

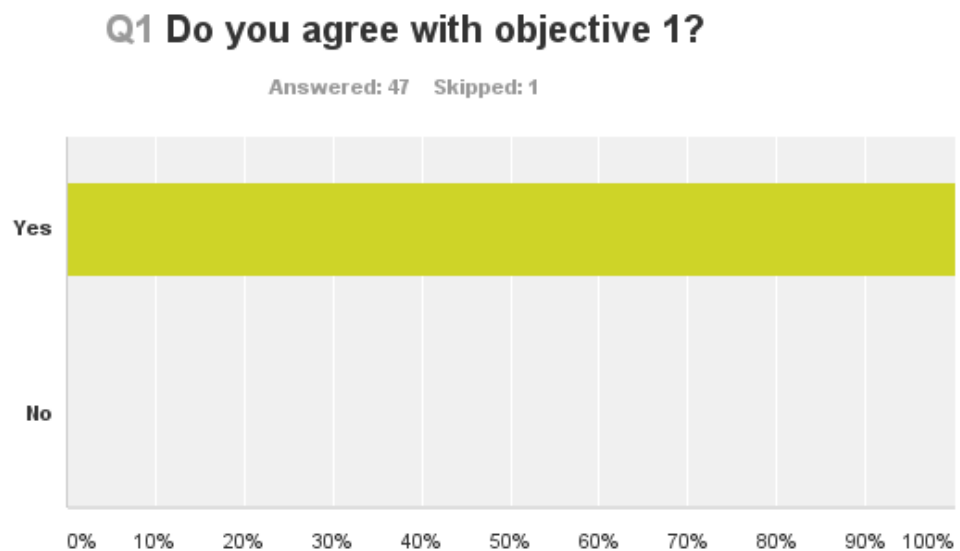
Swindon Cycling Framework – Report of Consultation

Consultation on the Swindon Cycling Framework was launched on 19th October 2015 and involved –

- Issue of a press release
- News item on the Borough Council web site
- News item on Swindon Travel Choices web site
- Facebook and Twitter coverage by Swindon Travel Choices team
- Article in the Swindon Advertiser
- Draft document placed on Borough Council web site
- On-line “Survey Monkey” response form
- e-mail circulation to mailing list of stakeholders
- Agenda item and Town and Parish Clerks Forum on 7th October 2015
- Circulation to Town and Parish Councils

Consultation ended on 30th November 2015

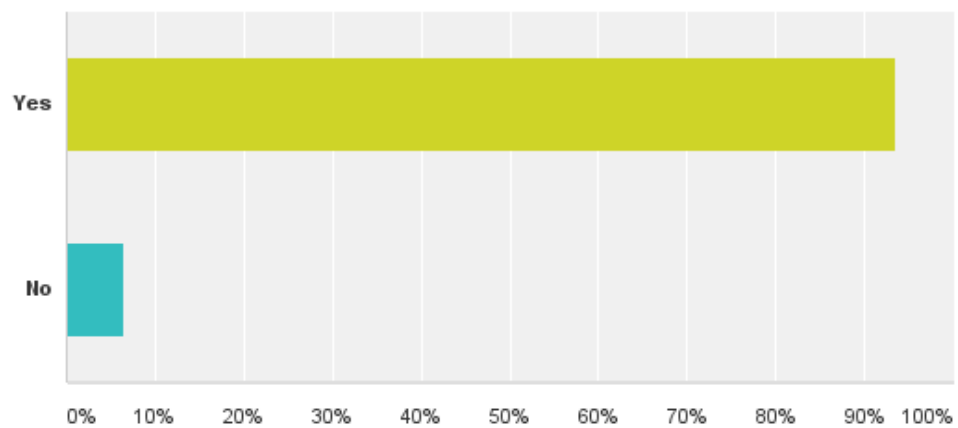
The following charts are taken from the summary information from the questionnaire survey carried out Oct-Nov. 2015 and show the level of support for each of the objectives contained in the strategy.



Objective 1: Create a safe and convenient cycle route network that links people to places in Swindon and beyond

Q2 Do you agree with Objective 2?

