

Draft Salisbury LCWIP Consultation Summary

This report summarises the results of the public consultation on the LCWIP for Salisbury, undertaken between 29 July 2022 and 26 September 2022. The consultation included a questionnaire survey aimed at getting feedback on the developing LCWIP and to understand where people want to see improvements.

A total of 82 survey responses and 12 emails responses were received during the consultation period. There may have been duplication of responses with email-senders also filling in the survey.

Respondent data

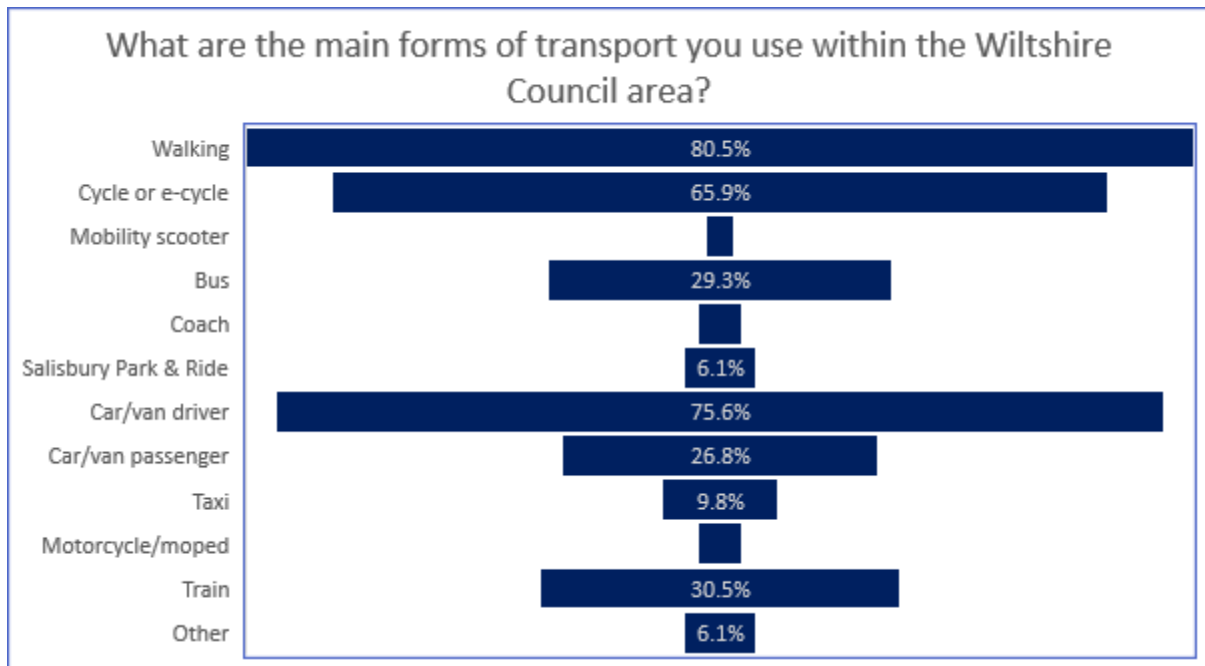
1. Which of the following best describes you (tick more than one)?



2. What is your full home postcode?

Postcode	Count	Location of postcode
SP1	22	Salisbury
SP2	35	
SP3	1	
SP4	12	
SP5	6	
SP6	0	
SP8	1	Gillingham (Dorset)
SN8	2	Marlborough
GU35	1	Bordon (Hants)
BA15	1	Bradford on Avon
AL1	1	St Albans (Herts)
Total	82	

3. What are the main forms of transport you use within the Wiltshire Council area?



Key Destinations comments

4. Have we missed any key destinations where there is likely to be high potential for people to walk and cycle to?

	Key destination - Location / route	Wiltshire Council response/recommendation
1.	Netherhampton Road- linking Quidhampton to Harnham	Response: The route is shown via the A3094 as a primary route Recommendation: No changes necessary
2.	Racecourse	Response: Routes to the racecourse are shown as a primary route along the A3094, and a leisure route along the NHAM2 Right of Way. Recommendation: The Racecourse has now been added as key destination.
3.	It would have been useful to include the Porton Down Science Campus in the Salisbury area as a huge number of people employed at the campus live in Salisbury and would cycle if safe routes were provided.	Response: This route is covered in the Framework Wiltshire LCWIP. Recommendation: Porton reference now added.
4.	Salisbury District Hospital	Response: The hospital is included as a key destination. Recommendation: No changes necessary
5.	Surely you can provide sensibly maintained roads between Salisbury and Amesbury/Boscombe?	Response: The LCWIP recognises the importance of well-maintained roads to support active travel but maintenance of roads is the responsibility of the Network Management Team and outside the scope of the LCWIP Recommendation: No changes necessary
6.	In and around Wilton. From Wilton Hill into the town centre. Wilton Hill into Salisbury.	Response: These routes are shown on the maps. Wilton Hill to the city centre (via Quidhampton and Lower Road), and a route into Wilton Town centre (via Minster Street) are shown as primary routes with schemes in development for delivery in both short and medium term. Recommendation: No changes necessary
7.	Parks and recreation grounds. Retail on south side and west of north side of Southampton Road.	Response: We have added key parks and nature reserves to the destinations. The retail icon on Southampton Road covers the whole area. Recommendation: Parks and recreation grounds have now been added to the maps.
8.	I did not see provision for a connection between the Green Lane and the City Centre. At the moment the cycle lane abruptly stops at the BP garage on London Road. To reach the city	Response: The proposed route from Green Lane to the city is via Seth Ward Drive, crossing over London Road and then a new path connecting the Laverstock cycle path to Cow Lane. As your response indicates, other routes are not feasible due to

	<p>centre, one is left with a choice of risking their life to cycle along London Road, or to cycle up St Mark's Avenue and use the underpass on St Mark's Roundabout - this route is steep, full of potholes, littered with parked cars, and busier with traffic than it should be owing to the Somerset Road rat-run. The net result is that residents of Bishopdown Farm, Ford and Old Sarum have no means of safely cycling to the city centre of rail station. The road between Hampton Park Roundabout and Church Road is highly unsuitable for bikes which renders this option in practical. The path which runs past Laverstock Football Club is a significant detour, which involves crossing London Road and then navigating the narrowing under the railway bridge at the end of Laverstock Road.</p>	<p>topography or spatial constraints.</p> <p>Recommendation: No changes necessary</p>
9.	<p>Bemerton Heath, large housing estate that needs a cheap, healthy, and safe way to access the city centre</p>	<p>Response: The current proposed routes from Bemerton Heath to the city are via Lower Road and Devizes Road. We are aware that the route crossing Wilton Road is inadequate for cyclists, but an appropriate scheme is not possible here due to the technical difficulties of this area, which cannot be simply overcome. We are aware that traffic on Devizes Road means the route does not meet LTN 1/20 standards in busier time periods, and we will continue to investigate potential alternatives to this route.</p> <p>Recommendation: No changes necessary</p>
10.	<p>Britford to Bodenham. The fact that the Longford Estate is in the way is no excuse</p>	<p>Response: The Salisbury LCWIP sets out a proposed cycle route from Britford to Odstock Road. The Framework Wiltshire LCWIP sets out the route from Odstock Road to Bodenham via the Salisbury to New Forest cycle route. A route along the A338 is not thought to be feasible given the high costs and low usage likely.</p> <p>Recommendation: No changes necessary</p>
11.	<p>Down Bourne Valley to Salisbury City without having to use A338 or A345 where there are currently no cycle/walking tracks.</p>	<p>Response: A route from Salisbury to Porton Down via the Winterbournes is set out in the Framework Wiltshire LCWIP.</p> <p>Recommendation: Porton Down reference to Framework Wiltshire LCWIP now included in Salisbury LCWIP</p>
12.	<p>Amesbury to Laverstock and Amesbury to Old Sarum</p>	<p>Response: A route from Green Lane to Porton Down and Amesbury via the Winterbournes is set out in the Framework Wiltshire LCWIP. The Salisbury LCWIP</p>

