

Swindon Local Cycling and Walking Infrastructure Plan

April 2022



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Introduction

A Local Cycling and Walking Infrastructure Plan (LCWIP), 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.

They enable a long-term approach to developing local cycling and walking networks, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

According to the Department for Transport's (DfT) Technical Guidance on LCWIPs, "while the preparation of LCWIPs is non-mandatory, Local Authorities who have plans will be well placed to make the case for future investment."

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.

This LCWIP is in addition to SBC's active travel strategies and plans.

The Swindon Context

Swindon is a growing town in the South West of England, lying on the M4 corridor and the Great Western rail line, 35 miles east of Bristol and 71 miles west of London. Its population at the 2011 census was 209,156 and could exceed 250,000 people by 2030, as the Borough Council facilitates the development of over 30,000 new homes.

With new development comes the opportunity to design in attractive walking and cycling infrastructure from the outset, but it is important to ensure the network is logical and joined up. The borough has a good track record to date and the level of people cycling to work should be celebrated – more than 4% of work trips in Swindon are made by bike, almost double the national average (Census data 2011).

Much can be done to build on this success, and create a 'bicycle culture' within Swindon and normalise cycling as an 'everyday' activity.

Cycling to school has also been on the rise. In 2007 5.5% of secondary pupils cycled to school in Swindon but this figure had reached almost 14% in 2011. This compares favourably to 3.2% nationally (11 to 15 year olds) and demonstrates a significant upwards trend cycling.

Between 2011 and 2016 SBC benefitted from investment in the Local Sustainable Transport Fund (LSTF), with an intensive package of behaviour change measures rolled out to residents and employees, along with new "Flyer" cycle routes into the town centre.

To sustain momentum of these initiatives, in March 2016 SBC adopted a Cycling Framework for the borough, which set out our ambitions for the development of a cycling network and providing the kind of facilities that would encourage more of our residents and commuters to cycle for all or part of their journeys.

The Council's ambitions to increase the number of people choosing to make journeys on foot had also been prioritised. The Local Transport Plan (LTP), which is in the process of being updated, and the Swindon Local Plan contain a number of recommendations and policies supportive of cycling and walking.

The aims and objectives behind the production of this LCWIP are therefore entirely compatible with the existing transport policies and practices in Swindon.



The aims and objectives of the Swindon LCWIP are:

- **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. This will also support efforts to reduce carbon emissions and climate change.
- **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.
- **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. This will provide physical and mental health benefits and these schemes will be fully inclusive."

Policy Context

Cycling and Walking Investment Strategy (CWIS)

The benefits of cycling and walking for local journeys are widely known.

In April 2017 the Government published its first CWIS, setting out its ambition to make cycling and walking the natural choice for local journeys through:

Better Safety	'A safe and reliable way to travel for local journeys';
Better Mobility	'More people cycling and walking – easy, normal and more enjoyable';
Better Streets	'Places that have cycling and walking at their heart'.

In 2020, the UK Government pledged £2bn investment to help local authorities reallocate road space for significantly-increased numbers of cyclists and pedestrians. Subsequently, the DfT published a refreshed Local Transport Note (LTN) on Cycle Infrastructure Design guidance, coupled with the plan "Gear change: a bold vision for cycling and walking", which sets out the actions required at all levels of government to make England a great walking and cycling nation.

Local Policies: Swindon Borough Local Plan 2026 (adopted March 2015)

The Local Plan provides a development strategy to deliver sustainable growth in Swindon to the year 2026.

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. As such, 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.

In relation to the delivery of cycling and walking infrastructure improvements, the key planning policies to realise these objectives are:

- Policy TR1 (Sustainable Transport Networks) seeks to deliver a high quality transport network throughout the Borough, which supports economic growth, regeneration and housing growth.

- Policy TR2 (Transport and Development) seeks to ensure new development provides appropriate access arrangements, is designed to reduce the need to travel and encourages the use of sustainable transport. In particular, to assess and mitigate the impact of development and to promote sustainable travel choices, proposals are required to submit a travel plan alongside a transport assessment and transport statement. This is in accordance with Department for Transport guidance and where proposed development is likely to have significant transport and related environmental impact.

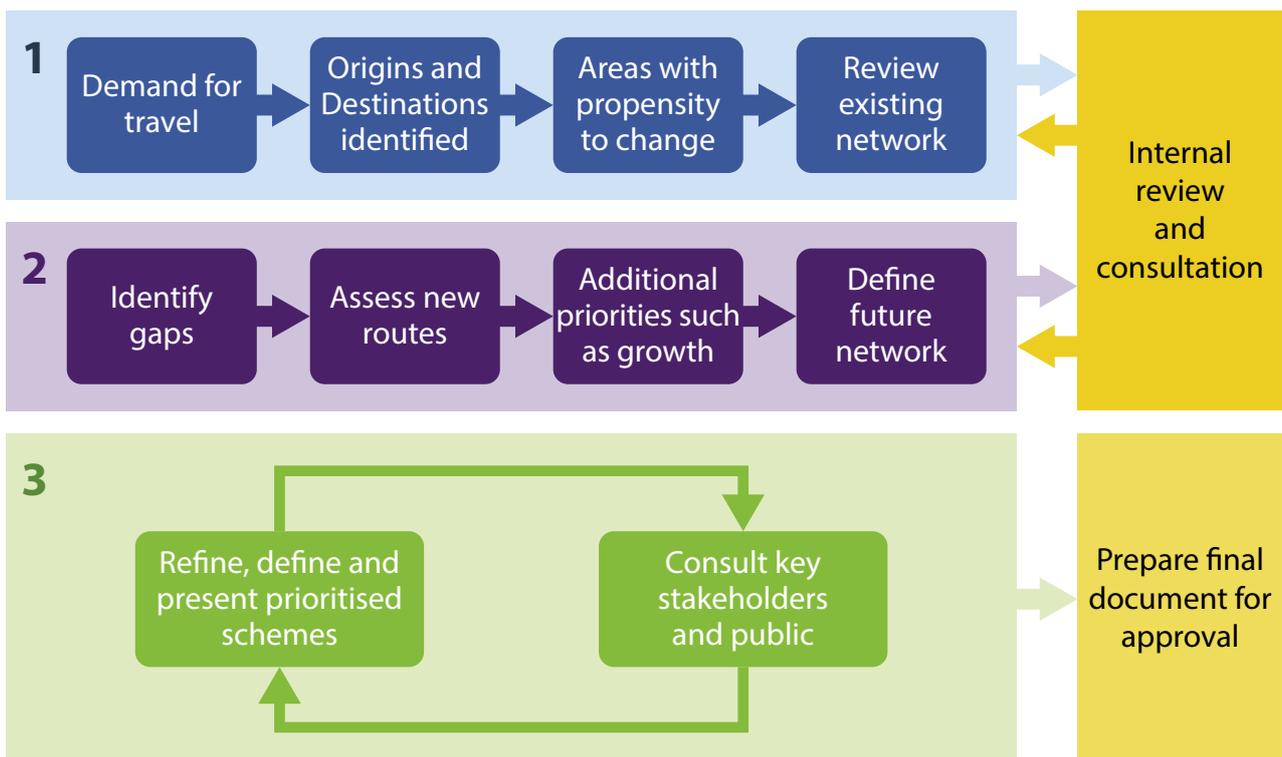
The revised draft Swindon Local Plan 2036 sets out the development strategy and policy framework for Swindon and subject to the adoption process, will be used to guide decisions on planning applications up to 2036..

Improvements to the walking and cycling network delivered through the Swindon LCWIP will support Swindon’s Road Safety Strategy.

How we created this plan

To create this Plan SBC followed the methodology as set out in the government’s ‘LCWIP technical guidance’ (2017).

The guidance note has been used by other local authorities across the country to ensure consistency in how walking and cycling networks are planned. In line with the guidance, this LCWIP was created using the following steps:



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. All relevant teams and stakeholders such as the local Cycle User Group were involved in creating the plan.

The timescales are broadly aligned with Swindon's Local Plan although many of the schemes are deliverable within a much shorter time frame if funding were to become available. Swindon has many wide ranging local policies and strategies from the Town Centre Movement Strategy (TCMS) to the New Eastern Villages (NEV) Master Plans. These are critical to understanding both the infrastructure requirements and priorities.

Key to understanding the base situation was data collection and information on existing walking and cycling trips across the network. Identifying trip origins and destinations, gives insight into where there is significant demand for travel. Also using predictive tools and local weighting factors, an analysis of the routes connecting areas of deprivation, jobs and schools was undertaken. This process identified key desire lines and was the starting point for providing a list of corridors and ultimately schemes for review.

The identification of core walking zones requiring improvement was also important and this was done by geographical analysis. Key district centres and areas of high population density were considered first. An audit of all these cycling and walking routes was undertaken to understand the quality of the existing provision and identifying areas for improvement.

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.

The timeframe for this plan aligns with the long term nature of the Local Plan period. Therefore, schemes have been included even if they seem complex and ambitious. However, in prioritising schemes deliverability is a key consideration. The estimated cost of improvements also has a significant influence on the potential for delivering schemes. We have rated and scored in the final classification table, although not put in a priority order. This allows flexibility when selecting schemes most appropriate to any given funding criteria, as and when these funding opportunities become available.

Stage 3 – Consultation loop – Refine, define and present

Regular consultation and engagement with internal teams and stakeholders has been undertaken and is ongoing. This has included input from wider evidence such as [widenmypath.com](https://www.widenmypath.com) and DfT's resources such as the Rapid Cycleway Prioritisation Tool (RCPT). The list of schemes and suggested improvements for walking and cycling routes continues to be finalised through these consultation processes, this document is the final stage of consultation prior to beginning scheme development.

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. We will be reviewing and updating the LCWIP over the coming years to ensure it remains current and fit for purpose as the town grows and schemes are delivered. The approach to scheme design used here will inform and allow us to update "Transport Requirements for Development" which remains an important reference for new development proposals coming forward through the planning process.

Most importantly this document will provide the opportunity to develop schemes ready for delivery in the coming years. The schemes will be developed by undertaking an Options assessment and detailed Feasibility report starting with those schemes programmed to be delivered in the short term. The process and content for the options assessments and feasibility is set out below:

- Context
- Understanding the current situation
- Understanding the future situation
- Establishing the need for the scheme
- Walking criteria assessment healthy streets - <https://healthystreets.com/home/about/>
- Cycling criteria assessment LTN 1/20
- Scheme objectives
- Geographic area of impact to be addressed by the scheme
- Option Development
- Option generation (long list)
- Summary of the long-listed options
- Options considered, but not included in the long-list
- Initial sifting
- Summary of options short listed for further assessment
- Further development of potential options
- Further assessment of options (second sift)
- Delivery of scheme objectives considered against initial estimates of construction cost with prelim design and feasibility works. Benefit-cost ratio where defined as a major scheme. Consideration of traffic impacts, environmental impacts, public support and stakeholder support.
- Summary of findings
- Preferred option and recommendation given.

Swindon's 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.

The routes are shown on the Swindon Cycle Map, which can be downloaded from the [Swindon Travel Choices website](#).

Swindon's population has grown at a rate of twice the UK average. New development has provided new quality infrastructure, but highlights missing links, and substandard infrastructure in the older parts of town. Swindon's town centre, built up around the railway and supporting the car, is particularly lacking in safe, useable routes. There is also a legacy of a canal network in Swindon, with some sections now being utilised as footpaths and cycle paths. There is scope, particularly in the longer term to integrate canal routes to enhance the cycling and walking network in the borough.

A map showing the core cycle routes, identified gaps and resultant schemes from the LCWIP process is shown in Figure 1. The primary routes are highlighted in red, secondary in yellow. Primary routes carry heavy cycle traffic between key economic nodes, secondary link the primary routes and tertiary routes (not shown) branch off from the secondary, into residential areas. There is a much larger network linked to this core network as shown on the Swindon Cycle Map.

The schemes outlined in the initial Swindon LCWIP will also consider improvements for pedestrians on the corridors identified. Government funding for schemes promoting active travel are predominantly focused on journeys that improve access to employment and education opportunities. There may be options for funding from broader stakeholder to take forward proposals aimed at routes for leisure and recreational purposes.

Figure 1 shows the apparent gaps in the network, with numerous prioritised schemes proposed for each area. In the assessment, the new routes have been analysed by means of the Route Selection Tool (RST). The starting point for this was the identification of the "priority cycling movement corridors". Then the options for each of these corridors was assessed to arrive at the preferred route and scheme.

Swindon's LCWIP recommends the focus for schemes 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. The 2020 trials across the country will provide informative data and we will monitor this with interest. The rail station is seen as a key node for any such future ventures. Swindon Borough Council is keen to support any proposal that comes forward from business.

Types of Improvements

In summer 2020, the Government released new guidance on cycle infrastructure, which will inform all scheme going forward. LTN 1/20 provides guidance for designing quality walking and cycling infrastructure and will be used in the ongoing development of the identified schemes¹.

SBC as Highway Authority is responsible for setting design standards of their own. LTN 1/20 provides a recommended basis for those standards based on five overarching design principles. These five core design principles have been used in the identification of the most appropriate corridors. It will continue to be used through the feasibility process and on to the final design approach.

The five core design principles are:



¹ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

Figure 2 provides some guidance on what to do and what not to do. This is taken directly from LTN 1/20 where much greater detail on the process of and design standards around cycle infrastructure are provided.

Figure 2

Accessibility for all				
Coherent	Direct	Safe	Comfortable	Attractive
 <p>DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.</p>	 <p>DO Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.</p>	 <p>DO Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.</p>	 <p>DO Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.</p>	 <p>DO Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.</p>
 <p>DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.</p>	 <p>DON'T This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.</p>	 <p>DON'T Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.</p>	 <p>DON'T Uncomfortable transitions between on-and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.</p>	 <p>DON'T Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.</p>

Inclusive design and accessibility runs through all five of these core design principles. The next stage of feasibility and design will ensure the delivery of high quality infrastructure following the 22 principles set out within LTN 1/20. These principles are summarised as:

- Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
- Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.
- Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
- Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.
- Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.
- Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.
- Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.
- Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
- Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.
- Schemes must be legible and understandable.
- Schemes must be clearly and comprehensively signposted and labelled.
- Major 'iconic' items, such as overbridges must form part of wider, properly thought-through schemes.
- As important as building a route itself is maintaining it properly afterwards.
- Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.

- Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.
- Access control measures, such as chicane barriers and dismount signs, should not be used.
- The simplest, cheapest interventions can be the most effective.
- Cycle routes must flow, feeling direct and logical.
- Schemes must be easy and comfortable to ride.
- All designers of cycle schemes must experience the roads as a cyclist.
- Schemes must be consistent.
- When to break these principles. In rare cases, where it is absolutely unavoidable.

Swindon Cycling and Walking Infrastructure

Swindon has developed its own infrastructure examples/standards which where appropriate can be used in line with LTN 1/20 to deliver the future network improvements. These are summarised as:

Advanced stop line

A dedicated stop line for cyclists at traffic signals ahead of the stop line for general traffic, with a waiting area marked with a large cycle symbol and extending across some or all of the traffic lanes.

