

# **Review of Residents Requests**

## **Communities and Place Overview & Scrutiny Committee**

**Date: 5<sup>th</sup> September 2017**

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Author: Head of Highways and Transport

Wards: All

Parishes Affected: All

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### **1. Purpose and Reasons**

- 1.1 The purpose of the report is to provide the Scrutiny Committee with an update on a range of highway, transport and maintenance issues raised with the Chair of Scrutiny by members of the public.
- 1.2 Residents requests covered a range of areas leading to a request to explore the following areas:
- Review of Parking Strategy
  - Review of Bus Lanes
  - State of un-adopted roads and footpaths.
  - Road Safety summary, including Thamesdown Drive.

### **2. Recommendations**

The Committee is recommended to:

- 2.1 Note the feedback from the report.

### **3. Detail**

Review of Parking Strategy – how to create additional spaces, tackle obstruction and pavement parking, supported traffic calming measures

- 3.1 Parking strategy, management of parking issues and requests are dealt with within the Transport Planning and Traffic Management team. They receive a considerable number of enquiries from members of the public regarding the management of on-street parking and the impact that this has on the individuals and / or communities.
- 3.2 Fundamentally it remains the individual's responsibility and choice in owning a vehicle to consider where and how their vehicle / vehicles can be safely parked and to have due consideration to any obstruction of the network or individuals drives and private accesses that their parking may cause.
- 3.3 In principle the Council as highway authority does not prioritise the facilitation of parking arrangements for communities or the provision for particular individuals. In December 2014 Cabinet considered a report on verge parking and the potential to use Council resources to create additional parking provision (Cabinet

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Minute 53 – 2014/15 refers). There was no appetite to invest finite and reducing resources in creating additional car parking spaces across the highway network

- 3.4 Car ownership continues to rise and it is clear that many areas have limited on-street and private off-street parking. Provisions within the Local Transport Plan and approval of new developments indicate how alternative provision and sustainable transport will be prioritised.
- 3.5 New developments comply with parking policy (within planning guidance) at the time of construction and many of Swindon's historic, narrow or densely populated streets have been in existence for many years with limited ability to increase parking provision. For example a terraced street with relatively narrow house frontages often has 2, 3 or even 4 cars owned by people living at the same property.
- 3.6 Where an influx of parking by commuters or shoppers is causing an impact on an area or where parking is causing a danger on the highway then these areas will be considered by the team.
- 3.7 Whilst residents' parking zones or yellow lines and time limited waiting bays are often requested as a solution, experience shows that community consensus on the scale of the problem, the actual impact and constraints of any solution are often difficult to resolve and agree. Predominantly this is due to the cost of permits, the reduced number of bays due to the need to manage junctions in accordance with guidance and the impact on works vehicles or visitors.
- 3.8 Parking can be an emotive subject and in many instances issues arise from poor parking behaviour or neighbour disputes. In these instances the Council works closely with the Police, who have additional powers to tackle dangerous or obstructive parking, but fundamentally the local authority will decline any expectation to mediate or introduce measures to manage such situations given its duty to make efficient and effective use of finite resources.
- 3.9 There are however a range of schemes where the Council is actively supporting the resolution of more widespread parking challenges.
- 3.10 In East Wichel, following concerns about the overall parking provision, narrow drives and garages provided by the developer and limited allocation of spaces per house, the Council has led a widespread investigation into parking provision. These have included design of spaces that otherwise would not be compliant with guidance, consultation on the options and discussions around the priority balance between provision and impact on access and any risks that this might create.

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- 3.11 While some in the local community have raised concerns, consultation has indicated that opinion is split relatively equally between those who want the original parking constraints to be enforced, those who want it left unmanaged as at present and those who want more managed bays to be introduced.
- 3.12 The team is also working on possible solutions to ease congestion along Redhouse Way caused by parking issues and in particular the impact that this has on providing sufficient width for buses to pass each other at key points along the road.
- 3.13 The challenges at Redhouse Way were first raised around four years ago and since that time no community consensus has been reached to limit the impact, reduce the instances of pavement parking, or encourage individuals to use courtyard parking to the rear of properties.
- 3.14 Parking guidance leaflets do exist within Transport Planning and Traffic Management and these are available for communities on request.
- 3.15 In most instances the parking issue is inevitably linked to wider traffic management issues. As part of the scrutiny consultation a number of issues were raised.
- 3.16 The middle section of some roads is becoming deteriorated as parking 'funnels' traffic into this one area, increasing wear and tear. However, experience indicates that the community would not support a loss of parking on one or both sides of the road to simply prolong carriageway maintenance.
- 3.17 Congestion due to parking has been raised; however, in many instances preventing parking to increase available road width would simply move the parking concerns to a neighbouring road and will increase traffic speeds and risk along the 'freed-up' road.
- 3.18 Parking for businesses and local shops is requested as a priority however this is typically in conflict with the limited parking for residents that would have led to the difficulties in shoppers finding a space.

