

Salisbury Central Area Framework

Public Consultation Report (Jan - Feb 2020)



Executive summary

This report summarises the process and outcome of Wiltshire Council’s consultation on the Salisbury Central Area Framework in January and February 2020

A summary of the key points are as follows:

- Wiltshire Council carried out a 6-week period public consultation from 16th January to 28th February 2020.
- Two extensive public exhibitions were held during the first two weeks of the consultation period. Both were very well attended.
- Over the consultation period 312 consultation responses were received from a range of residents/stakeholders.
- There was a considerable level of support for the CAF and the projects and initiatives being consulted on:

84% in support of developing a 'street hierarchy' to prioritise streets and spaces for pedestrians and cyclists over cars.	63% in support of consolidating city centre car parking and improving Park & Ride facilities.	84% in support of improving the urban environment of Fisherton Street.
91% in support of delivering a River Park.	91% in support of exploring opportunities to repurpose empty or underused buildings deliver workspaces and residences.	91% in support of improving opportunities for engagement with and enjoyment of Salisbury’s rivers and meadows.
90% in support of enabling temporary/pop-up uses in vacant buildings and supporting activity in the Market Place.	88% in support of enhancing the railway station area.	85% in support of exploring ways to improve the appearance and quality of Salisbury’s historic shop frontages.
86% in support of delivering improved pedestrian and cycling wayfinding infrastructure.	70% in support of delivering new public art in the city.	63% in support of defining character areas in Salisbury’s central area.

- A significant number of comments, concerns and suggestions were also raised, and some of these have resulted in minor amendments to the CAF. The comments, officer responses and changes to the CAF (where applicable) are set out in Appendix G.

1. Introduction

- 1.1. Wiltshire Council has produced a Salisbury Central Area Framework (CAF) which makes a series of recommendations for future development in Salisbury's city centre area.
- 1.2. The CAF project was borne out of the recovery work in the city following the nerve agent attack in March 2018, which had a profoundly damaging impact on the city centre economy. At the time of writing Salisbury, along with the rest of the world, is now in the midst of the Covid-19 crisis. While the impact of the pandemic has delayed the work on the CAF, the shutdown and economic fallout has made the need to plan proactively for the city centre even more acute. It has accelerated the urgency to deliver the recommendations of the CAF in order to support Salisbury in its long-term recovery from both tragic events. The plans and projects within the CAF form an essential part of Salisbury's bounce back from these events.
- 1.3. The CAF makes a series of recommendations for deliverable development initiatives within the city centre area to help aid the city's recovery. It is intended to serve as an evidence-based document to inform the Wiltshire Local Plan Review, the emerging Salisbury Neighbourhood Plan and future planning guidance documents as appropriate.
- 1.4. The council has undertaken two stages of in-depth public consultation on the CAF. The first was a consultation on a series of broad themes for the CAF between **Thursday 27th June** and **Friday 9th August 2019** and the second was on a draft CAF between **Thursday 16th January** and **Friday 28th February 2020**. This report summarises the consultation on the draft CAF in January – February 2020. Details about the first stage of public consultation can be found on the Council's website¹.
- 1.5. The purpose of this document is to explain how the consultation process was carried out; to summarise the issues arising; and to provide a response to the issues raised highlighting how these have shaped the final CAF document.

2. How to use this document

- 2.1. This Consultation Report is broken down into a series of sections and appendices, as follows:
 - Section 3 sets out the methodology that has been undertaken in carrying out the consultation.
 - Section 4 sets out a summary of the consultation responses, and the council's responses.
 - The appendices to the Consultation Report set out further details in respect of the consultation process.

3. Methodology for the consultation

- 3.1. In January 2020 the council embarked on a period of consultation on a draft CAF document that had been prepared following analysis of the responses received to the first public consultation. This second stage of consultation gave members of the public and other interested parties a further opportunity to have meaningful input in shaping the CAF.

¹ Salisbury Central Area Framework: Report on summer 2019 public consultation
<http://www.wiltshire.gov.uk/downloads/21279>

3.2. The consultation was comprehensive and followed the prescription outlined for the preparation of Supplementary Planning Documents in Wiltshire Council's Statement of Community Involvement (SCI)². The council invited consultation responses between Thursday 16th January and Friday 28th February 2020.

Who was consulted?

- 3.3. Organisations, groups and individuals set out within the Regulations³ and the SCI were notified of the start of the consultation period and how to comment.
- 3.4. Because the CAF relates to Salisbury only, it was decided that the consultation should be focussed only on parts of Wiltshire that are likely to be affected by the project. As such, the consultation outreach was focussed on the Salisbury, Wilton, Amesbury and Southern Wiltshire Community Areas.
- 3.5. Due to the geographic location of Salisbury – being relatively close to the administrative boundaries of Dorset Council, New Forest District Council, New Forest National Park and Test Valley District Council – notifications were also sent to parish councils in these areas that were considered likely to have an interest in the CAF.

How were people consulted?

- 3.6. Consultees were made aware of the consultation through a variety of means, including direct notifications by email or post to relevant consultees on the council's consultation database. A copy of the letter and email that was sent out to consultees can be viewed at **Appendix A**.
- 3.7. Opportunities for engagement with the consultation process were also widely advertised prior to commencement and included:
- Announcements / articles about the CAF on the Wiltshire Council website, Salisbury City Council website, Salisbury Journal newspaper website, Spire FM website and Wiltshire Life website. See **Appendix B**.
 - Announcements through Wiltshire Council e-newsletters. See **Appendix C**.
 - Social media communications. See **Appendix D**.
- 3.8. Consultees were informed that the consultation material was available to view throughout the consultation period at the following locations:
- In electronic format on the council's website
 - In paper format at the following locations:
 - Salisbury Library (including exhibition board display)
 - Wilton Library
 - Downton Library
 - Amesbury Library
 - Durrington Library
 - Five Rivers Leisure Centre, Salisbury (including exhibition board display)
 - Wiltshire Council Bourne Hill offices in Salisbury
 - Wiltshire Council County Hall offices in Trowbridge

² Wiltshire Council Statement of Community Involvement (SCI), July 2015, available at: <http://www.wiltshire.gov.uk/downloads/9895>

³ [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#)

3.9. In addition, there were two extensive full day public exhibitions about the CAF. The first was held on Tuesday 21st January 2020 at Salisbury City Hall and the second was held on Thursday 29th January 2020 at the United Reformed Church on Fisherton Street. The two exhibitions were also used as an opportunity to inform the public about some of the details of projects emerging from the CAF and were being progressed in tandem. Approximately 40 exhibition boards were on display and Wiltshire Council officers, various consultant colleagues and officers from the Environment Agency were in attendance to answer questions from members of the public. Both exhibitions were very well attended. A copy of the CAF exhibition boards can be found at **Appendix E**.



CAF exhibition at Salisbury City Hall, 21st January 2020

3.10. Representors were offered several ways to respond to the consultation. A survey could be completed and submitted via Wiltshire Council's consultation portal⁴. Alternatively, surveys and other comments could be submitted by email or post or could be submitted by hand at either of the public exhibitions. A copy of the survey can be viewed at **Appendix F**.

3.11. The consultation was widely accessible to a broad range of people, thereby offering ample scope for all those with an interest in developing the proposals for the CAF to comment.

⁴ Consultation portal, available at https://consult.wiltshire.gov.uk/portal/majorprojects/salisbury_central_area_framework_jan-feb_2020_1

4. **Summary of responses and issues arising**

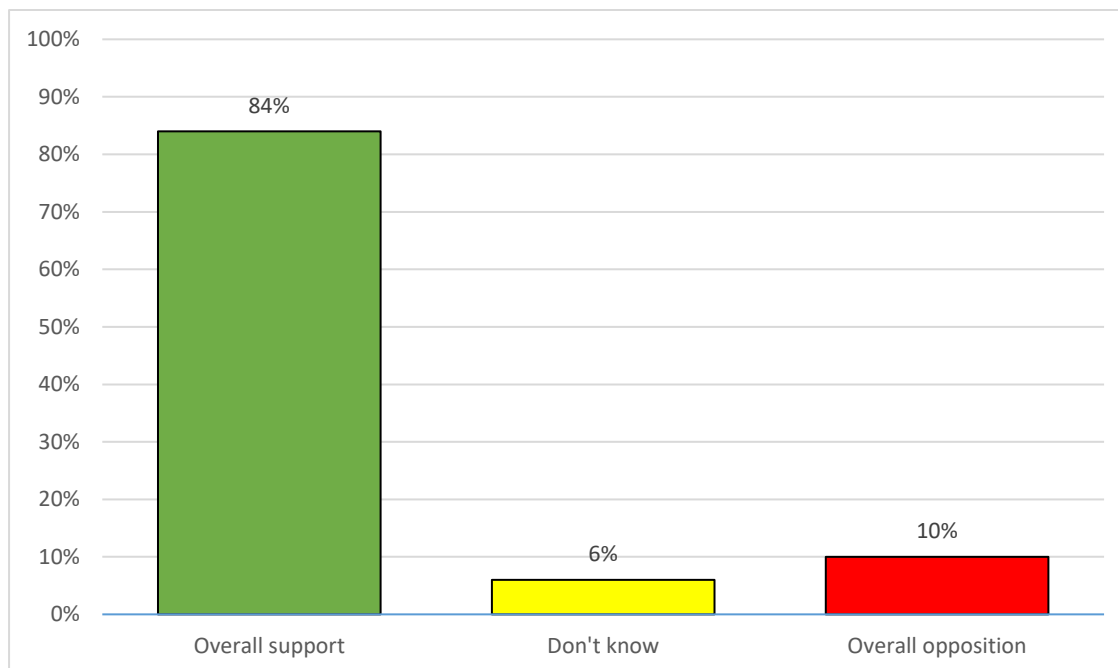
- 4.1. Over the consultation period 312 duly made representations were received.
- 4.2. The representations were processed, logged with unique ID numbers, and made anonymously available to view on the council's consultation portal. Respondents could also log in to the council's consultation portal to view the answers they had given to the survey.

Analysis of consultation topics

- 4.3. The following section sets out a summarised analysis of the consultation responses that were received, set out in question order as appeared in the consultation survey. A more detailed set of summarised responses, along with Wiltshire Council officer responses can be found at **Appendix G**.

Question 1

- 4.4. Question 1 asked: *In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?*



- 4.5. Of those responding to Question 1, a significant majority were in support of the development of a street hierarchy to prioritise streets and spaces for pedestrians and cyclists over cars.

- 4.6. A number of additional issues were raised, including:

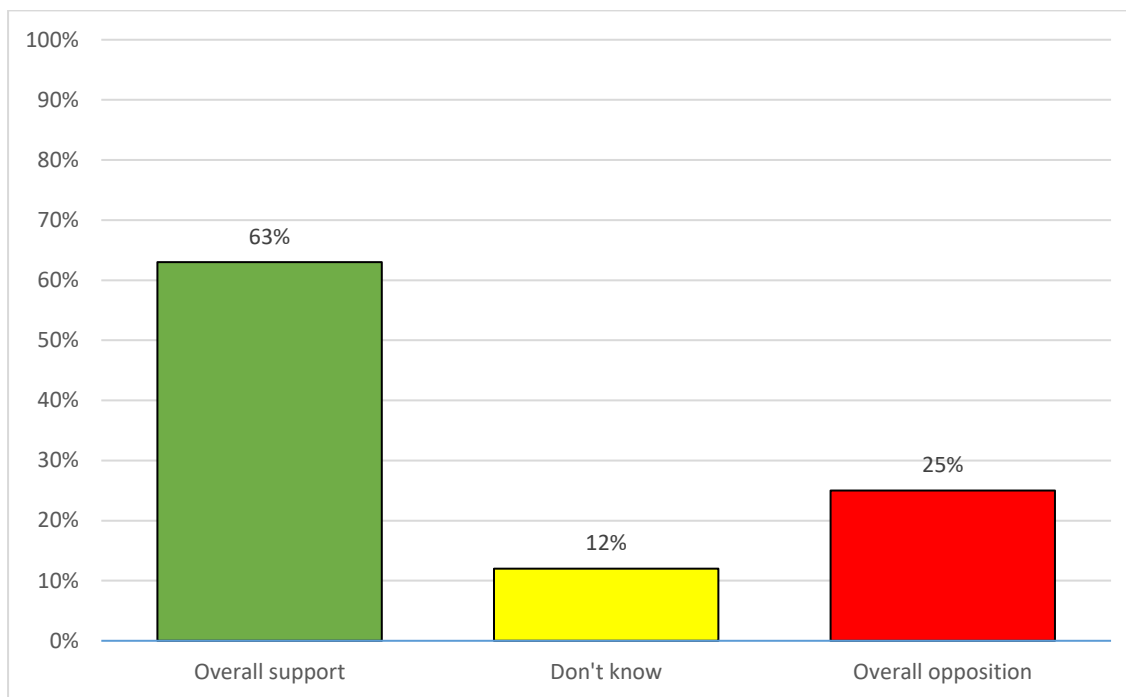
- Keep free access for those with poor mobility, the elderly etc. and not only blue badge holders.
- The needs of disabled people must be considered from an early stage of developing proposals.
- Must consider the needs of those with mental health conditions cannot use busy areas and rely on private car access.
- Access is needed by residents, healthcare worker, businesses/shops. Some businesses require car access for appointments/ visits, deliveries, bulky items.
- There would need to be another way for through traffic and deliveries.
- Set up specified times for goods deliveries.
- Ban cars (excluding buses/blue badge holders) for specified times of the day.
- Concern that reducing access will harm viability of businesses.
- Making it less convenient for people to access the city and park may put people off from visiting.
- Ban lorries/HGVs from the centre.
- Salisbury's air quality needs improving, introduce more electric cars / buses / tuk-tuk rickshaws.
- Introduce more trees/greenery, e.g. like on Winchester Street.
- Introduce 'City Trees' - permanent installations of moss planting which improve and monitor air quality - could be sponsored by business.
- Exeter Street and Southampton Road need landscaping and trees.
- Continued access for buses in the centre is essential.

- Support for introducing pedestrian areas it will make the city more attractive, safe, and clean.
- Pedestrianise Fisherton Street.
- Concern about creating rat runs in other parts of the area, e.g. Chequers.
- The CAF fails to refer to problems caused by rat-running across the central area to avoid using the ring road. Better evidence is required to understand the scale of rat-running.
- Stop traffic from using Love Lane as a rat run.
- For public safety there should be segregated spaces for buses, cyclists, mobility scooters and pedestrians.
- Improve cycling infrastructure in/into town and surrounding housing areas.
- There is too much traffic in town - reduce traffic levels (except buses/taxis)
- Broken pavements / potholes / unclean streets make walking and cycling unpleasant.
- Concern that shared space can be confusing and may be dangerous.

4.7. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 2

4.8. Question 2 asked: *To help reduce car movements the CAF proposes to consolidate car parking, e.g. by reducing on-street parking spaces (except for Blue Badge holders) and exploring opportunities to redevelop Salt Lane and/or Brown Street car parks; while improving Park & Ride facilities. To what degree would you support such proposals?*



4.9. Of those responding to Question 2, a majority were in support of the principle of consolidating car parking within the city centre.

