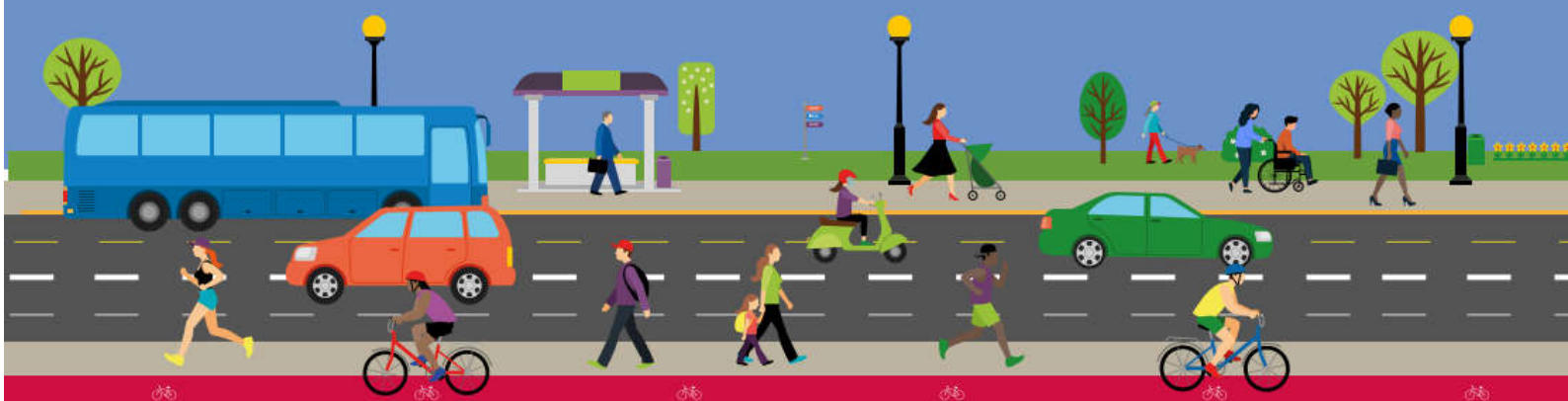


Salisbury Junction Improvements

Salisbury junction
improvements
Public consultation



Keeping Salisbury moving safely

Wiltshire Council

Public Consultation Report

August 2021

Wiltshire Council

Executive Summary

Wiltshire Council is proposing to improve three junctions on the Major Road Network in the Salisbury area at Exeter Street Roundabout, Harnham Gyratory and Park Wall.

A non-statutory public consultation was held between 17th June 2021 and 18th July 2021. Because of Covid-19 restrictions it was held predominantly online. It included presentations to the Salisbury and South Wiltshire Area Boards, presentations to the city council and two public webinars. A webpage provided information on the scheme and a questionnaire.

There were 290 responses to the online questionnaire and 67 emails were received, which contained a total of 1,214 comments on various aspects of the schemes. However, it should be noted that in some cases the written submissions may have duplicated questionnaire responses also given.

From the information collected in the questionnaire it would appear that those aged 65 and over were over-represented and females were under-represented in those responding to the consultation, with 43% of responses being from those aged 65 and over (compared to 19% in the local census data) and only 39% from females (compared to 52% in the local census data). The ethnic origin and median annual earnings seemed to reflect the local population.

Salisbury City Council welcomed Wiltshire Council's commitment to easing the long-standing congestion problems at key junctions in the city and recognised the difficulties involved in devising a scheme, and the effort that has gone into it. The City Council had some concerns but wished to engage as constructively as possible in delivering the best possible plan. There were five points on which the City Council would appreciate further engagement.

Quidhampton Parish Council welcomed the improvement of the pedestrian and cycling route through Quidhampton and were focused on improving road safety in Lower Road and the junction of Lower Road with the A3094 just south of the Park Wall Junction.

At Exeter Street Roundabout Option 1 was preferred to Option 2 (Option 1 - 36%, Option 2 - 14%, Neither - 50%). A number of consultees objected to Option 2 and Historic England raised concerns about that option. The removal of trees at the Exeter Street Roundabout with Option 2 was considered to have a negative effect (15%). There were other objections to Option 2 (10%) and views that bringing vehicles close to the wall of the Close should be avoided (10%). There were comments that the proposed signal-controlled pedestrian crossing of Churchill Way South was not required because of the existing subway (10%).

The proposed changes at Harnham Gyratory were not considered to be significant enough by some (8%), and it was thought that the pedestrian crossings around Harnham Gyratory were inconvenient and did not follow desire lines (4%).

There were some suggestions that the proposed changes at Park Wall would make little difference (6%), and the geometry of the junction needed to be amended (3%), with possibly compulsory purchase used (3%).

In the questionnaire responses there was considerable doubt that the proposals would improve conditions for most users. However, cyclists were more evenly divided about the potential benefits of the scheme for them. Opinion was also divided about the additional walking and cycling facilities proposed, but the majority of cyclists thought they were needed.

Some thought that the improvements appeared to encourage the use of motor vehicles rather than promoting active travel (5%) or thought that walking and cycling infrastructure should be prioritised (3%), but an appreciable number thought that larger scale improvements were needed.

It was suggested that College Roundabout was the junction that required improvement (17%), that Salisbury needs a bypass (15%), or that the proposals were too minor in nature and would not overcome the problems (10%).

There were specific comments on aspects of the scheme, including the bus company Salisbury Reds requesting bus priority measures, comments from Salisbury Cycling Opportunities Group (COGS) who supported the principles of the scheme and made comments on the details of the proposals, and from other individuals and groups who commented on the details and aspects of the scheme.

The information collected through the consultation process will be used to develop and inform the assessment of the proposals in more detail. The views of organisations with specialist knowledge of the area are particularly important in helping to refine and assess the proposals.

The Proposals

Exeter Street Roundabout



Option 1



Option 2

Harnham Gyratory



Park Wall Junction



Further information on the scheme is available on the scheme webpage at:

<https://www.wiltshire.gov.uk/highways/salisbury-junctions>

Introduction

The A338 and A3094 to the west and south of Salisbury form part of the nationally designated Major Road Network (MRN), which is a middle tier of the country's busiest and most economically important local authority 'A' roads.

The Salisbury Transport Study identified key junctions in the study area where improvements would be required to address existing problems and accommodate future traffic flows.

There are delays and congestion at the three junctions at Park Wall, Exeter Street Roundabout and Harnham Gyratory, which are affecting both longer distance traffic on the MRN and traffic using the junctions for local journeys. From the initial assessment work there appeared to be a good case for carrying out improvements.

In March 2020, the Government awarded Wiltshire Council funding to further develop the case for the junction improvements, having considered our initial submission made in July 2019.

The scheme is being promoted through the Department for Transport's funding for improving the Major Road Network.

Transport Objectives

The aims of the scheme are to:

- Improve the capacity of the transport network in Salisbury, to help to accommodate planned growth.
- Reduce the frequency of personal injury accidents at the scheme junctions.
- Enhance the strategic role of the Major Road Network (MRN) and Strategic Road Network (SRN) and improve north-south connectivity.
- Reduce delay and improve journey time reliability for all vehicles (including buses) at the scheme junctions.
- Promote sustainable travel for local trips, through improving connectivity for pedestrians and cyclists, to help support Wiltshire's carbon reduction commitments.

The transport objectives for the scheme were described in the consultation documents.

Public Consultation

The non-statutory public consultation provided the opportunity for the public, town and parish councils, Area Boards and others to comment on the scheme and the options. Other organisations, including the Environment Agency, Natural England, Highways England, were also invited to comment as part of the consultation. A full list of the organisations consulted can be found in [Appendix 1](#).

The COVID-19 pandemic prevented face to face consultation events, and it was primarily an online consultation, although the opportunity was also provided to submit written comments.

The consultation was launched at the Salisbury Area Board on 17th June 2021. A presentation was given to the South West Area Board on 30th June 2021. Presentations were given to Salisbury City Council on 23rd June and 6th July 2021, with webinars held on 24th June and 1st July 2021. A summary of the questions received, and answers provided was included on the webpage.

The consultation ended on 18th July 2021.

While it was not possible to hold an exhibition at the library or town hall as would normally be the case, the use of social media, newspaper and radio coverage, and the increase in the use of online consultations have helped.

There were press releases to tell people about the consultation:

One year before the consultation - [£150m to be invested in two major road improvement schemes in Wiltshire - Wiltshire Council](#)

One week before the consultation - [Engagement to start soon on plans to improve three Salisbury junctions for motorists, cyclists and walkers - Wiltshire Council](#)

On the day of the consultation - [Engagement begins today on plans to improve three junctions in the Salisbury area for motorists, cyclists and walkers - Wiltshire Council](#)

During the consultation - [Still time to have your say on proposals to improve Salisbury area junctions - Wiltshire Council](#)

Public consultation documents

The public consultation documents and supporting information were available to view on the council's website and can still be seen at:

<https://www.wiltshire.gov.uk/highways/salisbury-junctions>

The webpage provides a short introduction to the scheme and has links to the 'Salisbury junction improvements consultation booklet', which describes the background to the scheme.

The aims of the non-statutory consultation were to:

- successfully engage with stakeholders affected by or interested in the scheme;
- encourage involvement from stakeholders and build strong open relationships;
- raise awareness of the scheme and understanding for the need to improve the Salisbury junctions;
- understand stakeholder concerns, issues, and suggestions.
- receive feedback on the options to allow us to develop the scheme further; and
- prepare for any statutory consultation phases

Response to the Consultation

There were 290 responses to the online questionnaire, and 1,214 comments were received in response to the consultation, which included 67 emails with 165 comments on various aspects of the schemes. However, it should be noted that in some cases the written submissions may have duplicated questionnaire responses.