Cycle bypass

A form of physical separation for cycles enabling them to avoid a controlled feature for other road users – e.g. traffic signals or a junction.

Cycle parking

The number, quality and range of types of cycle parking spaces must keep pace with the growing use of cycles in Swindon, but needs to also cater for the predicted future growth. Cycle parking should be fit-for-purpose, secure, and well located, and take an inclusive approach to ensure all cycle users are catered for. We will consider cycle parking requirements as part of all proposed schemes.

Delineating

A physical feature that separates space used by cyclists and pedestrians, such as a kerb and a change surface material.

Light segregation

The use of intermittently placed objects, such as bollards, to separate and protect a cycle facility (usually a marked cycle lane) from motorised traffic.

Segregated cycle path

A cycle facility, physically separated from the areas used by motorists and pedestrians. It may be next to, or completely away from the carriageway.

Continuous footway / cycleway

A method of asserting pedestrian priority over vehicle turning movements at side junctions by continuing the footway material across the access mouth of the junction. This also provides strong visual priority to the pedestrian. A 'continuous cycleway' can be added in a similar way if a cycle lane is present.

Quietway

Quietways are strategic walking and cycling routes using less heavily trafficked local streets and new or existing crossing facilities at major barriers.

Dropped kerb

A feature to facilitate non-stepped access, usually between the footway and carriageway. Must be flush to ensure level access.

Low traffic neighbourhood

An area of residential streets where through traffic is removed or reduced to provide a better, more liveable neighbourhood which supports walking and cycling.

Parallel crossing

A crossing similar to a zebra crossing, which accommodates cyclists as well as pedestrians.

Shared use path

A footway, footpath or part of any public space which is shared with pedestrians and cyclists but where motorised vehicles are not permitted. It is identified by the shared use sign – a blue circle containing white symbols of a pedestrian and cycle. In these spaces pedestrians have priority and should be used where either visibility is good and/or conflict is considered low.

Signal controlled crossing

A traffic light controlled crossing which can be used by pedestrians, and in some cases also cyclists.

Single stage crossing

A crossing point where pedestrians and cyclists are able to cross a road or junction in one movement without having to wait at a pedestrian refuge island.

Tactile paving

Paving that helps people with sight impairments to read the street environment by using changes in texture or colour.

Traffic calming

Features which physically or psychologically slow traffic.

Wayfinding

Encompasses all of the ways in which people orient themselves and navigate from place to place.

Walking and cycling – Healthy Streets Approach

The Healthy Streets Approach and the 10 Indicators of a Healthy Street were developed by Lucy Saunders, a specialist in public health and transport.

The Healthy Streets Approach aims to deliver a healthier, more inclusive environment where people choose to walk, cycle and use public transport. The 10 Healthy Streets Indicators are the essential ingredients for a healthy street environment, particularly in urban environments. Each Indicator is backed by scientific evidence that it improves health, reduces inequalities and encourages people to walk and cycle. The ten indicators are:

Pedestrians from all walks of life	Easy to cross	Shade and shelter	Places to stop and rest	Not too noisy
People choose to walk, cycle and use public transport	People feel safe	Things to see and do	People feel relaxed	Clean air

Before undertaking any of the schemes listed in the LCWIP, a Healthy Streets Check may be required. The check is a technical assessment of the street layout based on 31 quantitative metrics mapped to the 10 indicators. This tool can be useful to engage communities to ensure schemes are maximised to meet their needs.

Cycling and Walking Network Plan

As per Figure 1 the following 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.

The schemes have been assessed and set out in Table 1, 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 – Manchester 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

2 The scheme categories are: 1. Current network issue identified through Route Selection Tool assessment; 2. Growth/Development scheme; 3. Missing Links of leisure/strategic importance.

3 The scheme costs are high level estimates these have been categorised as, Low – up to £0.5 million, Medium £0.5 - £2 million, High £2 - £5 million, Very High £5 million+.

4 The level of demand is based on a judgement around actual or estimated, existing and future usage. These have been categorised as from 7am to 7pm, LOW – 0-100 cyclists, Medium 100-500 cyclists, High 500+.

5 Timeframe 1 – Short term (1-3 years), Timeframe 2 – Medium term (3-7 years), Timeframe 3 – Long term (7-10 years).

8. Northern Route – Great Western Way (Route 45) to Orbital District Centre	1	Low	Medium/High	3
9. Gorse Hill – Magic Roundabout/Corporation Street to Kembrey Park industrial estate.	1	Low	Low/Medium	2
10. Liden and Great Western Hospital	3	Low	Low/Medium	2
11. Dorcan Way – gap between existing Routes on Queens Drive and Dorcan Way.	3	Medium	Low/Medium	2
12. Stratton cycle link	1	Medium	Medium/High	3
13. Marlowe Avenue to Queens Drive	1	Low	Medium/Medium	1
14. Wichelstowe to Wroughton (Inverary Rd)	2	Low	Medium/Medium	1
15. Wichelstowe to Wroughton (Wharf Rd)	2	Medium	Low/Medium	2
16. Royal Wootton Bassett to Windmill Hill	3	Low	Low/Medium	3
17. R45 to Moredon Pump Track – Cycle Hub	3	Low	Low/Medium	2
18. Kingsdown Lane	3	Medium	Low/Medium	1
19. Tadpole to Blunsdon Hill	2	Medium	Low/Medium	3
20. Marlborough Road – Between Old Town Railway path and Coate	3	Medium	Medium/High	1
21. Old Town Railway path upgrade	2	High	Medium/High	2
22. NEV A420 Missing Link	2,3	Medium	Low/Medium	1
23. NEV Southern Access	2	Low	Low/Medium	1

Summary

The schemes identified within this plan are not exhaustive. Indeed the majority of Swindon's future schemes will come forward through new development sites across the borough. The proposals reflect the opportunities for enhanced connectivity within the Swindon urban area, through the existing masterplans for the urban expansion areas such as Wichelstowe and the New Eastern Villages.

There are also possible enhancements to cycling and walking routes which extend into the wider rural hinterland of the borough and cross-boundary links to settlements just across the administrative county borders of Wiltshire, Gloucestershire and Oxfordshire. These proposals are aspirational and provide an opportunity to the work with appropriate partners to take forward such improvements as and when funding and other developments in the locality arise.

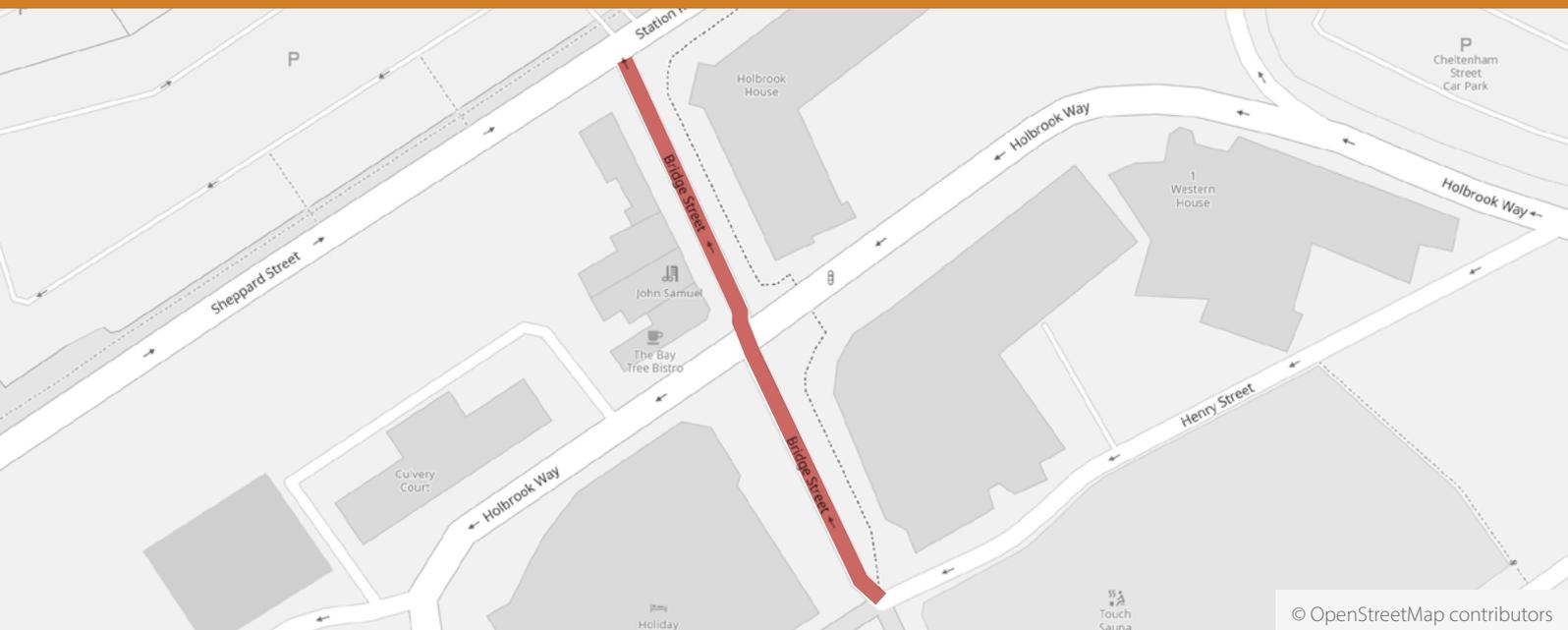
The schemes considered here will allow us to support the whole borough in the delivery of its growth agenda. In being prepared with a diverse yet focused list of schemes we can look for funding opportunities in the future, wherever they may come from.

An overview of the schemes identified through the development of this plan has been provided in the final section.



Scheme Detail

1. Town Centre – Bridge Street



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

A growth scheme linked and identified in the proposals for the Fleming Way bus boulevard, Swindon Heritage Action Zone (HAZ), regeneration of the North Star (Oasis Leisure Centre-former Clares factory site), particularly Intervention F (Station Road-Holbrook Way) H (Fleet Street), N and O (route improvements and connectivity across the Great Western Main Line Railway corridor).

Description of route

Whilst it is short in length, Bridge Street forms a critical link to join proposals identified for Station Road and Holbrook

Way (as part of the Fleming Way Bus Boulevard scheme). There is an opportunity to enhance provision further on Bridge Street, to the south of the junction with Holbrook Way, subject to the future use of Fleet Street.

The existing arrangement on Bridge Street needs to be reviewed to reflect current guidance, with scope to rationalise signage. Feasibility could also be undertaken to reduce the width of the carriageway on Bridge Street to provide further capacity for off-road provision. This proposal would enhance an existing segregated footway-cycle path facility on the eastern side of Bridge Street. There is also scope for further way-marking signs.

Connections to strategic network

The Western Flyer route links into the town centre network via Bridge Street. It is also the gateway to the proposals highlighted to enhance cycle provision on Station Road and Holbrook Way. The ultimate goal is to connect across the town centre with seamless cycle infrastructure, particularly connecting the Flyer routes.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

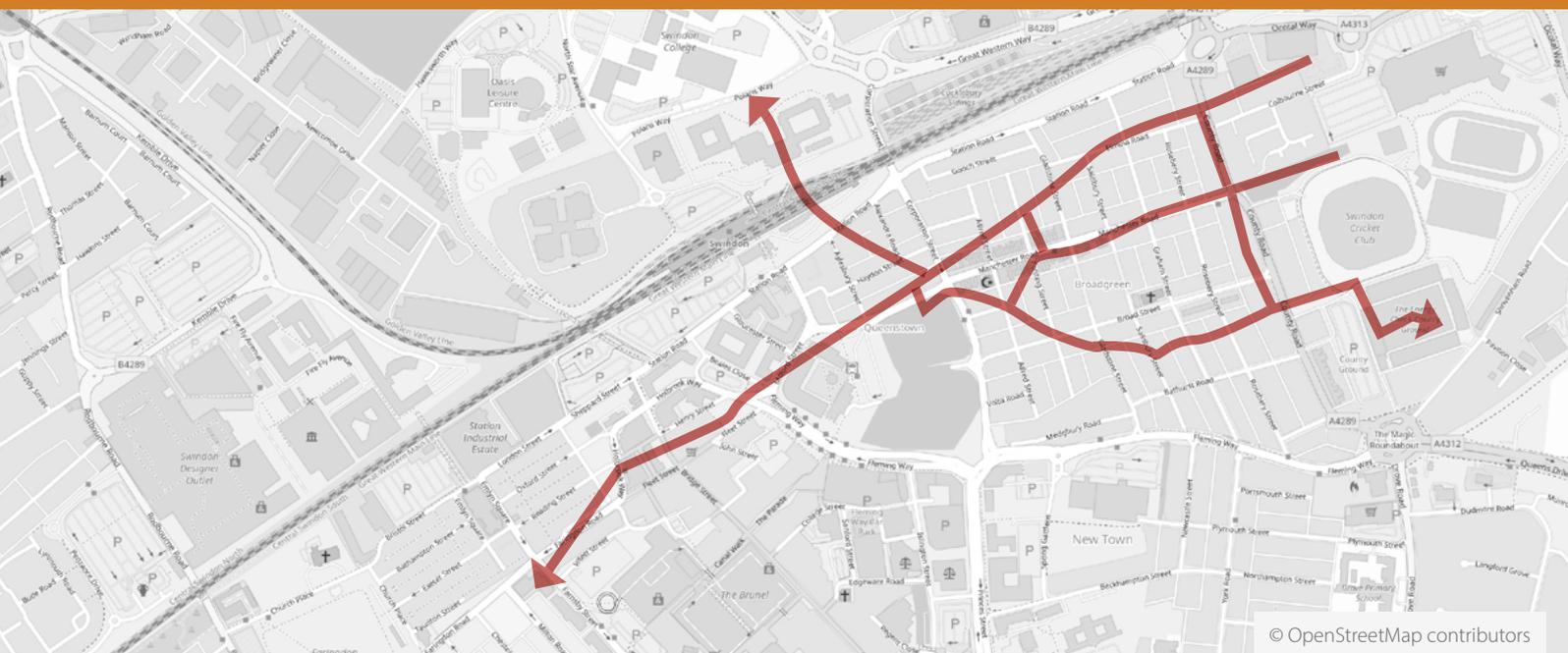
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

This route is direct, with a relatively level gradient, whilst its off-road provision provides safety and comfort, with the scope for an enhanced journey experience and providing connections into any improvements to cross-town links in the future.

Scheme Detail

2. Station Road and Manchester Road Corridors



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

A growth scheme linked and identified in HAZ, regeneration proposals for the North Star, TCMS Intervention F (Station Road-Holbrook Way), N (Network Improvement) and P (Manchester Road).

