



Public Consultation Report

August 2022





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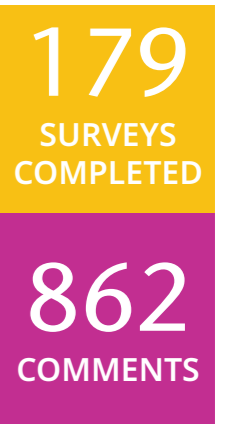
Executive summary

Wiltshire Council has been awarded funding from central government under the Future High Streets Fund (FHSF) to redesign the station forecourt to make it more attractive and accessible for visitors and residents and to make improvements to the road network and public spaces along Fisherton Street.

A non-statutory public consultation was held over a six-week period between 7 March and 19 April 2022 to seek views from the public, city and parish councils, statutory organisations and other organisations on the emerging concept design for the projects and the potential options. Three presentations were delivered to the City Council, Salisbury Area Board and Fisherton Street Traders Association, and two online public webinars, two public exhibitions and a meeting with local residents were held during the consultation period. There were also three pop-up events held at Salisbury Library, Salisbury Railway Station and the Five Rivers Health and Wellbeing Centre and flyers were handed out at Salisbury Market on market day. Additionally, there were unstaffed display stands at 7 locations across

Salisbury and the South Wiltshire area. Various advertising activities were undertaken during the consultation period, including placing adverts on the digital screens on buses, at Five Rivers Health and Wellbeing Centre and at the Nadder Centre. Consultation banners and posters were also displayed at Wilton, Petersfinger, London Road and Britford Park and Ride sites. Furthermore, the consultation was promoted on the council's website, through social media and through the e-newsletters for residents and businesses.

A total of 179 completed questionnaires and 20 emails and written submissions were received in response to the consultation, which contained a total of 862 comments. It should be noted that in some cases the written submissions may have duplicated questionnaire responses.



Salisbury City Council (SCC) supported Option 1A to keep the pedestrian crossing in its current location and Option 2B to restrict the parking in South Western Road to night-time

use only. In Fisherton Street, SCC supported the retention of a bus stop at Water Lane (Option 3B) and requested that temporary parking during business hours be provided where the pavement was narrowest with the road raised to the level of the pavement. SCC considered that the shelter for Stonehenge bus users at the station forecourt should accommodate 20 people and be located clear of pavements, cars and buses. They considered that the Churchfields Road crossing point should be a safe crossing point and that the North entrance to the station should be re-opened to enable better access to pedestrians and bus users, improve disabled access and reduce congestion, especially during peak times.

National Highways were supportive of the proposals in general terms and considered that they would provide public realm improvements to encourage pedestrian movements and encourage sustainable travel and a move away from private car use. National Highways considered that the proposals were unlikely to adversely impact the A36 trunk road and the St Pauls Roundabout junction.

The Salisbury Civic Society welcomed the investment in the station forecourt and Fisherton Street area and considered that it should have beneficial consequences. However, they considered that fundamental improvements were needed to some aspects of the proposals to achieve their stated aims and to maximise the scheme benefits. The Civic Society wished to emphasise their

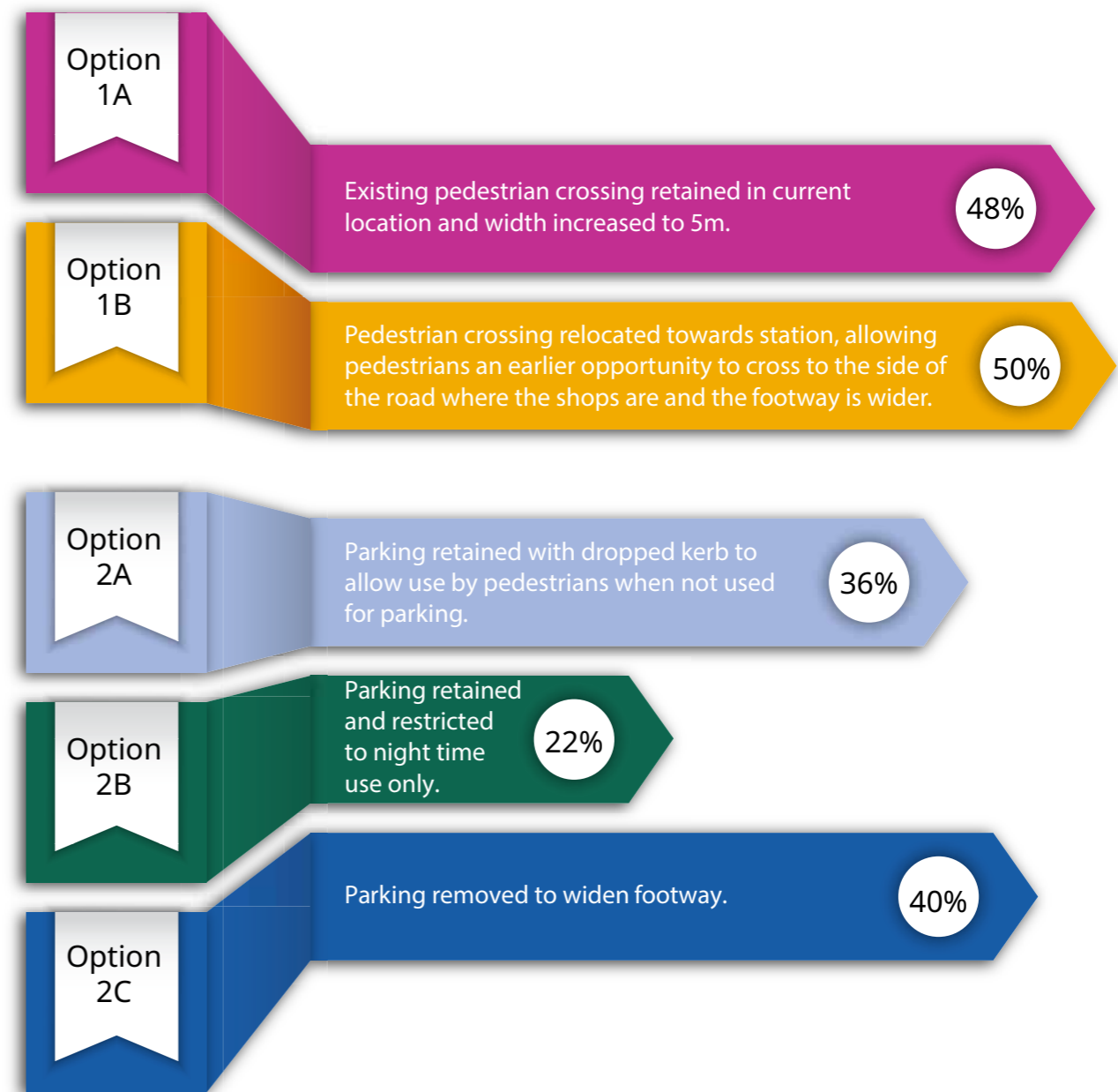
suggestions to: adopt a different primary route into the station forecourt which incorporated a green parklet; introduce more tree and other planting in the station forecourt; investigate all possible ways of reducing vehicle traffic in Fisherton Street; introduce a shared space treatment in Fisherton Street; incorporate public art, particularly at the Water Lane junction with Fisherton Street; and to persist with decking over the river at Water Lane, probably in glass. Additionally, the Salisbury Civic Society supported the removal of parking in South Western Road (Option 2C) and considered that the street furniture should be of a contemporary style.

From the information collected in the questionnaire it would appear that those aged 65 and over were over-represented and females under-represented in those responding to the consultation, with 44% of responses being from those aged 65 and over (compared to 19% in the local census data) and only 46% from females (compared to 52% in the local census data). The ethnic origin and median annual earnings seemed to broadly reflect the local population.

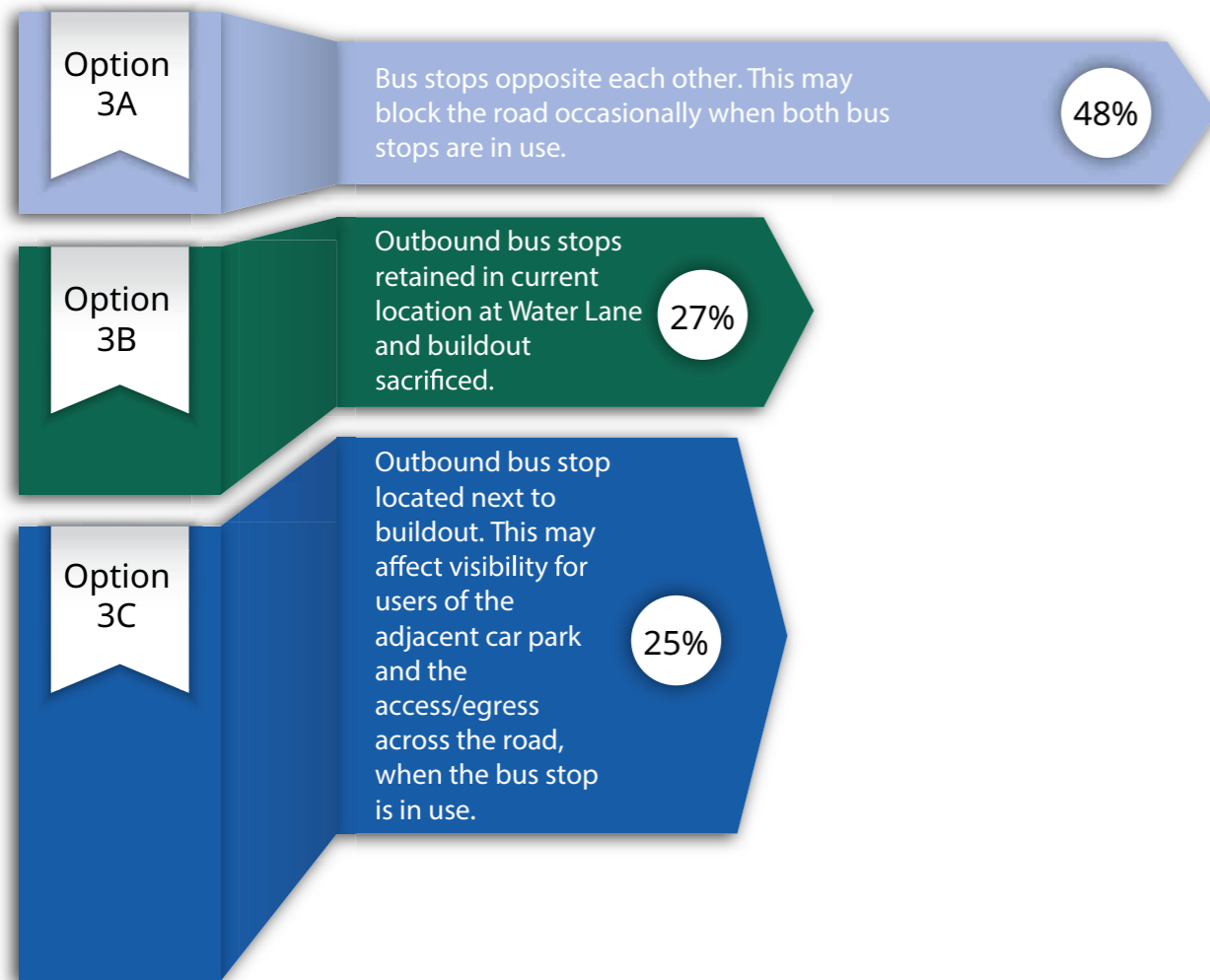
The majority of respondents considered that the proposals for the station forecourt, South Western Road and Fisherton Street would improve conditions for pedestrians, cyclists, bus passengers and disabled or less mobile people. However, most considered that the conditions would not be improved for motorists and were uncertain as to whether the proposals would benefit delivery or HGV drivers.

78% of respondents considered that a pedestrian crossing on the western side of the station forecourt was needed and 78% thought that more pick up / drop off car parking spaces were required. 49% considered that the soft landscaping proposed for the station forecourt was sufficient, 41% believed that it should be increased and 9% thought that it should be reduced.

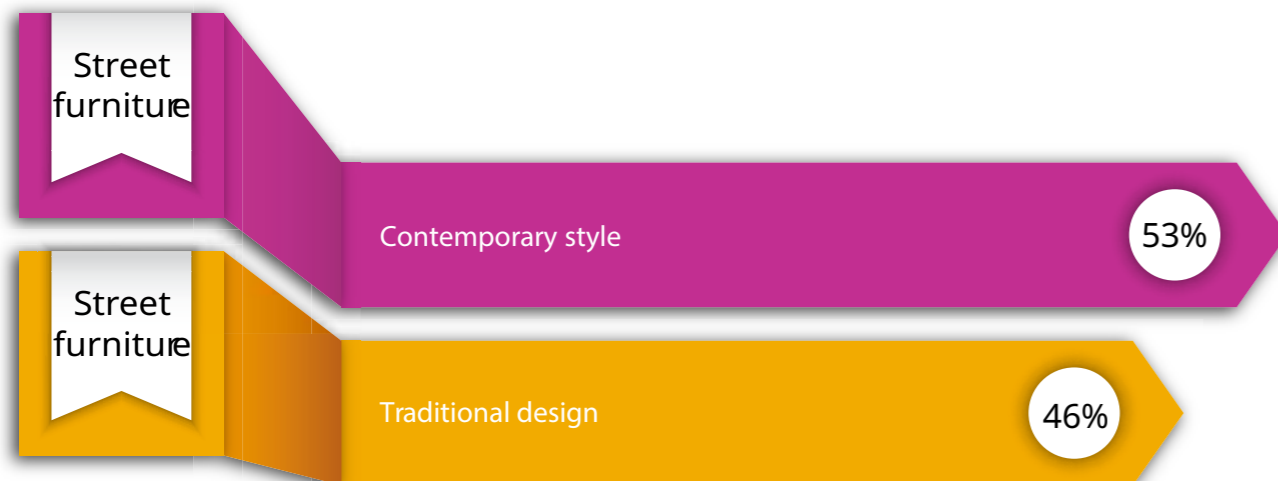
The responses to the questionnaire did not demonstrate a clear preference for the location of the pedestrian crossing on South Western Road with 50% preferring Option 1B and 48% preferring Option 1A. Similarly, 40% of respondents expressed a preference to Option 2C in relation to the parking along South Western Road, with 36% preferring Option 2A and 22% preferring Option 2B.



48% of responses preferred Option 3A for the location of the bus stops along Fisherton Street, with 27% preferring Option 3B and 25% preferring Option 3C.



53% of responses preferred a contemporary style of street furniture, with 46% preferring a more traditional design.



Detailed written comments were received which contained the following key themes:



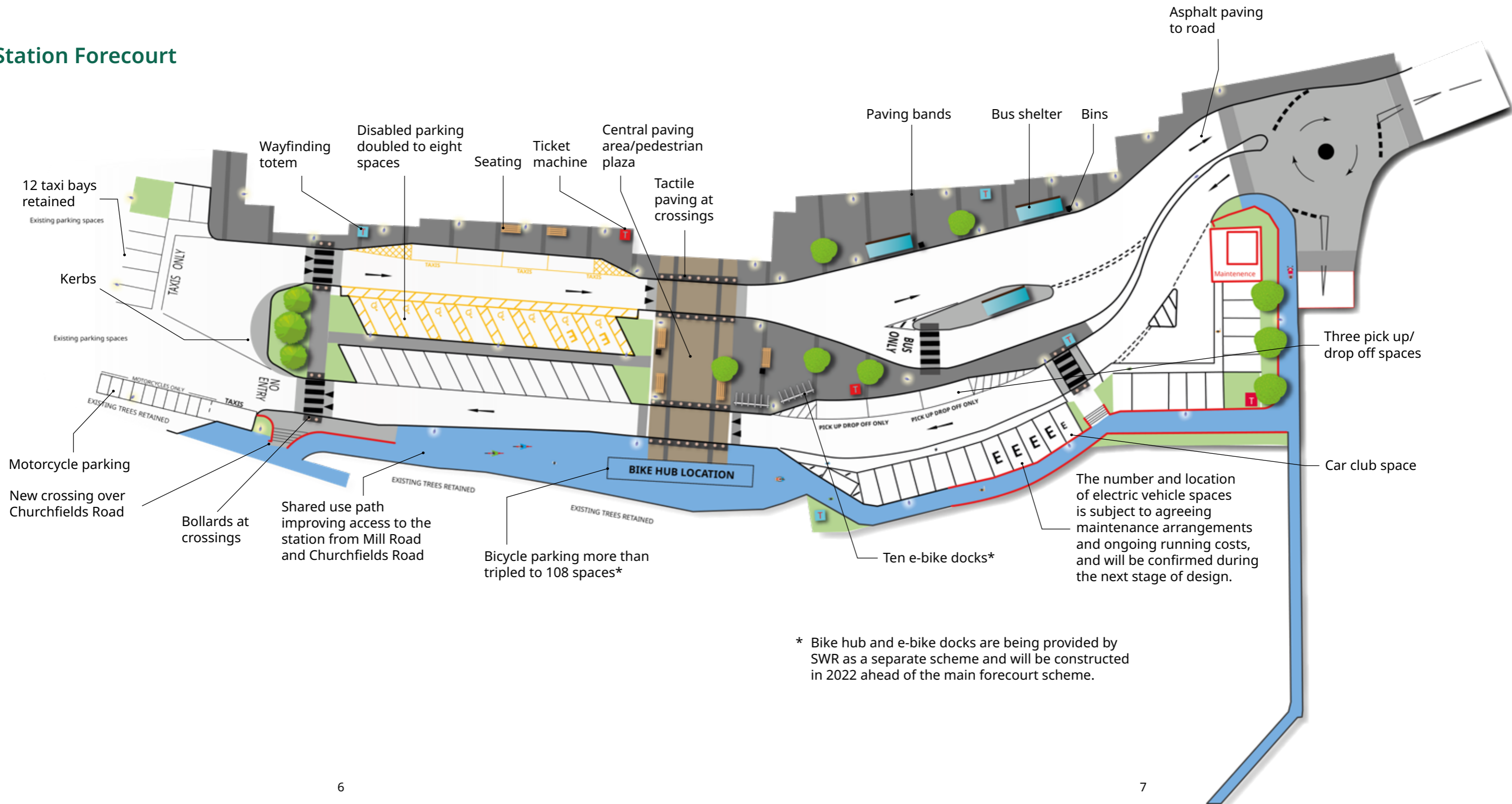
The information collected through the consultation process will be used to develop the proposals in more detail. The view of the organisations with specialist knowledge of the area are particularly important in helping to refine and assess the proposals. There will be further opportunity to comment on the detailed design for the scheme as part of the statutory consultations in connection with the traffic regulation orders.

¹ Whilst Wiltshire Council would be supportive of the reopening of the northern entrance at the train station, this is outside the scope of these projects. It would be for South Western Railway to determine whether this could be delivered and further funding would be required.

