

Local Transport Plan Refresh Consultation

1. Consultation Questionnaire

We are keen to hear your thoughts on the draft Local Transport Plan refresh document for Swindon as we develop it during formal consultation. We have prepared this feedback questionnaire for you to give your comments.

What information do you need before completing the questionnaire?

We recommend that you view the draft Local Transport Plan refresh document on line at www.swindon.gov.uk/info/20019/consultations_engagement_and_surveys before responding to this questionnaire.

If you have any questions concerning the consultation, or require the document or questionnaire in another format, please e-mail transportplanning@swindon.gov.uk. Within the survey we are not asking for any personal information that could identify you - so please do not include any information of this type in your answers. If you have any specific enquiries please e-mail transportplanning@swindon.gov.uk

2. Section One - About you

1. Are you responding as....? *

- Yourself as an individual
- Yourself in your professional capacity
- A Parish, Town or Borough Councillor
- X** **A Parish or Town Council**
- A public sector organisation
- A business
- A charity, voluntary or community sector organisation
- Other (please specify):

2. If you are responding in your professional capacity, please tell us what it is.

3. If you are responding on behalf of an organisation (council, public sector body, business, community or voluntary sector organisation) please tell us the name of your organisation.

4. Please tell us the first 4 characters of your postcode (for example SN57) *

SN25

5. How did you find out about this consultation? *

Email from Swindon Borough Council

Newspaper article

From my Parish/Town Council

Social media (Facebook, Twitter, LinkedIn)

Swindon Borough Council website

From a friend or relative

From a local business

Other (please specify):

3. Section Two - Review of existing Local Transport Plan

The LTP refresh includes a review of progress since 2011 towards delivering the agreed outcomes from the previous Local Transport Plan. It also involved assembly of an evidence base of information regarding transport in Swindon.

6. To what extent do you agree or disagree that the review of progress since 2011 (Section 4) reflects your experience in Swindon? *

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Comments: (We ask you not to identify yourself within your response)

With reference to North Swindon.

When North Swindon was developed @20 years ago, Thamesdown Drive was constructed with the understanding that it would be continue as a dual carriageway to the Barnfield Site. This has not occurred, meaning that the increased traffic caused by the development; and now Tadpole Farm; has increased the pressure on Purton Road/Akers Way & Purton Road/Mead Way.

Purton Way, Mead Way & Akers Way were not constructed for the current level of traffic, to make no mention of the additional traffic generated by the development at Ridgeway Farm.

Though the Ridgeway Farm development is in Wiltshire, the residents naturally look to North Swindon or the Greater Swindon Area to meet their needs, shopping, work, entertainment and schooling etc. rather than the Wiltshire towns of Trowbridge or Salisbury.

With reference to Oakhurst, a bus stop has recently been installed near the Oakhurst Drive/Voyager Drive roundabout, this is the nearest stop for the residents of Minnow Close; approximately 1000m, a 11/13-minute walk. There are two routes from Minnow to the bus stop, one being along Tadpole Lane, which doesn't have a pavement, has poor visibility, and unenforced speed limit: hardly convenient if carrying shopping, with children and/or prams, or having mobility issues.

It should be noted that the houses at Tadpole Mews are only 250m from the bus stop, however there is no pavement to use, residents are required to walk along Tadpole Lane, facing the same issues stated before.

When creating new developments, consideration should be given to road widths and locality of bus stops, i.e., the maximum distance of a bus stop from anyone building. Bus Stop Design Guide | Department for Infrastructure (infrastructure-ni.gov.uk),

- No resident has to walk more than 400m from their home to the bus stop
- The majority of residents have no more than 200m to walk between their homes and bus stop
- In the case of residences designed specifically for the elderly or the mobility impaired, there should be not more than 100m between the development and the bus stop
- Where there are gradients the suggested walking distance should be reduced by 10m for every 1% rise or fall.

As mentioned above there is an issue with vehicle speeds along Tadpole Lane, though 30mph from Oakhurst out to Mayfly Road, it changes to 50mph just beyond the Mayfly Road junction, consideration should be given to making the speed limit 30mph along the full length of Tadpole Lane past the railway bridge and on to the junction at Tadpole Lane/Hayes Knoll Road/Packhorse Lane/B4553, commonly known as the Cross Lanes Junction.

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7. To what extent do you agree or disagree that the evidence base includes all the appropriate information necessary in assessing the transport situation in Swindon? *

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Comments: (We ask you not to identify yourself within your response)

The report provided by Atkins, appears fully comprehensive.

