

APPENDIX -2 Emergency Active Travel Fund Tranche 1 Consultation Responses

Area	Location
Various	Drakes Way, Queens Drive, Cirencester Way, Princes Street and Commercial Road
Town Centre	Faringdon Road
Town Centre	Station Road
Town Centre	Commercial Road
Town Centre/Eastcott	Crombey Street
Old Town	Old Town Railway Path
Kingsdown Lane	Kingsdown Lane
Town Centre	Fleming Way
Outlying settlements	Wanborough
East	A420 at Sainsbury's supermarket
Old Town	St Margaret's Road - Winifred Street - Evelyn Street
Old Town	Wood Street
Town Centre/Eastcott	Crombey Street / Eastcott Hill

Outlying settlements	Royal Wootton Bassett
South	Marlborough Road
Liden	Okebourne Park
South	Marlborough Road
Outlying settlements	Croft Road, Wroughton
Outlying settlements	Highworth
Old Town	Victoria Road/Drove Road
Old Town	Okus Road to Old Town
East	Beechcroft Road / Hyde Road
Town Centre	Station Road
Town Centre	Commercial Road
Rodbourne	Rodbourne Road
Town Centre	Station Road (Bridge Street junction)
Town Centre	Western Flyer (Iffley Road to Station Road)
Liden	Dorcan Way
East	Gipsy Lane
East	Highworth Road near Crown pub
All	All
East	Moonrakers
Outlying settlements	Highworth
Outlying settlements	Highworth
Old Town	Wood Street
Outlying settlements	Royal Wootton Bassett
East	Marlowe Avenue
All	All
Town Centre	Crombey Street/Eastcott Hill

Outlying settlements	Highworth
All	All
West	Mannington Recreation Ground to the National Cycle Network Route 45
South	Marlborough Road
South	Queens Drive
Town Centre	Commercial Road at Regent Circus
Town Centre	Spring Gardens
Rodbourne	Rodbourne Road
East	Hyde Road
Town Centre	Station Road
All	All
All	All
Outlying settlements	Royal Wootton Bassett
All	All
All	All
Outlying settlements	Castle Eaton, Fairford, Lechlade
South	Southern Flyer
All	All
All	All
Rodbourne	Bristol Street underpass to Barnum Court
Old Town	Old Town Railway Path
National Cycle Network Route 45	Westlea to Shaw Forest
All	All
Outlying settlements	Blunsdon to Highworth
Outlying settlements	Cricklade
All	All
All	All
All	All
Town Centre	Wellington Street
Town Centre	Bristol Street underpass
West	Mouldon Hill
Outlying settlements	Shrivenham
Town Centre	Station Road
Town Centre	Western Flyer (Iffley Road to Station Road)
Outlying settlements	Highworth
East	Hyde Road
All	All
Town Centre	Canal Walk/The Parade

Town Centre	General
All	All
Town Centre	General
Town Centre	General
All	All
Rodbourne Cheney ward	Akres Way
Town Centre/Eastcott/Old Town	Crombey Street Old Town Railway Path

Problem
No space for cycling
Pavement too narrow for social distancing / queuing
Cyclists have no safe space between the Western Flyer and the station, and no safe return route as the road is one way. Also look to continue to Bristol Street.
Hostile environment for cycling due to width, one way.
Suspension of two parking bays between Dowling Street and Stanier Street to give continuation of cycle lane.
Surface is not suitable for road bikes
Improvements to the surfacing condition for the off-road between Highworth Road (A361) South Marston Business Park– Turnpike Road in Blunsdon.
The Eastern Flyer corridor is not a prominent and/or convenient route for anyone joining on Queens Drive
Poor cycle connectivity
Path across the petrol station exit is dangerous
Rat running - to bypass
Closure of Wood Street would allow the restaurants additional capacity by utilising the highway and fulfil social distancing requirements. closure to motorised traffic makes for safer cycling.
No safe crossing