The proposals

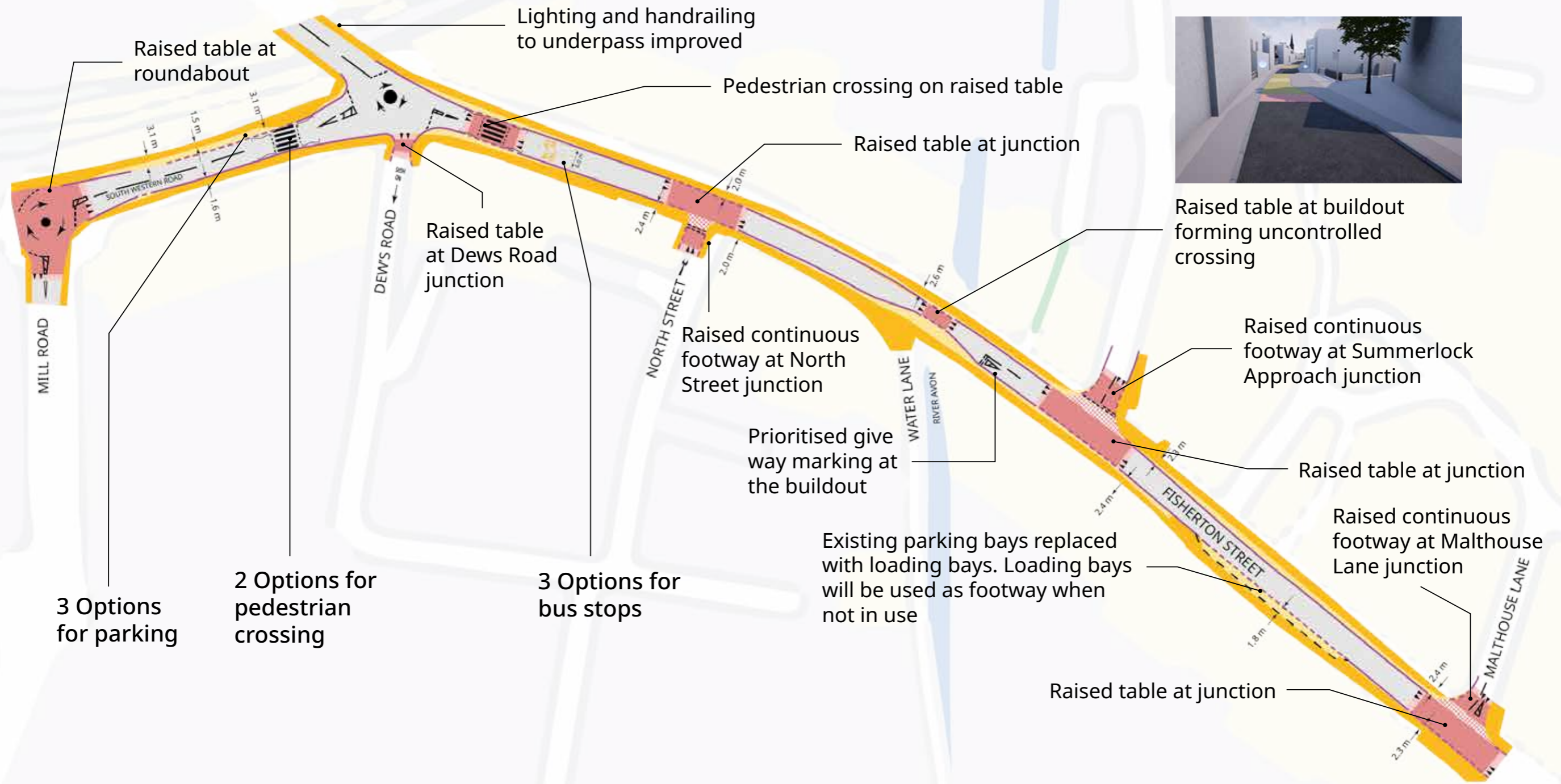
The full details of the proposals are contained within the [FHSF Salisbury consultation leaflet](#).

Station Forecourt



* Bike hub and e-bike docks are being provided by SWR as a separate scheme and will be constructed in 2022 ahead of the main forecourt scheme.

Fisherton Gateway



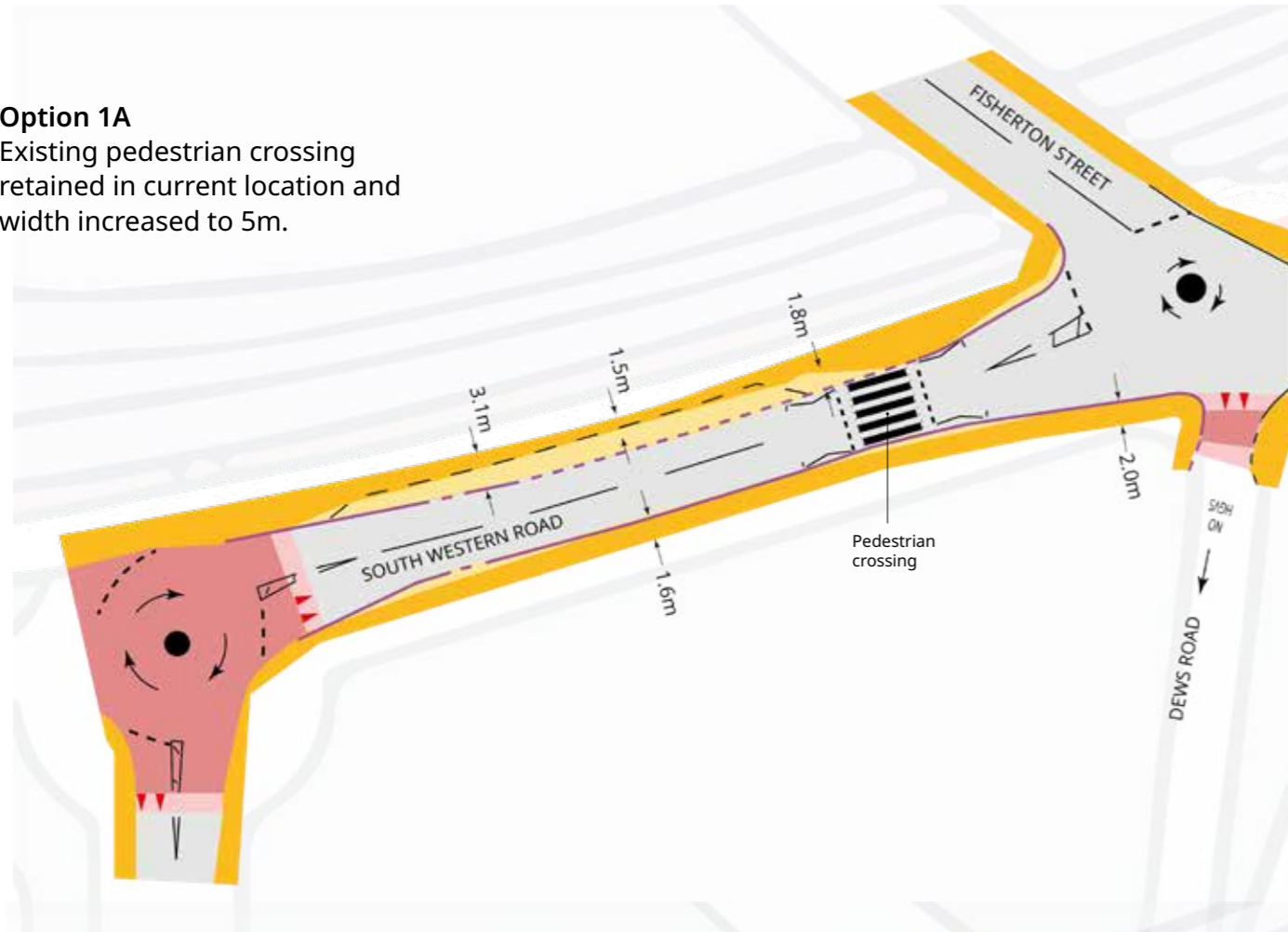
Raised table at buildout forming uncontrolled crossing

Raised continuous footway at Summerlock Approach junction

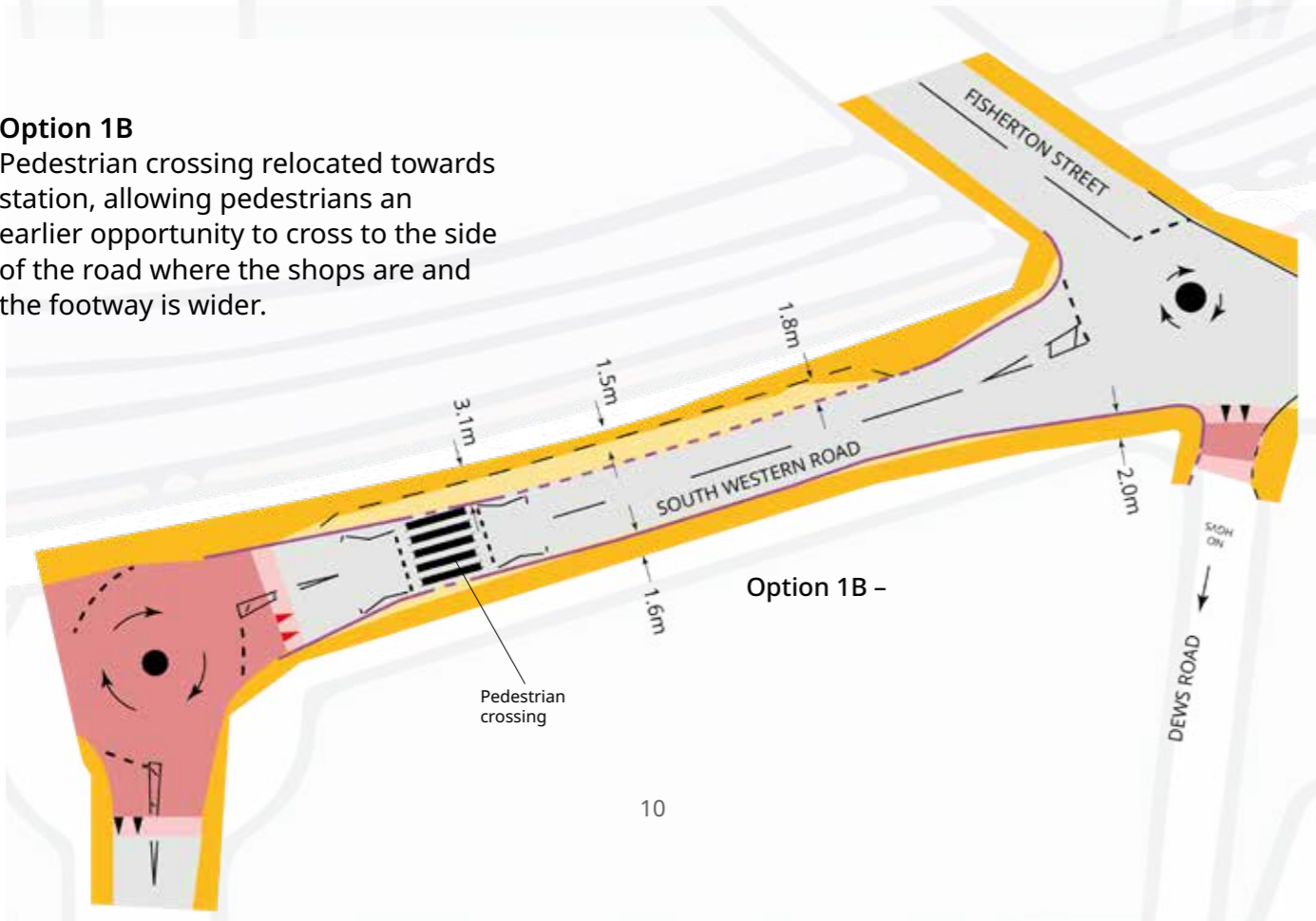
Raised continuous footway at Malthouse Lane junction

South Western Road

Option 1A
Existing pedestrian crossing retained in current location and width increased to 5m.



Option 1B
Pedestrian crossing relocated towards station, allowing pedestrians an earlier opportunity to cross to the side of the road where the shops are and the footway is wider.

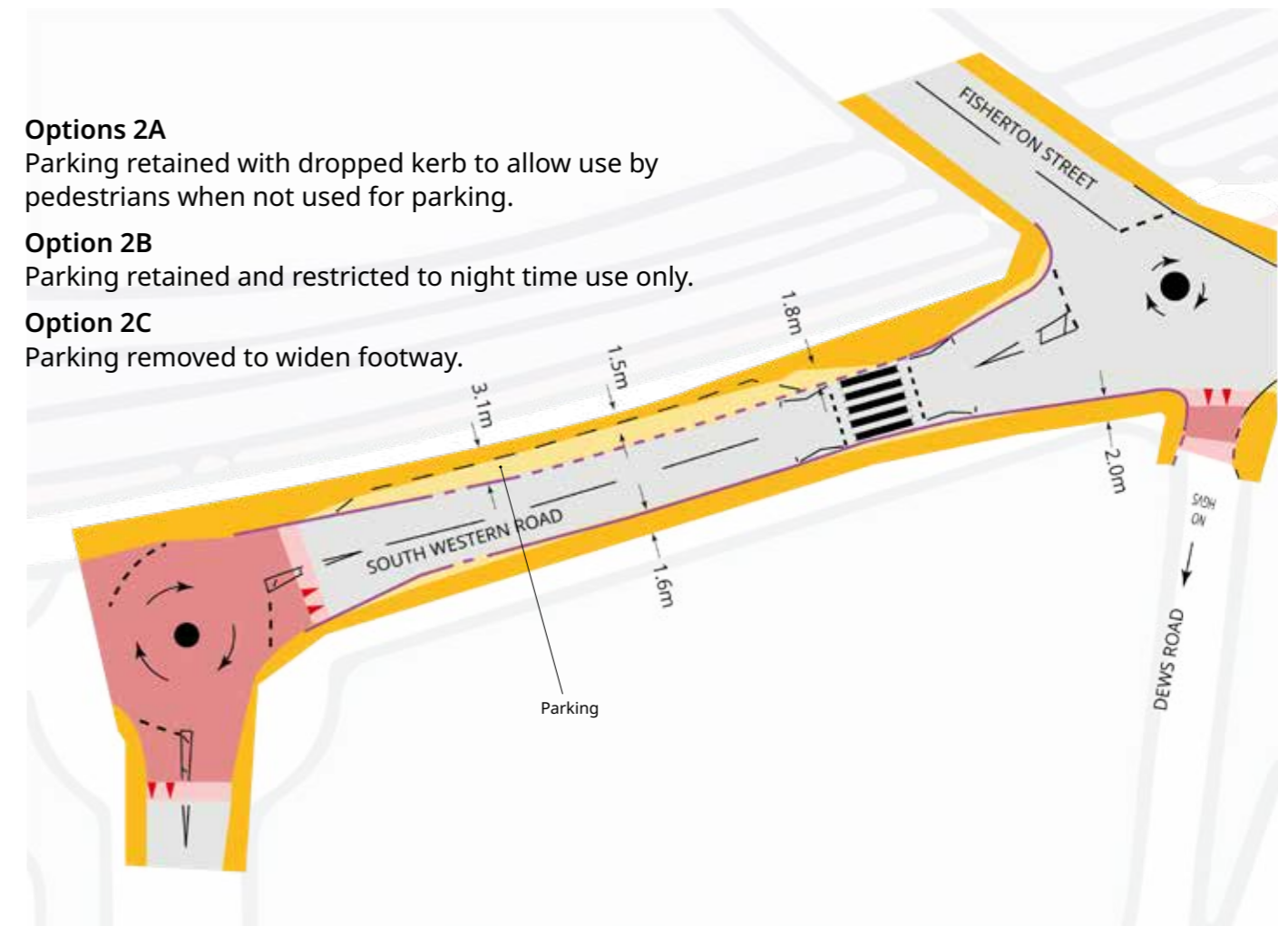


Option 1B -

Options 2A
Parking retained with dropped kerb to allow use by pedestrians when not used for parking.

Option 2B
Parking retained and restricted to night time use only.

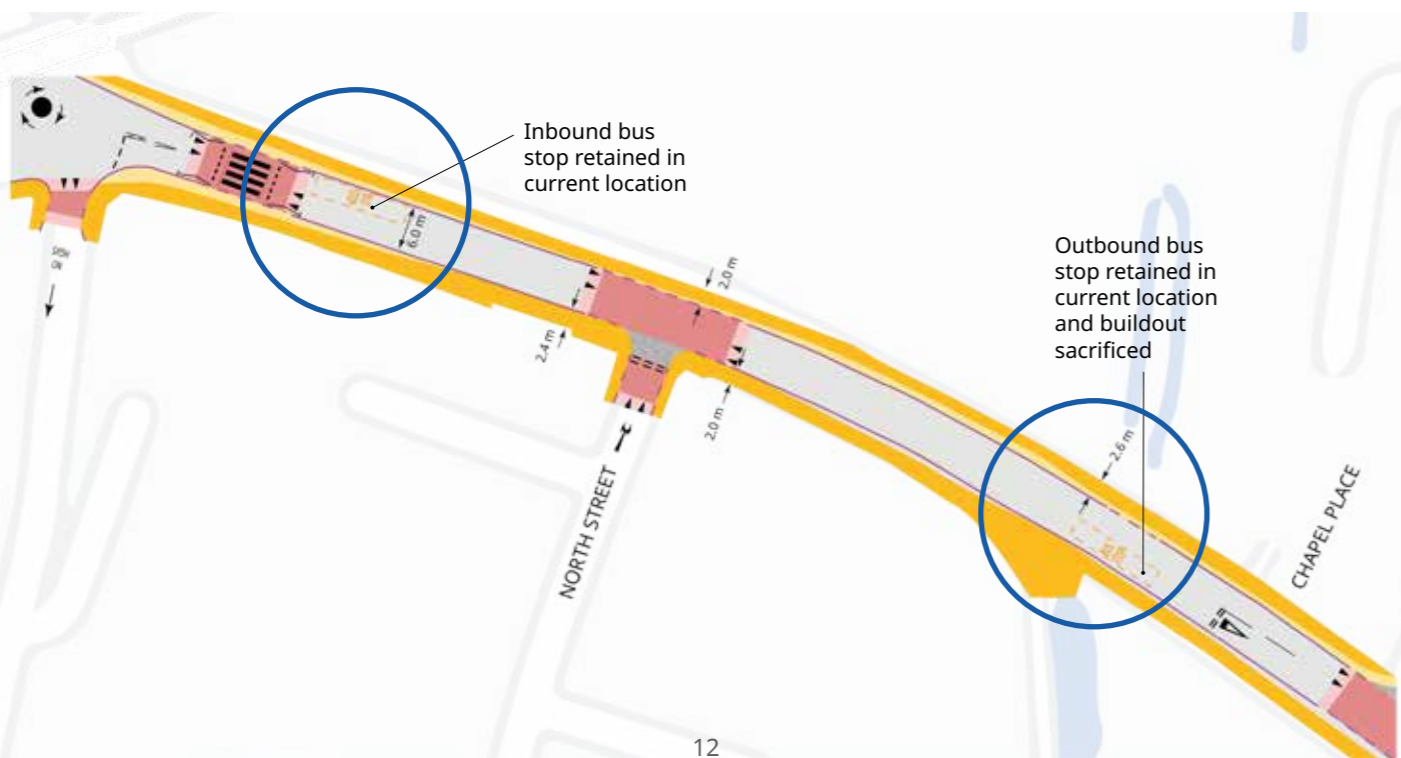
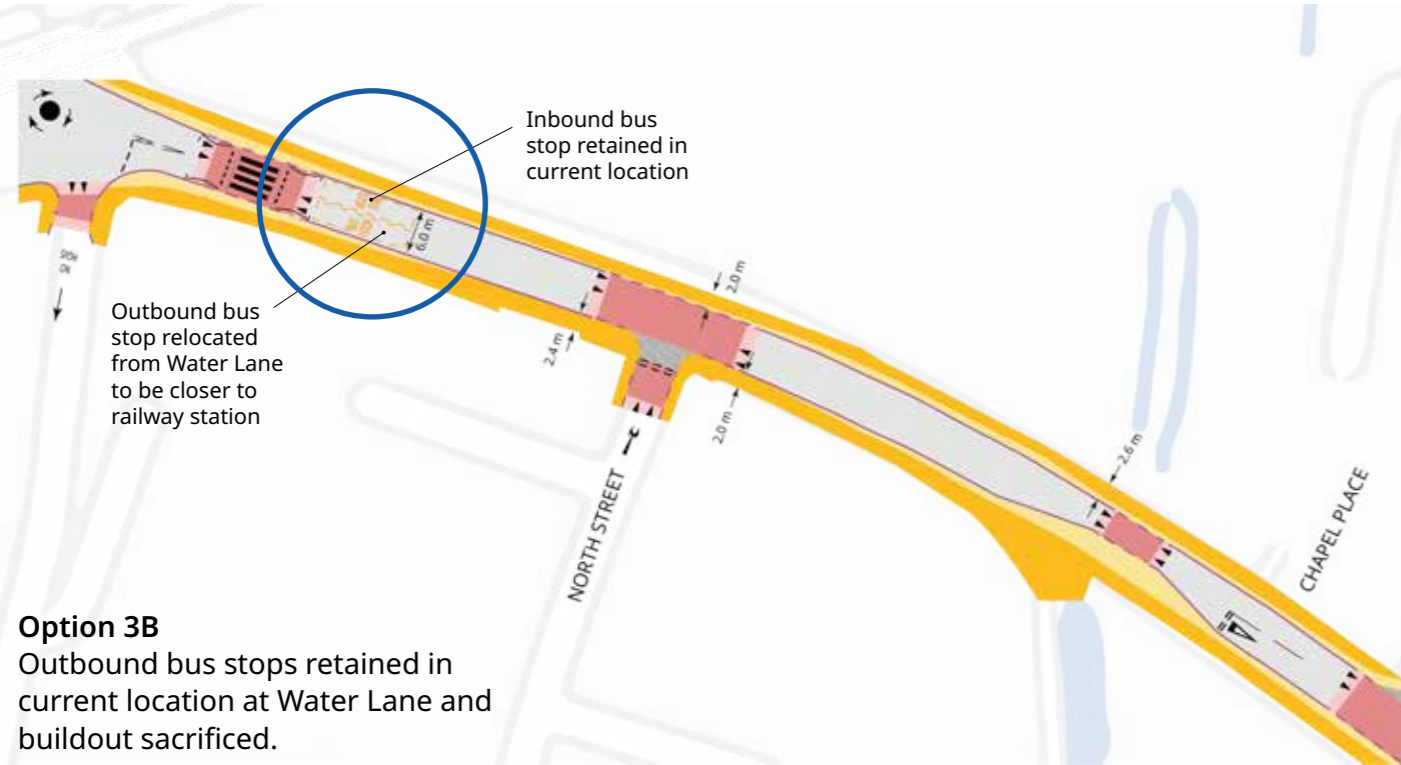
Option 2C
Parking removed to widen footway.



