

Parish Footpaths and Bridleways

Working Group, Chaired by Arthur Beltrami, consisted of two members with the following scope:

To determine long term requirements for pedestrian, cycle and horse access to, from and within the village. It covers all uses including leisure, work, shopping, medical, exercise and school. It includes disabled, babies in prams, and all ages. Safety is the major consideration.

Consultation undertaken: Information has been obtained from public meetings, questionnaires, unsolicited petition for better footpaths (circa 187 signatures), Village School transport survey, letters and E mails in response to parish magazine and other publicity, meetings with residents. Liaison was made with County Council Highways Department and Planning department. Contact also made with Bill Prendergast of WCC travel-wise scheme, Jonathan Wilshaw of the Great Western Community Forest, Sarah Finch-Crisp of the Lydiard Park redevelopment, Lydiard Millicent CE School and Governors and the Parish Hall committee.

Key issues arising: Results from Questionnaire

Cycle-ways, footpaths & bridle-ways

F = For, A = Against

	Holborn	Stone Lane	Lydiard Green	Meadow Springs to Washpool	Park Lane to School	To Lydiard Park
Cycle-ways are needed in the Parish at?	F = 115 A = 43	F = 94 A = 62	F = 89 A = 60	F = 81 A = 69	F = 88 A = 58	F = 91 A = 58
Footpaths are needed in Parish at?	F = 155 A = 30	F = 154 A = 30	F = 137 A = 38	F = 105 A = 53	F = 131 A = 32	F = 106 A = 56
Bridle-ways are needed in Parish at?	F = 58 A = 80	F = 55 A = 85	F = 51 A = 82	F = 46 A = 86		F = 60 A = 76

The results from the questionnaire indicate a preference towards Footpaths and Cycle-ways. Bridle-ways appear to be a minority interest with votes against exceeding votes for. Your voting indicated clear direction towards Footpaths at Holborn Corner, Stone Lane and Park Lane. For Cycle-ways, Holborn was a clear favourite, with Stone Lane, Lydiard Green and Park Lane coming equal second. LMPC may wish to review more specific suggestions.

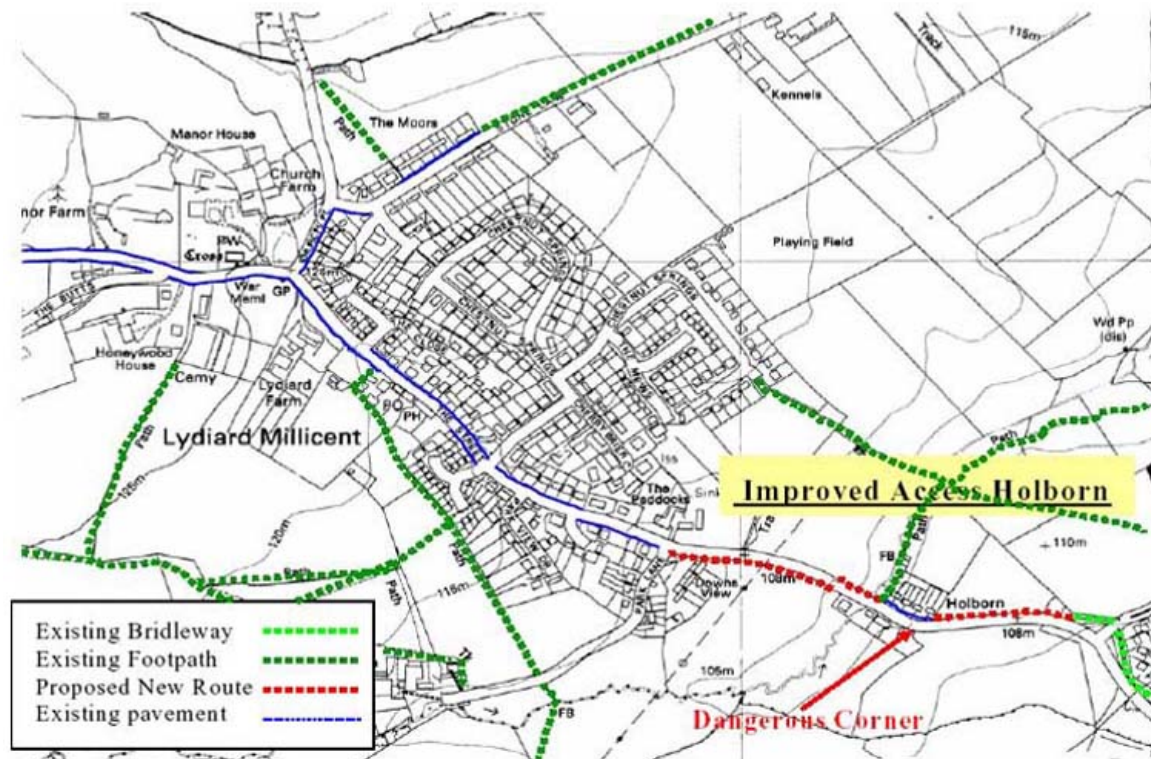
It is interesting to observe the transport survey results which concluded our Community is currently being used as a "Throughway". Complete adoption and implementation of, for example the top three footpaths may not necessarily reduce traffic flow but will most certainly contribute to a safer environment for our population who currently have to walk on the road in certain areas.