		<p>shows routes from Green Lane to Old Sarum, although we recognise these are not direct - unless there is further development in the Amesbury area, it is unlikely that a route along the A345 would be feasible/have sufficient demand to merit a scheme here. NCN 45 is an existing on road cycle route from Amesbury to Old Sarum.</p> <p>Recommendation: No changes necessary</p>
14.	You have listed absolutely NO bridleways for use by actual horses. You have listed NO byways for use by Carriage Drivers and motorcycles.	<p>Response: DfT has asked Local Authorities to prepare LCWIPs to cover walking and cycling. Equestrian routes would be addressed in the Countryside Access and Improvement Plan. Within urban areas, a request for equestrian access on an existing route can be made via the Local Highways and Footways Improvements Group https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups Mopeds and Motorcycles would be addressed through the overarching Local Transport Plan.</p> <p>Recommendation: Scope now clarified in document, with link to WCAIP</p>
15.	I host touring cyclists. Their main journeys are Salisbury to Stonehenge or Salisbury to Oxford or Bristol. Need to improve NCR 24 around Peter's Finger. And DEFINITELY a dedicated route heading to Stonehenge.	<p>Response: Tourist routes are included in the LCWIP: this includes on road routes which may be preferred by some tourers (and other types of tourists) and traffic free routes which are preferred by others. The Framework Wiltshire LCWIP sets out a wider network of interurban routes where tourism is likely to be encouraged.</p> <p>Recommendation Section on Wiltshire LCWIP now added.</p>
16.	In the text there is reference to various major employers, it would be worth adding Churchfields to this (no single large employer, but a major area of employment).	<p>Response. Figure 15, Salisbury City Centre character zones identifies Churchfields as an employment area.</p> <p>Recommendation: No changes necessary</p>
17.	Primary schools need to be listed/shown as well as secondary schools.	<p>Response: Noted.</p> <p>Recommendation: Schools are shown in the key destinations. Once the final document is finished there will be specific map/s showing key destinations. We are also considering a new LCWIP/Cycle network portal which will be interactive and show key destinations including schools.</p>
18.	The figure showing key destinations is missing from this draft.	<p>Response. Figure 14 shows key destinations. Unfortunately, the numbering was incorrect.</p> <p>Recommendation: Numbering now corrected.</p>

Cycling and Walking comments

5. Are any key routes missing where there is likely to be high potential for walking and cycling to work, education, shopping, leisure activities or personal business?

	Key walking and cycling routes - Location / route	Wiltshire Council response/recommendation
19.	Residents who live in Quidhampton with children who attend Harnham schools	<p>Response: Schools are included as key destinations. The proposed route from Quidhampton to the Harnham schools is shown as a primary route via Lower Road, Broken Bridges and then either Upper Street-Carrion Pond Drove-Essex Square - Norfolk Road - Parsonage Green - Saxon Road; or Lower St - new path across Parsonage Green space - Parsonage Green - Saxon Road.</p> <p>Recommendation: As well as the final LCWIP document which will show a range of maps including routes to schools we are considering developing an online portal to show cycling and walking routes and will also include key destinations with schools included.</p>
20.	Harnham to Churchfields Industrial Estate	<p>Response: Churchfields estate employment is included as a key destination. The route from Harnham to Churchfields is shown via Broken Bridges or Town Path which are both primary routes.</p> <p>Recommendation: No changes necessary</p>
21.	East Harnham to Gyratory	<p>Response: A route along Harnham Road will be investigated as set out in the plan. The Old Blandford Road area has traffic calming but is too steep to meet cycle infrastructure standards - an alternative route has not been identified due to the topographical constraints in the area.</p> <p>Recommendation: No changes necessary</p>
22.	Wilton to Sarum Academy, Wilton Hill to Wilton primary school	<p>Response: These routes are shown on the maps: Wilton Hill to Sarum Academy via a new route to be delivered as part of the Imerys development site and Penning Road, or via the Wilton Hill to Fugglestone path.</p> <p>Recommendation: No changes necessary</p>
23.	Wilton Road	<p>Response: A route via Lower Road is proposed to bypass Wilton Road. It is not possible to deliver a safe cycle route along Wilton Road due to spatial constraints.</p> <p>Recommendation: No changes necessary</p>

24.	A new shared foot/cycleway bridge to the east of the existing road bridge on New Bridge Road.	<p>Response: The provision of a new bridge over the River Avon would be difficult to achieve with respect to Environment Agency requirements around building over rivers, particularly one that has SSSI status and where an alternative route exists. As such the council is not seeking to pursue the provision of an additional bridge at this location.</p> <p>Recommendation: No changes necessary</p>
25.	Villages along Bourne Valley to Salisbury City	<p>Response: A route from Salisbury to Porton Down via the Winterbournes is set out in the Framework Wiltshire LCWIP.</p> <p>Recommendation: Section now added to LCWIP</p>
26.	Castle Road from the Entrance to Victoria Park to Old Sarum should have a cycle path.	<p>Response: A shared cycle path exists along this route. The LCWIP sets out a proposed route improvement scheme.</p> <p>Recommendation: No changes necessary</p>
27.	Broken bridges as a key route between Harnham, the industrial estate and Wilton and beyond.	<p>Response: The technical and ecological constraints on Broken Bridges mean that this would be a long-term scheme. An improved route via Town Path (segregating cyclists and pedestrians) is likely to be more feasible.</p> <p>Recommendation: No changes necessary</p>
28.	We need a proper SAFE walking/cycling path between Harnham and Wilton via Netherhampton.	<p>Response: A proposed route along the A3094 is included in the plan</p> <p>Recommendation: No changes necessary</p>
29.	<p>The 'Golden Way' circular route around Salisbury should be mentioned, since this is an important link between City Centre, Old Sarum, St Paul's Dene, Bishopdown, Laverstock Southampton Road and Cathedral. As such it has a high potential for walking and cycling to work, education shopping and leisure.</p> <p>This route is mentioned in the Wiltshire LCWIP and is entirely contained within the Salisbury LCWIP area. It should be referred to, as should the aspiration to make improvements to this route, for example where there are conflicts with traffic on Milford Mill Road.</p>	<p>Response: DfT/Active Travel England have instructed local authorities to focus on routes where there is high potential to cycle and walk, and high potential to replace car journeys with walking and cycling. However, the Golden Way will be added to the maps. Improvements to those parts of the route that are identified as primary routes will be taken forward as set out in the LCWIP.</p> <p>Milford Mill Road will be considered for improvements.</p> <p>Recommendation: Now added to the map – need to make reference to it in Framework Wiltshire LCWIP</p>
30.	Fig 46 Potential & existing cycle links Route to St Peter's Place (Fugglestone Red). The proposed	<p>Response: Route could possibly be extended. Will need some feasibility work to be undertaken.</p>