4.10. A number of additional issues were raised, including:

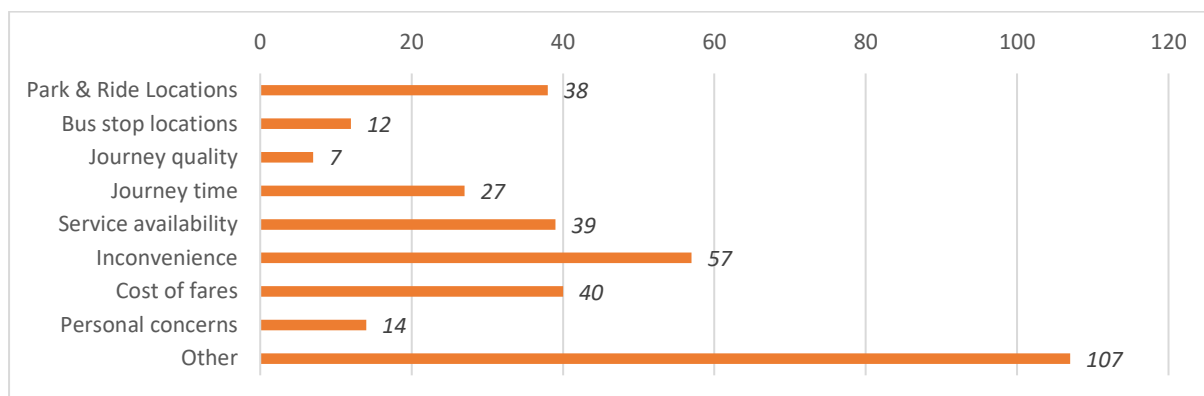
- Neither Salt Lane or Brown Street car parks should be developed until it is clear what is happening with parking on the central car park / railway station.
- Reducing parking will damage Salisbury's business / night life.
- Removing Brown Street and Salt lane car park would adversely affect traders in and around the city and those businesses serving the evening economy, entertainment venues, doctors' surgeries, vital short stay access to the city.
- Brown Street car park is in a good location, capacity should be increased by making it multi-storey.
- Support the closure of Brown Street and Salt Lane car parks for redevelop into low cost, car free housing.
- Concerns about parking availability for residents who currently park overnight in Brown Street and Salt Lane as there is not enough on street parking.
- Salt Lane and Brown Street car parks should become open spaces, trees, flowers, community vegetable planting.
- Redevelopment should include good lighting, well maintained pathways, signage, trees and planting.
- Culver Street car park is too far to walk, e.g. to and from the Cathedral, it is unpleasant / feels unsafe.
- One/two storeys of Culver Street car park should be designated for residents and visitors.
- Parking costs are too high / needs to be cheaper or free.

- Introduce a parking ticket which is refundable on a minimum-spend purchase at any shop in Salisbury.
- Do not reduce number of car parking spaces.
- As demographics change, we will need a higher number of blue-badge/special-need spaces in town.
- Support having fewer cars parked on medieval streets, this will allow more space to be allocated to pedestrians, cyclists and buses.
- Parking options needs to be spread across the city.

4.11. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 3

4.12. Question 3 asked: *Are there any barriers that prevent you from using Salisbury's Park & Ride services?*



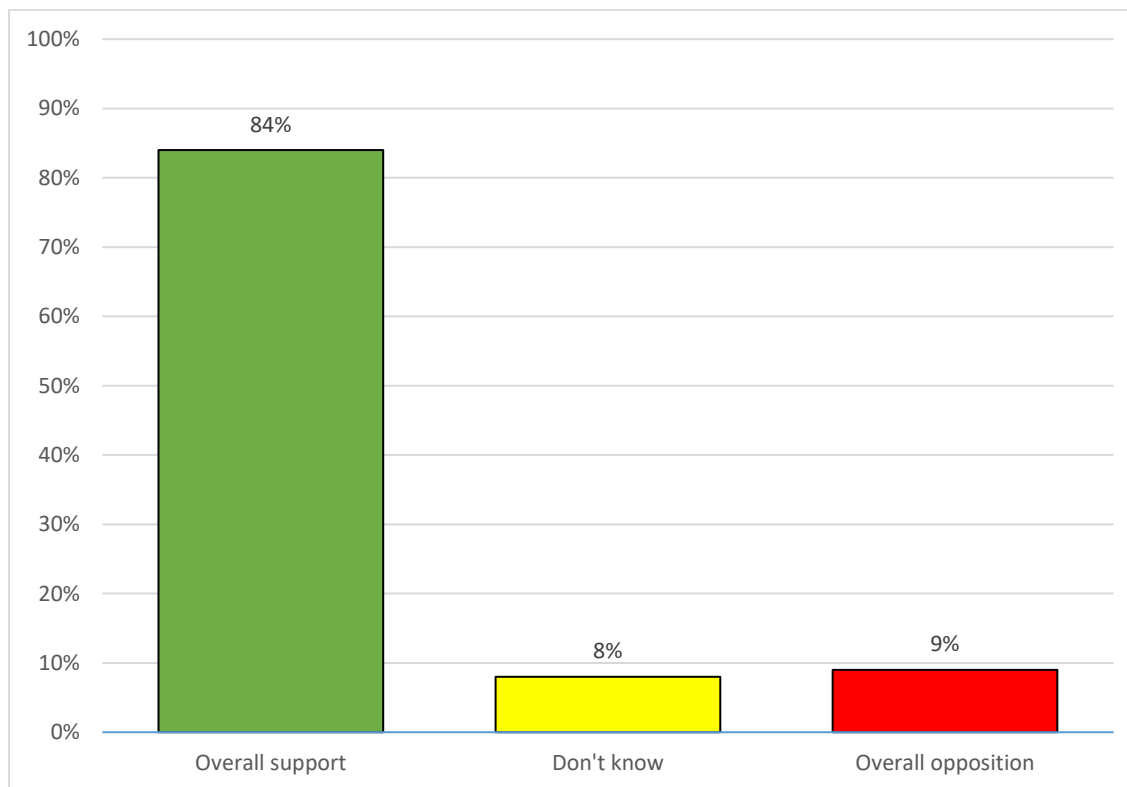
4.13. In addition, the following reasons were listed:

- Park & Ride services should run earlier and later / no evening or weekend service.
- Park & Ride is underused and needs more advertisement.
- Improve Park & Ride by using small, more frequent buses.
- More bus lanes/priority routes are needed to make it more beneficial to travel by bus, e.g. on Southampton Road.
- Live in town/can walk to town so not relevant
- Park & Ride system is good for out of town visitors, but people inside the ring road need city centre parking.
- Tend to use the main bus service rather than park and ride.
- Park & Ride needs to be more affordable or free.
- Park & Ride is not convenient, e.g. elderly, disabled/ special needs, those with babies or carrying lots of shopping
- Park & Ride will not appeal to many affluent or first-time visitors, or those needing just a quick visit.
- Pushing people to use Park & Ride won't work - they'll shop from home or the A36.
- Some people would not choose to use Park & Ride due to safety concerns while waiting for the bus.
- People need persuading, not forcing, to use Park & Ride e.g. incentive such as vouchers for cafés, free service on Saturdays.
- Park & Ride does not appeal as cars are more comfortable / convenient.

4.14. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 4

4.15. Question 4 asked: *The CAF seeks to bring about improvements to the urban environment of Fisherton Street by widening pavements, introducing public art and improving lighting. This is with a view to building on its success as a hub for independent retailers, emphasising its eclectic character, making it a destination as well as an attractive gateway to the city. To what degree would you support such proposals?*



4.16. Respondents could provide further details, which are summarised below:

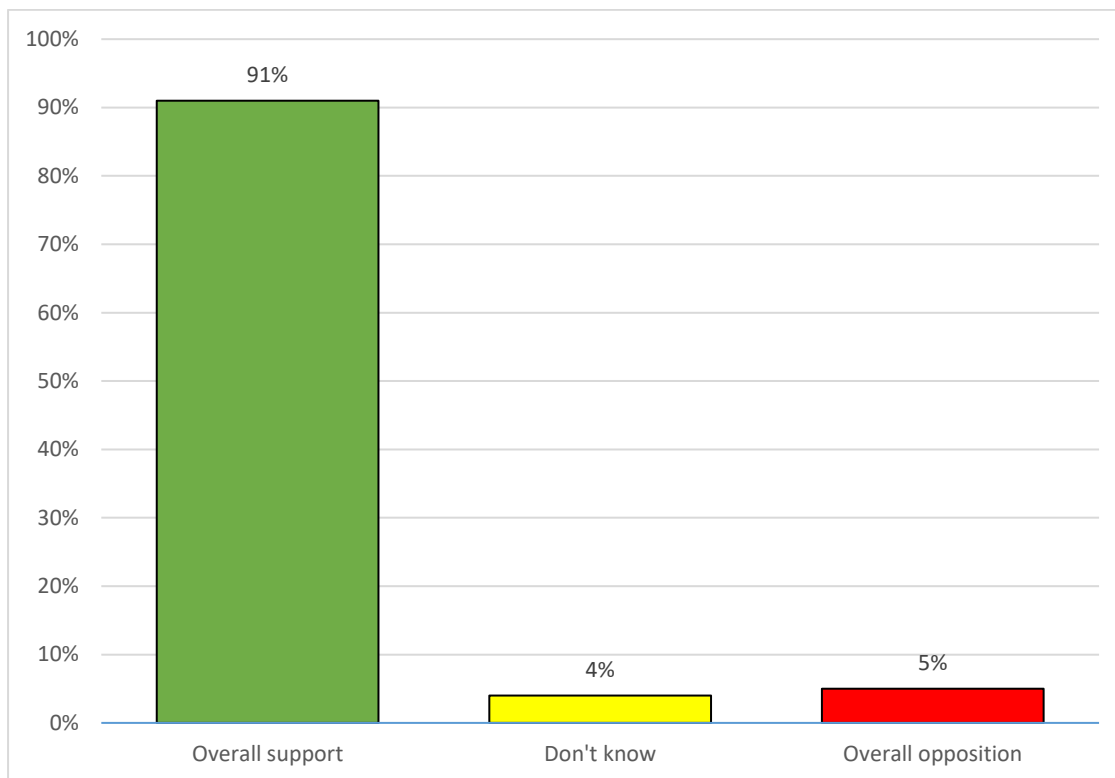
- Rates and rents need to be reduced to support the businesses, this together with cheaper parking would make Salisbury more vibrant.
- Support but not at the expense of Catherine Street. What is the plan for all the empty properties in Castle street and empty shops which will be elsewhere?
- This is the first place visitors who arrive by train see and it needs to be more welcoming and attractive.
- Major improvements would be particularly welcome towards the railway station.
- Support for cleaning/tidying appearance.
- The shopfronts need to be improved.
- Support for Public Art.
- No to Public Art.
- Need cycle lanes / priority / cycle parking.
- Need to retain parking for deliveries, disabled, shoppers buying heavy items.
- Support for widening the pavements, it currently prevents the road being a welcoming entrance to visitors.
- Wheelchair users would appreciate wider and flatter pavements, with regular dropped kerb points.
- This is another opportunity to create a better environment for pedestrians and cyclists.
- The mini roundabout at the bottom of South Western Road is a problem.
- The pedestrian- and cyclist-first zone should be from Summerlock Approach to the city centre.

- Push pedestrianisation as far up Fisherton Street as is possible. It is a wonderful street, but too dominated by car movements.
- The lighting would need to be non-polluting - there is already too much light glow.
- Lighting should be subtle and not too bright.
- Support for improved / tasteful lighting.

4.17. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 5

4.18. Question 5 asked: *Wiltshire Council are working to deliver a 'River Park' through central Salisbury to incorporate improved green space for recreational use, habitat creation, enhanced routes for pedestrians and cyclists, and flood risk reduction to a wider area. This includes land at The Maltings and Central Park, and land at Ashley Road Green Space / Fisherton Recreation Ground. To what degree do you support the River Park proposals?*



4.19. The following feedback to Question 5 was also provided:

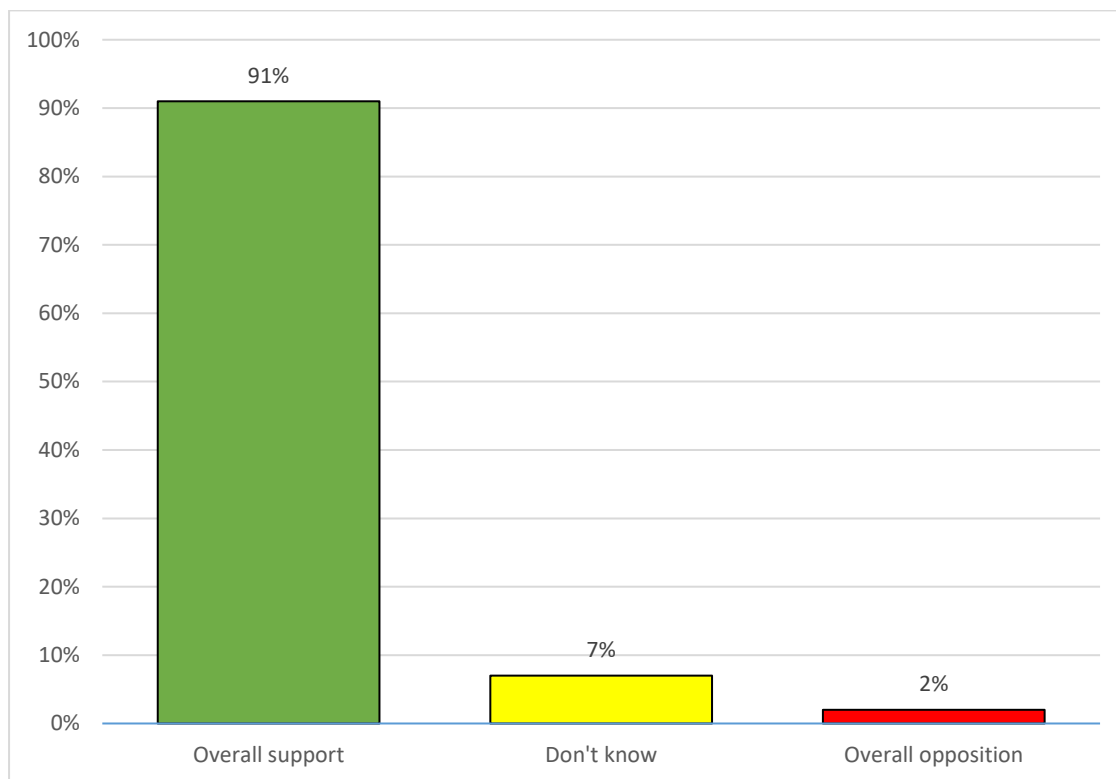
- The Council has a strong duty to deliver this with the declaration of climate emergency, and the increase in flooding likelihood we are expecting in the future.
- Reduction of flood risk is a priority.
- Do not support / considered to be 'nice to have' rather than essential. A wild area in the city would give Salisbury a USP over other tourist destinations
- Introduce another bridge across the river along the Avon Valley Nature Reserve - the distance between the footbridge by Five Rivers Leisure Centre and the footbridge at Mill Lane is too far / would improve accessibility between Devizes Road and Castle Road.
- Introduce pedestrian controlled crossing safety at the Millstream Approach/ Boathouse crossing.
- Pedestrian and cycle ways through this area need to be improved.
- The Avon Valley path is narrow and congested where it passes under the railway bridge
- Separate paths/areas for cyclists and walkers.
- Do more to support and increase habitat and biodiversity / wildlife corridors, include much new landscaping/planting/lot more trees.
- Concern that the development of a River Park would lead to loss of parking and harm the city's businesses.
- Increase opportunities, e.g. paddling, swimming, boating.
- Include areas for public access to the river, paddling, swimming, boating, seating, picnic benches and play, events, deck chairs, pop up ice cream / food, a band stand, screened sports. Introduce more wild spaces.

