

Rationale for proposal

The Chippenham Cycle Network Development Group recognises that chicanes were added to shared-use cycle/footways based on highways design guidance at the time they were built, as well as potential concerns around moped use, and to slow pedestrians and cyclists down as they approach roads.

However, new [Cycle Infrastructure Design](#) guidance from the Department for Transport in Local Transport Note 1/20, section 8.3, strongly advocates against the use of chicane barriers, not least because they exclude certain users. These chicanes may therefore contravene the Equality Act.

In addition, there are numerous shared-use cycle/footways in the town that do not have chicanes in them, and we are unaware of any issues with moped use on these paths, including:

- Cepen Park South network
- Monkton Park (parkland paths)
- Donkey Field (western end)
- Hungerdown Lane
- Hardenhuish Lane

Full LTN 1/20 guidance on chicane barriers

Full section reproduced here for convenience (highlighting for emphasis):

8.3 Access controls

8.3.1 *Access controls can reduce the usability of a route by all cyclists, and may exclude some disabled people and others riding nonstandard cycles. There should therefore be a general presumption against the use of access controls unless there is a persistent and significant problem of antisocial moped or motorcycle access that cannot be controlled through periodic policing.*

8.3.2 *Access controls that require the cyclist to dismount or cannot accommodate the cycle design vehicle are not inclusive and should not be used.*

8.3.3 *Access controls should not be required simply to control cyclists on the approach to a road or footway crossing. It will normally be sufficient to provide good sightlines and road markings so that cyclists clearly understand the need to take care and give way to pedestrians and other traffic at such points.*

8.3.4 *Chicane barriers cannot be used by people on tandems, tricycles, cargo bikes and people with child trailers. They may also be inaccessible to some types of wheelchair and mobility scooter. An access control that requires cyclists to dismount will exclude hand cyclists and others who cannot easily walk. Barriers fitted with plates that are designed to be narrower than motorcycle handlebars will also leave a gap that is narrower than many larger cycles. This will require*

