

Request for ideas for District and Primary Rural Centres 0-3 months recovery plan

Thanks for asking for input to this plan. The table below details the requests that I would like put forward. These requests have come from a number of sources.

Area	Issue	Put forward by
All existing cycle lanes	Overgrown and in need of vegetation cut back and the white lines remarked out. Too many existing routes are overgrown limiting capacity and not clearly marked.	Multiple people, via Swindon Advertiser, Facebook and email.
Reallocating road space	<p>Ideally in congested areas I think we would see road space permanently reallocated away from cars to create bus lanes that could be used by cyclists and emergency services during the pandemic, and then when things have returned to "normal" would allow public transport to better compete with the car for convenience and reduce congestion. But I understand that this emergency funding is for temporary measures only such as "pop-up" cycle lanes: https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19</p> <p>It may seem to many "motorist" residents that there is no need to widen pavements and create dedicated cycle infrastructure, but with public transport operating at 10% of capacity the people who do have to travel to work will be tempted to hop in the car, potentially creating congestion and air pollution that is worse than before the pandemic. If people that normally use the bus end up buying cars because they feel they have no alternative then on-street parking pressures will also be worsened. SBC has to do what it can to encourage people to cycle. See the excellent graphic below by Cycling UK on the matter Fig.2</p>	Anthony Whitaker
Town centre	<p>In response to your request in the Advertiser article my biggest frustration cycling around Swindon is that when the excellent Southern Flyer route reaches the town centre at Farnsby Street there is nowhere to go (see below for an extract from the Swindon Travel Choices cycle map). Cycling is officially banned in the town centre meaning that cyclists travelling through either have to race cars at 30mph around the "ring road" of Commercial Road, Princes Street and Fleming Way or get off and push through town.</p> <p>Commercial Road, Princes Street, Fleming Way, Holbrook Way, Faringdon Road and Farnsby Street are single carriageways with two lanes; albeit with bus lanes on Fleming Way, Princes Street and part of Holbrook Way. If (where there are no bus lanes that can be used) one of those carriageways was re-allocated to provide a wider footpath for pedestrians and a dedicated cycleway it would provide a continuous, segregated route for cyclists (shown indicatively in the red line annotation below on Fig. 1). In my opinion it would make a huge difference and provide a safer alternative to cyclists which,</p>	Anthony Whitaker


	<p>hopefully, will discourage cyclists from going the antisocial, but direct, route along Canal Walk where there will be increasing numbers of shoppers as lockdown eases.</p> <p>At the very least the speed limit around the town centre should be reduced to 20mph to make it safer for cyclists; this would have the benefit of connecting the flyer routes at the town centre, which currently do not join. The Council could also give consideration to allowing contraflow cycling to allow cyclists to travel clockwise or anticlockwise around the town centre</p>	
<p>Feedback on the photo of Cllr Penny in the Adver.</p>	<p>Also I note the staged photo of Maureen Penny with a MAN's bike and a newly laid tarmac surface. It's a pity they did none show a true reflection of the poor condition of most of the pathways around Swindon. I did also note from the staged photo that as per normal on these new cycle ways/ Pedestrian paths that they don't provide segregation signage/lines thereby elevating clashing of cyclists and pedestrians. Something I have brought to Ms Penny in early March 2020 but as usual no reply to my request for information on where the £ 2 M + has been spent on cycling routes as I could not see any improvement in the cycling pathways.</p>	<p>Social Media</p>

Lack of street cleaning on current routes

Issues on Marlborough Road: Hard to cycle on these paths


Social Mdia




		
<p>Issues with road repairs near the Station</p>	<p>The sink hole in the road / kerb is near the traffic lights on the corner of Wellington street near the bus station, another well used route for cyclists. This also has been reported and so called repaired but it's as bad as the photo again which I have also again reported what needs to be carried out properly instead of bodging it as it has happened three times. Don't they comprehend what is stated on the web portal for reporting.</p> <p>And there's more I also reported via the web portal the numerous pot holes in front of the train station and again I indicated that it needs resurfacing properly as it's a main bicycle route to the train station (if their trying to promote safe cycling) but again it's just been plastered with tarmac and which now to mis these ramshackle repairs I now have to go in the middle / near the lane line to miss this awful mess. Needless adding to the risk of alienating vehicles and</p>	<p>Social media</p>

risk of being nudged off.



