

ISSUES	SOLUTIONS/INTERVENTIONS										
<p>Red Group Delegates:</p> <table border="0"> <tr> <td>James Lockhart</td> <td>Whitworth Lockhart (Commercial Property Advisors)</td> </tr> <tr> <td>Keith Brian</td> <td>Local resident</td> </tr> <tr> <td>Margaret Ashley</td> <td>Wiltshire and Swindon Users Network</td> </tr> <tr> <td>Chris Barry</td> <td>Chiseldon Parish Council</td> </tr> <tr> <td>Mike Jones</td> <td>Chedworth Gate Residents</td> </tr> </table> <p>Congestion</p> <ul style="list-style-type: none"> • There is a conflict between the high volumes of through traffic and people wanting to access the town centre, exacerbating congestion • The town centre should be closed to traffic other than buses and taxis. However office developments will want car parking – removing cars from centre is therefore not a realistic option • There are a number of bottlenecks in the town centre eg High Street/ Newport Street junction. The traffic lights are not well timed adding to congestion and pollution from all the stationary vehicles. • There are too many traffic lights – a better solution is needed to keep traffic moving. Pedestrian crossings make congestion worse. • The Group recognised that outsiders probably did not think Swindon had a congestion problem as other areas e.g. Reading are much worse. However Swindon residents assess the congestion problem based on past experience at the local level. • It was noted that congestion could be engineered to encourage more public transport use. • In terms of future planning, the Group stated that consideration should be given to improvements to the wider transport network. It was noted that an additional 4,000 homes are proposed in Wichelstowe however insufficient consideration has been given to improvements to the transport network outside the development area itself. • A link is needed into Great Western Way rather than the motorway junction as this is already at capacity. One of the delegates informed the Group that in this instance this was because Network Rail is ransoming the land. • Park and Ride is one solution to congestion as it offers a cheaper alternative to parking for lower paid workers. The opening hours preclude use by those who work long hours or out of hours and it was generally felt that there was insufficient capacity. Park and Ride needs to be integrated with strategic bus routes. • The Group questioned how the road network would accommodate the additional 32,000 dwellings likely to be built in the next 20 years when it was already at capacity. 	James Lockhart	Whitworth Lockhart (Commercial Property Advisors)	Keith Brian	Local resident	Margaret Ashley	Wiltshire and Swindon Users Network	Chris Barry	Chiseldon Parish Council	Mike Jones	Chedworth Gate Residents	<p>Real Time Bus Passenger Information / Quality Bus Corridors</p> <ul style="list-style-type: none"> • The Group agreed that better passenger information is needed • Quality bus corridors were also supported. A good network of bus lanes are needed – these are currently constrained by the old road network resulting in gaps in the network. It was accepted that this would be a difficult issue to overcome partly because the roads are not sufficiently wide and partly due to funding – where additional land is available it may need to be compulsory purchased. • In terms of the use of bus lanes, the Group felt that they should be limited to rush hour and that car sharers should be allowed to use them to encourage car sharing. • More ramped buses are needed to encourage bus use. <p>Urban Traffic Management and Control</p> <ul style="list-style-type: none"> • In order to make the most efficient use of the road network, the Group suggested that road lanes be used flexibly to cater for the volumes of traffic at different times of the day. The A312 Oxford Road was suggested as an example of where this would be particularly beneficial. • Intelligent traffic lights should also be considered in order to limit the time vehicles are stationary. <p>Variable Message Signing / Car Park Guidance</p> <ul style="list-style-type: none"> • Again the Group supported this initiative, as it would help alleviate traffic congestion in the town centre. • Other initiatives suggested by the Group included bookable car parking spaces to discourage vehicle movements in the town centre generated by people looking for a car parking space. If people were unable to book a space they may be encouraged to travel by bus. • Real time information should also be available on the internet. This should include car park availability, roadworks, and traffic updates (linked into radio station).