Hook Street being used as a rat run route
Section of restricted width just east of the Coate roundabout where space would need to be reclaimed.
Footpaths can be upgraded to cycle paths to connect into existing infrastructure
Very limited cycle provision between Coate roundabout and Old Town
Inadequately connected to cycle network
No cycle provision on road from Lechlade
No cycling provision to link Old and New Town
High traffic volume and dangerous for cycling
Pavements too narrow
Cyclists have no safe space between the Western Flyer and the station, and no safe return route as the road is one way. Also look to continue to Bristol Street.
Hostile environment for cycling due to width, one way.
Unable to social distance on footway to the Swindon Designer Outlet, no link from Penzance Drive to town, Rodbourne Road underpass is a death-trap for cyclists
Current shared pavement/cycle lane dangerous for pedestrians
Lack of kerb separation between pedestrians and cycles makes it dangerous.
No cycle route to Coate roundabout
Missing link in cycle infrastructure
Cycle path ends at Delemere Drive and difficult to continue
No safe route across Moonrakers
High Street is not welcoming to bicycles
No cycle paths to get around town.
Need a formal crossing point for blind and partially sighted pedestrians, especially if cycle traffic is increased
Hook Street - lack of facilities for the blind
Missing infrastructure along Marlowe Avenue
Need more crossing points - culture of resisting crossings as they inconvenience drivers
No safe crossing

No route to Swindon
Lack of safe routes to schools
No formal footway link
Lack of street cleansing means half the cycle path is covered in rotting foliage
Overgrown foliage alongside Churchfields School - path narrow
No safe crossing for blind and partially sighted pedestrians
No safe crossing
No crossing point near Morris Street
Need a crossing where the cyclepath to Groundwell comes out.
Cyclists are forced onto Wellington Street, which is not good for sharing with pedestrians
Plenty of footpaths that cannot be cycled on
Pedestrians inconvenienced by crossing wait times
No safe route
Vegetation causes issues. Some examples given - Dorcan between school and Edison Park industrial Estate, Murdoch Road and Kestral Drive.
Cycle training
The B4019 is too unsafe
Ends abruptly at Waitrose supermarket
Need to encourage behaviour change
Lack of cycle parking
Poor signage
Surface is not suitable for road bikes
Surface isn't suitable for road bikes, Dirty potholes rutted mess
No cohesive strategy for cycling in Swindon
No safe route on the B4019
Roads are unsafe (general comment)
Lack of dropped kerbs
Dropped kerbs often too high for wheelchairs
Signage not clear when segregated
Cycle lane is dangerous to blind and partially sighted pedestrians
Pedestrian only (bikes pushed)
Route to Purton is poorly surfaced and traffic makes it dangerous if heading to Cricklade.
No route to Swindon
Road surface is poor near the station and every time its repaired it's a bodge job.
Poor surface
No cycle parking on High Street
Missing dropped curb opposite garden centre
Staggered barriers - hard to get through with trailers and mobility scooters
Cycling prohibited

Need more room for socially distanced queuing
Drivers are not considerate
More cyclists coming into town will require more cycle parking.
Feedback related to more cyclists coming into town will require more cycle parking; Davis Place, which is just off Commercial Road. area is said to be dark in the evening and has any consideration to add lighting to the areas as part of these works? Businesses interested in developing greener/landscape which can compliment/support any potential outdoor seating areas again is their an opportunity to include this type of provision within any temporary or more permanent alteration to the network.
Signage could be improved on trails/branded/recognised routes
Across Akers Way outside the church near the Cheney Manor road roundabout. There is no crossing for school children who attend Rodbourne Cheney school but live south of either Akers way or Beech ave. The nearest crossing is either outside Nova Hreod school or the Swindon Academy
Support these temporary measures. Some in their temporary form will not be adequate to solve the problems they are addressing (e.g. the Crombey Street cycle lane will still be too narrow; "advisory" cycle lanes will not be enough to make cyclists feel safe when cycling downhill towards the Coate Water roundabout) I hope they will be followed by more substantial improvements. Please note I think the worst section of the Old Town Railway Path surface is the western end, downhill towards Mannington, and not the section which is to be tackled in this scheme.