### Review of Bus Lanes

- 3.19 The list of bus lanes across Swindon is given in appendix 1. The Council's Local Transport Plan, Transport Strategy and Bus Strategy detail the established policies and approach of supporting bus priority measures that the Council takes. This sits alongside the approach to sustainable travel provision.
- 3.20 There are no current plans to amend this strategy and indeed bus priority is being supported as part of the growth agenda with £10m in Local Growth Fund 2 being secured for bus priority corridors and with increased compliance with bus lanes

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and bus gates through improved camera based enforcement being actively promoted.

- 3.21 It is difficult to imagine that Swindon's growth of 22,000 houses by 2026 (the equivalent of five towns the size of Royal Wootton Bassett) can be accommodated on the network without the promotion of and increased use bus travel (alongside walking and cycling).
- 3.22 Whilst it is recognised that individuals will raise the delay to general traffic that a bus lane 'causes' and the potential benefit of releasing this 'space' for general traffic, in the vast majority of instances this request is based on a lack of understanding around network capacity and constraints.
- 3.23 Capacity limitations across any highway network are typically caused by 'node' (i.e. junction) capacity rather than 'link' (i.e. road) capacity. A bus lane typically uses capacity of the 'link' to allow the bus to bypass queuing traffic and re-join the traffic queue much closer to the junction.
- 3.24 In instances where the bus lane itself does not run through the junction, then the capacity of the junction itself and therefore the frequency of vehicles passing through it is unaffected.
- 3.25 Cricklade Road approaching Moonrakers junction from the north is a good example of this. Traffic spreads into 2 lanes on the approach to the mini roundabout. If we assume that there is a gap in the roundabout traffic every 6 seconds then 20 vehicles (2 lanes of 10) can pass through the junction each minute. Removing the bus lane would reduce the length of the overall queue (as vehicles would queue in 2 lanes) but would not reduce the time taken to get through the junction itself.
- 3.26 If the bus passes 40 vehicles this is a 2 minute saving for every bus passenger with drivers only having to queue for 6 seconds more than they would have done.
- 3.27 The types of turning movements at each junction, length of the 2 lane flare and risk that a longer queue can back up to the next junction causing problems elsewhere on the network do need to be considered. However these would be considered on a site by site basis if there was indication that a particular problem existed.
- 3.28 Current work within the team does however balance public feedback and perception against the need to promote bus travel and cope with Swindon's growth. And there is no indication that particular problems exist.

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### State of un-adopted roads and footpaths

- 3.29 Roads and footways can be classed as highway but remain unadopted by the Highway Authority for a number of reasons. New roads as part of an active development remain with the developer until adoption; private roads or back lanes to the rear of properties can often be individually owned by each house frontage; roads that have never been brought up to adoptable standard by a past developer remain their liability and for them to manage.
- 3.30 The current approach (excluding on-going development) is that the Council as highway authority is not looking to increase its adopted network or looking to take on additional liability that currently rests with a 3<sup>rd</sup> party.
- 3.31 The context around this approach is useful to understand. At present the Council has around 850km of network and a range of associated highway assets. Historical underinvestment in highway networks has occurred nationally for many decades. Swindon is no different than most authorities and has an asset 'backlog' figure of around £25m and a 'standstill' figure of around £8m. These are detailed in the Council's Asset Management Strategy (Cabinet Minute reference 34 – 2015/16).
- 3.32 This backlog figure is the level of investment that would be needed to bring the network back up to a 'good' condition. Roads suffer wear and tear and weathering each year and have a finite life, hence the stand-still figure is the amount that needs to be spent each year to maintain the network in its current condition – maintaining a position neither better nor worse than last year.
- 3.33 The annual capital settlement from Central Government is around £4.8m. This creates challenges in managing the asset, accepting and managing risk and selecting the most beneficial approach to 'glide' asset condition. Effectively a managed decline.
- 3.34 The lack of overall capital investment (resurfacing a whole road) increases the likelihood that reactive maintenance (patching, pothole filing) will be required increasing revenue commitment at a time when significant revenue savings are required to be made.
- 3.35 Highways and Transport do however take an active approach where possible:
- 3.35.1 We continue to inspect a number of unadopted roads (e.g. MOD road, Wroughton) and will make ad-hoc repairs given our potential exposure to some liability due to our duty of care under the Highways Act.
- 3.35.2 We have previously agreed to contribute to resurfacing where communities and parishes have secured the majority of funding, due to the longer term community benefit;