- Concern about loss of space for football and dog walking at Fisherton Recreation Ground. Will a replacement football pitch be provided?
- Open space should be retained at Ashley Road to accommodate travelling fairs
- Do not remove basketball court from the Fisherton Recreation Ground
- The River Park area should be made bigger in the Maltings and Central Car Park areas.
- Good maintenance of the area is required, e.g. emptying rubbish bins / recycling.
- Consider engaging with volunteers to help to manage these spaces rather than employing staff to do it.

4.20. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 6

4.21. Question 6 asked: *Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.*



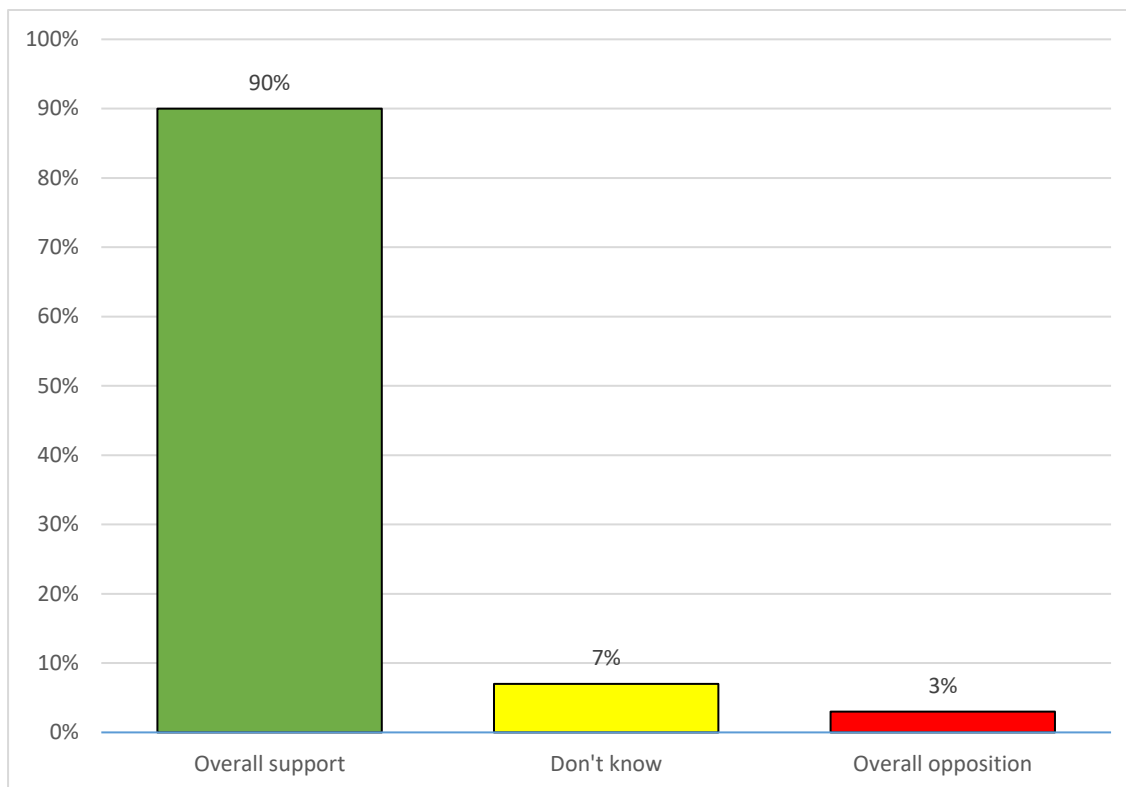
4.22. The following feedback was also provided:

- General support.
- Access to Harnham water meadows must continue to be strictly regulated and restricted by the Harnham Water Meadows Trust, to preserve their nationally approved status and funding and to protect the ecological heritage and the pastures.
- Increasing access to the rivers and water meadows must not be to their detriment by commercial/leisure uses.
- Tourists and locals should be made more aware of the water meadows.
- Request more/safer opportunities for cycle routes linking across the city.
- Concern about increased litter dropping which will end up in rivers / harm wildlife.
- Volunteer schemes or school / college involvement and education in these areas would be good for the community
- Other city centre initiatives should be prioritised over this one.
- Flood management must be prioritised, do not build on flood plains/ water meadows
- Salisbury's rivers require careful maintenance and support.
- Consult with the wildlife/environment organisations, protect and improve biodiversity as a priority
- Include picnic areas/tables/benches
- Dogs must be kept under control, especially near the sheep.

4.23. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 7

4.24. Question 7 asked: *In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?*



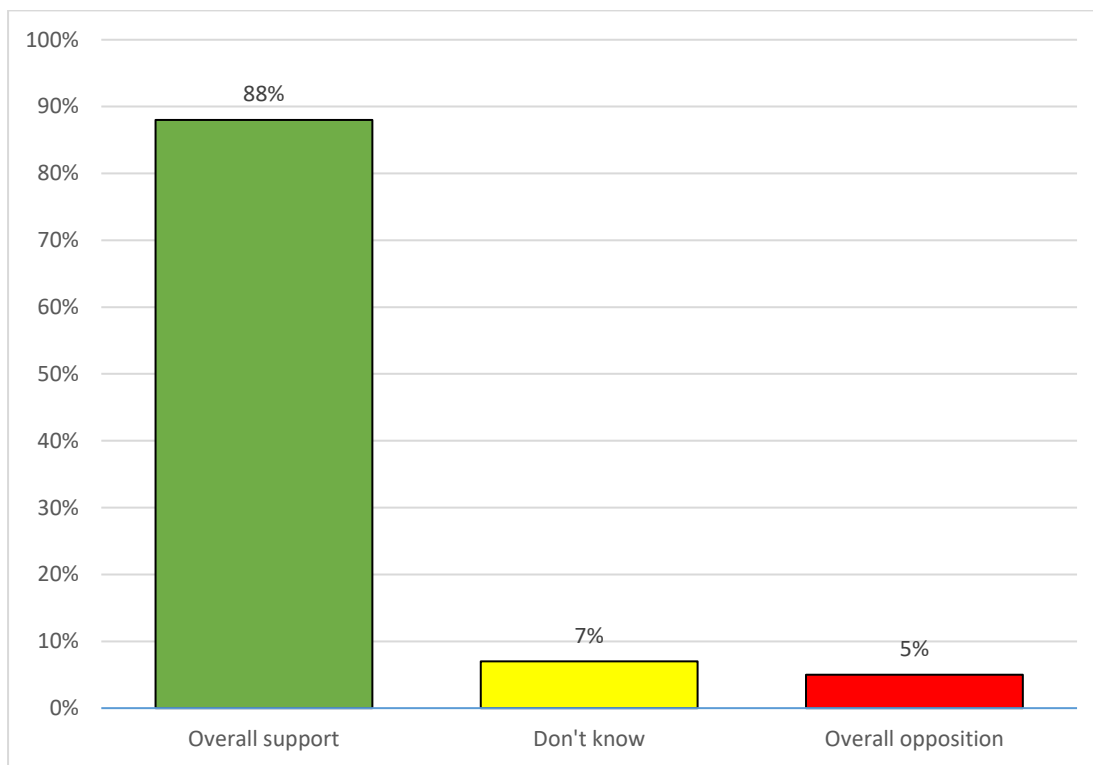
4.25. Additional comments were provided by a number of respondents, including:

- Would like to see more space for local artists/students to display/sell their work in pop-up shops and galleries.
- Support No.36 pop-up shop on High Street.
- Landlords must be made/incentivised to reduce rents.
- Discounts should be available for local and independent producers and makers.
- Pop-ups and use of vacant space should be encouraged for cultural uses and the arts
- Would prefer vacant buildings to be put to permanent use.
- Provide pop-up space for community benefits, e.g. repair shop, swap shop, charity.
- Depends on the type/quality of the pop-up shop/event.
- Use Market Place for events like the Salisbury Festival and the summer market programme.
- Market Place would work well for events e.g. pop up cinemas, pop up bars, street food, screened sports events, stages for arts, music and comedy etc.
- Do not support events in Market Place that are too loud.
- Surrounding bars/restaurants should be allowed to use Market Place by extending their seating when there are no other events on.
- The city centre needs to shift its focus to events, activities and creativity.
- Support for indoor food markets.

4.26. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 8

4.27. Question 8 asked: *The CAF proposes enhancing the Railway Station area with the creation of a new people-friendly orientated plaza, a business hub to the north of the station and improved interchange facilities for buses, cyclists and pedestrians. To what degree would you support such proposals?*



4.28. Additional comments were provided by a number of respondents, including:

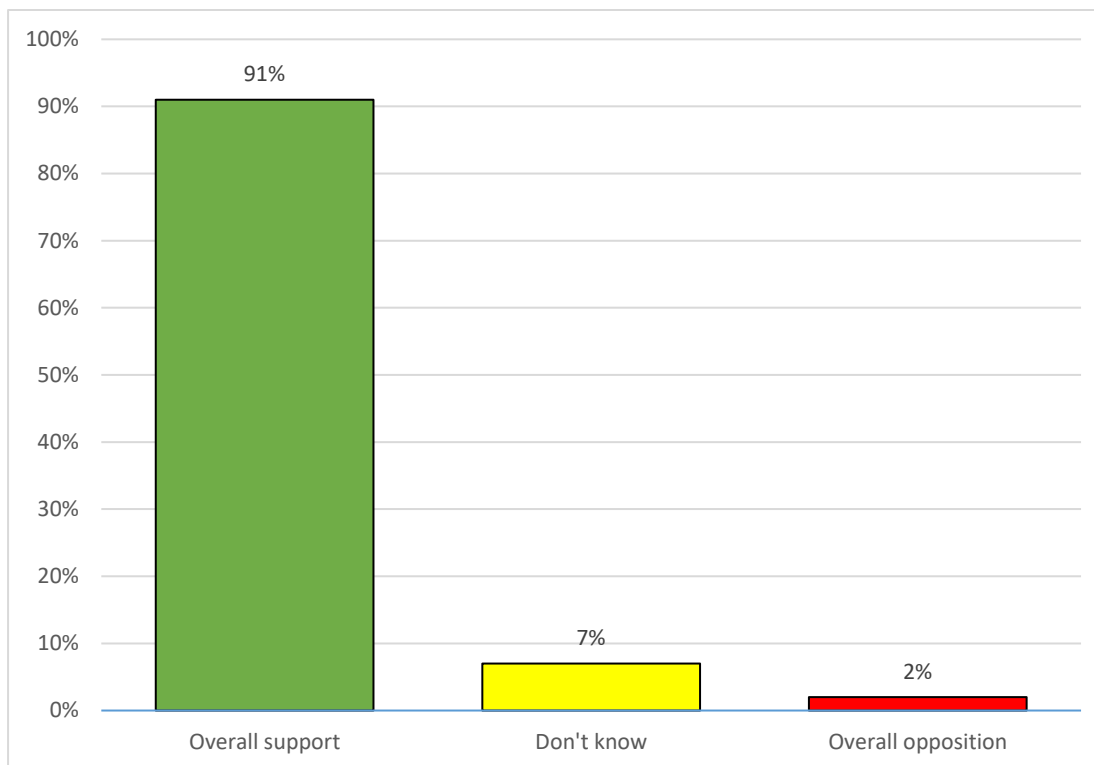
- The station should be linked with bus services/Park & Ride/a transport interchange.
- The station is an important gateway to the city that needs to be improved.
- The station needs to have better wayfinding and signage for pedestrians and cyclists.
- Buses, cyclists and pedestrians need to be kept safely separated.
- Better secure storage for bikes is needed.
- Improved/wider walking routes are needed to/from the station, e.g. along South Western Road.
- Traffic from Churchfields will be harmful to the environment of the new station area.
- An alternative route to Churchfields is needed that doesn't go past the station.
- Bus access to the station should be from a reopened northern entrance to avoid the need to traverse South Western Road. Open the north side of the station for pedestrian/cycle access.
- There should be a shuttle bus/tram from the station to the city centre
- Need to improve the Stonehenge bus stop
- Provide more parking spaces at the station e.g. decked parking.
- Continued ease of parking is needed for commuters.
- The 20min bays are well used and at times overwhelmed, so a similar number of 20min bays will be needed.
- Land north of the station should be used for housing and commercial development.
- Not sure that there is a need for a 'business hub'/extra office space.
- Object to building new commercial buildings when there are existing ones that are empty
- Concern about pulling the city's centre of gravity away from the existing centre.

- Creating a new link from Platform 6 to the Maltings / rear of Fisherton Mill area would enable better integration with the Maltings redevelopment.
- Introduce green space/planting as part of the plaza proposals.
- Not sure if the station forecourt area is big enough for the proposed uses.
- Include a screen/information kiosk/welcome hosts/ambassadors to inform visitors of events currently going on in the city.
- The area would benefit from redesign of traffic flow for taxis/buses.
- The walk to the city centre via the Fisherton Street rail bridge should be improved - the route under the railway bridge is not a pleasant experience.
- Churchfields Road has a dangerous crossing point about 200 meters from the mini roundabout for access to the train station. Work on the station forecourt must be expanded to incorporate the replacement of the existing pedestrian crossing point.
- The historic value of the station needs to be preserved.
- The development must not have adverse impacts on the amenity of nearby residents/ concern about increase in noise, litter and anti-social behaviour.
- Provide additional out of town stations to enable easier access for people who live outside of Salisbury, e.g. Wilton, Porton

4.29. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 9

4.30. Question 9 asked: *Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people?*



4.31. Additional comments were provided by a number of respondents, including:

- Workspaces must be affordable.
- Business rates are too high for this initiative.
- Provide workshops.
- The old post office should form part of this initiative, e.g. space for workshops, the Library/gallery, space for the homeless, return to use as post office as suggested uses.
- The empty properties along Castle Street should be used for this initiative.
- Nor clear what is meant by 'heritage living'.
- This idea should be good for supporting new/start-up/creative businesses.
- The old BHS building should form part of this initiative, e.g. suggested location for Three Chequers Medical Practice.
- Query why these spaces are not already being used.
- Empty shops need to be brought back into use.
- This proposal will help to enable young people to live in the city / Salisbury needs more young people.
- It is not just young people who need support
- No more housing for older people
- Use this initiative to deliver affordable housing.
- Support this initiative as it will reduce car usage in the centre.
- Support city centre housing as this will help to support local businesses.

