

Salisbury junctions scheme webinar questions and responses – July 2021

Question	Response
Pre-webinar on 24 June 2021	
1. Will the schemes be fully implemented before any further housing developments are built to the south of the City including those proposed for Netherhampton Rd?	The currently proposed development at Netherhampton Road is not dependent on this junction improvements scheme. However, the scheme aims to improve the capacity of the junctions to deal with the congestion impacts of future development. The design accommodates planned growth as identified in the Core Strategy and Local Plan, including the development sites on Netherhampton Road. The construction of the scheme is dependent on obtaining funding from the Department for Transport (DfT). At present, funding is only available for the preparation of the Outline Business Case (OBC). If the OBC is approved by DfT, further funding is expected to be made available for the Full Business Case and construction stages. If the scheme does not go ahead as planned, other measures may have to be considered at the junctions.
2. How will the 3 junctions be linked safely for cyclists and pedestrians	The proposals include connections and upgrades to existing pedestrian and cycle routes linked to all three junctions. The proposals are outlined in section 4.4 of the consultation booklet.
3. Will there be a safe crossing that links the two parts of Britford Lane?	We are undertaking a Walking, Cycling and Horse Riding Assessment and Review (WCHAR), which includes an assessment of the demand for crossing points at this location. At present a direct connection is not proposed, but

	improved alternative controlled crossings are proposed at nearby Harnham Gyratory.
4. Will thought be given to improving the safety of cyclists going from Exeter Street to New Bridge and vice versa? Will it be less dangerous to emerge from Britford Lane or Burford Road in a vehicle in future?	At Exeter Street Roundabout new signalised pedestrian/cyclist crossings are proposed on Churchill Way South, which will connect Exeter Street and New Bridge Road safely, as well as improvements to the subway lighting under Churchill Way South. Furthermore, an upgrade of the existing shared use path along New Bridge Road is proposed, that would provide off road segregated facilities for pedestrians and cyclists. Along Britford Lane and Burford Road improvements to the cycle route are proposed, with the introduction of 20mph speed restriction. Please see section 4.4 in the consultation booklet.
5. How will traffic be affected during the development and how long will it take?	The improvements will reduce delays and congestion at all three junctions, but there will be some disruption during construction when temporary speed limits or width restrictions may be required. The traffic management during construction will be given careful consideration in order to keep disruption to the minimum. Construction is expected to take about a year.
6. Will there be soundproofing for the homes situated directly around the roundabout?	Noise impacts will be assessed as part of the Environmental Appraisal. If significant adverse impacts are found, suitable mitigation will be identified. It should be noted that the proposals do not include the removal of screening planting.
7. How are you measuring impacts on residents who are already seriously disturbed by heavy lorries moving through the night and early morning?	
8. What hours of day or night will the workers be engaged in?	Work will be carried out during normal day working hours as far as possible. If night working proves unavoidable for safety reasons the necessary approvals and consents will be sought, but night work will be avoided where it would cause serious disturbance.
9. Are there plans to improve the ski slope down into Ayleswade Road directly from the current roundabout (and gyratory) (Current danger from bikes speeding down onto Ayleswade Road risking pedestrians including elderly people living down this end of road?)	The proposals include a potential upgrade of the existing shared use path through the park to provide segregated facilities for pedestrians and cyclists. We are also improving other routes into Ayleswade Road, making them more attractive to cyclists. Please see section 4.4 in the consultation booklet.

