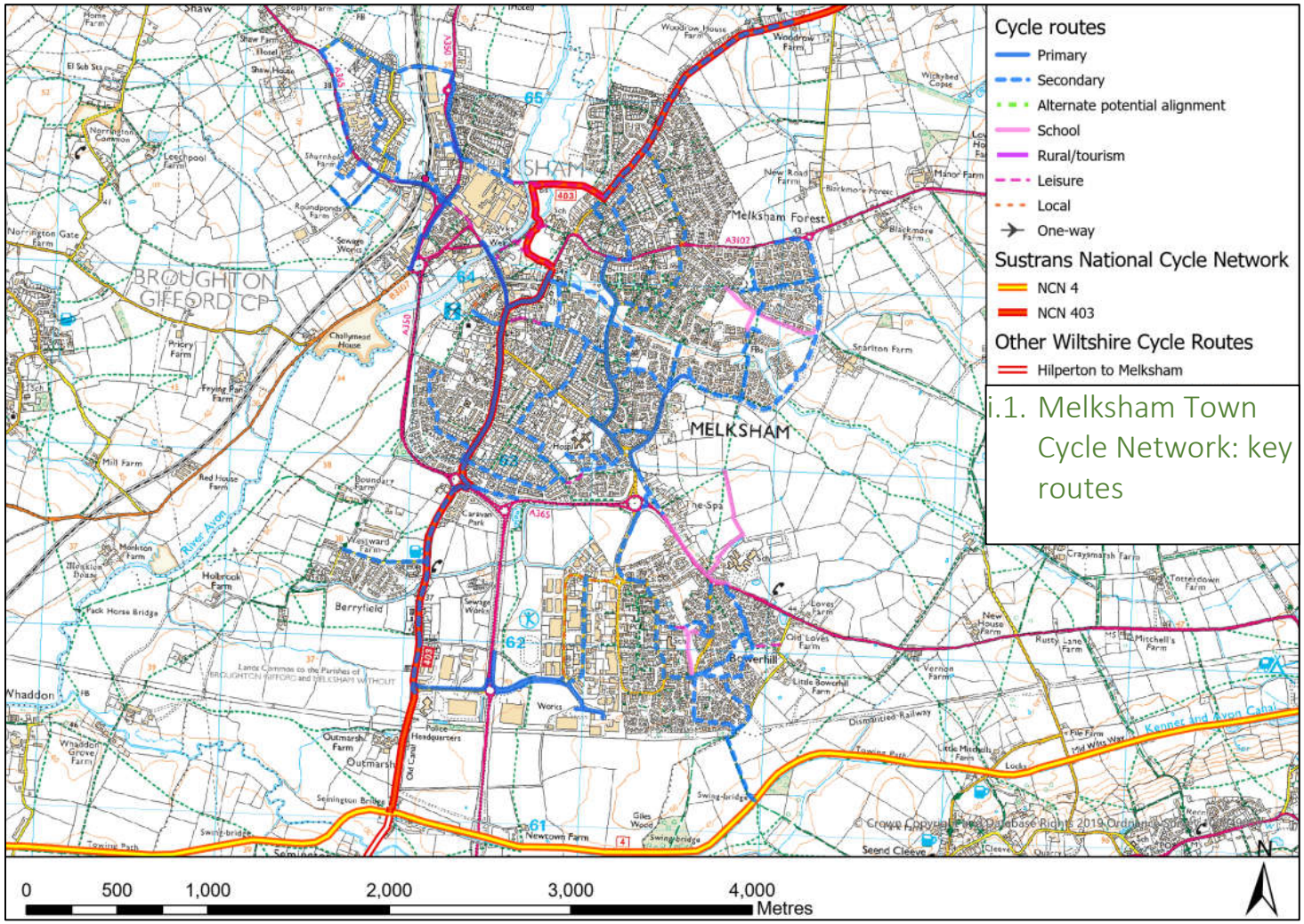


h.3.Marlborough and Great Bedwyn Town Cycle Network: key routes

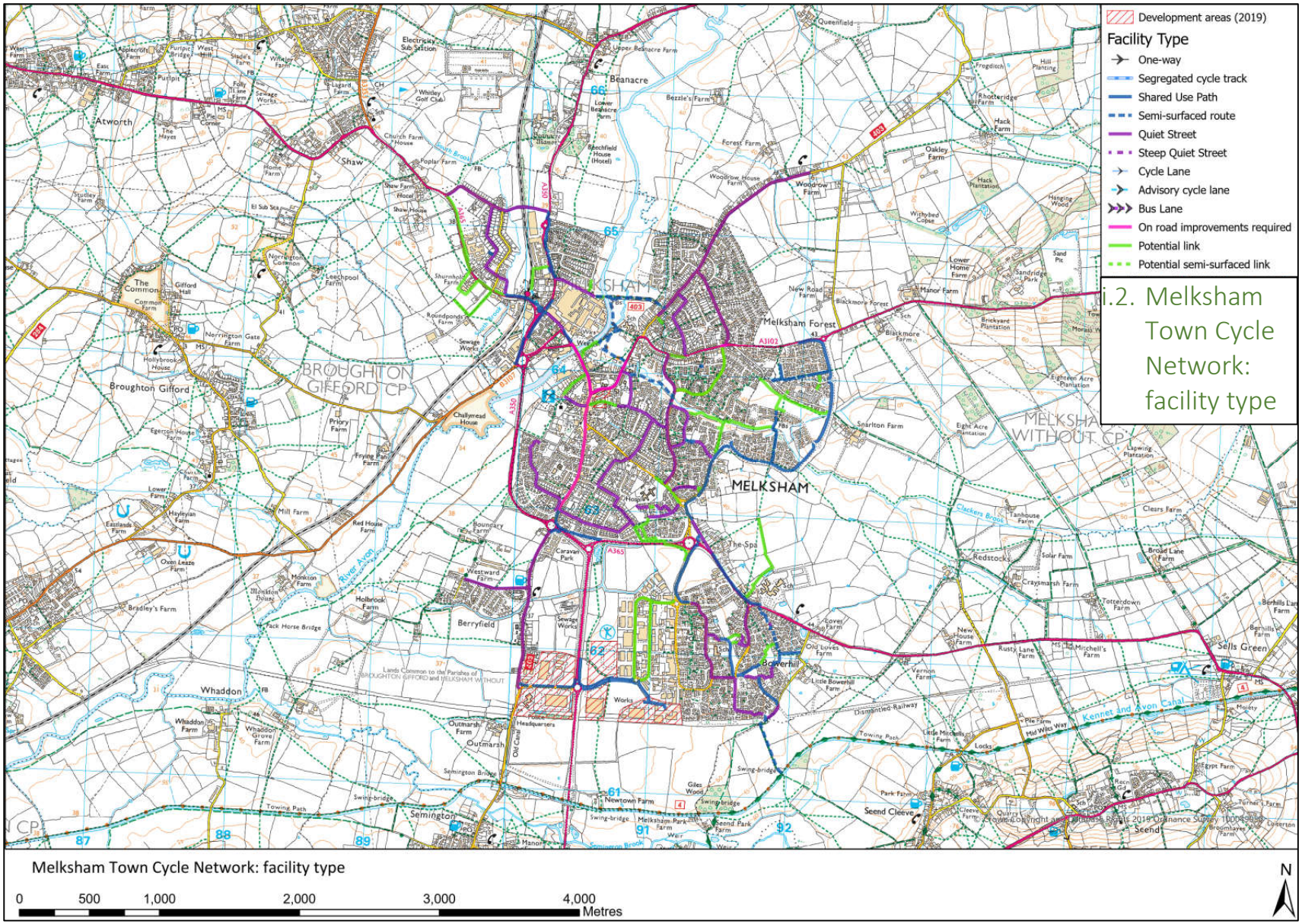