	off-road route which runs past Pembroke Park school could be continued northwards along the line of the former track which crosses Stink Pot Alley and runs towards Hill Top Farm. This could provide an off-road route on the optimal gradient for residents of St Peter's Place.	Recommendation: Further investigation required before a feasibility study is carried out.
31.	Fig 47 City Centre: potential & improved cycle links The extreme eastern end of Churchfields Road needs to be included as a potential link. A cyclist going from Mill Road Salisbury to Wilton via Quidhampton (NCN 24) is not going to want to go via the station forecourt & then cross back to the south side of Churchfields Road.	Response: Not feasible to deliver a cycle route here. It will be extremely difficult to relocate residential parking to deliver the route to the west of the station entrance. Recommendation: No changes necessary
32.	The potential links shown through the redeveloped Maltings to Fisherton Street are welcome, however, some thought should be given as to how cyclists can then reach Salisbury Cathedral (which would be the NCN 45 route) – given the one-way nature of the High Street (from New Canal). Will the current footway from Bridge Street to Crane Street be permissible for cyclists? Or will cycling be permitted along Water Lane?	Response: It is not feasible to allow cycling on Water Lane. Cyclists can reach the cathedral via Dews Road, or potentially if we could create a southbound cycle contraflow (used part time as a loading bay) on New Canal - but this needs to be considered alongside a wider traffic management plan - not a priority as it would be technically difficult for little benefit. Recommendation: No changes necessary
33.	Consider making both Devizes Road and Wilton Road one way allowing road space to be freed up for improving both roads for walking and cycling. The residential roads in between could have filters allowing walking and cycling in both directions, but not through traffic, improving the neighbourhoods at the same time.	Response: Both Devizes Road and Wilton Road are 'A' class roads that form part of the primary route network (and in the case of Wilton Road part of the national strategic road network) whose main function is to provide transport links within or between areas. Therefore, making the roads one one-way would be inappropriate and likely result in significant congestion on the highway network. Additionally, whilst the council seeks to deliver a comprehensive walking and cycling network it must also consider the needs of motorists. Making these roads one way would be highly disruptive to local residents who choose to travel by private car. It should also be noted that Wilton Road, as part of the national strategic road network, is managed by National Highways and as such making any changes to it is outside of the council's jurisdiction. Recommendation: Have now added to scope section an explanation as to why National Highways roads are not within the jurisdiction of Wiltshire Council.
34.	In Lower Bemerton the walk-up Skew Bridge Road and Brick Lane (which is closed to motor vehicles) is often used in preference to Church Lane (which is marked as the walking route) as it has gentler gradients and the pavement on Church	Response: Noted Recommendation: Now added to walking network map

	Lane is either narrow or non-existent.	
35.	Gramshaw Road footpath should also be shown. There would seem to be various other walking corridors which are missing – perhaps reference should be made to the rights of way mapping and the Salisbury and Wilton Walking map?	Response: This path leads to a rail track crossing. Not a route we want to encourage and improvements aren't possible. Recommendation: No changes necessary.
36.	Fig 31 Secondary Gateway route should be shown along Churchfields Road outside the station, this route is used for access to/from Churchfields/Lower Bemerton and not just for access to the station.	Response: Agreed - add section of Churchfields Road between Mill Road and station entrance as Secondary Gateway route Recommendation: Now added to walking network map
37.	Why has Alderbury been excluded from this area? This conflicts with p. 29 of the Wiltshire LCWIP which says 'it would seem appropriate to plan for journeys up to 8 or 9 miles (13km) where significant trip flows might be likely while continuing to prioritise shorter trips under 5 miles. Given the amount of new housing at Alderbury, which is within 5 miles of Salisbury, and the range for bikes/e-bikes, this should be included. This would also fit in with Fig 35 – Travel to work cycle demand – since this includes both Alderbury and Whaddon.	Response: WC has noted the many responses about Alderbury. The route from Salisbury to Marshmead Close is included in the Salisbury LCWIP. The route continues as NCN 24 which is an interurban route set out in the Framework Wiltshire LCWIP. Any proposed improvements should be addressed through the Framework Wiltshire LCWIP. Recommendation: No changes necessary

General walking and cycling comments

	General walking and cycling comments	Wiltshire Council response/recommendation
38.	P. 47 Travel demand – it would be interesting to compare the actual travel to work figures by bike, by ward, to compare with the demand (which presumably takes no account of actual travel mode, but only home and work postcodes).	Response: This work was undertaken by the consultants provided by DfT. The area covered is in fig. 35 – population data is usually plotted using 'centroids' not individual houses. These centroids are in the gravitational centre of the area i.e., they are likely to be towards the more urbanised part of an area rather than the geographical centre. This methodology is compliant with DfT guidance. Recommendation: No changes necessary
39.	Network Planning for Walking - 'core walking zones' – only city centre walking routes have been audited probably because of higher footfall in the city centre, but this includes all those who have travelled into the city by car and are walking from car parks. To encourage people to walk more for health, air quality	Response: The audit tools recommended by DfT are best for short sections of urban centre routes. The city centre is where there is most propensity to walk, as it includes people who have walked into the city, arrived by other means of transport, or who live in the city centre. For example, when recording footway width, this may vary considerably over a route. The council has undertaken a much higher number of