		
Town Centre	<ol style="list-style-type: none"> 1. Establish a ring of two way, segregated cycling provision around the town centre (Fleming Way – Holbrooke Street – Station Road (with extension to the rail station) – Emlyn Square – Farnsby Street – Commercial Road – Regent Circus – Princes Street); 2. Establish a network of provision in Highworth using existing roads and paths. Highworth is currently the largest outlying settlement without any provision at all; 3. Set up a network of cycling and walking routes centred on each school to allow pupils to get to school safely on foot or bike. This should include, for example, closing the Croft Road end of St Margaret’s Road in Old Town as suggested by Cllr Milner-Barry as part of a network around Lethbridge School. 	Swindon Cycle Campain 9

	<p>I think these should be capable of being achieved with relatively little delay, consultation or cost. Thereafter, the focus should be on</p> <ul style="list-style-type: none"> a) Filling gaps in the existing network, for example in Stratton and along Gypsy Lane; b) Connecting outlying settlements with Swindon: <ul style="list-style-type: none"> i. Royal Wootton Bassett – a link is planned alongside the A3102 and across Spittleborough Farm to Windmill Hill ii. Highworth alongside the A361 iii. and Shrivenham alongside the A420. <p>Each of these has substantial commuter and leisure traffic;</p>	
More from the Swindon Cycle Campaign	<p>Top priority is the town centre. The opportunity provided by reconstructing the bus station should be taken! Dick Millard of the Swindon Cyclists Campaign has details of what can be done and how it could be taken further. This shouldn't be seen as just doing a favour to cyclists - there is evidence from elsewhere that a pedestrian/cyclist friendly town centre attracts people, so that businesses do well. Again Dick can provide details.</p> <p>Cycle routes to Wootton Bassett and Highworth are also important. Finally, the Council should ensure that new developments provide for cyclists and pedestrians, both within the development and links to the rest of Swindon.</p>	Ed Glennie
Rodbourne	<p>With the Outlet centre poised for opening on 15th June are there any plans to make the path under the bridges along Rodbourne Road towards Park Lane socially distancing safe? eg one way pedestrian access or pedestrian traffic lights.</p> <p>Currently impossible due to narrowness of path so us pedestrians are currently having to take the longer route to docs, chemist, town etc.</p>	Sue Barnes
Town Centre	<p>During my commute the place I have found the most likely to cause a near-miss traffic incident (thankfully they have all been near-misses to date) is Station Road. I come into town via the Western Flyer but once I reach Station Road there is no cycle path until Wellington Street but lots of traffic changing lanes and pulling out of side roads. I have noticed a large number of fellow cyclists turn right onto Beales Close, but this is illegal as it is one-way. I don't wish to make this illegal turn but as Beales Close is one way could a cycle lane be introduced to allow cyclists to take this road legally and safely in the opposite direction, to follow Beales Close down to then join Fleming Way? This would avoid having to negotiate the 'pinchpoint' at Wellington Street where many vehicles change lanes.</p> <p>It would no doubt assist those who work in that immediate area (e.g. Zurich) as well as other cyclists such as myself, who are wishing to access the town centre safely. Although I am no town planner, it appears to me that there would be enough space to do this and still allow traffic to access Station Road.</p>	SBC Officer who wants to remain anonymous.