The written responses from organisations are included in [Appendix 2](#) and are summarised below.

Response from Local Councils and Government Bodies

Salisbury City Council welcomed Wiltshire Council's commitment to easing the long-standing congestion problems at key junctions in the city and recognised the difficulties involved in devising a scheme, and the effort that has gone into it. The City Council were uneasy about the level of benefit that can be delivered by this scheme without progress on the broader challenges of easing congestion on the A36 and assessing the broader picture with regard to combined pedestrian/cycle access; but they did wish to engage as constructively as possible in delivering the best possible plan.

There were five points on which the City Council would appreciate further engagement, including removal of the proposed signalised crossing at Churchill Way South adjacent to Exeter Street roundabout, removal of Option 2 for Exeter Street Roundabout, utilisation of the informal path next to New Bridge Road rather than provide a new 4m wide path, reconsider the proposal to widen pavements in Harnham en route to the primary school, to minimise the impact on the local environment, and to keep councillors and residents fully informed.

Quidhampton Parish Council focused strongly on improving road safety in Lower Road, the well-known rat-run which motorists use to avoid the Park Wall Junction. The Parish Council welcomed improvement of the pedestrian and cycling route through Quidhampton, and the improvement for residents parking on the land off Edgam Place behind Coronation Square. They drew attention to the high peak traffic

flow turning into Lower Road off the A3094 just south of the Park Wall Junction and suggested other potential improvements for a cycle route away from the A36.

In principle **Natural England** supported the notion that road improvements at the aforementioned locations will relieve congestion and increase sustainable travel throughout Salisbury. They made comments about improving footpaths and links to green networks and asked that relevant aspects of local authority green infrastructure strategies should be delivered where appropriate.

Historic England indicated that the proposals could, potentially, have an impact upon a number of designated heritage assets and their settings, and further assessments will need to be explored and undertaken in order to fully understand the potential impacts of the proposals and any ancillary infrastructure on the significance of both designated and non-designated heritage assets. Historic England raised concerns that Option 2 for improvements to the Exeter Street Roundabout could have detrimental impacts on a number of designated heritage assets.

Response from Other Organisations

The bus company **Go South West** (Salisbury Reds) support the principle of the scheme, subject to Bus Traffic Signal Priority being included on Harnham Gyratory and any signalisation of Exeter Street Roundabout, and discussions with Highways England and Salisbury Reds to create a similar protocol on Park Wall Junction and other A36 roundabouts (in particular, St Pauls, Castle & St Marks Roundabouts). The installation of physical bus lanes as part of the schemes should be considered in light of the National Bus Strategy (including, for example Newbridge to Britford) in liaison with Salisbury Reds.

Bishop Wordsworth School were concerned about a loss of green environment in a sensitive part of the city should option 2 be adopted at Exeter Street Roundabout, and that the new 'arm' road would be immediately adjacent to the medieval wall. Safety and speed of traffic was a concern on Old Harnham Road.

Harnham Neighbourhood Association stated that the need for the scheme is accepted and is overdue. It must take into account the developments at the hospital, and the junction study which ought to be the guideline for how much extra traffic is possible, which then sets the amount of housing possible, not the other way round. They made a number of comments on the proposals and considered option 2 to be unsuitable.

The **Salisbury Area Greenspace Partnership** (SAGP) object in principle to the proposals and have serious concerns about the principle of the junction improvements to both Exeter Street and Harnham Gyratory, especially in the face of the Climate Emergency. SAGP object to the proposal for a 4m wide Shared Use Path (SUP) along the east side of New Bridge Road, but the proposals for providing a new SUP along Harnham Road from Saxon Road to Old Blandford Road and widening the existing SUP along New Harnham Road from the junction with Old Blandford Road to Harnham Gyratory to 3m are, however, supported as they are long overdue

& should be undertaken regardless of any work to the junctions. They object to option 2.

Salisbury Cathedral Close Preservation Society is opposed to Option 2 in relation to the Exeter Street Roundabout. We are also concerned about the knock-on effects to historic and residential areas of the “Liberty of The Close” by the changes to the Harnham Gyratory junction. The Society feels that measures should be put in place, as part of the changes to discourage use of Harnham Road and St. Nicholas’ Road as a cut through to Exeter Street Roundabout and suggests a number of potential measures.

Salisbury Civic Society object to Option 2 for the Exeter Street roundabout as they consider the impact would quite clearly be unacceptable. It would destroy an important area of grass and trees between St Nicholas Road, Exeter Street and the Close wall. In their view the visual damage to this part of the Salisbury conservation area, and to the setting of the Close wall and of the cathedral, would be completely unjustified, quite apart from the current contribution to air quality of the probably three trees which would be lost.

Salisbury Cycling Opportunities Group (COGS) support the principles of the scheme; however, they do have some concerns both about the effectiveness of the various interventions proposed and also about the cycling infrastructure which is suggested. At Exeter Street roundabout COGS would favour retaining the existing layout - Option 1. A signal-controlled pedestrian/cycle crossing would normally be welcomed by COGS to allow an ‘at-grade’ crossing of the highway. However, they consider it counterproductive to install a crossing of this type on Churchill Way South. COGS made a number of comments on the details of the walking and cycling provisions proposed.

The Close Residents’ Association has serious reservations about Option 2 as they consider there to be a risk that some drivers will seek to use St Nicholas Road and the new ‘spur’ to Exeter Street as a short cut to the City centre in preference to using the route of the Harnham Road and the Harnham gyratory and Exeter Street roundabout. They deplore the loss of trees and the consequent adverse visual impact on the attractive entrance to the Liberty from the Exeter Street roundabout, and find it is difficult to see how Option 2 would constitute an improvement to journey times or traffic flows in the area.

Written comments from the public and organisations

There were a number of themes which have been identified, and the most frequent ones have been grouped together and are described below with the number of responses indicated. A more detailed summary is included in [Appendix 3](#).

General Comments

There was view that College Roundabout was the junction that required improvement (59), that Salisbury needs a bypass (55), or that the proposals were too minor in nature and would not overcome the problems at the junction (35). Some considered that disjointed house building and development to be a major problem in Salisbury (33).

There were comments that the detail on the plans was too small (32), clarification was required on the consultation documentation (19) and the consultation did not allow enough time (15).

Some thought that the improvements appeared to encourage the use of motor vehicles rather than promoting active travel (18), objected to all the proposals (17), considered St Marks Roundabout to work better without traffic signals (12), considered shared use paths not to work (10), or thought that walking and cycling infrastructure should be prioritised (10).

Exeter Street Roundabout

The removal of trees at the Exeter Street Roundabout was considered to have a negative effect (55). There were other objections to Option 2 (37) and views that bringing vehicles close to the wall of the Close should be avoided (36), as well as concerns about Option 2 encouraging people to cut through St Nicholas Road (22), use old Harnham Bridge (10), and that it would urbanise one of the few unspoilt areas in Salisbury (13) as well as other concerns about that option (12).

It was suggested that the subway should be upgraded rather than install a signalised pedestrian crossing of Churchill Way South (34), and that the junction did not need traffic lights (17).

Harnham Gyrotory

The proposed changes at Harnham Gyrotory were not considered to be significant by some (27), and it was suggested that the gyrotory flows more freely when the traffic signals are turned off (14).

The pedestrian crossings around Harnham Gyrotory were considered to be inconvenient and did not follow desire lines (14), and cyclists should be removed from the junction and alternative routing provided (13). A three-lane approach to the junction from New Harnham Road was suggested (11).

Park Wall

It was suggested that the proposed changes would make little difference (22), and the geometry of the junction needs to be amended (12) with possibly compulsory purchase used (11).

Response to the consultation questionnaire

There were 290 responses to the online questionnaire and a summary is included in [Appendix 4](#).

From the information collected in the questionnaire it would appear that those aged 65 and over were over-represented and females were under-represented in those responding to the consultation, with 43% of responses being from those aged 65 and over (compared to 19% in the local census data) and only 39% from females (compared to 52% in the local census data). The ethnic origin and median annual earnings seemed to reflect the local population.

A significant number of respondents travelled somewhere on foot at least 15 minutes' walk away (Daily 36%, 2-6 days a week 30%) and many travelled frequently by car (Daily 30%, 2-6 days a week 47%).

The number cycling was lower in comparison (Daily 7%, 2-6 days a week 12%) as were those using the bus frequently (Daily 4%, 2-6 days a week 6%) and train (Daily 0.3%, 2-6 days a week 2%).

Exeter Street Roundabout

The majority of those responding using the Exeter Street roundabout travelled by car (54%), but there were appreciable numbers walking (25%) and some cycling (13%), with others using the bus (7%).

Of the junction layouts Option 1 was preferred by 36% and Option 2 by 14%, with 50% preferring neither.

There was considerable doubt that the proposals would improve conditions for most users. However, cyclists were more evenly divided (Yes - 25, No - 31, Don't know - 4).

Harnham Gyrotory

The majority of those using the Harnham Gyrotory travelled by car (56%), but there were appreciable numbers walking (22%) and some cycling (12%), with others using the bus (8%).

There was considerable doubt that the proposals would improve conditions for most users. However, responses from cyclists were evenly divided (Yes - 26, No - 26 and Don't know - 5).

Potential Additional Walking and Cycling Infrastructure

There was divided opinion about the need for the walking and cycling improvement options. Upgrading the shared use path through the park (Yes - 103/No - 109/Don't know - 71), for a shared use path on the western side of Harnham Gyrotory (Yes - 102/No - 107/Don't know -67), for a shared use path on the southern side of New Harnham Road (Yes - 103/No - 102/ Don't know - 72), and for a shared use path along Odstock Road (Yes - 97/No - 98/Don't know - 80).