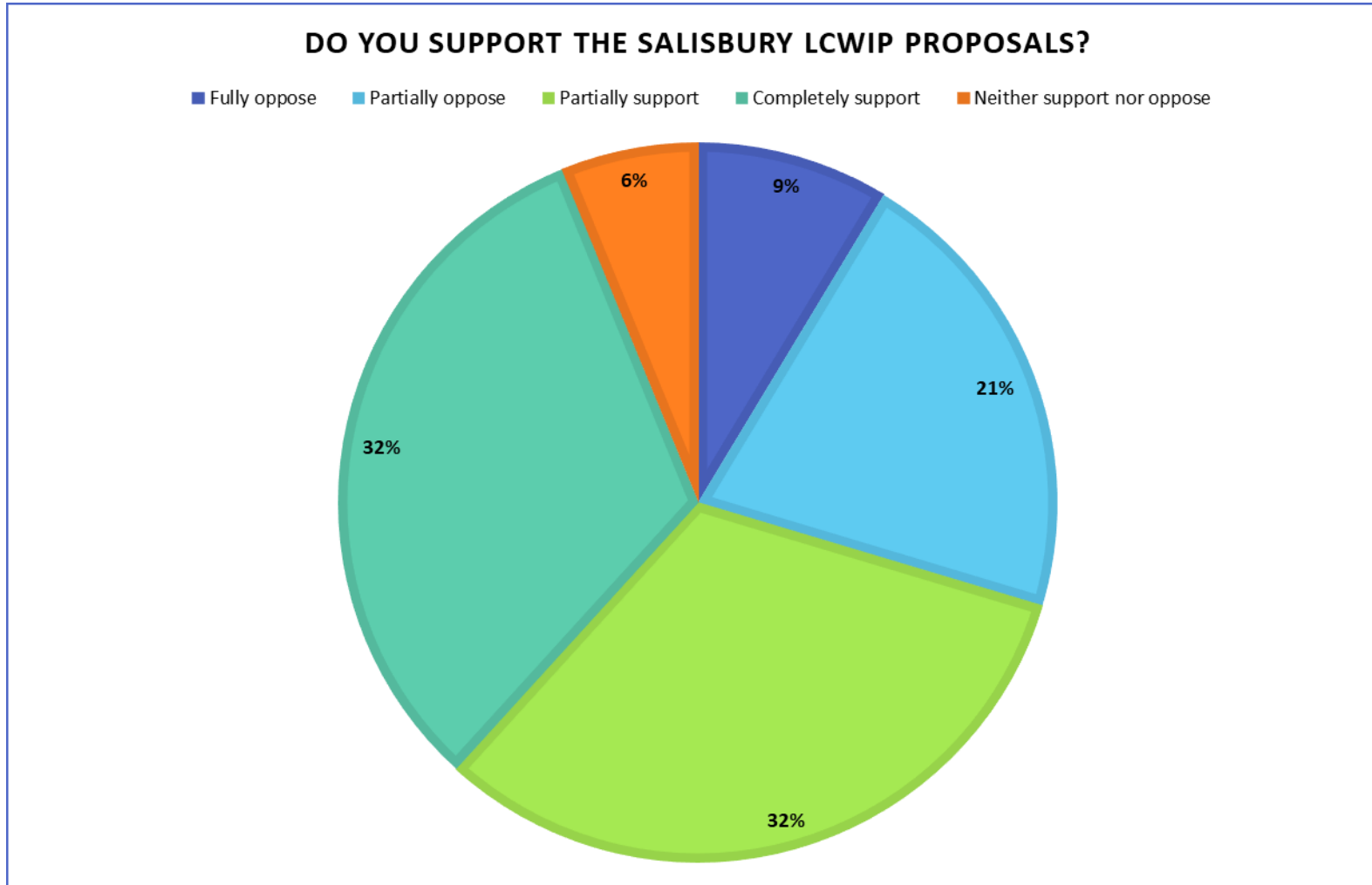
	and the environment walking must become the mode of choice for those living within 2 miles of the centre and therefore	audits than most other councils and there is no resource available to undertake more. Issues on the arterial routes can be raised via the Footways Improvements Group https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups . Their status as key walking routes should help to secure funding through this programme or other funding opportunities. Recommendation: No changes necessary
40.	There are instances where a walking corridor is shown where it is incomplete – for instance the route from Quidhampton to Lower Bemerton (used by those attending Bemerton St John primary school) – while there is a permissive off-road path for some of this route in part pedestrians are obliged to walk along the roadway as there is no pavement.	Response: The walking corridors show the approximate location of the key routes. In some places the routes may be deficient. Recommendation: No changes necessary.
41.	p. 45 Min standards footway width Where a path is shared use – e.g. Town Path – it is wrong to consider this meets the minimum standards if it is at least 1.5m wide (Fig 34). A shared use path is not recommended, but where it is necessary the min recommended width is 3m (see LTN 1/20, Table 6-3). Town Path would fail against this criterion.	Response: Yes, this is true. We've included it as a proposed scheme anyway. The Audit tool only allows you to say if it meets 1.5m etc, not if it's shared with cycles. Recommendation: Audit form and GiS map now updated
42.	Network Planning for Walking - 'core walking zones' – only city centre walking routes have been audited probably because of higher footfall in the city centre, but this includes all those who have travelled into the city by car and are walking from car parks. To encourage people to walk more for health, air quality and the environment walking must become the mode of choice for those living within 2 miles of the centre and therefore outside the ring road. Primary Gateway Routes should be audited and improved as they will do more to encourage a shift to active travel and reduce car use. Greater priority should be given to these routes e.g. Town Path	Response: The audit tools recommended by DfT are best for short sections of urban centre routes. The city centre is where there is most propensity to walk, as it includes people who have walked into the city, arrived by other means of transport, or who live in the city centre. For example, when recording footway width, this may vary considerably over a route. The council has undertaken a much higher number of audits than most other councils and there is no resource available to undertake more. Issues on the arterial routes can be raised via the Footways Improvements Group https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups . Their status as key walking routes should help to secure funding through this programme or other funding opportunities. Recommendation: No changes necessary
43.	Unless a complete route is developed to LTN 1/20 standards it is doubtful whether targets for modal shift can be achieved. The approach in this LCWIP seems somewhat piecemeal with links that are easy to build being prioritised rather than those which	Response: The council aims to deliver routes such as Town Path improvements to LTN 1/20 standards, but further feasibility and consultation will be required. It is not always feasible to deliver segregated routes, and LTN 1/20 allows shared use paths. The council expects Active Travel England to issue further guidance about standards

	are most needed.	in rural areas/market towns soon. Recommendation: No changes necessary as LTN 1/20 standards are referenced throughout the document.
44.	It might also be worth considering an additional pedestrian/cycle bridge across into Churchfields from Harnham, perhaps from the Middle Street Meadow area. This would help to take some pressure off Town Path and might prove to be a viable solution given the costs and difficulties of creating an LTN 1/20 compliant solution along the line of the existing Town Path.	Response: The provision of a new bridge over the River Nadder would be difficult to achieve with respect to Environment Agency requirements around building over rivers, particularly one that has SSSI status. It is also believed that most users of Town Path are travelling between Harnham and the City Centre so an additional bridge diverting people off this route is considered be of extremely limited value to the wider walking and cycling network. Proposals to deliver significant improvements for pedestrians and cyclists using the Town Path route are currently being developed by the council. Recommendation: No changes necessary
45.	p. 69 6.1.3 St Peter's Place is the largest housing development in Salisbury, and it should be a priority to allow residents to walk and cycle to reach Salisbury. However, it seems there are no plans to connect this estate to the city other than 'A360 Devizes Road traffic free path and other improvements', costed at £1 - £2 million and in the 'longer term' – 6+ years – category.	Response: Walking routes already exist, although the council recognises the routes aren't always the most direct and this does need addressing. In terms of cycling the council will revisit previous proposals for a safe cycling route as funding allows. Recommendation: No changes necessary
46.	p. 61 Cycle Route Audits It is claimed that ' <i>all routes and potential routes</i> ' have been audited. <i>Also 'the council's priority is to improve routes which do not meet the most basic standards'</i> referring to path width & surface, street traffic & speed ... so causing severance or lack of uptake of cycling. However, priorities seem to be based on what is easily deliverable not on the results of any auditing process	Response: Where relevant, priorities are driven by the criteria outlined in funding opportunities. Others are linked to requirements identified for new developments that generate S106 and CIL funds. Schemes within this LCWIP will be robustly assessed against the available funding streams' priorities and put forward accordingly. Recommendation: No changes necessary.
47.	p. 10 City centre routes Our pavements in the city are narrow and need to be widened to ensure there is an improved and safer experience for users. The use of chicane barriers to control access is not supported	Response: The underpasses in Salisbury where staggered barriers are present are the responsibility of National Highways. Any decision to remove staggered barriers from the underpasses is outside of the council's jurisdiction but is something that the council would be supportive of.

