

1. Overview

- a. Highworth has no cycle paths
- b. Highworth is a High traffic area at peak times (A361 at peak time)
- c. Students go to school at the same time as the heaviest traffic
- d. Every journey taking within Highworth or to a neighbouring town or village incurs either the avoidable dangerous element of cycling on a road, or is technically illegal and puts pedestrians at risk
- e. The UK government is requesting Local Cycling and Walking Infrastructure Plans (LCWIP) from local councils in order to decide where to allocate funding
- f. Carbon footprint reduction by eliminating short car journeys is feasible, however lack of safe cycling infrastructure is a barrier commonly cited by residents

2. Goals

- ✓ All school children should be able to walk or cycle to school safely
- ✓ All residents should be able to walk or cycle safely to Highworth's amenities
- ✓ Footpaths should be for pedestrians
- ✓ Increase individual quality of life through better health
- ✓ Decrease the financial burden to the NHS, of health conditions which are avoidable through regular exercise
- ✓ Replace (xx%) internal car journeys with walking or cycling within (xx) years, resulting in cleaner air, co2e reduction and less noise (until we all go electric, that is)
- ✓ Safe cycling and walking link between Highworth to Swindon
 - Swindon gains safe cycling access to the Cotswolds
 - Local towns and villages access to Swindon
- ✓ Combine internal safe cycling and walking infrastructure within Highworth, and a safe cycling and walking route between Highworth to Swindon
 - Lays foundations for the 'Highworth as a Hub' model

3. Action points

- a. Continued meetings with Highworth residents to assess the perceived needs, gauge the level of support, and discuss ideas and possibilities
- b. Circulate draft of the potential cycling (and walking), routes in Highworth
- c. Assist Swindon Cycle Campaign (SCC) with the Highworth section of the SBC LCWIP

4. Reason for my involvement

- a. Cycling and walking are extremely reasonable, fun, environmentally friendly and healthy activities, whether carried out for commuting, exercising or leisure.
- b. Lack of safe cycling and walking infrastructure, prevent many from engaging.
- c. I firmly believe in the plethora of benefits which would be realised
- d. The danger of cycling on roads is real. I have friends and family that have been struck by vehicles while cycling locally
- e. Cycling on footpaths is technically illegal and puts pedestrians at risk or may prevent them from using footpaths

5. Highworth Schools student travel

New data on student travel methods from Warneford, Westrop and Southfields should be available within the coming months. Once this is available it will be mapped in the same manner as the Warneford below.

- a. Data from the 2013 Highworth Warneford School travel survey mapped
 - i. Most used cycle and walking paths identified
 - ii. Highest traffic roads and peak times correlate with the routes and times students would be cycling if on using the road
 - iii. Students cycling on footpaths are not only technically breaking the law, but also using them at peak times for pedestrian use

Map 1 - all routes taken by students, Red is car or bus, blue is walking and green is cycling

Map 2 - Cycle routes taken by students

6. Cycle lane possibilities in Highworth

- **Add cycle lanes to existing roads**
 - Cheapest
 - Most dangerous, still on a road, unacceptable in my personal opinion
 - A painted line does not remove the danger an HGV squeezing past a cyclist, nor the pollution inhaled)
 - Assumed insufficient width for physically divided cycle lanes - unconfirmed
- **Repurpose existing footpaths for use as shared paths**
 - Good use of existing infrastructure
 - 4m width is minimum government recommendation for a shared path where most cycle traffic is in one direction
 - Insufficient width on many existing footpaths
 - Potential for hybrid/other solutions
 - E.g., [Edencroft to Priory Green footpath \(Blue on map 3\)](#)
- **Purpose built off-carriage way cycle (and or walking) paths**
 - SBC has spent £4.5m on off carriageway cycle routes since 2014
 - Safer for cyclists and or pedestrians, with greater distance from roads comes:
 - Less chance of vehicular collision
 - Less pollution
 - New paths which are fit for purpose
 - May encourage cycling and or walking for health reasons

- Areas with unutilised land or where footpaths exist, but are not consistent or stop abruptly
 - E.g., parts of **Haresfield Rd**, (Thanks to Deanne for that idea) (**Orange on map 3**),
 - **St. Michaels Av** (**Orange map 3**),
 - Brewery St. (not shown)
 - Considerations for the above examples:
 - (+) Direct
 - (+) Good use of existing infrastructure and unused land
 - (+) unused verges, grassy areas and existing footpaths may be utilized
 - (-) Near roads (collision and pollutions)
 - (-) Must frequently crossing roads

- Wild card - **'Ring Road'** cycling and walking path (**Green map 3**) could use any other routes, just a concept
 - (+) Residents may join or leave the ring road to get to schools, shops, work, other homes
 - (+) Health benefits for whole community (potential for outdoor exercise equipment around the trail)
 - (+) clear statement of intention to be a more sustainable community
 - (+) provides a basis for 'Highworth the cycle Hub'
 - (+) connection point for the upcoming Highworth - Swindon link
 - (-) Expensive (cost/benefit analysis over(x) years?)
 - (-) Not most direct for all journeys
 - (-) needs 5 good road crossing or bridges
 - (-) Pentylands park to Old golf course link needed
 - (-) make other towns jealous

Map 3 shows the examples mentioned above for off carriageway options

- **Pedestrianize areas such as the town centre**
 - Prevents the need for specific paths in these areas
 - Likely to face strong opposition (parking, businesses etc)
 - Does not help connect many homes to amenities

- **Others**

7. Place of Interest

Common destinations for internal journeys, those originating and terminating in Highworth.

