

Cycling in the Royal Wootton Bassett Community Area

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Date: 22st November 2019

Background

The Wiltshire Council [Cycling Strategy](#) sets out our aims and objectives for cycling across the County. We seek to provide a network of cycle routes in the principal settlements and market towns, and where appropriate, between the market towns and to national cycle routes.

Each of the main towns has an existing cycle network and in each, routes have been identified where potential improvements could be implemented for cyclists. These links are shown on Wiltshire's Town Cycle Network Plans outlined in Appendix 1 of the Cycling Strategy.

Town cycle networks

The Town Cycle Network Plans are regularly updated, usually in light of significant developments or changes in traffic flows. Updated versions of the networks are published as improvements are made and if routes are changed due to further feasibility work. We usually prioritise delivery of cycle schemes based on where there is the most potential to increase cycling. Due to limited budgets for cycle schemes, the Council seeks to prioritise where we think there will be the greatest benefit.

Appendix 2 of the Cycling Strategy sets out the principles for planning and designing cycle networks in Wiltshire. This provides references to some of the guidance we use as officers in planning cycle infrastructure.

Inter-urban and rural routes

While the main focus is on links within towns, intra-urban links may also form a part of the Network Plans, where distances are short enough or there is a route to a strategic employment site. For instance, the proposed Royal Wootton Bassett to Swindon route is a key intra-urban link that sits alongside the Town Cycle Networks. Additional improvements to Rights of Way and other rural and leisure routes may also be considered through developer contributions, Area Board funding or other external funding sources.

Cycle Parking

Wiltshire Council has a limited supply of cycle parking stands to offer to businesses and organisations across the county and these can be applied for in the first instance by sending an email to: emma.painter@wiltshire.gov.uk with the following details;

- Type of stands required
- Number of stands required
- Map outlining proposed location of stands
- Photos of proposed location (if possible)

Once this information has been received, the request will be considered for suitability (which may involve an engineer's site visit), and a land ownership search conducted.

Royal Wootton Bassett

The latest published version of the existing Royal Wootton Bassett cycle network can be found at: https://www.connectingwiltshire.co.uk/wp-content/uploads/2019/07/Royal_Wootton_Bassett_web.pdf

The scheme for a new shared use pedestrian and cycle path between Royal Wootton Bassett and Swindon is being developed in partnership between Wiltshire Council, Highways England and Sustrans. The majority of the funding for the scheme is coming from Highways England via their Cycling Designated Fund. Whilst it is hoped the scheme can be delivered by 2022, discussions with landowners are still ongoing where the route runs over private land; their co-operation is crucial in securing the successful delivery of the route.

Budget

Unfortunately, budgets for cycling improvements are very limited, with only a small amount allocated each year via the Council's Integrated Transport budget or Area Boards. Other available sources of funding for cycling improvements include S106 contributions, CIL funding or external funding/grants that may become available

Cycling Groups

In some towns across Wiltshire, Cycle Network Development Groups have been set up which are usually organised and hosted by the Town Council. Membership is made up of Town councillors, Wiltshire Councillors and local cycling groups. The aim is to work together to develop and implement the cycle network and promote its use. The idea being that any schemes Wiltshire Council try to deliver are supported by all of the decisions makers in order to avoid abortive work and the consequent waste of time and resources.

From the highway authority's point of view, it is vitally important that the councillors are involved in these groups from the outset as they represent the decision making bodies. This is crucial as cycle scheme implementation can be very controversial and both councils need to be promoting any schemes that come forward. For instance, cycle scheme development can involve one or all of the following; removal of parking, the narrowing of roads, the sharing of footways and or the alteration of junctions, not all of which are popular with the general public. As such, schemes that are not likely to be acceptable and deliverable can be discarded at an early stage so as not to waste precious resources on feasibility, design and legal costs.