Fisherton Street

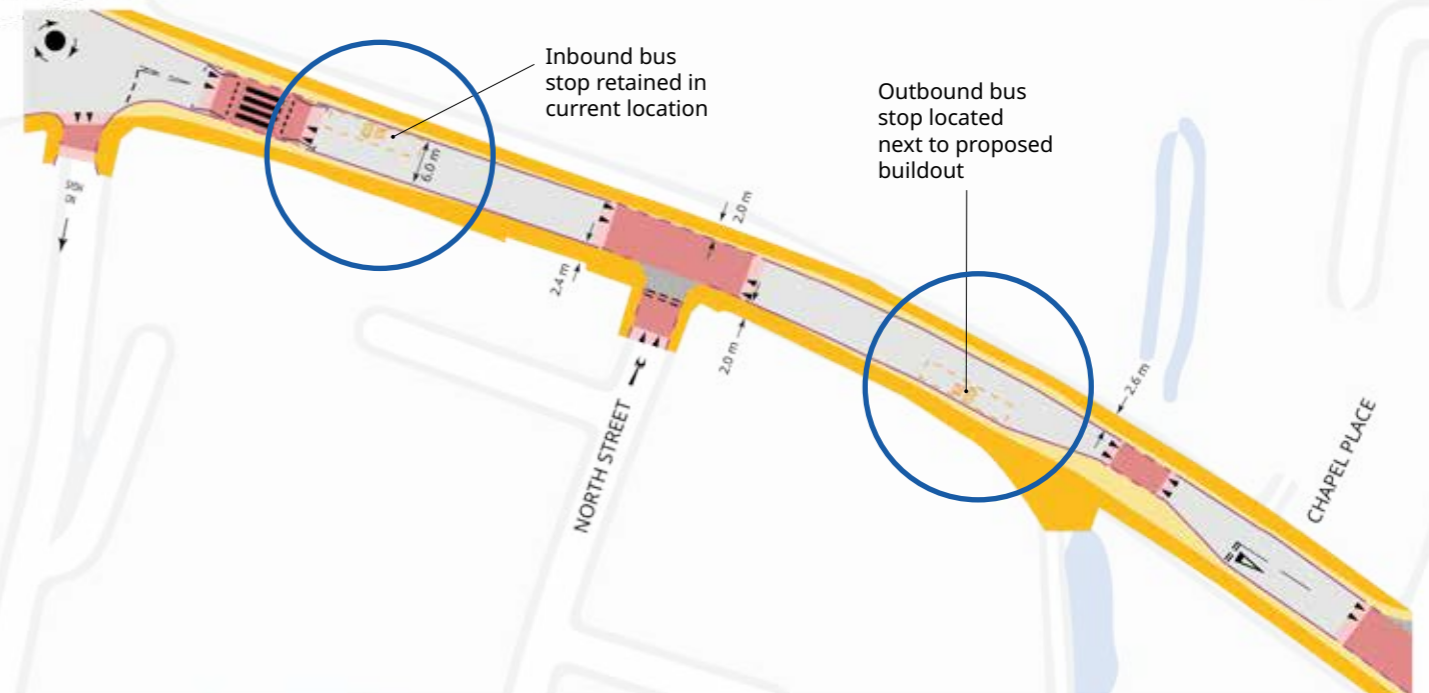
Option 3A

Bus stops opposite each other. This may block the road occasionally when both bus stops are in use.



Option 3C

Outbound bus stop located next to buildout. This may affect visibility for users of the adjacent car park and the access/egress across the road, when the bus stop is in use.



Introduction

The [Salisbury Central Area Framework \(CAF\)](#), which was endorsed by Wiltshire Council in August 2020, is a strategy to shape the future of the city centre and enable positive responses to the challenges which the city faces. The CAF recommends initiatives and policies for the city centre to bring positive change to the city to make it an even more vibrant, attractive and sustainable place to live, work and visit.

In parallel with the preparation of the CAF, a bid was prepared and submitted to central government under the Future High Streets Fund (FHSF) for funding to deliver some of the key aims recommended by the CAF. In 2021, Wiltshire Council was awarded £9,355,731 to develop three projects in Salisbury:

- **Salisbury Station Forecourt** (£5.3 million) – redesigning the station forecourt making it more attractive and accessible for visitors and residents
- **Fisherton Gateway** (£3.2 million) – improvements to the road network and public spaces along South Western Road and Fisherton Street

- **Heritage Living** (£800,000) – redeveloping a vacant listed building and creating apartments in unoccupied spaces above shops.

In June 2020, the council consulted extensively as part of the FHSF bid preparation. At the end of 2021, residents and businesses in the Fisherton Street area were asked to complete a survey to enable us to understand how Fisherton Street is being used for access, deliveries, parking etc.

A second public consultation has now been held on the more detailed concept design proposals for the Station Forecourt and Fisherton Gateway projects. This report contains the results of that consultation.

Strategic objectives

The strategic objectives of the schemes are:

- **Ensure a great experience on the high street** – Enabling and promoting increased vibrancy within the city centre, supporting ‘experience’ visits, encouraging return visits, increased footfall and spend.
- **Tourist destination** – Supporting and enhancing the city’s reputation as a single destination of choice for the tourism industry by highlighting the city’s heritage and making use of its proximity to the Stonehenge World Heritage Site.
- **Bring young people into the city** – Supporting a diverse city centre economy which draws in young people to live, work and socialise, and encourages them to stay in the city.
- **Support businesses growth** – Enabling existing and new businesses to thrive in the city.

Pre-consultation stakeholder engagement

Prior to the launch of the public consultation the project team engaged with key stakeholders to get early feedback on the proposals and to make them aware of the upcoming consultation.

This included meetings with Salisbury City Council, South Western Railway, Network Rail, National Highways, bus companies, walking and cycling groups, and the Civic Society.

Public consultation

The public consultation provided the opportunity for the public, city and parish councils, statutory organisations and other organisations to comment on the emerging concept design for the projects and the potential options. A full list of the organisations consulted can be found in Appendix 1.

The consultation ran over a six-week period from 7 March to 19 April 2022.

Presentations were delivered to Salisbury City Council on 7 March 2022, the Salisbury Area Board on 10 March 2022 and the Fisherton Street Traders Association on 22 March 2022. A meeting was also held with Churchfields Road residents on 20 April 2022.

Two online public webinars with question-and-answer sessions were held on 16 March at 11am and on 21 March 2022 at 6pm. The webinars were recorded and the recordings, questions and answers are available on the consultation webpage - [Future High Streets Fund Salisbury](#) - Wiltshire Council.

Two public exhibitions were held at the Guildhall on 30 March and 7 April 2022. Additionally, three pop-up events were held at Salisbury Library on 28 March, Salisbury Railway Station on 4 April and the Five Rivers Health and Wellbeing Centre on 6 April 2022. These events were staffed by members of the project team and enabled attendees to discuss the proposals and to ask questions.

Additionally, unstaffed display stands were placed in the reception area of Bourne Hill Council Offices, at the Five Rivers Health and Wellbeing Centre and in the Amesbury, Durrington, Salisbury and Wilton libraries. These stands comprised a pull up banner along with hard copies of the consultation leaflet and survey.



A two-day youth workshop had been scheduled to take place between 11-12 April 2022, but unfortunately this had to be cancelled as no applications from young people were received. When planning the workshop, Wiltshire Council engaged a specialist consultant that works with young people, and the dates were selected in discussion with the Youth Ambassadors as they had expressed an interest to attend the consultation. We were aware that the timings suggested would coincide with the Easter holidays and also students' study period leading up to their exams, however the timescale for the consultation to take place was limited. The event was promoted by inviting the Youth Ambassadors, the newly appointed Wiltshire Youth Councillors and over 30 local organisations that work directly with young people. A bespoke flyer was produced for the purpose of promoting the event to young people. Speaking with many of the youth organisations following this, it was apparent that two days was a significant commitment for young people during this time. We will bear this in mind for future engagement events and look for further opportunities to engage young people as the scheme develops.

Various advertising activities were undertaken during the consultation period, including placing adverts on the digital screens on Salisbury Reds buses, at Five Rivers Health and Wellbeing Centre and at the Nadder Centre. Consultation banners and posters were displayed at Wilton, Petersfinger, London Road and Britford Park and Ride sites. Flyers were handed out at Salisbury Market on 5 April.

The consultation was promoted on the council's website, through social media, including a video by the Deputy Leader on 31 March 2022, and through the e-newsletters for residents and businesses (11 March, 18 March, 25 March and 14 April 2022). The following news releases were issued by the council:

- [Residents invited to comment on two improvement projects in Salisbury City Centre - Wiltshire Council](#) – 8 March 2022
- [Join our public events to learn about the Future High Streets Funded Salisbury schemes - Wiltshire Council](#) – 16 March 2022
- Salisbury based media were sent 'Last chance to attend a public event for Future High Streets Funded Salisbury schemes' on 7 April

Additionally, the consultation was featured in the New Valley News and Salisbury Journal publications on numerous occasions throughout the consultation period.

The consultation was designed to be inclusive and get a representative response to the consultation. Certain events targeted groups that have been under-represented in previous consultation responses. There was a mix of in-person and online events, and events during the day and in the evening. There were hard copies of the consultation material and survey at the in-person events and at unstaffed stands, so that those who do not access the internet can still look at the proposals and complete the survey. The project team was

available at staffed events for those who needed or wanted help understanding the consultation material and completing the survey.

FUTURE HIGH STREETS FUND SALISBURY

High Streets Fund Salisbury Public consultation
Monday 7 March to 5pm Tuesday 19 April 2022

Wiltshire Council was successful in securing £9.4 million of Central Government funding to develop several projects in Salisbury City Centre.

We are now seeking your views and ideas on two of these projects:

- Salisbury Station Forecourt – redesign of the station forecourt making it more attractive and accessible for visitors and residents.
- Fisherton Gateway – improvements to the road network and public spaces along Fisherton Street.

To take part in the consultation please scan the QR code, visit www.wiltshire.gov.uk/fhsf-salisbury or contact majorhighwayprojects@wiltshire.gov.uk

Could you be part of shaping and developing Salisbury?

The Future High Streets Fund aims to reinvigorate the city to drive growth, improve the Salisbury experience for residents and visitors and ensure future sustainability.

www.wiltshire.gov.uk/fhsf-salisbury

SPUD Youth are delivering a 2-day workshop programme, that will take you through the proposals and explore various options for the development. This is a fantastic opportunity for you to be involved and share your ideas in a £9 million project for the city.

For more information or to book a place, please contact:
 Karlene Jammet, Community Engagement Manager for Salisbury - karlene.jammet@wiltshire.gov.uk

Logos: HM Government, Salisbury City Council, South Western Railway, 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:

[Future High Streets Fund Salisbury - Wiltshire Council](#)

The webpage provides a short introduction to the scheme, contains Frequently Asked Questions and has links to webinar recordings and the 'FHSF Salisbury consultation leaflet', which describes the background to the scheme.

The public were invited to provide their views via the survey or through the submission of written comments, either by email or writing to the council.



Completed questionnaires could also be submitted at the public events or handed in at council premises.

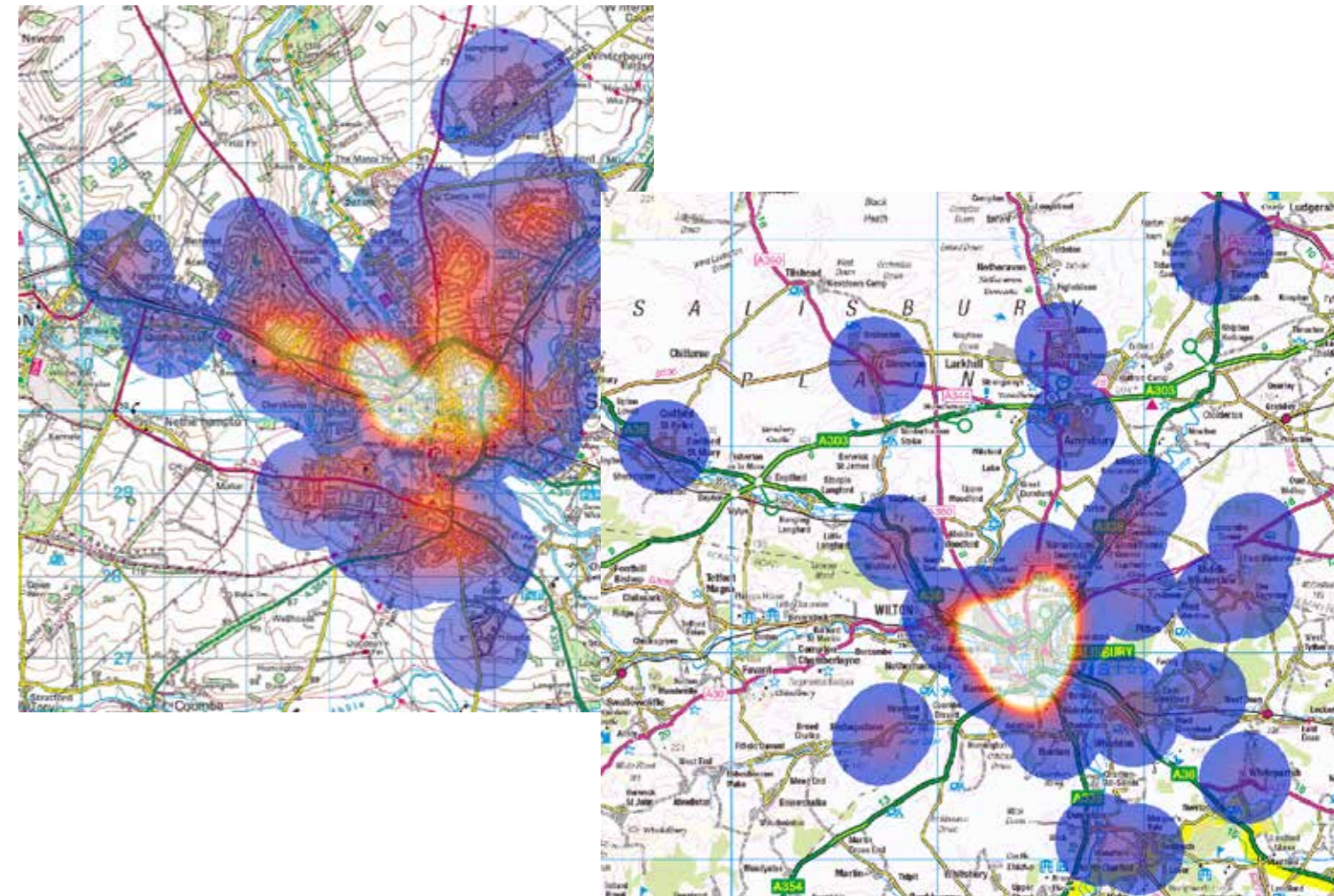
The aims of the non-statutory public consultation were to:

- successfully engage with a diverse range of stakeholders affected by or interested in the scheme
- be inclusive, encourage involvement from stakeholders and build strong open relationships
- raise awareness of the scheme and understanding for the need to improve the Fisherton Gateway and Salisbury Station Forecourt
- understand stakeholder concerns, issues, and suggestions
- receive representative feedback on the options to allow us to develop the scheme further
- prepare for the statutory consultation phases.

Response to the consultation

A total of 179 completed questionnaires and 20 emails and written submissions were received in response to the consultation, which contained a total of 862 comments. It should be noted that in some cases the written submissions may have duplicated questionnaire responses.

Most of the responses to the questionnaire were received from residents within Salisbury and the surrounding area. In some cases, the written responses did not provide an address, but where they did, they have been included in the geographical representations of responses received as shown below.



Response from organisations

The city and parish councils, statutory and other organisations were invited to share their views on the proposals and responses were received from Salisbury City Council, National Highways and the Salisbury Civic Society. The responses from these organisations are contained in Appendix 2 and are summarised below.

Salisbury City Council

Salisbury City Council (SCC) considered that the covered area for Stonehenge bus users should be able to provide moderate shelter for 20 people and keep them clear of pavements, cars and buses. SCC considered that the Churchfield's Road crossing point should be a safe crossing point, or if that would be unachievable, to remove it and erect two crossing points, one near the west end of the car park and the other by the mini roundabout instead. SCC proposed that the North entrance to the station is reopened to enable better access to pedestrians and bus users travelling to and from the city. They considered that this would significantly improve disabled access and reduce congestion, including along the narrow footway at South Western Road, during peak times. It would also improve the poor sense of arrival.

SCC supported Option 1A (retain current location) for the crossing on South Western Road, as it served two different types of pedestrian; those travelling to and from the city centre to St Pauls roundabout and those travelling to the station. SCC supported option 2B to restrict the parking at South Western Road to night time use only, with the road and the pavement being the same height to support better disabled access. SCC considered that the raised table at the junctions along South Western Road and Fisherton Street would slow traffic movement and signal priority to pedestrians and were therefore supported.

SCC supported retaining a bus stop at Water Lane (Option 3B). SCC also noted that the pavements are narrowest along Fisherton Street outside the main retailers due to short-term parking. SCC requested temporary parking during business hours with this area of the road raised to the level of the pavement.

