

Meeting title: Salisbury Road Planning Application

Date: Wednesday 6 April 2016

Time: 17:30-19:00

Location: Glen Eyre Hall, University of Southampton

Attendees	
For the University	Christopher Pattison, Turnberry Planning Ltd Stuart Divall, Ramboll Karen Baroni, Programme Management Unit Manager Adam Tewkesbuy, Transport Manager Gemma Court, Communications
For Southampton Cycling Campaign	Tina Davis Peter Davis Lindsay Bleumel
For SCAPPS	Graham Linecar

Key points of discussion

Three areas of concern were raised:

1. Loss of public right of access along the length of Salisbury Road
2. Safety of the design, particularly the suggestion of a 'pinch points'/'chicane'
3. The appropriateness of the presentation and access to the common at the end of Salisbury Road

All agreed that the intent to prioritise Cyclists and Pedestrians over motor vehicles was a positive approach for Salisbury Road.

1. The University's objective is not to limit or impede access for cyclists, but rather to prioritise use of Salisbury Road for cyclists and pedestrians to increase safety and make it a more enjoyable space for these users.

The proposed S106 Agreement relating to permissive access reflects the University's commitment to maintain unfettered access for pedestrians and cyclists along Salisbury Road should it be de-adopted – the safeguards are above and beyond those for a standard permissive route and the University is happy to explore the status options available to maintain current access rights for cyclists and pedestrians under de-adoption.

2. The proposed design for Salisbury Road has been developed in accordance with shared space and cycle infrastructure guidance published by the Department for Transport that incorporates extensive research into both operational and user behaviour analysis, with a specific focus on safety. Furthermore, a robust safety audit by an independent contractor has been employed alongside this design development – this is a four-stage audit with the final two stages due to be carried out following completion of design and subsequently one year after implementation.

The particulars of landscaping design are subject to refinement and the University is happy to confer with groups prior to finalising these details as appropriate.

3. SCAPPS confirmed that they were content that works concerning the end of Salisbury Road and the boundary with Southampton Common will be addressed via the additional Section 106 clause added by the Panel on Tuesday 1 March. This will assist with resolving the connection between the current University planning application for Salisbury Road and the City Councils application for improvements to Lovers Walk. The University's own detailed proposals for the detailed design of Salisbury Road will need development in conjunction with the City Council – this includes looking again at the siting of the trees currently shown at the common end of the current Salisbury Road proposals.

The University is already participating in discussions with the City Council in relation to schemes proposed outside of the University estate including the application to widen Lovers Walk and the emerging plans to the improvement to the Burgess Road entrance to Southampton Common.

The University supports the desires of Southampton Cycling Campaign to increase safety across the city's cycle network. The University will call on the City Council to improve safety at the Avenue underpass and the Burgess Road/Glen Eyre Road junction cycle infrastructure.