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3.35.3 The potential for community empowerment is an element which could build on the good initial work of parishing with a view to understanding how the authority can best help communities to help themselves.

### Road Safety – Summary of issues around the town, including Thamesdown Drive

- 3.36 Swindon is in a similar position to most local authorities that are seeing a significant slow-down in previous accident reduction rates. In many instances this is levelling or beginning to increase slightly. Accident trends are reported as part of the corporate dashboard and are detailed in appendix 2.
- 3.37 The national background to the change in trends is multifaceted:
- 3.37.1 Considerable work and investment nationally was against known accident sites; however, sites with obvious trends have generally been tackled. Traffic levels have continued to grow slightly over the period increasing risk on the network;
- 3.37.2 Cycling, walking and the use of motorcycles have also seen some increases and we know that these users are the most likely to have accidents and likely to be more severe.
- 3.37.3 Police enforcement over this period has inevitably been adjusted in response to the continuing pressures to restore fiscal responsibility to public sector funding. Initiatives such as safety camera partnerships and the use of speed cameras has reduced; in Swindon in particular this was an active decision based on a range of factors and pressures.
- 3.37.4 Investment into road safety teams for most authorities has continued to be reduced in response to national funding pressures. Within Swindon the previous road safety team has been rationalised, Road Safety Education, Training and promotion (influencing driver behaviour) has been reduced and there is continued pressure on contributing areas such as School crossing patrols, maintenance of the carriageway surface, grass cutting affecting rural visibility and cleaning and maintenance of highway signs and lines.
- 3.37.5 Swindon operates with one Road Safety Officer, who continues to work hard across the authority, particularly working with schools and continues to apply for and be successful in securing related DfT funding bids.
- 3.38 Notable success has occurred, with several of our schools recognised regionally and nationally for their good work around road safety and we continue to be successful in securing funding for cycle training through Bikeability. In addition the LTP delivery plan continues to allocate funding for network safety and
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improvement schemes and these continue to implement a range of schemes such as speed reductions through Inglesham; a segregated cycle route through Covingham part of the Eastern Flyer work; and pedestrian crossing facilities at Wroughton.

- 3.39 Thamesdown Drive was highlighted for consideration. The accident summary for Thamesdown Drive over the last 3 years is given in Appendix 3. Analysis of accidents indicates that the road has a relatively good safety record given the volume of traffic using it. However trends indicate that a number of accidents do occur with right turning traffic preceding through a red light signal.
- 3.40 This is part of ongoing discussions with the police who are responsible for enforcing moving traffic offences and consideration is being given to what further aspects could be introduced to highlight issues to drivers.
- 3.41 The use of camera enforcement technology is an element under consideration. However this cannot be seen as a short term solution. Many local authorities are aware that business cases for operating Safety Camera Partnerships and driver retraining courses take considerable development and are difficult to operate as cost neutral.
- 3.42 Given the limited resource within the teams and the priorities across other areas this was not considered as a high priority for inclusion in the LTP Implementation Plan approved by Cabinet in April 2017 (Cabinet Minute ref 122 - 2017/18).

#### **4. Alternative Options**

- 4.1 These items are presented to Committee for information only.

#### **5. Implications, Diversity Impact Assessment and Risk Management**

##### Financial and Procurement Implications

- 5.1 There are no financial or procurement implications arising from this report.

