

WEST SWINDON PARISH COUNCIL

Planning & Environment Committee

Cycling & Walking Infrastructure Plan (draft)

Introduction:

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy (CWIS, April 2017), are a strategic approach to identifying cycling and walking improvements required at the local level. The Swindon Borough Council (SBC) LCWIP is an ambitious first step towards transforming active travel in the area, identifying investment of approximately £45m over the next 10 years. This new technical approach has identified the first phase of investment and will be repeated to identify future phases of walking and cycling improvements. This Plan aims to provide high quality infrastructure to support our transition to a town where walking and cycling are the preferred choice for shorter trips.

The Full Strategy document can be accessed online at www.swindon.gov.uk.
[Swindon local cycling and walking infrastructure plan | Swindon Borough Council](#)

Key Objectives:

1. To encourage modal shift away from cars by creating a comprehensive walking and cycling network in Swindon borough that is safe, inclusive, accessible, convenient and attractive, enabling people to get around in the most direct way.
2. To identify and plan for future walking and cycling infrastructure in Swindon borough The LCWIP document lists priority schemes that will be ready for consideration when relevant funding streams become available. These have been developed with extensive consultation with the community.
3. Encourage and enable more residents to walk and cycle Improvements to infrastructure will result in people travelling more actively for everyday journeys. This will contribute to the Government's vision where "cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030..
4. Effective accessibility is important in all modes of transport, from walking and cycling to public transport to the private car and transportation of goods, to all ages and across all parts of the economy. Therefore, there remains a need to improve the transport network to improve accessibility and reduce journey times, but also to improve air quality and reduce transport emissions. Whilst maintaining and improving the existing network, being able to provide the opportunity for more people to take their shorter trips by foot or bicycle, and to do this safely, is still a key issue.
5. To create this Plan SBC followed the methodology as set out in the government's 'LCWIP technical guidance' (2017).

Plan Stages:

Stage 1 – Determining the scope, gathering information, network planning for walking and cycling Working collaboratively with key stakeholders, SBC developed a Cycling Framework. This was the starting point for identifying the geographical area of the plan.

Stage 2 – Identifying and Prioritising improvements In reviewing all of the evidence, information and consultation responses, it has been possible to provide a prioritised list. Broadly, the schemes set out within this document fall into three categories: 1. Current network issues identified through Route Selection Tool Assessment (RST); 2. Growth/development schemes; 3. Missing links of strategic/leisure importance.

Stage 3 – Consultation loop – Refine, define and present Regular consultation and engagement with internal teams and stakeholders has been undertaken and is ongoing. T

Finally – Integration and application Integrating the LCWIP into other plans and strategies, will be critical to its success. It will be a valuable evidence to all future documents and plans such as the Local Plan and Local Transport Plan. It provides the basis to bid for funding.

The Existing Network

There are over 100km of cycle path around Swindon. Much is traffic free, with segregated provision for cycling and walking. “Flyer routes” were developed under the LSTF, resulting in three 2-mile commuter routes to the town centre from the west, south and east. A map showing the core cycle routes, identified gaps and resultant schemes from the LCWIP process is shown in the document – and edited below:



Swindon’s LCWIP recommends the focus for schemes in the LCWIP will be:

- Integration of the Flyer routes into the town centre and improving connectivity across town.
- Furthering the aims of the TCMS and Heritage Action Zone plans, both adopted by Cabinet in 2020.

- Identifying missing links between housing and retail or employment land.
- Maximising the opportunity from new development to better connect into the existing network.
- Upgrade routes (for leisure or commuting) that are under-utilised due to issues with design.
- Reallocate road space to create direct, safe and desirable routes where possible. Electric cycle and scooter hire are future travel options which have potential to complement the existing cycle network usage.

6. Cycling and Walking Network Plan schemes have been identified and categorised based of the three headline priorities:

1. Current network issues identified through RST;
2. Growth/development schemes;
3. Missing links of strategic/leisure importance.

7. A total of 23 schemes have been assessed and are detailed in the document. Table 1 shown below shows Scheme no. 7 which is a cycle route proposed within West Swindon Parish. Schemes will be considered and ranked, against their category, approximate cost, assessment of usage/demand and the likely timeframe in which they can be delivered and/or are needed. This is not meant to provide a priority order as such but can be used to inform future funding decisions. A programme of scheme development, will be put in place, in order, that those schemes required first, can be developed ready for implementation.

Table 1

Scheme Title/No. (Not in order of priority)	Scheme category ²	Approximate cost ³	Demand Existing/Future ⁴	Timeframe (1, 2, 3) ⁵
1. Town Centre – Bridge Street link	2, 3	Low	High/High	1
2. Town Centre – Station Road	2, 3	Medium	Medium/High	1
3. Town Centre – Faringdon Rd	2, 3	Medium	Low/Medium	1
4. Highworth to South Marston	3	High	Low/Medium	2
5. Highworth Leisure routes	3	High	Low/Medium	3
6. Moonrakers cycle bypass	3	Medium	Low/Medium	2
7. Whitehill Way – Windmill Hill Business Park to Mead Way	1	High	Medium/High	3

Details are shown in the attached Appendix A to this report. Route 7 is the only route that is proposed within West Swindon however it would be likely that cyclists and commuters living or working in West Swindon would benefit from other 22 routes.

Recommendations

Feedback is required by **Monday, 27 September 2021**. That comments and observations of the West Swindon Parish Council are recorded.

Paula Harrison
Parish Manager