h.4.Marlborough and Great Bedwyn Town Cycle Network: facility type

i) Melksham

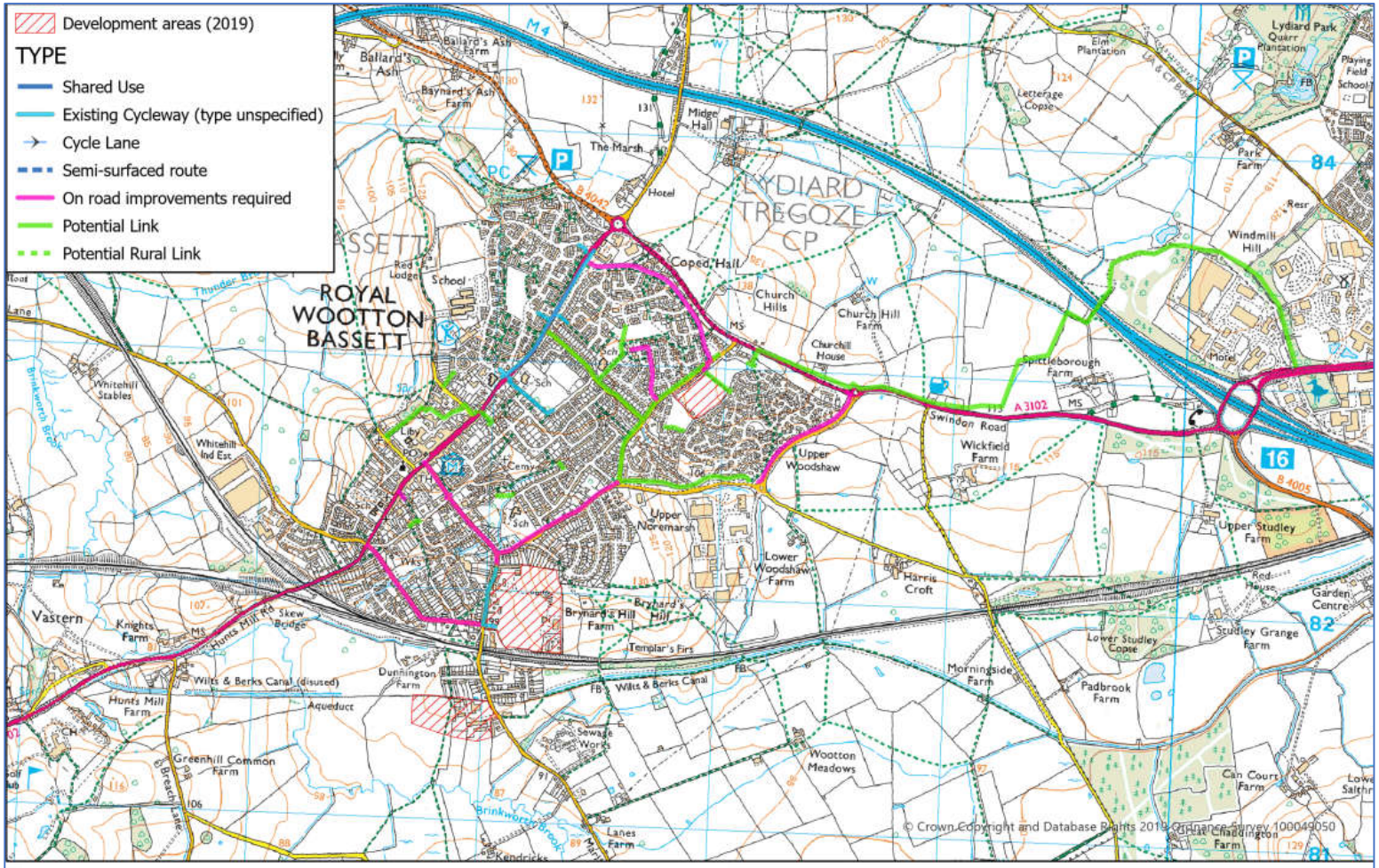