##### Legal and Human Rights Implications

- 5.2 Section 21 of the Local Government Act requires every local authority to establish an overview and scrutiny function to hold the Executive to account undertake policy development and review, monitor and improve performance.

##### All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

- 5.3 There are no other direct implications arising as a result of this report. Any further implications will be identified during the review work of the Committee and if it makes any recommendations.

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### Diversity Impact Assessment

- 5.4 No Diversity Impact Assessment is required at this stage. Any DIA that is required during the work of the Scrutiny Committee will be identified at the appropriate stage.

### Risk Management

- 5.5 No Risk Management issues have been identified at this stage. Any Risk Management issues will be identified at the appropriate time when a topic is under review by the Scrutiny Committee and if it makes any recommendations.

## **6. Consultees**

- 6.1 The Director of Finance (Section 151 Officer) and Director of Law and Democratic Services (Monitoring Officer) are consulted in respect of all reports.

## **7. Background Papers**

- 7.1 None

## **8. Appendices**

- 8.1 Appendix 1 – List of bus lanes and gates within Swindon  
8.2 Appendix 2 – Accident trends within Swindon  
8.3 Appendix 3 – Accidents on Thamesdown Drive



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### Appendix 1 – list of bus lanes and gates within Swindon

NAME OF ROAD	LENGTH OF BUS LANE	DIRECTION OF TRAVEL	DAYS/HOURS OF OPERATION	PERMITTED VEHICLES
Fleming Way (West)	The nearside lane from a point approximately 43 metres west of the western kerbline of Islington Street to a point approximately 39 metres east of the eastern kerbline of Fleet Street	Westbound Carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
Fleming Way (East) 01	The nearside lane from a point approximately 64 metres west of the western kerbline of Medgbury Place to a point approximately 217 metres east of that kerbline.	Eastbound Carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
Fleming Way (East) 02	The nearside lane from a point approximately 235 metres east of the eastern kerbline of Medgebury Place to a point approximately 65 metres west of that kerbline.	Westbound Carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
Princes Street 01	The nearside lane from a point approximately 117 metres south of the northern kerbline of Gordon Road to a point approximately 131 metres north of that kerbline.	Northbound Carriageway	7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
Holbrook Way	The nearside lane from a point approximately 41 metres north east of the north eastern kerbline of Bridge Street to a point approximately 132 metres south west of that kerbline.	Westbound Carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
Faringdon Road	The offside lane from a point approximately 11 metres west of the western kerbline of East Street to a point approximately 84 metres west of that kerbline.	Westbound Carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
Wootton Bassett Road	The nearside lane from a point approximately 75 metres east of its junction with Mannington Roundabout (Wootton Bassett Road central reservation at its junction with Mannington Roundabout) to a point approximately 237 metres east of that junction.	Eastbound Carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
A4259 Queens Drive	The nearside lane from a point approximately 106 metres south of the southern kerbline of Upham Road to a point approximately 126 metres east of its junction with the Magic Roundabout.	Northwest bound carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
A4311 Cricklade Road 01	The nearside lane from the Copse Park and Ride Car Park exit to a point approximately 159 metres south of the southern kerbline of	Southbound Carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis

Further information on the subject of this report can be obtained from Jason Humm, [jhumm@swindon.gov.uk](mailto:jhumm@swindon.gov.uk)