Suggestion
Inside lane could be re-allocated to cyclists where appropriate, subject to off-road provision in the locality.
Widen the footpath between Farnsby Street and Fleet Street to support safe reopening of the shops along there.
Two-way cycle lane and / or way of getting down Beales Close from Station Road.
Two-way cycle lane

Assess the scope to suspend two parking bays between Dowling Street and Stanier Street to give continuation of cycle lane on this section of Crombey Street.

Improve surface and drainage

Surfacing improvements to a country lane which has restricted access to motor vehicles.

Cycle lane on Fleming Way between Magic Roundabout and Jury's Inn and the town centre section of Fleming Way (Princes Street - Holbrook Way)
A decent footpath / cycle path along Wanborough Road make it safer to cross there.
Close St Margaret's Road at the Croft Road end. Make this part of a safe route to Croft School (including Winifred Street and Evelyn Street).
Explore closure / partial closure and / or area for delivery drivers

Install crossing to make it easier to get towards Regent Circus

Create filtered access
<i>Very limited scope for widening due to established trees.</i>
Various options for upgrading - see document provided (Liden cycle options pdf)
Allocate roadspace on Marlborough Road for cyclists
Lay claim to one of the northbound carriageways across the M4 to connect with Pipers Way.
Pop up cycle lane near to the lights as you come up the hill
Pop up cycle lane on both roads
Identify cross routes and plan routes across - see document on drive (Daniel Pitt)
Widen and resurface to allow social distancing to school and work.
Two-way cycle lane and / or way of getting down Beales Close from Station Road.
Two-way cycle lane
Create space on Rodbourne Road for pedestrians/cyclists
Separate road level cycle lane to go around the corner.
Create kerb separation, leading into separate cycle crossing of Station Road and its own cycle lane into Bridge Street.
Path could be widened to allow shared space
Link New Inn roundabout end along to the cycle path that takes you alongside Pressed Steel/BMW
No suggestion
Better access to local attractions
Create safe route
Pedestrianise the High Street
Many footpaths would make great cycle routes 1) Behind houses facing Roundhills Mead, 2) Edencroft-Sevenfields-Knowlands to centre of town, 3) Remove =barbed wire on footpath from the new houses on Shrivenham Road to Wrag Barn (unsafe)
Trial signal crossing should be installed
Bolt a temporary kerb (with dropped kerbs and driveway crossings as required) onto the Hook Street roadway, of the type (Rediweld HB)
Create stretch of kerb separated cycleway opposite George Selman Gardens and tie into planned new crossing in conjunction to Oakfields
Need to adopt a more positive approach to crossings
Install crossing to make it easier to get towards Regent Circus

Direct route along A361
Establish network of safe walking and cycling links centred on each school
Create a formal footway link
Better cleansing
Remove hedge
Install accessible controlled crossings, detectable height kerbs and dropped kerbing at crossing points for all pedestrians to use in safety and navigate by.
Install crossing to make it easier to get to the Range / Halfords
Install a marked cycle crossing over Rodbourne Road at Morris St
Install crossing
Extend lane down to Corporation Street to provide alternative
Review which footpaths could be feasibly upgraded to become joint footpaths/cycle paths or add a dedicated cycle lane.
Reduce the wait time to get to green for walkers and cyclists
Create safe route
Cut back
Encourage people to take bikeability lessons
Use Little Rose Lane, farm track and private road as alternative - need to upgrade surface and provide a car proof gate.
Needs to continue
Relaunch Swindon Travel Choices work
Need cycle parking 1) Within car parks 2) At all supermarkets 3) Retail outlets
Make route clearer
Improve surface and drainage
Improve surface and drainage, needs tarmacking
Need a cohesive strategy
Create safe route
No suggestion
Install more dropped kerbs
Lower dropped kerbs
The pathways either need widening, or have lanes so everyone knows where to be.
Cycle lane should be taken out. Other inclusive street design suggestions provided in response in file.
Create cycle lane in the tunnel
Need better surface and warning signs for motorists of cyclists crossing
Route to avoid A420
Proper resurface
Put down a decent surface
Install cycle parking near the podium or on the High Street or by the public toilets
Install dropped kerb
Review all barriers and widen / replace those too narrow
Remove or relax cycling restrictions in the town centre