i.1. Melksham Town Cycle Network: key routes



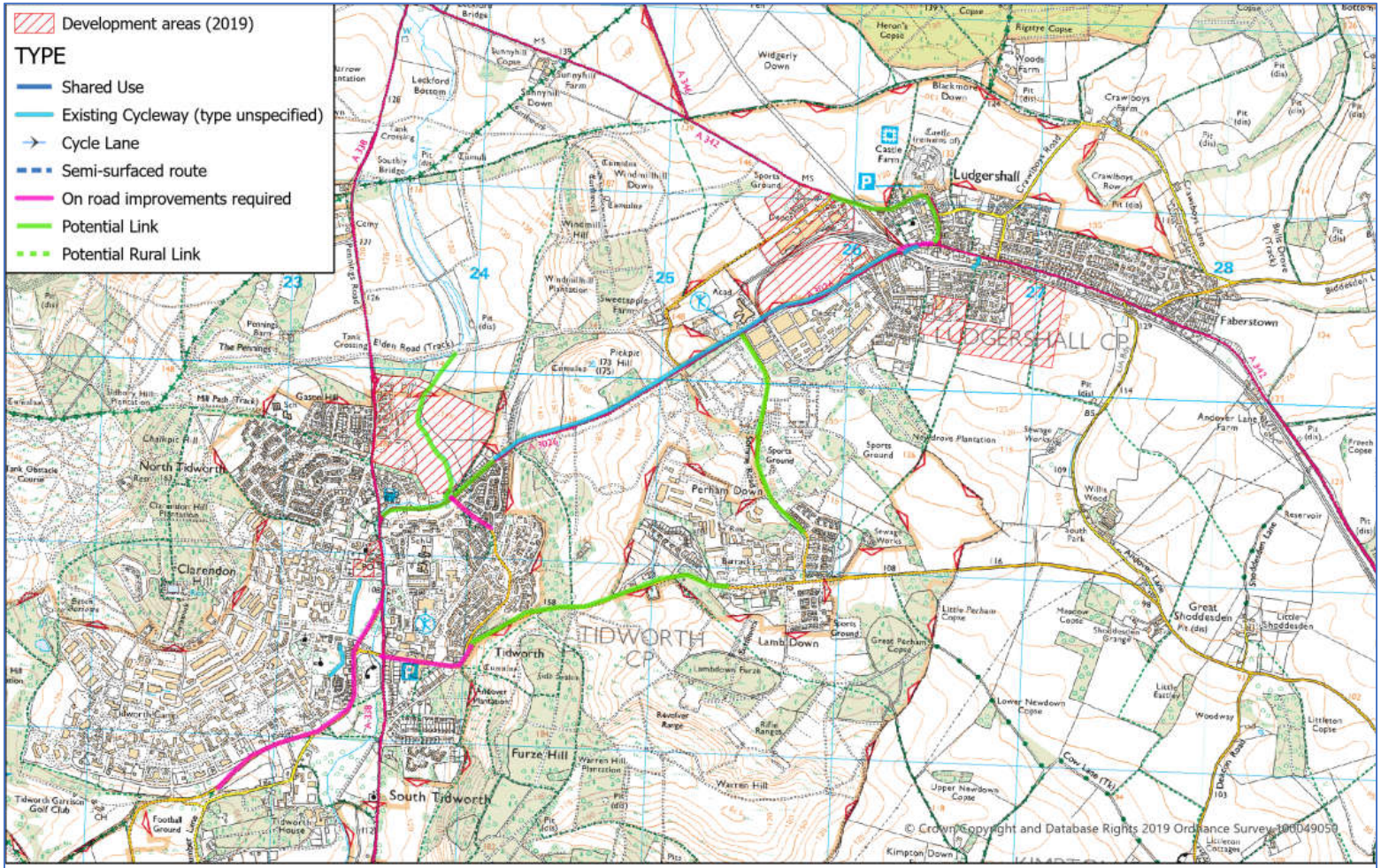
i.2. Melksham Town Cycle Network: facility type

