

**SUMMARY OF COMMENTS AND OBJECTIONS RECEIVED OBJECTING TO THE PROPOSED REVOCATION OF THE PROHIBITION OF CYCLING BYELAWS
AT VARIOUS LOCATIONS IN SALISBURY**

Comment Ref. No.	Comment	No. of Times Received	Officer Response
1	<p>My concern is specifically about the footpath bridge over the railway, which in my opinion is not at all suitable for cyclists to ride over, it is significantly narrower (at 1.2m) than the other paths on your schedule ((a) and (b) above (the Churchill Way bridge is 2.2m wide, and the Bellevue Road to Bedwin Street path is at least 2.2m wide)). Currently, cyclists take undue advantage of the fact that, <i>according to the currently displayed notices (and in opposition to your statement of the restrictions), there is no restriction on cycling on the railway footbridge</i>. In contrast to this, there is definitely a cycling restriction on the footbridge over Churchill Way, and I think there may also be a cycling restriction on the footpath between Bellevue Road and Bedwin Street.</p> <p>My wife and I live at 34 Marlborough Road which is the house right next to the railway footbridge, so we are acutely aware of the nature and volume of the foot and cycle traffic on the railway bridge:</p> <p>(i) The railway footbridge is used by school pupils in both directions in the evening and in the morning, usually in excited conversation, more or less blocking the narrow (1.2m) footway on the bridge to any cycle traffic.</p> <p>(ii) Our neighbours opposite are mentally handicapped adults, and in dry weather are often on the bridge or in the cul de sac bit of Marlborough Road that is at the end of the railway footbridge.</p> <p>(iii) The trains are an attraction and mothers and children often stop on the bridge to look over the parapit, again, often completely blocking the narrow (1.2m) footway with a push chair and a toddler or toddlers.</p> <p>(iii) The trains are also an attraction for train spotters; again, sometimes completely blocking the narrow footway (especially when steam trains are involved!)</p> <p>So, I believe there is a strong case for <i>imposing</i> a cycling restriction over the railway footbridge, a restriction that you claim is already in place, but which, in fact, isn't.</p> <p>I hope that these points can be considered when finalising plans for the change in the cycling restriction on these pathways.</p>	2	Please refer to main report as this issue has been considered as a substantive issue.

2	<p>The proposal to lift the ban of cycling in School Lane, Salisbury is unacceptable for the following reasons:</p> <ol style="list-style-type: none"> 1. The junction with School Lane and Belle Vue Road is blind with a tall hedge on one side and solid wall on the other and will afford no protection to pedestrians in Belle Vue Road. 2. The path between the end of the Church Yard is of insufficient width to allow a pedestrian and cyclist to pass safely. The pathway at this point is no greater than a metre wide. It is a lane in name only. 3. There are two alternative routes that afford greater safety to both pedestrians and cyclists. These are the pathway at the rear of the Arts Centre or through the Council Grounds both lead to on to Bedwin Street. <p>This application shows a total lack of knowledge of the local area and the risks to pedestrians in School Lane. The idea of a Cycle Path is welcomed but not one that poses a greater risk to pedestrians.</p> <p>A much more suitable route from Marlborough Road would be Swains Close through the lane to the rear of the properties in Belle Vue Road and through the Council Grounds on to Bedwin Street which removes cyclists from main roads for a greater proportion of the route. Again this shows a lack of local knowledge and a site visit.</p>	1	<p>Please refer to main report as this issue has been considered as a substantive issue.</p>
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