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<p>Safety</p> <ul style="list-style-type: none"> • The conflict between pedestrians and cyclists was discussed at length. Some delegates felt that this was more often perceived than real. However it was noted that the use of the path on Cricklade Road by cyclists makes it very dangerous for pedestrians. • The use of low fences to segregate pedestrians and cyclists was felt to be more of a health and safety issue. A better response to the issue would be to ensure that shared surfaces are consistently identified for use by pedestrians and cyclists. There are a number of instances where the side identified for use by pedestrians switches. • The conflict between vehicles and cycles needs to be addressed. Existing road junctions are not designed for modern buses resulting in them having to swing out into the carriageway causing a hazard to other road users. • The existing cycle network was discussed. The Group felt that more and better provision needs to be made for cyclists. A need for more cycle parking was also identified. • It was suggested that some pedestrian under-passes should be re-opened and improved with CCTV. Pedestrian bridges should also be considered in preference to pelican crossings. <p>Pollution</p> <ul style="list-style-type: none"> • Stationary traffic was felt to be a significant contributor to pollution. The discussion on a solution to this problem centred to a large degree on the need for more intelligent traffic light timing. A co-ordinated traffic light strategy needs to be implemented to ensure that vehicles do not have to stop at every traffic light. It was also felt that traffic lights are too responsive to pedestrians. • Pollution is a significant problem at bus stops. The bus fleet should have traps fitted to reduce pollution emissions. • Use of public transport should be encouraged. 	<p>Park and Ride Sites</p> <ul style="list-style-type: none"> • The Group supported the concept of Park and Ride and questioned why there has been a delay in delivering the ring of sites around the town centre. • Park and Ride should be linked in with other land uses such as supermarkets. This should be promoted rather than prevented as it would assist with funding and viability. • In terms of the location of sites for Park and Ride, the Group noted that this can be constrained by administrative boundaries. A co-ordinated approach is needed with other local authorities to ensure the most appropriate locations are used. A particular issue was raised relating to a site in North Wiltshire District, to which the Council was opposed. <p>Car Park Integration</p> <ul style="list-style-type: none"> • The Group supported the strategy for car park integration. They queried whether the car park north of the station was for people just using the station. <p>Bus Interchange</p> <ul style="list-style-type: none"> • A new bus interchange was considered by the Group to be essential and it was felt that this should be located as close to the station as possible. • The concept of smaller satellite interchanges was also supported. <p>Other Solutions / Interventions</p> <ul style="list-style-type: none"> • The Group noted that new roads were not included among the Council's strategies for transport. However it was noted that more north/south links across the railway line were referred to in the North Swindon Transport Strategy.

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<p>Public Transport Network</p> <ul style="list-style-type: none"> • The Group considered that the public transport network was not good enough and that it would be difficult to improve if it is profit motivated. • A frequent, reliable bus service is needed – hourly bus services are not acceptable. More late buses are needed and the Sunday service needs to be improved. • The canal should be used as a public transport corridor – canal buses. • The opening times of the Park and Ride should be re-considered and extended. • Bus routes need to link better with outlying communities. • Public transport must be easy to use to compete with the car. Issues such as ‘exact fares’ act as a disincentive. A scheme similar to the Oyster card should be promoted. • Ramps should be provided on all buses to improve access for the disabled. <p>Walking and Cycling</p> <ul style="list-style-type: none"> • The Group re-iterated their comments in relation to safety referred to above. <p>Car Parking</p> <ul style="list-style-type: none"> • Car parks should be configured so that they serve each sector of the town. This would encourage more people to use closest car park rather than add to cross town centre movements. • Better signage is also needed indicating car parks with spaces available. Traffic needing to get to the other side of the town centre should be encouraged/directed to use the ring road. • More underground parking should be provided, particularly to serve commercial developments. • It was also suggested that car park spaces should be ‘bookable’ in advance – this would limit the number of cross town centre movements arising out of people looking for parking. <p>Town Centre</p> <ul style="list-style-type: none"> • Traffic in the town centre should be removed. • A mass transit system is needed linking the centre with each sector of the town. • Better signage or information is needed for people using public transport. It should be obvious which bus is needed for specific destinations. 	