Western Flyer	What we need is for the council to stop closing cycle paths for months on end. How many times has the Western Flyer been closed next to B&Q forcing cyclists to ride on the dual carriageway?	facebook
Dorcan	<p>Loads of cycle paths need the trees and bushes cut back, here's an example of just one between Dorcan school and Edison park industrial estate.</p>  <p>Murdoch Road and Kestrel Drive</p>	facebook
Shaw	The path from Westmead past Shaw Forest to Purton Road needs tarmacking and I couldn't agree more! Although they filled in the potholes a few times it doesn't last - it needs total coverage.	facebook
Southern Flyer	It would be nice if the western (should this be Southern?) flyer didn't end so abruptly at Waitrose. Will this continue to the new underpass in due course?	facebook
Whole Town	Combining the needs of commuting and leisure cycling routes into one cohesive sustainable strategy for the whole of Swindon	facebook
Whole Town	Better access to local attractions, such as Swindon & Cricklade railway	facebook pokemon users group
Whole Town	It would be great if we could have better trail signs. We have tried to use the Haydon Wick Round ones for pokestop submissions but they always get rejected for being just sticky labels on a lamppost.	facebook pokemon users group
North Star	The path that runs along by the railway line between muggers tunnel and North Star Avenue car park is really in a poor condition. It is used a lot Monday to Friday for people working at North Star house/college/Polaris house.	facebook pokemon users group
Whole Town	Do what the Germans have done and add cycle lanes in every where then it would be easier to play without being run over by others on bikes	facebook pokemon users group
Whole Town	Stop putting up barriers that a mobility scooter cant get past and drop curbs are so hard to find	facebook pokemon users group
West Swindon	I would like a safe path to link west swindon and Royal wootton Bassett... OK big ask, but that has always been a thing I would like	facebook pokemon users group

Whole Town	My partner uses a wheelchair and we find that there are a lot (far too many to list specific locations) of dropped curbs that are still too high for his wheelchair to easily get over and some where there just isn't a dropped curb at all leaving him to go into the road on one side then stay in the road for ages to get to the next one the other side. Things like this make it hard for him to even want to leave the house as he can't always do them on his own. We live in park north and notice them a lot around parks and into and around town.	facebook pokemon users group
Old Town	A circle line bus route would be nice. Catching a bus from old Town to Asda takes an hour, while going via car takes 5 minutes.	facebook pokemon users group
Mannington & Western	A proper link between Manning Rec and Cycle Route 45	Twitter
Highworth	A safe route to cycle to Swindon from Highworth	Twitter
Town Centre	//Create a safe, signposted direct cycle route from the end of Penzance Drive to the town centre that doesn't involve walking through a tunnel	twitter
Rodbourn Road	Find some way to make Rodbourne Road underpass not -a-hideous-cyclist-deathtrap.	Twitter
Barnfield	Tarmac the Barnfield to Thamesdown Drive path so that it isn't a dirty, rutted potholed mess.,	Twitter
Town Centre	Create a safe way to get anywhere from the end of the Southern Flyer (Commercial Road, Farnsby St)	Twitter
Town Centre	Contra-flow lane on Shepard St/London St so you can go West from the station	Twitter
Moonrakers	Any safe way to cycle near the Moonrakers junction	Twitter
Whole Town, inc Eastcott, Outlet Village	Where to start! Well I think the lockdown has shown us all how little space is available for people walking and cycling. During the lockdown the roads were quiet and safe enough for non-motor traffic to use and people took advantage of this with a big increase in people walking, jogging and cycling. Now it feels that the motor traffic is re-dominating our streets again. Certainly where I live in Eastcott the pavements are too narrow to socially distance without walking out into the road. With a young baby I'm often using a pram, which intensifies the issue with vehicles parked on the pavement and bins out. I think something that would really help is more public awareness of the issues of parking on footways and cycleways. There's pinch points like under the railway bridge to the Outlet village where the raised footway means that it is impossible to social distance. Things like making one- way streets open for cycling both ways would be useful. I'm thinking of a lot of streets in old town/town centre such as on wood street (Which should be access only for motor traffic anyway!). Commercial road and station road do not need two carriageways dedicated to motor traffic, one should be allocated to pedestrians and cyclists. Sorry if I'm rambling, there's just so much which could be much better, but this is a good opportunity to trial such ideas.	email
Town Centre	There is an urgent need for the Borough to manage queueing areas for business in the town centre. Social distancing is impossible if queues are	Email

	not managed. With more businesses due to open in the next few weeks, SBC needs to proactively manage queues.	
--	--	--

Fig 1.