Description of route

The London Street – Sheppard Street – Station Road corridor forms part of the Swindon town centre one-way system, currently operating as a two-lane carriageway for east-bound traffic. The existing arrangements lack specific cycling infrastructure and the introduction of formal facilities for cyclists, both with-flow and contra-flow, could reduce this to a one lane carriageway in sections. A variety of options

will be investigated to enable the introduction of a segregated two way off road cycle lane. A combination of realignment of footways, utilising existing crossing facilities and traffic calming measures may be possible.

Manchester Road is a two-way 30mph highway and provides a principal link in the town centre network, serving a densely populated residential district, high-street shops and intensive bus movements. This generates complex movements with pedestrian footfall, short-term informal car parking and deliveries.

The options being proposed in the TCMS would consider the form and use of this street and by better understanding the available space and competing demands for that space, identify an optimum layout that best accommodates all of the functions of the street.

Connections to strategic network

Station Road connects the Western Flyer, the National Cycle Network Route 45 (Link) through the town to the other Flyer routes. Manchester Road forms part of the National Cycle Network Route 45 Link for westbound journeys.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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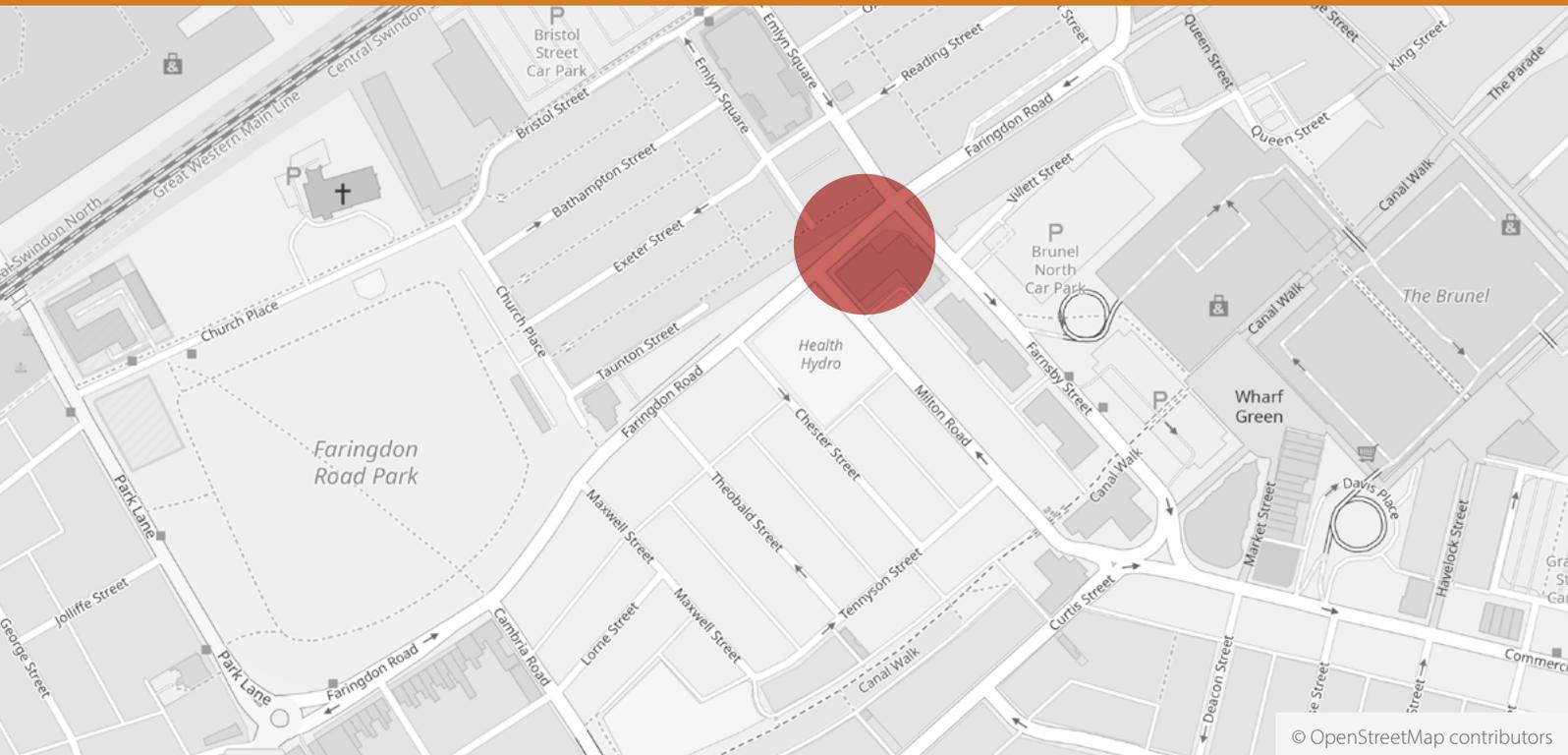
Description of route based on Directness, Gradient, Safety, connectivity, comfort

Station Road and Manchester Road are key routes linking all other parts of the town centre network. A scheme has been identified for Station Road, providing segregated provision for pedestrians and cyclists. This will provide a greater level of safety along this corridor between Wellington Street and Bridge Street.

Whilst the gradient is level, footway widths are also constrained on Manchester Road. Improvements for walking, cycling and bus users will be incorporated into the scheme proposal for this corridor, whilst also recognising the two-way highway movement function of this road.

Scheme Detail

3. Town Centre – Faringdon Road/ Farnsby Street/ Emlyn Square/ Milton Road Junction



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

This growth scheme is identified in both the HAZ and TCMS (Interventions E and L).

Description of route

This scheme focuses on Faringdon Road, a principal vehicular route on the western side of Swindon town centre. The package of measure seeks to improve the north-south connectivity across Faringdon Road for cyclists and pedestrians, particularly at its junctions with Farnsby Street and Milton Road.

This would complement enhancements to formal cycle facilities identified in this part of the town centre, in particular the Station Road corridor. Such measures could require reallocation of road space to active travel modes such as cycle lanes and the re-phasing of the existing signal arrangements.

Connections to strategic network

Whilst there is no direct connectivity into the National Cycle Network Route 45 (Link), it would provide scope to enhance linkages between the Western Flyer (Station Road) and the Southern Flyer route on Farnsby Street. Cyclists are able to use the bus lane in operation on Faringdon Road (between Fleet Street and Farnsby Street) and Emlyn Square.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

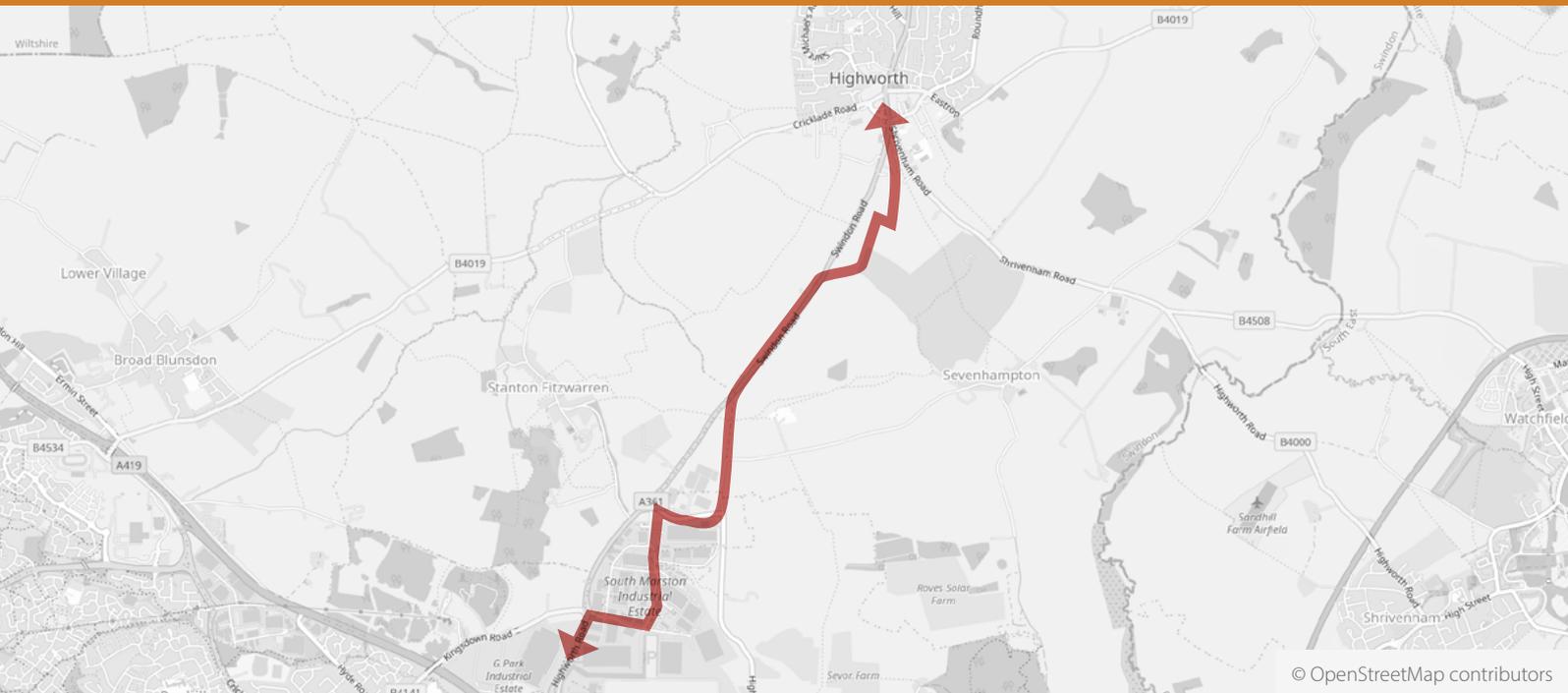
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The junctions are flat and their central location would score highly for connectivity and would generate benefits for comfort and safety, with an emphasis on segregated facilities for cyclists. However, the current arrangement is disjointed creating a barrier. In doing so crossing without using the existing poorly located and designed infrastructure means a dangerous and uncomfortable experience for users.

Scheme Detail

4. Highworth to South Marston Industrial Estate



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

There has been a desire for many years for a continuous cycle and walking provision, connecting the market town of Highworth with the industrial employment land two miles to the south west, and further on to Swindon urban area. The Government's Rapid Cycleway Prioritisation Tool, also highlights the opportunity to provide for the missing link between the Vickers and Supermarine roundabouts on the A361 corridor.

Description of route

Currently the areas are linked by the A361, a hostile 60mph road, which carries a high

volume of HGVs and a high-frequency bus service. The Highworth Road Connect 2 Project was completed in 2013, through a partnership with SBC and Sustrans and through funding from the Big Lottery Grant. This created a shared use path alongside the A361 Highworth Road and provides a traffic free link from South Marston Business Park from the wider Swindon urban area network.

The highest priority and the most costly to implement would be a segregated cycle route for commuter journeys that follows as close to the A361 corridor as possible, but is segregated from vehicles. There is limited land availability within the highway boundaries to achieve this level of infrastructure.

There are alternative options to establish further infrastructure to link Highworth with Swindon. This area connects into new development at Catsbrain Farm (off the A361), further enhancements to Kingsdown Lane, a restricted byway, which will provide a more direct link from Blunsdon to the Industrial Estate. In Swindon’s Local Plan, small pockets of land are identified for development, and contributions will be secured towards building this cycle network.

Connections to strategic network

There are connections into local routes, which consist of a variety of on and off-road cycle links, however there is currently no direct connectivity into the strategic cycling and walking network. The scheme would resolve this and allow the suppressed cycle demand to be realised.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

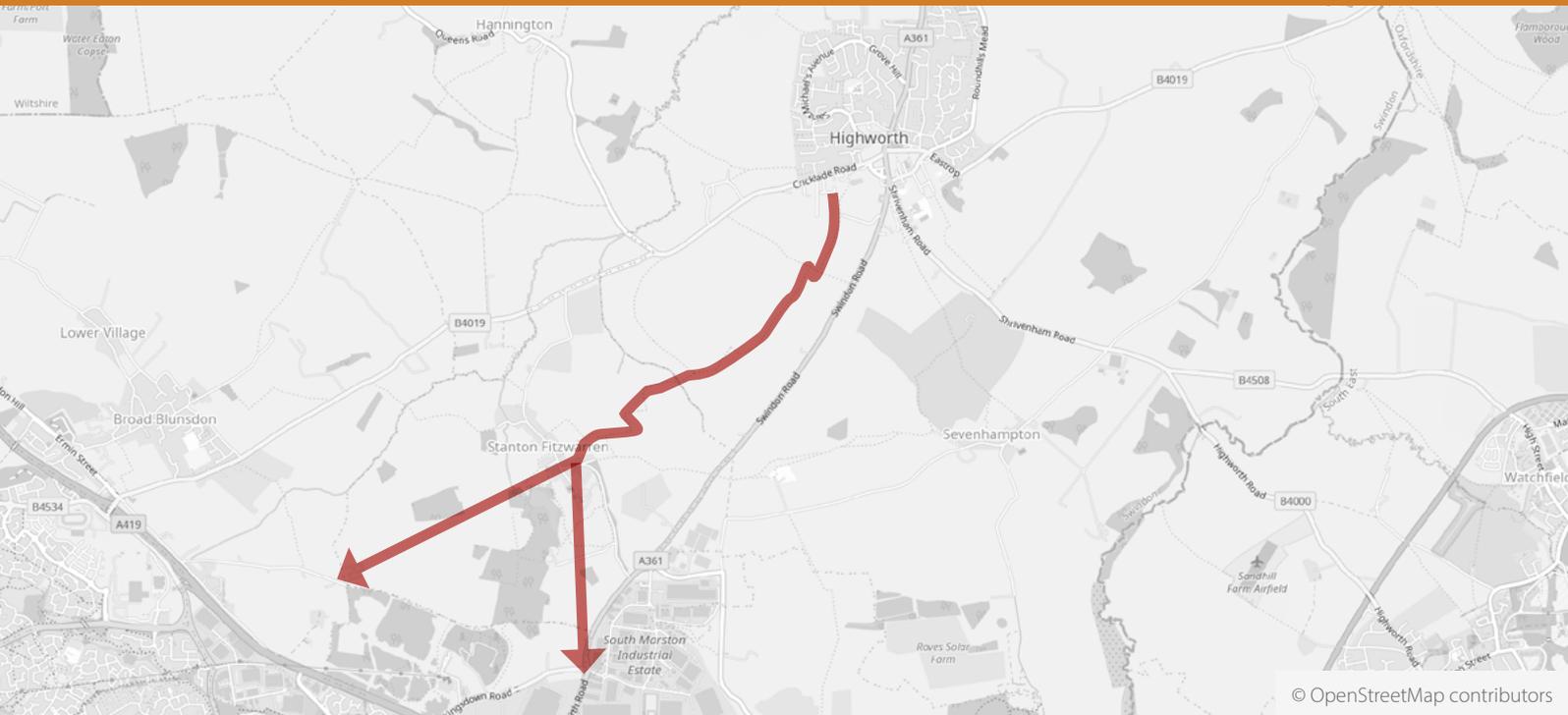
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

A segregated off road route running where feasible in parallel to Highworth Road (A361) would provide the most direct route for cyclists between Highworth and Swindon, on a pre-dominantly level gradient. There is scope to establish infrastructure through new developments located along this corridor. There are also opportunities through the regeneration of the former Honda site and upgrading existing informal links such as Kingsdown Lane to improve connectivity with the wider Swindon urban area.