j) Royal Wootton Bassett



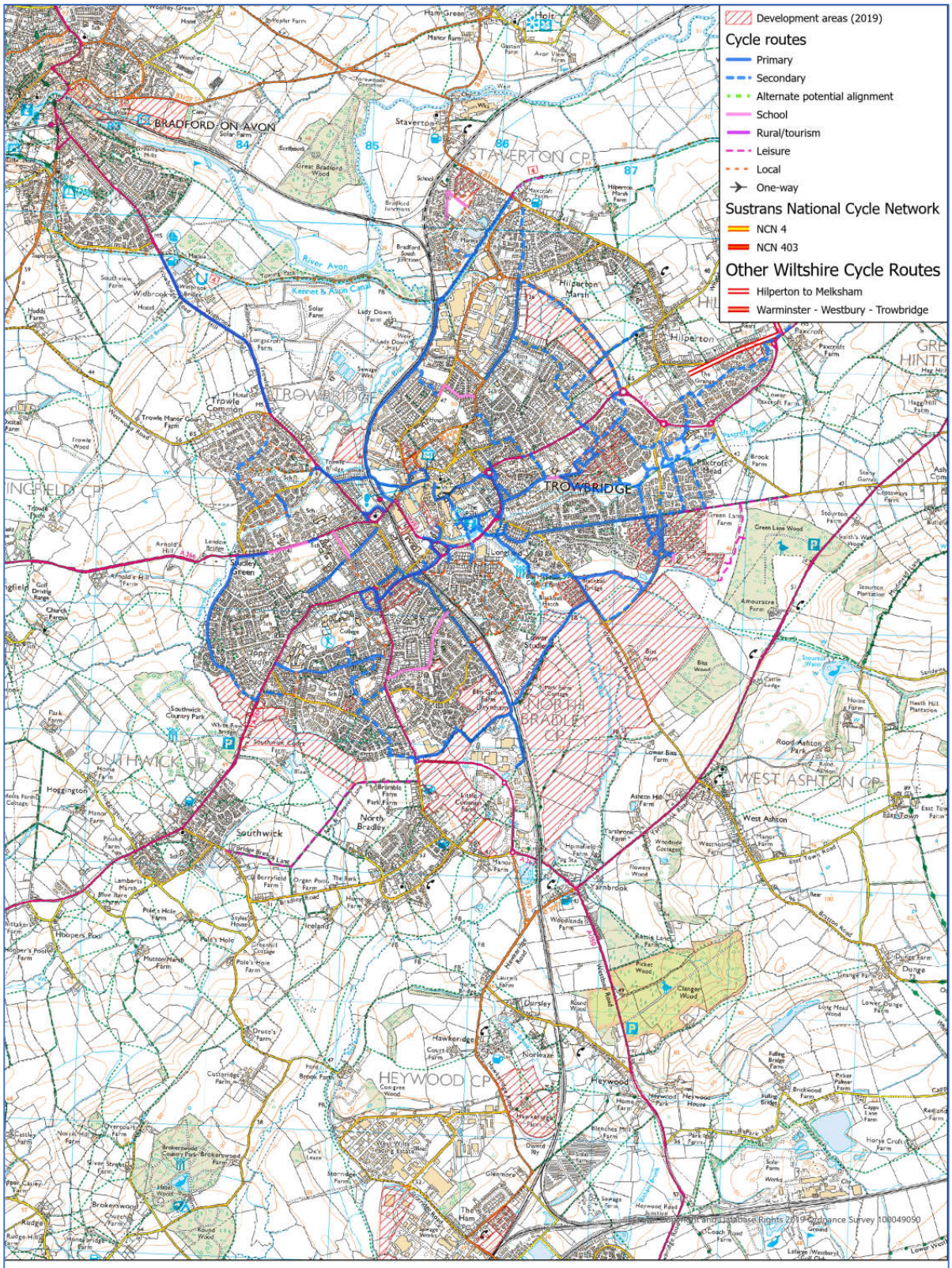
j.1. RWB Town Cycle Network: facility type