National Highways

National Highways welcomed the opportunity to comment on the Station Forecourt and Fisherton Gateway projects and were supportive of the projects in general terms. It was considered that the projects would provide public realm improvements to encourage pedestrian movements and encourage sustainable travel and a move away from private car use.

National Highways considered that the proposals were unlikely to adversely impact on the A36 trunk road (and the St Pauls

Roundabout junction in particular) and therefore did not provide specific comments on the proposals.

Salisbury Civic Society

The Salisbury Civic Society warmly welcomed the expenditure of £8.5 million from the Future High Streets Fund on the railway station forecourt and Fisherton Street area of Salisbury and considered that it should have very beneficial consequences. However, they considered that fundamental improvements were needed to some aspects of the proposals to achieve the aims set out for them and to maximise the scheme benefits with regard to:

1. Pedestrian movement, approach to vehicle traffic, and dealing with surfaces
2. Making Fisherton Street a more attractive route, and a more attractive destination.

The Society considered that the general approach to foot movement in the station forecourt was unclear and suggested prioritising what they considered to be a more preferable route (as marked in blue in the consultation material). Their response contained an alternative layout for the forecourt, which showed how the route could be further developed, including with the creation of a parklet to create an attractive welcome to the station area from Mill Road. The Society also considered that this alternative proposal would achieve a better option than Option 1B to create a pedestrian crossing nearer to the station.

Salisbury Civic Society wished for more tree and shrub planting to be provided within the forecourt to provide enhanced biodiversity and assist with climate change. They considered that all planting should be integrated with sustainable drainage solutions. The Society noted that high quality design was needed for the forecourt and sought assurance that the York stone and granite paving shown for Fisherton Street would also be used in the forecourt.

The Society supported the removal of parking (Option 2C) on South Western Road due to the narrowness of the pavement and continued use of the road by heavy traffic.

Salisbury Civic Society considered that the Fisherton Street proposals lacked ambition and that Fisherton Street needs to be treated as a 'pedestrian prioritised street'. The Society considered that this could be achieved through adopting a shared space approach to the street, with routes for different types of traffic indicated, but not delineated by changes of surface level, and by doing everything possible to reduce the amount of vehicle traffic in the street. The Society noted that the whole area was within the designated Salisbury Air Quality Management Area, and that the enhancement of air quality should therefore be a key consideration. The Society queried whether a study had been done of whether other traffic (apart from buses / service vehicles for deliveries) needed to use Fisherton Street and whether any measures could be taken to reduce traffic. The Society also noted that the use of electric vehicles, including buses and service vehicles, should be encouraged.

Response to the survey

The Salisbury Civic Society considered the diversity of shops in Fisherton Street as one of the city's key assets, that should be emphasised and enhanced for both visitors and residents. The Society queried what the proposals contained to encourage people to use the street more and considered that a shared space treatment in Fisherton Street and the incorporation of public art would assist this. The Society suggested artwork be incorporated on a building at Water Lane to provide a clear focal point and to continue with the previous proposal to provide a decked area over the river. They considered that the use of perforated metal or glass for the decking could be used to overcome the objections from Natural England regarding light levels and the damage to wildlife in the river.

The Society considered that high quality contemporary street furniture should be adopted and that the approach should be integrated with that taken across the rest of the city centre. The Society noted that the

future maintenance of street furniture would be an important consideration and that it would be subject to further discussion.

The Salisbury Civic Society wished to emphasise the following suggestions:

1. Adopt a different primary route into the station forecourt than the one proposed, incorporating the idea of a green parklet.
2. Introduce more tree and other planting in the station forecourt.
3. Investigate all possible ways of reducing vehicle traffic in Fisherton Street.
4. Introduce a shared space treatment in Fisherton Street.
5. Incorporate public art, with a particular emphasis on the Water Lane junction in Fisherton Street.
6. Persist with the idea of decking over the river at Water Lane, probably in glass.



was less often than once a month across all methods of travel.

77% of respondents believed that the proposals would improve conditions for pedestrians, 63% thought the conditions would be improved for cyclists, 62% considered that conditions would be improved for bus passengers and 59% believed the proposals would benefit disabled or less mobile people. 54% of respondents thought that the proposals would not improve conditions for motorists and 30% believed the proposals would not benefit delivery or HGV drivers.

The vast majority of respondents thought that a pedestrian crossing on the western side of the forecourt was needed (78%). If only those responses who answered the question were taken into account, this would increase to 79%. The vast majority of respondents also considered that more pick up / drop off parking spaces were required (78%). The response to whether there was sufficient soft landscaping proposed was more equally split, with 49% considering that it was about right, 41% believing that it should be increased and 9% thinking that it should be reduced.

South Western Road

The majority of respondents who travelled along South Western Road did so by car or on foot (36%), followed by cycling (15%) and on a bus (7%), with driving a goods vehicle and travelling by wheelchair or mobility scooter both comprising 3% of the responses. The majority of people travelled along South Western Road by car less often but at least

There were 179 completed questionnaires received in response to the consultation, of which 130 were completed online, 10 were received through the public events, 19 were sent in the mail, and 20 were emailed to the council. A graphical summary of the questionnaire responses is included in Appendix 3 and the written comments are summarised in Appendix 4.

From the information collected in the questionnaire it would appear that those aged 65 and over were over-represented and females under-represented in those responding to the consultation, with 44% of responses being from those aged 65 and over (compared to 19% in the local census data) and only 46% from females (compared to 52% in the local census data). The ethnic origin and median annual earnings seemed to broadly reflect the local population.

Station Forecourt

The majority of respondents who travelled to Salisbury Railway Station did so by car or on foot (34%), followed by travelling on a bus or by cycling (14%) with travelling by wheelchair or mobility scooter consisting of the remaining 3%. The most popular frequency of travel

Written comments received to the consultation

once a month, with less often than once a month being the most popular frequency for the other methods of travel.

74% of respondents believed that the proposals would improve conditions for pedestrians, 45% thought the conditions would be improved for cyclists, 45% believed the proposals would benefit disabled or less mobile people, and 44% considered that conditions would be improved for bus passengers. 47% of respondents thought that the proposals would not improve conditions for motorists and 51% did not know whether the proposals would benefit delivery or HGV drivers.

The responses did not demonstrate a clear preference for the location of the pedestrian crossing on South Western Road, with 50% preferring Option 1B and 48% preferring Option 1A. If only those responses who answered the question or chose an option put forward in the consultation questionnaire were taken into account, 51% of respondents preferred Option 1B and 49% preferring Option 1A.

Similarly, 40% of respondents expressed a preference to Option 2C in relation to the parking along South Western Road, with 36% preferring Option 2A and 22% preferring Option 2B. If only those responses who answered the question or chose an option put forward in the consultation questionnaire were taken into account, this would be 41%, 37% and 22% respectively.

Fisherton Street

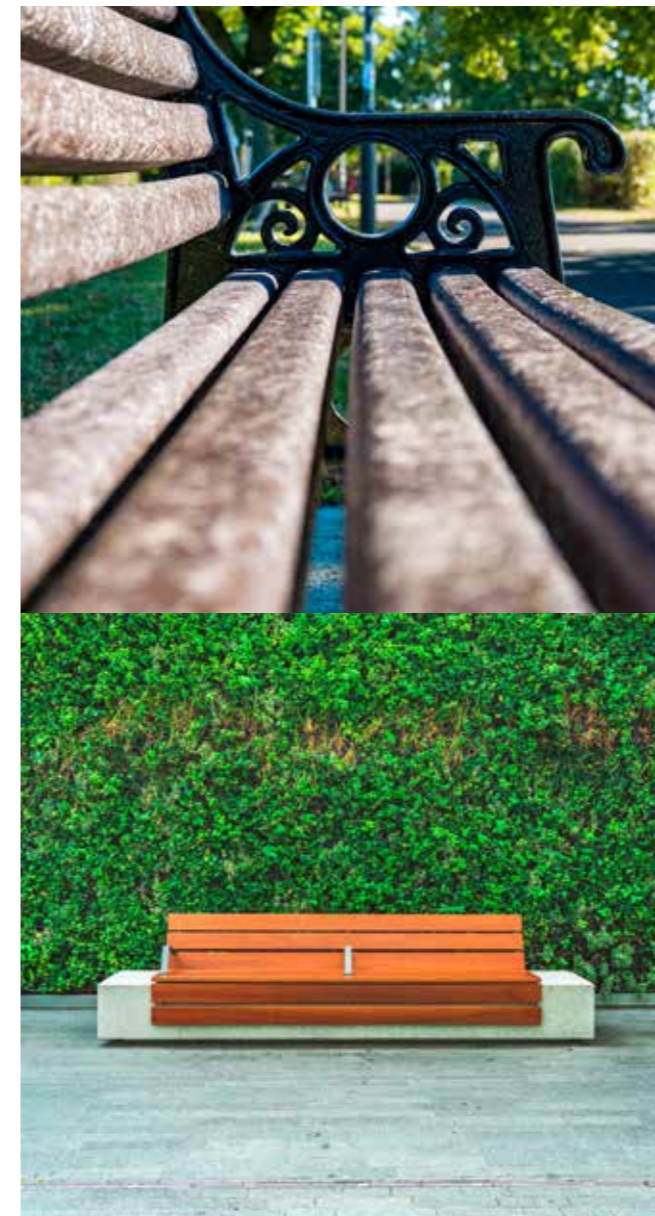
The majority of respondents who travelled along Fisherton Street did so by car or on foot (34%), followed by on a bus (15%) and by cycling (13%), with driving a goods vehicle and travelling by wheelchair or mobility scooter both comprising 2% of the responses. The majority of people travelled along Fisherton Street by car less often but at least once a month, with less often than once a month being the most popular frequency for the other methods of travel.

73% of respondents believed that the proposals would improve conditions for pedestrians, 46% thought the conditions would be improved for disabled or less mobile people, 43% believed the proposals would benefit cyclists, and 40% considered that conditions would be improved for bus passengers. 56% of respondents thought that the proposals would not improve conditions for motorists and 42% did not know whether the proposals would benefit delivery or HGV drivers.

46% of responses preferred Option 3A for the location of the bus stops, with 27% preferring Option 3B and 25% preferring Option 3C. If only those responses who answered the question were taken into account, this would become 46% of responses preferring Option 3A, 28% preferring Option 3B and 26% preferring Option 3C.

General

The responses for which style of street furniture would be preferred was quite equally balanced with 53% preferring a contemporary style and 46% preferring a more traditional design. If only those responses who answered the question were taken into account, this would become 54% preferring a contemporary style and 46% preferring a more traditional design.



There were 862 comments received in relation to the consultation contained within the 179 completed questionnaires and 20 emails and written submissions. Two alternative layouts for the Salisbury Station Forecourt were also received along with a number of photographs highlighting the issues raised in the written comments. It should be noted that in some cases the written submissions may have duplicated questionnaire responses.

The comments have been grouped into common themes and the most frequently raised comments are detailed below. A more detailed summary is contained within Appendix 4.

There were 21 comments relating to the consultation questionnaire and process. 9 comments raised issues with the questions posed, 7 comments related to the content and clarity of the consultation material, 4 comments were made on the consultation process and the response options and 1 comment related to the consultation events.

212 general comments on the proposals were made. 18 comments expressed their support for these schemes and proposals, and 16 comments indicated that they thought the

proposals would create a more welcoming and enjoyable environment. 15 indicated that the proposals were largely cosmetic and that more radical proposals were required. 11 considered that more should be done to reduce the volume of cars and through traffic. Some thought that the proposals were a waste of money (8) or that the money would be better spent elsewhere (8). 6 comments indicated that they considered that the proposals would increase journey times and cause congestion.

There were 285 comments relating to the station forecourt proposals. 16 comments highlighted that they considered that the northern entrance to the station should be reopened². Car parking was a key theme in the comments, with 15 comments expressing the need for more pick up / drop off car parking spaces to be provided, 14 comments expressing concerns about the lack of car parking provision and 7 indicating that the 20-minute car parking spaces should be retained. The bus service provision at the station was another key theme, with 8 comments indicating that more bus services should connect to the station to improve connections for users from outside the city, and 5 considered that better bus links to the city centre and hospital were required. The bike storage provision was welcomed (4) however some raised concerns regarding the security of the bike storage facilities proposed (5).

79 comments on the proposals for South Western Road were made. 13 comments expressed support for Option 1A as it would

better serve pedestrians travelling along Fisherton Street. 6 comments expressed support for Option 2C and the removal of the car parking. Some (5) considered that both pedestrian crossings should be provided. 4 expressed the view that Option 1B would encourage more people to cross dangerously by not using the crossing and 4 considered that the single yellow lines on the south side of the road should be replaced with double yellow lines.

There were 232 comments relating to the Fisherton Street proposals. 9 comments expressed their support to the Fisherton Street proposals to create wider pavements and to prioritise pedestrians, cyclists and buses. 6 comments noted that these proposals do not provide improvements to the railway bridge and 5 considered that the scheme should address this. Some (5) raised congestion concerns regarding the disruption to traffic that these proposals would cause. 5 comments expressed their support for the decked platform at Water Lane and considered that this should be reinstated in the proposals. Some (5) considered that cyclists should be routed away from Fisherton Street.

3 comments related to the Heritage Living proposals and 30 comments related to schemes or suggestions which were not directly related to the Fisherton Gateway and Station Forecourt proposals.

² Whilst Wiltshire Council would be supportive of the reopening of the northern entrance at the train station, this is outside the scope of these projects. It would be for South Western Railway to determine whether this could be delivered and further funding would be required.

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 the 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.

There will be further opportunity to comment on the detailed design for the scheme in due course. This will include statutory consultations in connection with the traffic regulation orders.



Appendix 1 – Organisations consulted

Key stakeholders consulted:

- Active Travel Salisbury
- Age Concern
- Britford Parish Council
- City Hall
- Civic Society
- Devonish Bradshaw Trust
- Local disability campaigners
- Federation of Small Businesses
- Fisherton Street Independent Traders
- Friends of Shopmobility
- Go South Coast
- Guide Dogs & Royal National Institute of Blind People
- Harnham Water Meadows Trust
- Historic England
- Laverstock and Ford Parish Council
- Maltings Shopping Centre

- National Highways
- Netherhampton Parish Council
- Network Rail
- Quidhampton Parish Council
- Safer and Supportive Salisbury
- Salisbury Area Board
- Salisbury Area Greenspace Partnership
- Salisbury Business Improvement District
- Salisbury Cathedral
- Salisbury City Council
- Salisbury Civic Society
- Salisbury Conservation Area Advisory Panel
- Salisbury Cycling Liaison Panel
- Salisbury Cycling Opportunities Group (COGs)
- Salisbury and District Chamber of Commerce
- Salisbury District Hospital
- Salisbury MP John Glen
- Salisbury Museum
- Salisbury Neighbourhood Development Plan Connectivity and Focus Group
- Salisbury Reds
- Salisbury Road and Mountain Cycling Club

- Salisbury Walking for Health
- Silver Salisbury
- Society for the Protection of Ancient Buildings
- Soroptimist International – Salisbury
- South Western Railway
- “Supporting Businesses” Group
- Sustrans
- Swindon and Wiltshire Local Enterprise Partnership
- Visit Wiltshire
- Volunteers Carers Champion
- Wilton Town Council
- Wiltshire Centre for Independent Living
- Wiltshire Creative
- Wiltshire Ramblers
- Wiltshire Service Users’ Network

Appendix 2 – Response from organisations

The city and parish councils, statutory and other organisations were consulted on the proposals and the responses received are included below.

Salisbury City Council

Below is the Salisbury City Council’s (SCC) agreed response to the Salisbury Station Forecourt and Fisherton Gateway Consultation, as agreed by SCC’s Planning Committee on Tue 19 Apr 2022.

1. The covered area for Stonehenge bus users should be able to keep 20 people moderately sheltered and clear of pavements, cars and buses.
2. The Churchfield’s Road crossing point needs to be a safe crossing point or if this is deemed unachievable completely do away with it and erect two crossing points, one near the west end of the car park, and the other by the mini roundabout.
3. SCC would like to propose that the North entrance is reopened allowing better access to pedestrians and bus users both travelling to and from the city. This will dramatically improve disabled access and reduce congestion during peak times as well as improving the poor sense of arrival.

4. SCC asks that the South Western Road crossing point at Fisherton Street end should stay, so SCC supports Option 1A.

The pedestrian crossing South Western Road near the Railway bridge and Fisherton Street currently services two different types of pedestrian. Those pedestrians walking to and from Salisbury City centre to St Pauls roundabout, and these pedestrians walking to and from the station. This pedestrian crossing, therefore, should remain in its current location.

5. SCC supports raised table at the junctions (as shown on page 10 of the consultation document). This will act to slow traffic movement and signal priority for pedestrians (under new Highway Code).
6. Parking along South Western Road – this is a very narrow footway and with the high wall gives the feeling of being very narrow especially at peak times, for example when the school pupils are leaving or going to the Railway station. This would be relieved by reopening the Northern entrance. SCC also supports Option 2B, restricting parking to night time use only. The road and pavement should be the same height to support better disabled access.
7. SCC supports to retaining a bus stop at Water Lane (3B).
8. SCC notes that pavements are narrowest along Fisherton Street outside the main retailers due to short-term parking. SCC asks for temporary parking during business

hours with this area of road raised to the level of the pavement.

National Highways

Thank you for providing National Highways with details of your public consultation in relation to the 3 projects in Salisbury forming part of the Future High Streets Fund proposals. Of greatest interest to us are the Station Forecourt and Fisherton Gateway projects, which will provide public realm improvements to encourage pedestrian movements and provide sustainable travel facilities.

The proposals being considered are unlikely to adversely impact on the A36 trunk road (and St Pauls Roundabout junction in particular) and we therefore have no specific comments to offer. We are however supportive of the projects in general terms, as helping to encourage the take up of sustainable travel and a move away from private car use.

Salisbury Civic Society

The Salisbury Civic Society warmly welcomes the expenditure of £8.5 million from the Future High Streets Fund on the railway station forecourt and Fisherton Street areas of Salisbury. It is not however convinced that as conceived, the proposals will properly meet the aims set out for them –

- Ensure a great experience on the high street
- Tourist destination
- Bring young people into the city
- Support business growth

The Society believes that fundamental improvements are needed to some aspects of the proposals, in two main areas:

1. Pedestrian movement, approach to vehicle traffic, and dealing with surfaces

Station forecourt and South Western Road

South Western Road itself clearly has limited possibilities for improvement, given the inevitability of its use by heavy traffic from and to Churchfields. The one major area for possible improvement is removal of the parking bays on the northern side of the route, with consequent improvement of the very narrow pavement. The Society therefore strongly supports Option 2C of the three options presented.

The general approach to foot movement on the forecourt is unclear. There seems to be a focus on the new route marked in blue, heading for the south side of the forecourt after leaving the station entrance, and coming out into Mill Road through a new opening in the recently constructed wall there. The currently uninspiring route for pedestrians alongside the north side of the forecourt, up to the mini-roundabout, is not shown as receiving any specific enhancement, and indeed seems if anything to be obstructed by bus shelters and trees, valuable as these are in themselves of course. We understand however that contrary to appearances, this is to remain the principle route towards Fisherton Street.

The Society believes that having created a potentially preferable route, the one marked in blue, the council should follow this up by prioritising it. This response includes a plan, by committee architect member James Salma, showing how the route can be developed, with a new pedestrian crossing in Mill Road, leading pedestrians, via a stretch of footpath which will need to be improved, directly onto the southern side of South Western Road. Option 1B for the pedestrian crossing in this road moves it from its current location to nearer the station, thereby 'allowing pedestrians and earlier opportunity to cross to the side of the road where the shops are and the footway is wider'. Use of the new blue route can achieve this end more successfully.