<p>10. If we are improving park wall and Harnham gyratory, what are the corresponding plans to ensure that Netherhampton Road / Harnham Rd have appropriate speed controls in place? This is a residential road and currently has regular traffic doing 50mph. It is dangerous and needs to be addressed.</p>	<p>The proposals include the introduction of 20mph speed restriction along St Nicholas' Road and Harnham Road to Ayleswade Bridge. Please see section 4.4 in the consultation booklet.</p> <p>Both Netherhampton Road and New Harnham Road are classed as 'A' roads and would not be suitable for speed cushions or a priority working system. A new roundabout will be constructed on Netherhampton Road as part of the proposed new housing development, which would help to control the speed at which vehicles travel along Netherhampton Road.</p>
<p>11. What measures are intended to ensure speed limit is controlled and enforced?</p>	<p>More generally, members of the public can request that a traffic survey is undertaken on a length of road to determine whether or not vehicles speeds are causing a highway safety concern. If a speeding problem is identified then measures such as the erection of Speed Indicator Devices (SIDs), Community Speedwatch or Police enforcement could be considered. More information about request a traffic survey can be found in the Community Area Transport Group Section on https://www.wiltshire.gov.uk/council-democracy-area-boards. It should be noted that it is the police who have the powers to enforce speed limits. Finally, Salisbury City Council has two SIDs for use throughout the city. SIDs are due to be placed in Harnham Road at the request of the local councillor. Policy dictates that SIDs can stay in place for a maximum of 8 weeks before being moved to another location in the city. The SIDs can be re-erected in Harnham Road but a minimum of four weeks after they were last in place. Policy does not allow permanent SIDs to be erected as national research has shown that after a period of a few weeks they have very limited impact on driven speeds. Therefore, the SIDs will be a short term measure to highlight the speed at which vehicles are using Harnham Road.</p>
<p>12. Will the 30mph speed limit be maintained in residential areas?</p>	<p>20mph is being proposed for the quiet streets cycle routes along Harnham Road, St Nicholas' Road, Milton Road, Burford Avenue, Burford Rd and Milton Road. Please see section 4.4 in the consultation booklet. The rest remains unchanged.</p>
<p>13. What other real, implemented examples of similar junction improvement within the UK have been investigated and analysed?</p>	<p>Wiltshire Council have recently completed similar junction improvements on the A350 at Farmer's Roundabout, where the introduction of traffic signals and other improvements to an existing roundabout delivered the expected benefits in terms of reduction in delays and traffic congestion.</p>

<p>14. What future proposals are there to alleviate traffic on Southampton Road at the same time as dealing with flooding. I believe the two can be solved together.</p>	<p>The A36 Southampton Road is a trunk road managed by Highways England and forms part of the strategic road network. This route is the subject of a separate strategic study which is being undertaken on north-south routes by Highways England and any improvements or changes would be a matter for Highways England.</p>
<p>15. Will any of the plans work unless the major bottleneck on the A36 Southampton Road is dealt with first. Surely you are exacerbating the problem further on.</p>	<p>The A36 Southampton Road is a trunk road managed by Highways England and forms part of the strategic road network. This route is the subject of a separate strategic study which is being undertaken on north-south routes in the area by Highways England. The improvements at the three junctions work independently of any improvements to the trunk road. There will still be delays at other junctions but the reduction in delays at these junctions will reduce journey times overall.</p>
<p>16. I am concerned about the Park Wall junction and any specific plans to allow for access by cyclists and walkers from the north side of the A36 to the east side of Netherhampton Road and Lower Road in Quidhampton. Will the final plans involve a cycle pathway and walkway behind the hedge on Netherhampton Road down to Quidhampton as per the original ideas for the link to Wilton along NCN Route 24. I would further request that the planned 'Toucan crossing' of the A36 near the Wilton roundabout (to allow access to and from the Wilton Hill estate) be completed sooner than any work at the Park Wall junction.</p>	<p>The proposals include the upgrading of the existing crossing over the A36 to a Toucan crossing, leading to a new shared use path for pedestrians and cyclists to Lower Road. Please see section 4.4 in the consultation booklet. Redrow, the developer at Wilton Hill, is providing the toucan crossing to the south of Wilton roundabout. Therefore, it does not form part of the scope of this scheme.</p>
<p>17. What input is allowed to the ambulance service? Is the impact of the hospital expansion also considered?</p>	<p>The ambulance service and other emergency services are welcome to comment on the proposals. Access through the junctions from the city to and from the hospital are important consideration, for vehicles and walking and cycling.</p>
<p>18. Are schemes formally linked to the local obesity strategy?</p>	<p>Not at this stage, but the proposals would support measures to make walking and cycling more attractive and improve health and increase exercise.</p>