k) Tidworth & Ludgershall



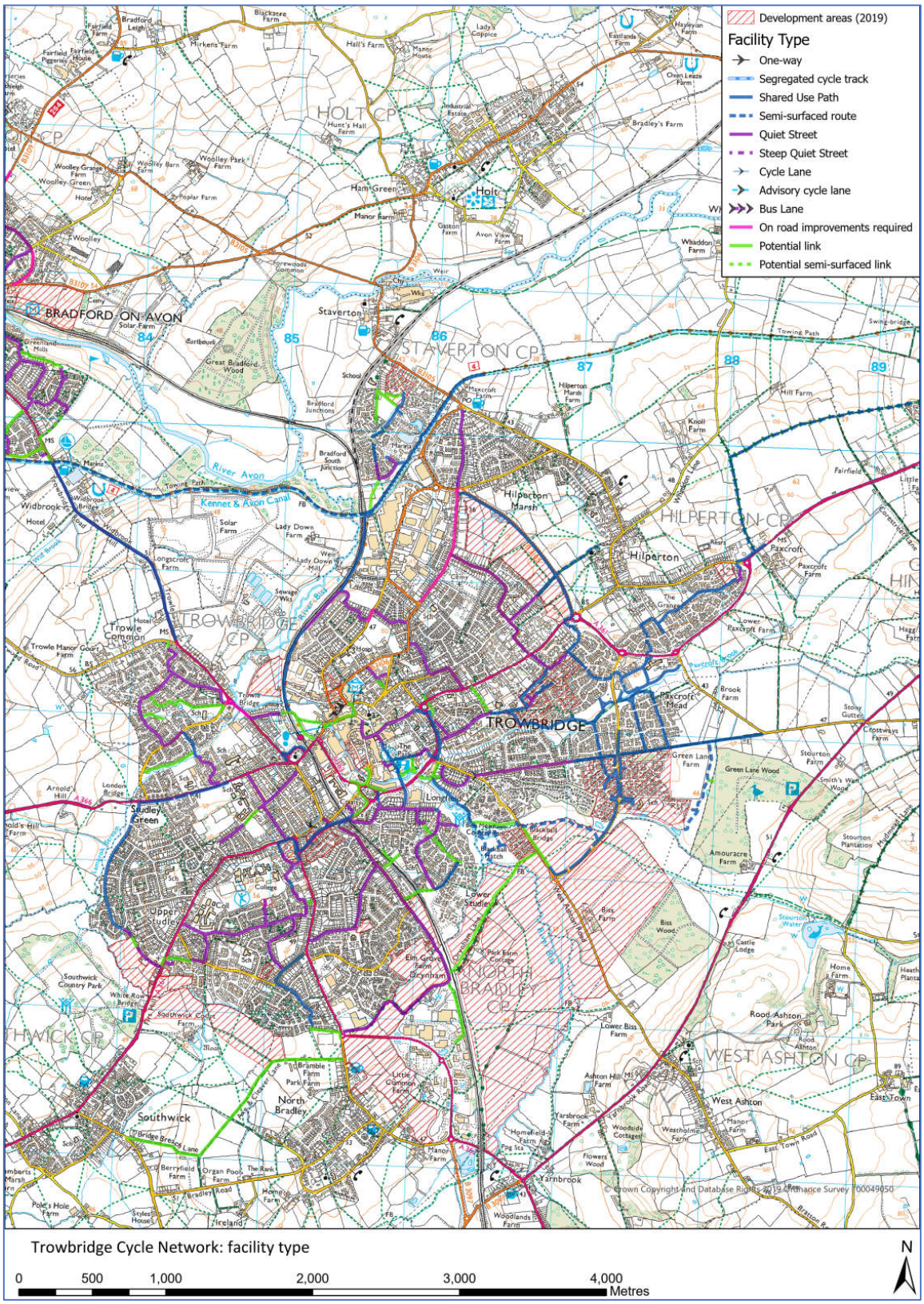
k.1. Tidworth & Ludgershall Town Cycle Network: facility type