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NAME OF ROAD	LENGTH OF BUS LANE	DIRECTION OF TRAVEL	DAYS/HOURS OF OPERATION	PERMITTED VEHICLES
	Okus Grove.			Authorised Vehicles
Penhill Drive	The nearside lane from a point approximately 40 metres east of the eastern kerbline of Inglesham Road to its junction with Cricklade Road.	Eastbound Carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
A4311 Cirencester Way 01	The nearside lane from a point approximately 165 metres south of the southern kerbline of Liddington Street to a point approximately 149 metres south of that junction.	Northbound Carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
A4311 Cricklade Road 02	The nearside lane from a point approximately 120 metres south of the southern kerbline of Liddington Street to a point approximately 73 metres north of that kerbline.	Northbound Carriageway	7 Days a week 7am to 7pm of each day	Motorcycles Pedal Cycles Taxis Authorised Vehicles
Regent Circus	From a point 31.4 metres of the eastern kerbline of Commercial Road and Regent Circus to the junction with Princes Street.	Eastbound Carriageway	7 Days a week 24 hours of each day	Pedal Cycles
Princes Street 02	From its junction with Regent Circus for a length of 66.5 metres in a northerly direction.	Northbound Carriageway	7 Days a week 24 hours of each day	Pedal Cycles
Tewkesbury Way	The nearside lane from its junction with Mannington Lane to its junction with Great Western Way.	Eastbound Carriageway	7 Days a week 24 hours of each day	Pedal Cycles
Penzance Drive	The nearside lane from a point approximately 85 metres west of that un-named bus only road between Penzance Drive and Rodbourne Road to its junction with that road.	Eastbound Carriageway	7 Days a week 24 hours of each day	Pedal Cycles
Cricklade Road	The nearside lane from a point approximately 34 metres north of northern kerbline of Poplar Avenue to its junction with Cirencester Way.	Northbound Carriageway	7 Days a week 24 hours of each day	Pedal Cycles Motorcycles
Emlyn Square	The nearside lane from its junction with London Street to its junction with Faringdon Road.	Southbound Carriageway	7 Days a week 24 hours of each day	none
Highworth Road	From a point 40 metres north of the property boundary of Tranatore and Rulfcott for a distance of 218 metres in a southerly direction.	Eastern Carriageway	7 days a week 7am to 7pm	Motorcycles Pedal Cycles Taxis Authorised Vehicles

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### LENGTHS OF ROAD RESERVED AS BUS GATES

Name of Road	Direction of Travel	Length of Bus Gate	Hours of operation	Permitted Vehicles
Torun Way	Both Directions	From the junction with Casterbridge Road to the junction of White Eagle Road for a distance of approx. 97 metres	7 days a week 24 Hours a day	
Mazurek Way	Both Directions	From a point 58 metres from the junction of Manor Farm Roundabout for a distance of 203 metres in a westerly direction.	7 days a week 24 Hours a day	Pedal Cycles
Ermin Street	Both Directions	From its junction with Hobley Drive to a point 10 metres south east of that junction.	7 days a week 24 Hours a day	Pedal Cycles
Ferndale Road	Both Directions	From a point 45 metres east of its junction with Kitchener Street to a point 60 metres east of that junction.	7 days a week 24 Hours a day	Pedal Cycles
Upham Road	Both Directions	From a point 13 metres west of the junction to Queens Drive Service Road to a point 9 metres west of that junction.	7 days a week 24 hours a day	
Polaris Way	Both Directions	From a point 70 metres south west of its junction with Cockleberry Roundabout in a south westerly direction to a point 127 metres east of its junction with North Star Avenue.	7 days a week 24 hours a day	
Bristol Street	Easterly Directions	From its junction with Emlyn Square (west) to its junction with Emlyn Square (east)	7 days a week 24 hours a day	Pedal Cycles
Church Place (East and West Section)	Easterly Direction	Between its junction with Church Place (North and South Section) and a point 28 metres west of that junction.	7 days a week 24 hours a day	
Un-named link road between Chelmsford Road and Eastleaze Road	Both Directions	From its junction with Eastleaze Road to its junction with Chelmsford Road	7 days a week 24 hours a day	
New College Drive	Both Directions	From its junction with Bilborough Drive to its junction with the exit road from New College.	7 days a week 24 hours a day	Pedal Cycles
Un-named Service Road to and from Asda Walmart	Both Directions	From a point 2 metres north of its roundabout junction with Lady Lane called 'Manor Farm' to a point 18 metres north of that point.	7 days a week 24 hours a day	
Un-named link road between Marlborough Road & Liden Dr	Both Directions	From its junction with Liden Drive to its junction with Marlborough Road (A4259)	7 days a week 24 hours a day	

Further information on the subject of this report can be obtained from Jason Humm, [jhumm@swindon.gov.uk](mailto:jhumm@swindon.gov.uk)