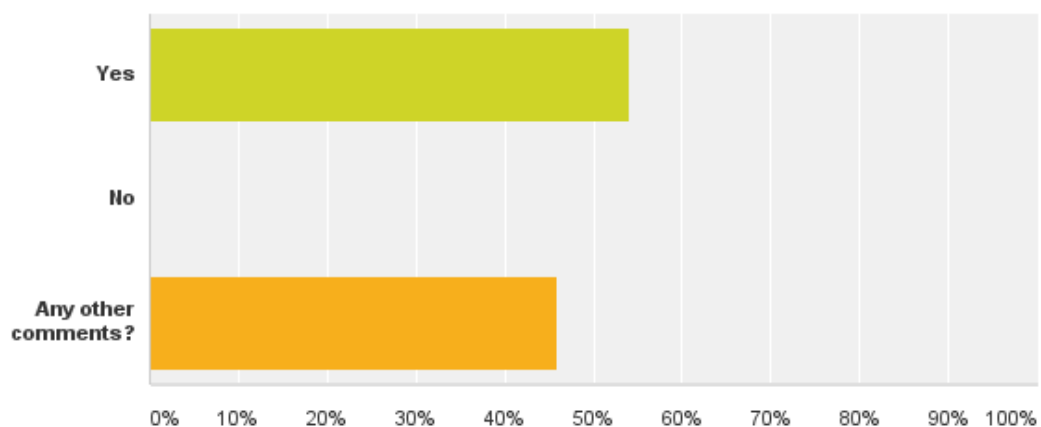
Answered: 46 Skipped: 2



Objective 2: Developing and promoting the role of cycling within initiatives aimed at improving health and wellbeing

Q3 Do you agree with Objective 3?

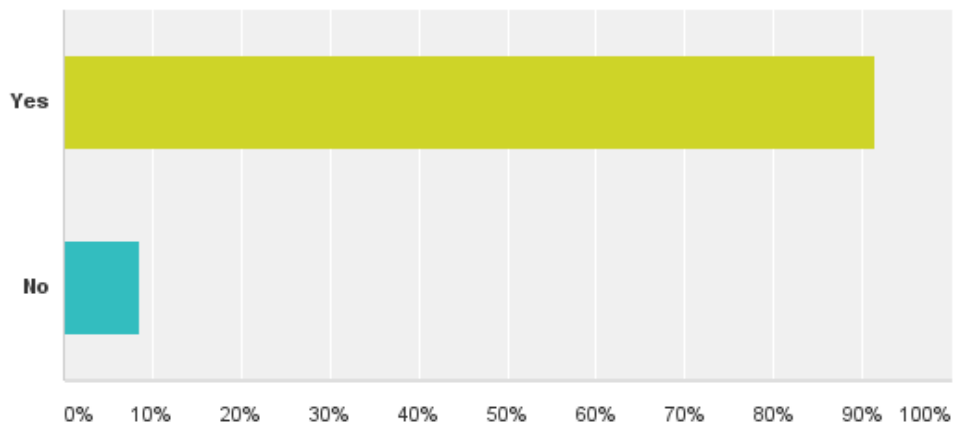
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Objective 3: Ensuring that cycling is a safe and convenient way to travel to school and work, or as part of a work journey

Q4 Do you agree with objective 4?

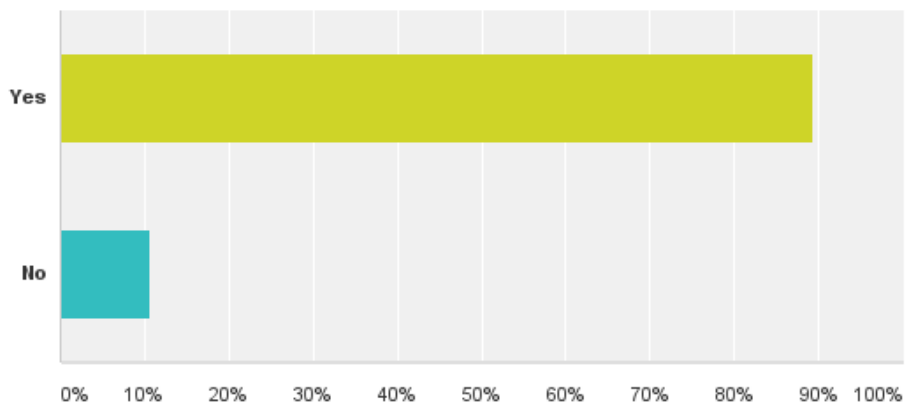
Answered: 47 Skipped: 1



Objective 4: promoting cycling as a realistic choice for an array of everyday trips and as a great activity in general

Q5 Do you agree with Objective 5?