Scheme Detail

5. Highworth Leisure cycling routes



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

Through joint working with cycle stakeholder groups, three possible leisure routes were identified:

- Old railway line
- Golf course to Kingsdown Lane (highlighted on the plan above)
- Wrag Barn and Sevenhampton

Description of route

There are large areas of green space to the south of the town that would make attractive leisure routes for cycling and walking. A selection of potential corridors

were identified, although these routes need to be formally audited.

Connections to strategic network

There are connections into local routes, which consist of a variety of on and off-road cycle links, however there is currently no direct connectivity into the strategic cycling and walking network. These schemes would provide this improved connectivity and become increasingly important for the surrounding development sites to improve sustainable connectivity.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0-100 cyclists	Medium 100-500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0-100 cyclists	Medium 100-500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

Scheme cost	Low up to £0.5 million	Medium £0.5-£2.0 million	High £2-£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

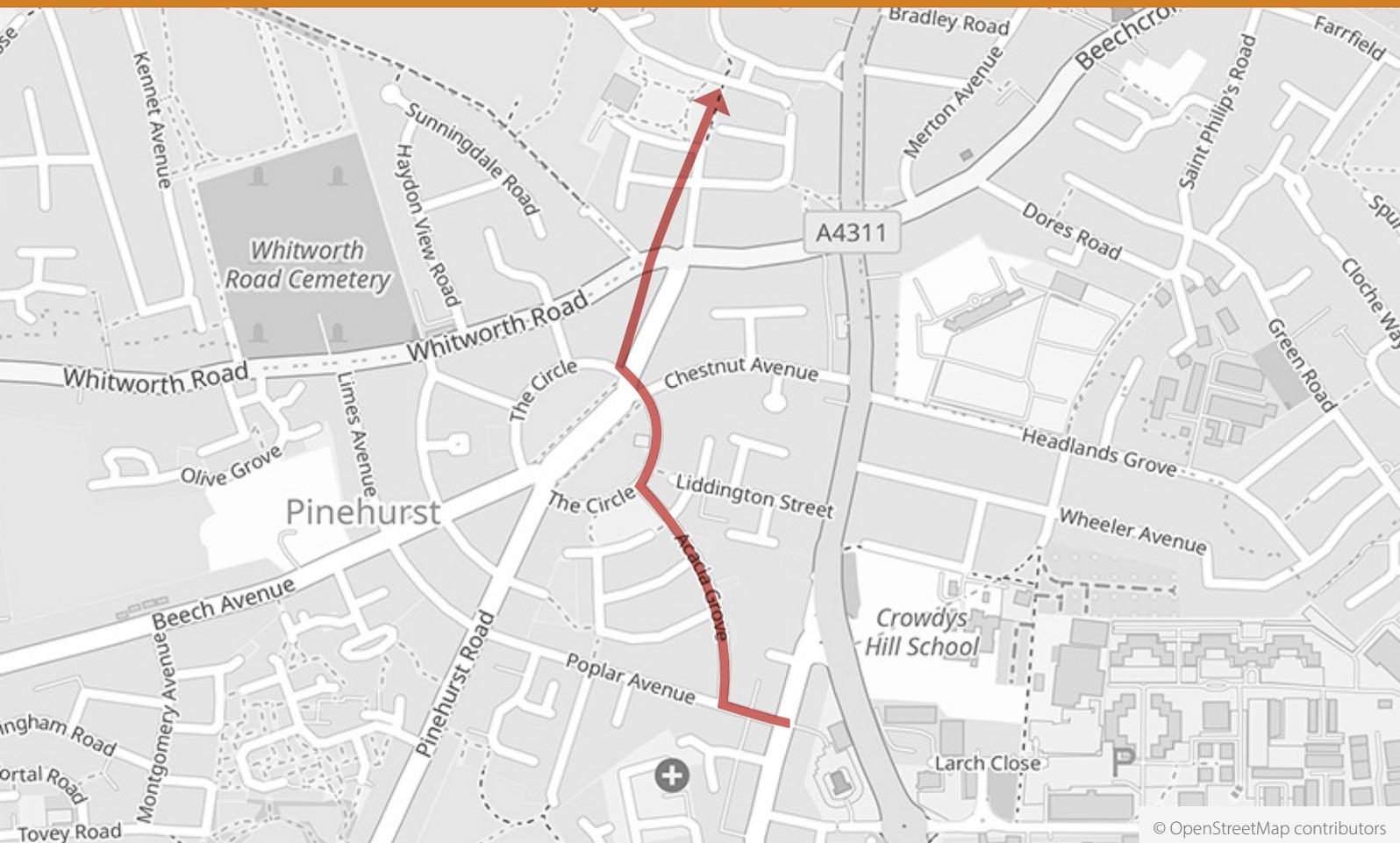
A network of proposed leisure routes would enable segregated, off-road infrastructure for cyclists on defined corridors as well as enhanced provision for walkers (Figure 3). The scope for lighting to provide a safer and more comfortable environment for users will be considered subject to location, recognising the sensitivity of the rural environment.

Figure 3: A illustrative cycle network for Highworth



Scheme Detail

6. Moonrakers Cycle Bypass



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

A scheme linked to the implementation of the North Swindon Quality Bus Corridor. This route will provide a more suitable facility for cycle trips heading north without the need to traverse the new signalised junction at Moonrakers.

Description of route

This proposal seeks to identify an alternative routing using the local side road network avoiding Cricklade Road, with particular focus on the section covering Moonrakers junction itself. Cricklade Road is the principal highway corridor linking north Swindon and the town centre.

Connections to strategic network

This will provide a key link in the primary network between the north and south adjacent/parallel to Cricklade Road.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

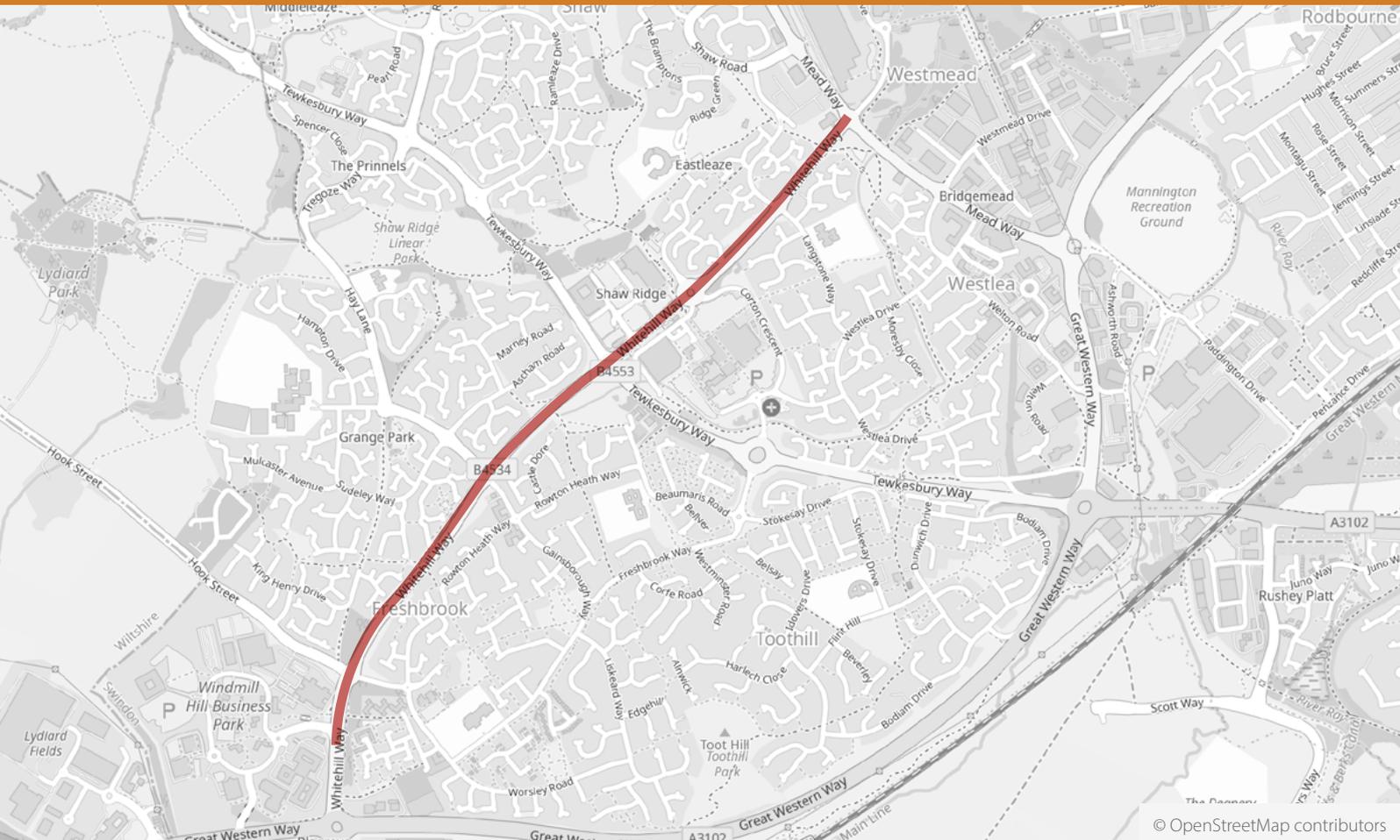
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The closest signed cycle routes to Moonrakers junction are located along Orchid Close to the west of the junction and Headlands Grove to the south. This proposal would comprehensively explore the options to assess if the residential roads and off-road links serving the communities either side of Cricklade Road could be utilised as a safe route for cyclists. There are opportunities to extend such provision and integrate into the wider existing Swindon urban cycle network to enhance connectivity.

Scheme Detail

7. Whitehill Way – Windmill Hill Business Park to Mead Way



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

Trip data from the 2011 Census highlighted areas where short trips were current being made by car and could potentially transfer to cycling if the right kind of facilities were provided. The existing and potential cycle routes were then assessed using the DfT's RST.

Description of route

Windmill Hill Business Park is a major employment hub in South West Swindon. Existing cycle routes within West Swindon are often incomplete and do not link consistently to the wider network. The preferred route and desire line currently has no cycle provision, which means using the road with all other vehicles. There are wide and plentiful verges available for delivery of appropriate walking and cycling infrastructure.

Connections to strategic network

Upgrading the route to Windmill Hill Business Park will connect this major employment hub to the Western Flyer and National Cycle Route 45. The proposed new and existing route improvements will connect Windmill Hill to the wider cycle network via the Western Flyer. Residents in South West Swindon will also benefit from the new routes, providing better access to the Town Centre.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

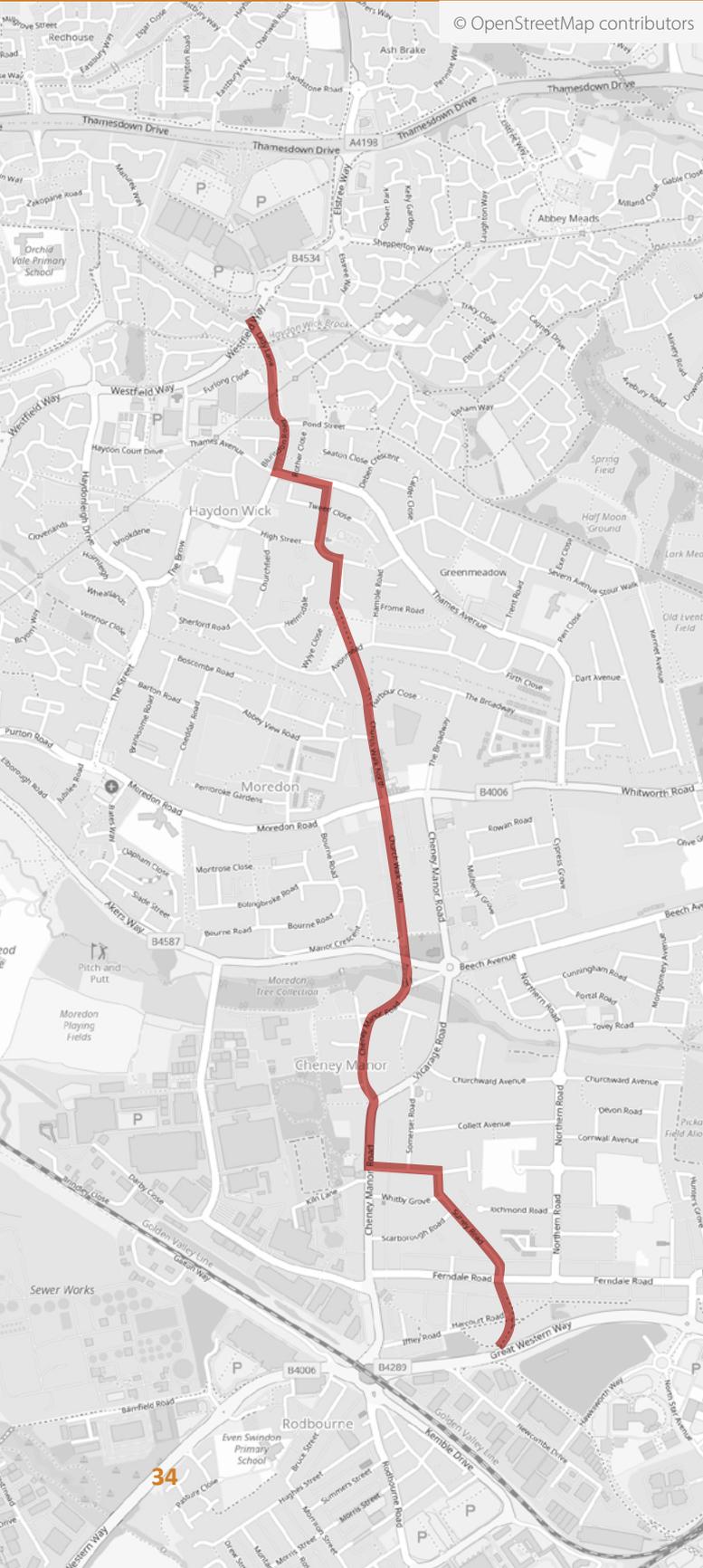
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The RST scored the preferred route relatively low on all accounts as is, but with suitable investment, it has the potential to be highest scoring across the board. The scheme has been well supported by local cycling groups and provides a significant change in infrastructure design approach for West Swindon. The scheme would give a direct, flat, safe, well connected and comfortable end product.