4.32. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 10

4.33. Question 10 asked: *Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?*

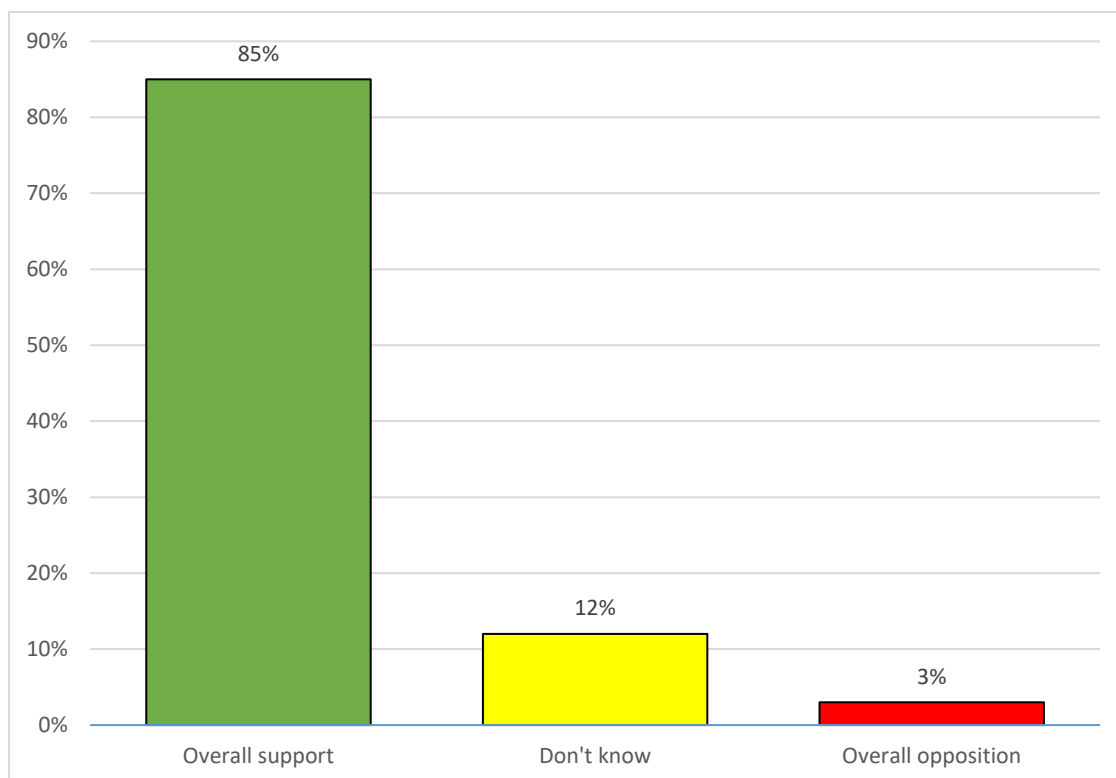
4.34. Comments were provided by a number of respondents, including:

- General support for the project.
- General objection to the project
- The project should be delivered as part of a joined-up events economy, e.g. as part of the Arts Festival.
- The project should be of limited duration, e.g. during the Arts Festival, peak tourism season, special occasions etc.
- The themes should be changed regularly to attract repeat visitors.
- It should be subtle/calm, not too flamboyant, high quality, tasteful / not 'tacky'.
- The project would be a waste of money
- Money should be prioritised on other essential projects and services ahead of this one.
- The Council should ensure the project doesn't cost too much
- The project would be good for attracting visitors / will be good for night life
- The project will not benefit local people / could cause inconvenience to residents.
- The temporary light shows at the cathedral worked well.
- Project is unnecessary. Salisbury already has a vibrant evening economy.
- The project should not result in unnecessary light pollution/habitat disturbance/loss of night skies.
- Concerns about the project's energy consumption/lighting must be energy efficient/use renewable energy.
- The project must be environmentally friendly / concern about compatibility with the council's declaration of a climate emergency.
- The siting/themes will need to be in keeping with character and heritage of the city.

4.35. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 11

4.36. Question 11 asked: *In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?*



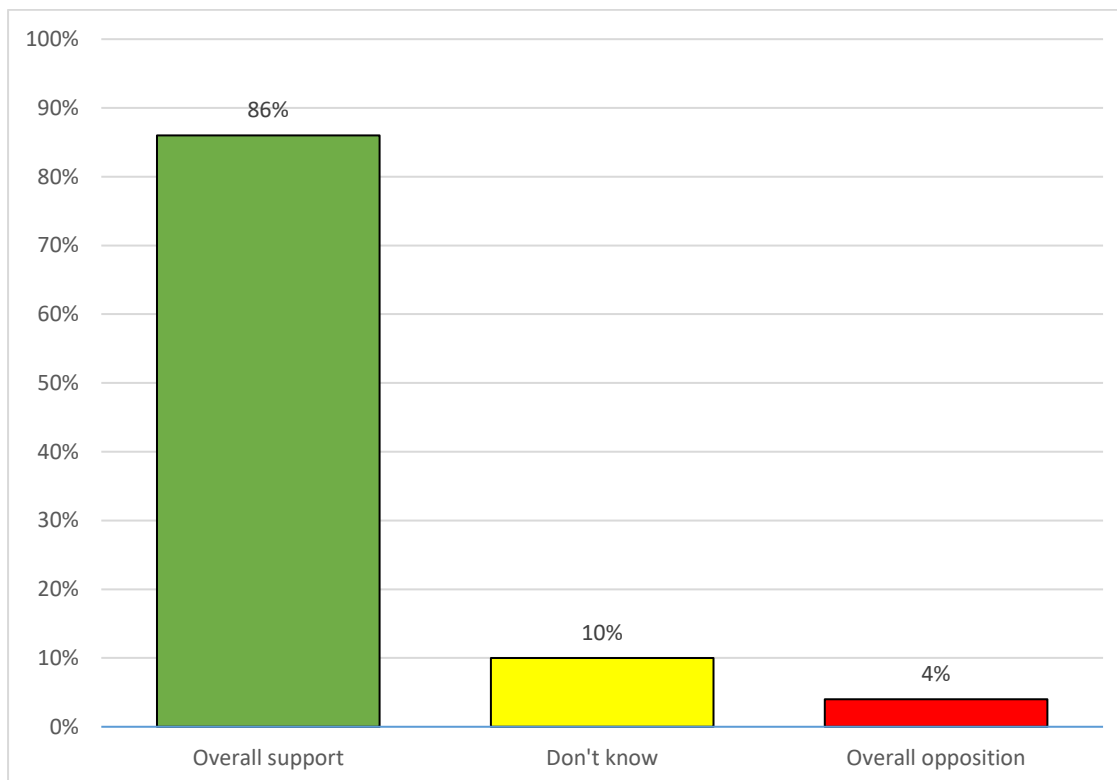
4.37. Additional comments were provided by a number of respondents, including:

- General support.
- Would support methods which promote and protect the heritage of the city Should not place undue burden businesses, e.g. small / independent / local businesses
- Funding/grants/loads would be needed.
- Money should instead be spent on supporting businesses to stay within our city and keep the high street full.
- Buildings should not be allowed to fall into disrepair.
- It is too late for this to be effective / damage has already been done.
- This initiative is needed as some parts of Salisbury look tired/scruffy. An improvement would be good for morale.
- Existing policies should be enough. These should be enforced.
- Wiltshire Council's shopfront policies are dated, and these should be reviewed and consulted on.
- Concern that this will add to bureaucracy of planning process.
- The Council should list all dilapidated city centre buildings and write to the owner/ tenant to explain the CAF objectives and require maintenance to be carried out.
- Design guidance should ensure signage is unobtrusive and complementary to the architecture above ground floor.
- Use of bright paint colours should not be acceptable in historic locations.

4.38. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 12

4.39. Question 12 asked: *Wiltshire Council is working to deliver improved pedestrian and cycling wayfinding infrastructure (e.g. directional and map signs) and technology (e.g. smartphone apps and digital displays) to help people find their way around the city. Do you support this? If so, do you have any comments or suggestions for ideas that could be incorporated into the wayfinding strategy?*



4.40. Additional comments were provided by a number of respondents, including:

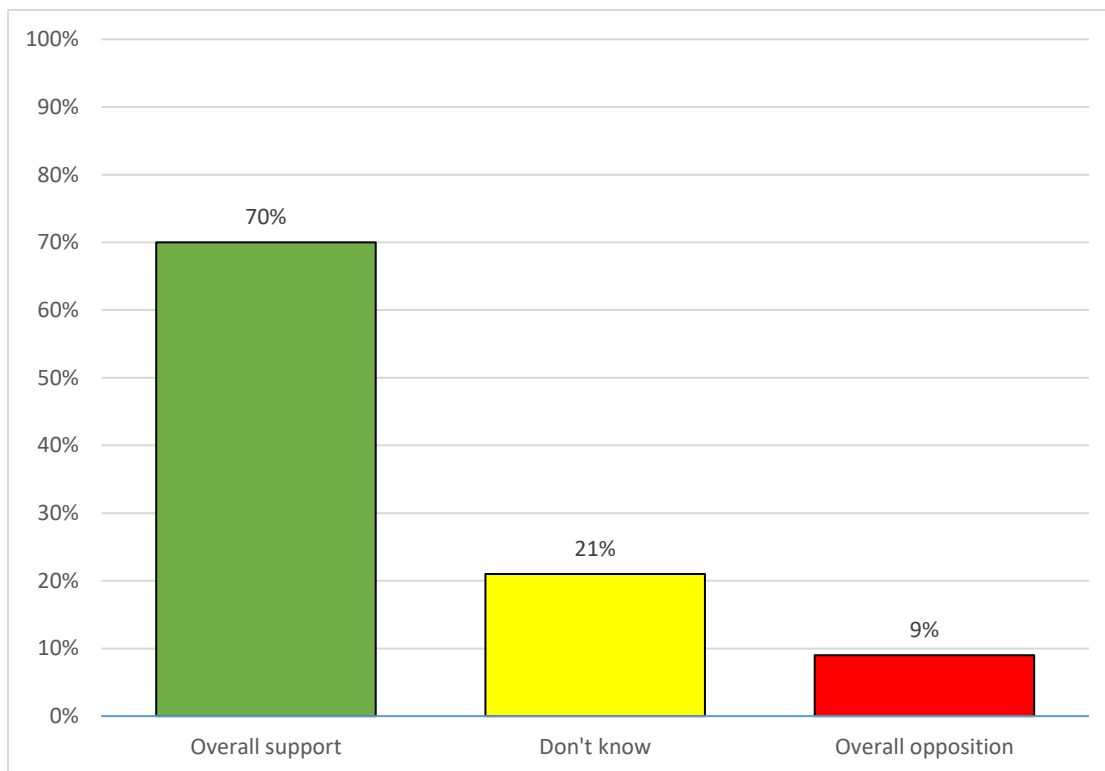
- Do not think this is needed / local people will not benefit from this / waste of money
- Wayfinding infrastructure could be sponsored by local businesses / Council advertising.
- Inspiration should be taken from Bath and Chester, Oxford, the Netherlands, Boston Freedom Trail (USA), Legible London.
- Must ensure that physical/digital infrastructure can be maintained and updated on an ongoing basis.
- Mustn't over rely on an app as not everyone uses a smartphone. Should be a range of options.
- Smartphone apps encourage people to look at their phones not their surroundings / should encourage people to look up.
- Don't need an app as people can use (Google) maps for free.
- Wayfinding system should be accessible for and tested by people with all disabilities.
- Paper maps are also important for visitors.
- Better signposting alongside the rivers is needed.
- Too many way markers could cause confusion / must avoid street cluttering
- Signage should be traditional and in keeping with the historic city.
- Include wayfinding markers/lines on the pavements.
- Signage should incorporate distances and walking / cycling times e.g. to the Railway Station, Churchfields, Five Rivers Health and Wellbeing Centre, the Hospital, Old Sarum and Stonehenge.

- Signage needs to be vandal proof; finger posts need to stay pointing in the right direction
- Include app links/QR codes on lamp posts/ bollards etc. explaining facts about the city, for children and adults.
- Clearer signage is needed for cyclists.
- Signage should link with routes into the city from the wider residential and business areas beyond.

4.41. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 13

4.42. Question 13 asked: *Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?*



4.43. Additional comments were provided by a number of respondents, including:

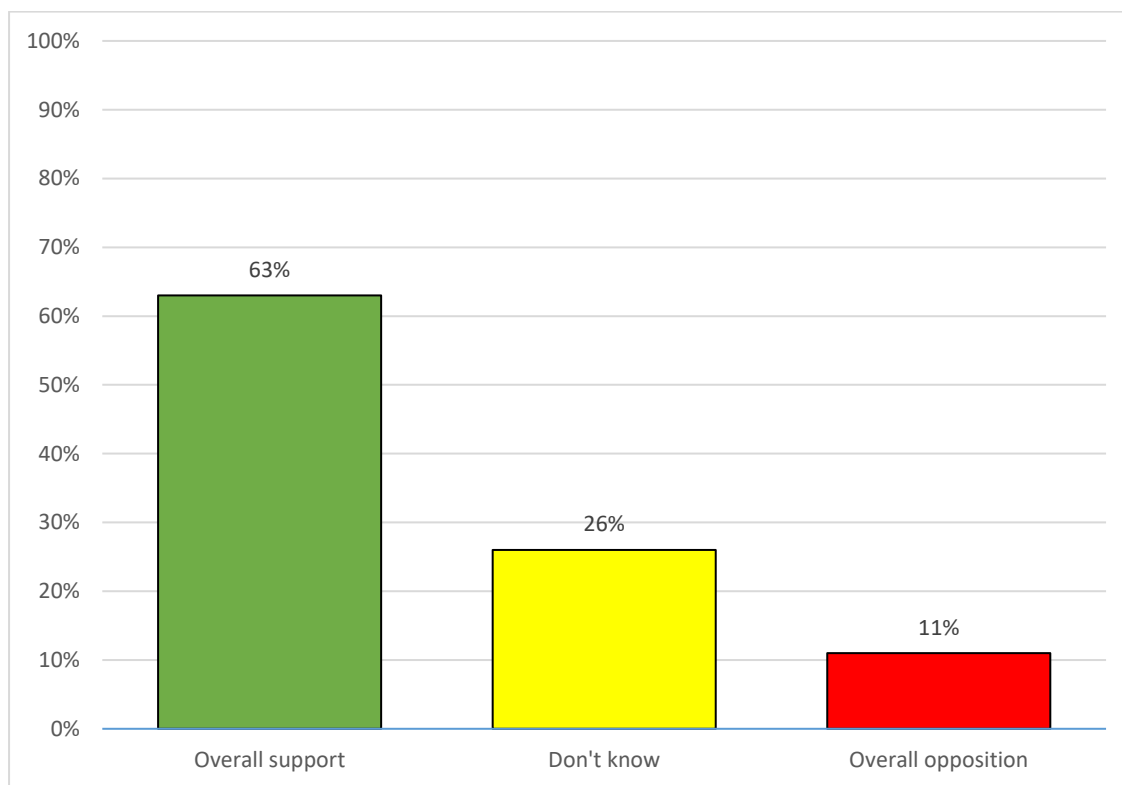
- Public art should be regularly changed
- Introduce regularly changed art, like the 'fourth plinth' platform in Trafalgar Square
- Object to money being spent on public art
- Public art shouldn't be at excessive cost or result in tax increases
- Public money should be prioritised on other essential infrastructure before public art
- Art could be supported through sponsorship
- Public art should be of high quality
- Public art should represent Salisbury's history, local themes and people
- Scope of public should include street performers/musicians/buskers
- Support for mural projects such as at Milford Hill bridge, and the stone curlew at Lush House
- Would like to see mosaics, e.g. in underpasses, on blank walls
- There should be a mix of modern and traditional art
- Do not support modern art
- Need to ensure public art is durable/concern about vandalism
- Public art should include water features, could be illuminated
- Local artists should be used
- Support for sculpture pieces
- Public art should include tree planting / flowers
- Public art should be a community project
- Would like to see public art that is interactive / tactile
- Need to include young people/schools in art projects

- Provide a graffiti wall / urban graffiti projects
- The Market Place should be a focal point for public art
- Art in the library/Young Gallery should be retained
- Request for new galleries for exhibitions and collections, e.g. with cafes
- Concern that art is subjective and may not be liked by all
- Art has worked well in the Cathedral Close