Indication from surveys carried out by LMCEPS Governing body has indicated improved footpaths which give an alternative safe route to the School would be used by Parents in the Community and should therefore contribute to improving the School Parking arena.

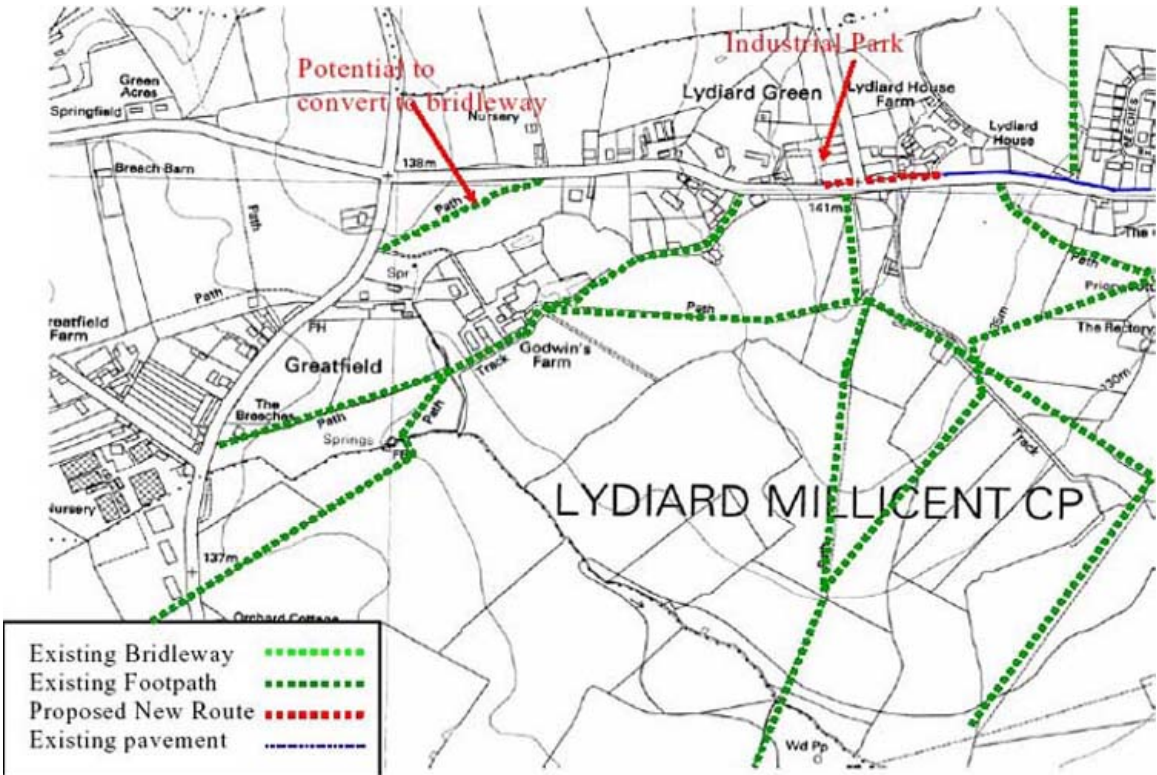
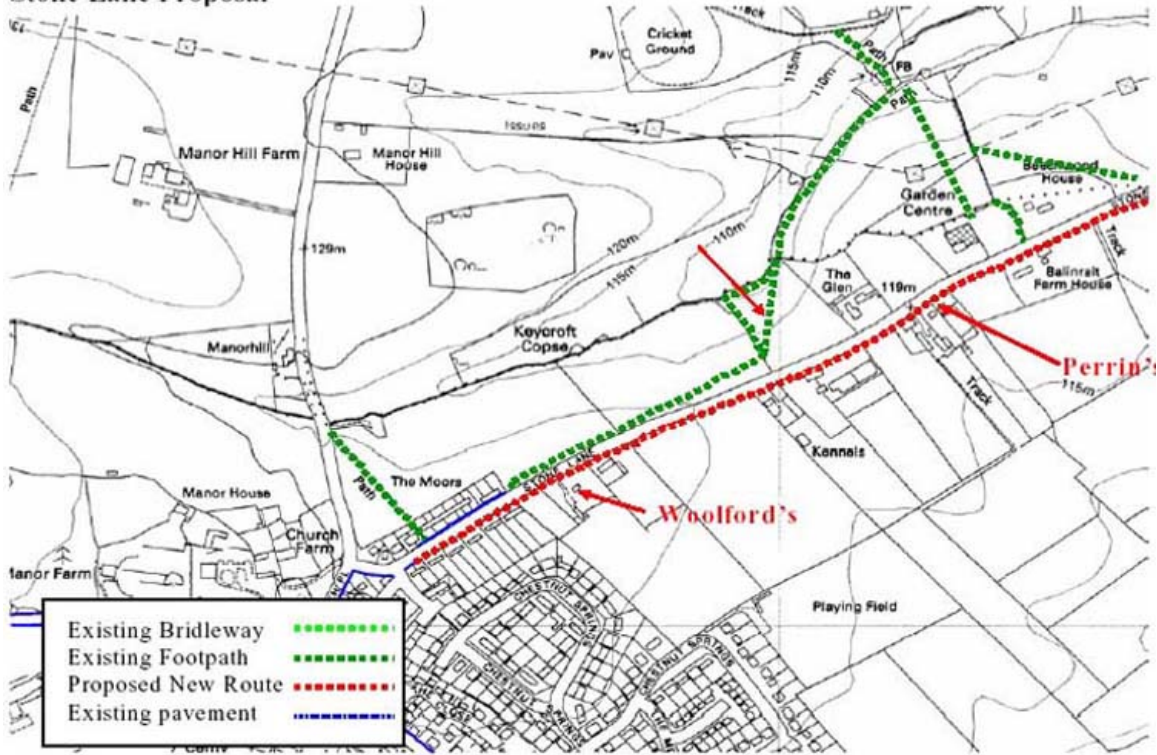
The loss of the village shop means that safe access is now needed to Woolford's, Toomers Garden Centre and Perrin's in Stone Lane and to the shops of West Swindon. The highest priority so far has been shown for improvements to Holborn Corner and Stone Lane.

