

September 2012

County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JD

Dear Councillor Hill

Roman Road / Pembroke Road junction, Salisbury

One of the principle aims of the Council's transport strategy is to encourage sustainable modes of travel. As part of this strategy Wiltshire Council works with schools across the county to develop their travel plans with the aim of reducing car dependency and encouraging walking, cycling and public transport patronage. The process sometimes results in identifying the need for changes along the route of journeys to school.

The scheme at Roman Road / Pembroke Road was developed in response to safety concerns raised by parents and pupils that regularly cross Roman Road on route to the school campus. The junction was highlighted as a key severance point, with several users citing concerns towards the difficulty in crossing the road, mainly due to factors such as inappropriate vehicle speed, poor visibility, and inadequate pedestrian facilities.

Furthermore, providing a dedicated crossing point across Roman Road and a shared-use cycle path on Pembroke Road was considered to have wider benefits to the residents of Bemerton Heath by providing a dedicated off-carriageway cycle facility linking the estate to Sustrans National Cycle Route 24. The crossing point also improves accessibility of local facilities to those local residents travelling on foot or bicycle.

A mini-roundabout was favoured at the junction of Roman Road and Pembroke Road to slow vehicle speed on approach to the crossing. The replacement traffic island and associated over-run area was designed to improve visibility for pedestrians using the refuge and to discourage U-turns in the junction bellmouth.

The scheme has been subject to a full independent safety audit both at the end of the design stage and upon completion of the works.

Since the introduction of the scheme there have been no recorded personal injury collisions and it would appear that the majority of motorists have adapted their driving style and route choice to accommodate the changes made. Whilst the introduction of the mini roundabout can perhaps be viewed as a minor inconvenience to users of Roman Road this can be counterbalanced by the benefits brought to users of Pembroke Road in terms of ease of entry onto Roman Road and the general traffic calming and speed reduction brought about by the mini roundabout. Also the provision of the traffic island has made crossing movements for pedestrians more comfortable and safer.

Turning to your concerns it is accepted that whilst during peak periods the changes may result in some additional minor delay to motorists this has to be balanced against the benefits gained by pedestrians and cyclists. It should be remembered that the Roman Road / Pembroke Road and A36 / Roman Road junctions suffered delay and congestion during peak periods with the previous

layout. We therefore consider that the current layout is performing to an optimum standard and would not benefit from a review. However should you be able to demonstrate that this is not the case I would be willing to reconsider this position.

Any additional use of the two junctions by construction traffic associated with the Sarum Academy is temporary and will disappear once this development is complete.

It is accepted that some motorists are using the raised island area for parking and that this is in contravention of the waiting restrictions in place. I will ensure that this is brought to the attention of the Parking Services team who have the power to deal with this offence.

Unless further evidence can show that delays to motorists have substantially increased I do not consider that a site meeting would be beneficial.

Yours sincerely

Parvis Khansari