<p>19. The noise of traffic - and particularly motorbikes and 'souped up' cars - is unbearable at the moment. If you are going to "increase capacity" at the Exeter Street Roundabout, what are you going to do to control the speeds on New Bridge Road and the noise pollution?</p>	<p>The increase in capacity will reduce delays at the junction, especially during peak periods, but will generally have less effect on traffic flows at night and less busy times. Speeding enforcement and the type of anti-social behaviour described are generally matters for the police who have enforcement powers.</p>
<p>20. How many cyclists currently use these routes currently? How will you measure their success?</p>	<p>We have cyclist counts from vivacity sensors as well as observed counts from the recent Walking, Cycling and Horse Riding Assessment and Review (WCHAR). The benefits will be assessed using the active travel mode appraisal tool (AMAT), which is the industry standard.</p>
<p>21. I am unclear about how these improvements will increase the flow of traffic from Harnham Road down into New Bridge Road/Exeter roundabout</p>	<p>The introduction of an additional traffic lane northbound and increased gyratory area will enable the traffic signal timings to be adjusted to increase the flow of traffic, particularly at peak times.</p>
<p>22. It is simply not credible to claim that these proposals will reduce motor traffic delays between Harnham Gyratory and College Roundabout at peak times by 64%? On what specific basis is this claim made?</p>	<p>The scheme has been modelled using strategic traffic modelling software SATURN (v11.4.07H), and following the Department for Transport's guidance for appraising transport schemes, which can be found here: Transport analysis guidance - GOV.UK (www.gov.uk). This process forecasts the future journey times and traffic flows both with and without the scheme and represents both best practice and the industry standard for appraising transport schemes.</p> <p>The figures presented are comparing predicted journey times with and without the scheme in 2024 (when the scheme first opens) and in 2036 (the end of the planning period for the Local Plan Review), to demonstrate that the scheme delivers benefits for current transport problems, and also continues to deliver benefits on the Major Road Network as the city grows.</p>
<p>23. What considerations have you considered around speed of traffic in Exeter Street (both ways)?</p>	<p>The scheme does not currently propose any changes to speed limits on Exeter Street. Such changes can be raised with the city council for consideration at the Community Area Transport Group.</p>

<p>24. Exeter St. Junction- Option 2. What is the purpose of separating the two arms of St Nicholas Rd? Will the northern arm be Lt. turn only into Exeter St? How will the buses negotiate such a tight turn?</p>	<p>The aim is to move the northern arm along the cathedral wall as far away from the junction as possible, to try and enable vehicles to use the roundabout without turning directly into it when there are vehicles queuing. The northern arm would be able to make both left and right turns onto Exeter Street. A swept path analysis has been done as part of the design and the proposed layout can accommodate buses.</p>
<p>25. Odstock Rd. cycleway- cyclists will have to cross the road twice. To cross at the Rowbarrow junction will be across heavy traffic in both directions. Is this shared use path necessary? What about moving the road west and including a cycleway below the raised footpath for south bound (uphill) riders only? It need be no more than a metre wide. On the west side pedestrians tend to walk on the grass path rather than the pavement.</p>	<p>[See reply to question 42 below]</p>
<p>Received during the webinar on 24 June 2021</p>	
<p>26. Pedestrians from Quidhampton to Wilton would prefer to stay on the south side of the road, otherwise they need to cross Wilton Road twice. Will there be a pedestrian crossing of the A3094 at Park Wall to allow this?</p>	<p>This is not currently proposed as the footway on the A36 alongside the park wall is narrow and a better safer route would be available on the north side of the A36.</p>
<p>27. Why are you not proposing an extra exit lane from St Nicholas Road into Exeter Street? There is room to provide this and it causes unnecessary hold up at the moment</p>	<p>The situation will be different with the installation of traffic signals on Exeter Street Roundabout. The signals will create gaps in the circulating traffic to enable vehicles to leave St Nicholas Road without some of the delays currently experienced.</p>
<p>28. Bishop Wordsworth pupils regularly cross the St Nicholas Road at the Exeter Street Roundabout. Are you looking at some safer way for them to do this?</p>	<p>The proposals include a new at grade signalised crossing on Churchill Way South. If an additional crossing point is needed on St Nicholas' Road, we can certainly consider including it in the scope as the scheme develops. We welcome your feedback in this regard.</p>
<p>29. Are there any plans to provide a relief road for Southampton Road college and commerce zone</p>	<p>The Highways England study into north south-routes in the area will consider the A36 and the existing problems on that route.</p>
<p>30. Will the Harnham Gyratory changes improve the congestion issues with traffic heading from the city centre onto the Downton road, the hospital road, and the</p>	<p>The Harnham Gyratory improvements will improve the capacity at the junction and reduce congestion. However, providing an additional lane southbound on New Bridge Road is unlikely to be possible but will be looked at as part of the</p>