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Name of Road	Direction of Travel	Length of Bus Gate	Hours of operation	Permitted Vehicles
Marlborough Road (Hospital access road)	Western Carriageway	From its junction with Marlborough Road (Hospital access road) roundabout to its junction with the Marlborough Road (Hospital access road)	7 days a week 24 hours a day	
Eastern Link Road joining Penzance Drive and Wootton Bassett Road	South Direction	The whole length	7 days a week 24 hours a day	
Un-named link road from Great Western Way to Mannington Lane	Westerly Direction	From Great Western Way at a point approximately 50 metres north of the Mannington Roundabout for a distance of 253 metres in a westerly direction	7 days a week 24 hours a day	
Un-named link road from the junction with Mannington Lane to Tewkesbury Way	South Easterly Direction	From its junction with Mannington Lane in a south easterly direction to its junction with Tewkesbury Way.	7 days a week 24 hours a day	
Penzance Drive	Both Directions	From Rodbourne Road junction to Outlet Centre access	7 days a week 24 hours a day	Pedal Cycles
East Wichel Way	Both Directions	Between its junction with Croft Road (A4361) and Cornwood Road	7 days a week 24 Hours a day	Pedal Cycles
East Wichel Way	Both Directions	Between its junction with Foxham Way and Arnhill Road / Barbrook Road	7 days a week 24 Hours a day	Pedal Cycles
Stratton Road	Both Directions	From its junction with Stratton Slip Road (to Swindon Road) to its junction with Greenbridge Retail Park Road.	7 days a week 24 Hours a day	Pedal Cycles

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### LENGTHS OF ROAD RESERVED AS BUS ONLY ROAD

Name of Road	Direction of Travel	Length of Bus Only Road	Hours of Operation
Marlborough Road	Northwest bound (offside carriageway)	From a point 90 metres southeast of its junction with the un-named link road to Liden Drive to its junction with that road.	7 days a week 24 hours a day
County Road	Southbound Carriageway	The offside lane from a point approximately 20 metres south of its junction with Elmina Road to its junction with Manchester Road.	7 Days a week 24 hours of each day
Fleming Way 01	North	(East of Princes Street) from the westbound carriageway into Corporation Street in a northerly direction.	7 days a week 24 hours a day
Fleming Way 02	South	(West of Princes Street) From the eastbound carriageway into Princes Street in a southerly direction.	7 days a week 24 hours a day
Princes Street 03	West	(Junction with Fleming Way east) from the southbound carriageway into Fleming Way in a westerly direction.	7 days a week 24 hours a day
A4311 Cirencester Way 02	South	The offside lane from a point approximately 85 metres south of its junction with Liddington Street for a distance of approximately 90 metres	7 days a week 24 hours a day
Pipers Way	Eastbound Carriageway	The offside lane from a point 7 metres north west of the centre line of the south access of Wroughton Park and Ride, for a distance of 46 metres in a north westerly direction.	7 Days a week 24 hours of each day

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### Appendix 2 – Accident trends within Swindon

#### Highways & Transport - Accident analysis 2016

Analysis of accident statistics for Swindon roads for 2016 has been completed. Data for the 5 year period 2012 to 2016 is included for comparison. Data is supplied by Wiltshire Police and covers incidents resulting in:

**Death** – which occurred within 30 days of the accident

**Serious injury** - an injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment

**Slight injury** - an injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. Includes injuries not requiring medical treatment.

Data does not include the M4 or A419 (Highways England roads).

KSI is an abbreviation of “Killed or seriously injured”

#### Number of accidents (ie individual incidents)

Year	Total number of accidents	Number involving fatality	Number involving KSI	KSI as % of total
2012	414	2	65	15.7
2013	346	4	45	13
2014	363	2	55	15.2
2015	399	3	58	14.5
2016	441	1	70	15.9
Total	1963	12		14.9

#### Casualties per year

Year	Total number of casualties	Number of fatalities	Number of KSI casualties
2012	533	2	69
2013	446	4	50
2014	466	2	61
2015	517	5	65
2016	561	1	73
Total	2523	14	318

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### **Appendix 3 – Accidents on Thamesdown Drive**

01/05/14 to 30/04/17 (36 months)

#### **Number of accidents (ie individual incidents)**

Accidents involving	Fatal	Serious	Slight	Total
Motor vehicles only	1	3	39	43
2-wheeled motor vehicles	0	2	3	5
Pedal cycles	0	1	3	4
Total	1	6	45	52

#### **Casualties**

Type	Fatal	Serious	Slight	Total
Vehicle driver	0	4	51	55
Passenger	1	0	29	30
Motorcycle Rider	0	2	3	5
Cyclist	0	1	3	4
Pedestrian	0	0	1	1
Total	1	7	87	95