However, the potential additional improvements to walking and cycling were considered to be needed by the majority of cyclists responding.

Park Wall Junction

The large majority of those using the Park Wall Junction travelled by car (67%), with smaller numbers walking (7%) and cycling (11%), with others using the bus (4%).

There was considerable doubt that the proposals would improve conditions for most users. However, the responses from cyclists were generally positive (Yes - 21, No - 17 and Don't know – 1), but it was less so from pedestrians (Yes - 2, No - 15 and Don't know – 8).

How the consultation will be used

The information collected through the consultation process will be used to develop and inform the assessment of the options in more detail. The views of organisations with specialist knowledge of the area are particularly important in helping to refine and assess the proposals.

It should be noted that the consultation is not a public 'vote' for the most popular option. There are many factors to be taken into account in determining the final scheme, including emerging guidance on carbon impacts, ecology, public health and road safety, landscape, heritage, employment and the economy, flood risk and drainage, cost and economic benefit.

The Outline Business Case (OBC) for the scheme will have to make the case for obtaining Department for Transport funding as the Council would not be able to fund a major scheme of this type from its own resources. The preparation of the OBC will require the consideration of the strategic, economic, financial, management and commercial cases.

Appendix 1 – Organisations Consulted

Key stakeholders consulted:

- Salisbury Area Board
- South West Wiltshire Area Board
- Salisbury City Council
- Wilton City Council
- Salisbury MP John Glen
- Salisbury BID
- Salisbury COGs
- Salisbury Road & Mountain Cycling Club
- Wiltshire Ramblers
- Safer and Supportive Salisbury
- Silver Salisbury
- Volunteer Carers Champion
- Salisbury Cycle liaison panel (SCLP)
- Salisbury Walking and Disabled Access Forum (SWDAP)
- British Horse Society (BHS)
- Salisbury Neighbourhood Development Plan Connectivity Focus Group
- Highways England
- Salisbury Cathedral
- Historic England
- Salisbury Conservation Area Advisory Panel
- Civic Society
- Harnham Neighbourhood Group
- Harnham Infant School
- Harnham C of E Junior School
- Longford C of E Primary School
- St Osmund's Catholic Primary School
- St Osmund's Pre-School
- Salisbury Cathedral School
- Bishop Wordsworth's School
- Salisbury and District Chamber of Commerce
- Salisbury District Hospital
- Quidhampton Parish Council
- Netherhampton Parish Council
- Britford Parish Council
- Salisbury Reds (Go South Coast)
- Environment Agency
- Natural England

Appendix 2 - Responses from Organisations

The city and parish councils, and other organisations were consulted on the proposals and a summary of their comments is included below.

Salisbury City Council

Salisbury City Council welcomes Wiltshire Council's commitment to easing the long-standing congestion problems at key junctions in the city and recognises the difficulties involved in devising a scheme, and the effort that has gone into it.

Salisbury City Council are uneasy about the level of benefit that can be delivered by this scheme without progress on the broader challenges of a) easing congestion on the A36 and b) assessing the broader picture with regard to combined pedestrian/cycle access; but we wish to engage as constructively as possible in delivering the best possible plan.

There are five points on which the City Council would appreciate further engagement as the proposal's submission to government is prepared, based on local people's responses to consultation.

1. Removal of proposed signalised crossing at Churchill way South adjacent to Exeter Street roundabout,
2. Removal of Option 2, for an extra spur at the junction of St Nicholas Rd with the Exeter St roundabout, following the Cathedral Close wall,
3. Rather than a new 4-metre-wide segregated path alongside Newbridge road the Council would prefer to utilise the current pavement and informal path across the grass,
4. Reconsider the proposal to widen pavements in Harnham en route to the primary school, to minimise the impact on the local environment,
5. Welcome a commitment from Wiltshire Council to an ongoing engagement beyond the initial submission to ensure that SCC councillors are able both to keep their residents fully informed and to make contributions based on local knowledge to the final specifics of the scheme.

Quidhampton Parish Council

Quidhampton Parish Council focuses strongly on improving road safety in Lower Road, the well-known rat-run which motorists use to avoid the Park Wall Junction, on their route from the south-west (A354, Chalke Valley and West Harnham) into the western side of Salisbury.

Quidhampton PC recognise the project is at an early stage and studies on the effectiveness of the measures proposed at the Park Wall junction have not yet been carried out, the Council has the following comments:

1. Welcome improvement of the pedestrian and cycling route through Quidhampton, and the improvement for residents parking on the land off Edgam Place behind Coronation Square.
2. We draw attention to the high peak traffic flow turning into Lower Road off the A3094 just south of the Park Wall Junction. We believe this should be accounted for in your further studies of Park Wall Junction.
3. We recommend not to eliminate consideration at this stage of more radical solutions to improving pedestrian and cyclist from the risks to safety and from pollution of the A36 at Park Wall. There is a gate in the estate wall opposite the western end of Lower Road for workers at the estate in the past but now closed. A pedestrian and national cycling route through the gate and inside the park wall would take them away from the dangerous and polluted pathways on the A36 to Wilton.

Natural England

In principle Natural England support the notion that road improvements at the aforementioned locations will relieve congestion and increase sustainable travel throughout Salisbury.

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways should be considered. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be delivered where appropriate.

Historic England

Historic England has reviewed the information submitted in the Salisbury Junction Improvement Consultation Booklet V.7 alongside our own records of the area. In our view this development could, potentially, have an impact upon a number of designated heritage assets and their settings.

In general terms, Historic England advises that a number of considerations and further assessments will need to be explored and undertaken in order to fully understand the potential impacts of the proposals and any ancillary infrastructure on the significance of both designated and non-designated heritage assets.

Historic England raises concerns that Option 2 for improvements to the Exeter Street Roundabout could have detrimental impacts on a number of designated heritage

asset (as listed above). Further assessments should be undertaken to assess the impact of these proposed changes in line with the requirements of Chapter 16 of the National Planning Policy Framework. In particular paragraphs 199, 200, 202, 206.

Go South Coast (Salisbury Reds)

Salisbury Reds is very disappointed that the scheme, as presented does little, if anything to improve journey times for bus users. Whilst we SUPPORT the principle of the scheme, this is subject to:-

1. A Unilateral Undertaking that Wiltshire Council will deliver Bus Traffic Signal Priority as part of the scheme (or contiguous to the scheme) on Harnham Gyrotory and any signalisation of Exeter Street Roundabout, using the new traffic signal controllers as part of the scheme alongside proven existing on bus technology to RTIG protocols to improve bus journey time and journey time reliability.
2. Wiltshire Council enabling timely discussions with Highways England and Salisbury Reds to create a similar protocol on Park Wall Junction and other A36 roundabouts (in particular, St Pauls, Castle & St Marks Roundabouts);
3. Wiltshire Council reconsider the installation of physical bus lanes as part of the schemes in light of the National Bus Strategy (including, for example Newbridge to Britford) in liaison with Salisbury Reds.

Bishop Wordsworth's School

The Headmaster of Bishop Wordsworth's school made comments in relation the scheme, the main points were.

1. There is a loss of green environment in a sensitive part of the city should option 2 be adopted, and of course the new 'arm' road would be immediately adjacent to the medieval wall.
2. There are some possible advantages to option 2 – one way traffic improves safety for the students as they only have to look one way presumably before crossing, though of course there would be 2 roads to cross and not one.
3. Concerns about vehicles exiting the roundabout at higher speeds towards Old Harnham. There needs to be a 20mph speed limit imposed on the exit road.
4. At present there is no assistance for the crossing of Old Harnham Road. This means that school staff are stationed there every time when there is a supervised activity to ensure safety. A crossing would improve that situation.

Various other organisations submitted letters and emails in response to the consultation, which included detailed information on the proposals. These comments are summarised in the tables below and are included here for information.

Harnham Neighbourhood Association

The need for the scheme is accepted and is overdue.

Harnham Neighbourhood Association believe the proposals to build some 1,000 homes in Harnham pre-empts the junction study which ought to be the guideline for how much extra traffic is possible which then sets the amount of housing possible, not the other way round.

The scheme must take into account the movement study of the Heatproject study and take that as a base prior to other traffic considerations. We note the hospital is the major Salisbury employer and its current site is and will have in addition public health and a University linked new Life Science facility.

Specific comments on proposals

1. The current bridge would involve huge congestion if widened over a not inconsiderable period
2. The very sharp turn of the inner lane from Exeter St. roundabout into New Bridge Rd. is dangerous. An opportunity exists to widen the bridge easily by totally removing the footwall on that side.
3. Exeter Street Option 2 is not acceptable and does not fit in with our suggestions especially in respect of the slip road next to the cathedral wall.
4. Question the necessity of traffic lights on both schemes 1 and 2 since the existing underpass seems adequate.
5. The landscape levels in the vicinity of Ayleswade Road and East of Newbridge Road at its highest point suggest an underpass might be feasible thereby removing a tortuous pathway via the centre of the roundabout.

Salisbury Area Greenspace Partnership

The Salisbury Area Greenspace Partnership Object in principle to the proposals.

Salisbury Area Greenspace Partnership (SAGP) have serious concerns about the principle of the junction improvements to both Exeter Street & Harnham Gyratory & question whether in the face of the Climate Emergency, it is reasonable to be undertaking schemes of this nature when the so-called benefits for vehicle users is so limited

Salisbury Area Greenspace Partnership would like to see a much more strategic & comprehensive approach to providing infrastructure for active travel in Salisbury which makes use of existing green/blue corridors in line with the objectives of Wiltshire Council's two key emerging strategies - for Green & Blue Infrastructure & Climate Change. SAGP have a been working on a plan for a network of greenways

which they would be happy to share with County Highways & would not only free up road space, reduce overall costs with less need for expensive highway engineering solutions & reduce environmental impacts but would provide safer, more attractive solutions for alternative travel modes & support community cohesion & community resilience.