The Society's plan also takes advantage of the new route to create a 'parklet', an area with grass, trees, seating and the potential for play equipment, to form an attractive welcome to the station area as soon as it is accessed from Mill Road. This will be highly preferable to the current 'mini-roundabout approach', which shows little sign of being upgraded by the current proposals.

This welcome area would clearly need to have issues resolved stemming from levels at that point, but no more so than the blue route which is already part of the proposals, with its access into Mill Road slightly further down the street, where the drop is even greater.

With regard to the general approach to the forecourt, the Society would like to see more tree planting, to provide shade and biodiversity uplift and support carbon capture, increasingly important in the face of climate change. There is also scope for additional robust shrub planting. All planting should be integrated with sustainable drainage solutions. High quality design is needed for the forecourt, not least to enhance the setting of the listed station building, and we would welcome an assurance that the York stone and granite paving shown for Fisherton Street is also intended for the station forecourt, where current indications for materials are much more vague.

Fisherton Street

The Society is very disappointed by the lack of ambition when it comes to traffic of all forms in the street, with only minor widening of pavements, and the raised tables as the only concession to greater priority for pedestrians. The Salisbury Central Area Framework is referred to as part of the background to the proposals, but that document's emphasis on people-friendly streets is not carried through into the current scheme. From the CAF's options, Fisherton Street needs to be treated as a 'pedestrian prioritised street'.

The Society believes that the ways to achieve this will be (a) adopting a shared space approach to the street, with routes for different types of traffic indicated, but

not delineated by changes of surface level, and (b) doing everything possible to reduce the amount of vehicle traffic in the street, a consideration to which no time seems to have been devoted.

Buses of course need to continue to use the street, in both directions, and facilities for deliveries will need to be maintained. But has any study been done of whether other traffic in the street needs to be there, and whether any measures could be taken to reduce it?

The proposals make no mention of the fact that the whole area covered falls within the designated Salisbury Air Quality Management Area, and that the enhancement of air quality should therefore be a key consideration. This is further argument for a reduction in vehicle traffic in Fisherton Street (South Western Road is acknowledged as being more problematic), and also an argument for doing as much as is practicable to encourage the use of electric vehicles, including buses and service vehicles.

2. Making Fisherton Street a more attractive route, and a more attractive destination

The diversity of shops in Fisherton Street is one of the city's key assets, and something that needs to be emphasised and enhanced, both for visitors and for residents. Indications of the likely ambitions of the Future High Streets project for the street, produced some three years ago, showed it made much more

attractive, brighter and encouraging, with decorated surfaces such as the railway bridge, while not changing the basic character derived from its range of uses. It is very disappointing to find that level of ambition abandoned, in favour of what are principally changes to surfaces, with some unspecified improvements to street furniture and lighting.

What is there in the proposals that will encourage people to use the street more, both for itself and as a route into the central shopping area? Unless the scheme deals with this consideration better than it currently does, it would seem to fall rather short of what the Future High Streets Fund should be looking for. A shared space treatment in Fisherton Street would be a fundamental contribution to making it more attractive to users.

Generally, there needs to be an emphasis on public art in the street, a subject only addressed in passing by a reference to possibly dressing up utility cabinets. Wiltshire Council's own Core Policy 57 refers to the desirability of 'the integration of art and design in the public realm', and this policy needs to be carried through into the current proposals.

Specifically, there is a clear focal point within the street, at the Water Lane junction. The blank wall to the building currently housing Culture Coffee cries out for some trompe l'oeil artwork, and the previous developed proposal to deck

over the river here and provide an area for eating out etc would be a key contribution to enhancing the street. It is very disappointing to find that Natural England have come down against this, apparently on the grounds of damage to wildlife in the river caused by reduced light levels (despite apparently not objecting to the much more significant increase in width of the Mill Stream approach bridge on the main Avon). This reduction in light could surely be overcome by the use of perforated metal, or perhaps better still by glass, which would form an attractive feature in itself.

The Society hopes that discussions can take place about the use of good design to overcome this problem, and that since no money for such decking has been set aside, other ways can be found of financing such a clearly advantageous idea.

For both the Station forecourt, South Western Road and Fisherton Street the Society hopes that a co-ordinated and high quality contemporary approach to street furniture will be taken which is integrated with the rest of the city centre. This includes street lighting, signage and way marking, seating, litter bins, etc.

Maintenance is clearly an important consideration going forward and although the Society is not a stakeholder responsible for the future maintenance of street furniture etc, it would nevertheless appreciate being included in discussions on this matter.

The Salisbury Civic Society's general view is that the investment in the city stemming from the FHSF grant is to be warmly welcomed, and that it should have very beneficial consequences. However we see significant scope for making the consequences even more beneficial than they are likely to be with the detailed scheme as currently proposed, and very much hope that our suggestions for changes will be fully considered. We would be delighted to discuss our suggestions further with the Wiltshire Council team involved in finalising and implementing the scheme.

In summary, we would emphasise these suggestions:

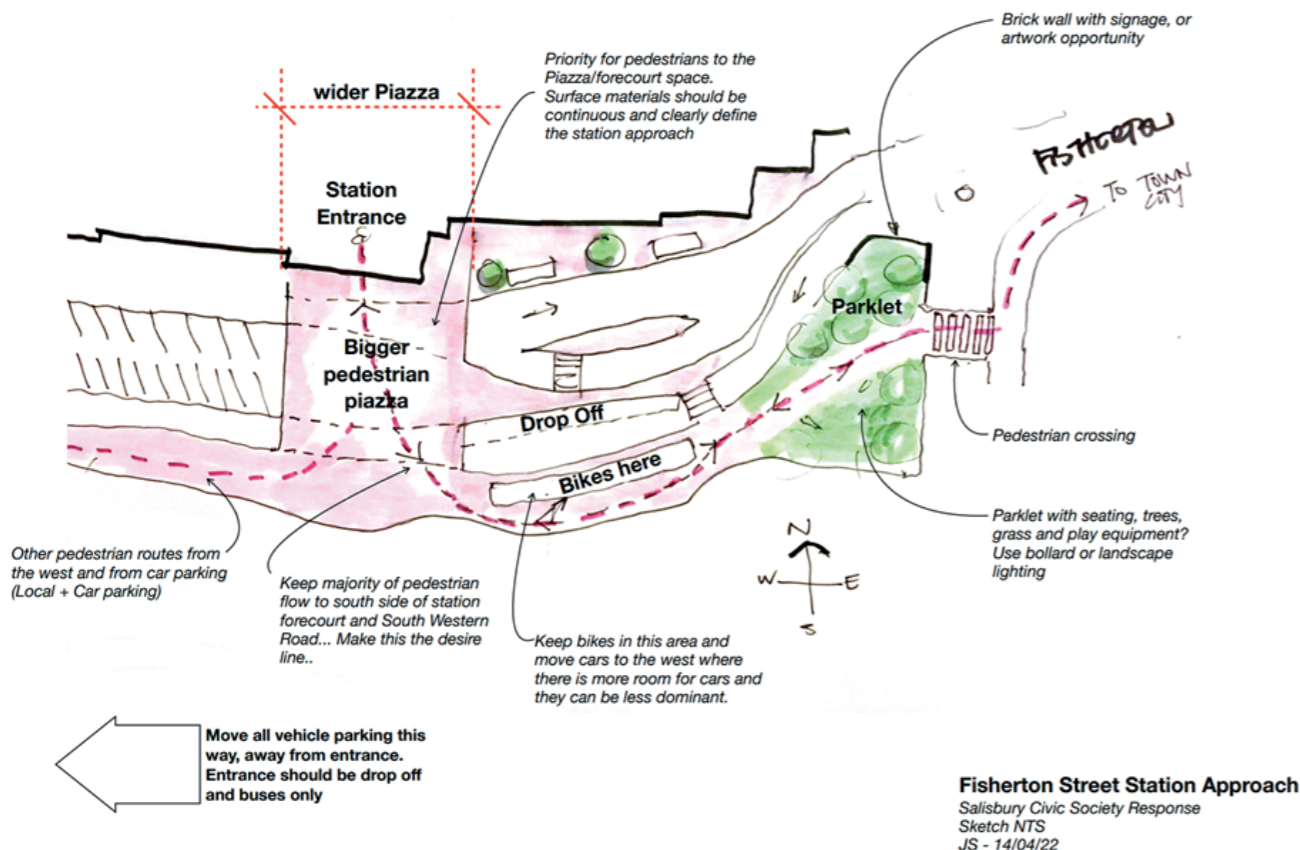
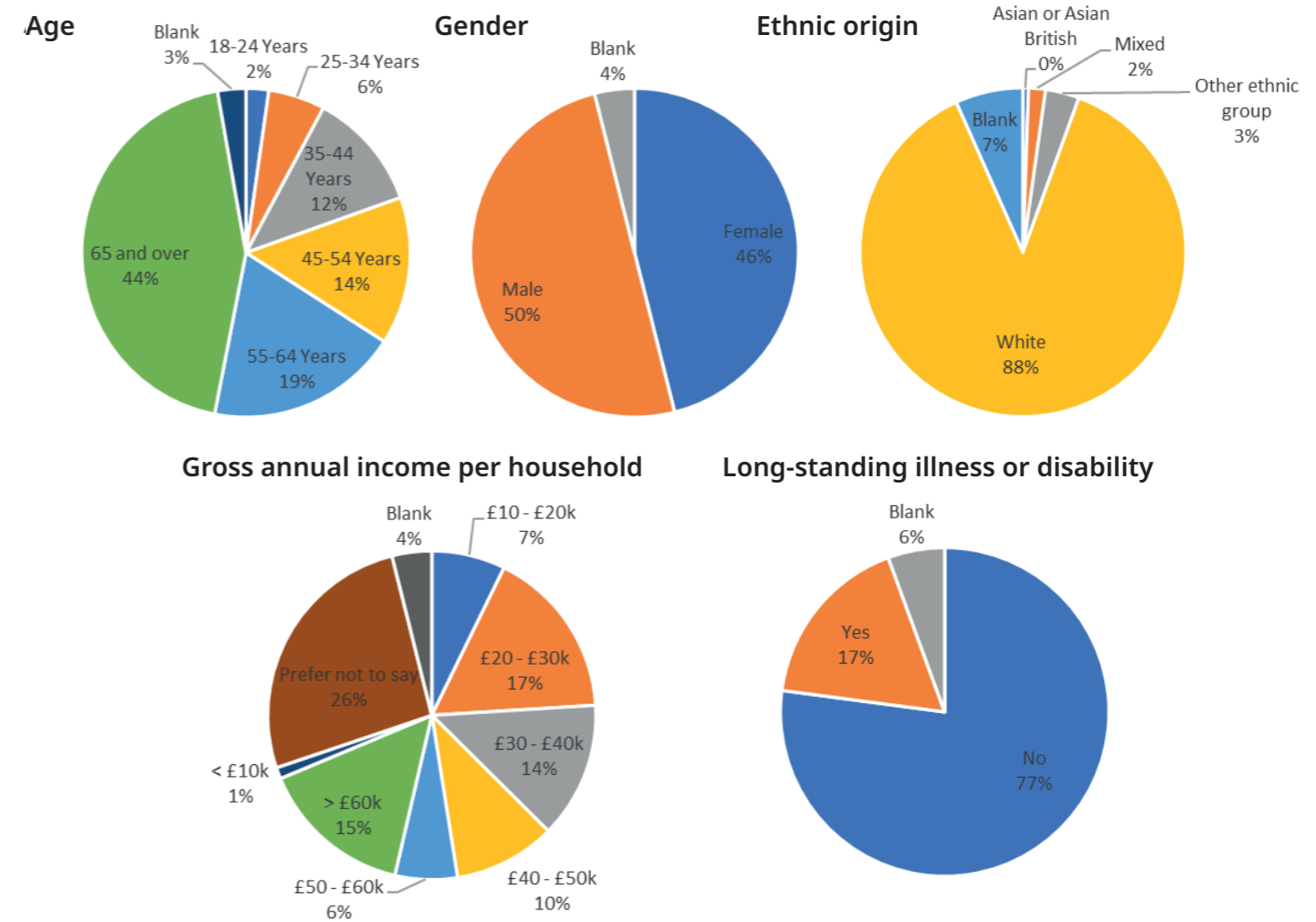
1. Adopt a different primary route into the station forecourt than the one proposed, incorporating the idea of a green parklet.
2. Introduce more tree and other planting in the station forecourt.
3. Investigate all possible ways of reducing vehicle traffic in Fisherton Street.
4. Introduce a shared space treatment in Fisherton Street.
5. Incorporate public art, with a particular emphasis on the Water Lane junction in Fisherton Street.
6. Persist with the idea of decking over the river at this point, probably in glass.

Appendix 3 – Response to the survey

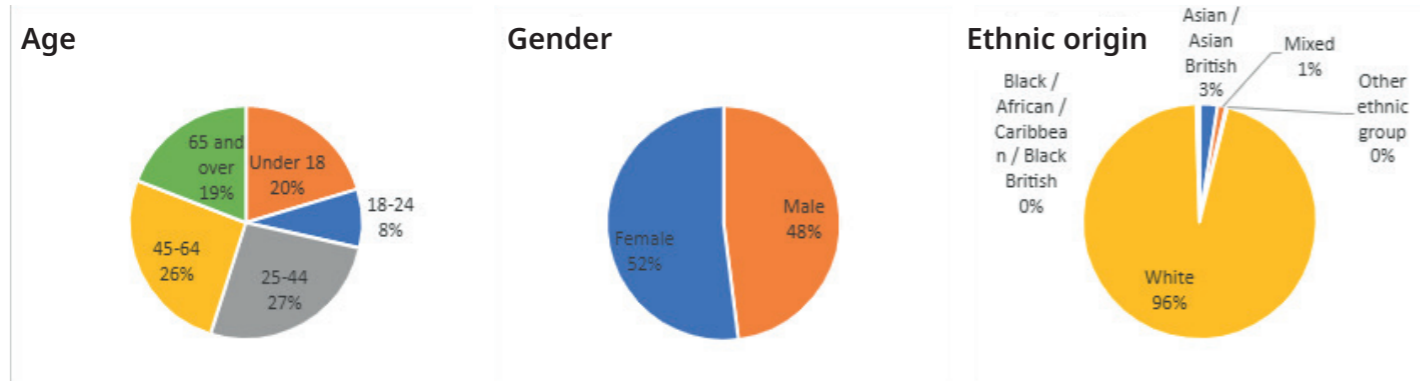
179 completed questionnaires were received. The graphs below show the key characteristics of the respondents and the responses received in connection with the proposals. Where the separately submitted written responses demonstrated a clear preference for one of the options, these have been included within the visual representations for those questions.

About the respondents

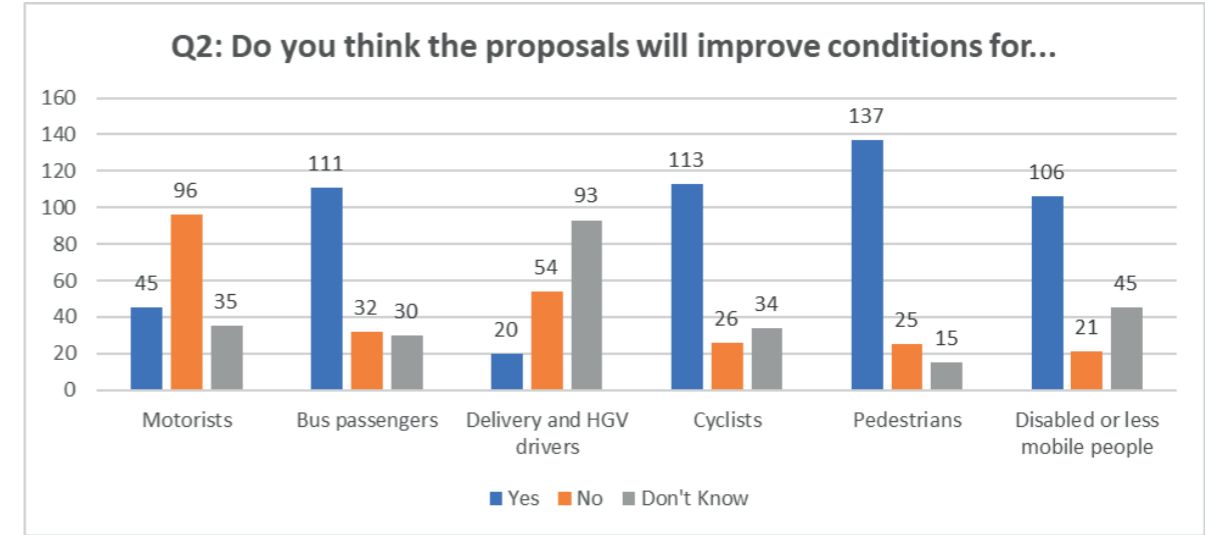
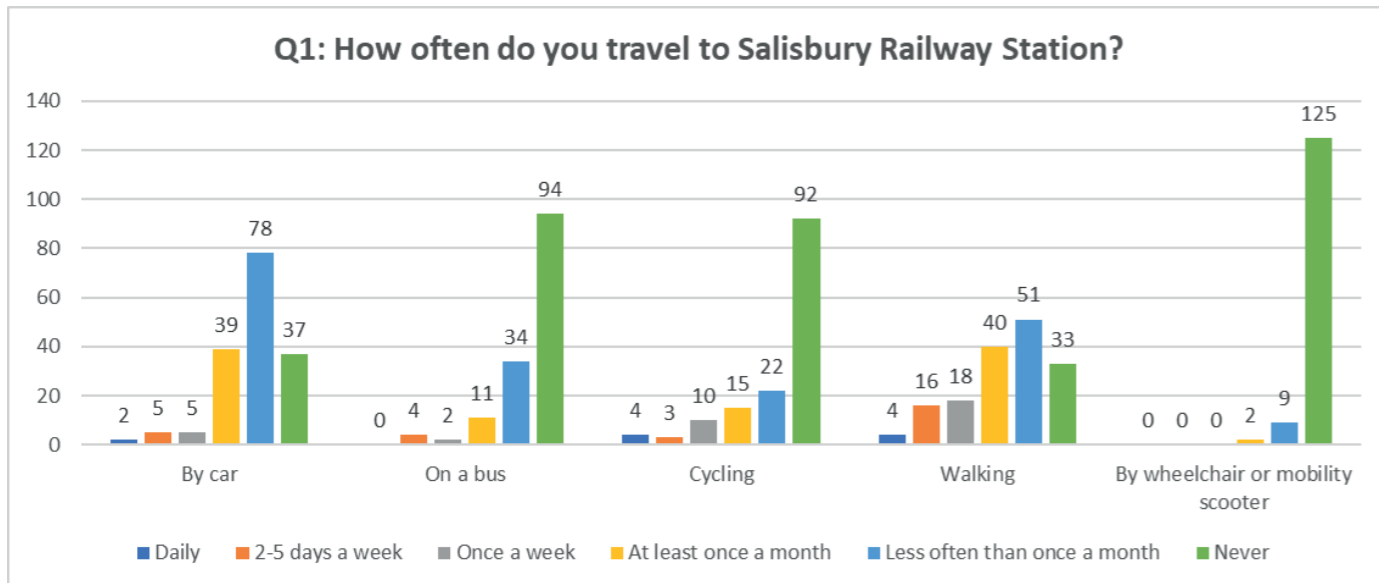
97% (173) of the questionnaires were completed from an individual perspective, with 2% (3) completed on behalf of a business or organisation. The remaining 1% comprised 1 questionnaire that was completed on behalf of both an individual and a business or organisation, 1 questionnaire which was completed on behalf of a couple and 1 survey that did not say who it was completed by.