l) Trowbridge

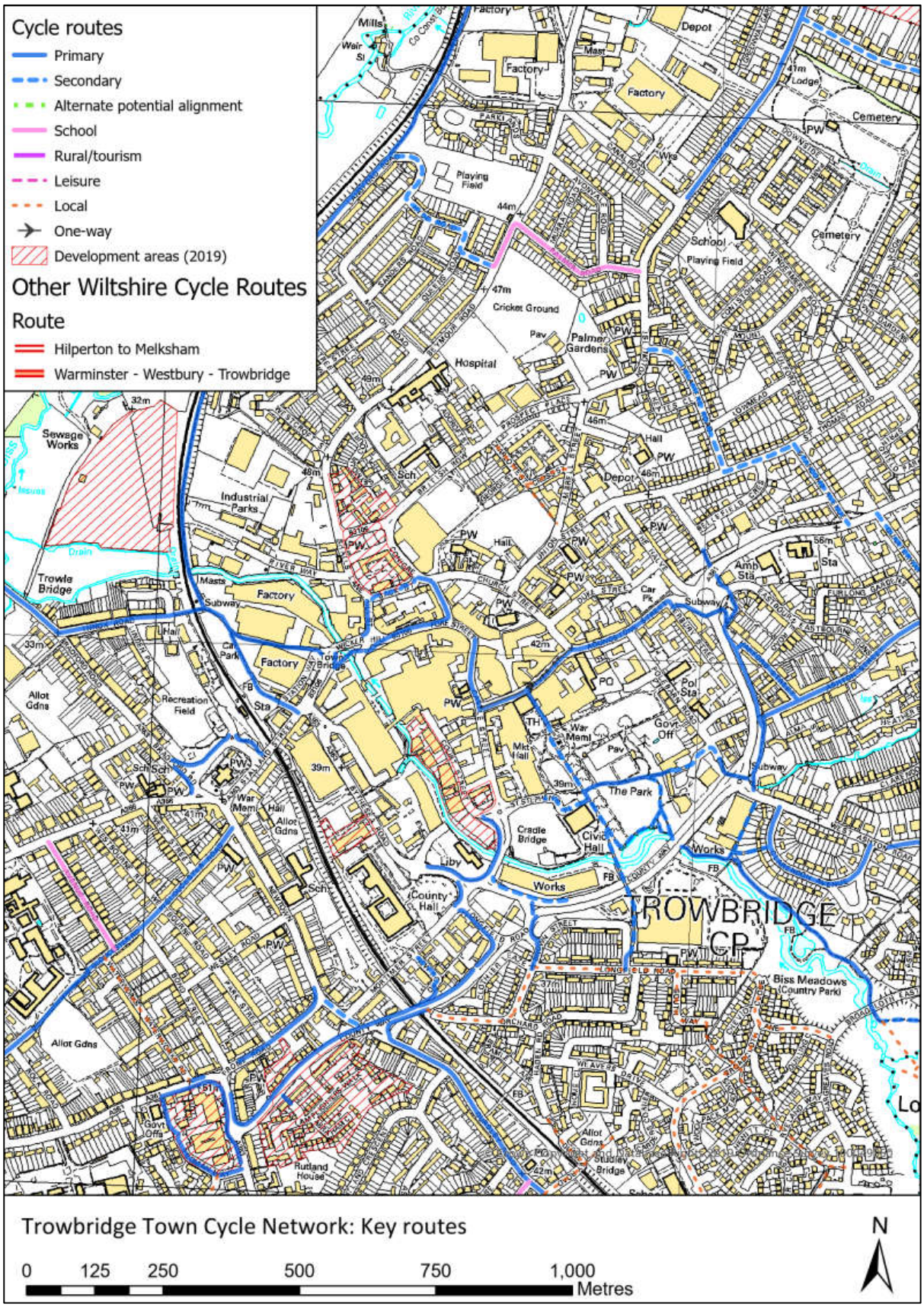


l.1. Trowbridge Town Cycle Network: key routes

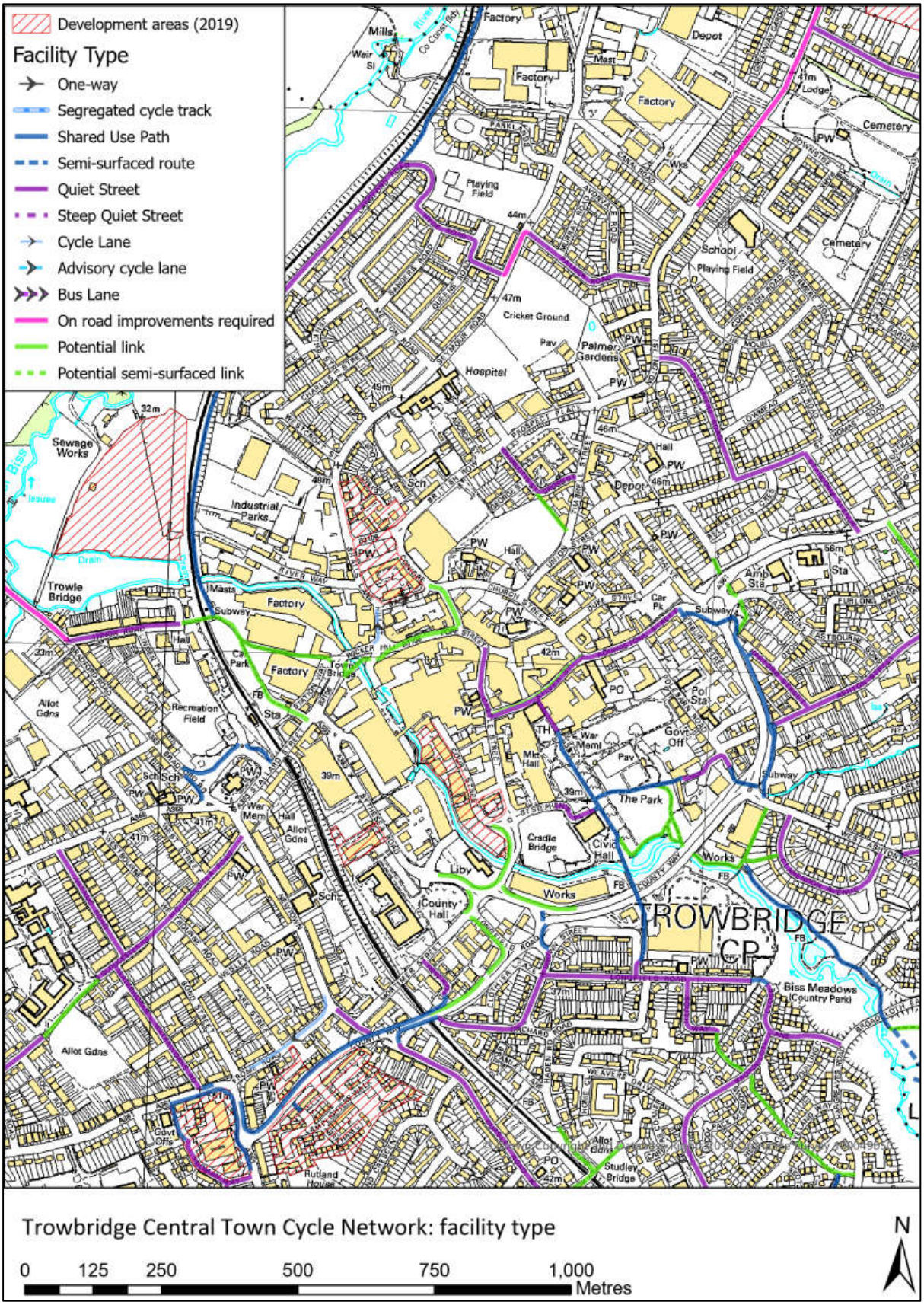
I.2. Trowbridge Town Cycle Network: facility type