Queuing areas need to be managed
Need a campaign to avoid close passes
Need a secure lock up near Bridge Street
Monitoring of cycle parking to understand usage, scope for lighting improvements off the highway in Davis Place. Scope for public realm, soft landscaping and street furniture to accommodate outdoor seating.
Rounds stickers need to be more permanent
Provide a new pedestrian crossing
Follow up the temporary measures with more more substantial improvements. Improve the Old Town Railway Path surface at the western end, downhill towards Mannington

Source of suggestion	Does this proposal fit the first phase of funding criteria?
Cllr Roger Smith	Yes
SBC Officer	Yes
Swindon Cycle Campaign (SCC), Resident, Anon email	Yes
SCC, Resident x2, twitter, widenmypath, Cllr Pajak	Yes
Cllr Pajak	Yes
SCC	No
SCC	Yes
SCC	Yes
SCC	No
Widenmypath	No
SCC, Cllr Milner Barry, Cllr Burns Howell, Cllr Nadine Watts	No
Cllr Burns Howell, Robert Buckland MP, email, Mark Walker, Cllr Nick Martin	Partly
Cllr Pajak	Partly

SCC, Widenmypath	Yes
SCC	No
SCC	Yes
SCC	Yes
SCC	Yes
SCC	Yes
SCC	Yes
SCC	Yes
Resident	Yes
Cllr Oladapo Ibitoye	Yes
SCC, Resident, Anon email	Yes
SCC, Resident x2, social media, widenmypath, Cllr Pajak	Yes
Resident, social media	Yes
National Federation of the Blind of the UK (NFBUK)	Yes
NFBUK	Yes
SCC	Yes
SCC, Widenmypath	Yes
Widenmypath	Yes
Social media	Yes
Social media	Yes
SCC	Yes
SCC	Yes
NFBUK	Partly
NFBUK	Partly
NFBUK	Partly
Cllr Roger Smith	Partly
Cllr Pajak	Partly

SCC, Resident, Widenmypath	Partly
SCC	Partly
Social media	Partly
Social media	Partly
SCC, widenmypath	Partly
NFBUK	Partly
Cllr Pajak	Partly
SCC	Partly
Cllr Oladapo Ibitoye	Partly
NFBUK	Partly
SCC	Partly
SCC	Partly
Resident, social media	Partly
SCC, Resident, Social media	Partly
SCC	No
SCC	No
Social media	No
SCC	No
SCC	No
SCC	No
SCC	No
SCC, social media	No
Social media	No
Widenmypath	No
SCC	No
Social media	No
Social media	No
SCC	No
NFBUK	No
SCC	No
SCC	No
SCC	No
Social media	No
SCC, social media	No
SCC	No
SCC	No
SCC, social media	No
SCC	No

Social media	No
Resident	No
NFBUK	No
(Town Centre) Working Business Party	No
Social media	No
Cllr. Jim Grant	Yes
Cllr. Jane Milner-Barry	Yes

Action
Emergency Active Travel Fund (EATF) - Commercial Road being considered as a proposal. Road safety concerns at roundabouts
A proposal is being considered for the EATF, through the introduction of temporary Traffic Management measures in consultation with key stakeholders.
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A proposal is being considered for the EATF
LCWIP, EATF - Options to deliver some quick wins to benefit this route are being investigated to be delivered through the EATF contributions. Improvements to the access points on this route could be considered of this route in a future funding round.
No feedback received.
<p>Opposition to this proposal was received. The Swindon Borough Council (SBC) Transport Planning team consulted the bus operators who are not supportive of removing this section of the bus lane. Scope for further promotion/improvements to the Eastern Flyer route could be considered in a future funding bid.</p> <p>Town centre section of Fleming Way is subject to a programme of utility works as part of the enabling works for the bus boulevard scheme during the lifetime of the EATF.</p>
A Cost Benefit Analysis would be required.
Development through the New Eastern Villages (NEV)
This was referred to the Traffic Management team for following due to traffic and parking considerations.
There was scope this could have been financed through the Re-opening High Streets Safely scheme. Follow-up consultation with the Old Town Business Association has indicated very limited support for full time pedestrianisation of Wood Street on a trial basis due to access considerations (deliveries, on-street parking). This position was supported by the Swindon Taxi Forum.
LCWIP