Displayed on map 4

Education& Community (Schools, Public services, Community services)

- Pre-School and Nursery
 - Eastrop pre school (SE)
 - Westrop Nursery (W)
 - Highworth pre school (W)
 - Westgate Nursery (SW)
- Infant School
 - Eastrop Infants School (SE)
 - Westrop (W)
- Primary
 - Southfields Junior School (SE)
 - Westrop Primary School (W)
- Secondary
 - Highworth Warneford School (SE)
- Library (TC)
- Post office (TC)
- Information centre (TC)
- Highworth Community Centre (NE)
- Churches
- St. Michaels (TC)
- Methodist (TC)

Economic (Workplaces & Shops)

- Town centre (TC)
- Newburgh place (W)
- Ind. Est (N)
- New Ind. Est (N)

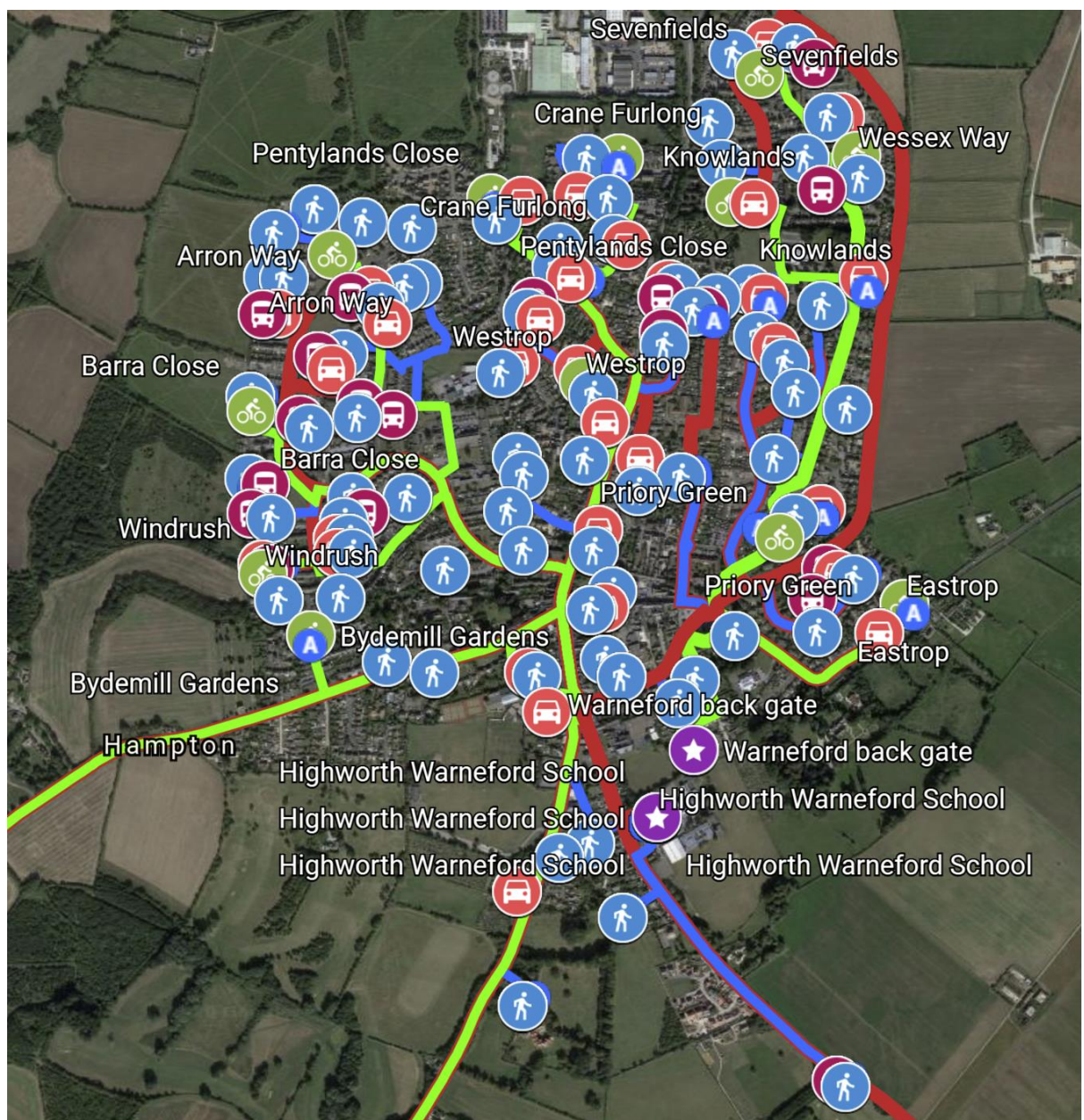
Health and Leisure (Medical, Sports, Leisure)

- Doctors surgery (W)
- Pharmacy (W)
- Pentylands park (NW)
- Old golf course (SE)
- New skate park (SE)
- Sports clubs (most) (SE)
- Halo (SE)
- Playgrounds
 - Barra (NW)
 - REC (SE)
 - NorthView (NE)

8. Why does Highworth not have any cycle paths already?

- a. Not 'low hanging fruit'
 - b. Cost / available funds
 - c. 'Value for money' for SBC
 - d. Similar examples towns that are connected with cycle paths - Marlborough, Chiseldon, Cricklade and Blunsdon
 - e. Many reasons I am yet to discover
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Map 1



Map 2



Map 3



Map 4

