

SALISBURY, LAVERSTOCK TO CITY CENTRE CYCLING FACILITIES

SUMMARY OF COMMENTS AND OFFICER RESPONSES

CONSULTEE	COMMENTS	OFFICER RESPONSE
Claire Rooney Crime Reduction/Architectural Liaison Officer Wiltshire Police	<p>Supports proposals for Riverside Road/Church Road.</p> <p>Would have concerns regarding community safety if the possible use of Milford Hollow as part of the route was ever to be revisited. However, would be prepared to work with officers to address these concerns.</p>	<p>The facilities would be implemented as shown in Appendix 2. Milford Hollow will not form part of the cycle route.</p>
Steve Colwill Traffic Management & Road Safety Unit Wiltshire Police	<p>Supports proposals for Riverside Road/Church Road.</p> <p>Feels that the removal of the centre lines as part of the scheme may lead to a reduction in vehicle speeds which has been a problem in this area in the past.</p> <p>Believes that while motorists are more used to schemes of this nature that some driver education may be necessary.</p>	<p>Agreed. Various studies have concluded that removal of the carriageway centre line can reduce vehicle speed by up to 4 mph.</p> <p>It is agreed that some form of driver education be considered prior to implementation of the scheme.</p>
Councillor Helena McKeown Portfolio Holder for Transport Salisbury District Council	<p>Supports the proposals.</p> <p>Would like to see the proposals to introduce advisory cycle lanes extended to cover the whole of Laverstock Road/Riverside Road/Church Road (from Milford Hill to London Road) and the existing speed limit along the length of the route reduced to 20 mph.</p> <p>In addition to the proposals the route will need to have route signage incorporating destinations, distances and cycle travel times to connect the new route to the rest of the Salisbury Cycle Network.</p>	<p>As the scheme has been put forward as a trial, it is suggested that the proposals initially be implemented as detailed on the consultant drawings. Post implementation monitoring will be undertaken and could determine whether similar schemes are considered both in Laverstock and at other locations throughout the County.</p> <p>Although not shown on the drawings, upright cycle signing will be implemented at intermittent intervals along the route.</p>

APPENDIX 4

CONSULTEE	COMMENTS	OFFICER RESPONSE
<p>Councillor Ian McLennan Laverstock Ward Member Salisbury District Council</p>	<p>Supports the proposals.</p> <p>Would like to see the proposals to introduce advisory cycle lanes extended to cover the whole of Laverstock Road/Riverside Road/Church Road (from Milford Hill to London Road) and the existing speed limit along the length of the route reduced to 20 mph.</p> <p>Would like Wiltshire County Council to consider the introduction of a crossing point near the roundabout on London Road (by the Church Road/A338/A30 junction) to allow villagers and school pupils to walk and cycle safely on the narrow footpath just east of the railway bridge from the London Road Park and Ride site. With the drop off/pick up arrangement at the London Road Park and Ride site this should reduce school traffic. As this proposed cycle route potentially links to the Petersfinger Park and Ride site (under construction) a similar drop off/pick up arrangement could be used eliminate school traffic. Although for this to be successful the Laverstock Schools would need to be actively engaged by the County Council in developing new School Travel Plans.</p> <p>The introduction of the proposals, coupled with the suggested extensions and the future implementation of other cycling schemes being worked on by the Joint Transportation Team, would help to provide Laverstock parishioners with the option of being able to cycle safely to all parts of the parish.</p>	<p>See previous comment. As the scheme is a trial, it is proposed that the design be implemented as shown on the plan. 'Post introduction' monitoring will determine whether the facilities could be extended to cover additional areas.</p> <p>The request for a crossing at this location will be added to the County Council's list for potential schemes awaiting funding. The crossing will be priority assessed against other schemes to determine whether it should be taken forward to implementation.</p> <p>Agreed. See previous comments regarding possible extensions to the scheme.</p>