It is generally accepted that for planning of long term solutions, the isolation of cycle, pedestrian and horse traffic from motorised transport is best practice for ensuring safe routes. The Community has shown its preference towards Footpath/Cycle path approach and it is these areas on which the following proposals can be put for further consideration by the relevant bodies.

Hoborn Corner Proposal



Stone Lane Proposal



Lydiard Green Access to industrial area

(Please note only three of the following six priority items have been included within this report, for details on the full list please refer to our web-site link www.lydiard-millicent.org.uk)

Priority	Action	Partners	Timescale
1	Holborn Corner: This item gives rise to extreme safety concerns in respect of access to and from the Village. The Parish Council should give this problem the very highest priority to ensure safe access is provided without delay with special regard to “push chairs”, cycles for Children and pedestrians of all ages	WCC Highways Dept, WCC Planning Dept, NWDC, LMPC Footpaths Officer	Immediate
2	Stone Lane: This has become even more desirable, due to the closure of the Village Post Office/Shop. Increase in traffic using Stone Lane has added to the difficulties of accessing the Garden Shop and the Garden Centre from the Village Centre, whilst the reverse applies for Residents reaching the Village, School, Church, as well as Parish Hall Functions.	WCC Highways Dept, WCC Planning Dept, NWDC, LMPC Footpaths Officer	Immediate
3	Lydiard Green: The residents of Lydiard Green and the businesses on Lydiard Green Industrial Estate feel isolated from the Central Village Facilities. It is felt also, that unnecessary vehicle traffic has been generated due to the poor and in places dangerous, path and pavement provision.	WCC Highways Dept, WCC Planning Dept, NWDC, LMPC Footpaths Officer	Immediate
4	Park Lane to School Proposal: The growth of the school has exacerbated the problem of safe foot and cycle access requirement, as well as the serious parking problem. The implementation of safe travel plans, which have been proposed by this Working Group, as well as the LM School Travel Working Group should be given the full support of all parties.	WCC Highways Dept WCC Planning Dept WCC Travel Wise Scheme WCC LEA Parish Hall Committee LM School Travel Working Group LMPC, NWDC	Immediate
5	To Lydiard Park: Considered desirable to improve current access to Lydiard Park and to coincide with the multi million pound development of Lydiard Park being implemented over the next three years	SBC Lydiard Park Re-Development WCC Planning Dept NWDC LMPC Footpaths Officer	Long Term
6	Meadow Springs to Washpool: With the number of school children now coming from West Swindon, as well as the increase in general access to village facilities from this area, improvement to existing paths, plus development of new paths would be beneficial.	WCC Planning Dept NWDC LMPC	Medium