

Meeting	Full Council
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Report Title	Local Cycling and Walking Infrastructure Plan: North Swindon and Haydon Wick Parish
Agenda Reference	13
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Recommendation: To note the Formal Submission sent to Swindon Borough Council on 20th February 2026.

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Executive summary

Haydon Wick Parish Council broadly supports the strategic direction of the Local Cycling and Walking Infrastructure Plan. However, to deliver meaningful change in North Swindon, stronger emphasis must be placed on improving existing walking infrastructure, delivering safe routes to schools, and ensuring that growth funded links such as the Tadpole connection also upgrade the established network through Haydon Wick and Priory Vale.

Feedback raised through councillors indicates ongoing concern regarding the condition, continuity, and accessibility of current pathways. Addressing these issues alongside strategic expansion will be critical to achieving genuine modal shift.

The Parish Council notes that delivery, funding, and maintenance responsibilities properly rest with Swindon Borough Council.

Vision and objectives

The Parish Council supports the ambition to increase walking and cycling across Swindon and welcomes the focus on everyday journeys to education, employment, services, and local centres. In North Swindon this must include clear, safe access to Orbital Retail Park, which remains a key destination for residents.

Successful delivery will depend on visible improvement to the existing network. Confidence in active travel is currently being undermined by deteriorating pathway conditions and fragmented local links. Implementation should therefore prioritise practical usability alongside strategic ambition.



Network planning and strategic corridors

Support is given to strategic links such as the Northern Flyer and the Northern Route, both of which have the potential to provide Haydon Wick Parish residents with safer and more direct routes to the town centre, Orbital Retail Park, and other key destinations.

The Tadpole Garden Village to Blunsdon Hill route (Scheme 19) is also welcomed as an important growth connection into the wider North Swindon network. However, strategic corridors must be supported by strong local connectivity. Short local gaps, poor surfaces, and inconsistent accessibility frequently undermine longer routes. Many residents undertake short daily journeys of 15 to 30 minutes, and these everyday movements must be fully reflected in delivery priorities.

Walking infrastructure

Walking must carry equal priority alongside cycling in implementation.

For most residents, walking is the primary mode of active travel. Across Haydon Wick Parish and North Swindon, repeated concerns have been raised regarding:

- Uneven and deteriorating footways
- Narrow shared paths
- Poor drainage
- Inconsistent lighting
- Obstructions including pavement parking
- Missing dropped kerbs
- Short missing links

Pavement parking continues to create serious accessibility barriers for wheelchair users, mobility scooter users, and parents with pushchairs. Routes that are technically available but practically blocked cannot be considered functional. The Parish Council strongly recommends that Swindon Borough Council prioritise maintenance and upgrade of existing walking infrastructure alongside new route provision.

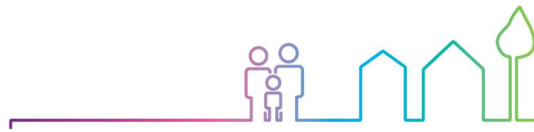
Safe routes to schools

Safe walking and cycling routes to schools should be a fundamental outcome of the LCWIP.

Most pupils in North Swindon live within walking or cycling distance of their schools, yet current route quality and continuity often encourage unnecessary car use. Improvements to school corridors would:

- Reduce congestion and parking pressure
- Improve child safety
- Support healthier travel habits
- Enable greater independence

Encouraging active school travel should be embedded within Borough scheme prioritisation, particularly on routes feeding into key North Swindon schools and Orbital Retail Park.



Cycling infrastructure, Route 45, and the Northern Route

National Cycle Route 45 and the Northern Route together form the key north to south movement spine through Priory Vale and Haydon Wick. As growth funding is brought forward, particularly linked to Scheme 19, the Parish Council recommends Swindon Borough Council prioritise the following along these corridors within the Parish area:

- Resurfacing of worn sections
- Targeted widening where shared use is constrained
- Re marking of faded cycle lanes
- Updated and consistent route signage
- Improved crossing points on feeder roads
- Better integration between Route 45 and the Northern Route

The Moonrakers Cycle Bypass should continue to receive serious consideration, with strong integration of walking provision.

Growth and new development links

Improved connections between Tadpole Garden Village and Haydon Wick Parish are strongly supported. However, because this growth route feeds through Priory Vale and Haydon Wick, associated investment should include upgrades to the existing network. New infrastructure should not terminate into substandard routes.

Section 106 funding from developments such as Tadpole Garden Village and Abbey Farm should be applied across the full corridor, including existing routes used daily by residents through Priory Vale, Haydon Wick, and towards Orbital Retail Park.

Accessibility and inclusion

Inclusive design must work in real conditions. Pathways in the Parish are used by pedestrians, runners, cyclists, wheelchair users, mobility scooter users, and parents with pushchairs. Routes must therefore be assessed against real world usability rather than minimum compliance.

Particular concern remains regarding:

- Missing dropped kerbs at junctions
- Narrow shared paths
- Surface deterioration
- Pavement obstruction and parking

The Parish Council recommends that Swindon Borough Council undertake a full dropped kerb audit and prioritised improvement programme.

Safety and crossings

Improved crossings and junction treatments are essential to encourage wider use by families, older residents, and less confident cyclists.

Priority should be given by Swindon Borough Council to:

- Clear pedestrian priority at side roads



- Direct and legible crossings
- Widening of constrained shared sections
- Improved lighting where appropriate

Delivery, funding, and phasing

The LCWIP is an infrastructure framework rather than a funded delivery programme. The Parish Council requests that Swindon Borough Council publish:

- A clear delivery programme
- Transparent phasing of North Swindon schemes
- Identified funding sources, including Section 106
- Ongoing communication with Parish Councils

Residents require confidence that schemes will be delivered in a realistic timeframe.

Monitoring and local intelligence

The Parish Council will continue to share locally identified issues with Swindon Borough Council to support prioritisation and evidence gathering. Formal responsibility for inspection, maintenance, and delivery remains with Swindon Borough Council.

Conclusion

Haydon Wick Parish Council supports the strategic intent of the LCWIP. To deliver meaningful change in North Swindon, Swindon Borough Council should prioritise:

- Maintenance and upgrade of existing pathways
- Safe routes to schools
- Route 45 and Northern Route enhancements through Priory Vale and Haydon Wick
- Inclusive accessibility improvements
- Effective use of growth-related funding
- Clear delivery and funding mechanisms

With these conditions addressed, the plan has the potential to support safer, greener, and more practical everyday movement across North Swindon.