

## HOLT NEIGHBOURHOOD PLAN – DRAFT 1.5 CONSULTATION

### SECTION 2 OTHER TRANSPORT – FEEDBACK COMMENTS & RESPONSES

Objective no.	Feedback comments	Response	Action
OT	<ul style="list-style-type: none"> <li>The implied insult in the first line should be rationalised. Careful or painstaking would be less offensive than “intelligent”.</li> </ul>	Agreed	TBC
OT2	<ul style="list-style-type: none"> <li>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.</li> </ul>	Agreed	TBC
OT2	<ul style="list-style-type: none"> <li>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!</li> </ul>	Agreed	<b>Pass to PC for urgent action</b>
OT2.1	<ul style="list-style-type: none"> <li>Please ensure people who live in The Gravel can still access their homes by car. We do try to be considerate around school arrival and departure times</li> </ul>	Agreed	<b>Note for detailed plan later</b>
OT2.1	<ul style="list-style-type: none"> <li>Including the provision of infrastructure e.g. bicycle parks at school/shop/cafes.</li> </ul>	Good idea	TBC

OT2.1	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	Noted	<b>TBC</b>
OT2.2	<ul style="list-style-type: none"> <li>• Very necessary – quite unsafe cycling to BoA or Trowbridge.</li> <li>• Once in Staverton there is a safe canal tow path cycleway to Bradford.</li> </ul>		<b>None Noted</b>
OT2.2 & .3	<ul style="list-style-type: none"> <li>• 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</li> </ul>	This is one possible solution	<b>TBC</b>
OT2.2 & .3	<ul style="list-style-type: none"> <li>• 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&amp;A canal.</li> </ul>	Worth pursuing	<b>TBC</b>

<p>OT2.4</p>	<ul style="list-style-type: none"> <li>• This could be a hazard, as the roads are not nearly wide enough.</li> <li>• B3107 too narrow for provision of cycling lane of safe width.</li> <li>• The existing roads are hardly wide enough for two vehicles to pass, let alone having cycle lanes. This proposal needs to be realistic.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<p>Should be investigated – Are the respondents correct?</p>	<p><b>TBC</b></p>
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OT2	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Should seriously be considered.</li> <li>• Good idea.</li> <li>• How much does it cost to stop a train?</li> </ul>	Good points	<b>TBC</b>
Other	<ul style="list-style-type: none"> <li>• Provide a riverside walk to Bradford and Melksham.</li> <li>• 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.</li> <li>• Reopen F/P 57 to give safe pedestrian access to Broughton Gifford, Whaddon and Melksham</li> </ul>	Possible additions	<b>TBC</b>