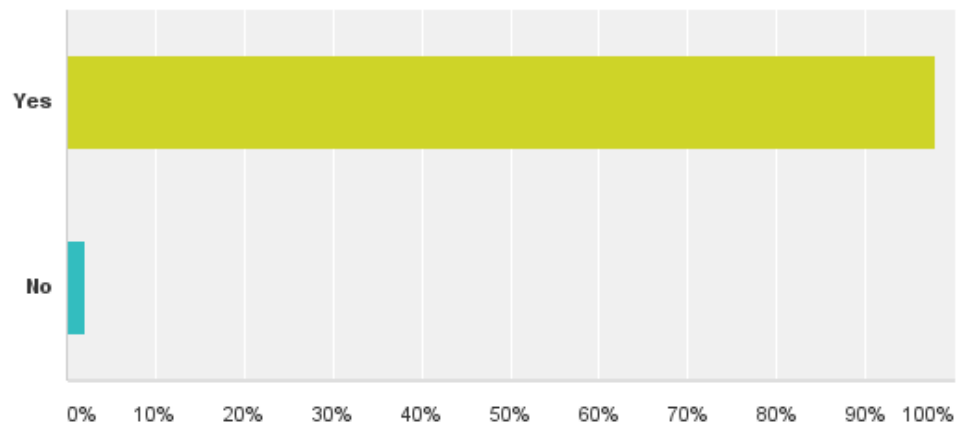
Answered: 47 Skipped: 1



Objective 5: Supporting and encouraging cycling as a sport in Swindon

Q6 Do you agree with Objective 6?

Answered: 47 Skipped: 1



Objective 6: Ensuring that cycling is a consideration in all development proposals

Table 1

Swindon Cycling Framework – summary of responses to public consultation
12th Oct. to 30th Nov 2015

COMMENT	NO. RESPONDANTS MAKING COMMENT	OFFICER RESPONSE
Public health issue – encouraging cycling will save money	2	Agreed.
More lighting needed on existing cycle paths- autumn/winter problem. Frankland Rd- Mannington route highlighted	4	Agreed, though can prove costly even where appropriate provision nearby exists.
Paths should be tarmac, not gravel	1	Agreed.
Cycle signage needs to be clearer & easily distinguishable from other road signs	2	Noted. Review of signage to take place to ensure that where cycle use permitted in e.g. bus lanes this is clearly indicated. Borough cycle map also to be amended at next review to indicate all cycle facilities.
Need to ensure prompt repairs/maintenance	5	Agreed. Need to ensure inspection and maintenance regime
Shared use (cyclist/ped) doesn't work well. Separate facilities needed, not dual use,	6	Might be only solution if space is limited but operation depends on the satisfactory level of both cyclist & pedestrian behaviour.
Some existing cycle measures, (e.g. Crombey St & Stratton-Honda route & s end of Western Flyer) perceived as dangerous	3	Risk may be perceived rather than actual. However, agreed that issues need to be addressed, as will deter use. Acknowledged that further work at s. end of Western Flyer is needed to alleviate safety concerns.

Need cycling provision in new developments at early/planning stage	3	Agreed – objective 6 of strategy deals with this.
Proposed links map pays too little attention to topography eg Okus - E Wichel won't be used as there is steep hill.	1	Map shows indicative movement corridors where greater cycle use is viable given data from the 2011 Census and National Travel Survey. Further detailed work will be undertaken in terms of initial feasibility and design of schemes to increase cycling to ensure that proposals are practical and likely to be used.
Proposed Southern flyer has interruptions	1	Noted.
Southern flyer should be shown on plan	2	Noted. Movement Corridor plan is focussed on future needs.
Too little cycle parking in town centre or at supermarkets & some supermarket parking inadequate – e.g. not enough, too far from entrance, difficult to use.	5	Noted. Adequate parking for bikes at appropriate locations in shopping areas/leisure facilities & at work is part of Strategy & highlighted in Objectives 1 and 3 in particular. Officers will ensure similar developments in future have a reasonable level of cycle parking & that it is properly positioned close to e.g. store entrance or, if provided as part of shopping centre car park, is placed close to access points wherever possible.
Restricted car parking provision in new residential developments leads to on street congestion and conflict	1	Parking provision will be in line with adopted standards for new developments.
Advice of cycling groups not representative	1	Noted