Objection is raised to the proposal for a 4m wide SUP along the east side of Newbridge Road

The proposals for providing a new SUP along Harnham Road from Saxon Road to Old Blandford Road & widening the existing SUP along New Harnham Road from the junction with Old Blandford Road to Harnham Gyratory to 3m are, however, supported as they are long overdue & should be undertaken regardless of any work to the junctions.

Salisbury Area Greenspace Partnership also wish to register a strong objection to the proposal to create new arm linking to the reconfigured Exeter Street roundabout next to the Cathedral wall shown as Option 2 in the consultation documentation.

Salisbury Cathedral Close Preservation Society

The Society is opposed to a number of aspects in this consultation, particularly arising from Option 2 in relation to the Exeter Street Roundabout. We are also concerned about the knock-on effects to historic and residential areas of the “Liberty of The Close” by the changes to the Harnham Gyratory junction.

Exeter Street Roundabout - Option 2 - The Society is opposed to this option and asks for it to be removed before the Outline Business Case is put forward.

Design of Option 2 at Exeter Street Roundabout - The Society is totally opposed to changing the Exeter Street Roundabout, as proposed, and questions why this is even contemplated.

The Society feels that measures should be put in place, as part of the changes to the Harnham Gyratory, to discourage use of Harnham Road and St. Nicholas’ Road as a cut through to Exeter Street Roundabout. Clearly, the particular measures should be discussed with residents, but could include:-

- a. the permitted parking spaces along Harnham Road being reconfigured to create a “slalom” effect.
- b. the pavement on the west side of Ayleswade Bridge being widened. This would help will the safety concerns.
- c. a zebra crossing being installed from the south end of that pavement to Ayleswade Road – Ayleswade Road is a busy pedestrian route to the residential areas east and south of the Harnham Gyratory;
- d. HGVs being discouraged, in some way, from delivering to the Greyfisher public house via St. Nicholas’ Road/Ayleswade Bridge/Ayleswade Road and Halfords on New Bridge Road via St Nicholas Road/Ayleswade Bridge/Ayleswade Road/Britford Lane West; and

- e. A mandatory speed limit of, say, 20 MPH could be considered.

Salisbury Civic Society

Salisbury Civic Society to object to Option 2 for the Exeter Street roundabout.

The impact of the new road proposed under this objection would quite clearly be unacceptable. It would destroy an important area of grass and trees between St Nicholas Road, Exeter Street and the Close wall, in the cause of enabling a 'slightly more effective layout', whose advantages are not specified. The visual damage to this part of the Salisbury conservation area, and to the setting of the Close wall and of the cathedral, would be completely unjustified, quite apart from the current contribution to air quality of the probably three trees which would be lost.

Salisbury Cycling Opportunities Group (COGS)

COGS support the principles of the scheme; however we do have some concerns both about the effectiveness of the various interventions proposed and also about the cycling infrastructure which is suggested.

Exeter Street roundabout - St Nicholas Road exit/entrance. There should be limited traffic using this particular exit/entrance point, and traffic along St Nicholas Road should not be encouraged. COGS would favour retaining the existing layout - Option 1.

Signal-controlled pedestrian/cycle crossing COGS would normally welcome the introduction of a signal-controlled crossing point to allow an 'at-grade' crossing of the highway. However, it seems counterproductive to install a crossing of this type on Churchill Way South.

Walking & cycling specific provisions

New 2.5 – 3m wide SUP from Exeter Street roundabout to the existing cycle route along Carmelite Way – this route would be strongly supported.

New signalised crossing for pedestrians and cyclists at Exeter Street roundabout – see also 3.3 above – not supported

Upgrade existing shared use path along New Bridge Road to a two-way 4m wide segregated cycleway and footway – not supported

Potential upgrading of the existing SUP through the park north of Harnham gyratory to a segregated path – not supported

Improvements to the existing cycle route along quiet streets via Milton Road, Burford Road, Burford Avenue and Britford Lane. 20mph speed restriction to be introduced. Route to be sign only with no cycle lanes marked or parking removed. - supported

Improvements to existing cycle route along quiet streets via Harnham Road and St Nicholas' Road with 20mph speed restriction to be introduced. Better signage, road resurfacing and lighting. – supported

Potential new 3m wide SUP down Harnham Road from the junction with Saxon Road to the junction with Old Blandford Road. – supported

Widen the existing SUP along New Harnham Road from the junction with Old Blandford Road to Harnham Gyratory to 3m.- supported

Upgrade the existing signalised crossings at Harnham gyratory and New Harnham road to be suitable for both pedestrians and cyclists. – supported

Potential new 3m wide SUP along the west side of Harnham gyratory. - supported

Potential new SUP and crossings along Odstock Road from the junction with Heronswood to the junction with Rowbarrow – not supported

New 2.5 - 3m wide shared use path along Downton Road from the junction with the depot to the junction with Milton Road – supported

Resurface the existing SUP along Downton Road. Potential for lighting and signage improvements – supported

Upgrade the existing signalised crossings at Britford Park & Ride to be suitable for both pedestrians and cyclists – supported

New cycleway from Park Wall junction to Lower Road which will include an upgraded crossing suitable for both pedestrians and cyclists, a new 3m wide SUP along an advisory cycle lane through the car park and resurfacing - supported

The Close Residents Association

The Close Residents' Association has serious reservations about Option 2 in the proposals for the Exeter Street roundabout and believes that the consultation process has been less than adequate to properly explain the issues to local residents. The concerns are:

1. There is a risk that some drivers will seek to use St Nicholas Road and the new 'spur' to Exeter Street as a short cut to the City centre in preference to using the route of the Harnham Road and the Harnham gyratory and Exeter Street roundabouts.
2. We deplore the loss of trees and the consequent adverse visual impact on the attractive entrance to the Liberty from the Exeter Street roundabout.
3. The Option 2 plan and explanatory material are inadequate for the purposes of effective public consultation. It is difficult to see how Option 2 would constitute an improvement to journey times or traffic flows in the area.

Appendix 3 - Written and email responses to the consultation

There were 1,214 comments received in response to the consultation, which included 67 emails with 165 comments on various aspects of the schemes. It should be noted that in some cases the written submissions may duplicate questionnaire responses also given.

Similar comments have been grouped together for clarity.

[General comments - 441](#)

[Exeter Street related comments - 395](#)

[Harnham Gyratory related comments - 191](#)

[Park Wall related comments – 137](#)

[Walking & Cycling related comments – 50](#)

General Comments

General comments on the scheme in written and email responses	Number
College Roundabout is the junction that requires improvement	59
Salisbury needs a bypass	55
Proposals are too minor in nature and will not overcome the problems at the junctions	35
Disjointed house building and development is a major problem in Salisbury	33
The detail on the plans is too small and therefore not able to understand what is proposed	32
Clarification is required on Consultation documentation	19
The improvements appear to encourage the use of motor vehicle rather than promoting active travel methods	18
Objection to all proposals	17
Consultation did not allow enough time to discuss and present opinions	15
St Marks Roundabout is an example of how a junction works better without signals	12
Shared use paths do not work for all users with cyclists often scaring other users	10
Walking and cycling infrastructure should be prioritised	10
Consideration should be given to discouraging motor traffic from using St Nicholas and Harnham Roads, particularly with the proposed introduction of a new cycle and walking route, and thus preserve the quiet and tranquil nature of the area	9
The proposals do not set out how the scheme deals with committed developments in the Local Plan	9
HGV's should be prevented from travelling along Exeter street and New Street as a cut through to Churchfields	6
Is the scheme aimed at reduction in congestion and queuing times for motor vehicles or an improvement in pedestrian / cycling facilities	6
General support for the schemes	5

General comments on the scheme in written and email responses	Number
Where is the evidence that the plans for walking and cycling will actually deliver better facilities for active travel?	5
Wiltshire Council should be working closely with the hospital to tackle the root cause to motor vehicle movements in the area	5
Segregated shared use paths should be avoided	5
Pleased the Council is exploring ways to improve the flow of traffic within the City and to expand the provision of cycle and pedestrian lanes	5
Bus Traffic Signal Priority should be considered for junction improvements	4
Any proposal must protect the integrity of Old Harnham Road, especially in view of expected extra traffic volume from new proposed housing	4
Enough money has been used by the Council on the Cycle Route in Exeter St.	4
Physical bus lanes should be introduced for junction improvements	3
The schemes should promote and utilise the P&R sites more	3
Clearly the pandemic has increased the number of people working from home. Has this proposal taken this into account? The proposal must provide updated modelling based on home working and reduced car use as a consequence of the pandemic.	3
Would like to see a much more strategic & comprehensive approach to providing infrastructure for active travel in Salisbury which makes use of existing green/blue corridors in line with the objectives of Wiltshire Council's two key emerging strategies - for Green & Blue Infrastructure & Climate Change.	3
If the hope is to get some car drivers to switch to cycles, then I believe you need to invest in a cycle network which is fully connected. You are making improvements, but you are not near the step-change required.	3
Consultation does not deal with the responsibilities Wiltshire Council have in relation to its duty both under the Traffic Management Act and the National Bus Strategy	2
The proposals do not align with the Salisbury Transport Strategy.	2
Local schools should try to discourage car journeys for drop off and pick up times	2
Are these projects reliant on S106 money	2
The proposals will not create extra capacity as set out in the plan	2
Footpaths and cycleways don't need widening but roads do	2
The Decarbonisation of the strategic transport network is not being met by the Salisbury Junction proposal.	2
Wiltshire Council should be looking to reduce traffic on all roads, by promoting realistic sustainable travel methods	2
If you proceed with these works, the works should be carried out on a 24-hour basis and predominately at night time to avoid disruption to people going about their daily business as well as emergency vehicles accessing the hospital.	1
What evidence is there that any of these changes will give the benefits you are suggesting? As far as I can see, no substantive changes are proposed at Harnham Roundabout or the Park Wall Junction? The junctions are unchanged, and both already have traffic lights.	1
As through traffic only represents approx. 30% of the traffic passing although these junctions then these Salisbury Junction improvements represent extremely poor value for money	1
Where are the targets for achieving modal shift in the local plan?	1