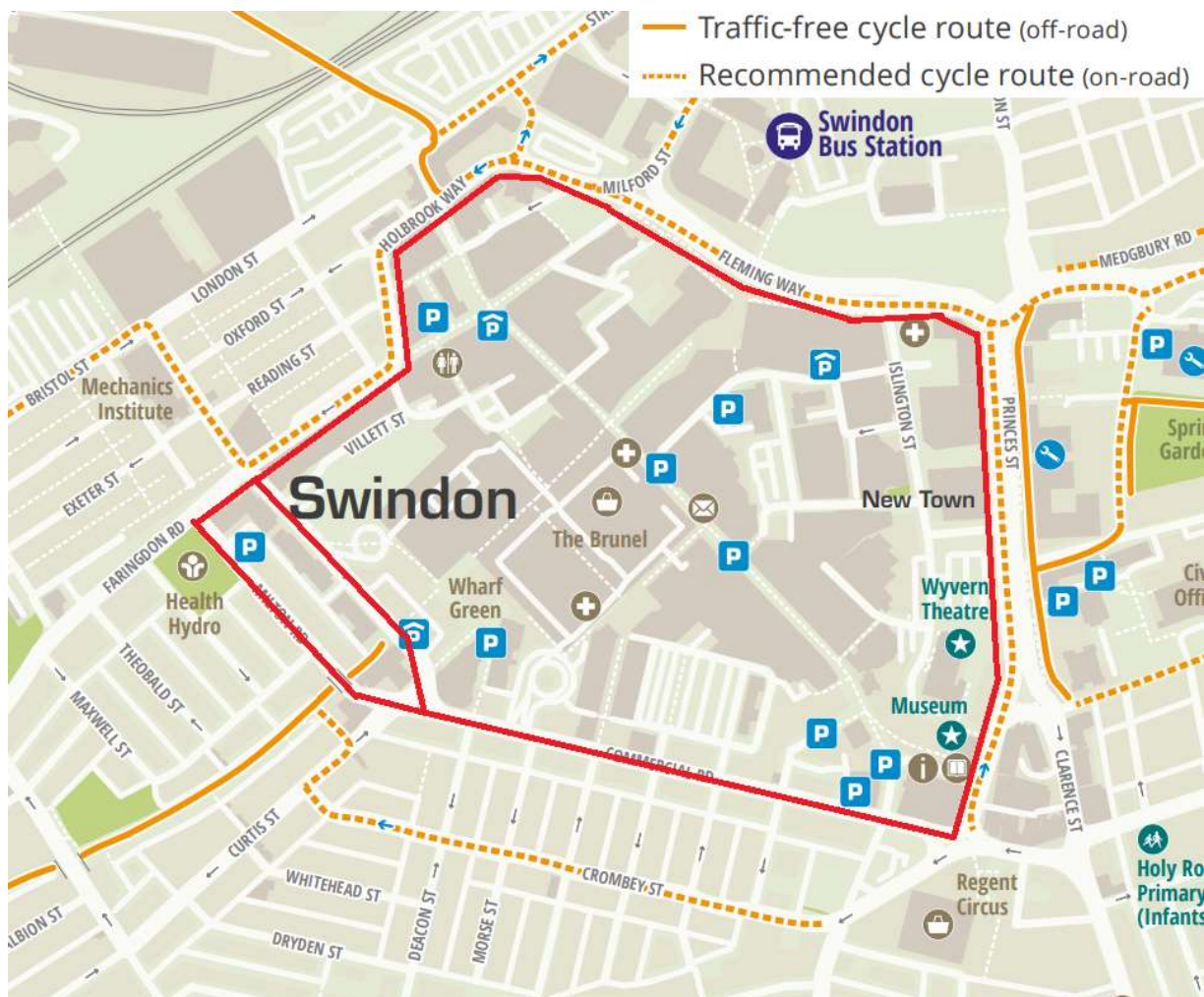


Fig 2