Scheme Detail

8. Northern Route – Great Western Way (Route 45) to Orbital District Centre



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

Trip data from the 2011 census highlighted areas where short trips were current being made by car and could potentially transfer to cycling if the right kind of facilities were provided. The existing and potential cycle routes were then assessed using DfT's RST, identifying the northern route as key.

Description of route

The Northern Flyer is the only missing major primary route from the Town Centre to new developments on the outskirts of the urban area. This is an existing secondary route in need of several upgrades in order to increase cycle numbers using it. This will connect the new developments in North Swindon with the Town Centre and the other Flyers.

Connections to strategic network

The existing Northern Cycle Route is secondary in nature and features several gaps and issues with wayfinding. A formalised route will connect North Swindon to the Western, Southern and Eastern Flyers. Essentially connecting all of the major developments via the Town Centre.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

An initial assessment suggests that small interventions such as wayfinding and safety improvements could upgrade it to primary route status. Putting it on a similar level to that of the already completed flyers. There is currently no major primary route allowing central North to South movements, so this scheme would complete a major gap in the existing cycle infrastructure.

Scheme Detail

9. Gorse Hill – Town Centre to Kembrey Park



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

Trip data from the 2011 census highlighted short trips were currently being made by cars between the Town Centre and Kembrey Park and these could potentially transfer to cycling if the right kind of facilities were provided. The existing and potential cycle routes were then assessed using the DfT's RST, identifying the two routes above as viable options for this area.

Description of route

Kembrey Park is a major employment hub. The only viable route through Gorse Hill involves cycling on a heavily trafficked road between the Town Centre and Kembrey Park. It is a major bus route and a busy shopping thoroughfare. It is fairly direct, with a slight gradient. The route is highly trafficked with many conflicting users competing for the road space. There will need to be a carefully designed scheme to overcome safety considerations. Through way-marking, there is scope to tie into the Moonrakers Cycle Bypass (detailed in Scheme 6).

Connections to strategic network

Kembrey Park will be connected to the Town Centre and the Flyer routes will be connected here.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

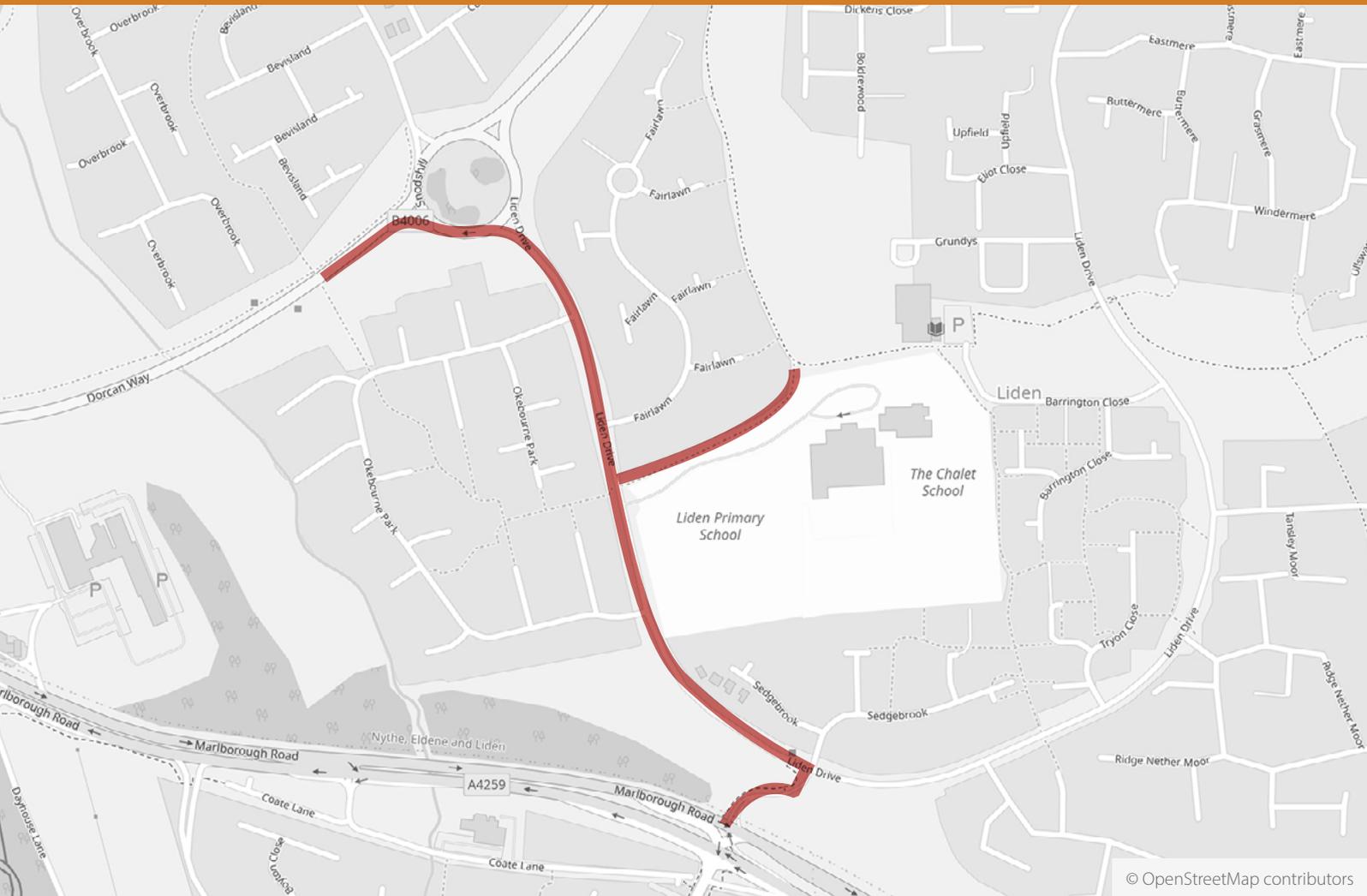
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

Heavy investment is required in order to provide a safe, comfortable route, separated from the carriageway. The walking environment is not pleasant, with fumes from traffic and the need to make it easier to cross the road. Parking alongside the carriageway could be reviewed, as could the use of filtered permeability to encourage longer dwell times from shoppers using sustainable transport.

Scheme Detail

10. Liden to Great Western Hospital



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

This scheme came directly through consultation with the wider public on the Emergency Active Travel Fund. It provides an excellent opportunity to fill a missing link where there is currently no clear direct route to the hospital.

Description of route

Many of the footpaths and cycle tracks in the Liden area were conceived and built over 40 years ago. The developments nearby, at Badbury Park, have increased the number of cycle and pedestrian movements across both sides of Marlborough Road, with the hospital being a key destination.

Connections to strategic network

Queens Drive has a cycle route to Great Western Hospital from the Town Centre, the new routes will connect a major residential area (Liden) to this network, filling in a number of gaps.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

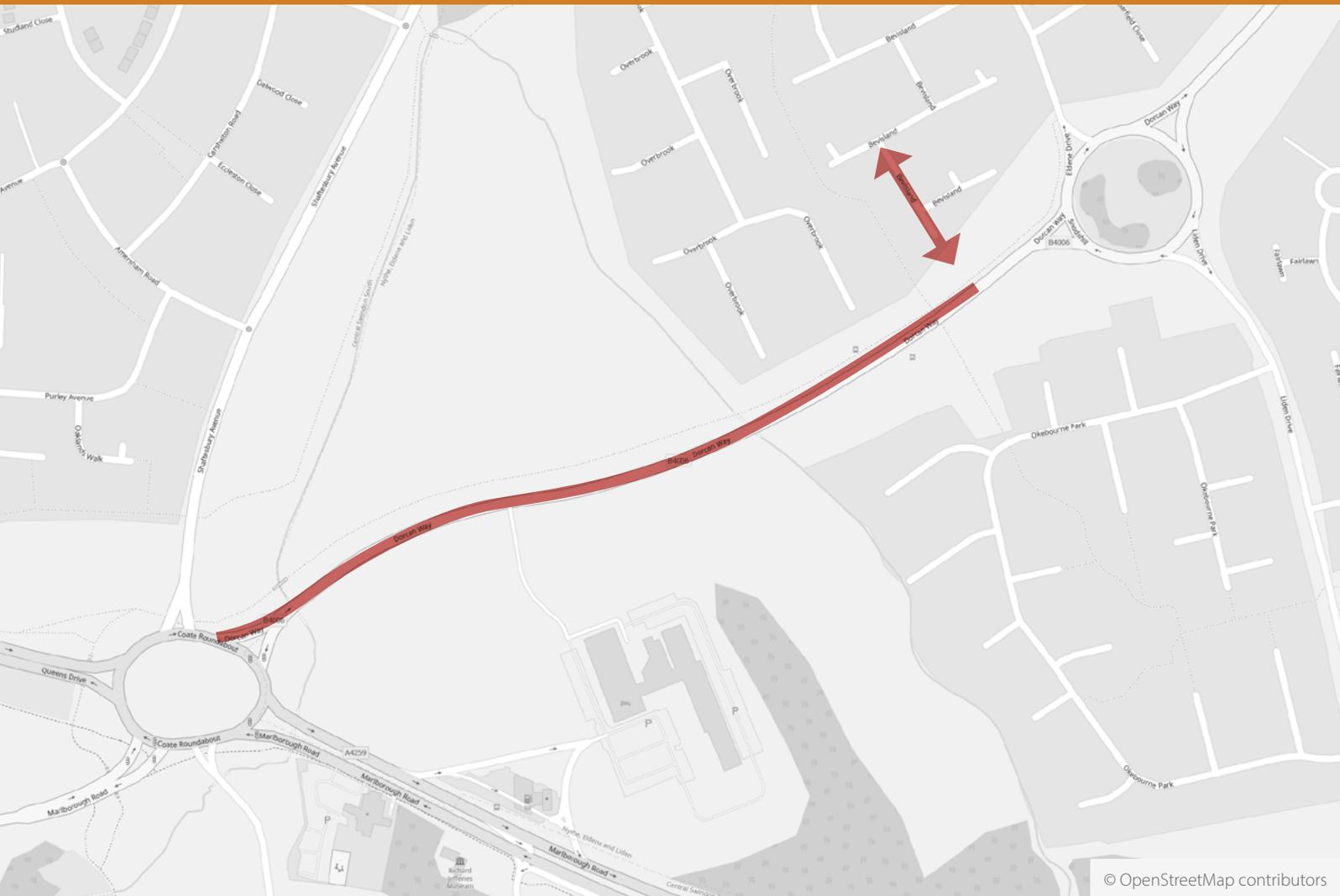
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The footpaths consist mainly of narrow gravel paths with the existing routes lacking in signage. There is potential to provide a separate cycle track around the north side of Okebourne Park as the existing footpath is not very straight or wide and passes through a play area (locally known as “Red Square”). This path could then continue south to join up with crossings over Marlborough Road and the wider cycle network.

Scheme Detail

11. Dorcan Way – missing link between existing routes on Queens Drive and Dorcan Way



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

A key missing link in the Swindon urban area cycle and walking network.

Description of route

An off road route, running parallel to Dorcan Way, a key distributor road on the eastern side of the established Swindon urban area

Connections to strategic network

At the southern end, Dorcan Way feeds into Queens Drive, which lies on the National Cycle Network Route 45, for connections into the Swindon central urban area and the New Eastern Villages. Enhancements to the connectivity on Dorcan Way would also complement the existing local cycle network and connections into the Eastern Flyer (on the Oxford Road corridor).

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

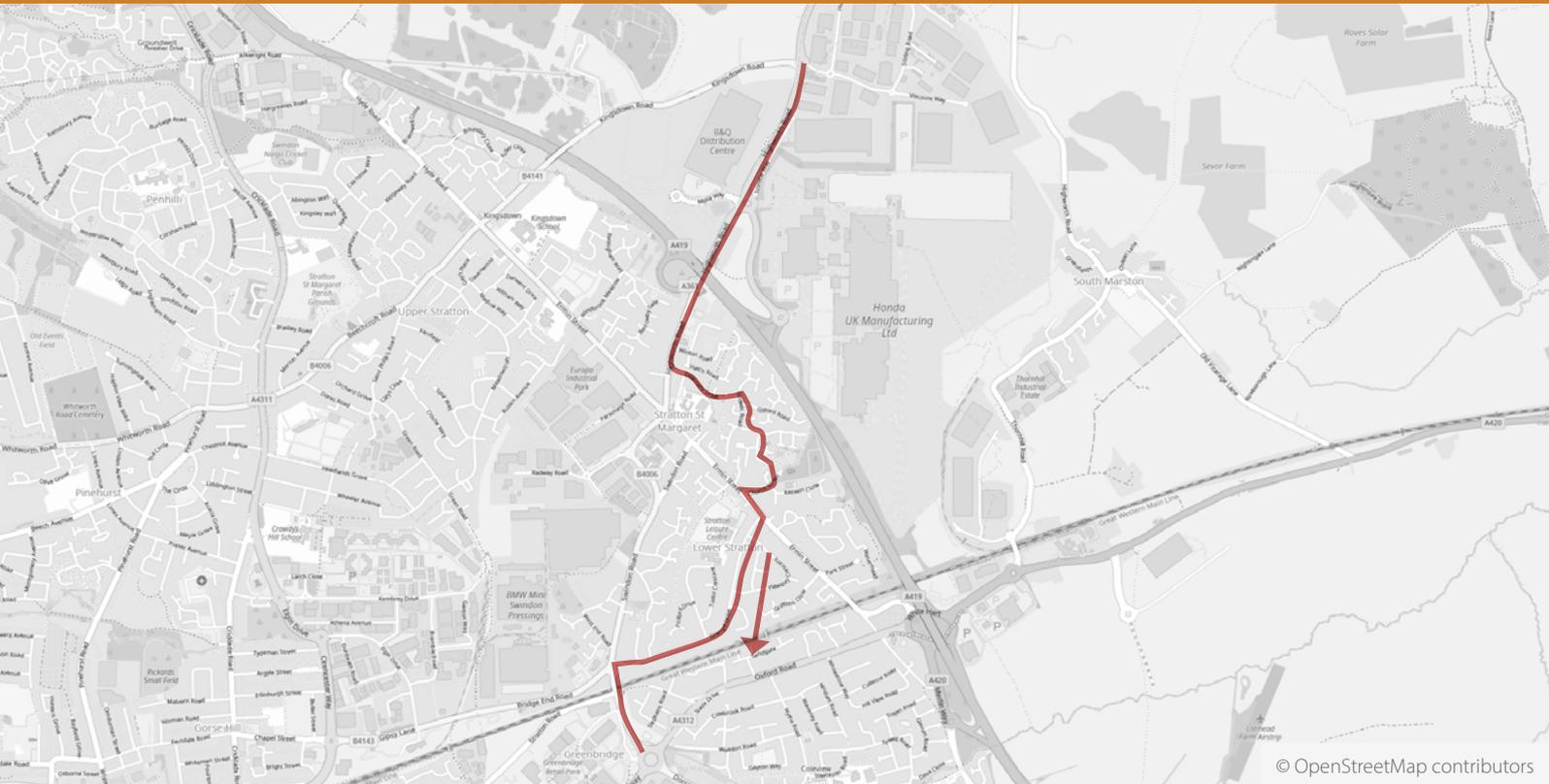
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The area is a level gradient, with green space to enable for off road provision, providing a direct route as well as connections into the local district cycle network. Due to its urban environment, there is scope to introduce lighting to improve safety for users. This infrastructure would also link into a proposal to introduce an at-grade crossing facility on the western arm of Queens Drive of the Coate junction (as part of the subway closure review).