General comments on the scheme in written and email responses	Number
What measures are being put in place to address the congestion and air pollution issues during construction and what improvements will be achieved by these junction improvements	1
Clearly the the scheme does not in any way reduce poverty and deprivation. Those who are the poorest in our county are unable to afford a car	1
Where is the evidence that this proposal supports sustainable economic growth	1
What evidence is there that spending the majority of £15m on two roundabouts to reduce traffic queues by 3 min will help reduce the regions productivity gap	1
How many accidents occur and how often do they delay traffic and by how long	1
Has an archaeological survey been undertaken to assess the impact of this road on the cathedral wall foundation	1
This OBC cannot proceed as residents have not been consulted on the environmental impact of the scheme and as a consequence, we have not been able to provide our feedback to this aspect.	1
What will be the scope for the use of energy efficient plant during construction?	1
There does not appear to have been any modelling of the impact of the scheme on climate.	1
What durable materials are going to be used and how will they provide resilience against increased temperatures and other impacts of climate change	1
This proposal does little to look to the future in terms of implementing a travel hierarchy and does not provide long term sustainable solutions to climate change, decarbonisation, reducing pollution and congestion as set out by in Government guidance	1
How is traffic noise being measured and how will the reduction of traffic delays reduce the traffic noise	1
Why does this proposal not take into account WC's priority to reverse the "obesity promoting" environment in an around Salisbury by prioritising a hierarchy of road users	1
The wording of the document changes from "removal of traffic delays" to a reduction of approx. 3 min at Harnham gyratory (a time saving of 64%) and a 3 min saving from Downton Road to London Road (a time saving of 23%). This statement must be removed in the OBC as the delays will not be removed	1
The current time journey from Downton Rd to London Rd is 11 in and 50 secs. What delay does this represent and at what time of day? Is the delay for the morning peak period or the evening peak period?	1
Does the scheme take into account the increased congestion during the construction stage? Where is this data?	1
New Bridge Road should become a much slower and quieter road. Speed cameras should at the very least be installed and 20 mph limit be in place	1
If Wiltshire Council should be planning to take the pressures of construction, people, and traffic off these rivers. This further building and tarmacking of areas in the name of 'improvements', is likely to increase run-off, put more pressure on drains, and deprive Salisbury of yet more open land it needs to be protected from increasingly unstable weather patterns.	1
The entire scheme should be reviewed, including proper public consultation and site meetings with interested parties	1
The improvements will support planned development growth at key locations.' This statement makes no sense to the standard Salisbury resident. It is a bold but baseless claim.	1

General comments on the scheme in written and email responses	Number
Please seriously consider this 'justification' that the proposal will 'support the economy and movement of freight.'	1
A strategy is needed for improvement of major road networks in the South West to divert JHV vehicles away from Salisbury	1
I am very concerned that residents parking in Harnham Rd may be affected by these proposals. Parking is already difficult in the area if any spaces are removed it will be a disaster	1
A congestion charge may have greater success as the key is to reduce traffic. Encourage through traffic to bypass the routes referred to in the proposals.	1

Exeter Street Roundabout Comments

Exeter Street Roundabout Comments	Number
The removal of any trees will have a negative effect	55
General objection to Option 2	49
Object to signalised pedestrian crossing on Churchill Way South	37
Any proposal which brings vehicles closer to the wall of the 'The Close' should be avoided	36
Rather than a signalised pedestrian crossing on Churchill way south the underpass should be upgraded and utilised	34
There is no current issue with the access onto Exeter street roundabout from St Nicholas road. Increasing the exit would be of no benefit	26
Option 2 will encourage people to cut through St Nicholas Road	22
The junction does not need traffic lights	17
Exeter Street option 2 urbanises one of the few remaining unspoilt areas in Salisbury centre which marks the end of a peaceful route from Harnham used by many pedestrians including pupils	13
Option 2 is unclear and seems to raise more questions and uncertainties than it answers.	12
Exeter Street option 2 risks drawing more speeding traffic over the old Harnham Bridge and past St Nicholas Hospital (an almshouse).	10
Objection to any works to Exeter Street roundabout	9
It does not need improvement. The council should be working on ways to reduce the number of vehicles on the road, not encouraging more.	8
Has a traffic study been undertaken which measures current use of St Nicholas Rd and predicts the impact of Option 2 on traffic volume and main road flow	7
Support the introduction of traffic signals	5
How will vehicles exiting St Nicholas road get access to the roundabout	4
Option 1 is the preferred of the two options	4
Will not improve traffic flow	4
Where are the traffic lights and how will they be sequenced	3
The at grade crossing is a welcome proposal	3

Exeter Street Roundabout Comments	Number
Better lining and signing around the junction will improve the roundabout and ensure traffic uses the correct lanes	3
How will buses turn left into Exeter Street	2
Traffic often queues on Exeter St to enter the roundabout. This proposal would make a right turn very difficult. (New bridge road)	2
The proposed improvement site at Exeter Street roundabout is within 60m of a European designated site and therefore has the potential to affect its interest features.	2
A slip road from just beyond the old Harnham Road through the wood to join New Bridge Road by the garage would be better	2
Concerns that Option 2 for improvements to the Exeter Street Roundabout could have detrimental impacts on a number of designated heritage assets	2
Exeter Street roundabout is too small to have traffic lights controlling the flow.	2
You don't see any bikes at this junction	2
Making it easier for traffic to reach the Exeter Street roundabout is not going to do much for the problem of access to the city, because there is almost always, these days, a hold-up in Exeter Street itself, due to a) the pedestrian crossing and b) the lights at St Ann Street	2
There are some possible advantages to option 2 – one way traffic improves safety for the students as they only have to look one way presumably before crossing, though of course there would be 2 roads to cross and not one.	2
Salisbury City Council and Wiltshire Council have passed a resolution that acknowledges the climate emergency, seeking to make Wiltshire carbon neutral by 2030. Needless re-building and re-surfacing works for a road alteration (which is only “a slightly more effective layout”) and destruction of green habitat runs counter to that.	2
The roundabout needs a filter lane from Churchill Way South into New Bridge Road similar to the College Roundabout Southampton Road into Churchill Way South.	1
Option 2 involves the annexation and isolation of pedestrian space next to the cathedral wall - this is unacceptable.	1
What about considering a new pedestrian bridge into the park so pedestrians don't have to go on the busy bridge which fast moving vehicles and hgvs. A board walk on the grassed area to the east of new bridge road where the existing muddy path would also make it safer and more pleasant for pedestrians.	1
What cycle route is proposed along St Nicholas Road and its extension up to Harnham Road.	1
How does the cycle route cross Exeter Street	1
People often exit Exeter Street roundabout onto Exeter St at speed. The option 2 spur would be too close to the roundabout to make a safe right turn.	1
The additional proposals for improving the local walking and cycling network include a new route along Harnham Road and St Nicholas Road, are counter intuitive to the Option 2 proposals.	1
To make the roads wider, there will be a temptation (intention?) to forbid the current parking there, but there is absolutely nowhere else for the current parking to go.	1
There is a loss of green environment in a sensitive part of the city should option 2 be adopted	1

Exeter Street Roundabout Comments	Number
At present there is no assistance for the crossing of Old Harnham Road. A crossing would improve that situation.	1
New access road alongside the Cathedral wall onto Exeter St. This arm should either be removed from the proposal or be solely for the use of cyclists to encourage modal shift, without the removal of the trees.	1
Removal of the parking on Exeter Street west side and installing single yellow lines parking restrictions and a daytime bus lane instead would go some way towards alleviating this but there will still be congestion at peak times owing to sheer weight of traffic	1
Whilst traffic signals may control the flow, they are likely to cause further holdups and I feel the buses using New Bridge Road, including the Britford Park & Ride and those serving the Hospital, will be caught in the traffic jams making them less reliable & therefore less attractive.	1
The left-hand lane (signposted ahead only for city centre) may be empty but due to queues approaching the college roundabout (turn R onto A36 queue) the R hand lane is congested and queuing, thus allowing turn right from the left-hand approach would ease that congestion.	1

Harnham Gyratory Comments

Harnham Gyratory Comments	Number
The plans do not show any significant change to the junction	27
The pedestrian crossings around Harnham gyratory are inconvenient and do not follow desire lines. There is a clear desire for a footway on the south side of Downton Road between the bus stop and the Gyratory.	14
The junction flows more freely when the traffic signals are turned off	14
Cyclists should be removed from the junction and alternative routing promotes	13
A three-lane approach from New Harnham road would be good	11
The proposed alterations to the Harnham Gyratory will increase the risk of St Nicholas Road becoming a short cut and rat run into the City.	9
The journey time figures stated following improvement work are misleading	9
Traffic cameras need to be placed around the junction to stop regular abuse of the red lights and box junctions which causes blockages.	9
Improved lane markings would improve this junction considerably	7
Improvements to the signals here would be welcomed	6
The plans indicate wider shared use footpaths alongside existing roads, e.g. New Bridge Road and along Exeter Street, but so not show how that will impact the road widths.	5
No figures are given for traffic volumes moving on the A338 and A354 plus turning to Harnham.	5
Signals should be switched off outside 'peak hours'	5
Decrease the size of the roundabout itself to increase the lanes around the junction	5
Newbridge Road to be widened southbound from the bridge nr. Exeter Street roundabout to three lanes to allow free flow on all three roads.	4