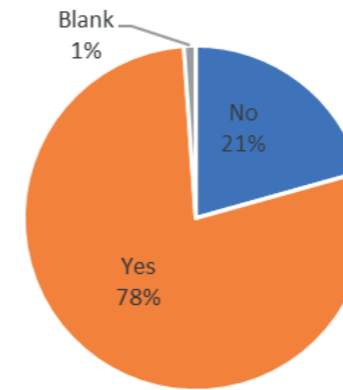
A comparison of the survey respondents with the Local Area Report for Salisbury Parish, which is sourced from the 2011 Census key statistics, and the Labour Market Profile for the Salisbury Parliamentary Consistency, seems to indicate that the over 65 population was over-represented in the survey responses when compared to the 19% of the population in the Office for National Statistics (ONS) data below. Females were under-represented when compared to the 52% in the ONS data. The ethnic origin of respondents was broadly reflective of the local population when compared with the 96% in the ONS data. Similarly, the gross annual income of respondents was broadly consistent with the local population median annual earnings per household of approximately £32k.



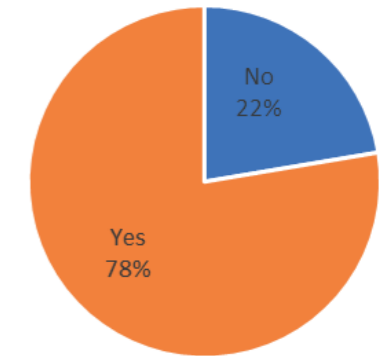
Station Forecourt



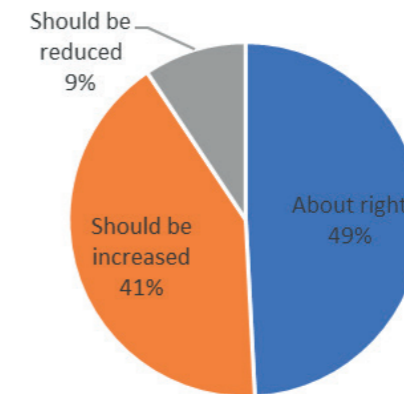
Q3: Is a pedestrian crossing on the western side of the forecourt needed?



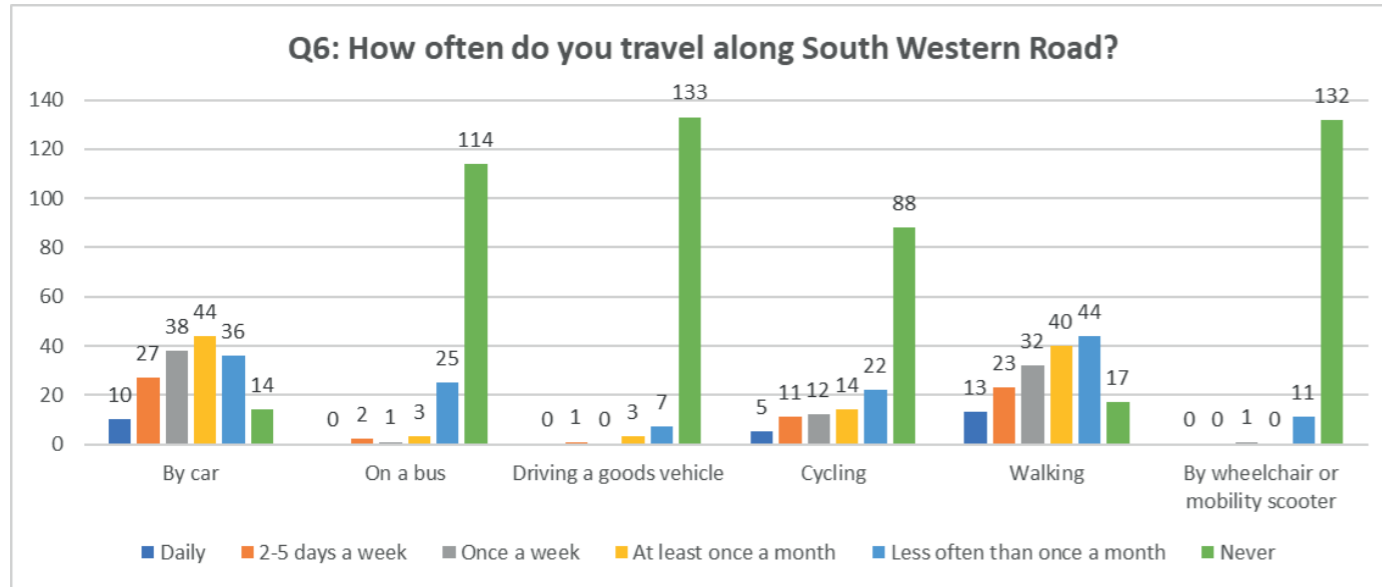
Q4: Are more pick up / drop off spaces needed in the forecourt?



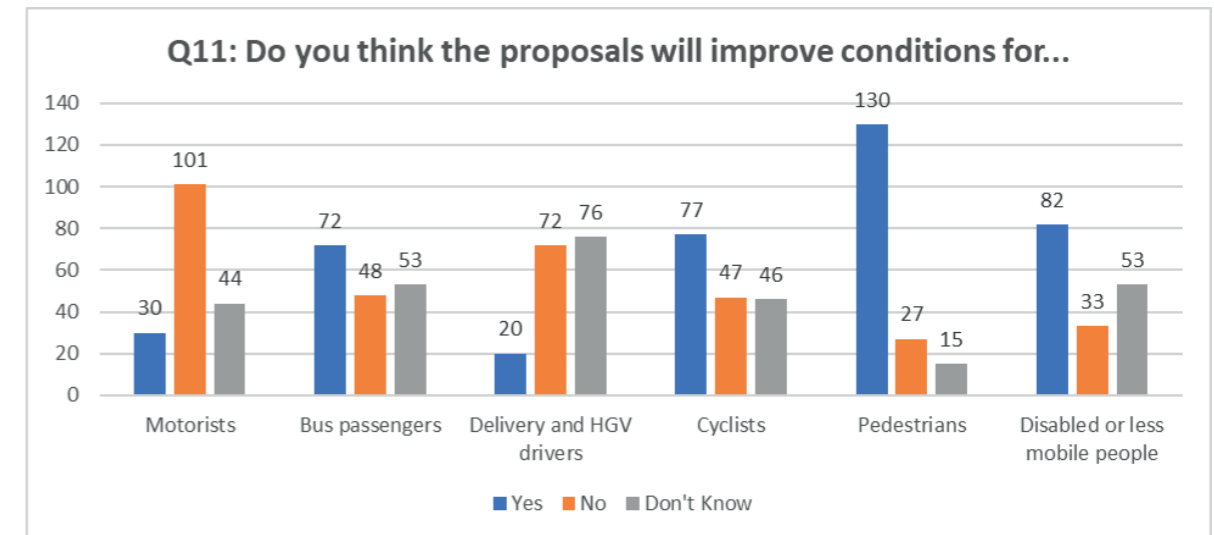
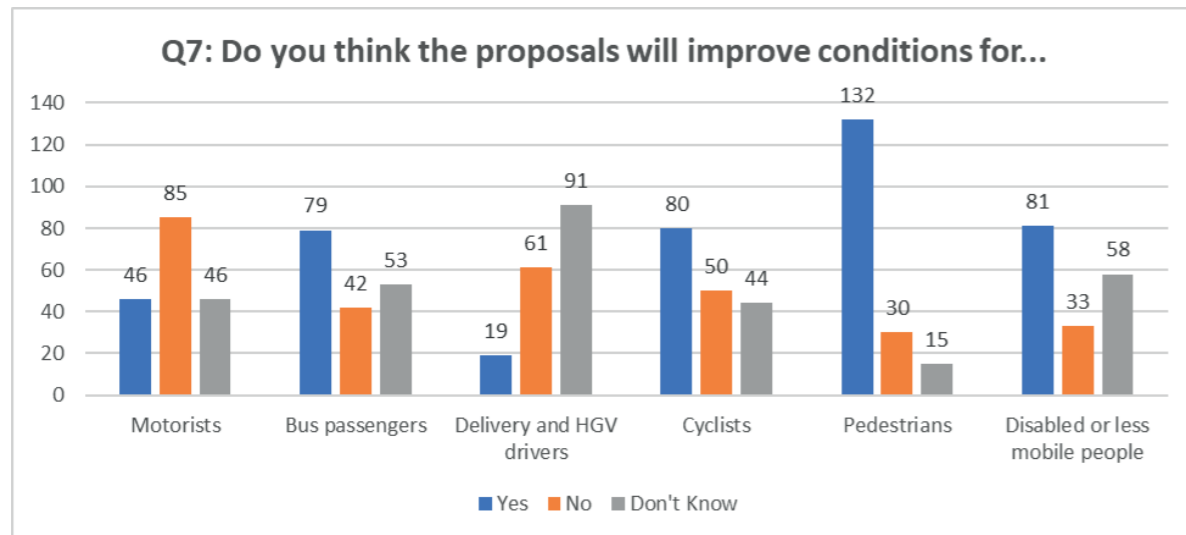
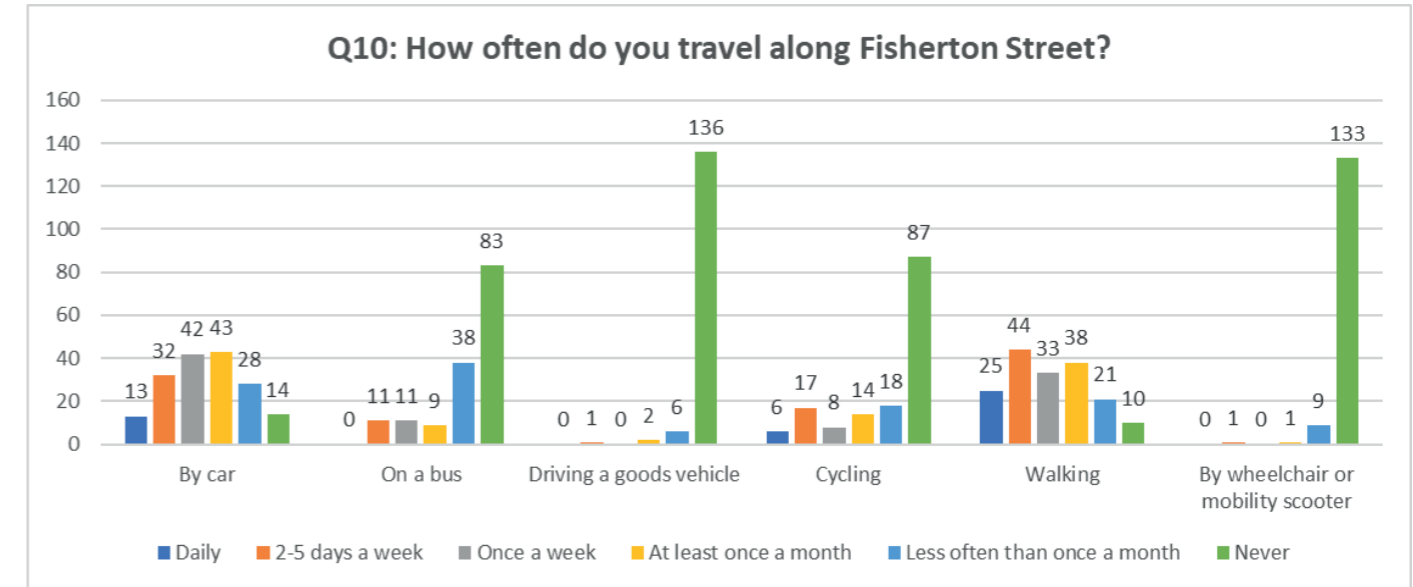
Q5: Is the amount of soft landscaping (trees and shrubs) proposed...



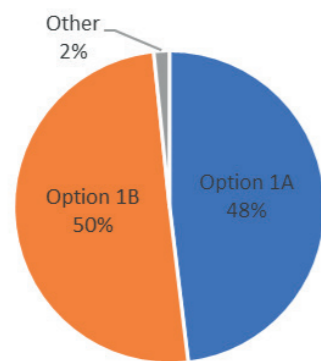
South Western Road



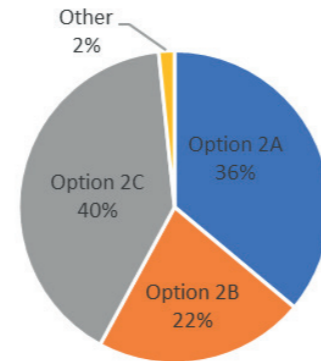
Fisherton Street



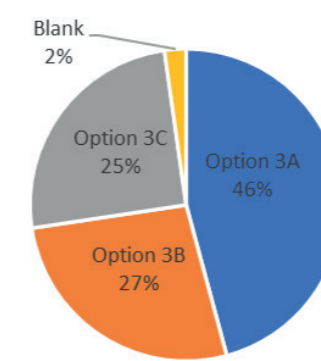
Q8: Which option do you prefer for the pedestrian crossing?



Q9: Which option do you prefer for the parking?

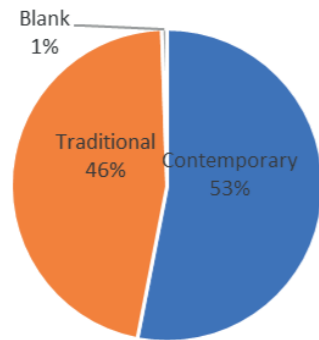


Q12: Which option do you prefer for the bus stops?



General

Q13: Which style of street furniture would you prefer?



The questionnaire also asked respondents whether they had any other comments in relation to the proposals. The written comments received through the questionnaire and the other written responses have been summarised and collated on a themed basis in Appendix 4.

Appendix 4 – Written comments received to the consultation

There were 862 comments received in relation to the consultation and were contained within the 179 completed questionnaires and 20 emails and written submissions. Two alternative layouts for the Salisbury Station Forecourt were also received along with a number of photographs highlighting the issues raised in the written comments. It should be noted that in some cases the written submissions may have duplicated questionnaire responses.

The comments have been grouped into themes as follows:

Questionnaire / consultation process comments	21
General comments on the proposals	212
Station forecourt comments	285
South Western Road comments	79
Fisherton Street comments	232
Heritage Living comments	3
Alternative comments and suggestions	30

Questionnaire / Consultation Process Comments

Questionnaire / Consultation Process Comments	Number
The consultation material should have given the option to not support any of the options proposed	3
It is unclear what Question 8 of the questionnaire refers to; it may be a mistake	2
Questions 1, 2 and 6 relate to buses / bus passengers at the station and travelling along South Western Road. These questions should not have been asked because only the Stonehenge tour bus uses these areas which is of no use to local people going to / from the station	1
It is impossible to answer questions 7 and 11 as it would depend on the option selected. The questionnaire should have asked for answers for each option as some would improve / worsen conditions or make no difference	1
The description of the street furniture options is unclear – more detail is needed on what the different styles are	1
It is unclear how many spaces will be provided in the bike hub at the station forecourt	1
The questions should have included 'by taxi' as a means of travel, not just 'by car'	1
The Salisbury lettering graphic is nonsensical	1
The questionnaire should have included a link to the on-line questionnaire for people without smartphones	1
The questionnaire should have included a free post address or the option to hand-deliver completed copies to a council office, library or leisure centre so people would not have to pay for the postage	1
The move towards on-line consultations disproportionately affects older and vulnerable people and limit the range of the consultation	1
How were residents who speak other languages (and have limited English) included in the consultation?	1
The consultation material is illegible for those with restricted vision i.e. the contents list	1

Questionnaire / Consultation Process Comments	Number
The proposals should have been superimposed over the existing layout to clearly demonstrate the changes proposed i.e. for the station forecourt	1
The maps in the consultation material were unclear and would have benefited from having all the road names and the current station buildings named	1
Blue is usually reserved for rivers on maps. A different colour for what is presumed to be footways should have been used	1
Information on the heritage living proposals should have been included in this consultation	1
I really welcomed the opportunity to talk to staff at the consultation events. I was reassured that careful thought is being given as to how pedestrian access can be improved	1

General Comments

General Comments on the Proposals	Number
I am supportive of these schemes / these proposals	18
These proposals will create a more welcoming impression and enjoyable environment	16
These proposals do not go far enough and are largely cosmetic. More radical and adventurous proposals are required	15
More needs to be done to reduce the volume of cars and through traffic	11
These proposals are a waste of money	8
The money being spent on these projects would be better spent elsewhere	8
These proposals will increase journey times and cause congestion	6
There will be little benefit from these proposals as they do not make any real changes	6
More needs to be done to make the area cycle friendly	5
The 'People Friendly Streets' initiative should be revisited so that it can be implemented as planned	4

General Comments on the Proposals	Number
Traffic is the fundamental issue with Salisbury and it needs to be resolved	4
These proposals take residents, visitors and business owners into consideration	3
These proposals will reduce the number of cars using the town centre as a through route	3
The more infrastructure that is put in place for walking and cycling, the more active travel will be encouraged	3
Pedestrians, cyclists, buses, taxis, delivery vehicles and emergency services etc. should be prioritised over private vehicles	3
These proposals should include street art and / or murals	3
The overall result of these proposals will be negative for most users	2
These proposals will increase pollution	2
There is little environmental benefit from these proposals	2
The amount of street furniture should be kept to a minimum due to the narrowness of the footways	2
The pavements do not need widening, they are adequate for the number of pedestrians that use them	2
More attention should be paid to the transport needs of residents in the surrounding villages who are unavoidably heavily reliant on private cars to access Salisbury	2
I believe that the city centre should be pedestrianised	2
Money is being spent on aesthetic improvements whilst sacrificing practicality	2
More imagination and engagement with partners and stakeholders is needed to develop these proposals further	2
Bollards are required to protect the footpaths and crossing points from vehicles and to deter parking	2
Public money should not be spent on developing assets for private landlords or the rail company	2
There should be more tree provision to provide shade and reduce heat, promote carbon capture and enhance the natural environment	2

General Comments on the Proposals	Number
More consideration needs to be given the needs of the elderly, young people or those with limited mobility rather than simply meeting the needs of those who are fit and active	2
The aim is clearly to reduce car usage but the needs of those who have limited mobility, who don't cycle, can't walk long distances, cannot afford taxis everywhere and for whom buses aren't always convenient need to be taken into account	2
More improvements for disabled people are needed	1
The lack of consideration of access for older and vulnerable people and those with physical disabilities or who are less mobile could be considered discriminatory	1
The footways and carriageways in Salisbury are currently poorly maintained – easy future maintenance should be included in the proposals	1
The number of advertising boards on pavements should be monitored to avoid adverse effects on pedestrians, disabled people, parents with pushchairs etc. from having to step into the road	1
Uneven and patched up pavements are a trip hazard, especially for the elderly	1
Why are the drainage solutions not covered in the plans? Dropped kerbs are often installed too low and pedestrians get splashed by vehicles going through standing water	1
This investment in Salisbury is welcomed	1
First impressions exert a powerful influence on 'spend' so it's important to achieve the appropriate effect as they arrive	1
Visual and conceptual consistency is important in a scheme like this	1
Salisbury's history and unique look should be retained	1
All initiatives (Maltings and Central Car Park, River Park, Cultural Quarter, Fisherton Gateway etc.) should have common requirements. The street furniture, paving, planting / landscaping etc. should all be of a similar and unified design	1
Local schools should be involved in the proposed community artwork	1
Please ensure that the lighting creates minimal light pollution	1

