

Response from Councillor Helena McKeown, Salisbury District Council

Hello Tom

I am happy with the report and have received positive support from Cllr Ian McLennan and the initial view from COGs. I note that Cllr McLennan would like his residents to have white lines up Laverstock Road to join Milford Hill by Godolphin School, and I support his request for this.

I also note Cllr McLennan's request to extend the proposed cycleway to the section of the road between St Joseph's school and the London road i.e. the entire length of the road though Laverstock Church Road/Riverside Road and Laverstock Road, be a cycleway with the advisory white lines, where a proper cycleway does not exist and the speed for the entire road be 20mph. White lines would be removed from the road centre at the cycle lined areas. This would avoid the current problem of drivers speeding between St Josephs School and the London road. Presumably the extra proposals coming out of the consultation should be discussed at SJTC in January?

I note that Cllr McLennan wants WCC to consider a crossing point near the roundabout on London Road by the Church Road/A338 junction to facilitate villagers and school pupils to walk & cycle safely on the narrow footpath just east of the railway bridge from the London road P&R with its drop off/pick up arrangement. I support his request for this to be looked at. This drop off should reduce school traffic. Potentially this cycle route also links the Petersfinger P & R under construction and could eliminate the school traffic with a similar drop off/pick up arrangement. The schools would need to be involved and engaged by WCC re a new Green Travel Plan. The plans will need to be advertised by the production of local maps for schools and on their websites. There is a better chance of success with funding towards pupils' bicycles, Bikeability courses and more secure covered cycle parking. Increased numbers of children cycling will result in less children being driven to school - hence less traffic. Increased numbers of children cycling to school will also result in the children themselves being fitter and reduced levels of obesity. Some funding might potentially be available from NHS Wiltshire or the Strategic Health Authority.

I believe that on page 4, Figure 4 in fact shows Manor Farm Road and Shady Bower (rather than Manor Road and Milford Hill). I note COGs believe the sentence above Figure 4 should refer to Manor Farm Road and Shady Bower (rather than Manor Road & Milford Hill).

In addition to these recommendations I support COGs request to see a reference to 'the Golden Way' route into Salisbury, and a new paragraph (recommendation) 2.2.4 to cover this "2.2.4 Alternative route via Piggy Lane/Southampton Road", with an explanation of the route this takes from where it branches off the route proposed (Whitebridge Road, Riverbourne Close, Milford Mill Road, Piggy Lane, Southampton Road).

In addition to the scheme, signage and updating the current Salisbury Cycle Map will need to take place. I would suggest finger posts with names places, distances and cycle travel times to connect the Salisbury to City Centre route to the rest of the Salisbury Cycle Network i.e. i) the Laverstock to city centre route should link trip origins and key destinations, including public transport access points (including park and ride); ii) links to Bishopdown; iii) links to Ford and Old Sarum via Green Lane – all very important routes in the Salisbury Cycle Network.

I am looking forward to the closing date of the public consultation, and my initial impression from feedback to me is one of great positivity. I wonder whether if the consultation is totally positive it needs to be at SJTC in January or whether it can just get the green light to go?

Cllr Dr Helena McKeown
Harnham East Ward