Harnham Gyratory Comments	Number
Proposals will not encourage people to walk or cycle	4
Object to proposal 2 due to the loss of residents' parking as the scheme would require greater width for the traffic flow.	3
We are also concerned about the knock-on effects to historic and residential areas of the "Liberty of The Close" by the changes to the Harnham Gyratory junction.	3
An underpass might be feasible in the vicinity of Ayleswade Road and East of Newbridge Road	3
A mandatory speed limit of, say, 20 MPH could be considered.	3
More advance stop lines will be required for cyclists passing through the junction	3
There are currently paths on both sides of Netherhampton Road at the Gyratory with wide grass verges. It would be much more beneficial to use the space to lengthen the additional lane to allow more traffic to turn left towards Exeter Street	3
Netherhampton road right turn gets restricted by larger vehicles	2
If Ayleswade road & St Nicholas road become a regular cut through for traffic, to avoid the Harnham Gyratory and to access the Exeter Street Roundabout, the increased traffic will pass 17 grade 2 listed buildings, 7 Grade 2* listed buildings and cross the Grade 1 listed medieval Ayleswade Bridge (built c. 1240). The increased pollution and vibrations cannot be beneficial to their preservation.	2
Will the pedestrian / cycle lights be more responsive	2
Prioritising cyclists on it would only make it even more congested when the majority will go round on the pavement	2
Improved signage would be more effective in ensuring better lane discipline.	2
A zebra crossing should be installed from the south end of that pavement to Ayleswade Road – Ayleswade Road is a busy pedestrian route to the residential areas east and south of the Harnham Gyratory;	2
Please complete the pavement along the south side of the A338 opposite the BP garage. That would provide a much easier walk for pedestrians from the estates on the south side of this road aiming to walk through Old Harnham.	1
How about a slip road to allow traffic to blend in from the roundabout with a 'give way in turn system'?	1
Please ensure LTN 1/20 shared use doorways are provided particularly important is the doorway at the bottom of the steep embankment	1
The documentation talks of the need to allow for u-turns. I can see this need for traffic from Britford Road but this could be addressed by improving the ability to turn right out of Burford or Milton Roads or, alternatively, placing traffic controlled lights at the junction to enable Britford Rd traffic to turn right.	1
Could traffic signals be trialled before being fully implemented	1
There needs to be wider two lanes from at least Old Harnham Road to ease traffic	1
There already exists the basis of a link road from New Harnham Road to Newbridge Road as there is a dead end for Swan Lane adjacent to Harnham Road which leads into the unadopted part of Britford Lane and comes out by Halfords Garage. Making this into a link road could cut most of the congestion along Harnham/Netherhampton Road	1
Is it possible to create a lane straight through the roundabout to the Downton Rd. the extra lane will create more car waiting space, giving the impression that the queue isn't too long, but this traffic will only be pinched again once it reaches New Bridge Road?	1

Harnham Gyratory Comments	Number
Coming onto the gyratory from the A338 from Downton direction, the current bus lane causes traffic to queue un-needlingly when waiting at the traffic lights, this is exacerbated if someone is turning into the BP garage.	1
The permitted parking spaces along Harnham Road should be reconfigured to create a "slalom" effect;	1
The pavement on the west side of Ayleswade Bridge should be widened. This would help will the safety concerns	1
HGVs should be discouraged from delivering to the Greyfisher public house via St. Nicholas' Road/Ayleswade Bridge/Ayleswade Road	1
When approaching the gyratory from the north More right-hand queuing space is required or making the left-hand lane straight on and left with clear lane switching at the gyratory whilst the right-hand lane is turn right only.	1
In order for a cycleway to be effective along this part of Harnham Road & St Nicholas Road it would better to only allow resident & bus access	1

Park Wall Comments

Park Wall Comments	Number
The proposed changes will little difference to the junction	22
The geometry of the junction needs to be amended to overcome issues at this location	12
Can a compulsory purchase order be used at this location to create more space for improvements	11
From a cyclist viewpoint the proposals look sensible and will join up existing cycling lanes- especially at Park Wall which is horrible on a bike.	11
A signalised crossing on the Netherhampton Road arm of the junction would be useful	8
A roundabout should be installed here	8
Why is it not possible to put a cycle route alongside the A36 all the way to Bemerton? There are very few pedestrians on the footpath so a shared path should be possible.	8
Pedestrians and cyclists are very rarely seen in this area	8
Traffic signals just need to be updated to dynamic 'state of the art' system	7
Support Park Wall proposals	7
Unable to comment on proposals unless the model or further graphical information was provided	5
Further consideration should be given to improving pedestrian and cyclist from the risks to safety and from pollution of the A36 at Park Wall.	5
We welcome improvement of the pedestrian and cycling route through Quidhampton, and the improvement for residents parking on the land off Egdam Place behind Coronation Square.	5
Many of those walking or cycling from Salisbury or Quidhampton to Wilton would prefer to stay on the south side of the Wilton Road at this junction.	4
Introduce a 30mph speed limit	2
Remove the Right turn onto the A36 from Netherhampton	2

Park Wall Comments	Number
In contrast to the current proposals the council should be looking to reduce all vehicle traffic to a “residents only” classification and introducing traffic calming and speed reduction measures.	2
Not enough people cycle in the area to warrant cycle improvements	2
Whilst this junction is on the Highways England network there is no reason for it not to include traffic signal priority that we have delivered elsewhere.	1
Would it not be sensible to have in place a traffic lights improvement plan which would see the investment planned as part of Salisbury's growth and the changing technologies, traffic lights could be upgraded across the city to be more reactive to the changing and increased movements of traffic.	1
A36 traffic will be slowed down by the introduction of a pedestrian crossing	1
How much money has been spent on these drawings	1
Improvements are needed to the Salisbury Road past Wilton House Garden Centre (widen road along northern edge to allow a right turning space and grid into the Garden Centre) and put a left filter lane into Wilton A30.	1
I'm not sure how cyclists will navigate from the existing cycle track towards Wilton when they reach the roundabout. How are they expected to enter the roundabout from the cycle track?	1
Have you considered the longer-term requirements if the proposed Wilton Railway station is developed?	1
We draw attention to the high peak traffic flow turning into Lower Road off the A3094 just south of the Park Wall Junction. We believe this should be accounted for in your further studies of Park Wall Junction. Lower Road Quidhampton was completely omitted from recent traffic modelling yet, carries high traffic flows at peaks.	1

