SUBJECT: FORMAL ESCALATION: Statutory Non-Compliance & Severe Infrastructure Liability [Thursday Street Corridor, SN25].

For the Urgent Attention of:

- Sam Mowbray (CEO, Swindon Borough Council)
- Cris Butler (Highways Liability & Infrastructure Team, SBC)
- Martin Dean & Ed Wills (Executive Leadership, Go Ahead Group / Swindon's Bus Company)
- Operational Planning Team (Dorset & Wiltshire Fire and Rescue Service)

Cc: The Chief Executive Officer & Parish Clerk, Haydon Wick Parish Council (For entry into the Public Record under the Local Government Act 1972 and immediate agenda tabling for the Planning and Highways Committee meeting on Tuesday, 24th November 2026).

Dear Madam and Sirs,

This correspondence serves as direct, explicit notification to the Highway Authority (Swindon Borough Council) and the Transport Operator (Swindon's Bus Company) of active statutory breaches, structural asset damage, and critical public safety failures along Thursday Street and Friday Street.

By introducing 67 daily multi tonne commercial vehicle movements into a minor residential feeder road in the absence of any verifiable Equality Impact Assessment (EIA), Traffic Risk Assessment, or Road Safety Audit (RSA) made available for statutory scrutiny, both organizations hold exclusive operational and joint statutory liability for the engineered hazards detailed in the attached dossier.

The primary physical and legal constraints are summarized below, and are fully evidenced by accompanying CCTV footage and data tracking:

Note: The attached dossier provides irrefutable CCTV evidence and geometric data establishing severe liability for ongoing structural damage and pedestrian near misses along Thursday Street. Crucially, the entire index of severe infractions, including three separate commercial buses mounting pedestrian footpaths and the destruction of a public asset bollard, was captured within a brief, 16-day sampling window in October 2026. This high frequency proves the current routing is a daily, unmanaged operational hazard rather than a series of isolated incidents.

1. Geometric Impossibility: The total available carriageway width on the blind bend curve of Thursday Street is 6.5 to 7 metres. Standard, lawful residential parking occupies 1.8 metres, minimum. Two standard commercial transit buses require a minimum passing width of 6.9 metres (exceeding 7 metres on horizontal S bends due to rigid 12m length vehicle swept paths). Bidirectional transit through this corridor is a mathematical impossibility, causing routine 40-minute cascading network lockouts and forcing professional bus drivers to mount pedestrian footpaths. The CCTV evidence of footpath mounting and bollard destruction is being submitted to the Office of the Traffic Commissioner under Section 26 of the Transport Act 1985 and to the police (dangerous driving).

2. School Crossing Visibility Failure: The blind S bend curve along with the uphill ascent to the QE2 crossing, fails to meet the Department for Transport's Manual for Streets 43 metre national DfT design safety standard for Stopping Sight Distance (SSD). Due to building proximity and unmaintained foliage, uphill drivers have less than 35 metres of forward view. This creates an engineered 8 to 10 metre safety deficit at a critical pedestrian terminal serving four local primary and secondary schools. This becomes even more of a hazard when taking into account drivers speeding, due to frustrations caused by these buses.

3. Emergency Service Access Obstruction: Under Section 11 of the Fire and Rescue Services Act 2004, emergency appliance access must be secured. The bus induced gridlocks on this unaltered 6.5 metre corridor pack traffic tightly kerb to kerb with zero escape lanes, structurally compromising emergency access for 15 tonne fire appliances and 26 tonne Aerial Ladder Platforms. In September, the bus operator publicly cited fire engine access as a critical safety priority in the local press, yet their own permanent routing of Routes 15, 16 and the temporary routing of Bus 11, alongside SBC's failure to intervene, creates the exact kerb to kerb gridlock that compromises 15 tonne fire engines and 26 tonne Aerial Ladder Platforms on Thursday Street.

4. Pre-emption of Parking Restrictions: To pre-empt any attempt to obfuscate these administrative errors by retroactively introducing yellow lines or other parking restrictions: you cannot strip residents of lawful parking to salvage a secretive routing decision implemented without a Traffic Risk Assessment. Thursday Street and Friday Street were designed as low-speed residential access roads under 2006 estate layouts, not primary bus corridors. Imposing Traffic Regulation Orders (TROs) to retrofit a bus route onto roads built with PPG3 parking limits shifts the operational cost of the 2022 bus rerouting directly onto residents. The removal of established residential parking to allow 12 metre rigid buses to transit safely is a public admission that the route choice itself violates basic highways architecture. Yellow lines do not straighten horizontal curves or fix blind school crossings.

Procedural Delays and Information Suppression

SBC is currently operating outside statutory parameters. SBC has formally conceded in writing that its statutory 20 working-day compliance deadlines have been breached regarding active investigations into missing Equality or Risk Assessments and resident consultation records (Case References: FOI010652 and FOI010688).

Conclusion

Finally, as SBC drafts its statutory Bus Network Accessibility Plan ahead of the 31 March 2027 government deadline, it must enforce residential rights and public safety rather than granting Swindon's Bus Company *carte blanche* to prioritise commercial profitability over documented safety hazards. These ongoing hazards violate your strict operational duties under Section 122 of the Road Traffic Regulation Act 1984 and fail the *Wednesbury* principles of administrative rationality.

Formal Demands and Actions Required:

1. Both executive leadership teams are required to provide a coordinated, transparent response within 15 working days of this transmission, confirming receipt of this escalation and the successful transfer of these materials to your respective risk, infrastructure, and liability teams.

2. This complete representation, alongside the attached 10-page statutory document, photographic and video evidence index, has been formally entered into the public record via the Haydon Wick Parish Clerk to ensure comprehensive public scrutiny at the upcoming committee meeting on Tuesday, 24th November 2026.

The full statutory, regulatory and geometric case, including the primary demand to revert to pre-September 2022 alignments utilising the wider distributor network, is detailed in the attached submission.

CCTV, mobile phone recordings and photographic evidence can be requested from the Haydon Wick Parish Clerk or from myself.

I expect your immediate attention to this matter.

Regards,

Signed electronically: /s/ *Kevin Fitzgerald MBE*
Full Name: Kevin Fitzgerald MBE
Capacity: Resident (No. 66 Thursday Street, Swindon, SN25 1SR)
Date: 14 November 2026

ATTACHMENTS ENCLOSED:

Statutory Non-Compliance & Severe Infrastructure Liability Main dossier [Thursday Street Corridor, SN25].pdf
THURSDAY STREET CORRIDOR: EVIDENCE INDEX & EXHIBIT LOG.pdf
Google Earth overhead views of Thursday St, Eyre Close bus stops on the Blind S bend and Thursday & Friday St overhead view.
Copy of emails from Ed Wills, Managing Director, Go South Coast.