

ISSUES	SOLUTIONS/INTERVENTIONS
<p>Yellow Group Delegates:</p> <p>John Brownlee Swindon's Walcot and Parks Community Group Carol Brownlee Swindon's Walcot and Parks Community Group Terry King Okus Residents Association / Old Town Group</p> <p>Cycling and Pedestrians</p> <p>The group discussed some of the problems associated with combining footpaths and cycle paths on the same piece of tarmac. It can be intimidating and quite dangerous for pedestrians having cyclists in such close proximity.</p> <p>The group felt that the quality of footpaths / cycle paths is gradually improving in Swindon, but the quantity and capacity of these routes needs improving. A comprehensive network is required if they are to work properly.</p> <p>Buses</p> <p>The main issue regarding Swindon's bus service is that they cover all of the main routes but not all of the residential areas. In addition, it is very difficult to travel from the West of the Town Centre direct to, for example, the Hospital in the East without changing buses in the centre. There is a need for a more circular bus route.</p> <p>The group came up with three examples of poor bus planning:</p> <ol style="list-style-type: none"> 1 A bus route was proposed for the New College estate – bus stops and shelters were built, but no buses have ever used it. 2 At the Drake's Way and Marlow Avenue junction there is a dedicated bus turning lane, but no buses have ever used it. 3 The provision of the bus stop is in the wrong place as it requires elderly residents to walk up the hill unnecessarily. <p>Congestion</p> <p>The group felt that the crucial issue associated with congestion is that there isn't sufficient capacity for new developments.</p> <p>In addition, a major question is what will happen to the traffic on Farringdon Road when the canal proposals are implemented?</p>	<p>Cycling and Pedestrians</p> <p>One solution would be for the police to properly <u>enforce</u> against cyclists cycling on pavements and not using a bell and lights. However, this was considered unrealistic as the police have 'bigger fish to fry'.</p> <p><u>Segregation</u> was considered to be a realistic solution, perhaps following the Berlin model of constructing small dividing fences to keep pedestrians and cyclists apart, although it was acknowledged that this requires sufficient space – a 2m wide tarmac strip may not be wide enough.</p> <p><u>Proper planning</u> of footpaths and cycle paths was considered to be of paramount importance.</p> <p>Buses</p> <p>Better planning is crucial to avoid such examples. In addition, more pressure should be placed on the bus companies to better serve their customers.</p> <p>Park and Ride is considered to be a solution to the congestion problem, but people need to be educated to use it. The group also felt strongly that Park and Ride facilities should be:</p> <ul style="list-style-type: none"> • planned properly • accessible from all directions • open at sensible times • well lit, and • safe. <p>Congestion</p> <p>One solution to the Farringdon Road issue may be to make commercial traffic leave the A3102 and head north along Great Western Way, thus avoiding Farringdon Road altogether. It was noted however that Great Western Way may need widening in places to accommodate the additional traffic. There could also be a total ban on commercial vehicles heading into the town centre from Junction 16 of the M4.</p>

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<p>Pollution</p> <p>The group identified air quality impacts (dust and odour) arising from proximity to major roads, especially as the prevailing winds are from the south-west. Young children in particular are very susceptible to particulates.</p> <p>Contamination at North Star was also cited as an issue facing future redevelopment of this area.</p> <p>The group had the following comments on the 6 strategies proposed in the Council’s draft Transport Vision</p> <p><u>Real Time Bus Passenger Information</u> One delegate felt that you don’t need this level of information if buses run every 10 minutes. Another delegate felt this would be useful if your bus was delayed as it might be expedient to walk if you had the information. The group agreed that the benefit of this information must outweigh the cost of providing it – there is a danger that it could become a waste of money.</p> <p><u>Urban Traffic Management and Control</u> The group agreed that this is useful on major routes but isn’t necessary at a more local level. The costs must be carefully considered, as described above.</p> <p><u>Variable Message Signing / Car Park Guidance</u> The group felt that this information is useful but there is no guarantee that motorists will know how to find the car parks listed. This, and the two strategies above, may be a case of information ‘overkill’.</p> <p><u>A Ring of Park and Ride</u> The group reiterated their comments about park and ride on the previous page.</p> <p><u>Car Park Integration</u> The group felt that this should be considered as part of the park and ride strategy, or at the very least the car parks should be served by a bus route.</p> <p><u>Bus Interchange</u> The group was not keen on the idea of a new bus interchange. They felt that there is not enough circular routes around the town centre, as described above.</p>	<p>Pollution</p> <p>Future development should not be built near major routes and in the path of prevailing winds.</p> <p>The group also favoured investigating trams as an alternative to buses as they are less polluting.</p>