Walking and Cycling Proposal Comments

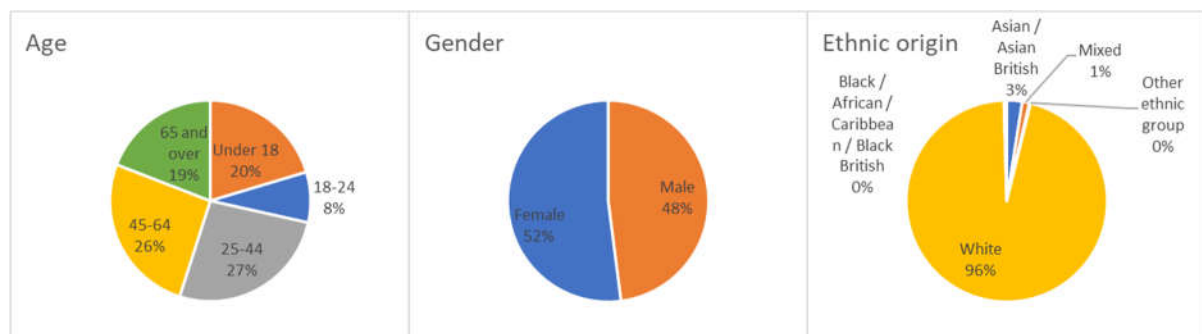
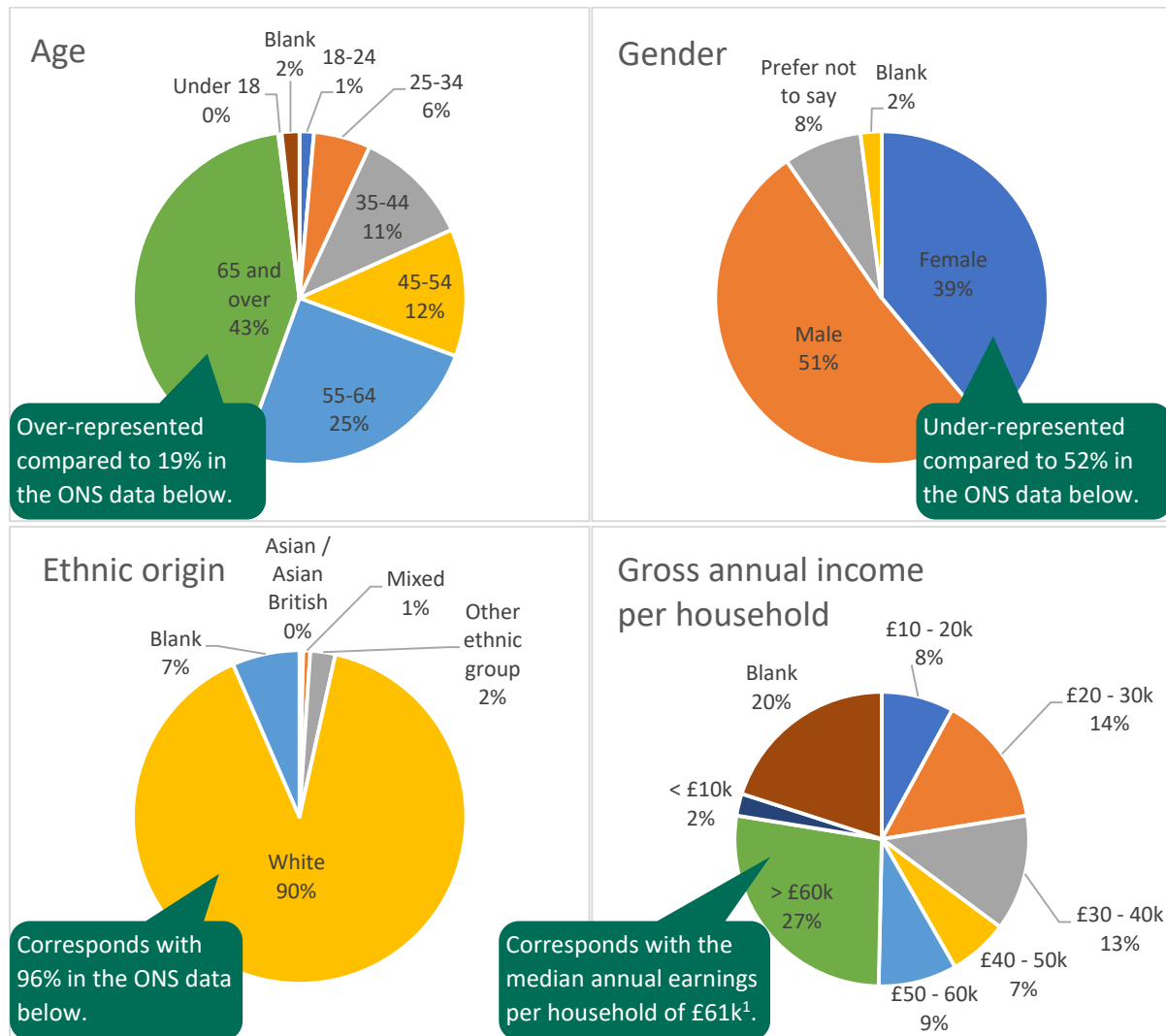
Walking and cycling comments	Number
Support potential new 3m wide Shared Use Path (SUP) down Harnham Road from the junction with Saxon Road to the junction with Old Blandford Road.	8
The improvements to SUPs etc are welcomed.	8
Object Upgrade existing shared use path along New Bridge Road to a two-way 4m wide segregated cycleway and footway	3
Support a Potential upgrading of the existing SUP through the park north of Harnham gyratory to a segregated path.	3
Support the improvements to the cycleway on Downton Road and the new cycleway from Park Wall Junction.	3
Object to new SUP and crossings along Odstock Road from the junction with Heronswood to the junction with Rowbarrow	3
Currently, the cycle routes out of the City are poor and none of these Options would improve cyclists' experience nor encourage more people to cycle but instead would increase traffic congestion and drivers' frustration.	2
Object Potential upgrading of the existing SUP through the park north of Harnham gyratory to a segregated path	2
Support potential new 3m wide SUP along the west side of Harnham gyratory	2
Support improvements to existing cycle route along quiet streets via Harnham Road and St Nicholas' Road with 20mph speed restriction to be introduced.	2

Walking and cycling comments	Number
If the proposed new crossing on the Downton Road were linked in the this would create an alternative route from the centre of Salisbury using Britford Lane to connect to the P&R (cross the Downton Rd and turn R. Or the Hospital site by crossing the Downton Road and proceeding up the upgraded bridleway.	2
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.	2
A shared cycle way path along the south side of Harnham Road westward from Old Blandford Road would be dangerous. It would pit eastbound cyclists into the opposing pedestrian flow to Harnham Schools in the morning peak.	2
Support the upgrade of the existing shared use path along New Bridge Road	2
As a pedestrian and a cyclist I am very much in favour of anything that makes roads safer. In particular the Exeter Street approach to the roundabout is suicidally dangerous for cyclists at present so I support any efforts you are making to make the junction more cyclist friendly.	1
Support Improvements to the existing cycle route along quiet streets via Milton Road, Burford Road, Burford Avenue and Britford Lane. Route to be sign only with no cycle lanes marked or parking removed.	1
Support Upgrade the existing signalised crossings at Britford Park & Ride to be suitable for both pedestrians and cyclists	1
Support Resurface the existing SUP along Downton Road. Potential for lighting and signage improvements	1
Burford Road cycle lane proposals are not feasible, due to the need for parking for the residents on both sides of the road and the present situation in that it is basically a one-lane road.	1
Radical solutions shouldn't be discounted at this stage. eg taking pedestrians and cyclist through the gate in the Park Wall opposite the end of Lower Road and inside the estate wall to Wilton.	1

Appendix 4 - Responses to the online questionnaire

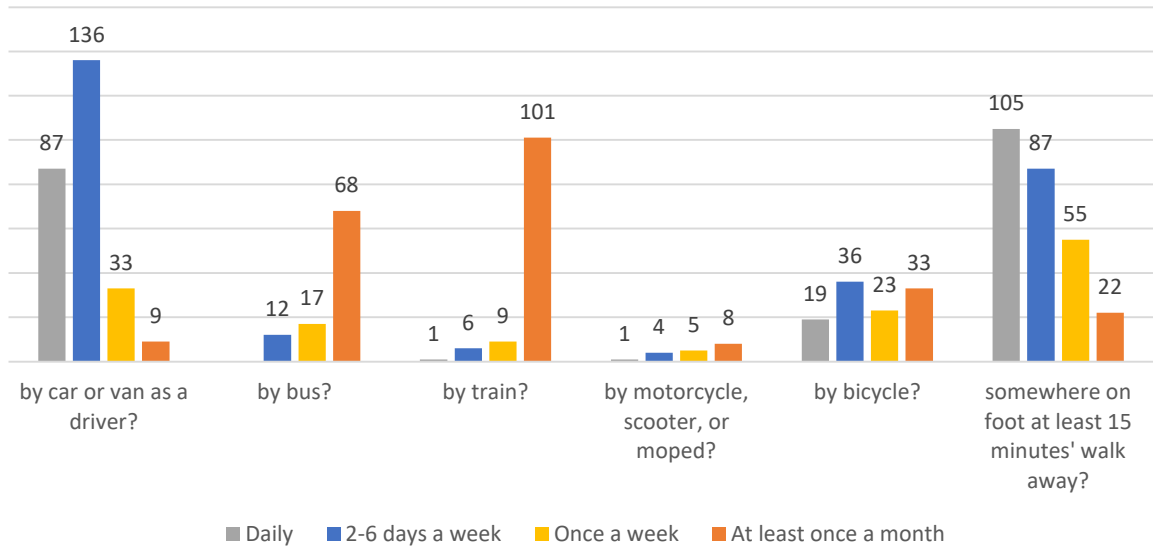
290 responses were received to the online questionnaire. The graphs below show the key characteristics of the respondents and the responses received in connection with each junction.

About the respondents



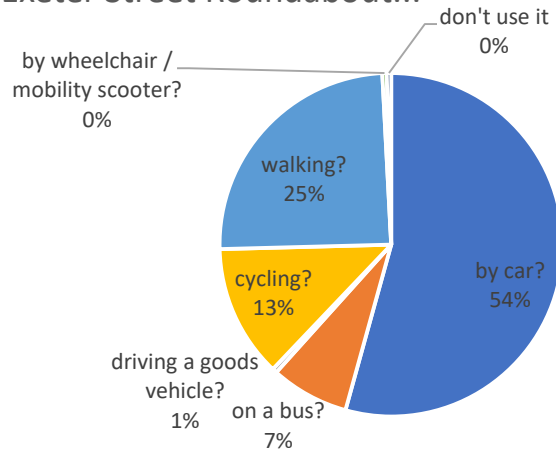
¹ Local Area Report for Salisbury Parish sourced from the 2011 Census key statistics and Labour Market Profile for the Salisbury Parliamentary Constituency.

How often do you travel...

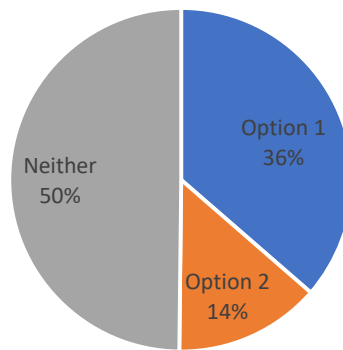


Exeter Street Roundabout

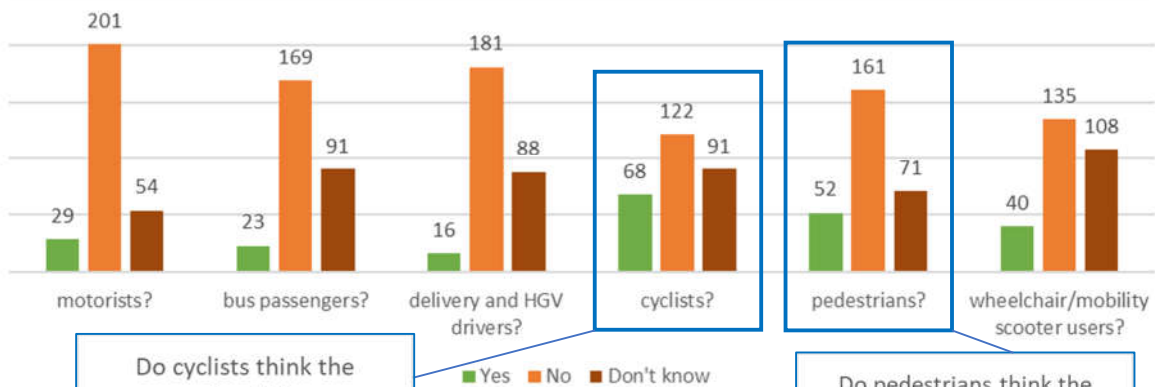
Do you use Exeter Street Roundabout...