<p>Harnham road? Currently, traffic heading right (to Harnham) uses the same lane as traffic heading straight on (to the hospital), frequently resulting in late lane changes, near misses, and general chaos.</p>	<p>detailed design. Traffic signs and road markings would be comprehensively reviewed in order to reduce driver confusion.</p>
<p>31. How has the traffic modelling and economic analysis associated with the junction improvement designs taken account of potential longer-term changes to traffic flows due to Covid-19? E.g. due to more home-working or changing of the traditional traffic peak periods.</p>	<p>The scheme will be assessed against any revised traffic and growth figures as they become available. Current indications are that traffic flows are generally returning to pre pandemic levels in many places, and in some cases increasing slightly because of reduced use of passenger transport during the Covid restrictions.</p>
<p>32. Why are the plans for Toucan crossings on Churchill Way South being considered? What is 'wrong' with the current underpass?</p>	<p>The underpass does not meet current standards for cyclist use because of restricted headroom.</p>
<p>33. Why is a light controlled junction proposed on Churchill Way when there is already a subway at this location as surely this will increase congestion on Exeter St roundabout?</p>	<p>The pedestrian and cyclist movements will be integrated into the operation of the traffic signals as far as possible in order to limit the impact on traffic flows.</p>
<p>34. The noise and speed of traffic on New Bridge is currently excessive. What will you be doing to keep speeds and noise of traffic down?</p>	<p>The effects of traffic noise will be considered as part of the scheme assessment. Traffic speed enforcement is a matter for the police.</p>
<p>35. Are there any plans to use the flood plains next to Southampton Road for a relief Road.</p>	<p>There are no plans at present. The Highways England study into north south-routes in the area will consider the A36 and the existing problems on that route.</p>
<p>36. Please can you advise the actual traffic capacity increases that the improvements of each junction will provide, or is this information shown on the website?</p>	<p>There is information on the website on the effects of increased capacity and reduced delays, particularly on morning peak movements. Further information will be added to the website as the design and assessment work proceeds.</p>
<p>37. What processes are being proposed for a Salisbury by-pass? With a new road which will take traffic away from Salisbury who do not wish to go there, you will solve traffic problems everywhere in one fell swoop</p>	<p>There are no plans at present. The Highways England study into north south-routes in the area will consider the A36 and the existing problems on that route.</p>
<p>38. How do I consult with the highways agency reference the north south routes.</p>	<p>Highways England can be contacted at: info@highwaysengland.co.uk</p>

39. Are there any plans to extend the 3rd lane for traffic turning right to Harnham?	The need for this will be considered as part of the detailed design but it may prove difficult because of underground services and land availability.
40. Are there any plans to extend the 3rd lane for traffic turning right to Harnham.	As above
41. In what way is the underpass not compliant? The height for what is not compliant?	The underpass has insufficient height clearance for cyclists as required in the current DfT standards.
Pre-webinar on 1 July 2021	
<p>42. Exeter St. Junction- Option 2. What is the purpose of separating the two arms of St Nicholas Rd? Will the northern arm be left turn only into Exeter St? How will the buses negotiate such a tight turn? [same as question 24 above]</p> <p>Odstock Rd. cycleway- cyclists will have to cross the road twice. To cross at the Rowbarrow junction will be across heavy traffic in both directions. Is this shared use path necessary? What about moving the road west and including a cycleway below the raised footpath for south bound (uphill) riders only? It need be no more than a metre wide. On the west side pedestrians tend to walk on the grass path rather than the pavement.</p>	<p>The aim is to move the northern arm along the cathedral wall as far away from the junction as possible, to try and enable vehicles to use the roundabout without turning directly into it when there are vehicles queuing. The northern arm would be able to make both left and right turns onto Exeter Street. A swept path analysis has been done as part of the design and the proposed layout can accommodate buses.</p> <p>This potential shared use path down Odstock Road would provide a more direct alternative to the less direct route via Rowbarrow for cyclists travelling between the city centre and the hospital. This is an option that we'd like to hear your views on. Moving the road west would be costly and could impact on existing residential properties. The shared use path could be provided on the east side instead to reduce the number of crossings. However, there is less space available on the east side. The reason for selecting the west side was the availability of land owned by Wiltshire Council.</p>
43. Are there any clearer plans available for the improvements proposed? My interpretation of the low resolution ones contained in the leaflet is that active travel routing and crossings could be better provided for?	<p>At this early stage of the design development the plans that have been provided are the best available.</p> <p>The proposals include improvements to existing crossings as well as new crossings to provide better facilities for pedestrians and cyclists. The proposed routes tie into existing routes and provides missing links as outlined in the Town Cycle Network that forms part of Wiltshire's Local Transport Plan. If there are areas where you think the routes or crossings could be improved, please do let us know how.</p>

