

Swindon Central Area Action Plan Inquiry.

Further written statement from Charmian Spickernell structured round the identified transport issues.

Strategic Policy Issues [2] Session 2 Thursday 26 June.

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Bullet 1 Tests of soundness 6,7

It is considered that the transport strategy for Swindon and the town centre are unsound because they do not aim to reduce reliance on the car. This conflicts with PPG13 and with the Panel recommendations for the SWRSS, policy Trans 1.

The Alan Baxter Report is already out of date as the price of fuel has increased and so has the urgency attached to the need to address climate change.

In order to attract shoppers to access the centre, the following more sustainable alternatives should be pursued:

- a) continuing to make the town centre an attractive place to live so there are more local shoppers, including those who make use of car pools rather than owning a car.
- b) providing access by public transport, and segregated paths for walking and cycling.
- c) reducing the car parking in the centre, except near the station and bus station
- d) ensuring development on the outskirts provides for public transport and NMUs to reach the centre and there are no access routes encourage cars to make longer journeys and/or go to destinations out of the town.

This would be in line with Swindon's aim to be a "green" town.

Policy 5 Last sentence. After "setting out a commitment to" replace the rest with "reduce reliance on the car and make provision for public transport and for non-motorised users."

While the proposals for keeping circulating traffic out of the town centre are welcomed, it seem the proposals in the Plan have little chance of integrating with transport planning for Swindon generally, including development on the outskirts and the wider catchment area because

- a) there is no circular public transport system round the central area as was originally suggested in the Shillam & Shillam Report. Those in the central area may find it difficult to reach different areas within it, for example going from Victoria Road to the Outlet Centre. How will the bus interchanges work?
- b) there has so far been a lost opportunity for a rail crossing from the Southern Development Area to Great Western Way due in part to the lack of a comprehensive comparison of alternatives when the route tunnelling out under the motorway was chosen rather than a rail-crossing route as had originally been

intended.. Traffic and congestion will be increased as opposed to having better facilities for public transport and NMUs to access the centre.

Policy 6. Clear signage to car parks assumes there will be car parks, encouraging use of the car. This conflicts with reducing car usage. Instead it should be clear signage to bus stops, cycle parks and the station.

Bullet 3. Test of soundness 7

Locating the new bus station at Fleming Way may be because it could be delivered soon. It acts already a bus exchange with different buses stopping there. However, it desperately needs better facilities than the old bus station. These could be built over Fleming Way and a crossing above the road would complement the passageway underneath the road. The problem of how train passengers with luggage access the bus station does not appear to have been solved as yet. Could there be a trolley system? This would need to be decided ahead of planning the new station building.

Policy 9 . Delete para 2 re the provision of new strategic scale car parks.