EATF - In conjunction with Wiltshire Council's corresponding bid. Subsequent consultation with ward councillors resulted in no support for any intervention on Hook Street on the Swindon side this of the boundary.
EATF second tranche
This proposal is possible under the EATF. Scope for an advisory cycle lane to be provided on carriageways on Marlborough Road between Pipers - Coate roundabout junctions).
The temporary traffic management is in place on the section of the highway identified, due to a highways maintenance issue which falls under the remit of Highways England.
EATF possible if carriageway width allows
EATF possible if carriageway widths allows
EATF possible if carriageway widths allows
Not sufficient carriageway width to reassign.
EATF subject to the temporary Traffic Management Plan. This has been shared with emergency service providers, bus operators and the Swindon Taxi Forum for feedback.
EATF subject to temporary Traffic Management Plan
EATF subject to temporary Traffic Management Plan. Following consultation through the ward members, there was not sufficient support for the scheme.
Local Cycling and Walking Infrastructure Plan (LCWIP), NFBUK
LCWIP
LCWIP
LCWIP
LCWIP
LCWIP
LCWIP
Refer to Highworth Town Council
Refer to Highworth Town Council, scope for future developments.
LCWIP
Country lane not suited to this infrastructure
Development site
Development site
LCWIP

LCWIP
LCWIP
This link exists from Paddington Drive through the off road network or, via Penzance Drive-Wootton Bassett Road (to Mannington) or Meads Way. An audit of the existing signage on site would be required.
Refer to cleansing
Refer to Maintenance
Refer to road safety for consideration
Refer to road safety for consideration
Refer to Road Safety team for consideration
Refer to Road Safety team for consideration
Road layout at Corporation Street not suitable (road splits 3 ways)
To be considered as part of the LCWIP through consultation with key stakeholders.
Consultation required with Traffic Signals Engineer.
Outside of borough - Wiltshire
Work with Jadu to improve the reporting mechanism.
Bikeability already in place working with schools
Cost Benefit Analysis required
Development site
Development site
Development, LCWIP
LCWIP
LCWIP, EATF - Options to deliver some quick wins to benefit this route are being investigated to be delivered through the EATF contributions. Improvements to the access points on this route could be considered of this
LCWIP
The LCWIP would form the strategic direction
No carriageway space
No suggestions
No suggestions
No suggestions
No suggestions
Not relevant to the EATF
Objectors to this proposal
Outside of borough
Out of borough - this falls within Oxfordshire
Refer to Maintenance
Refer to Maintenance
Refer to Highworth Town Council
Refer to Traffic Management team
Refer to Traffic Management team
Require space for pedestrians

Covered through Re-opening High Street Safely Fund (RHSSF).
Safety partnership
There is sufficient capacity available in the existing lock-up cycle facilities based within the town centre.
The EATF is only seeking to deliver temporary infrastructure. Lighting to be reviewed with key stakeholders. Options for outdoor seating, public realm and soft landscaping could be considered if schemes become permanent.
The current sticker solution works well and also allows for volunteer involvement.
Comments were received late in the process to be considered within the EATF Trache 1 delivery deadline from the Department for Transport. The request has been passed on the Traffic Management Team to review, as it referred to previous requests for a pedestrian crossing, which were turned down.
Comments have been noted for further consideration as part of the EATF Trache 2 bid. Due to very constraints timelines from the Department from Transport and the schemes assigned under Tranche 1, there is inadequate funding available to progress the proposals under Tranche 1.