	<p>by LTN 1/20. Our underpasses contain several chicanes.</p>	<p>It should also be noted that a National Highways study in 2022/2023 into the underpasses commissioned through Wiltshire Council, also recommended the removal of the staggered barriers from the underpasses.</p> <p>Recommendation: No changes necessary</p>
48.	<p>p. 65 Key improvements and prioritisation There are 38 schemes mentioned here, and there seems to be some duplication with the 76 schemes identified in Appendix 3. E.g., 'A3094/A36 Park Wall to Edgam Place (Quidhampton) path and Lower Road improvements' is the first scheme mentioned in 6.1.1. It also features as the 10th scheme in the Appendix 3 Table. Time has not permitted a comprehensive cross-check to establish whether there are further duplicates. Again, it would be useful to have some numbering system so that schemes on a map could be related to what is given in tabular format, and gaps in provision could become apparent.</p>	<p>Response: There may have been some errors and duplications at the time of the consultation due to the number of rewrites etc. These will be checked before publication.</p> <p>Recommendation: Document to be checked and changes made accordingly.</p>

LCWIP Proposals

6. Do you support the Salisbury LCWIP Proposals?



Do you support the Salisbury LCWIP proposals?		
If you have ticked partially or fully oppose, please state the reasons why.		
1.	Fully oppose	£5m on town path!
2.	Partially oppose	The money would be much better used improving our current pavements
3.	Partially oppose	I oppose the widening of shared footpaths on the A345/Portway and the city to hospital routes. These are wide enough, and most cyclists don't use them anyway and ride on the road. I feel that before any work is done on Green Lane, Asda needs to be built as they have work on Green Lane in their planning application and this would be a waste of money if the council go ahead with works first only for it to be destroyed and resurfaced at their cost.
4.	Partially oppose	The solutions will no doubt incur major maintenance costs and divert money from maintaining the wider road and path network to keep them suitable for cycling and walking.
5.	Partially oppose	Dangerous roads with narrow paths. Restrictions on traffic. Unrealistic to expect mass cycling. Better to spend money on buses
6.	Fully oppose	By investing in cycling/walking you are investing into the minority. How about investing in the actual MAJORITY. Invest in the roads. Invest in making the traffic flow better. Increase car parking locations and car parking capacity. How about actually working for the business owners for a change? The MAJORITY want to drive in. They want to do their shopping and throw it in their boot...how can you do that if you're cycling or walking in? Cars were the future and guess what, they still are. THIS is what matters. Just stop this pandering to the minority, we want and NEED investing in proper town centre infrastructure, not cycle lanes and the like. It's pathetic. STOP it.
7.	Partially oppose	Not confident that they will be delivered sensibly with consideration for all road users, recent shambles with changes being adopted and removed for example as they weren't practical and didn't offer sensible alternatives for people living outside the city centre or travelling through the city due to the lack of a bypass. I fear these proposals will do more damage than good to the city.
8.	Partially oppose	I have more to say than this text box will permit. How do I submit a fuller explanation?
9.	Fully oppose	expensive nonsense
10.	Fully oppose	As a car driver and walker, I find the speed and neglect of the highway code by cyclists frighten. There has been near collisions on the road with cars. They ignore one way and red traffic lights They speed past walkers, and I do not find it safe to walk in Salisbury. What was for walking areas is now a free for all for cyclists. Build a bypass to stop pollution. People pass through to go to Bournemouth or Southampton, not to visit Salisbury. Right now, we are not very welcome to visitors. Born and bred here, now 59.
11.	Fully oppose	Why are these routes ONLY being developed for walkers and cyclists?? Why can't horse riders use those on the edge of the planned areas??
12.	Partially oppose	You have made absolutely no provision for one of the most vulnerable road users, horse riders, this could be classed as discrimination.

13.	Partially oppose	Dose not go far enough to encourage active travel and promote safety also graphics are misleading as they show cyclist cause the same number of deaths as cars which is simply not true.
14.	Fully oppose	NO horse facilities. NO motorcycle facilities. WAKE UP!!!!
15.	Partially oppose	It does not create viable segregated cycle routes. Only this will create more cycling in the city.
16.	Partially oppose	Why nothing specific on the River Park? It's looking like there will NOT be a LTN1/20 compliant cycling route, and this is one of Salisbury's most important routes.
17.	Partially oppose	There is no discussion as to the existing traffic issues. Many of the quiet streets listed *aren't* that quiet due to rat-runs and queuing traffic, meaning that with a combination of parked cars and overgrown bushes they become a hazard. A good example of this is try cycling up Milford Hill safely. More effort needs to be put into place into the design of quiet streets to ensure that speeds of vehicles are kept at the 20mph speed limit (e.g. Brown Street). I would like to see work at places where off-road routes rejoin the main carriageway. For example, it's suggested that cyclists use underpasses for roundabouts etc, but then getting back onto the road can be very difficult as there is no filter in for cyclists to rejoin (e.g. Castle Road). The chief factor determining priorities seems to be the availability of funding and the very limited supply of 'oven ready' schemes.
18.	Partially oppose	1) Routes should be numbered (or European node system) to link maps and routes together end to end. 2) small, easy, piecemeal approach to links doesn't prioritise a complete route developed to LTN 1/20 standards which is more likely to encourage a modal shift. 3) Salisbury Traffic Management Plan required. 4) The benefits of active travel need to be taken onboard by WC at the highest level who prioritise cars rather than an environment that encourages walking and cycling. 5) Blame of SCC and BID for the removal of People Friendly Salisbury by WC without attempt to modify. 6) Alderbury should be in the LCWIP 7) with development of River Park why was an improvement to the NCN not negotiated at the outset? The existing route is substandard and non LTN 1/20 compliant under the A36.
19.	Partially oppose	Should propose speed humps to limit vehicle traffic speed in the city 20mph zone and so improve safety for cyclists; should propose contraflows to make city centre cycle routes easier; poor consideration of routes around Exeter St roundabout; lack of proposals for very useful inter-urban routes - Alderbury, Downton, Wilton, N up London Rd
20.	Fully oppose	I disagree with the caveats and vetoes. The walking part is completely inadequate, the cycling part ill-conceived.
21.	Partially oppose	With regards to the route from Wilton to Salisbury city centre, I do not think the Town Path option is best. I would recommend allowing cyclists to continue to St Nicholas Road where they can join the existing National cycle network where it runs through the Cathedral Close and into town. This route is already well used - it would be more efficient to link up with the other proposals on Harnham Road to just focus on one long road and avoid the Town Path.
Fully oppose = 7 respondents		Partially opposed = 14 respondents

General Comments

	General comments	Wiltshire Council response/recommendation
	Maps & Figures	
49.	Routes & links need to be numbered so that maps & tables can be tied together and 'end to end' treatment of entire routes can be checked	<p>Response: Noted. There is an aspiration to have all LCWIP routes showing on interactive maps in the future, this will help considerably with route identification.</p> <p>Recommendation: Some maps now numbered to link with routes. Investigate the use of interactive maps in the future.</p>
50.	<p>It is difficult to link the maps on p. 58 & 59 (Figs 43/44) with the proposed improvements set out in tabular format (Section 6.1 & Appendix 3).</p> <p>From a comparison with the 'potential and existing cycle routes' in Fig 46/p. 63 it is clear that a lot of the routes on Figs 43/44 are still at the 'potential' stage. This has led to a poor uptake in active travel from housing around Salisbury, since key routes were identified to serve these sites at the Salisbury Transport Strategy stage (see Fig 26 p. 47) but they are in general still at the 'potential' stage, long after housing has been completed and occupied.</p>	<p>Response: Noted. There is an aspiration to have all LCWIP routes showing on interactive maps in the future, this will help considerably with route identification.</p> <p>The delivery of all routes is subject to available funding and they are assessed against the priority criteria stipulated as part of the funding process</p> <p>Recommendation: Some maps now numbered to link with routes. Investigate the use of interactive maps in the future.</p>
51.	Fig 55 shows "improved pedestrian access to supermarket" from Avon Valley path to Waitrose. This needs amending to "improved pedestrian and cycle access" unless there is an alternative planned for cyclists.	<p>Response: Noted and agreed.</p> <p>Recommendation: Changes made to document. Also include all updated figures for the River Park Scheme.</p>
	Consultation	
52.	<p>It is regrettable that cycling groups such as COGS and bodies like the Salisbury Greenspace Partnership could not have been more involved in the development of these documents. There was feedback on an early version of the but there was no response to this feedback and, while it is appreciated some of the thoughts were incorporated, many ideas which were felt to be useful have been lost.</p> <p>This lack of engagement is particularly disappointing given that the LCWIP Technical Guidance makes the point that "<i>Effective engagement is critical to ensuring that high quality LCWIPs are produced. Stakeholders should be identified at the outset of</i></p>	<p>Response: Stakeholders have been consulted in the development of the LCWIP and in scheme design. The council has recently improved its LCWIP engagements and consultations by using an online consultation platform and all LCWIPs are now being consulted through this platform. For the most recent consultations interactive maps are being used which allows consultees to pinpoint specific improvements to the walking and cycling networks. Future LCWIPs and updates to LCWIP will involve greater stakeholder involvement.</p> <p>Recommendation: No changes necessary</p>

