

Salisbury Area Board– 22 July 2010**Item 9 – Salisbury Cycle Network**
Feedback from roundtable discussion**Question 1 - How can school children safely walk or cycle from Coombe Road to Harnham Junior School?**

- Preferable for children of primary school age to walk to school (e.g. walking bus). Pelican crossing at top end of Coombe Road (just west of the Francis Way turning) would support this, along with a flashing speed limit sign under the trees on approach to the crossing point. This would allow a safe pedestrian route via the steps from Coombe Road to Bouverie Avenue South, then again via the link between Bouverie Avenue South and the Old Blandford Road. A further link through to Folkestone Road, and then up to the Harnham Road for about 250m to the Saxon Road turning.
- However, accepted that children often prefer to cycle – cross from Ridings Mead at the traffic lights. Joint use pedestrian/cycleway from the gyratory to Old Blandford Road; cycle path marked across the junctions from Old Blandford Road to Hollows Close – remove hatching and use that space to create a cycle lane or wider pavement on the south side of Harnham Road with the path marked across Folkstone Road and Gawthorne Drive.
- Provide access for cyclists between Bouverie Avenue and Old Blandford Road, instead of the existing steps which are restricted to pedestrians – possibly a long ramp?
- Bikes should be on the road
- Needs link between Old Blandford Road and Bouverie Avenue
- School could open rear gate – would take some people off road and give access from cycle path to rear.

Question 2 - Cyclists using the main footpath from Coach Park to St Thomas Square is a hazard for pedestrians. How would you solve this?

- Cyclists should not be on the pavements in the first place (except for primary school aged children)
- More shared surfaces.
- Is this a real problem? Or is it just a perception?
- Not sure if there have been any accidents. Is it worth any expenditure?
- No need for markings for cyclists vs pedestrians, but needs common sense.

- Only way to ensure the path is completely safe is to segregate cyclists from pedestrians, but this is clearly not practical.
- School Children are the main culprits. Perhaps they need education to improve.
- Common Sense must prevail
- The problem is that the Avon Valley Cycleway stops at Avon Approach, and people need to get through on the north/south route. In the longer term this needs to be addressed when The Maltings is redeveloped. In the short term, at certain times of the day, especially when the shops are shut, there is no problem in having cyclists come this way. When it is crowded cyclists are not going to want to cycle here. Shared spaces can work – it has been done elsewhere.
- The access road to the Health Centre needs to either be one or the other.
- Cyclists should abide by a speed limit.
- Continue the path from the Coach Station past the Health Centre and to Tesco then up to the Library. However, the tunnel through to the Market square must remain pedestrianised; cyclists should dismount.
- Extend the cycle path to the Fisherton Street exit.

Question 3 - Should cyclists ride on pavements and footpaths? Your answer might vary for a) children b) adults c) certain locations

- Get rid of pavements altogether – introduce shared surfaces as in Holland. Having a pavement “creates” a road and motorists drive faster etc. However without pavements, everyone has to mix and be more considerate, resulting in much slower speeds. Radical, but is working in some places (including a trial near the Science Museum in London).
- Parents and children should be allowed to cycle together (up to primary school age)
- Children of primary school age, if footpath over 5 ft wide
- Wide range of opinions in group - some felt pavements are too narrow for cyclists; others were ambivalent; others were in favour of allowing bikes on pavements.
- Where a pavement is wide enough, there should be a clear division. Could allow cycling on pavements which are not heavily used by pedestrians, (e.g. Wilton Road). Also, needs signs to clarify whether a route is footpath, shared or cycleway (particularly when coming out of underpasses).

- Group divided. Footpaths primarily for walking, but also considered that cycling should be encouraged.
- There needs to be care over cycling at speed and being aware of elderly people and those who are hard of hearing.
- Cycling proficiency courses should be encouraged in schools.
- School children should cycle along pavements on busy roads. Any problems could be reported to school (easy to identify the uniform).
- Need to enforce the legal requirement for bells on bicycles.