

## Transport

**Working group, Chaired by Peta Guest comprising six members, with the following scope:**

*Monitor the level of traffic, recommend strategies to improve the safety of the Parish and clarify what transport was available and who was eligible to use it*

**Consultation undertaken:** Information gathered from public meetings, local residents, parents, and traffic, car and school bus surveys and information extracted from returned questionnaires

### Key issues identified:

**Traffic calming measures.**

	For = F	Against = A			
	Lydiard Green	Holborn Corner	Stone Lane	Church Chicane	The Beeches
Improved speed limit signs as you enter the village?	F = 151 A = 45	F = 154 A = 38	F = 145 A = 38		
Rumble strips as you enter the village?	F = 127 A = 68	F = 111 A = 69	F = 116 A = 65		
Red strip across entrance to village with speed limit?	F = 123 A = 61	F = 118 A = 57	F = 117 A = 55		
Warning signs before bends on village side?	F = 124 A = 55	F = 127 A = 51		F = 104 A = 44	
Warning signs on Swindon side?	F = 117 A = 51	F = 126 A = 54	F = 105 A = 48		
Bigger speed limit signs coming into Lydiard Millicent	F = 119 A = 63	F = 111 A = 57	F = 108 A = 53		
Better Warning signs for The Beeches junctions					F = 106 A = 53
Better warning signs of what is ahead between The Beeches and Church Chicane?				F = 131 A = 39	
A right of way from the mini roundabout end?				F = 70 A = 85	

The questionnaire analysis indicates strong support for the improvement of speed restriction signs at Holborn Corner, Stone Lane and Lydiard Green and also better warning signs of the Church Chicane from The Beeches direction.

Residents of The Beeches also recorded difficulties in gaining access on to the main road because of traffic speeding from both Lydiard Millicent and Lydiard Green directions.

### **Traffic levels**

Comparisons with the two locations for which 1987 traffic survey data exists indicated the flow of traffic has changed over the years. There is now a fairly equal spread of traffic going in both directions, i.e. to and from Swindon. The level of traffic has not increased dramatically, perhaps because of the calming measures introduced since 1987. However what is apparent is that roads which serve our Parish are being used as a through way with a destination which is not within our Community boundary.

<b>Summary Table</b>	<b>Survey date &amp; July 2004 07:45 to 09:15</b>	<b>Survey date &amp; July 2004 07:45 to 09:15</b>	<b>October 1987 Comparison 07:45 to 09:15</b>	<b>Comments</b>
Greenhill Crossroads	Purton to Lydiard 85 vehicles, Hook to Lydiard 324 vehicles, Hook to Purton 239 vehicles.	Lydiard to Purton 29 vehicles, Lydiard to Hook 371 vehicles, Purton to Hook 315 vehicles.	No 1987 comparison. Total traffic observed at junction was 1363 between 07:45 and 09:15	11 Buses went to Schools in Purton direction between 08:30am and 08:45 am
Stone Lane	Swindon to Lydiard 289 vehicles.	Lydiard to Swindon 309 vehicles.	No 1987 comparison. Total traffic observed at this location was 598 between 07:45 and 09:15	At the busiest period 08:15 to 08:30 126 vehicles passed through.
Nine Elms – Tewksbury Way junction	Nine Elms to Swindon 240 vehicles, Nine Elms to Lydiard 12 vehicles, Swindon to Lydiard 282 vehicles.	Swindon to Nine Elms 76 vehicles, Lydiard to Nine Elms 4 vehicles, Lydiard to Swindon 450 vehicles,	No 1987 Comparison. Total traffic observed at the junction was 1064 between 07:45 and 09:15	Between 07:45 and 09:15 332 vehicles are passing over the single vehicle bridge at Washpool.
Church Place Roundabout	Swindon to Lydiard Green 229 vehicles, Church Place to Lydiard Green 306 vehicles, Swindon to Church Place 134 vehicles.	Lydiard Green to Swindon 208 vehicles, Lydiard Green to Church Place 236 vehicles, Church Place to Swindon 232 vehicles	1987 traffic over the same time period (07:45 to 09:15) was 1255 compared to 1345 in 2004, an increase of 90 vehicles	Between the two survey dates, it was noted that traffic going towards Swindon has dropped by 73 vehicles, traffic going towards Lydiard Green has increased by 202.
Foresters Arms	Swindon to Common Platt 167 vehicles, Swindon to Purton 166 vehicles, Purton to Common Platt 146 vehicles.	Common Platt to Swindon 184 vehicles, Purton to Swindon 372 vehicles, Common Platt to Purton 42 vehicles.	1987 traffic over the same time period (07:45 to 09:15) was 1257 compared to 1007 in 2004, a reduction of 250 vehicles.	Traffic going towards Swindon has dropped by 441 vehicles, traffic coming from Swindon has increased by 117

### **School buses**

23 buses are travelling through the village for 1/2hour each am/pm during term time. Interestingly only 6 were observed picking up students in the village. WCC has been approached but it appears that the buses are not classed as heavy goods vehicles and are exempt from the weight restriction. Pressure should be placed on WHP, SBC and local bus operators to use main routes rather than village roads. The problem is likely to worsen where local secondary schools receive approval for expansion of pupil numbers

### School car parking

It is recognised within the Community and the Lydiard Millicent CE Primary School Governing Body that this is a problem area. Surveys carried out by both Working Group and the School Governing has identified that 68% of pupils attending reside within the catchment area, which is geographical challenging with the marked absence of suitable footpaths and public transport. It is an area which requires collaboration not confrontation between all parties and is strongly recommended that the LMPC takes the lead role in resolving this key issue.

### Transport currently available within the Community

There is a regular daily Thamesdown service bus into Swindon /Purton/Cricklade. Cross Country Coaches run a bus each Wednesday morning into Wootton Bassett. The Lydiard Link is a local voluntary service with volunteers using their own cars, available to anyone having difficulty getting from A-B.

Dial-A-Ride is a Swindon based voluntary organisation operating several mini buses, available to any disabled person who has difficulty using public transport and wishes to travel within the Swindon and surrounding area. Dial-A-Ride also runs a wheelchair accessible taxi which can take disabled clients to anywhere on mainland Britain at an agreed charge.

Priority	Action	Partners	Timescale
1	<b>Improved traffic measures</b> , primarily increased visibility of speed limit signs at Holborn Corner, Stone Lane and Lydiard Green. Also better warning signs between The Beeches and the Church Chicane.	WCC NWDC LMPC	Short
2	<b>School Parking</b> , Individual groups should consider uniting together with the vision of creating one united body to serve the Community and to ensure a safe and robust solution can be deployed which meets the requirements of the Parish.	WCC, NWDC, LMPC LM CE School GB Parish Hall Committee Church Committee Local Residents	Short
3	<b>Annual Traffic Surveys</b> , Our survey indicated our Village road infrastructure is being used as a throughway for vehicles whose final destination is beyond our communities' boundaries. With more developments targeted for Swindon. Partners may also wish to consider forming a traffic community group to collect more information on traffic flow for further thought by LMPC	LMPC Community Volunteers Local Commerce LM School Local Activity Groups	Medium
4	<b>Transport Information</b> , Information on available transport should be published at quarterly intervals and made available to the Community, perhaps on the Web-Site and/or the Community Magazine.	LPMC Community Magazine	Medium
5	<b>School Buses</b> , LMPC to lead a 'School Buses' Campaign to ensure that continual pressure/dialogue is maintained with the core partners to closely monitor the level of School Bus traffic, particularly where such buses do not collect students from our Parish.	WCC SBC LMPC	Short