4. Section Three - Review of themes, challenges and outcomes

The refresh has identified several themes and focus areas that have emerged or grown in focus since 2011 - and these have been assessed to ensure they are properly reflected in the new LTP. A refreshed list of challenges to be considered by the LTP has been produced along with a refreshed list of outcomes that should be achieved in order to address those challenges.

8. To what extent do you agree or disagree that the key themes identified in Section 6 include the main areas that require focus for the refreshed LTP? *

- Strongly agree
- Agree**
- Neither agree nor disagree
- Disagree
- Strongly disagree

Comments: (We ask you not to identify yourself within your response)

One of the statements says "The Sustrans Manifesto for UK Government sets out the walking and cycling charity's vision in which all people living in towns and cities have access to everything they need within a 20-minute walking round trip". To achieve this, SBC must consider school provision to reduce the number of car & bus journeys undertaken ferrying children to and from school.

9. To what extent do you agree or disagree that the refreshed list of challenges (Section 7) reflects the key issues to be addressed by the new LTP? *

- Strongly agree
- Agree**
- Neither agree nor disagree
- Disagree
- Strongly disagree

Comments: (We ask you not to identify yourself within your response)

10. To what extent do you agree or disagree that the refreshed list of outcomes (Section 7) will address the challenges that have been identified within the LTP? *

- Strongly agree
- X** **Agree**
- Neither agree nor disagree
- Disagree
- Strongly disagree

Comments: (We ask you not to identify yourself within your answer)

5. Section Four - Proposed Strategy

The document sets out a revised list of policy area recommendations to address the challenges that have been identified and contribute to the delivery of the transport outcomes. It then sets out a Long list of potential interventions that should be subject to further assessment based upon their potential to meet the objectives. These will then be included in the future LTP Implementation Plan.

11. To what extent do you agree or disagree that the list of policy area recommendations (Section 10) will address the challenges identified and deliver the desired outcomes? *

- Strongly agree
- X** **Agree**
- Neither agree nor disagree
- Disagree
- Strongly disagree

Comments: (We ask you not to identify yourself in your response)

12. To what extent do you agree or disagree that the Long List of Options (Section 11) includes all the potential interventions that should be assessed for shortlisting to deliver the desired outcomes? *

- Strongly agree
- Agree**
- Neither agree nor disagree
- Disagree
- Strongly disagree

Comments: (We ask you not to identify yourself within your response)

13. To what extent do you agree that the Avoid-Shift-Improve Framework (Section 9) and the Shortlisting Tool (Section 12) provide an appropriate methodology for prioritising the interventions to be included in the emerging Implementation Plan? *

- Strongly agree
- Agree**
- Neither agree nor disagree
- Disagree
- Strongly disagree

Comments: (We ask you not to identify yourself in your response)

6. Section Five - Equality analysis

To help ensure that we are meeting our obligations under the Equality act 2010 we are developing a Diversity Impact Assessment (DIA) for the Local Transport Plan.

A DIA is a tool to assess the contribution to meeting our equality duties and the impact any proposals would have on the protected characteristics of age, disability, sex, transgender, marriage/civil partnership, maternity/pregnancy, race, religion/belief, and sexual orientation. The LTP refresh has developed an equality analysis as a DIA evidence base to assess the current position in relation to transport and those with protected characteristics. This is summarised at section 6.2 of the LTP document itself. More detail is available on request.

14. We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below.

The equality analysis seems to cover all groups.

7. Section Six - More about you

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we are asking you these questions. We won't share the information you give us with anyone else. We'll use it only to help us make decisions and improve our services.

If you would rather not answer any of these questions, you don't have to. It is not necessary to answer these questions if you are responding on behalf of an organisation.

15. Are you....?

- Male
- Female
- Other
- Prefer not to say

16. Which of these age groups apply to you?

- 17 or younger
- 18-20
- 21-29
- 30-39

- 40-49
- 50-59
- 60 or older

17. Do you consider yourself to be disabled?

- Yes
- No
- Prefer not to say

18. If you answered "yes" to the previous question please tell us the type of impairment that applies to you.

- Physical impairment
- Sensory impairment (hearing, sight or both)
- Longstanding illness or health condition or epilepsy
- Mental health condition
- Learning disability
- Prefer not to say
- Other (please specify): Not answering this as the responses are made on behalf of an organisation**
