



Central Swindon South Parish Council

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To whom it may concern,

Please find below our collated response to the Draft Town Centre Movement Strategy Consultation.

### **Draft Town Centre Movement Strategy**

There is no mention of the fact that cycles are currently forbidden in most of the Town Centre and that there is no cycle infrastructure through the main high streets. This forces cyclists either to circle around the outskirts of Town Centre on main roads or to dismount and walk.

There are some 'Solutions' which don't seem to match the problems:

- Why is "on-street bus interchanges" and "high quality bus stops" a priority when this isn't listed as an issue?
- There is no solution offered for the fact that buses conflict with Eastern traffic routes.
- Are there no new bus lanes planned? Also, there is no mention of bus-priority signal junctions etc.
- The lack of rail mainline crossings is listed as a problem but adding new road crossings is not listed as solution.

Intervention C: Two way town centre ring:

- Will this make traffic worse? Adding two-way travel to Manchester Road or Commercial Road would cause additional congestion as cars turn into side streets from both directions.
- Will this worsen traffic and therefore air quality issues on primarily residential streets like Manchester Road?
- Removes the possibility of adding dedicated bus lanes to these streets and means that bus stops will now hold up traffic (as there is less opportunity to pass).

Intervention E - Buses in conservation areas:

- If buses are routed out of the Railway Village, will this decrease access to bus routes to residents and businesses?

Intervention F - Connect strategic Flyer routes:

- There is no suggestion of improving cycle routes to the south east, including no suggestion of better cycle infrastructure on Commercial Road, Princes Street, or into Old Town.
- Is there an opportunity to connect the Town Centre with Route 45, which passes through Lawn & Old Town?
- The Parish Council would recommend installation of proper cycle infrastructure between Regent Circus and Newport Street, perhaps all the way to Pipers Roundabout.
- The mention of secondary cycle routes does not mention additional signage used to identify these routes.