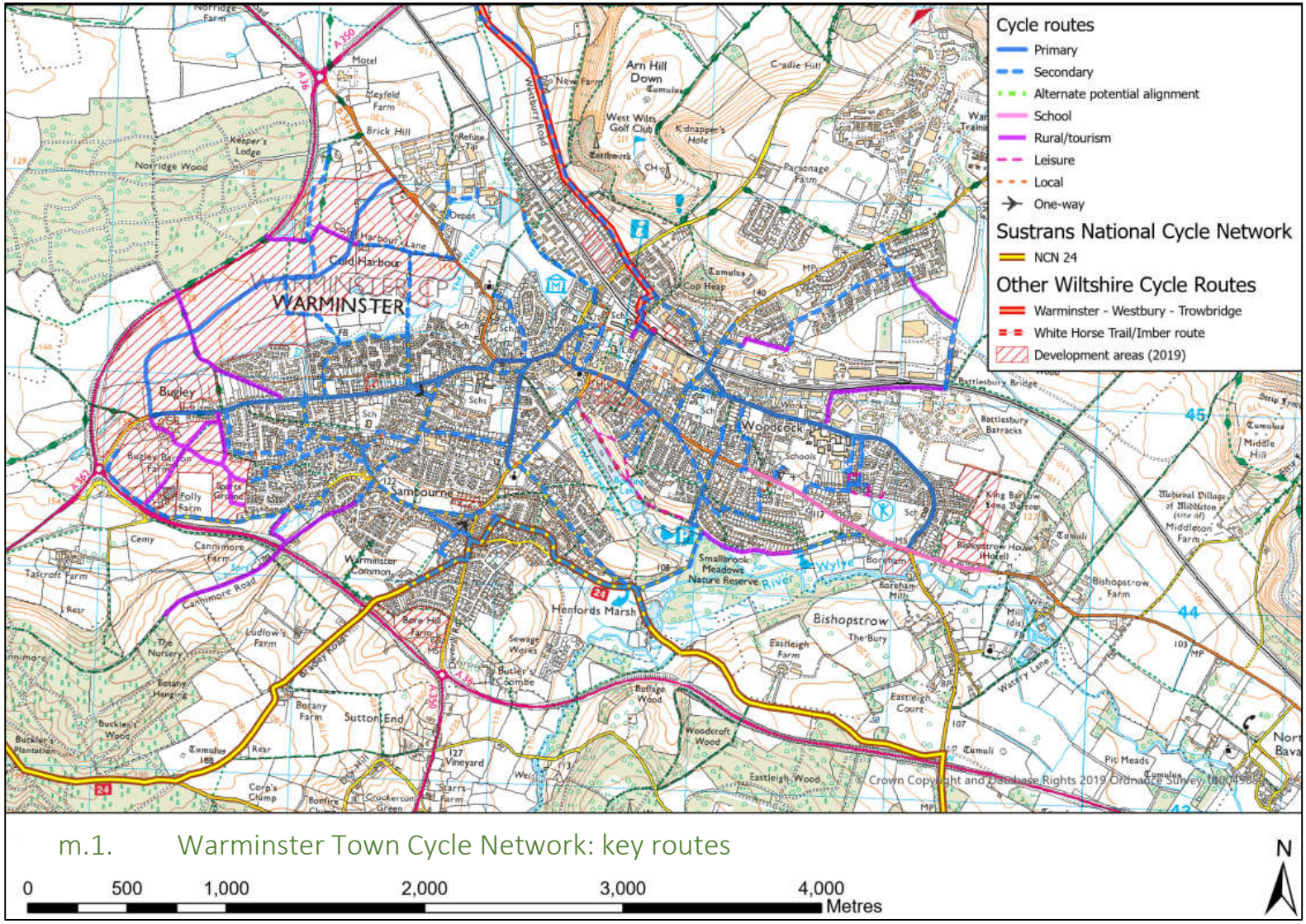
I.3. Trowbridge Centre Town Cycle Network: key routes



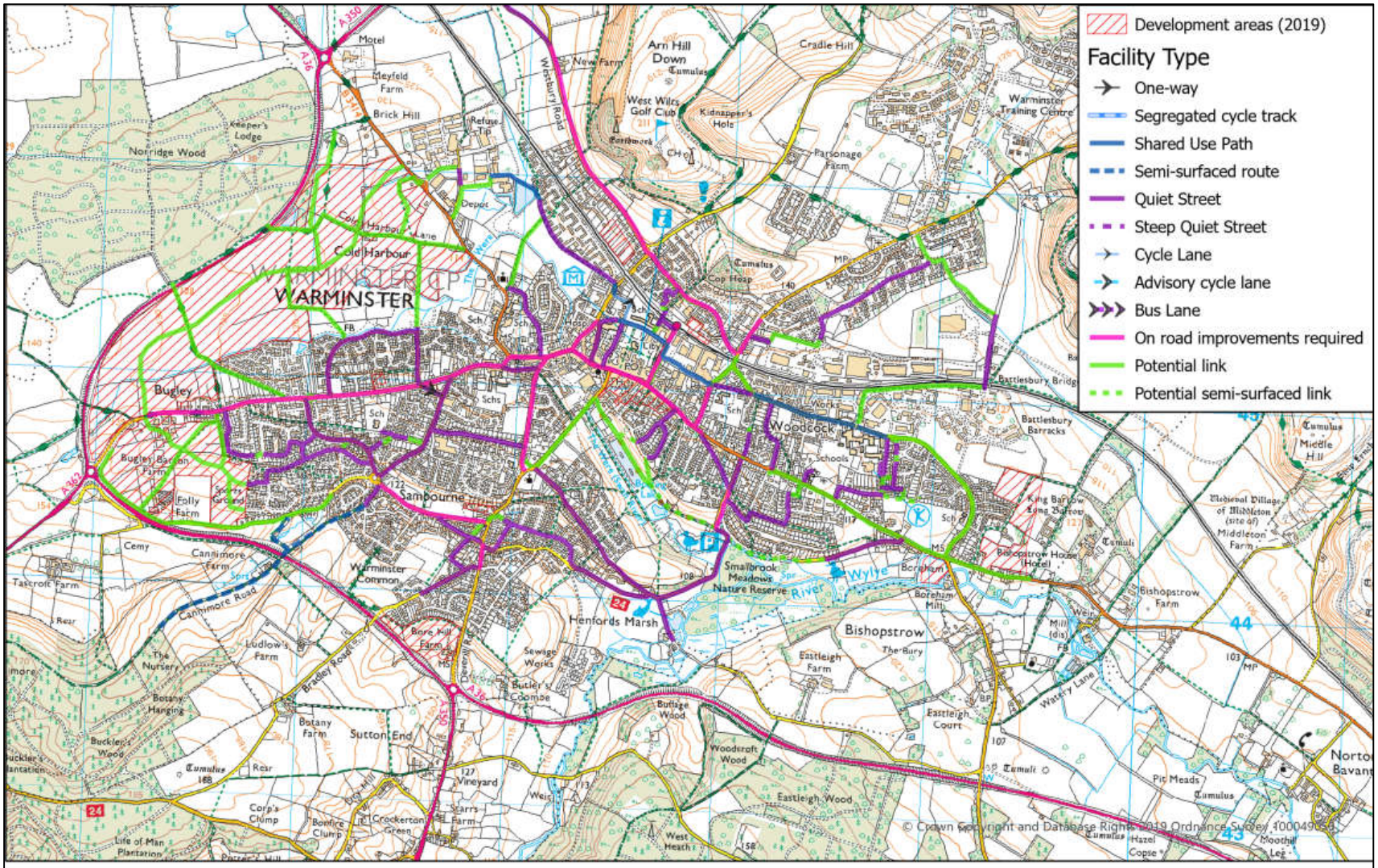
I.4. Trowbridge Centre Town Cycle Network: facility type