4.44. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 14

4.45. Question 14 asked: *Do you support the approach taken in defining character areas in Salisbury's central area?*



4.46. Additional comments were provided by a number of respondents, including:

- The character areas are too prescriptive and need to be flexible/diverse/should be allowed to develop their own character organically. Salisbury as a whole is a character area
- The character areas approach will be good for navigation, wayfinding will be key
- Object to Salt Lane and Brown Street redevelopment until wider car parking strategy resolved – both car parks are frequently full. Brown Street and Salt Lane car park are needed for access to Arts Venue, Cathedral, Guildhall, cinema, St Edmunds Church St. Methodist church, B&Bs, other entertainment, eating-out, retail
- Access to the riverside from Cathedral Close is constrained by property owners' rights, health & safety and insurance implications
- The HGV testing station should be relocated to a more suitable site such as Solstice Park
- A site at Wilton should be identified for car dealers to offload cars, to then be driven to the showrooms to avoid HGV having to come into the city
- Churchfields is very untidy in a poor state of repair and needs maintenance with more trees planted.
- An alternative route to Churchfields is needed, excluding the city centre, Mill Road, St Paul's roundabout and Fisherton Street.
- While HGV movements from Churchfields continue, all other benefits of the CAF are put at risk/devalued
- The library should stay in its current location
- Retail / Enhance the coach park

4.47. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Other comments

4.48. The final question of the survey asked: *Do you have any other comments on the CAF proposals?*

4.49. The responses received are summarised and responded to in the table below:

- Question where the money will come from to pay for the CAF projects.
- The CAF proposals are idealist / 'pie in the sky'.
- Salisbury has a history of grand schemes that never come to fruition.
- Request that the CAF proposals start to happen quickly.
- The scope of the central area does not allow for addressing more strategic issues that impact the city.
- Good quality-maintained street planting should be provided.
- Salisbury doesn't need any more shops
- Salisbury has a poor choice of shops.
- Independent businesses should be encouraged/supported.
- Prioritise getting empty shops refilled.
- Special support should be given to local businesses.
- Rents and rates are too high/should be reduced
- The CAF places too much focus on visitors over Salisbury's residents.
- There is a need to try and improve the unique appeal of Salisbury to tourists, e.g. more than just the Cathedral
- The CAF does not address issue of HGV or the traffic in and around the city.
- Traffic issues on Southampton Road need to be resolved.
- Salisbury needs a bypass.
- A road connection is needed between Churchfields to Netherhampton Road.
- Need to prevent cars from passing through the city to avoid the queues on the ring road / "rat running".
- Ensure that motorists wishing to park in city can only enter from the ring road
- Improved cycle routes and joined up infrastructure needed, e.g. to residential suburbs.
- Public transport is too expensive.
- Keep the Tourist Information Centre in its central position
- here is a poor bus service to outlying villages, needs to be improved.
- Salisbury needs more frequent bus services, and later bus times
- More electric charging points (esp. people that live in town) are needed.
- More action to combat climate change/respond to the climate emergency.
- Do not like design of Castle Street retirement flats.
- Not enough consideration of highways impacts from new housing developments
- More affordable homes are needed.
- Salisbury doesn't need more housing
- There are too many homes for older people.
- City centre housing will need parking space, e.g. for those that can't work in Salisbury.
- More public seating needed, incl. covered seating areas
- Cycle parking should be well designed/sheltered.
- Poor city centre cleanliness.
- Uneven/broken road surfaces, in poor repair.
- Need to improve street lighting
- Support for pedestrianisation.
- Salisbury needs a bus station, police station in central location, post office

- Centrally located disabled toilets / changing places are needed
- Any development needs to reflect Salisbury's heritage / character.
- Introduce city trails on themes, e.g. historic buildings, wildlife, Constable, Turner, Spitfires 'Look Up Salisbury' book.

4.50. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Future Salisbury
Wiltshire Council
The Council House
Bourne Hill
Salisbury
Wiltshire
SP1 3UZ

13th January 2020

Dear Sir/Madam

Invitation to comment on the Salisbury Central Area Framework

Wiltshire Council is developing a Central Area Framework (CAF) for Salisbury which will be a blueprint for future developments and projects in the city centre. We sought your views on the priorities, proposed themes and objectives of the CAF in the summer of 2019, and we are now asking for your further feedback on a revised version on the CAF which takes into account the comments that we received last year.

Salisbury is a wonderful place to live, visit and work. However, the city centre faces challenges which threaten its vibrancy and the livelihoods of those that depend on it. This includes the threat of climate change and flood risk, changing shopping habits and unaffordability of homes. The CAF makes a series of recommendations to guide future developments and initiatives in the city centre with the aim of bringing positive change to the city to make it a more vibrant, attractive and sustainable place.

As well as asking for your comments on the CAF we are also asking for your feedback on a number of specific projects that the Council are working towards, which are explained in more detail on the exhibition display boards.

Viewing the Salisbury Central Area Framework and the exhibition display boards

The Salisbury Central Area Framework, its supporting documents, exhibition display boards and response survey will be published on Thursday 16th January 2020 on the Wiltshire Council website at:

www.wiltshire.gov.uk/salisbury-future

Paper copies of these documents will also be available during normal opening hours at:

- Salisbury Library
- Wilton Library
- Downton Library
- Amesbury Library
- Durrington Library
- Five Rivers Leisure Centre, Salisbury
- Wiltshire Council offices in Salisbury (Bourne Hill)
- Wiltshire Council offices in Trowbridge (County Hall)

How to comment

Comments are invited between **9am Thursday 16th January and 5pm Friday 28th February 2020**. Please note that any responses received after this time may not be taken into consideration.

Please complete the online survey; download a survey form; or pick up a survey form from one of the locations overleaf, and return:

By email to:

FutureSalisbury@wiltshire.gov.uk

By post to:

Future Salisbury
Wiltshire Council
The Council House
Bourne Hill
Salisbury
Wiltshire
SP1 3UZ

Public exhibition

Staffed exhibition displays about the Salisbury Central Area Framework and other Wiltshire Council projects will be held at the following times/locations:

Tuesday 21st January, 2pm - 5:30pm
Salisbury City Hall, Malthouse Lane, SP2 7TU

Wednesday 29th January, 2:30pm to 7pm
United Reformed Church, Fisherton Street, SP2 7RG

During these times officers from Wiltshire Council and other partner organisations will be in attendance to answer your questions about the CAF and its projects. Outside of these times, an unstaffed exhibition display will be available to view at Salisbury Library, Market Place, SP1 1BL, from Thursday 16th January to Friday 28th February 2020.

Should you require any further information please email FutureSalisbury@wiltshire.gov.uk or telephone 01225 718430.

Yours sincerely

Tom Dobrashian
Interim Director for Economic Recovery
Wiltshire Council

Appendix B: Advertisements / articles about the CAF

15 January 2020 – Residents to have their say on shaping Salisbury's future – Salisbury City Council news bulletin <http://www.salisburycitycouncil.gov.uk/latest-news/item/residents-to-have-their-say-on-shaping-salisbury-s-future>

15 January 2020 – Residents to have their say on shaping Salisbury's future – Wiltshire Life <https://www.wiltshirelife.co.uk/general/residents-to-have-their-say-on-shaping-salisburys-future-1>

16 January 2020 – What could Salisbury's Future Look Like? – Spire FM website <https://www.spirefm.co.uk/news/local-news/3024984/what-could-salisburys-future-look-like/>

16 January 2020 – Revised flood risk reduction plans announced for Salisbury – Salisbury Journal <https://www.salisburyjournal.co.uk/news/18162123.say-plans-future-salisbury/>

24 January 2020 – Ambitious plans revealed to improve life in Salisbury and help it 'thrive' – Salisbury Journal <https://www.salisburyjournal.co.uk/news/18184308.ambitious-plans-revealed-improve-life-salisbury-help-thrive/>

29 January 2020 – Two Salisbury car parks could be lost under transformation plan – Spire FM website <https://www.spirefm.co.uk/news/local-news/3034110/two-salisbury-car-parks-could-be-lost-under-transformation-plan/>

30 January 2020 – Sorting out traffic is key to city's future, says Annie Riddle – Salisbury Journal <https://www.salisburyjournal.co.uk/news/18191894.sorting-traffic-key-citys-future-says-annie-riddle/>

2 February 2020 – 'Ambitious' vision for Salisbury to help it 'thrive' – Salisbury Journal <https://www.salisburyjournal.co.uk/news/18202312.ambitious-vision-salisbury-help-thrive/>

21 February 2020 - Time running out to have your say on shaping Salisbury's future – Wiltshire Council news bulletin <http://www.wiltshire.gov.uk/news/articles/time-running-out-to-have-your-say-on-shaping-salisburys-future>

24 February 2020 – Consultation deadline for Salisbury Central Area Framework – Salisbury Journal <https://www.salisburyjournal.co.uk/news/18257279.consultation-deadline-salisbury-central-area-framework/>

Appendix C: Announcements through Wiltshire Council e-newsletters.

Wiltshire News e-newsletter - Issued on 13 January 2020

- E-newsletter delivered to 20,061 recipients
- 13,361 of the subscribers opened the e-newsletter
- The e-newsletter has been opened 27,569 times in total
- Clicked 2,220 times
- 175 clicks for the Salisbury CAF article

Wiltshire Council Community Engagement Manager e-newsletter - Issued on 13 February 2020 to 858 subscribers

Successful deliveries	856	99.8%
Total opens	557	
Last opened	24/2/20	1:47PM
Forwarded	0	

Appendix D: Social media communications.

Top Posts By Clicks

W **f Our Wiltshire** @WiltshireCouncil
Jack Holdway | 14 Jan 2020 | 11:21

Are you a #Salisbury resident? If so, you can have your say on two important projects in the city. The first will help shape the future of the city centre & the second is a joint initiative with @EnvAgency to improve the watercourses in central #Salisbury <http://socsli.n/zGuW>

4K 6.2K 20 11 0 351

W **Wiltshire Council** @wiltscouncil
Jack Holdway | 28 Jan 2020 | 15:40

Are you a resident local to #Salisbury? We want your views on two important projects in the city! Come along to a public exhibition at the United Reformed Church on Fisherton Street in #Salisbury tomorrow from 2:30pm. See you there 😊 <http://socsli.n/up5dd>

52.2K 7.9K 13 8 1 38

W **Wiltshire Council** @wiltscouncil
Jack Holdway | 14 Jan 2020 | 11:25

Are you a resident local to #Salisbury? Make sure you have your say on two important projects in the city. One will help shape the future of the city centre & the other is a joint initiative with @EnvAgency to improve the watercourses in central #Salisbury <http://socsli.n/xqGQT>

52.2K 6.3K 3 1 1 22

Top Posts By Reach

W **Wiltshire Council** @wiltscouncil
Jack Holdway | 14 Jan 2020 | 11:25

Are you a resident local to #Salisbury? Make sure you have your say on two important projects in the city. One will help shape the future of the city centre & the other is a joint initiative with @EnvAgency to improve the watercourses in central #Salisbury <http://socsli.n/xqGQT>

52.2K 6.3K 3 1 1 22

W **Wiltshire Council** @wiltscouncil
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52.2K 7.9K 13 8 1 38

W **Wiltshire Council** @wiltscouncil
Jack Holdway | 21 Jan 2020 | 14:02

If you're a local resident or business then come along to our CAF (Salisbury Central Area Framework) exhibition at @CityHallSalis this afternoon & have your say on the future of the city centre. We're here until 5:30pm 😊 <http://socsli.n/7ts8q>

39.7K 6.3K 3 4 6 10

Salisbury - Our place in the future

The Central Area Framework

We want your views!

Salisbury is a wonderful place to live, visit and work. However, the city centre faces challenges which threaten its vibrancy and the livelihoods of those that depend on it. This includes the threat of climate change and flood risk, the impacts of the 2018 nerve agent attack, changing shopping habits, and increasing unaffordability of homes.

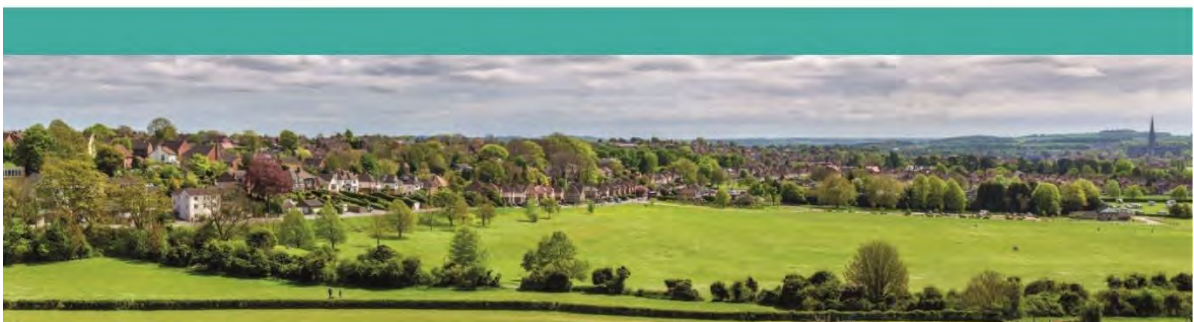


Wiltshire Council is preparing a Central Area Framework (CAF) for Salisbury which will be a plan of action for the future of the city centre. We consulted on an early draft of the CAF in the summer of 2019, and we are now asking for your further feedback on a revised version which takes into account the comments that we received last year.

The CAF makes a series of recommendations to guide future developments and initiatives in the city centre with the aim of bringing positive change to the city and making it a more vibrant, attractive and sustainable place. Wiltshire Council and its partner organisations will take forward the recommendations of the CAF.



As well as asking for your comments on the revised CAF, we are also asking for your feedback on a number of specific projects that the council are working towards.



Salisbury - Our place in the future

Five themes identified by the Central Area Framework

Improving open space and the environment

The delivery of a River Park through the city centre and improving connections between the existing green spaces to enhance nature, leisure and enjoyment.

Bringing out the qualities

To enhance buildings and spaces to best showcase the unique and beautiful heritage of Salisbury.



Creating people friendly streets

To make the central area a better place for people to move around safely, comfortably and in an environment with reduced noise and air pollution and prioritised spaces for pedestrians, cyclists and public transport users.

Creating vibrancy

Giving residents and visitors an experience through the activities that happen in addition to the day-to-day retail, leisure and service offer which they really enjoy, want to repeat and recommend to others.

Identifying character areas and their role in the city

Providing a clear and distinctive identity and purpose to the various parts of the central area to enhance their individual character and role.

Salisbury - Our place in the future

Creating people-friendly streets

CAF Theme 1:

Making the central area a more enjoyable place for people to move around safely, in an environment with reduced noise and air pollution, prioritising cycling, walking and public transport.

What the CAF recommends

To improve the experience of walking and cycling within, to and from the central area

Defining parts of the city centre that may be suitable for pedestrianisation or enhanced pedestrian spaces, such as along Fisherton Street. Green planting and improvements to the public realm in pedestrian-friendly areas.



To reduce the dominance of the private car within the city centre

Rationalisation of car parking options in the city to encourage greater uptake of the Park and Ride services and to improve the air quality and environment in the city centre, while maintaining a minimum requirement of parking for residents, Blue Badge holders, disabled people and shoppers.

Salisbury - Our place in the future

Creating people-friendly streets

CAF Project: Fisherton Street

Wiltshire Council is applying for funding under the Future High Streets Fund, to bring about improvements to the urban environment in various locations along Fisherton Street, to build on its success as a hub for independent retailers, emphasise its eclectic character, make it a destination rather than a thoroughfare and to provide an attractive welcome to visitors by train.

The proposed improvements include:

- Implementation of people-friendly streets principles.
- Creation of waterside seating areas to complement existing café culture.
- Public art in key locations, including the Fisherton railway bridge.

The council is working on the business case to secure funding.