General Comments on the Proposals	Number
Consideration should be given to the impact of lighting on locality and the night sky due to increasing concern regarding the environmental impact of bright lighting	1
These proposals are incompatible with the council declaring a climate emergency	1
These proposals should be more focused on enhancing biodiversity i.e. birdlife	1
There should be less tarmac and concrete to help combat climate change effects associated with the 5 rivers around Salisbury and the need for enhanced drainage	1
Weak and misguided planning policies are hampering the ability to reduce emissions in line with the climate emergencies being declared	1
The scheme should be designed to reduce the materials needed to be ordered, transported and used to reduce emissions produced and require less material to be disposed of	1
All planting should be integrated with sustainable drainage solutions	1
All pedestrian crossing points should be zebra crossings	1
All pavements should be wider and continuous with more crossings	1
Seating should be at a variety of heights so that they are not too low for elderly people	1
All lighting should be wall mounted due to the narrowness of the footways	1
Consider the inclusion of a solar panel bench	1
Street furniture should be traditional and not modern	1
A high quality contemporary approach to street furniture should be taken that is integrated with the rest of the city centre to include street lighting, signage and way-marking, seating, litter bins etc.	1
The materials used in these proposals should be high quality and long-lasting	1
The fact that conditions will not be improved for motorists is a positive	1
The proposals will encourage sustainable travel and a move away from private car use	1
The proposals are unlikely to adversely impact the A36 trunk road (and St Pauls Roundabout junction)	1

General Comments on the Proposals	Number
The scheme should have stopped through traffic from passing through the historical city centre	1
More needs to be done to improve safety for children	1
More needs to be done to reduce the pollution from traffic	1
Has there been an assessment of the impact of the proposals on air quality or the impact on traffic levels in Fisherton Street and South Western Road?	1
Is a modal shift in means of travel predicted as a result of these proposals?	1
Has consideration been given to the enhancement of public transport (buses) as a result of these proposals?	1
These proposals focus on people moving to and from the station / city centre but do little for people moving through the area on foot or by bicycle	1
More consideration should be given to the needs of the residents who use these areas on a daily basis	1
These proposals will not deliver the aim of "Salisbury needs to shift its focus to become a city where walking, cycling and public transport comes first" or to create a safe walking environment	1
These proposals are not in keeping with the new hierarchy of users	1
Wiltshire Council should stop prioritising motor vehicles and put pedestrians and cyclists first	1
As approval is required from central government for any changes to these proposals, it will only result in marginal improvements for visitors	1
These proposals need to be improved to fully achieve the project aims and objectives	1
Where is the next protected cycle lane?	1
It is difficult to know whether the proposals will improve conditions; this can only correctly be assessed once they have been implemented and used to see if they work	1
These upgrades should be funded by the council's reserves and not by the people of Salisbury	1

General Comments on the Proposals	Number
The impact of individual changes should be proportional to their cost	1
What is the increased annual costs of maintenance for these proposals and how will these be budgeted for on an annual basis?	1
Are these proposals based on sound reasoning rather than a desire to transfer funding responsibility? I understand that the drive for wider pavements is because they are paid for by the developers	1
This money should be spent on improving the attractions that already exist i.e. venues for performance and the visual arts and craft	1
What aspects will be modified due to the reduction in funding? This project should not be started if it's going to be left half finished	1
Salisbury should be considered as a whole rather than these piecemeal, sticking plaster solutions	1
It is essential to have a travel / transport strategy alongside the wayfinding, housing delivery, economic and tourism strategies	1
All schemes should be assessed against a single strategic plan for Salisbury. This assessment should include how the proposals meet the strategies and whether the strategic objectives need to be revised	1
The number of empty shops in Salisbury is resulting in people shopping elsewhere	1
The focus for Salisbury should be on measures for the shops in the city centre to thrive and survive	1
The overriding aim should be the connection of the station to the city including parking, shopping and service providers. How will the commercial interests be kept under control to ensure this non-commercial aim?	1
Parking needs to be sufficient and reasonably priced otherwise people will go elsewhere thereby reducing the economic catchment area of Salisbury	1
Reasonable access for people visiting by car needs to be unconstrained to increase footfall in the city centre	1
The Future High Streets Fund should encourage visitors from outside the city boundary by meeting their needs	1

General Comments on the Proposals	Number
It is better to invest in development which looks like it hasn't been planned and has grown organically	1
Using quality materials, furniture and implementation contractors is more important than the scheme itself	1
The current park and ride strategy should be abandoned and replaced with other arrangements	1
Salisbury should be left as it is; these proposals will mess things up	1
Please publish the owners of all properties to be renovated or developed	1
The Fisherton railway bridge and South Western Road will remain unpleasant and polluting blackspots until the Churchfields traffic issue is resolved	1
These proposals need to address how large vehicles from Churchfields can access the A36 without driving past the station	1

Station Forecourt

Comments relating to the Station Forecourt	Number
The northern (platform 1) entrance and exit should be reopened to improve access and interchange with local bus services, amenities and services, improve safety for pedestrians and cyclists and reduction congestion. This was the solution proposed in the Local Transport Plan	16
More pick up / drop off parking spaces are needed, ideally to be located close to the station entrance	15
Concerns about the lack of car parking (lack of detail on the car parking relocation plans)	14
I support these improvements to the station forecourt; they are definitely needed	9
More bus services should call / terminate at the station i.e. out of town routes from areas without railway connections (X3, X7 and park and ride), and routes to the city centre	8
The 20-minute car parking spaces should be retained; they are really important and valuable	7

Comments relating to the Station Forecourt	Number
Concerns about the security of the bike storage facilities. They look exposed. Facilities need to be as well lit and secure as the on the platform racks	5
The R1 bus should stop in the station forecourt to provide better links for train passengers to the city centre and hospital	5
Welcome the bike racks near the station entrance	4
Concerns as to whether the bus layout will be able cope with replacement coaches for rail services	4
Pedestrians should also be routed along Mill Road as another direct route into town	4
More tree / shrub planting should be provided in the forecourt and pedestrian area	4
The station is not a venue; seating is not required	4
The pedestrian plaza will attract anti-social behaviour in the evening and at night, which will make it unattractive and unsafe	3
The traditional character of the station i.e. its original station building façade should be retained and enhanced	3
Concerns as to whether the electric car charging points may be insufficient for the level of demand	3
The long-term parking at the station should be improved as it is essential for commuters	3
Better bus services are needed from the surrounding villages to connect to the station	3
What provision is being made for the maintenance of these proposals?	3
The station does not need this amount of work	2
The station should be resurfaced as it is uneven, fractured and unclear	2
The map and way finding signage is sufficient as it currently is	2
The advertising boards should be removed from the car park to enhance the visitor arrival experience and enable them to see the Cathedral spire	2
Murals along Station Approach should be considered to help make Salisbury an art destination	2

Comments relating to the Station Forecourt	Number
The design should be in keeping with Salisbury's traditional style	2
Existing features should be re-used where possible to minimise the carbon footprint of these proposals	2
The pedestrian space in front of the station entrance needs to be bigger, especially at peak commuter times when pedestrians and vehicles compete with each other	2
Are the eastern / western crossing points really required as there is a shared use path to reach the central crossing point?	2
The shared use path by Mill Road will provide a better pedestrian flow than a pedestrian crossing near the entrance roundabout	2
The creation of a shared use path with a ramp from Mill Road to the station is welcomed	2
The ramp at the Churchfields Road exit should be refurbished and steps should not be incorporated due to safety concerns as it would be dangerous to people unfamiliar with the road as 40T lorries regularly drive on the right hand side of the road to avoid slowing down at the island	2
Maintenance on the Churchfields Road is lacking. Litter, broken glass, and trees being in a poor state are causing hazards to pedestrians when using the walkway / staircase from Churchfields to the station forecourt	2
The crossing for pedestrians and cyclists from Churchfields Road must be a controlled crossing	2
Less car parking spaces will be required post Covid and WFH so the space could be repurposed	2
The alternative parking should have been secured prior to the consultation. This is not a full proposal for consideration	2
Parking should not be sacrificed for additional greenery	2
Does the usage of the disabled car parking spaces justify the proposed increase in the number to be provided?	2
The loss of the 20-minute parking bays will result in more pick up / drop off spaces being required	2
The lack of pick up / drop off spaces will create issues elsewhere in the locality	2

Comments relating to the Station Forecourt	Number
Taxis waiting at the station entrance must be made to switch their engines off	2
I support the increase in bike, e-bike and e-car spaces	2
The cycle parking should be adjacent to the station building for convenience and security. It should be well-lit and weatherproof	2
Will the cycle parking be covered by CCTV?	2
A cycle lane should be introduced	2
Safety concerns regarding the use of the dual use pavement to the road leading to Mill Road once it reaches the roundabout to Churchfields Road. There is no safe route for cyclists	2
The integration with buses is supported. It seems sensible and long overdue	2
Concerns regarding the bus one way system and whether there is sufficient clearance for buses to turn around	2
The bus routing / layout will add delay to bus turnaround times, increase air pollution and create hazards for pedestrians (crossing 5 pedestrian crossing points). A turning circle should be provided to the east of the pedestrian plaza instead	2
The Stonehenge bus space should be relocated to the eastern side of the pedestrian plaza so that the current location for the bus could become parking	2
The X3 should not go into the station. A new bus stop should be created on South Western Road to avoid interactions with vehicles and taxis in the forecourt	2
Consideration should be given to providing a regular shuttle bus in a circular route to / from the railway station via Fisherton Street, the City Centre and Mill Road	2
The Fisherton Street buses should be routed through the station area to reduce congestion and make it easier for arriving / departing passengers	2
The bus area has increased in these proposals – what buses will be available for people to use?	2
The station redevelopment will not provide all the necessary transport connections and services	2
These proposals show a complete disregard for motorists and should be focused more on the needs of residents and not visitors	2

Comments relating to the Station Forecourt	Number
These proposals are exciting and well thought out with addition of planting, seating and the accommodation of other means of transport	1
The accessibility considerations for wheelchair users are really good	1
These proposals seem to prioritise the needs of tourists instead of regular users of the station	1
These alterations should be funded by the rail company and not use public money	1
Railway companies should be encouraged to improve services and make them more affordable	1
The Station Masterplan needs to be progressed as soon as possible to ensure the usable space to the north is utilised as effectively as possible	1
The station should not have a rubbish producing shop so that the number of bins required can be kept to a minimum	1
Why has the area of the station car park that was re-surfaced recently been included within these proposals?	1
These proposals focus on landscaping but not the station itself. The look of the station buildings needs to be improved	1
The heritage features should be retained i.e. the barriers at the station car park which are made from old rails	1
It is hard to discern where the station entrance is. Pedestrians need help with wayfinding	1
These proposals should seize the opportunity to create a pleasant smoking area for smokers away from the station entrance so that it does not adversely impact upon the health of users of the station	1
An additional shelter is required as people huddle at the station entrance when it is raining. Consideration should be given to a large statement canopy (>5m) over the station entrance	1
A competition for local artists could be held to choose an artist for the suggested murals i.e. along Station Approach	1
The pedestrian routes should be kept uncluttered	1

Comments relating to the Station Forecourt	Number
The general approach to foot movement in the forecourt is unclear – which is the primary route?	1
The pedestrian route to Mill Road should be prioritised and enhanced, with the addition of a new pedestrian crossing in Mill Road and the creation of a parklet in the forecourt	1
It is not possible to provide a suitable safe sole access point to the station for pedestrians and cyclists via South Western Road	1
The pavements need to be wider to enable users in mobility chairs or with cases to not be obstructed by people queuing for buses	1
Wheelchair access in and around the station needs to be improved. Users will struggle with the inclines suggested in these proposals	1
The tunnel access is difficult for people with limited mobility. The station needs an escalator or a lift	1
These proposals do little for less mobile people who cannot park in the disabled spaces and for whom there is no bus service to and from the station forecourt	1
The National Rail website gives incorrect information relating to Accessibility and Mobility Access for Salisbury station	1
The paving should be in keeping with the traditional appearance of the station and be level, with only minimum slope to allow for drainage, easy to keep clean with no awkward corners to trap rubbish, robust enough for vehicles and easy to lift and replace if maintenance access is required	1
The paving for footways and roadways should be visually different to reduce confusion and not create a hazard for pedestrians by clearly marking space for vehicles and pedestrians	1
Assurance is sought that the York stone and granite paving proposed for Fisherton Street will also be used in the Station Forecourt	1
The introduction of the raised and clearly marked crossings will remove the requirement for tactile paving and bollards which are a hindrance to many users i.e. those with suitcases, prams, in wheelchairs etc.	1

Comments relating to the Station Forecourt	Number
Visitors struggle to know where the city centre is. The signage should be improved and the removal of the taxis waiting outside would help	1
Why is the wayfinding totem positioned away from the flow of traffic into the city centre?	1
The road should be moved further away from the front of the station	1
The pedestrian forecourt could become a new food / event space in the heart of the city like at Frome and generate revenue from rent	1
The path on Mill Road by the maintenance area should be widened and a pedestrian crossing installed to enable pedestrians to cross safely to the station	1
The shared use path by Mill Road should help to resolve access and anti-social behaviour issues currently experienced outside the station	1
The construction of the shared use path by Mill Road should be done in consultation with the adjoining residents i.e. wall height, planting etc.	1
Objection to the path alongside the adjoining wall with residential properties due to litter and privacy concerns	1
A pedestrian crossing across Churchfields Road at the mini roundabout with Mill Road should be installed to create a safe walking route into the town centre and to the Cathedral via Queen Elizabeth Gardens	1
What is planned at the ends of the new shared use path starting on Churchfields Road?	1
The steps at the Churchfields Road exit would encourage loitering which would impact on residents' privacy	1
If the Churchfields Road crossing cannot become a safe crossing point, it should be removed from the plans and replaced with two crossings; one near the west end of the car park and the other by the mini roundabout	1
It is essential that the access from Churchfields Road through the car park is retained for pedestrian and cyclist use	1
Who will be responsible for cleaning the pedestrian exits i.e. to Churchfields Road?	1
A larger area in the station forecourt should become grassed to enhance the environment for wildlife and assist drainage	1

Comments relating to the Station Forecourt	Number
Concern that the grass will look messy and be difficult to maintain unless it is artificial	1
Once the landscaping is installed, it will be important to maintain it to a high standard	1
The lighting is currently too bright and wasteful due to there being no directionality of light. This adversely impacts the residents of Churchfields	1
Are the number of e-bike docks sufficient?	1
The use of e-bikes have multiple health impacts and have been shown to have a positive impact in reducing type 2 diabetes	1
The tripling of the cycle parking is probably more than is required. Doubling the existing number would suffice	1
Too much bike parking is provided, which doesn't correlate with the needs of the regular users of the station	1
Concern that the increased cycle storage will replace the existing on platform provision. Assurance is sought that this will not be the case	1
Concerned about the use of the bike hubs for drinking and drug use. The layout needs to make this less attractive	1
The bike shed should be relocated on the other side of the drop in the lower car park	1
Will a tool station and bike pump be contained within the bike hub?	1
How will the shared use path work for cyclists leaving the town going towards Churchfields (or the station)?	1
Improved access on and off the shared use path on Mill Road from the mini roundabout at the top of South Western Road is required. Consideration should be given to the installation of drivers to be aware of cyclists entering or leaving the shared use path	1
Consideration should be given to extending the electric car charging points to all of the bays in that parking row	1
The electric car charging provision needs to be future proofed. The infrastructure should be installed to enable it to be extended in the future	1

Comments relating to the Station Forecourt	Number
The EV chargers must be very fast 50kw or greater with limited occupancy time. The driver should be required to stay with their vehicle	1
The scheme should not provide charging for electric vehicles at the station. It is discriminatory for the privileged few and commuters would block the spaces all day	1
The inclusion of allocated parking for car club users is welcomed	1
The location of the disabled parking spaces will mean drivers will have to reverse into car park traffic, including buses and taxis. The disabled parking spaces should be relocated to the big space next to the bus bays	1
The disabled parking spaces should be relocated to where the 4 taxi spaces are at the front of the station to avoid the need to cross the road	1
Usage data of the staff operated powered wheelchair at the station can provide actual data on the number of wheelchair users at the station and their resultant need for car parking	1
Are the 13 unannotated parking bays intended to provide pick up / drop off parking as well?	1
The 13 parking bays to the south of the disabled parking should become pick up / drop off spaces as they provide direct access onto the pedestrian plaza	1
Are SWT proposing to double deck the lower car park like at Andover?	1
The car park should be turned into a multi storey car park	1
Will the car park opposite the station be retained?	1
Consideration should be given to improving access from the lower level part of the long-term car park	1
No long-term parking should be provided at the station. It should be limited to taxis, disabled parking and short-term waiting and pick up / drop off provision	1
The long-term parking space should be utilised to get the greatest use of public transport	1
The bus layout and parking bays will make it easier for bus drivers	1
Bus turning could present a hazard for cyclists who come from multiple directions	1

Comments relating to the Station Forecourt	Number
Better signage for where passengers can catch buses is needed at the station (and clearer information on the bus destinations going to the station)	1
It is not necessary to install seating and a free standing shelter as only the Stonehenge bus uses the station. A canopy should be erected from the station building instead	1
The Stonehenge bus shelter should be able to keep 20 people moderately sheltered and be in area which was clear of pavements, cars and buses	1
Insufficient thought has been given to bus routes in these proposals. The Stonehenge tour bus area should be reduced	1
The Stonehenge bus should be relocated to the city centre to encourage pedestrians to use Fisherton Street and open up the use of the bus to visitors from the coach station	1
Will the bus routes using Fisherton Street detour to the station?	1
The routing of buses into the station forecourt should be a temporary measure until the northern entrance is re-opened	1
Bus links should be joined up with train times	1
Improving the overall bus services in Salisbury is more important than improving access to the station and Fisherton Street	1
Priority should be given to the bus interchange	1
The station should become a transport hub for the city	1
The council should take over charges levied on the buses to encourage more services at the station	1
The PlusBus statistics appear to show little demand for buses from the railway station with limited onward travel. Will survey data be published and will the Council be undertaking surveys relating to the predicted bus use from the station forecourt	1
Taxis need a couple of bays in front of the station entrance then a holding area in the car park, which must be enforced	1
How will people know which taxi is next for use with the 12 parking bays?	1

Comments relating to the Station Forecourt	Number
Will the taxis be required to reverse into the parking bays, thereby creating a new hazard?	1
Taxis do not need to be directly in front of the station entrance. The rank should be kept in the north west corner with adequate signage	1
The relocation of the taxis to the residential side of the station will create disturbance for the Churchfields residents, particularly noise and pollution	1
Taxi driver behaviour needs to be addressed. It can be aggressive; they ignore no entry signage and park in the drop off / 20 minute parking bays	1
Access to the station from out of town areas is impeded by the very expensive cost of taxis	1
Has a 24-hour observational survey of all vehicle movements and pedestrians been conducted at the station?	1
The park and ride charges and hours of operation should be reviewed to make them more competitive	1
Mill Road should be made a no-through road	1

South Western Road

Comments relating to South Western Road	Number
I support Option 1A as it enables the use by people travelling along Fisherton Street to St Pauls Roundabout and Wilton Road	13
The proposal to remove the parking and increase the pavement width is welcomed and therefore am supportive of Option 2C	6
Both pedestrian crossings should be provided as they provide different functions	5
Option 1B will encourage more people to cross the road not using a crossing and is therefore dangerous	4
The single yellow lines on the south side of the road should be replaced with double yellow lines to prevent parking at any time	4