m) Warminster

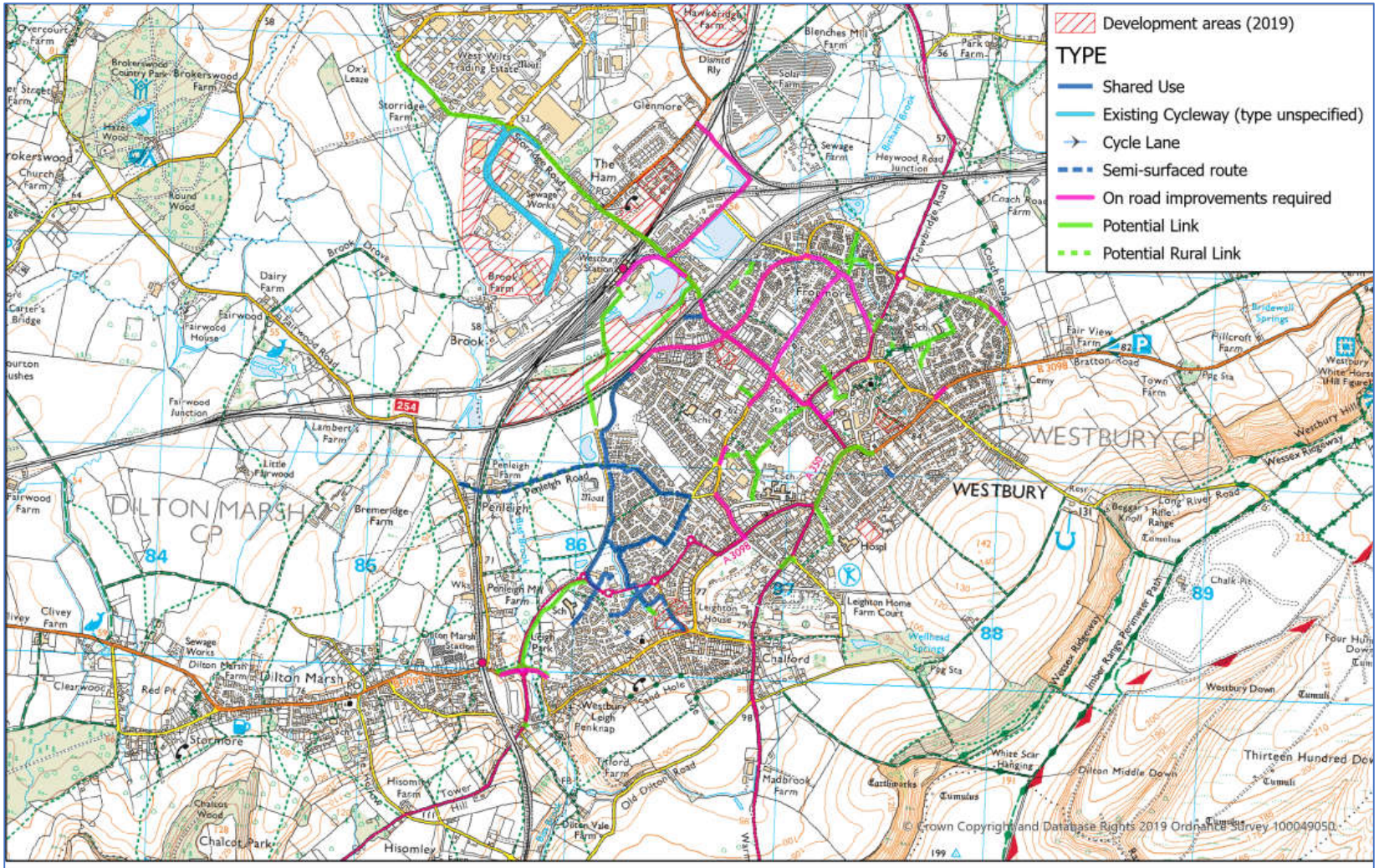


m.1. Warminster Town Cycle Network: key routes



m.2. Warminster Town Cycle Network: facility type

n) Westbury



n.1.Westbury Town Cycle Network: facility type

Wiltshire Council