Closed road circuit – not supported – will be burden on taxpayer.	2	Noted. Project being managed independently of Cycling Framework.
Bike repair kits need to be more widely available & mobile repair & emergency service should be available during peak hours. Bike service/repair/cleaning should be available in town.	1	Need to consider suggestions for locations, practicalities of suggestion. Council funded repair service unlikely given budgetary constraints, poss. liaise with bike shops in town to see whether any co-ordinated service could be offered.
Newer residential areas (eg Taw Hill, Haydon End, Oakhurst, St Andrews Ridge) & both primary (e.g. Gt Western Way, Whitehill Way) and residential roads lack facilities	3	Agreed cul de sac basis of much post 1980 housing development designed to maximise no. of units and not prioritise ease of either cycling or pedestrian access. Retrofitting may be of limited success but have to accept that wholesale redress unlikely. These design criteria no longer apply. Cycle provision on main road corridors will come under scrutiny as part of Delivery Plan following adoption of the Cycle Strategy.
Traffic calming positive hazard to cyclists	1	Fewer traffic calming schemes now being installed. Design checked to ensure safe use by all modes.
Prioritise cycling over motor traffic & provide separate facilities wherever possible	2	Noted.
Encourage employers to increase cycle parking & to provide changing facilities	4	Agreed – commitment in objective 3 of Strategy proposes collaborative working with employers to ensure cycling is promoted.
Cycle racks on buses	1	Not supported – limited use in UK.

Support for sport cycling eg Velodrome, traffic free time trial, range of training & ancillary services & cyclo-cross facility. Leads to more cycling activity & promotion of Swindon.	2	Noted but would require extensive third party financial support & assistance with land etc. Proposed cycling hub will address some of these issues.
Cycle facilities to meet high design standards e.g 2.1m min width for cycle lanes	2	Agreed, SBC will aim to provide facilities to highest possible standards; where circumstances & finance force compromise this should never be allowed to adversely affect safety. Will adhere to appropriate design standards.
Should do more to prevent bike thefts at shopping centres eg Link Centre.	1	Agreed, should work with shopping centres & supermarkets to ensure cycle parking provision is located in busy/overlooked areas & can be used with confidence.
Dorcan Way & Marlborough Rd both wide enough for cycle lanes that could be extended to Coate & Pipers Way respectively.	2	Parts of these roads have wide verges that could be utilised for cycle paths. Suggested links shown on Movement Corridor map.
Cycle paths should be treated when icy.	1	Agreed this would be desirable, but budgetary & feasibility constraints may limit this – gritting needs to be concentrated where most needed – generally busier/major roads & footways. Gritting vehicles would not be able to access paths away from major carriageways.
Too much focus on cyclists at the expense of other road users.	2	Noted.
No cycle parking at	1	Racks have been provided.

Regent Circus car park		
Important to encourage children to cycle to school. Distribute info at Parents Evenings etc.	4	Good access to education and training opportunities is major component of Strategy and specifically addressed in Objective 3. Agreed to continue to work with post 11 schools to encourage cycling to school and support Bikeability training.
Build infrastructure first and cyclists will come	1	Noted.
Enforce traffic speeds properly. Road safety education for both cyclists & other road users should be improved.	11	Agreed but should note enforcement of moving traffic offences not Council responsibility.
Promote quiet roads for rural parts of the borough	1	Links to outlying villages lie on main roads. More of an issue for Wilts CC.
Cycle links through town centre required, including safe routes within one way system	9	Could examine cycle use of quieter pedestrianised streets such as Bridge St & Fleet St. Cycle use of busier pedestrian areas such as The Parade likely to be problematic. V little of this type of mixed use elsewhere in UK. Could look to allow access to main pedestrianised streets after 7pm.
Better communication with local residents on cycling initiatives e.g. App with turn by turn route guidance	5	Regular consultation initiatives/behaviour change events held & support sought for continuation..
Cyclists use footway	1	Noted. Police responsibility to deal with this.
Get cyclists off main	1	Noted comment.