Salisbury - Our place in the future

Creating people-friendly streets

CAF Project: Salisbury railway station

Transformational redevelopment of the Salisbury station forecourt to deliver a greatly enhanced arrival experience for visitors. The intention is to redesign the area away from being dominated by car parking (albeit sufficient car parking will be integral to the project), in favour of creating an improved experience for pedestrians using the area. The redevelopment will include a much improved bus interchange for tourists travelling onward to Stonehenge and direction finding into the city.



Salisbury - Our place in the future

Improving open space and the environment

CAF Theme 2:

Connecting the green spaces that exist through the city centre to enhance nature, leisure and enjoyment.

What the CAF recommends

To deliver the River Park project

Delivering an uninterrupted River Park connecting Elizabeth Gardens to Fisherton Recreation Ground, following the River Avon channel, to improve wildlife, attract more people to stay longer, improve air quality and deliver essential flood risk alleviation measures.

To celebrate the city's relationship with the rivers and meadows

Enhance the experience of Salisbury's rivers and the surrounding water meadows by improving footpaths and cycleways, and ensuring that new development faces and celebrates the rivers.



Salisbury - Our place in the future

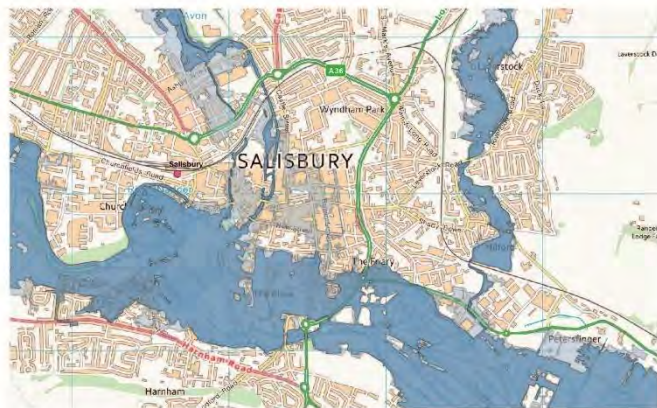
Improving open space and the environment



CAF Project: River Park

Wiltshire Council and the Environment Agency are working with a range of stakeholders to bring improvements to the watercourses in central Salisbury with the intention of delivering the following benefits:

- Reducing flood risk to residents and businesses.
- Building climate change resilience.
- Enhancing existing and creating new spaces for biodiversity.
- Improving public enjoyment of the river.



Flood Zone 3 Map for Salisbury city centre showing the previously published outlines (dark blue) and updated outlines (light blue)

The Environment Agency has re-evaluated the flood risk in the area, which shows an increased risk to the city centre than previously predicted, with more residential and commercial properties being at risk.

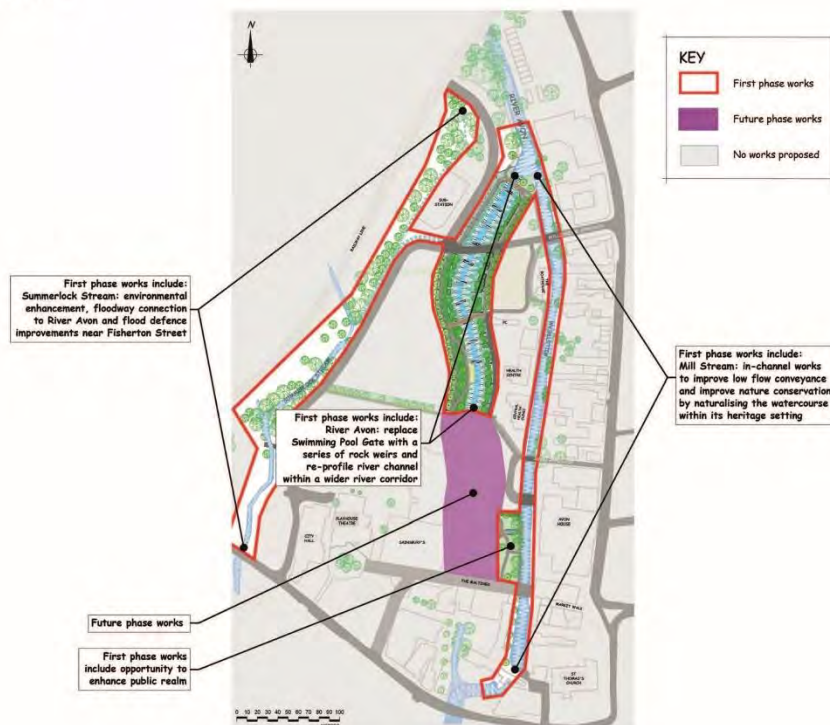
There is an opportunity to reduce the flood risk to a wider area, whilst providing other environmental benefits, through works as part of the redevelopment of the Maltings and Central Car Park site, and at Ashley Road Green Space / Fisherton Recreation Ground (which is located at the northern end of the River Park). These works are required to be completed together to provide the desired level of flood risk reduction.

Salisbury - Our place in the future

Improving open space and the environment

CAF Project: River Park (The Maltings & Central Car Park phasing)

The works at the Maltings will need to be delivered in phases. An initial first phase can be delivered which will provide improvement works to the entirety of the Mill Stream and Summerlock Channel within the Maltings/Central Car Park and the northern part of the main River Avon. The details for the remainder of the River Avon are dependent on the final development proposals in this area and would be delivered in a later phase. The plans show this phased approach along with a more detailed plan which shows how the River Park could look in the later phase.



Salisbury - Our place in the future

Improving open space and the environment

CAF Project: River Park (The Maltings & Central Car Park)

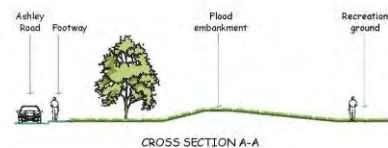


Salisbury - Our place in the future

Improving open space and the environment

CAF Project: River Park (Ashley Road open-space/ Fisherton recreation ground)

Early informal consultation with residents and businesses in the Ashley Road area was carried out in November 2019 on a set of three potential design options. Over 75% of the responses favoured one of the options, which is presented below. This has been amended based on the responses, including keeping more of the land at Ashley Road Green Space available for more formal recreation and public events. Further work will still be required on this option to address additional concerns, including any potential impacts from anti-social behaviour.



Salisbury - Our place in the future

Creating vibrancy

CAF Theme 3:

Creating lasting positive experiences for residents and visitors, in addition to the maintenance of quality day-to-day retail, leisure and services.

What the CAF recommends

To support appropriate mixed-use redevelopment of under-utilised buildings

Providing residents and visitors an experience which they really enjoy, want to repeat, and recommend to others.

To deliver regeneration of The Maltings and Central Car Park

The council will continue to work with landowners and investors to deliver the redevelopment of the Maltings and Central Car Park, as a mixed use development incorporating the Cultural Quarter and River Park

To deliver an enhanced tourist experience

Enhancement to the vibrancy and interest of the central area by delivering events and attractions such as the Illuminating Salisbury world-class light show.



Salisbury - Our place in the future



Creating vibrancy

What the CAF recommends

To encourage events and temporary uses

Encourage more events and temporary uses in the Market Place to add vibrancy and increase footfall. For example, screen and deckchairs during Wimbledon with pop-up strawberries-and-cream venue.



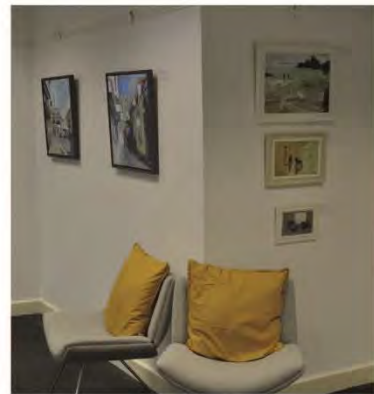
To enhance the Cultural Quarter

Embed Salisbury as a cultural destination where all of the arts are celebrated and opportunities for all come alive. Modernisation of the City Hall including new frontage onto Fisherton Street, with potential enhanced links with the Playhouse. Refurbishment of public spaces within the Cultural Quarter and delivery of a new library and gallery.



To improve and protect the evening economy

Develop a vision and strategy for the city's night life.



Salisbury - Our place in the future

Creating vibrancy

OPEN

CAF Project: Illuminating Salisbury light show

This project would boost the visitor economy into the evenings, making Salisbury a must-see heritage destination city throughout the year.

The Illuminating Salisbury project could install new, permanent major attractions in several locations in the city, anchored by major shows in Salisbury's Market Place.

High quality animated displays could form a trail around the city, telling its story and guiding visitors. Laser projection will be used in combination with digital content to produce frequent shows, more than a one-off 'festival of light'. It could entice local residents and tourists to enjoy all the city has to offer at night – food, culture, entertainment and shopping.



Salisbury - Our place in the future

Bringing out the qualities

CAF Theme 4:

Enhancing buildings and spaces to showcase the unique and beautiful heritage of Salisbury.

What the CAF recommends

To support appropriate reuse of heritage buildings and rear courtyards



To encourage preservation and restoration of historic shop fronts



To enhance the quality of the public realm



To improve wayfinding in the city centre



Salisbury - Our place in the future

Bringing out the qualities

CAF Project: Wayfinding

Deliver a significant improvement in the wayfinding experience for people moving through the central area of the city, to include improved signage and digital technologies.

The design approach will be sensitive and responsive to the historic character of Salisbury and led by high-quality design and referencing.



CAF Project: Public Art

Exploring the potential to deliver public art in the Fisherton Street project area, working with local and nationally recognised artists.

Concepts for public art interventions will be developed through consultation with the community and stakeholder engagement.



Salisbury - Our place in the future

How to comment

Comments are invited on the Salisbury Central Area Framework and its projects from **9am Thursday 16th January to 5pm Friday 28th February 2020**.

The Central Area Framework, the supporting Executive Summary, these exhibition boards, and feedback forms can be downloaded from our website www.wiltshire.gov.uk/salisbury-future

Feedback forms can be completed online, at the above address, or can be returned:

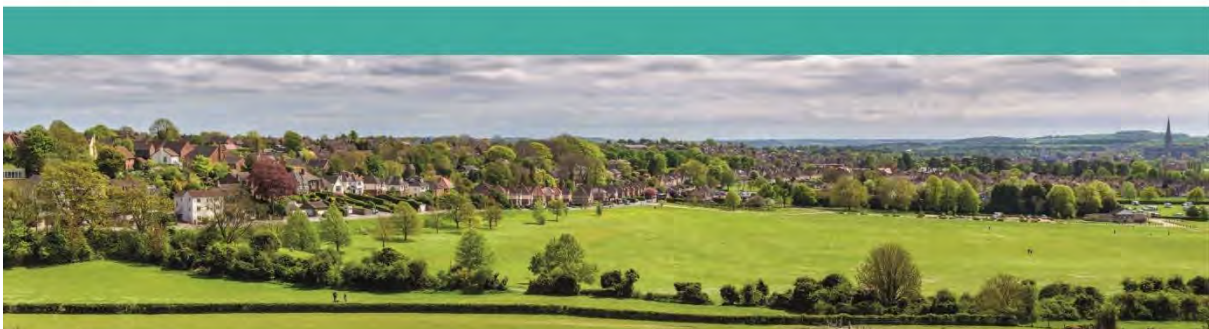
- by email to: futuresalisbury@wiltshire.gov.uk
- by post to: Future Salisbury, Wiltshire Council, The Council House, Bourne Hill, Salisbury, Wiltshire, SP1 3UZ

What happens next?

Once the consultation period is over we will review the responses received and make any necessary changes to the CAF. The final document will then be presented to Wiltshire Council for endorsement.

There will be regular progress updates on the dedicated website and through press releases.

If you wish to find out more or keep an eye on the progress of the CAF, please visit our dedicated website at www.wiltshire.gov.uk/salisbury-future



Wiltshire Council

Salisbury Central Area Framework

Survey

Ref:	(For official use only)
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Comments must be received by Wiltshire Council no later than 5:00pm Friday 28th February 2020

By post to: Future Salisbury, Wiltshire Council, The Council House, Bourne Hill, Salisbury, SP1 3UZ

By email to: futuresalisbury@wiltshire.gov.uk

Website: <http://www.wiltshire.gov.uk/salisbury-future>

Wiltshire Council is working with partners to produce a Central Area Framework (CAF) for the city of Salisbury. The CAF will make a series of recommendations aimed at driving economic growth and environmental improvements in the central area of Salisbury. Following public consultation in mid-2019, we are now inviting members of the public to provide further feedback on the revised CAF, and on several projects that are taking shape alongside the CAF.

This survey is divided by the Five Themes in the CAF:

People-Friendly Streets Improving Open Space and the Environment
Creating Vibrancy Bringing out the Qualities Establishing Character Areas






Please complete each section of this survey after you have viewed the relevant display boards or website pages. All comments received will be kept on a public file and may be anonymously published on our website.

Your details:






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Last name	
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Organisation (if relevant)	
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Email address	
Date completed	

Theme 1: People Friendly Streets

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				






Question 2: To help reduce car movements the CAF proposes to consolidate car parking, e.g. by reducing on-street parking spaces (except for Blue Badge holders) and exploring opportunities to redevelop Salt Lane and/or Brown Street car parks; while improving Park & Ride facilities. To what degree would you support such proposals?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Question 3: Are there any barriers that prevent you from using Salisbury's Park & Ride services?






- | | | |
|--|---|---|
| <input type="checkbox"/> Park & Ride locations | <input type="checkbox"/> Journey time | <input type="checkbox"/> Cost of fares |
| <input type="checkbox"/> Bus stop locations | <input type="checkbox"/> Service availability | <input type="checkbox"/> Personal concerns |
| <input type="checkbox"/> Journey quality | <input type="checkbox"/> Inconvenience | <input type="checkbox"/> Other (Please specify) |

Question 4: The CAF seeks to bring about improvements to the urban environment of Fisherton Street by widening pavements, introducing public art and improving lighting. This is with a view to building on its success as a hub for independent retailers, emphasising its eclectic character, making it a destination as well as an attractive gateway to the city. To what degree would you support such proposals?






 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below..				

Theme 2: Improving Open Space and the Environment

Question 5: Wiltshire Council are working to deliver a 'River Park' through central Salisbury to incorporate improved green space for recreational use, habitat creation, enhanced routes for pedestrians and cyclists, and flood risk reduction to a wider area. This includes land at The Maltings and Central Park, and land at Ashley Road Green Space / Fisherton Recreation Ground. To what degree do you support the River Park proposals?






 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below..				

Question 6: Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.






 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below..				

Theme 3: Creating Vibrancy






Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Question 8: The CAF proposes enhancing the Railway Station area with the creation of a new people-friendly orientated plaza, a business hub to the north of the station and improved interchange facilities for buses, cyclists and pedestrians. To what degree would you support such proposals?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				






Question 9: Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people.

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				






Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?

Theme 4: Bringing out the Qualities






Question 11: In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Question 12: Wiltshire Council is working to deliver improved pedestrian and cycling wayfinding infrastructure (e.g. directional and map signs) and technology (e.g. smartphone apps and digital displays) to help people find their way around the city. Do you support this? If so, do you have any comments or suggestions for ideas that could be incorporated into the wayfinding strategy?






 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Question 13: Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Theme 5: Establishing Character Areas

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Do you have any other comments on the CAF proposals?

