

HOLT NEIGHBOURHOOD PLAN – DRAFT 1.5 CONSULTATION

OTHER TRANSPORT FEEDBACK

Total forms received – 56

Not everybody responded to every issue, so the totals vary. There was also some ambiguity in the form as many people didn't tick the overall Objectives boxes but appear to have assumed these were headings, hence low scores.

	Keep	Amend	Drop
Objective OT1: Campaign for improved bus services	18	0	0
OT1.1 Campaign for better public bus services and services which link more usefully into other services such as trains at Bradford	46	0	0
OT1.2 Consider ways in which the Holt Community Bus could also be used to provide more services for villagers	46	0	0
Objective OT2: Define an overall vision for safe cycling routes within Holt, to link to other communities and to the National Cycle network	18	0	0
OT2.1 Identify safe places to cycle, including routes to Holt School, routes for access within Holt and spanning the full length of the village	44	1	2
OT2.2 Identify safe routes out of the village to connect to neighbouring communities	44	2	1
OT2.3 Identify safe access to the National Cycle Network i.e. the Kennet and Avon Canal towpath	47	2	0
OT2.4 Improve safety on roads by introducing cycle lanes and 'Think Cyclist' signs on the B3107, B3106 and the road from Oxen Leaze to Broughton Gifford	42	4	3
Objective OT3: Explore the possibility of re-opening Holt railway station	37	0	1

COMMENTS

OT

- The implied insult in the first line should be rationalised. Careful or painstaking would be less offensive than "intelligent". See my comment above about access to the existing service to Staverton.

OT1.1

- Very necessary

OT2

- I strongly support improved links with neighbouring villages – not just as a cycleway but also for pedestrians. The distances are not great if it was safer, certainly for a one way journey with a lift or bus for the return.
- I think that a stronger case could be made for this and it needs to be now. Kingston Farm and the Tannery are being developed by the same people. Much of the route would be over Kingston Farm land. That just leaves Manor Farm to release the rest!

OT2.1

- Please ensure people who live in The Gravel can still assess their homes by car. We do try to be considerate around school arrival and departure times.
- Including the provision of infrastructure e.g. bicycle parks at school/shop/cafes.
- The parents of individual children are, or should be the best judges of where their offspring can cycle in safety. I would let my children cycle only in the Playing-field until I felt them to be competent on a bicycle. As a twelve year old I was permitted to cycle through the centre of a large city, unaccompanied. One rule does not fit all.

OT2.2

- Very necessary – quite unsafe cycling to BoA or Trowbridge.
- See my comment above. Once in Staverton there is a safe canal tow path cycleway to Bradford.

OT2.2 & .3

- Make Staverton Lane single lane traffic up to the village, with a cycle/pedestrian lane at the side. Three weeks ago a middle-aged Holt cyclist was almost killed by a car and a van tearing past him up the hill around the blind corner by the farm. Only the fact that I was doing my customary 25mph around that bend prevented this happening, and also my car, husband and myself from being injured.
- Explore cycleway along the route of the railway line. There were two tracks, now only one, this would leave a short distance to the K&A canal.

OT2.4

- This could be a hazard, as the roads are not nearly wide enough.
- B3107 too narrow for provision of cycling lane of safe width.
- The existing roads are hardly wide enough for two vehicles to pass, let alone having cycle lanes. This proposal needs to be realistic.
- Cycle lanes are a nice idea but quite impracticable on these roads unless they are widened. “Think Cyclist” signs are a useful reminder for the short time after installation before they become part of the unnoticed background.
- Nobody takes any notice of any notices like this at the side of the road. They only cause distraction as anybody who has driven up the Fosse Way to Leicester will know.
- The existing carriageways are too narrow for cycle-tracks to be reserved. “Think cyclist” would serve as useful a purpose as the monstrous advertisements to “share” cars erected at many major junctions in Wiltshire to distract drivers who should be concentrating on the road and road users and as helpful as the screens at the Country Stores roundabout sighted to obstruct the view of traffic approaching from other directions. The proposed signs conflict with policies elsewhere in the Plan to reduce their number.

OT3

- Really interested in this – would be environmentally friendly (instead of driving to Bath, Melksham, etc. But, need to consider parking and driving routes to station.
- Option to take train from Holt of benefit to the young (as non-drivers); working people (to avoid some commuting driving and shopping trips); and older people who don't drive.
- Should seriously be considered.
- Good idea.
- How much does it cost to stop a train?

Other

- Provide a riverside walk to Bradford and Melksham.
- Provide a proper footpath between Holt and the river. Consider a pedestrian bridge linking to Staverton . This could be cantilevered off the existing railway bridge to provide support and reduce construction costs.
- Reopen F/P 57 to give safe pedestrian access to Broughton Gifford, Whaddon and Melksham.