Scheme Detail

12. Stratton cycle link



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

Through consultation and assessment of the existing route this link is well supported by local residents and the wider cycling community.

Description of route

There is inconsistent level of provision in the existing cycle and pedestrian network between the industrial sites near to the G-Park, the regeneration of the former

Honda site and the wider Swindon network to the south.

A missing link exists in the heart of Stratton where the cycle path stops and a narrow pavement continues past the Crown pub. Alternative routes through nearby residential areas are promoted, although this alignment needs refinement. A number of missing links include on Ermin Street, Swindon Road at the over bridge crossing the Great Western Main Line and to the north of the Greenbridge roundabout.

Connections to strategic network

This route links into the Eastern Flyer route at Greenbridge junction connecting on to the wider central urban area and the New Eastern Villages (via Oxford Road).

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

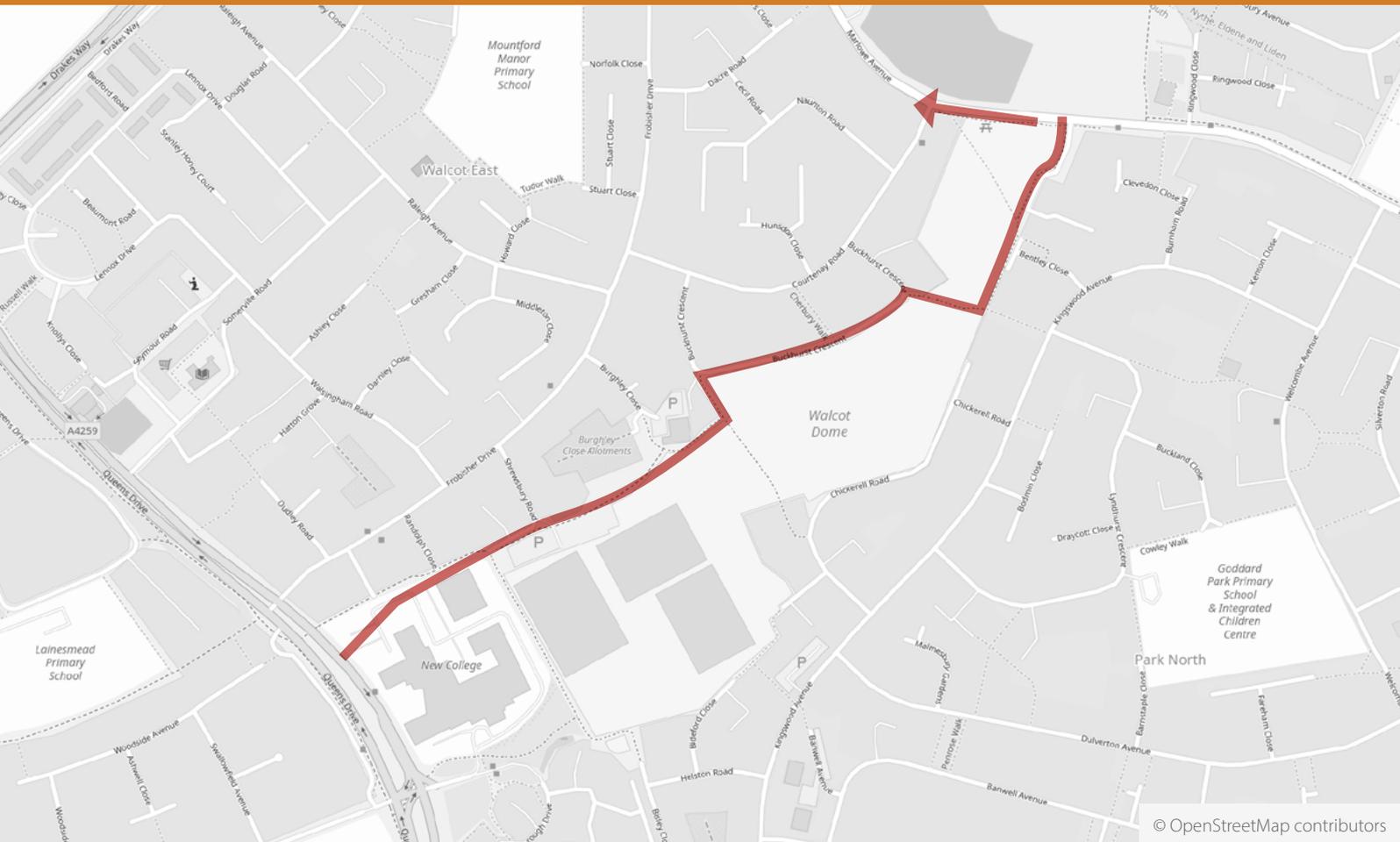
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

This proposal runs on a level gradient and would enable a continuous cycle link, between significant employment sites, the residential districts in eastern Swindon, with ongoing connections for the town centre. This alignment would address the safety concerns arising from a pinch point due to the width constraints on the current route.

Scheme Detail

13. Marlowe Avenue to Queens Drive (New College)



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

Trip data from the 2011 census highlighted this route as having short trips that were currently being made by car and could potentially transfer to cycling if the right kind of facilities were provided. The existing and potential cycle routes were then assessed using the DfT's RST, identifying this one as viable option.

Description of route

The route already exists off road between Queens Drive and Marlowe Avenue but this is in poor repair, and signage, lighting, surfacing and lining all need to be upgraded.

Connections to strategic network

There is currently a missing link along Marlowe Avenue itself, but otherwise a route exists through to Queens Drive, where shops, education and leisure can be accessed. A not-for-profit development of 239 sustainable homes began in 2021 – on a derelict brownfield site in an area where no other housebuilder was prepared to build. The Oakfield development on Marlowe Avenue will regenerate the area, and is an opportunity to create links with neighbouring communities and their amenities, by improving cycle paths and walking routes.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The RST scored this route highly for directness, connectivity and gradient, but modest upgrades to crossings, signage and bollards would increase its score for safety and comfort.

Scheme Detail

14. Wichelstowe to Wroughton (Inverary Rd)



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

Growth area – East Wichel has built out 800 houses over the past decade, and the route was developed to connect to Wroughton.

Description of route

The route, which is a bridleway, already exists off road between East Wichel and North Wroughton, and also provides a direct link to Ridgeway School from Wichelstowe for students making this journey. In recent years, flooding has become an issue and the surface requires upgrading.

Connections to strategic network

Wichelstowe is a 4000 dwelling development that commenced construction in 2008. The first phase, East Wichel is completed, whilst Middle and West Wichel are now being developed.

This link allows Wichelstowe residents to connect with Wroughton, but also Wroughton residents can travel traffic-free to the Southern Flyer, along the Old Town Railway Path, and to employment at Pipers Way and Marlborough Road

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The route is direct and flat, with a high score for connectivity. The flooding issues would increase its comfort score, and although it is lit, the path feels remote, and would benefit from safety in numbers through increased usage.

Scheme Detail

15. Wichelstowe to Wroughton (Wharf Rd)



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

Growth area – Middle and West Wichel are being built out and will result in 3000 new houses over the next decade. This proposed new route could be developed in line with LTN 1/20 along Mill Lane and Wharf Road to connect to the Western side of Wroughton.

Description of route

The 2-way route for pedestrians and cycles would be a dedicated, segregated route connecting the length along Mill Lane and Wharf Road. Wharf Road is a 50mph highway with very few cycle movements currently.

Connections to strategic network

Wichelstowe is a 4000 dwelling development that commenced construction in 2008. The first phase, East Wichel is completed, whilst Middle and West Wichel are now being developed. Mill Lane will lead into the heart of Middle Wichel, and continues on to become a filtered access road into Swindon's Old Town.

This link allows Wichelstowe residents to connect with Wroughton, but also Wroughton residents can travel traffic-free to the Southern Flyer, along the Old Town Railway Path, and to employment at Pipers Way and Marlborough Road.

There will be opportunities to tie into the wider Wichelstowe development through the masterplan for this expansion area. This will enable connectivity from West Wichel to West Swindon across the Great Western Main Line railway by a dedicated cycle-pedestrian overbridge, which is already in place.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

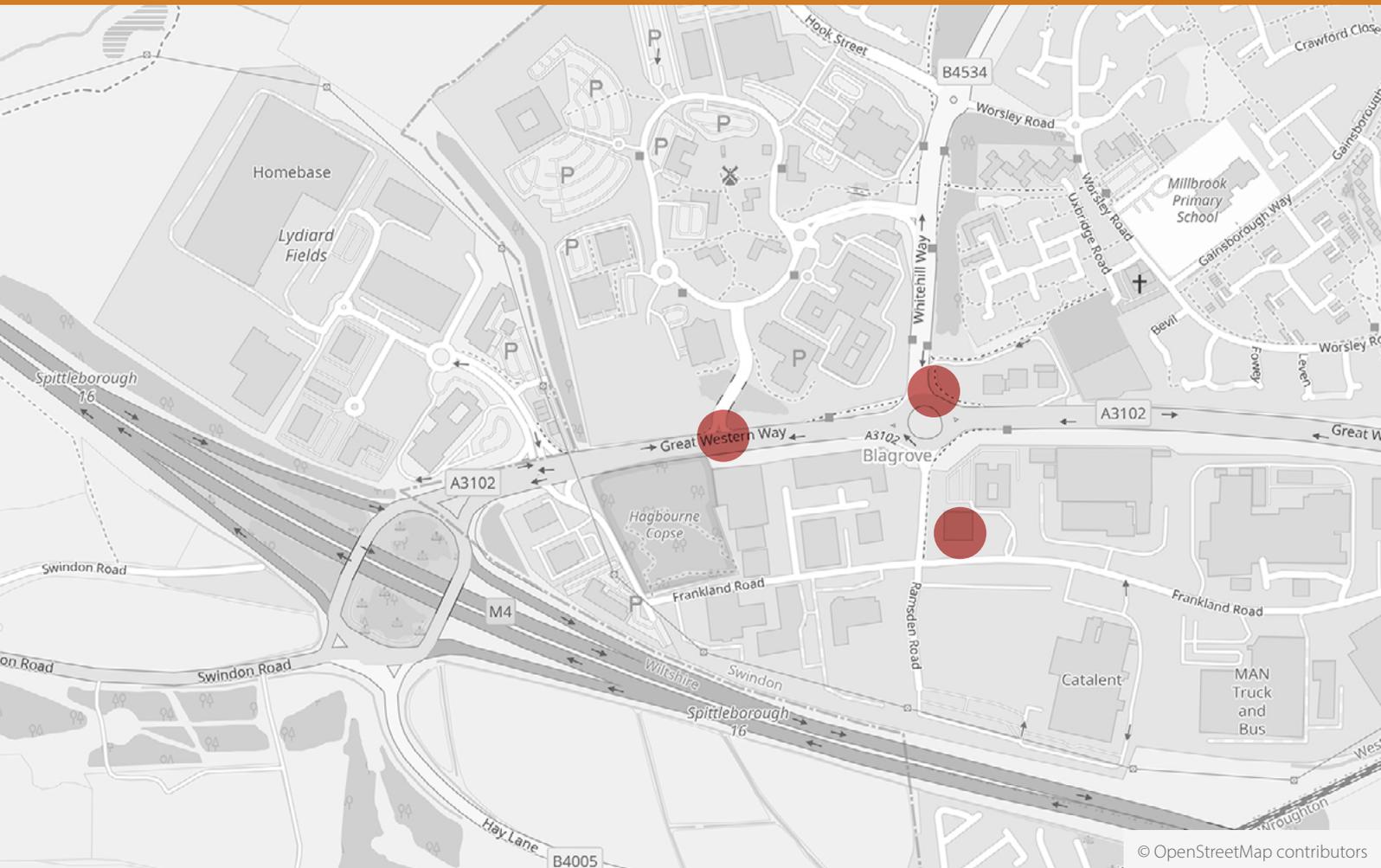
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The route is direct and flat, with a high score for connectivity. Currently it would be on road and be dangerous/unattractive to use. As a brand new route in line with DfT guidance, it would score high for comfort and safety.

Scheme Detail

16. Royal Wootton Bassett to Windmill Hill



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

Missing link/connection to Royal Wootton Bassett and safety concerns identified by users through consultation.

Description of route

The proposed route from Royal Wootton

Bassett being promoted by Wiltshire Council would drop cyclists into the Swindon network at Lydiard Fields Business Park, to the east of the M4, junction 16. Currently the shared use path crosses over vehicle access into a business park, and Whitehill Way, where the lack of cycle priority needs to be addressed. Cyclists are then required to use a toucan crossing that leads to a missing link into the Blagrove Industrial Estate

Connections to strategic network

Wiltshire Council, in conjunction with National Highways are seeking to secure funding for a cycle route between Royal Wootton Bassett and Swindon. As a result, there is no confirmed timescale for the delivery of this path. The route was designed by Sustrans (in 2010) and is a much needed alternative to using the A3102, which is busy, fast moving and gives cyclists no choice but to navigate around Junction 16 of the M4. National Highways have acknowledged the need for the Swindon LCWIP to consider connectivity into Swindon urban area.