Appendix G: Summarised consultation responses and Wiltshire Council officer feedback

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
14	<ul style="list-style-type: none"> Keep free access for those with poor mobility, the elderly etc. and not only blue badge holders. The needs of disabled people must be considered from an early stage of developing proposals. Must consider the needs of those with mental health conditions cannot use busy areas and rely on private car access. 	Noted, there is no intention to prevent disabled people or those with other health conditions from accessing streets.
1	Reservations about safety for those with physical, hearing and visual disabilities.	Noted.
1	Provide more level access for wheelchair users.	Noted
1	Provide free electric buggies for people with mobility issues.	Noted. Salisbury has a popular shop mobility scheme that has a small charge.
1	Pedestrianised areas are good for wheelchair access.	Support noted.
8	Shoppers with heavy/bulky items will need access points/parking.	Noted.
24	<p>Access is needed by residents, healthcare worker, businesses/shops. Some businesses require car access for appointments/ visits etc.</p> <p>There would need to be another way for through traffic and deliveries.</p> <p>Set up specified times for goods deliveries.</p> <p>Ban cars (excluding buses/blue badge holders) for specified times of the day.</p>	Noted, this can be managed in a similar way to access is achieved on the High Street for example.
8	<p>Concern that reducing access will harm viability of businesses.</p> <p>Making it less convenient for people to access the city and park may put people off from visiting.</p> <p>It will deter visitors if it's too difficult or takes too long to reach the centre.</p>	Noted, however in Stoke-on-Trent a project making the area more pedestrian friendly led to a 30% increase in footfall and is likely to improve viability.
10	Ban lorries/HGVs from the centre.	Noted, however there would still need to be deliveries at certain times of day.
1	Concern that this will hamper those who just need to 'pop' into town?	Noted.
1	<p>Cycling Opportunities Group for Salisbury note that air quality in the city centre is poor and is the largest environmental risk to public health in the UK. Non-essential private car journeys inside the ring road must be reduced significantly to improve air quality.</p> <p>Traffic in the city is considered by approximately half of residents to be a major issue, and significant concerns are raised over air pollution and quality of walking/ cycling routes/the pedestrian environment.</p>	Noted, the objective to reduce the dominance of the private car aims to result in a reduction in air quality.
10	Salisbury's air quality needs improving.	
1	Air quality should be measured in rush hour Minster Street, not off-peak Exeter Street.	Noted.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
2	Remove tetraethyl-lead from MOD aviation fuel. Reduce slurry held in storage by using an anaerobic slurry digester	Noted. This does not form part of the CAF.
4	The introduction of more electric cars / buses will improve air quality.	Noted.
3	Promote tuk-tuks (small electric taxis) / rickshaws.	Noted.
1	Salisbury's infrastructure should be decarbonisation.	Noted.
1	Need to limit the use of single use plastics.	Noted.
1	Increase the number of electric vehicle charging facilities.	Noted, this is now a requirement of government policy in all new development.
1	Set up an electric bike hire scheme.	Noted. The Station forecourt scheme aims to introduce an electric cycle hire scheme.
1	Request installation of affordable solar powered Belisha Beacons at various locations in the city.	Noted.
1	Cycle parking stands need to be provided at more locations in the city centre. Cycling Opportunities Group for Salisbury have identified several suitable sites and, subject to agreement with the local authority and other interested parties, these could be installed rapidly before Framework plans are finalised and funded. Consider on-street cycle parking instead of on-street car parking.	Noted. These will need to be considered in the light of the forthcoming traffic management plan.
3	Remove diesel buses from the centre/introduce more electric buses	Noted. Wilts & Dorset have started to introduce some electric buses.
6	Introduce more trees/greenery, e.g. like on Winchester Street. Introduce 'City Trees' - permanent installations of moss planting which improve and monitor air quality - could be sponsored by business Exeter Street and Southampton Road need landscaping and trees.	Noted. Southampton Road is managed by Highways England.
5	Continued access for buses in the centre is essential.	Noted. The CAF's objective is to reduce the dominance of the private car.
1	More buses are needed to serve the schools in Laverstock schools.	Noted.
1	Better public transport and increased use of Park & Ride will be welcome.	Support noted.
4	Get people out of their cars / incentivise walking & cycling	Support noted.
1	Salisbury Area Greenspace Partnership strongly support reducing vehicular traffic in the city centre with the exception of greener public transport.	Support noted.
1	Salisbury Civic Society support the concept of people friendly streets - currently the balance between motor traffic and other road users is far too weighted in favour of the former.	Support noted.
1	Any changes must be delivered in close consultation with businesses, Salisbury BID and Salisbury Indies.	Noted, any changes will be consulted upon.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Salisbury City Council and the neighbourhood plan steering group comment that it is unclear how infrastructure and street scene improvements will be funded.	Noted. It is anticipated that some improvements will be funded through the government's high streets fund.
1	It will require a massive investment in public transport (coordinated bus/train timetables) and the reintroduction of many, many rural bus routes before people can be expected to reduce / give up car journeys	Noted.
1	Cycling Opportunities Group for Salisbury comment that the council has thus far failed to deliver proposed transport strategies as demonstrated by current congestion and poor air quality in the city.	Noted.
1	Cycle infrastructure is needed to support the shift away from motorised transport.	Noted, the objective of the CAF is to introduce more cycleways.
1	Ensure that one-way streets are accessible to cyclists in both directions.	Noted. This will be considered through the Transforming Accessibility study and the Local Cycling and Walking Infrastructure Plan.
1	Install cycle-boxes at every traffic light and more 20mph repeater signs.	Noted. This will be considered through the Transforming Accessibility study
1	Cycling would be improved by routes being painted a separate colour from the pedestrian side and separated from cars by a kerb.	The maintenance costs of this would be prohibitive. Shared paths must be at least 3m wide to be segregated between cyclists and pedestrians.
1	Concern that streets without cars will become less safe for pedestrians at night.	Noted.
2	Salisbury should strive to have greener transport infrastructure like Oxford, York, Chester, London.	Noted.
1	It seems tourists are being prioritised over residents.	Noted, however the objectives are aimed at residents in order that health and air quality is improved, and Salisbury City Centre remains a vibrant place to visit.
18	Support for introducing pedestrian areas.	Support noted.
12	The whole city centre should be pedestrianised/prioritised for pedestrians.	Support noted.
2	There is already a good balance, with several pedestrian areas.	Noted.
4	Prioritising pedestrians will make the city more attractive, safe, and clean	Noted.
1	Concern that removing vehicular access will mean no one will visit except tourists, coffee drinkers and drinks/party-goers.	Noted, however in Stoke-on-Trent a project making the area more pedestrian friendly led to a 30% increase in footfall and is likely to improve viability.
2	Pedestrianise Catherine Street.	Noted.
3 1	Pedestrianise Fisherton Street. Widen pavements on Fisherton Street.	Noted. This is included in the scheme the council is putting forward to the government's Future High Streets fund.
1	Pedestrianise Exeter Street.	Noted.
2	Pedestrianise Market Place area only.	Noted.
1	Pedestrians should be given priority on High Street / Crane Bridge Street / New Street junction crossing.	Noted. This will be considered in developing proposals for people friendly streets.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
2	The Chequers (inc. Winchester Street and Salt Lane) are overcrowded pavements / pavements are too narrow.	
1	The Chequers are currently serviced relatively comfortably. The present layout of the Chequers enables access for deliveries and for those who arrive by bus and may not wish to walk far.	
1	Ashley Road and Butts Road have become a 'rat run' and should be prioritised for pedestrians and cyclists. Traffic calming and 20mph speed limit is needed.	Noted. However, these areas are not within the geographical scope of the CAF.
1	Widen pavements on Devizes Road.	
1	Widen pavements on Castle Road. There is too much traffic on Castle Road.	
1	More one-way streets to allow wider pavements.	Noted. This will be considered in developing proposals for people friendly streets.
2	Provide more/better pedestrian crossings	
1	South Western Railway comment that good quality, attractive routes to / from the railway station are an important component of improving rail travel, both for residents and for visitors.	Agreed.
1	Cycling Opportunities Group for Salisbury request pedestrianisation of many more city centre streets giving priority to full pedestrianisation of Queen Street along with Blue Boar Row and New Canal, followed by Fisherton St, Catherine St and Castle St. All pedestrianised streets must be two-way for cyclists.	Noted. This will be considered through the Transforming Accessibility study.
2	Pedestrianising Minster Street and Silver Street with access between Fisherton Street and Castle Street via The Maltings. This was put on hold following proposals for redevelopment of The Maltings and Central Car Park.	Noted. This will be considered in developing proposals for people friendly streets.
1	Salisbury Civic Society would like to see proposals for a shared space treatment for the Cheese Market developed.	
1	Salisbury Civic Society note that the area selected for a potential Heritage Action Zone would be a suitable area for an enhanced street treatment - while not ignoring the potential for improvements outside it.	
1	Salisbury Civic Society comment that pedestrianisation of the High Street works well.	Noted.
1	Salisbury Civic Society comment that Queen Street has no need of the current relaxed regime before 10 and after 4. It should be converted to the same format as the High Street, with only essential access, at non-peak times. As with the High Street, the surface should be at one level right the way across.	Noted. Wiltshire Council is currently working on changes to Queen Street.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Regarding possible extensions to pedestrianisation, Salisbury Civic Society comment that is likely to be supported, however any proposals will require analysis of traffic patterns and the implications of closures.	Noted.
2	Concern that prioritising pedestrians over cars would increase congestion and pollution where cars are held up in other locations.	Noted. However improved cycle and walking links should also reduce car trips
3	Concern about creating rat runs in other parts of the area, e.g. Chequers. The CAF fails to refer to problems caused by rat-running across the central area to avoid using the ring road. Better evidence is required to understand the scale of rat-running. E.g. need to stop traffic from using Love Lane as a rat run.	Concerns noted. This will be considered.
1	Cycles should be given priority over cars.	Noted. This will be considered through the Transforming Accessibility study.
38	For public safety there should be segregated spaces for buses, cyclists, mobility scooters and pedestrians.	Noted. Separation of space for pedestrians and cyclists will be delivered wherever possible.
1	It is dangerous to cycle in town with bus stops on so many streets.	Noted.
8	More / safer cycle paths are needed.	Noted, an objective of the CAF is to introduce more cycleways.
2	Introduce more safe contraflow systems for cyclists on one-way routes.	This may be considered where traffic flows are low enough and streets are of sufficient width.
2	Ban cyclists from pedestrianised areas.	Noted.
1	Cycling routes are very important but it is too dangerous.	Noted.
2	Walkways and cycle paths should be well lit and maintained.	Noted and agreed.
1	Regular re-painting of road markings, especially on roundabouts & cycle boxes at traffic lights, would help support cyclists.	Noted. This will be considered through ongoing maintenance.
1	In a recent climate change meeting in Salisbury residents unanimously declared that they want more cycling routes, improved walking routes and signage (November 2019).	Noted.
1	Cycle path safety should be improved and should be suitable for 3 wheeled bicycles.	Noted.
1	Cycling Opportunities Group for Salisbury comment that cycle paths would benefit from being upgraded to a higher standard in terms of width and surfacing e.g. Town Path (not wide enough), St Marks path parallel to Hilltop Way and behind Downsway.	Noted. Widening the Town path is supported by the current Town Cycle Network but will require collaboration with the Environment Agency and is likely to be a high cost scheme.
1	On page 20 (Improving walking and cycling) Natural England supports this initiative and would suggest consulting Sustrans on detailed proposals as both a partner and a potential to open up funding.	The council is currently working with Sustrans on several cycling schemes in Salisbury and will consult them on proposals.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Concern that there are not many cyclists in Salisbury to benefit from the CAF proposals.	Noted, however the aim of the CAF is to increase the number of visits by bike and on foot.
10	Improve cycling infrastructure in/into town and surrounding housing areas.	Noted.
1	Cyclists should be catered for safely on Fisherton Street and Blue Boar Row.	Noted.
8	Cycle routes need to be clearly signed.	Noted.
5	Need to ensure cyclists/pedestrians adhere to designate cycleways/footpaths.	Noted.
3	Cycle routes need to be continuous to allow safe transition across town.	Noted.
24	There is too much traffic in town - reduce traffic levels (except buses/taxis) Tourists do not wish to visit a traffic jam.	Noted, the aim of the street hierarchy is to try and reduce traffic.
1	Need to improve Salisbury's entrances.	Noted.
2	The plans will require improvements to the ring road.	Noted. Highways England is currently investigating upgrading the signalling system on the ring road to improve its functioning.
1	There are negative impacts of poor air quality on residents living near the A36.	Noted. Wiltshire Council aims to work with Highways England to improve this.
1	Salisbury has good access to car parks from the ring road and Park & Ride is ideally positioned to introduce a permit scheme for vehicles incl. buses, taxis, community transport and delivery /service vehicles and city residents with cars.	Noted.
1	The city centre should become a 'pedestrian and cycle free zone' (PCFZ). 10mph should be the limit for all vehicles within the PCFZ. The ring road limit should be lowered with the roundabout accesses become 'access in turn' to keep traffic moving.	Support noted.
1	The inadequate ring road forces many motorists to drive through the city because it is quicker.	Noted. Highways England is currently investigating upgrading the signalling system on the ring road to improve its functioning.
9	Broken pavements / potholes / unclean streets make walking and cycling unpleasant.	The CAF aims however, to enhance the quality of the public realm that should reduce the occurrence of potholes etc.
2	Road layouts are too car dominated. There is too much illegal parking. Clamp down on it.	Noted, an objective of the CAF is to reduce car dominance.
1	One-way streets make traversing the city difficult.	Noted.
1	Speed restrictions do not get enforced.	Noted.
1	Salisbury's one-way system would make this impractical and dangerous.	All traffic and pedestrian / cycle movements will need to be looked at.
2	Make it difficult for vehicles other than public transport to enter one side of the city and leave by the other	Noted.
1	Improvements in pedestrian priority could be made by rephasing existing traffic lights.	Noted.
1	Fisherton St should be one-way, with traffic calming measures.	Noted.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Traffic problems need to be resolved around the retail parks. A side road connecting the retail areas would cut the traffic substantially.	Noted, however the retail parks are outside of the area of the CAF.
2	Need attractive parking options to keep city commercially viable Will only work with extra car parking need to keep central and other car parks	Noted. Currently there is overprovision of parking spaces in central Salisbury, particularly long-stay spaces.
1	Roadside metered spaces will be needed for shoppers buying bulky items	Noted.
1	Higher, not lower car parking charges (except at the hospital)	Noted,
1	A drop-off service from shop to park must be implemented	Noted
1	The suggestion to redevelop Salt Lane and Brown Street car parks is unacceptable. There is insufficient on street parking for Salisbury residents and many are forced to pay and park (including overnight) in Salt Lane or Brown Street car parks.	Noted, evidence studies including a parking strategy would be needed to understand the parking position prior to any scheme being taken forward.
1	I already have no visitors to my house in town because of lack of parking	Noted.
1	Cut down on parking on inner city streets (Winchester St, Salt Lane)	Noted, an evidence study / parking strategy would be needed to reduce on street parking.
1	There's lack of space on pavements around bus stops	Noted.
1	Shared streets need road designs that signal to drivers to give way.	Noted and agreed.
3	Concern that shared space can be confusing and may be dangerous.	Noted.
1	Salisbury Cathedral Close Preservation Society comment that the map showing areas for people friendly streets appears to include the entrance to The Close. The North (High St) Gate is the only vehicle entrance to The Close and therefore cannot be pedestrianised.	Noted. People friendly streets include a range of options from full pedestrianisation to part-pedestrianisation or measures to discourage through traffic.
1	Columbia Threadneedle Property Investments support people friendly streets. Pedestrianisation should not prejudice servicing of premises. Would support any of the options aside from full pedestrianisation.	Support noted.
1	Shared space would be better than complete vehicle bans.	Noted.
2	Cycling Opportunities Group for Salisbury and Salisbury Air Quality Steering Group support the development of a 'street hierarchy'.	Supported noted.
2	Salisbury City Council and the Neighbourhood Plan steering group strongly supports the street hierarchy approach. The Salisbury Neighbourhood Development Plan will contain policies that seek to give priority to walkers and cyclists and people with mobility impairments. It is recommended that rather than production of an SPD, that the CAF policy is directly translated into an NDP policy.	Support noted.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	If the system is too rigid it could result in certain areas of the city becoming backwaters.	Noted.
1	The street hierarchy must link in with existing pedestrian/cycle networks.	Noted.
1	Salisbury Area Greenspace Partnership comment that reduced space for vehicles in the centre will significantly improve air quality and enable public realm enhancements e.g. tree, shrub, hedge planting.	Noted.