	<p><i>the LCWIP process, with a planned approach to engagement agreed. It is important to communicate with stakeholders throughout the process, and to consult with them at critical decision points, enabling their views to be expressed and considered'</i> [DfT Local Cycling and Walking Infrastructure Plans, Technical Guidance for Local Authorities, 2017, para 3.14</p>	
	<p>Policy & Funding</p>	
53.	<p>Emerging Salisbury Traffic Management Plan – this feeds into the LCWIP so would be essential before the LCWIP can be finalised. It would be expected that this would identify ways to reduce traffic volume and speed in Salisbury City Centre – e.g., interventions such as speed cameras, speed bumps or buildouts, and other measures to reduce rat-running.</p> <p>A Traffic Management Plan would also be the opportunity to consider overall traffic flows through the city. It may not be possible to increase pedestrianisation in the city, e.g., Minster Street, unless an alternative route is available for certain types of vehicles (buses, taxis, delivery vehicles?) through the Maltings. This important dependency was flagged up in the original Salisbury Vision in 2008 when it was said that a 'Transport and Movement Strategy' would be developed 'as a priority'. Nearly 15 years later we are still waiting.</p>	<p>Response: Whilst it would be ideal for the Salisbury LCWIP to be aligned to a review of traffic movement within and through the City, the two do not coincide.</p> <p>The benefits associated with having an adopted LCWIP in the short term are considered to outweigh waiting for the completion of a longer more complex and controversial piece of work.</p> <p>Recommendation: . The delivery of the Salisbury LCWIP and a review of traffic management in Salisbury will be considered as part of the development of LTP4.</p>
54.	<p>p8 The Policy Framework needs to include national as well as local policies, LTN 1/20 should be shown as well as Active Travel England who will oversee major road schemes and other developments to ensure high quality infrastructure is delivered.</p>	<p>Response: Noted.</p> <p>Recommendation: Changes have now been made to the document</p>
55.	<p>p. 9 Salisbury Transport Strategy Refresh 2019 – if there is a 2019 version in the public domain a link needs to be provided to it.</p>	<p>Response: Noted</p> <p>Recommendation: Link to be provided in the document</p>
56.	<p>Salisbury Area Greenspace Partnership (SAGP) find it extremely disappointing that this document makes very little reference to the value & relevance of green infrastructure when it comes to walking & cycling provision. There is a token reference to green infrastructure & Wiltshire Council's Green & Blue Infrastructure Strategy in the Design Standards when</p>	<p>Response: While the LCWIP seeks to align with the objectives and strategies from Wiltshire's Green & Blue Infrastructure Plan, it is not the main aim of the LCWIPs or Active Travel England Funding: DfT has instructed LCWIPs to focus on routes with the most propensity to swap car journeys for cycling and walking.</p> <p>Recommendation: No changes necessary.</p>

	<p>considering trees, but it appears that County Highways are still stuck in their own silo, not appreciating, or willing to acknowledge the very significant changes in Government thinking & planning policy context in relation to the value of GI in planning & placemaking for sustainable & resilient communities that have occurred in recent years in response to climate change & biodiversity loss.</p>	
57.	<p>Awareness raising is part of the measures in the Salisbury Transport Strategy and also a part of the Wiltshire Climate Strategy: <i>'Achieving zero emissions surface transport in Wiltshire is a challenge which will require action across all areas ... in conjunction with reducing trips and shifting modes'</i> [Wiltshire Climate Strategy 2022 – 2027, p.6].</p> <p>A first step would be to get WC members, particularly at Cabinet level, on board, as there have been some unhelpful interventions which seek to overturn both the agreed transport user hierarchy (Infrastructure Design p.4) and policies to reduce traffic to make streets safer for active travel modes. Reallocating space away from motor vehicles and restricting motor vehicle access needs to be part of the process in order to reach walking and cycling goals, and a dogmatic refusal to consider this approach is in direct conflict with a host of adopted policies at national and local level.</p> <p>Changing hearts and minds is all important, and more thought should be given to how this can be done. Making use of those who already enjoy the benefits of active travel – to explain their motivation and the rewards – and using these people to help identify necessary improvements for walker and cyclists would be helpful. As would getting WC leaders to show their own commitment to active travel modes.</p>	<p>Response: The council has declared a climate emergency and has produced a Climate Strategy (February 2022) and is committed to promoting walking and cycling and other forms of sustainable transport.</p> <p>Recommendation: No changes necessary</p>
58.	<p>p65 Prioritisation seems to be driven by funding opportunities rather than the need or demand. This is exactly why we have</p>	<p>Response: The Transport Planning Team provide comments and feedback on planning applications. Where possible we seek to obtain S106 funding to deliver</p>

	<p>disjointed cycling facilities that are often underused because they fail to address difficult locations, do not link properly with other facilities and stop where they are most needed. The existing network is used by developers seeking planning permission to state that Salisbury has an extensive cycle network. When we point out that it is largely aspirational, this is ignored by planning officers. Appendices 2 and 3 clearly demonstrate how far Salisbury has fallen behind what was desirable even in the last century. Now is the time to remedy all these gaps and provide safe, direct, and well-connected routes. Active Travel funding should be included in the list.</p>	<p>schemes that would serve the new developments in line with LTN 1/20 standards. The practical reality is that we fund the majority of other schemes via grants which carry prioritisation criteria we need to follow to be successful.</p> <p>Recommendation: Now added the Active Travel Fund to Appendices 2 and 3.</p>
59.	<p>p62 'In new developments or on existing highway where space allows, the council expects routes to be constructed to LTN 1/20 standards. As LTN 1/20 sets out: "Cycle facilities should be regarded as an essential component of the site access and any off-site highway improvements that may be necessary. Developments that do not adequately make provision for cycling provision in their cycling proposals should not be approved. This may include some off-site improvements along existing highways that serve the development." It is to be hoped that this requirement will be communicated strongly to planning officers who receive and report on planning applications as well as Highways officers who should be picking up and insisting on such facilities.</p>	<p>Response: Highway and Transport Planning Officers do make recommendations to Planning Officers based on LTN 1/20 standards. Where these standards are not being met, comment is provided to ensure wherever possible LTN 1/20 is adhered to.</p> <p>Recommendation: Text now added to document – LTN 1/20 alone cannot determine the outcome of planning applications.</p>
	<p>Data</p>	
60.	<p>p. 20 Air Quality Management Areas A poor and rather inaccurate map at Fig 12 – the Wilton Road AQMA in fact extends all the way up to Skew Bridge and covers the lower part of Devizes Road too. Schools shown could usefully include Leehurst Swan & Laverstock schools.</p> <p>While this page describes the extent of the AQMA there is nothing to state how the problem will be resolved. There should be a reference to WC's Air Quality Action Plan, as well as the important role of the (emerging) Salisbury Traffic Management Plan and the part which creating a favourable environment for Active Travel would be able to play.</p>	<p>Response: These schools are shown on the key destination map.</p> <p>Recommendation: A new Air Quality map now added to the document.</p>