<p>44. What consideration is being given to the heat project and the huge expansion of the hospital site?</p>	<p>The hospital is working with Wiltshire Council on the development proposals as part of the Local Plan Review. The junction improvement scheme would cater for all development as defined in the core strategy and local plan up to 2036.</p>
<p>45. The Exeter Street roundabout is very unsafe. If there is an accident on any of the three roundabouts are there planned lanes for the ambulances?</p>	<p>The aim of the proposals is to make the roundabout safer for all users. Ambulances will be able to get priority access as they currently do.</p>
<p>46. As the problem with the Harnham Gyrotory and Park Wall Junctions are sheer weight of traffic at peak times and there is no land available to increase their capacity, how can changing the configuration of these junctions make any difference to peak hour queuing? At peak hours a high proportion of eastbound traffic on the A3094 turns right at the Gyrotory to access the hospital. How can this be eased without increasing queues at the other arms of the junction? There are a lot of child pedestrians at the Gyrotory who are walking to and from Harnham Schools. How can their safety be prioritised without increasing queuing of vehicular traffic and the consequent adverse effect upon air quality?</p>	<p>At Park Wall Junction the signals will be updated to ensure that they work with current traffic patterns, reducing queues and delays dynamically as traffic levels vary throughout the day. The layout of the junction will be changed to make turning movements for large vehicles easier which would help them move through the junction more quickly.</p> <p>At Harnham Gyrotory the traffic signals will be updated in a similar way, and in addition to that, an extra lane will be added at the A3094 stop line, and also within the gyrotory in both the north and south directions.</p> <p>The proposals include upgrading all the crossings at Park Wall junction and Harnham Gyrotory to provide separate crossing facilities for pedestrians and cyclists. This should make them safer for child pedestrians. We are also proposing to widen the shared use path down New Harnham Road to Old Blandford Road, and consulting on potentially extending the shared use path down New Harnham Road to Saxon Way where the schools are located. We would like to hear your views on these proposals.</p> <p>All these changes are aimed at reducing congestion, which would improve air quality.</p>
<p>47. Why are you reconfiguring these junctions but not modifying the College Roundabout and Southampton Rd, which is where the real traffic problems lie?</p>	<p>Churchill roundabout forms part of the A36 strategic road network which is managed by Highways England. This route is the subject of a separate strategic study which is being undertaken on north-south routes by Highways England, and therefore has not been included in the scope of this scheme.</p> <p>The proposals being put forward currently would not negatively impact on existing congestion on the A36. We are working closely with Highways England</p>