Once the new infrastructure is built, Swindon needs to improve its linkages from the Lydiard Fields Business Park across dual carriageways and site entrances to feed into other paths in the west of Swindon. The path's access into Blagrove Industrial estate is an area in need of upgrade.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm) (in conjunction with Wiltshire Council's new route to Royal Wootton Bassett)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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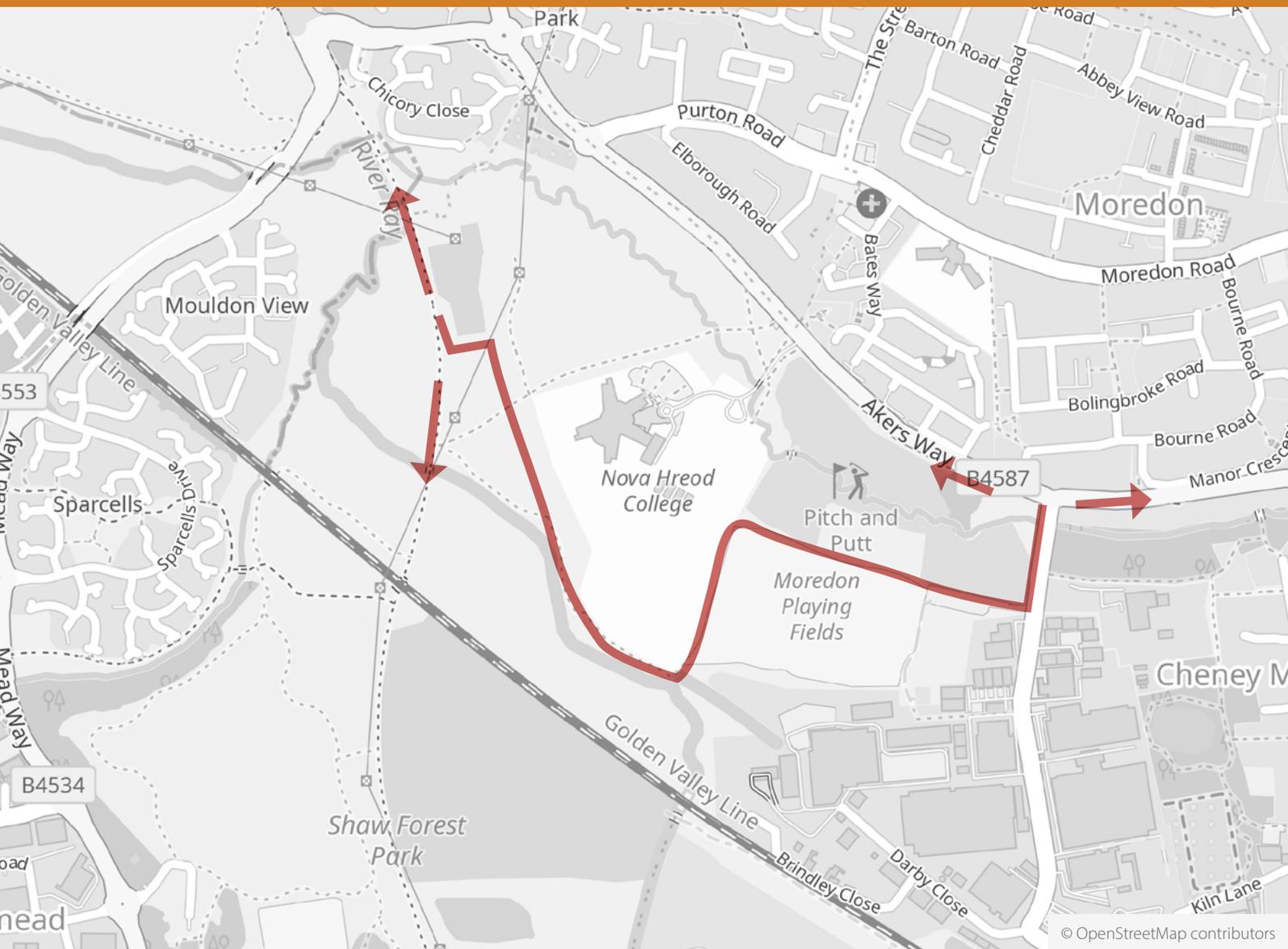
Description of route based on Directness, Gradient, Safety, connectivity, comfort

Currently the safety and connectivity scores poorly, as there are gaps in safe crossing points.

A longer-term option is the restoration of the Wilts and Berks Canal between Royal Wootton Bassett and Swindon. This will represent a level route alongside the canal, with the scope to include safe crossings under Hay Lane, Wharf Road and the M4 motorway to West Wichel, Swindon town centre and connectivity further east.

Scheme Detail

17. Route 45 to Moredon Pump Track – Cycle Hub



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

Through consultation and in support of a planned leisure facility and new sports hub.

Description of route

This proposal involves the construction of a new build cycle and pedestrian route, 1.5km in length, to provide access from the Moredon Cycle Hub to the existing off-road cycle provision currently in place in West Swindon

Connections to strategic network

This proposal falls within the central urban area of Swindon, adjacent to a less affluent residential area and key employment site and near to the existing country parks of Mouldon Hill and Shaw Forest. There is currently no direct connection to the National Cycle Network Route 45 and the Western Flyer branded route, both strategic cycling and walking links that connects North and West Swindon to the town centre, nor to the nearby country parks.

It is proposed this route would extend onto Cheney Manor, including the local industrial estate to improve cross town connectivity by provide an enhanced east to west link for cyclists and pedestrians across the central urban area. It would also support the regeneration proposals for the Moredon Recreation Sports Hub site.

Further benefits to connectivity on to West Swindon could include upgrading the National Cycle Network Route 45 between Westmead Industrial Estate and Thamesdown Drive.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

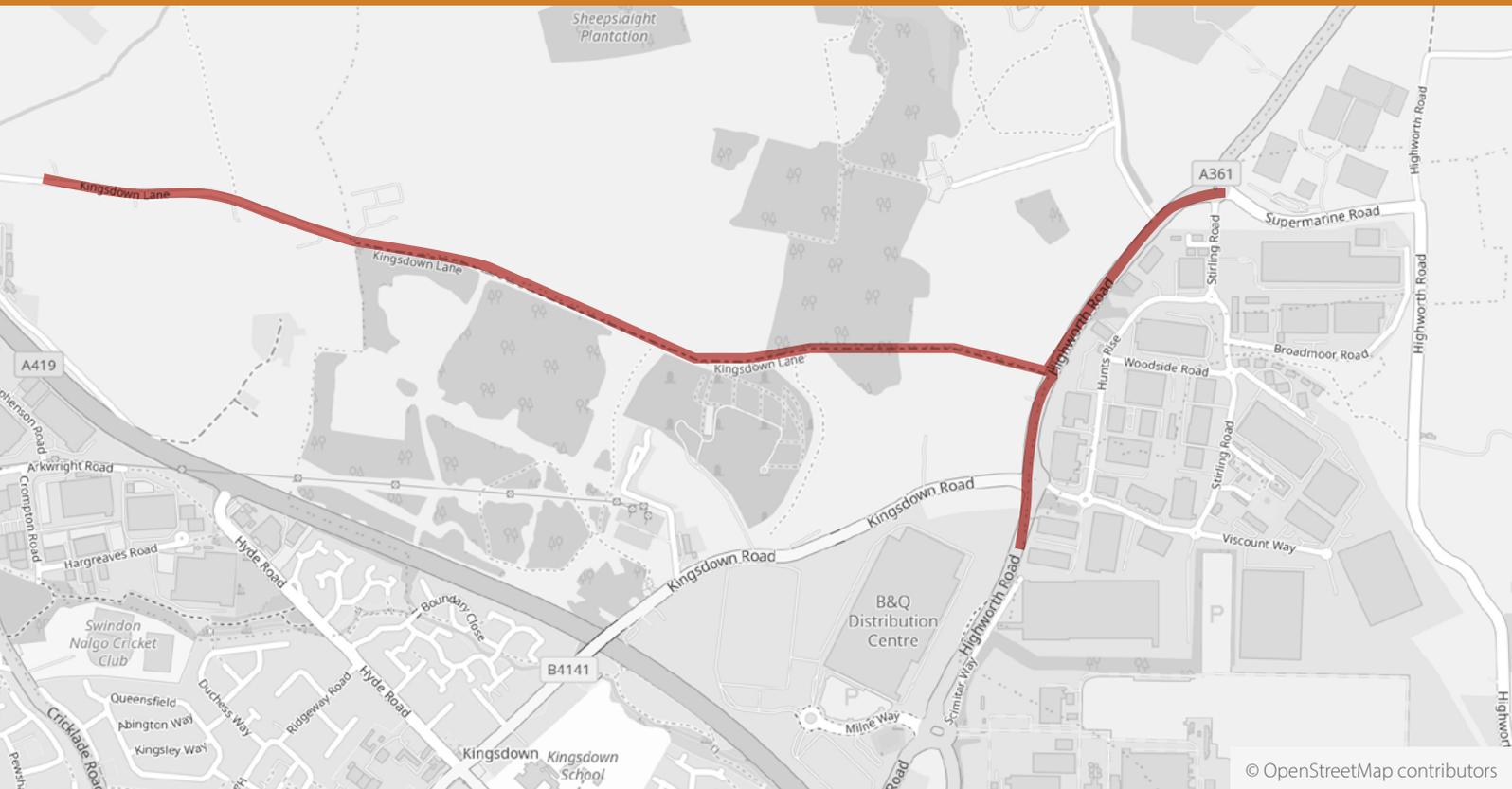
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The route is direct and flat, with a high score for connectivity. As a brand new route in line with DfT guidance, it would score high for comfort and safety.

Scheme Detail

18. Kingsdown Lane



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

As part of the growth agenda future development at Catsbrain Farm and Blunsdon will require sustainable connectivity. Swindon's emerging Local Plan, Option H3 states, "Significant volumes of new housing are planned at Broad Blunsdon and further land is promoted for development, south, east and north of the village. This creates the option for a more significant but still non-strategic planned expansion to the village".

Description of route

Kingsdown Lane is a restricted byway that provides a useful non-motorised short cut from Blunsdon to South Marston Industrial estate. Currently its surface is rough and narrow in places.

Connections to strategic network

Kingsdown Lane is a key link between new development and existing employment land. Catsbrain Farm development will be expected to support the provision of cycling and walking infrastructure as part of its planning obligations to link through the development and join up with the existing network, as well as future links to Highworth.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

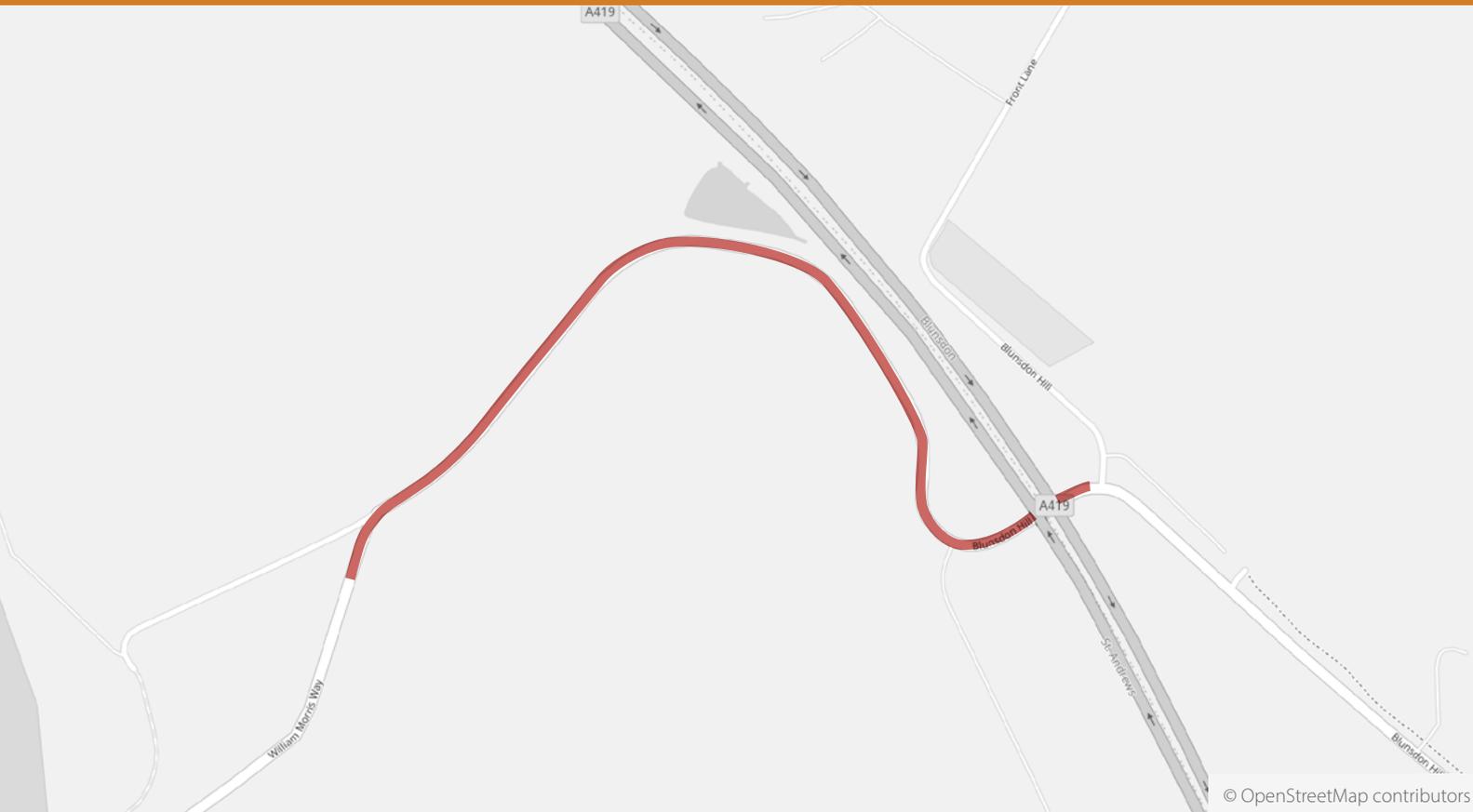
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The route is direct and flat, with a high score for connectivity. As a brand new route in line with DfT guidance, it would score high for comfort and safety.

Scheme Detail

19. Tadpole Garden Village to Blunsdon Hill



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

The link between Tadpole Farm and Blunsdon is an important missing link identified through Master Planning for the Tadpole Farm development and through consultation while considering Emergency Active Travel schemes. Its primary use is likely to be leisure focussed but it does have significant potential in the future for linking schools, employment and residential areas as more development comes forward.

Description of route

The route is currently along a fast single carriageway which provides no protection or separation from vehicles for pedestrians or cyclists. Any future route provision will need to be carefully designed take account of land ownership and consistent provision particularly at the A419 underpass.