61.	<p>p. 19 Accidents – it would be useful to have more information about accident locations involving cyclists and pedestrians as this might help to inform locations where improvements are needed.</p> <p>The relatively low levels of cycling accidents are not a cause for complacency as they are doubtless linked to the poor take up of active travel in Salisbury and Wilton due to the perception of accident risk and lack of safe facilities for active travel.</p>	<p>Response: Data about collisions can be viewed at CrashMap. Areas with a history of collisions are looked at through the council's road safety programme.</p> <p>Recommendation: Crashmap link added to the LCWIP.</p>
62.	<p>p19 fig 11 Accidents - This reveals some truly shocking data on settlements in South Wiltshire. The source data reveals that KSI per head of population between 2016 and 2018, was higher than the average for the county in Amesbury, Mere, Tisbury, Warminster, and Wilton. This appears to be highly related to traffic speeds in and around these settlements.</p> <p>Speed and volume of traffic are major factors in deterring people from walking and cycling and there needs to be a review of county speed limits generally and a reduction in limits within settlements and residential areas to preferably 20mph.</p>	<p>Response: Speed Limits are outside the scope of this LCWIP</p> <p>Recommendation: No changes necessary</p>
	<p>Routes</p>	
63.	<p>Some parking spaces in Salt Lane, Brown Street and the ground floor of Culver Street car parks should be allocated to residents parking. Those sections could be cordoned off, with CCTV and charging points while the rest of Salt Lane and Brown Street could still be re-developed. This would give more secure parking for residents, enable them to have electric cars and free-up a lot more space on the narrow roads of the Chequers to widen pavements and put in cycle lanes. This would make the link from the Market Square to the Arts Centre very much more pleasant and help all those living in the new retirement apartments as well as wheelchair users.</p>	<p>Response: Parking is outside the scope of this LCWIP but will be considered in the revised Parking Strategy, part of LTP4.</p> <p>Recommendation: Noted and changes to the cycle network will be considered should parking provision change.</p>
64.	<p>Challenges include ensuring the benefits of active travel and the need to shift from car-dependent lifestyles are taken on board by Wiltshire Council (WC) at the highest level. Currently WC appear to want to continue the status quo and resist moves towards an environment which favours walking and</p>	<p>Response: This comment relates to matters outside the scope of this LCWIP</p> <p>Recommendation: No changes necessary</p>

	cycling, despite the policies at national and county level which promote these modes.	
	Current schemes & suggestions for future schemes	
65.	<p>p. 71 It is not entirely clear from the Table on this page whether alterations are being proposed to the road underneath the A36 between the Central Car Park and Waitrose, but this is shown as a Potential link in Appendix 4a so hopefully it is included here.</p> <p>It would be worth exploring with Waitrose whether they would be open to a walking/cycle route around the western side of their site (where there is already a footpath & pavement), and also whether the route into Ashley Road could be made more cycle friendly, as this would be an obvious way for cycles to access the store but the barriers and lack of a dropped kerb make this difficult.</p> <p>The revised River Park plans (see page 83) show public footpath SALS9 being diverted to join Ashley Road opposite this Waitrose exit: it would be beneficial if that could be modified to become a cycle route as well, and with a suitable crossing point on Ashley Road.</p>	<p>Response: Improvements to the road underneath the A36 between Central Car Park and Waitrose will be considered as part of Avon Valley path improvements: Ashley Road to Central Car Park/Spire View (River Park phase 3A). As part of this, opportunities will be explored for routing through the Waitrose site. Please note that this is referred to as phase 2 in the LCWIP but that's not correct. It's phase 3A as defined by the river park masterplan.</p> <p>The River Park project is providing a fully segregated path to LTN 1/20 standards, 6m wide, along the river, which will cross Ashley Road at the bridge. This will be the route to Waitrose that we promote.</p> <p>Recommendation: LCWIP document now reflects the necessary changes.</p>
66.	<p>4a) Park Walls to Quidhampton The desire line for pedestrians from Quidhampton to Wilton will be along the south side of the Wilton Road, rather than crossing Wilton Road twice. So, a pedestrian travel light phase should be incorporated into the lights at Park Wall on the A3094 to allow for pedestrians crossing.</p>	<p>Response: The traffic signals at the Park Wall junction are the responsibility of National Highways as part of their duty to manage the A36 Trunk Road (Wilton Road) which forms part of the national strategic road network. Any decision to incorporate pedestrian crossing phases into the traffic is outside of the council's jurisdiction, but the provision of a pedestrian crossing phase at these signals is something that the council would be supportive of.</p> <p>Recommendation: No changes necessary.</p>
67.	<p>4c) Green Lane shared walking and cycling path scheme. The 'informal crossing improvements' at Ford should not just be 'considered', they should be implemented.</p>	<p>Response: The proposals for Green Lane currently being developed by the council include improvements to aid pedestrians and cyclists cross Roman Road, Ford.</p> <p>Recommendation: No changes necessary.</p>
68.	<p>Town Path SCC welcomes the development and introduction of new cycling infrastructure in Salisbury. However, the Council objects to the development of the Town Path and Broken</p>	<p>Response: Improvements to Town path (alongside Harnham Gyrotory/Exeter St roundabout improvements) will help alleviate traffic congestion generated by the Netherhampton South and Netherhampton North developments.</p>

	<p>Bridges for this purpose.</p> <p>Town Path is dangerously overcrowded, and consideration should be given to upgrading the existing Broken Bridges footpath from Harnham to Lower Bemerton as this would provide an alternative traffic-free route which would be particularly attractive to residents in the new and planned housing in developments on the Netherhampton Road.</p> <p>Various routes are proposed which might link to Broken Bridges (in 6.1.2 and Appendix 3) and it would make sense to upgrade the path itself (bearing in mind the need to retain the rural nature of this path).</p> <p>The proposed widening of Town Path is inappropriate for the local area. The focus should instead be placed on the proposal to reinforce the cycle path linking Broken Bridges with Churchfields, as well as a new cycle path linking Netherhampton Road, Harnham Road, St Nicholas Road and Cathedral Close.</p>	<p>Improving Broken Bridges would be technically difficult due to ecological and space constraints. While this remains a long-term aspiration for the council, improvements are likely to be minor improvements that will not deliver an LTN 1/20 route or accommodate significant numbers of cyclists and pedestrians. It is likely that improvements to Broken Bridges would take far longer to deliver than improvements to Town Path.</p> <p>As the LCWIP contains very high-level proposals, further feedback will be sought when options have been identified.</p> <p>Recommendation: No changes necessary.</p>
69a.	<p>4d) Exeter St roundabout and Harnham Gyratory improvements + 4e) Harnham Gyratory Improvements: Downton Road cycle routes</p> <p>These were consulted on previously as part of the 'major junctions' improvements.</p> <p>COGS had already submitted comments on these proposals in July 2021, and those which still seem to apply are paraphrased below:</p> <p>New at grade toucan crossing of Churchill Way South This would normally be welcome but seems counterproductive when there is an existing subway crossing and when a prime aim of the scheme is to improve journey times and reduce queues for motor vehicles.</p>	<p>Response: All comments relating to potential future schemes /adjustment to schemes have been noted and will be considered in the round at the appropriate time.</p> <p>Recommendation: No changes necessary</p>
69b.	<p>The subway under Churchill Way South is approx. 2.1m high. This is lower than the standard suggested by guidance</p>	<p>Response: All comments relating to potential future schemes /adjustment to schemes have been noted and will be considered in the round at the appropriate</p>