	to ensure our proposals align with any changes that they might propose in the future.
48. It mentions in the proposal mature trees near the Harnham Junction site. These back onto our garden so am interested to hear if there are any plans changing this woodland area.	Option 2 at Exeter Street roundabout would require the removal of mature trees, but we are not proposing to remove any screening planting at Harnham gyratory.
49. Have the writers of the consultation report actually been down to the Harnham gyratory in peak time to see for themselves what the real issues are? How is putting traffic lights on the Exeter St and a pelican crossing on the Churchill Way south dual carriageway going to help reduce congestion? Has any consultation been done with Highways England re: congestion on Southampton Rd and the Wiltshire College roundabout and it's knock on effect on congestion at Exeter St roundabout and the Harnham gyratory?	<p>The proposals were developed using both site observations and transport modelling. Adding traffic lights at Exeter Street roundabout will make it easier for queuing traffic to join the roundabout and thereby reduce journey times.</p> <p>Churchill roundabout forms part of the A36 strategic road network which is managed by Highways England. This route is the subject of a separate strategic study which is being undertaken on north-south routes by Highways England, and therefore has not been included in the scope of this scheme.</p> <p>The proposals being put forward currently would not negatively impact on existing congestion on the A36. We are working closely with Highways England to ensure our proposals align with any changes that they might propose in the future.</p>
Received during the webinar on 1 July	
We live on the gyratory and my wife suffers with asthma and is very worried about air quality while the work is carried out.	The environmental impacts of the scheme, both during construction and once it is completed, will be assessed and mitigated as part of the design. This will include an air quality assessment. The proposed changes are aimed at reducing congestion, which would improve air quality in the long run
What are the assumed reduction in pollution associated with the plans a Harnham?	The proposed changes are aimed at reducing congestion, which would improve air quality and reduce air pollution. The exact reduction in air pollution can be quantified when the scheme is developed in more detail.
Whilst pedestrian and cycle provision at the Exeter Street and Harnham Gyratory are slightly improved over the	The number of phases for each crossing has been considered during the design. In order to reduce the number of phases for pedestrians and cyclists traveling

<p>current provision, the multi-phase crossings (up to 4 in one case), does not prioritise movement for cyclists and pedestrians or promote active travel use? the island sizes are also particularly small</p>	<p>south from Harnham Gytratory we are proposing a potential 3m wide shared use path to the west of the gytratory. We welcome your feedback on this option. At Exeter Street roundabout the existing subway will be improved, which would provide an alternative to the proposed at grade signalised crossing over Churchill Way South. Island sizes will be sized to current safety standards as part of the design to provide a safe waiting area for pedestrians and cyclists.</p>
<p>What about the issues with queueing on Southampton Road roundabout? enhancing the volume at Exeter Street would logically make the case at Southampton Road?</p>	<p>The improvements at these 3 junctions should not have a negative impact on the strategic road network, which includes the A36 Southampton Road. Highways England will expect transport modelling evidence from us to prove this. The A36 is the subject of a separate strategic study which is being undertaken on north-south routes by Highways England and any improvements or changes would be a matter for Highways England.</p>
<p>I notice that the plans for Exeter Street roundabout propose traffic lights. Is there really a need for traffic lights and were any options considered that could avoid the need for having both a roundabout and traffic lights?</p>	<p>The proposed traffic signals at Exeter Street roundabout will reduce delays significantly in the morning peak when traffic flows are high by controlling the circulating traffic and easing the entry onto the roundabout. Traffic signals are needed to create the gaps in traffic to make it easier for queuing vehicles to enter the roundabout. The new pedestrian/cyclist crossing over Churchill Way South is signalised to provide a safe crossing point over the busy major A road.</p>
<p>Has the team considered erasing the roundabout nature of the two southern junctions, to eliminate the "traffic lights at a roundabout" conflict? Simple traffic light-controlled crossroads work extremely well in roundabout averse countries like the USA</p>	<p>During optioneering we assessed other junction layouts such as a T-junction layout. However, these were discounted due to issues around maintenance, crossing points and safety. The roundabout layout proved to be a better option and was therefore progressed.</p>
<p>Exeter Street roundabout exit to New Bridge Road is dangerous. Relocating the path on the bridge to a new footbridge would mean connecting up pedestrian routes and would be of low disruption. Have you considered this?</p>	<p>There is currently a subway under New Bridge Road and Churchill Way South for pedestrians to cross the roads linked to Exeter Street roundabout. The proposals currently include improvements to the subway under Churchill Way South and a new signalised at grade crossing over Churchill Way South. If additional crossing points are needed, we can certainly consider including those in the scope as the scheme develops. We welcome your feedback in this regard.</p>