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Sustrans Cathedral Square, Bristol	<p>Supports the introduction of the scheme.</p> <p>Would like to see the restrictions extended to the A30 London Road and up Laverstock Road to Godolphin School.</p> <p>Would recommend an upright signing scheme periodically along the route.</p>	<p>See previous comments.</p> <p>Although not shown on the drawings, upright cycle signing will be provided at intermittent intervals along the route to highlight the cycle lanes. These will be particularly useful at night and in wet conditions when carriageway lining is not as visible.</p>
COGS, Salisbury	<p>Supports the proposals.</p> <p>Considers the proposals meet current best practice guidance on the provision of cycle facilities.</p> <p>Considers that the removal of carriageway centre line will be beneficial in reducing vehicle speed through the village.</p> <p>Training should be provided to school pupils through the County Councils road safety unit and additional cycle parking provided at the schools.</p> <p>Signing to key destinations should be implemented together with route distances and travel times.</p>	<p>Agreed.</p> <p>Agreed.</p> <p>Agreed. The County Council will encourage the schools to participate in road safety education with the intention of increasing cycling patronage.</p> <p>Should the scheme be retained following the trial period, the implementation of additional route signing could be considered.</p>
Steve Hannath Chairman – Laverstock and Ford Parish Council	<p>Supports the proposals in principle.</p> <p>Would like to see a one year trial to determine the success of the measures. If not successful the existing carriageway markings should be reinstated.</p> <p>Wish to see the creation of a no parking zone during school hours within the school locality.</p>	<p>Agreed. A trial period of approximately 1 year is proposed.</p> <p>As stated previously, monitoring post implementation will determine the extent of measures required to prevent parking around the schools.</p>

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	<p>We wish to have the position clarified regarding parking within the defined cycle lane, particularly in school times.</p> <p>We would like to see the scheme extended to the A30 and also up Laverstock Road to Godolphin School.</p>	<p>Parking within the cycle lane is permitted if no waiting restrictions (yellow lines) are located adjacent to the kerb.</p> <p>Please refer to previous comments on the possible extension of the scheme.</p>
<p>Jacqui Goodall Headteacher St. Edmund's School</p> <p>(Report has been discussed with colleagues and the Chair of Governors)</p>	<p>Does not support the proposals in their current format.</p> <p>Would prefer the introduction of a dedicated cycle route</p> <p>Feels that the plan to create cycle lanes on the road while removing the central markings would not make a significant difference unless drivers were forced to slow down, which in turn could lead to problems with congestion.</p> <p>Whilst a reduction in speed of vehicles using Riverside Road/Church Road would be a positive feature, it is felt that if motorists became impatient, as they often do now, it would increase the risk to both cyclists and pedestrians.</p>	<p>This has been investigated but it is not possible to form a continuous and practical off-carriageway facility.</p> <p>It is anticipated that the removal of the carriageway centre line and introduction of cycle lanes will contribute to a reduction in vehicle speed through the village. The visual narrowing of the carriageway is a form of psychological traffic calming measure that has proved very successful at other locations. This is supported by various empirical studies.</p> <p>The principle of the scheme is that motorists drive within the cycle lane until a cyclist is encountered, at which point they move over to the centre of the carriageway to overtake if safe to do so. It is not anticipated that this will result in an increase in collisions. Unfortunately, comprehensive accident studies have not been undertaken at similar sites. However, there is a perception through anecdotal evidence that road safety has improved. This scheme will be subject to both stage 2 and stage 3 road safety audits and accidents will be closely monitored.</p>

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	<p>For the proposed scheme to be successful the cycle lanes should be clearly and marked and no on-street parking should be allowed. We feel that the latter expectation is unrealistic. The retention of parking would make cyclists swerve out into the central area putting themselves at risk.</p> <p>We are concerned that there would be no clear rules over who has the right of way when two cars are waiting to pass whilst cyclists are using the advisory lanes.</p> <p>We do not feel that the scheme will lead to an increased number of pupils cycling to the school.</p>	<p>There may be some parking within the cycle lanes. However, all properties fronting the proposals have off-street parking facilities. It is acknowledged that at school drop-off and collection times there will be increased parking around the school gates. However, the promotion of sustainable transport and School Travel Plan initiatives will help to reduce this problem. Monitoring of the parking situation following scheme introduction will determine whether more stringent restrictions should be introduced.</p> <p>As discussed previously, the motorist waiting behind the cyclist should give way to oncoming vehicles before proceeding to overtake. Driver education and scheme publicity may be required.</p> <p>Pupils to be offered road safety education by trained County Council officers to encourage cycling to school.</p>
<p>Mrs KJ Walker Head teacher St. Andrew's School Laverstock</p>	<p>Does not support the proposals in their current format.</p> <p>Considers it unlikely that pupils will make much use of the facilities and is not convinced that the cycle lanes will offer sufficient protection to vulnerable users.</p> <p>Considers the motorist would need considerable training to make the system workable.</p> <p>Suggests that parking in the cycle lanes during school drop-off and collection times will provide a barrier to movement.</p>	<p>As discussed, previously. the possibility of achieving physical protection through practical off-carriageway facilities could not be realised at this site. The cycle lanes and associated signing will highlight the presence of cyclists and encourage lower vehicle speeds.</p> <p>See previous comments on scheme publicity and driver education.</p> <p>See previous comments.</p>