roads – too slow		
Reduce stop-start nature of cycle paths. Routes should be continuous.	4	Direct & continuous paths always preferred. However, unavoidable in some cases, but existing facilities could be reviewed to ensure they perform as well as they can.
Spend money on establishing better network of cycle paths, not promotion activities & groups. Cycle loan scheme not required.	2	To date, mixture of infrastructure and behaviour change has been preferred strategy for encouraging & developing cycle use. However, funding for behaviour change was always time-limited and unlikely to be so widely available in future.
Warneford school in Highworth does not have good cycle access	1	Noted. Will investigate as part of Objective 3, enabling access to schools and colleges.
Need to change culture – should be presumed liability of other road user in event of accident	1	Noted.
Network lacks ambition – eg all one way streets should have two way cycle facilities. Infrastructure should come first – promoting waste of money. Cyclists of all ages need enabling not encouragement.	2	Noted. Delivery Plan will investigate measures to increase cycle access to town centre. Support for behaviour change initiatives to be continued.
Don't provide facilities where people already cycle but where potential is greatest – lack of cyclists should be taken as fear, not lack of demand	1	Noted, though difficult to substantiate this assertion. Movement Corridor plan shows links based on potential for cycling.
Sky Rides etc perpetuate myth of	2	Noted. Strategy aims to address wide range of cycling abilities and

“lycra cyclist”. Not v illustrative of “normal” cycling that is aim of Strategy		interests.
Need safe routes for crossing the main rail line	2	Noted. Severance caused by rail line affects all traffic & other vehicular movements across town. New proposals to address this will come forward as part of Oasis & North Star developments.
Flooding, particularly routes through subways, needs to be dealt with.	4	Noted. Bruce St bridges included flood alleviation measures but whilst problem acknowledged remedial works can be very costly.
Officers to make most journeys incl. to work by bike	2	Noted.
Photos in Strategy document should show more diversity and should be more urban focussed.	1	Limited store of photographs, many with obvious borough connotations have already been used in public documents. Selection was taken from best available, but another review will be undertaken prior to publication of final strategy & if more appropriate photos are found they will replace those currently in use.
Query statements made in document – factual statements or use of stats	1	Noted, all statistical and information of a factual nature will be double checked & any ambiguities addressed.
Need more support for people cycling for domestic purposes e.g. shopping, esp. with growth of top up shopping (buying less but more frequent trips)	1	Noted

More attention to providing connections with outlying villages, esp. Highworth & Wroughton	9	Noted on New Routes in Table 2 below.
Need better enforcement of parking in cycle lanes	3	Noted and agreed
Led Rides are good way of introducing people to cycling & gaining confidence	1	Noted and agreed.

Table 2

New Routes suggested in response to Cycling Strategy

1. Fast routes across Swindon

- NE-SW following rail line from Ermin St bridge to Blagrove Industrial Park & along A3102 to Jct 16 of M4.
- NW-SE route following Thamesdown Drive from Lady Lane junction to junc of existing NCN route 45 & via Fleming Way to Queens Drive & A4259 to Commonhead roundabout,
- N-S route following Thamesdown Drive from Lady Lane junc & following A4311 to Cricklade Rd junc. Then A4289 Drove Rd to B4289 & A4361 to Wroughton.

2. Fast routes to villages

- Highdown 1 - B4109 between Blunsdon & Highworth with dedicated cycle bridge over A419
- Highworth 2 - Swindon-Highworth following disused rail line
- Swindon to Shrivenham following A420 from White Hart roundabout
- Swindon to Wooton Bassett on A3102 from junc 16 of M4 to join with 2 route above, with dedicated cycle bridge over M4

3. Other Routes

- Barnfield to East Swindon
- Route from Dorcan area to Coate Water, Marlborough Rd & Pipers Way.
- Missing link – between Tadpole Farm cycle lane from roundabout past railway to Hayes Knoll junction.
- Swindon to Lydiard
- Swindon to Purton
- Swindon to Lechlade
- Link needed to Stratton St Margaret (no further details, assume town centre?)
- Swindon to Chiseldon
- Wharf Rd & Mill Lane to Waitrose (alt route to Wroughton)