Comments relating to South Western Road	Number
People stopping on the single yellow lines at the weekend and in the evenings and the continued use of the road by lorries creates a safety issue for pedestrians and cyclists	3
People parking on both sides of the road cause difficulties for large vehicle and create congestion and safety issues	3
Short-term daytime parking in South Western Road should be retained for access to adjoining businesses and the Royal Mail sorting office etc.	3
The pedestrian crossing should be moved closer to the station so therefore support Option 1B	3
An additional crossing should be included on Mill Road to provide the near to the station access	3
The parking should be retained as it provides extra short term / pick up / drop off parking for the station (Option 2A)	2
The parking causes problems for pedestrians and cyclists visiting the city and should be removed (Option 2C)	2
Continuing to allow parking on South Western Road is against the new hierarchy of road users and causes congestion	2
The pavement needs to be significantly widened to cope with the level of current footfall / user demand i.e. travelling with suitcases	2
As this is a major HGV route to and from Churchfields, it is dangerous to give a false sense of security to pedestrians by making it appear semi-pedestrianised	2
A green wall / art work could be introduced to hide the bricks on the north side of South Western Road	2
Buses should not be routed up South Western Road as it will impact on the Air Quality Management Area, which already regularly exceeds limits	2
Option 1B will make pedestrian access to Fisherton Street more difficult	1
The pavement surface should be improved from the station to the pedestrian crossing at the bottom of South Western Road. Standard paving that is well maintained should be used	1

Comments relating to South Western Road	Number
The parking and loading area should form part of the carriageway because if it became a footway, it would encourage parking on pavements elsewhere in the city	1
The road and pavement along South Western Road should be the same height to better support disabled access	1
Option 2A should be reworded to prioritise the use by pedestrians i.e. pavement retained by dropped kerb to allow use for parking when not used for pedestrians	1
Support Option 2B so that parking is restricted to night-time use	1
As parking is already allowed after 7pm on the south side of the street, this eliminates the need for Option 2B	1
There is no single answer to Question 9 as there should be disabled parking spaces and 20-minute parking spaces provided	1
Drivers should be encouraged to not keep their engines running when parking for the outlets located along South Western Road as it adversely affects the air quality	1
What's happening with the single yellow lines opposite the parking on South Western Road and round to Mill Road?	1
If the parking is removed, the wider pavement would make it too narrow for HGVs / lorries using the route to get to Churchfields	1
Widening the pavements will not help cyclists if it is intended to be shared use. Safe cycle access to the station is required	1
Access to the station from Fisherton Street is difficult due to the gradient / slope of the incline for less mobile people	1
The roundabout at the bottom of South Western Road and Fisherton Street causes difficulties as drivers seems to be unsure as to who has priority	1
The congestion on the narrow footway at South Western Road would be relieved if the northern entrance to the station was reopened	1
An additional pedestrian underpass from the north side of the station should be created to free up space under the railway bridge. A possible location could be the adjacent path behind the gated entrance (adjacent to the pedestrian crossing on South Western Road)	1

Comments relating to South Western Road	Number
A bus pull-in should be included in the proposals on the railway wall side at South Western Road	1
If trees are planted on South Western Road, the drains will become block and flooding will result under Fisherton Street railway bridge due to the slope of the road and the lack of maintenance in keeping the drains clear	1

Fisherton Street

Comments relating to Fisherton Street	Number
I am supportive of the Fisherton Street proposals including the creation of wider pavements, with less emphasis on cars and more on buses, pedestrians and cyclists	9
These proposals do not provide improvements for pedestrians near the railway bridge due to the narrowness of the pavements and proximity to HGVs	6
The scheme should include improvements to the north western end of Fisherton Street (by the railway bridge)	5
Concerns relating to congestion and the disruption to traffic and buses caused by these proposals i.e. by the incorporation of pinch points	5
I am supportive of the decked platform at Water Lane and believe that this should be reinstated into the proposals / be progressed	5
Cyclists should be routed away from Fisherton Street	5
I welcome this support to the Fisherton Street traders	4
The walkway under the railway bridge is appalling for safety, ambience, air pollution and width	4
Consideration needs to be given as to how the turning of HGVs under the railway bridge can be eased	4
The consultation visuals of the proposals for Fisherton Street are uninspiring. More needs to be done to lift the 'feel' of the place	4
The Fisherton Street architecture / buildings should be better maintained as they have peeling paint, broken guttering etc.	4
Supportive of the wider pavements for pedestrians	4

Comments relating to Fisherton Street	Number
Cycle lanes should be included north of Fisherton Street towards St Paul's roundabout for connections from Wilton Road and Devizes Road	4
The number of bike parking spaces should be increased to encourage the use of the shops	4
Buildouts should be avoided as they cause pinch points and will stop traffic from being able to flow freely in both directions along Fisherton Street	4
Short term parking and waiting facilities are required in the evening to support the night-time economy, including restaurants and takeaways	3
The Fisherton Street proposals are a significant missed opportunity to effect real change. They are tinkering at the edges	2
Studies have demonstrated that removing road traffic to improve active travel modes improves business trade, increases pride in local areas and makes for a healthier, cleaner town	2
I support the full pedestrianisation of Fisherton Street as it will improve the entrance to the city and be good for businesses, the environment and health	2
Fisherton Street should be made one way to create more space for short-term parking, deliveries and footpath widening. Traffic could use alternatives routes i.e. Castle Street and the Waitrose junction. This would enable traffic to flow more freely, especially at rush hour, and avoid conflict with Churchfields traffic	2
The entrance to the Central Car Park should be closed for private vehicles from / to Fisherton Street. Motorists should use the northern entrance instead	2
The scheme should make it easier for pedestrians to cross Summerlock Approach. Motor vehicles and cyclists should give way to pedestrians and the railings should be removed	2
Crossing points at Dews Road, North Street, Summerlock Approach and Malthouse Lane should be a zebra crossing to not give priority to vehicles	2
A shared space treatment should be applied to the street with one continuous level	2
All of the proposals will add to vehicle congestion along Fisherton Street	2
The buildouts will increase air pollution from traffic congestion	2
The pinch point / green buffer at Water Lane should be omitted from the proposals	2

Comments relating to Fisherton Street	Number
The 20mph speed limit must be strictly enforced	2
Pavement widening will not help cyclists as they will continue to have to use the road alongside the other traffic, which is dangerous	2
Concerns about the visibility at bus stops with vehicles overtaking, which is dangerous to cyclists	2
The lack of road space resulting from these proposals will increase inappropriate and illegal parking	2
Measures will need to be put in place to stop motorists parking on the pavement	2
The number of vehicles parking illegally (loading, drop-off, takeaway pick-up etc.) must be reduced	2
More traffic wardens are required to address the problems caused by drivers parking on double yellow lines	2
It is pointless to replace designated parking with loading bays as drivers will just park in the loading bays	2
I am supportive of the bus stops being closer to the station (Option 3A) but they shouldn't be directly opposite mirroring bus stops	2
Granite paving can be slippery in the wet, unless it has a roughened surface	2
The appearance of the railway bridge needs to be improved	2
The railway authorities should pigeon proof the underside of the railway bridge and provide effective guttering to ensure that the footway is clean	2
Visitors comment on how awful the appearance of Fisherton Street is. It needs a complete overhaul	2
More greenery (trees and raised beds) should be placed along Fisherton Street if space permits	2
Better landscaping maintenance is required on the path (near the BHF shop) to the footbridge, which is regularly used by pedestrians going to the Cathedral, Cranebridge Road and Cathedral View	2
The scheme should enhance the setting where Water Lane meets Fisherton Street	2

Comments relating to Fisherton Street	Number
Public art should be introduced at the Water Lane junction i.e. on the wall of Culture Coffee	2
Glass decking should be adopted at the Water Lane junction to resolve Natural England's objections to the reduced light levels in the river	2
It's difficult to understand why Natural England had no objection to the widening of the Mill Stream Approach bridge but objected to the deck at Water Lane	2
More focus is needed on keeping the existing and attracting new independent businesses to the area and giving them the tools to revamp their businesses	2
Will the landlords / property owners participate in the care and maintenance of the new installations?	2
The servicing of the existing businesses along Fisherton Street needs to be carefully thought through	2
Deliveries must be allowed and facilitated	2
Short-term parking is required to support the businesses	2
There is a very high cost to reconfigure the road layout and introduce crossings / speed tables etc. Costs should be reduced through competitive tendering measures	1
The scheme infers that there is a strategic objective to address traffic in the city – what is the policy and will it include one way along Fisherton Street and / or a traffic free zone in the city?	1
Welcome the accessibility considerations for wheelchairs users in these proposals	1
Crossings should not be uncontrolled as they are dangerous for vulnerable people to cross. They should be formal crossings	1
Wiltshire Council should adopt the same approach as in Manchester which has shown that zebra markings at side roads results in a 65% increase in drivers giving way	1
Raising the road and narrowing it won't make much of a difference as the traffic is already slow due to congestion	1
The disabled parking already slows the moving traffic along Fisherton Street	1

Comments relating to Fisherton Street	Number
This scheme is not needed as all traffic currently runs smoothly along Fisherton Street	1
Fisherton Street is a main thoroughfare for traffic and it will adversely impact traffic elsewhere if it is more pedestrian focused	1
Pavement widening and cycle lanes should not be provided on Fisherton Street as it's a main route for buses (park and ride and hospital)	1
Pavement widening should be minimal to allow continuous traffic flow in both directions	1
These proposals will not address the volume of traffic under the railway bridge and at the roundabout, particularly with HGV drivers	1
Access for the free flow of emergency service vehicles should be maintained at all times	1
Fisherton Street should be treated as a 'pedestrian prioritised street'	1
More consideration is needed to reduce the amount of vehicle traffic in Fisherton Street. Has a study been done to ascertain what traffic needs to be there?	1
These proposals are within the Salisbury AQMA. Improvement to air quality should therefore be a key consideration	1
The use of electric vehicles, including buses and service vehicles, should be encouraged	1
The scheme benefits to residents should be displayed along Fisherton Street and in the Market Place showing the levels of pollution. This would help to demonstrate the need for change, for people to be aware of our carbon footprint and show why pedestrians and cyclists should be prioritised	1
Pedestrianisation of Fisherton Street has been done effectively in the past i.e. for the Fisherton Street Festival where the traffic flowed fine. This would be effective in isolation even if it wasn't combined with other measures to promote public transport, walking and cycling	1
These proposals will slow down the traffic which will make a big difference for active travel	1

Comments relating to Fisherton Street	Number
The raised table junctions will slow traffic down and signal priority for pedestrians as required under the new Highway Code	1
The buildout will help to slow traffic down and reduce the attractiveness of using Fisherton street as a through route	1
I am supportive of the buildout but priority should be given to outbound traffic to reduce congestion in the city centre	1
If there must be a buildout on Fisherton Street, then it shouldn't be located at Water Lane because motorists should be able to turn into Summerlock Mews to access the Central Car Park unencumbered	1
I am supportive of the buildout at Water Lane with trees, gardens and benches etc.	1
Consideration should be given to the inclusion of rising bollards to enable the occasional full pedestrianisation of Fisherton Street	1
Fisherton Street should be restricted to access by blue badge holders only	1
Consideration should be given as to whether the mini roundabout at the Fisherton Street railway bridge should have traffic signal control	1
Improved signage and lane marking is required on the roundabout near the station and by the Royal Mail office	1
The road under the railway bridge could be widened to facilitate the easier turning of large vehicles at South Western Road by removing the existing pathways and creating tunnels on both sides under the railway line	1
Is the council looking at ways to mitigate issues caused by the height of the railway bridge, as its clearance is deceptive due to a lower central piece in the bridge design?	1
The width of the junctions at Summerlock Approach and Malthouse Lane should be reduced to reduce the distance that pedestrians and disabled people have to cross and to reduce the speed of approaching traffic	1
Consideration should be given as to whether permanent fixings at a high level could be installed for cross street banners to promote businesses and events	1
The scheme should include plans for the derelict site on the corner of Fisherton Street and Malthouse Lane	1

Comments relating to Fisherton Street	Number
The scheme should be extended to cover the area around the old gaol / clock tower where it's full of litter and the landscaping is overgrown and unkept	1
The area between the Bridge Tap and Wetherspoons should be paved	1
North Street residents should have access to Fisherton Street but motorists off Wester Street should be directed towards Crane Bridge Road. An "access for residents only" sign should be erected at this point	1
The gradient at the raised tables should be very gradual to not cause pain to people by jolting up and down in a vehicle	1
The railings under the railway bridge are needed to protect pedestrians. They should be easy to repair and replace as they will be frequently damaged by large vehicles	1
There have been many collisions with the railway bridge by high vehicles. A major improvement would be to lower the road under the railway bridge to reduce insurance claims and rail delays	1
Local artists should be approached to paint a mural depicting Salisbury's rich history on the walls of the railway bridge	1
Core Policy 57 should be carried through into these designs with the incorporation of more art and design in the public realm	1
I am disappointed that the widening of the bridge and shadowing of water courses is acceptable where it encourages more traffic (Mill Stream Approach) but not when it encourages footfall and provides a new attractive (Water Lane)	1
Alternative funding for the deck at Water Lane should be sourced	1
Consideration should be given to whether a fountain could be incorporated in the river at Water Lane	1
The symbolic archway to create the "Gateway" into the city should be reinstated	1
These proposals represent a missed opportunity to encourage bike use in the city	1
The incorporation of a cycle lane along Fisherton Street would be great. It would be safer for drivers and cyclists	1
The inclusion of the cycle stands along Fisherton Street are welcomed	1

Comments relating to Fisherton Street	Number
Additional cycle stands should be provided in the area at Malthouse Lane	1
One of the loading bays should be repurposed to provide additional cycle parking	1
Cyclists pose a risk to pedestrians if they are on the pavement	1
Buildouts are dangerous for cyclists and should not be used	1
Will the improved environment and access increase dwell time and spend? Should more focus be placed on helping the independent traders instead?	1
The proposals need to encourage people to use Fisherton Street more, as the diversity of shops is one of the city's main assets	1
Financial support for the businesses on Fisherton Street (i.e. rate reductions) is needed to re-furbish and improve the appearance of the shops / premises, otherwise these improvements will be of little benefit	1
How will the shops be serviced effectively when the road is narrower, especially given that the no parking lining is widely ignored at present?	1
Wiltshire Council are preventing traders from attracting more trade and income with their archaic approach to prioritise motor vehicles	1
The overall appeal of the Fisherton Street Gateway will only increase if the tenants of the shops are more interesting and prestigious in nature	1
The design should be less cluttered with less signage, the same coloured bricks should be used, there should be less instructional writing / notices to make it easier for drivers to spot hazards and to reduce costs	1
Footways should be kept as clutter free as possible to provide pedestrian space	1
Pedestrians should be prioritised rather than buses	1
Pavement widening will not encourage a café culture	1
Increased lighting provision will improve the ambience	1
More bins, including for dog waste are required. There only appears to be one provided	1
Are wayfinding measures proposed for Fisherton Street?	1
Will the CCTV be extended further along the street as part of this scheme?	1

Comments relating to Fisherton Street	Number
Train time information could be provided on information boards in the market square and along Fisherton Street	1
Consideration of the manoeuvrability requirements of articulated lorries near the railway bridge should be taken into account when determining the location of street furniture	1
Tree species should be carefully selected to ensure the roots don't damage surfaces and create mess by shedding leaves	1
Tree planting is not required as it will screen business adverts and street architecture	1
The Fisherton Street railway bridge has suffered from flooding for many years. How will the contractors be required to stop detritus from being washed down the drainage systems and how will this contractual condition be applied and enforced?	1
Option 3A will better serve the station	1
I oppose Option 3A as it will cause air pollution from traffic queuing. Traffic flow should be maintained by staggering the bus stops	1
Option 3A would require the outgoing bus stop on the other side of the railway bridge to be discontinued to improve the traffic turning left out of South Western Road and to compensate for the traffic hold ups caused by the outgoing bus stop	1
Option 3B is supported as it would retain a bus stop at Water Lane	1
Option 3C should have 'Give Way' markings for inbound traffic north west of the bus stop	1
Option 3C is an excellent solution	1
The bus stop should be reinstated under the railway bridge	1
Bus stops should not be located adjacent to zebra crossings as drivers tend to block the crossing whilst waiting for the bus to move	1
Has the clearance required by the latest electric double decker buses been investigated to enable them to pass safely under the railway bridge?	1
Concern regarding the loss of standard (non disabled) parking places which are used by disabled drivers at the south eastern end of Fisherton Street	1

Comments relating to Fisherton Street	Number
Blue badges do not permit parking in loading bays and the loss of car parking spaces will have a significant detrimental impact on disabled drivers. Please reconsider this	1
Elderly and less mobile customers need to be able to be dropped off at the businesses located along Fisherton Street	1
Consideration should be given to reallocating 2 parking bays to make them loading only	1
Due to the narrowness of the pavement outside the main retailers on Fisherton Street, temporary parking during business hours should be provided with this area of road raised to the level of the pavement	1
The only parking provided in Fisherton Street should be for the disabled, taxis and for loading so that pedestrians and cyclists are prioritised	1
Has the turning circle required by articulated lorries with trailers been investigated to enable them to get to / from Fisherton Street to South Western Road and the Churchfields Industrial Estate?	1

Heritage Living

Comments relating to Heritage Living	Number
This is a brilliant idea to make empty shops into apartments	1
This should be allocated to social housing	1
This must be used to provide housing for younger people and not retirement homes	1

Alternative Comments and Suggestions

Alternative comments and suggestions	Number
The Maltings should be redeveloped as a transport hub with a large car park, bus station and easy links to the train station	3
A tram / cycle path / pedestrian route should be developed from the Maltings to the train station (potentially along the old Maltings line route)	2
The train station should be moved to the Maltings	2

Alternative comments and suggestions	Number
The library should stay where it is. It will die if its moved due to reduced footfall	2
Art galleries could be co-located in the library	1
A 3-storey car park for shoppers and tourists should be located at the Maltings transport hub. Charges could be subsidised from business taxes or potentially free as parking charges influence where people shop. Availability and affordability of car parking is the key to keeping visitors and shoppers coming to Salisbury	1
Cycle stands and electric vehicle charging points should be installed at the Maltings transport hub	1
As the Maltings has access from the ring road, it will keep traffic out of the medieval streets	1
Hotel accommodation, residential flats and a youth hostel should be included above the shops at the Maltings	1
Sainsbury's should remain as it is	1
Short and medium term money concerns should not be the overriding factor in decisions. The longer term impact should be the main consideration	1
An alternative site for the transport hub could be the Waitrose site if it's not located at the Maltings	1
An elevated monorail linking Stonehenge, Woodhenge, Durrington, Amesbury, Woodford Valley, Salisbury Sports Centre, Waitrose, The Maltings, Queen Elizabeth Gardens and terminating within the Cathedral Close could be introduced. This could be extended to Avebury at a later date	1
Consideration should be given to building a small, secondary railway station for foot passengers on the other side of town	1
The train station at Wilton should be championed	1
The Porton and Wilton stations should be built	1
A bypass for Salisbury should be seriously explored	1
There should have been a public consultation on the resurfacing of Southampton Road. This is a waste of money as it will not address the fundamental issue with the ring road, which is capacity	1

Alternative comments and suggestions	Number
Southampton Road should be made 3 lanes, perhaps with the third lane traffic light controlled (contraflow), to improve traffic congestion and allow emergency vehicles to flow freely. People drive through the city centre to avoid the traffic on the ring road	1
Introduce smart charging at the Central Car Park i.e. at less busy times charges should be reduced / free, and increased at busy times	1
Churchfields should be relocated to Harnham Road so HGVs don't need to traverse the streets	1
The council has abdicated responsibility for resolving the Churchfields traffic problems for too long	1
HGV's over a certain weight and size should be banned from the Churchfields estate. The businesses should either relocate or off-load their goods to smaller vehicles	1
Improvements could be made to Cherry Orchard Lane for large vehicle traffic to / from the industrial estate	1
If the Churchfields estate is relocated, the area could become a park and leisure space which would benefit nature and public enjoyment	1

Contact us

Information contained in this report can be made available on request in other languages including BSL and formats such as large print and audio.

Please contact Wiltshire Council on 0300 456 0100 or by email on customerservices@wiltshire.gov.uk