	<p>note LTN 1/20 (2.4m) but is somewhat higher than the lowest point of the more widely used underpass under New Bridge Road at this roundabout (1.9m). COGS would favour any improvements which could be made in the existing subway, and on the approaches to it, but do not feel that a new signalised pedestrian/cyclist crossing on Churchill Way South can be justified.</p>	<p>time.</p> <p>Recommendation: No changes necessary</p>
69c.	<p>Suggestions for improvements to St Nicholas Road/path under New Bridge</p> <p>Quite a lot of cyclists come via the Close and then take a right turn across St Nicholas Road onto the path which leads under New Bridge Road. Improvements to the crossing point here, and the right turn from St Nicholas Road down towards the Close, would be helpful. Sightlines are poor at this point, due to the turns in the road, and this is an important link which forms a part of National Cycle Network Route 24.</p>	<p>Response: All comments relating to potential future schemes /adjustment to schemes have been noted and will be considered in the round at the appropriate time.</p> <p>Recommendation: No changes necessary</p>
69d.	<p>Upgrade existing shared use path along New Bridge Road to a two-way 4m wide segregated cycleway and footway</p> <p>This shared use path is currently approx. 3 metres wide, and it would be a shame if it was widened into park land unless the levels of pedestrians and cyclists justified it. Perhaps some thought could instead be given to repositioning the obstructions (traffic signs, lighting columns, bus stop) on the existing path?</p> <p>Where a wider path would be helpful – for instance across New Bridge itself, where the path width is somewhat narrower (c 2.6 metres) – there is no possibility of widening it. Across the bridge there are fixed boundaries to the path in the form of the parapet and the raised kerb and Local Transport Note 1/20 (Cycle Infrastructure Design) suggests that additional width is required here to maintain the effective width of the cycle track (see LTN 1/20, Table 5-3).</p>	<p>Response: All comments relating to potential future schemes /adjustment to schemes have been noted and will be considered in the round at the appropriate time.</p> <p>Recommendation: No changes necessary</p>
69e.	<p>Potential upgrading of the existing shared use path through the park north of Harnham gyratory to a segregated path</p> <p>This is not supported. The current pathway is approximately 2m wide and it seems unlikely it would be much used if it was</p>	<p>Response: All comments relating to potential future schemes /adjustment to schemes have been noted and will be considered in the round at the appropriate time.</p>

	<p>widened, bearing in mind that:</p> <ul style="list-style-type: none"> - The desire line for cyclists at this point is straight down the link to Ayleswade Road - If cyclists do come southbound through the park, they will then emerge onto the bottom of the pavement at Ayleswade Road anyway, potentially a bigger hazard than if they had stayed on the Ayleswade Road link path where they are fully visible. <p>It would be better to improve the existing link, if land ownership issues allowed, and segregate cyclists so they joined a widened link direct from New Harnham Road to Ayleswade Road without having to come onto the pavement.</p>	<p>Recommendation: No changes necessary</p>
69f.	<p>Potential new SUP and crossings along Odstock Road from the junction with Heronswood to the junction with Rowbarrow</p> <p>There are a number of issues with this proposal, which is not supported:</p> <ul style="list-style-type: none"> - There is a downhill coming north along Odstock Road from the hospital, this means that northbound cyclists may be travelling at speed, moreover they will in all likelihood be turning right at the roundabout at the bottom of Odstock Road to get to Harnham gyratory. Cyclists crossing their path or travelling slowly up the hill on the 'wrong' side of the road, would conflict with speeding northbound cyclists. - Cyclists travelling south to the hospital would be expected to cross Odstock Road to reach the cycle lane, and then to cross back again, while travelling up hill, at Rowbarrow junction. There is a high probability of conflict with other road users at this junction. <p>There are routes available for less confident cyclists who wish to avoid the Odstock Road if they go up through Rowbarrow, either along Ancient Way, or Rowbarrow Road. Cyclists going up the Odstock Road (i.e., southbound) might benefit from a</p>	<p>Response: All comments relating to potential future schemes /adjustment to schemes have been noted and will be considered in the round at the appropriate time.</p> <p>Recommendation: No changes necessary</p>

	cycle lane, but this should be on the left-hand side of the road if possible.	
70.	The route proposed by SAGP from St Peter's Place and Bemerton Heath to Five Rivers would use an existing old farm track with gentle gradient which could be developed as an off-road route. The alternative using Devizes Road will not provide safe cycling, do nothing to encourage modal shift and will take up road space which is unlikely to be accepted by the current administration.	<p>Response: All comments relating to potential future schemes /adjustment to schemes have been noted and will be considered in the round at the appropriate time.</p> <p>Recommendation: No changes necessary</p>
72.	The plan rightly proposes diverting cyclists from the A36 from Skew bridge to St Paul's roundabout in preference for a currently unfunded Churchfields route along the existing NCN route. However, this scheme appears not to consider safe cycling access to this route for the large population in the triangle between Wilton and Devizes roads either via A360 or via safe transit across A36 to Churchfields. The Skew Bridge intersection is a nightmare for cyclists and no safe right turn into Churchfield exists at Cherry Orchard Lane or Ashfield Rd. Further, the proposed Churchfields route is likely to struggle to separate often impatient and speeding through-traffic and HGVs from cyclists as it is constrained by width.	<p>Response: All comments relating to potential future schemes /adjustment to schemes have been noted and will be considered in the round at the appropriate time.</p> <p>Recommendation: No changes necessary</p>
72.	The Salisbury LCWIP makes it clear that routes which are mainly leisure routes i.e., those 'without a strong utility purpose' are specifically not considered. However, it is stated that they may be covered by Wiltshire Council's Countryside Access Improvement Plan (CAIP). This seems inadequate & it is not at all clear why the CAIP has not been included in this consultation. Possibly it is because it is not a statutory document & has not been updated in recent years. It should also be noted that that walking for leisure to relax & enjoy nature is now widely considered to be extremely important for both mental health & physical wellbeing.	<p>Response: The CAIP and LCWIPs are both daughter documents of the LTP. They should align but not duplicate. The aim of the LCWIPs is to encourage car journeys to be swapped with walking and cycling, not to focus on leisure cycling. However, the council recognises the importance of leisure cycling and seeks to align these objectives where possible.</p> <p>Recommendation: Reconsider the CAIP objectives at its next review and consider incorporating where possible into the LCWIP.</p>
73.	p.67 There are instances where schemes which are being put forward will have limited value if there is no safe way to reach the part of the cycle route which is being prioritised for delivery.	<p>Response: The council is fully aware that schemes need to link with each other to achieve a comprehensive and useable network. However, funding constraints mean</p>

	<p>As an example: 'A36 St Mark's Roundabout to Laverstock cycle path via Cow Lane' is a priority scheme to be delivered in 1-3 years (est cost £300,000+). However, the 'A30 London Road (Cow Lane) to St Mark's roundabout' component of this scheme is shown only as a 'proposed cycle improvement' which would be subject to further evaluation and consultation, with the caveat 'may have pinch points' and 'in design with Atkins'.</p>	<p>that routes generally have to be implemented in phases over time.</p> <p>Options to minimise pinch points are currently being considered as part of the development of the council's proposals. This is a normal part of the design process.</p> <p>Recommendation: No changes necessary</p>