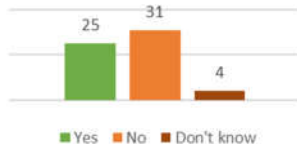
Which option do you prefer?



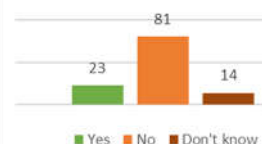
Do you think the proposals will improve conditions for...



Do cyclists think the proposals will improve conditions for them?

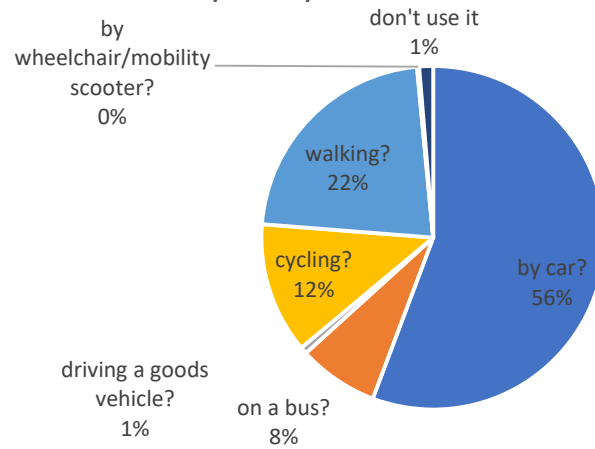


Do pedestrians think the proposals will improve conditions for them?

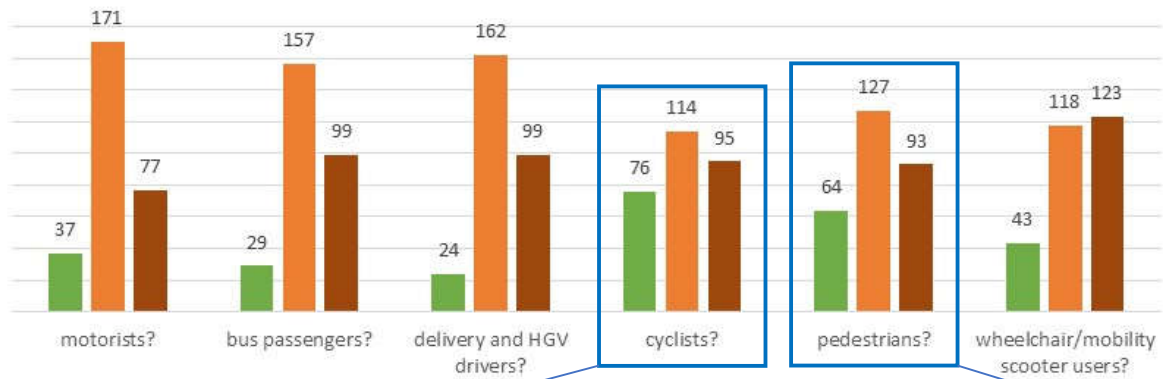


Harnham Gyratory

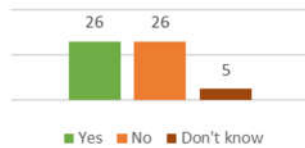
Do you use Harnham Gyratory...



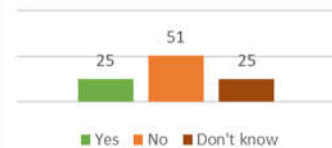
Do you think the proposals will improve conditions for...



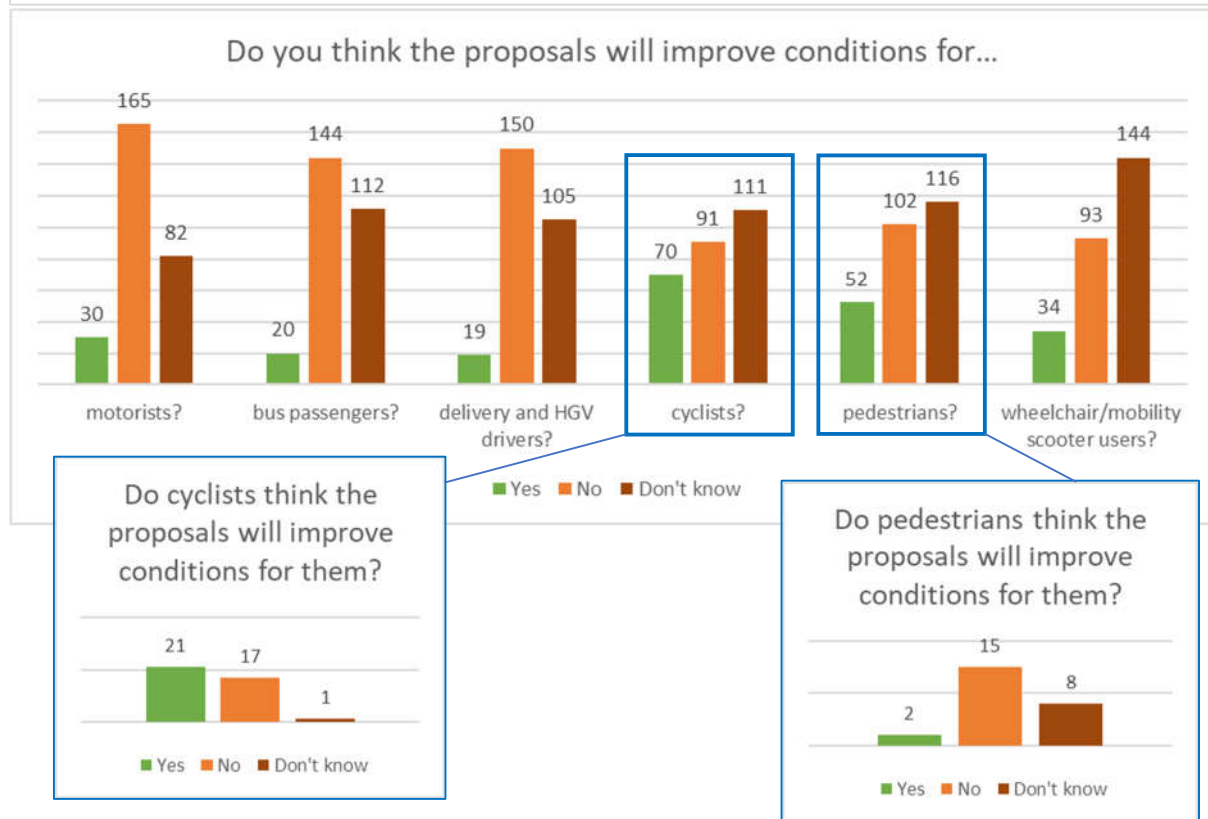
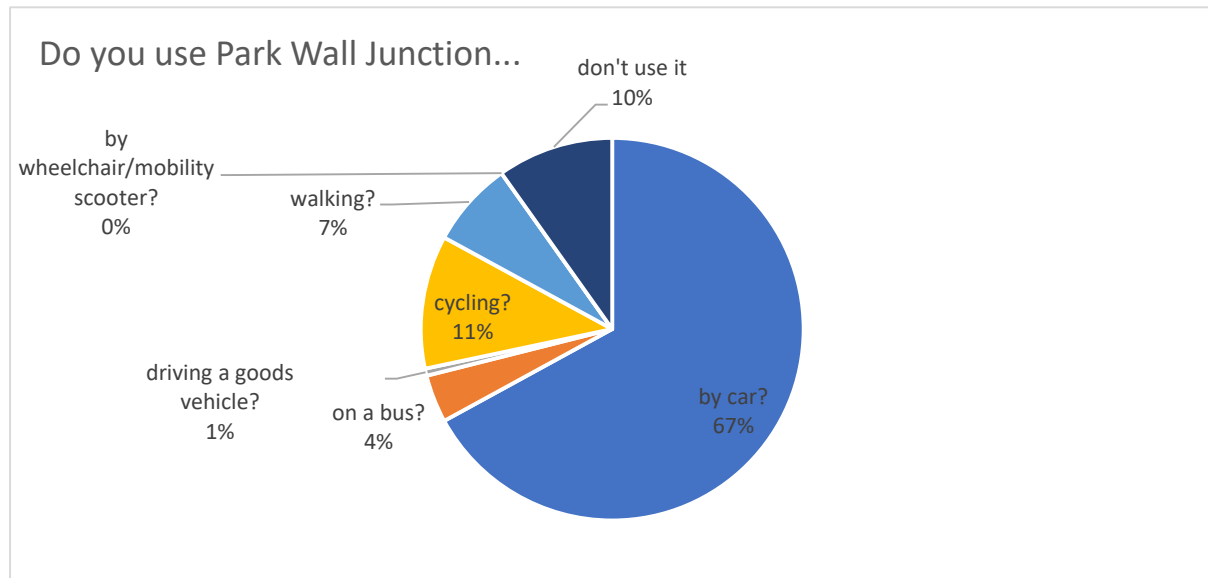
Do cyclists think the proposals will improve conditions for them?



Do pedestrians think the proposals will improve conditions for them?



Park Wall Junction



Potential Additional Walking and Cycling Infrastructure