Connections to strategic network

In providing this link connecting to the Tadpole Farm development from Blunsdon, a good quality circular route is created that will ultimately create connections between north Swindon, Blunsdon, Kingsdown and Highworth.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

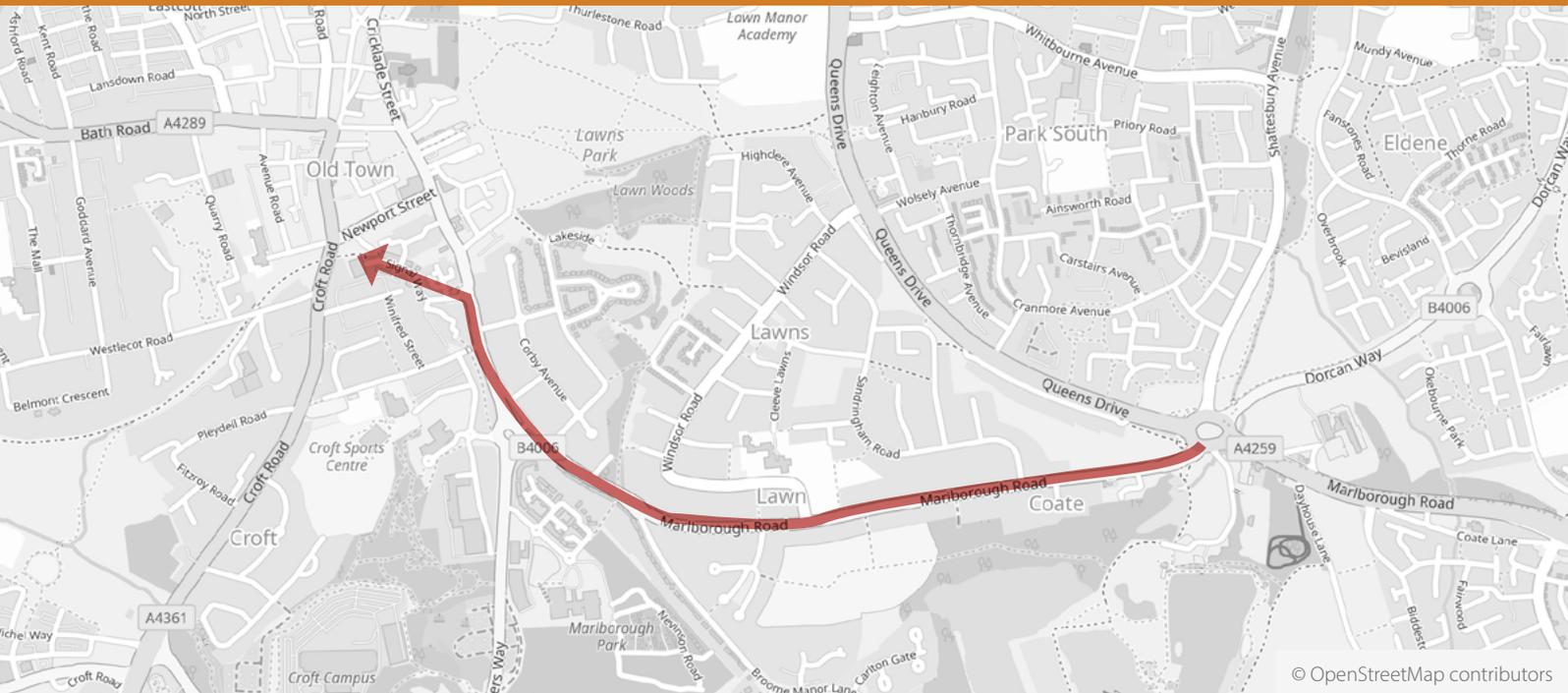
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The existing route has no lighting and existing vehicles usage can be high speed with some pinch points, one of particularly note being where the route passes under the A419. The gradient is a significant barrier with Blunsdon Hill both long and steep. Little can be done to overcome this however in all other aspects there is potential for significant improvements.

Scheme Detail

20. Marlborough Road – between Old Town Railway Path and Coate



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

This scheme came from consultation with key stakeholders around the linkages between the Old Town Railway Path and Coate Water. The existing provision in this area is not compliant with the latest LTN 1/20 guidance with shared use footway/cycleway for long stretches. It was included in the Tranche 1 Emergency Active Travel Fund and will be reviewed for a permanent solution as further funding opportunities become available. The DfT's rapid Cycleway Prioritisation Tool identifies this stretch as being suitable for an infrastructure upgrade too.

Description of route

Marlborough Road is a wide, busy all-vehicle route where on-carriageway there is space to reallocate to vertically segregated cycle lanes. There is currently continuous conflict between cyclists and pedestrians on sections of narrow shared cycle/footways.

Connections to strategic network

A missing link exists between the end of the Old Town Railway path at Signal Way, and the Coate roundabout, where National Cycle Route 45 takes cyclists through to Wiltshire and beyond. This will become an increasingly important route linking New Eastern Villages to West Swindon.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

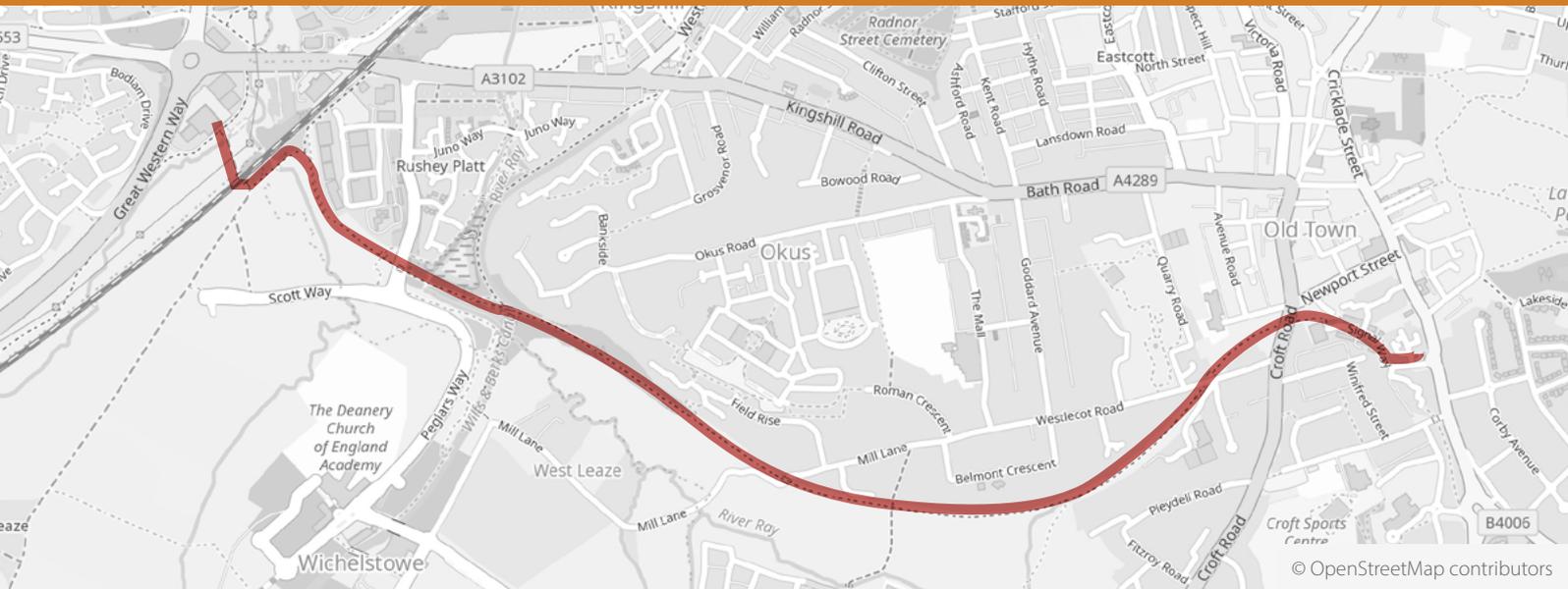
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The route is direct, with a slight, gentle gradient, along a wide single carriageway with significant potential to make an attractive route. The existing natural surveillance and good lighting mean the scheme costs can be kept to a minimum.

Scheme Detail

21. Old Town Railway Path upgrade



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

This scheme came forward from consultation responses and as part of a need for the growth and delivery of the Wichelstowe development. The scheme has been identified as part of the Air Quality Action Plan related to Kingshill and is therefore well supported..

Description of route

The Old Town Railway Path is currently best described as a pleasant, if a little isolated, well-connected route, adjacent to existing, new and future housing developments. The route could be used to provide significant benefit to access both existing and future employment sites. The existing surface has

drainage and flooding issues. The attractive tree canopy can create a dark corridor and additional lighting would make this more usable all year round but consultation would be required to judge the acceptability of any such proposal. The rural character of this route is valued by the local community.

Currently many of the access points are poor or non-compliant and do not provide for all user types e.g. cyclists. Permanent structural access and egress works are required for pedestrians and cyclists to address this issue. One point of access would link the Old Town Railway Path corridor to the development site of Wichelstowe. This will provide significant potential for walking and cycling from Wichelstowe which has an established community of 1000 homes, with a further 3000 being developed.

Connections to strategic network

The Old Town Railway Path is a key link from Old Town to West Swindon, offering the opportunity to bypass the Kingshill area, the site of Swindon's Air Quality Management Area. Two miles in length, it is well used by joggers, dog-walkers, cyclists and pedestrians, but with upgrades, it could be maximised and take even more car trips off the adjacent highway network. In the long term the route will deliver significant health, environmental and congestion benefits to the area.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

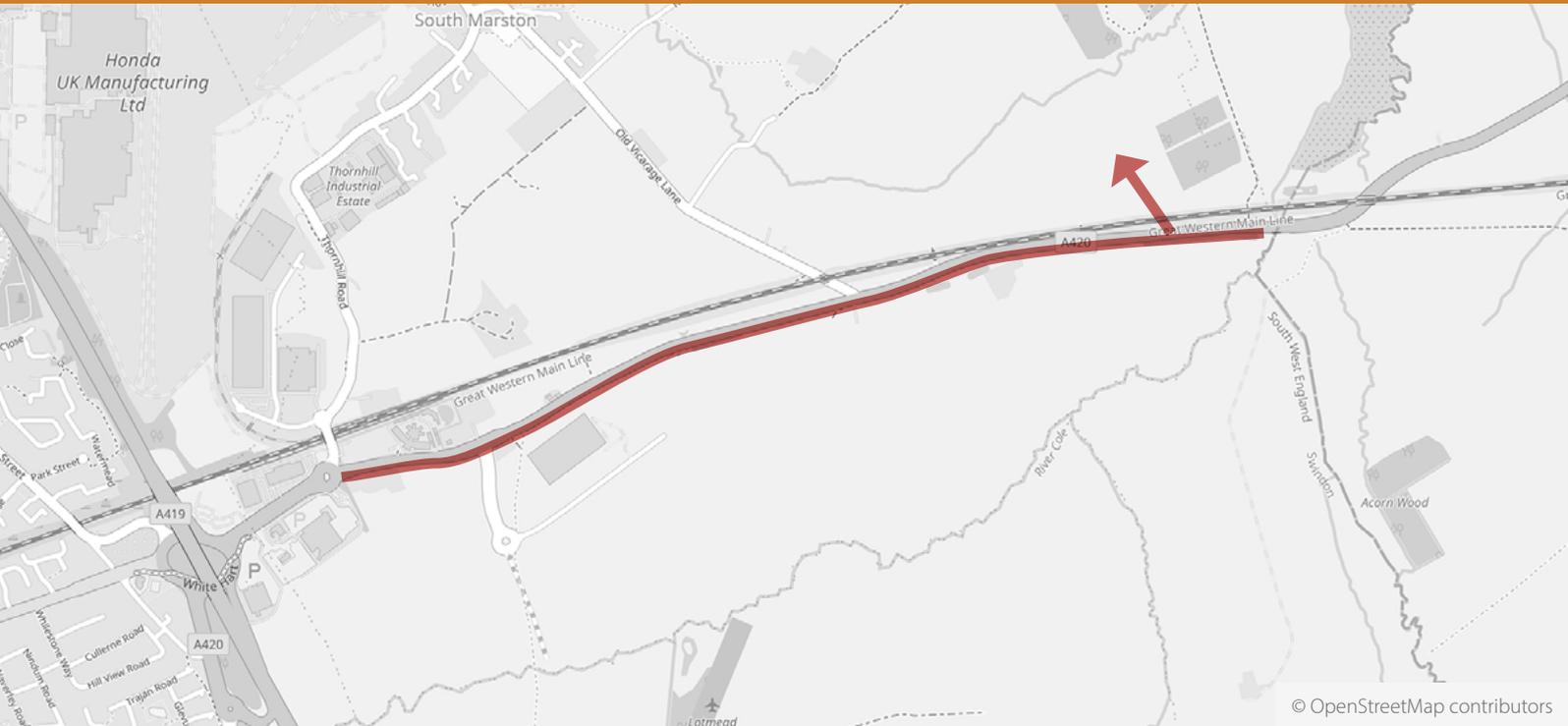
Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The route is direct, with slight gentle gradient, along an old railway path without surveillance or lighting. It is well positioned to connect key Swindon destinations during daylight hours. It is a particularly pleasant route with low conflict between walkers and cyclists due to its largely straight alignment and good visibility.

Scheme Detail

22. New Eastern Villages – A420 Corridor



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

This scheme has come forward through the development of the NEV Master Plan and relates to the access to this significant growth area. Much of the infrastructure is being provided by the delivery of the strategic infrastructure projects. However, in parts land or deliverability issues have left some missing links.

Description of route

The A420 is the main Oxford to Swindon

highway and currently provides the only link into Swindon for all modes, at varying degrees of acceptability. The upgrades being delivered for the NEV development provide an enhanced cycle and walking infrastructure. It does not deliver a cycle or pedestrian link on the southern side of the A420. This therefore remains an aspiration for the future network which will require both land acquisition and infrastructure delivery. Such a link will also consider options for wider connectivity to the north of the A420 corridor

The alternative route is the proposed Green Bridge over the A419 which is likely to be toward the end of the NEV build out

Connections to strategic network

The missing link would provide a much more direct and meaningful route along the A420 connecting directly to the Eastern Flyer and to the wider existing Swindon urban cycle network. Coming from Swindon it would provide much quicker access and reduce the need to make unrealistic and numerous crossings back and forth of the A420.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The route is direct, with minimal gradient, along a fast busy dual carriageway. There is potential to provide a segregated utility route with good lighting for all condition usage. It will in future provide access to major employment and housing sites, linking back to the current Swindon network.

Scheme Detail

23. New Eastern Villages – Southern Connector



Identification method e.g. Propensity to travel assessment, route assessment tool, consultation, other project linked to scheme, growth area

This scheme has come forward through the development of the NEV Master Plan and therefore relates to the growth and access to and from this significant new area. Much of the infrastructure is being provided by the delivery of the strategic projects. However, in parts, land ownership or deliverability issues have left some missing links. There may be additional funding required to support the upgrade of the Southern Connector cycle link to meet the new LTN 1/20 standards.

Description of route

The Southern Connector Road is a primary route linking NEV to Commonhead Roundabout, sitting just north of junction 15 of the M4. This will be a key connection for all users with limited crossings of the A419 other than those several miles north at White Hart Junction.

Connections to strategic network

The route connects to the wider network along and past the Great Western Hospital before connecting to the Sustrans Route 45 which continues north through to Swindon town centre.

Level of demand/Number of users

The level of demand is based on a judgement around actual or estimated, existing and future usage.

Existing level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists
Future level of demand (7am to 7pm)	Low 0–100 cyclists	Medium 100–500 cyclists	High 500+ cyclists

Intervention/Scheme Cost

The scheme costs are high level estimates.

Scheme cost	Low up to £0.5 million	Medium £0.5–£2.0 million	High £2–£5 million	Very High £5 million+
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Description of route based on Directness, Gradient, Safety, connectivity, comfort

The route is direct, with minimal gradient, along a fast, busy single carriageway. There is potential to provide a segregated utility route with good lighting for all condition usage. It will in future, provide connections to major employment and housing sites, linking back to the current Swindon network.

Strategic Transport and Infrastructure

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