Question 2: To help reduce car movements the CAF proposes to consolidate car parking, e.g. by reducing on-street parking spaces (except for Blue Badge holders) and exploring opportunities to redevelop Salt Lane and/or Brown Street car parks; while improving Park & Ride facilities. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Parking is too expensive.	Parking charges are set by the council's Parking Services team and are not within the scope of the CAF. Car parking charges set by the council support a range of other council transport measures, including essential local bus Services.
2	Consider reducing the price of short-stay parking.	
1	Any proceeds from redeveloping Salt Lane and Brown Street car parks should be invested in improving public transport, cycling and walking facilities.	Noted. The CAF seeks to promote more sustainable transport modes, such as increased use of the Park & Ride facilities and improve cycling and walking routes to reduce vehicular traffic in the central area.
1	Need certainty that any on-street "improvements" represent value for money.	The council will take cost into consideration in its analysis of the options available to ensure best value for money in delivering the strategic objectives of the scheme.
1	Build from ring road to Brown Street.	Wiltshire Council are in discussions with Highways England regarding improvements to the A36.
1	Reduce the number of cars coming into the city.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion.
4	Removing Brown Street car park would adversely affect traders in and around Catherine Street/Brown Street.	The CAF recommends that prior to any redevelopment Brown Street car park, a study should be undertaken of the city's parking requirements/need. The site at Brown Street is recognised in the Wiltshire Core Strategy as a brownfield development opportunity site.
3	Brown Street car park serves the evening economy, e.g. the Odeon and Cathedral events.	The CAF seeks to encourage a shift towards more sustainable transport modes and recommends the improvement of operating hours of Park & Ride to serve the evening economy. However, the CAF does not seek to prevent parking in the central area and

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		there will still be parking to serve the evening economy.
2	Brown Street car park is in a good location, capacity should be increased by making it multi-storey.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to reduce traffic/ congestion within the central area, reduce air pollution, and to reduce the cost of providing and managing parking facilities. Essential parking will remain for those who need it.
2	Further detail requested on what redevelopment of Brown Street car park might entail.	The CAF does not specify detailed proposals. When detailed proposals are made, these will be subject to public consultation.
1	Brown Street car park should provide secure bicycle parking.	The CAF recommends exploring the potential for the redevelopment of Brown based on a full assessment of the parking required within the city centre. The CAF does not specify detailed proposals such as the location of bicycle parking, but it does seek to encourage sustainable transport modes including cycling.
1	Object to development of Brown Street car parks which would interrupt cathedral views over the rooftops.	The CAF does not specify detailed proposals. When detailed proposals are made, these will be subject to the policies in the Wiltshire Core Strategy, including Core Policy 22 "Salisbury Skyline" which seeks to protect views of the cathedral.
1	The Council needs to take this sort of action if it is to address the climate emergency.	Agreed, the Council has declared a climate emergency which requires decisive action.
1	Cycling Opportunities Group for Salisbury support the closure of Brown Street and Salt Lane car parks for redevelopment into low cost, car free housing. Pedestrian access through Brown Street East must be retained.	Noted.
1	Salisbury Area Greenspace Partnership request general townscape improvements emphasising high quality urban greening (green/brown roofs & green walls), high quality, durable surfacing, street furniture, signage, lighting, & the use of sustainable urban drainage systems (SUDS).	Enhancement of the public realm and wayfinding, in the context of delivering sustainable solutions is being promoted by the CAF.
1	Salisbury Air Quality Steering Group comment that resident parking with charging points could be provided through Salt Lane/Brown Street redevelopment, with residential parking being removed on street in the City Centre.	The CAF does not specify detailed proposals, but it does seek to encourage sustainable transport modes rather than private car use. The CAF seeks to reduce availability of general on-street car parking within the central area.
1	Salisbury Cathedral note that redevelopment of Salt Lane and Brown Street car parks may have an impact on the car parking and traffic within the Cathedral Close.	The CAF recognises the importance of the Cathedral Close and seeks to ensure it remains a place of calm and sanctuary, while protecting its essential role in the city's tourism industry.

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1	Salisbury Neighbourhood Plan Steering Group notes that the NP include a housing mix policy. Windfall developments will be encouraged in the city centre. Early evidence indicates a shortage of housing for young people and it is the SG's aspiration to allocate housing for young people to encourage the night-time economy and balance the ageing population. Salt Lane and Brown Street care may be considered for allocation.	Noted. Brown Street and Salt Lane car parks are recognised in the Wiltshire Core Strategy as brownfield development opportunity sites that could contribute to housing delivery.
1	South Western Railway recommend that the sites are considered for small scale office space to increase the number of people working in the city, generating additional spend in local food / drink and other sectors. Employees are also more likely to travel into work sustainably.	Noted. The CAF identifies Brown Street and Salt Lane car parks as potential opportunity sites.
2	Salt Lane car park is in a good location, capacity should be increased by making it multi-storey.	The council's Salisbury Transport Strategy advocates the incremental shift from centrally focussed, long-stay parking to Park & Ride facilities. The CAF recommendations complement this agreed approach.
2	Further detail requested on what redevelopment of Salt Lane car park might entail.	It is not within the remit of the CAF to specify detailed proposals. Any future proposals for Salt Lane car park will be subject to consultation.
1	Salt Lane car park is unsuitable as the surrounding streets are not capable of coping with through traffic.	The CAF seeks to reduce the prominence of cars within the central area, which will reduce through traffic, and encourage better use of Park & Ride facilities and to create more people-friendly streets.
9	Closure of Salt Lane car park may damage the viability of the Arts Centre.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to the benefit of the pedestrian, public realm and air quality. It is not the policy to prevent people from visiting the city centre by car though and central parking will still be available for visitors to the Art Centre if Salt Lane car park is redeveloped.
5	Parking is needed near entertainment venues for safety of people travelling alone.	The CAF recommends rationalising car parking in the central area to the benefit of the pedestrian, public realm and air quality. The CAF makes recommendations to nurture the evening economy thereby making it more vibrant and providing natural surveillance. The CAF also recommends measures that will improve safety and accessibility of walking and cycling routes within the central area.
1	Wiltshire Creative raise concern that redevelopment of Salt Lane could have a negative impact on parking for Salisbury Arts Centre. Park & Ride would need to operate well into the evening (e.g. 11pm or midnight closure) for it to be useful for the night-time economy, e.g. Salisbury Playhouse and Salisbury Arts Centre.	The CAF recommends improving and raising awareness of Park & Ride services. More use of Park & Ride will allow for operating hours to be extended. The CAF recognises that the operating hours of the Park & Ride service need to be improved to reflect working hours and to support the evening economy.

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3	Concerns about parking availability for St Edmunds Church Street Church.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to the benefit of the pedestrian, public realm and air quality. However, it is not the policy to prevent people from visiting the city centre by car and central parking will still be available.
2	Salt Lane car park is well used by patients attending GP practices in Rolleston Street and Endless Street.	
7	Salt Lane car park is used by locals for residential parking, as there is not enough on-street residential parking.	The CAF recommends that prior to the redevelopment of Salt Lane and Brown Street car parks a study should be undertaken of the city's parking requirements. The CAF recognises that in exploring redevelopment opportunities for Salt Lane and Brown Street car parks, it will be necessary to understand the extent and needs of residents' parking and potential options.
1	Salt Lane car park is needed for council employees at Bourne Hill.	
1	Concern that the CAF's proposed development would restrict light to nearby existing properties.	Any future proposals resulting from the CAF's recommendations will ensure that residential amenity of existing properties is not compromised.
1	Salisbury City Council strongly supports the reduction of on-street parking in the city centre and rationalisation of car parks to reduce the number of cars, in conjunction with an accessibility assessment once the full impact of the Maltings development is understood.	Support noted.
2	Support redeveloping the car parks for housing/affordable housing.	Support noted.
1	Object to any redevelopment being high density housing.	The CAF does not specify detailed proposals. Future, detailed proposals will be subject to further consultation. National planning guidance requires development to make effective use of land.
1	Any redevelopment should not exceed two stories or build underground.	
1	Develop Salt Lane and Brown Street sites to four-storey buildings, with two-storey residential blocks above two-storey car parks. The lower car park could be underground.	The CAF does not specify detailed proposals. Future, detailed proposals will be subject to further consultation.
1	Concern that redevelopment of the car parks will add further pressure of more cars in the city centre.	The council's Salisbury Transport Strategy advocates the incremental shift from centrally focussed, long-stay parking to Park & Ride facilities. The CAF recommendations complement this agreed approach. Consolidating parking in fewer locations in proximity to the city centre would reduce traffic within the central area, congestion, air pollution, and the cost of providing and managing parking facilities.
3	Salt Lane and Brown Street car parks should become open spaces, trees, flowers, community vegetable planting.	Noted.
2	Redevelopment should be car-free or car club only with no parking spaces.	Noted. The CAF does not detail specific proposals, but any future proposals will be subject to further consultation.
2	Salt Lane and Brown Street car parks should be for residents' parking.	The CAF recognises that in exploring redevelopment opportunities for Salt Lane and

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		Brown Street car parks, it will be necessary to understand the extent and needs of residents' parking and potential options.
2	Redevelopment of Salt Lane / Brown Street car parks should include good lighting, well maintained pathways, signage, trees and planting.	Agreed. Policies in the Wiltshire Core Strategy require new development to be of high-quality design.
1	There is no reason for a sitting/recreation area in Salt Lane car park as the Arts Centre area and Cafe and Parks are close by.	Noted. As and when detailed redevelopment proposals come forward for Salt Lane car park, this will be subject to further consultation.
1	Create a green route from Greencroft / Art Centre along Salt Lane towards the river path (albeit not complete linkage).	Noted.
1	Salt Lane, Brown Street and part of the Maltings car parks should be developed for affordable residential.	The CAF has been prepared to support the development of much -needed housing in the central area with a focus on delivering homes suitable/ affordable for younger people.
1	Any housing must have the highest standards of insulation with renewable energy.	All redevelopment will be required as a minimum to meet national policy standards for renewable energy.
2	Neither Salt Lane or Brown Street car parks should be developed until it is clear what is happening with parking on the central car park / railway station.	The CAF recommends that prior to the redevelopment of Salt Lane and Brown Street car parks a study should be undertaken of the city's parking requirements.
9	Salt Lane and Brown Street car parks are vital for short-stay access to the city centre.	If Salt Lane and Brown Street car parks are redeveloped, there will still be centrally available parking spaces. The CAF does not seek to prevent parking in the central area but to encourage a shift towards more sustainable transport modes, such as increased use of the Park & Ride facilities and improve cycling and walking routes to reduce vehicular traffic in the central area.
1	Do not develop into shops when there are already too many empty premises in the city.	The CAF does not include detailed redevelopment proposals for Salt Lane. It is acknowledged that there are vacant /derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a catalyst for wider economic recovery in the city.
2	Central car park needs to be retained.	The redevelopment of the Central Car Park is an adopted planning policy of the Council and has been subject to two Examinations in Public upon which independent Inspectors acting on behalf of the Secretary of State found the plans to be sustainable and sound. Salt Lane and Brown Street car parks are recognised in the Wiltshire Core Strategy as a brownfield development opportunity site.
2	Reduce/redevelop the central car park instead of Salt Lane/Brown Street.	
1	The new car park at the Maltings must be able to adsorb the parking requirement e.g. three-storey car park.	The specific end uses for the site have yet to be determined, and this will guide the number of car parking spaces that are needed on the

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No. comments	Comment	Officer response
		site. The masterplan for the site focuses on removing long stay car parking (usually workers) and encouraging those to use Park & Ride service. That is complimented by encouraging people visit the city centre using other means of transport, especially walking and cycling.
1	Concern that a multi-storey facility in the Maltings will not be used by older people as would be unsafe hard to access.	Any specific proposals will have to incorporate safety by design and take account of the needs of future users (Wiltshire Core Strategy Policy 57).
8	Reducing parking at Salt Lane, Brown Street and Central car parks would be detrimental to the evening economy, e.g. Playhouse and City Hall.	The CAF does not seek to prevent parking in the central area but to reduce the prominence of cars within the central area, encourage better use of Park & Ride facilities and to create more people-friendly streets. The CAF recognises that the operating hours of the Park & Ride service need to be improved to reflect working hours and to support the evening economy. More use of Park & Ride will allow for operating hours to be extended.
2	New multi-storey car park with pedestrian access to the city via the river park.	A decked car parking solution is being considered for the Maltings and Central Car Park site. The CAF proposals for the River Park seek to enhance connectivity through the city.
1	Any proceeds from redeveloping Salt Lane and Brown Street car parks should be invested in improving Culver Street car park.	The CAF proposes to improve the general environment around Culver Street car park to improve safety and make it more attractive.
2	The approaches and exits from Culver Street car park are too obscure.	
1	Need to allow access into Culver Street car park from the city centre.	
2	Culver Street car park opening times are restrictive.	Operating hours of Culver Street car park are outside the remit of the CAF.
2	Culver Street car park is too far to walk, e.g. to and from the Cathedral.	The CAF proposes to rationalise car parking into fewer, better signposted locations, notably in the proposed Maltings development and Culver Street. Culver Street car park is currently underused, due to the perceptions that it is too remote and is unattractive and perceived to be unsafe. The CAF therefore proposes to improve the general environment around Culver Street car park to improve safety and make it more attractive.
3	Culver Street car park is unpleasant / feels unsafe.	The CAF proposes to improve the general environment around Culver Street car park to improve safety and make it more attractive.
1	Introduce differential charging to encourage the use of Culver Street car park.	Parking charges are set by the council's Parking Services team and are not within the scope of the CAF.
3	One/two storeys of Culver Street car park should be designated for residents and visitors.	The CAF recommends that a study is undertaken of the city's parking requirements/need in the context of the Maltings Central Car Park redevelopment.

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No. comments	Comment	Officer response
1	Culver Street car park should include electric car recharging bays for residents to use.	Provision of electric car recharging bays is an option that can be explored at subsequent planning application stages.
	Introducing a shuttle bus from the main car park to existing bus stop in Catherine Street to mitigate loss of Brown Street car park.	Noted. Bus services/routes are not within the remit of the CAF.
1	Some people who use buses struggle to walk longer distances.	Noted. The CAF is seeking to promote the use of buses. More use of bus services could in time make the provision of more services/routes viable.
1	South Western Railway note that rail travel will play an equally important part in replacing the lost parking spaces, not just Park & Ride.	Noted.
25	Parking costs are too high / needs to be cheaper or free.	Parking charges are set by the council's Parking Services team and are not within the scope of the CAF.
2	Consider free parking on market days or Sundays.	
2	Introduce a parking ticket which is refundable on a minimum-spend purchase at any shop in Salisbury.	
1	Offer free parking to electric cars	
1	There is a direct link between parking pricing and city vibrancy.	There are many factors that make a city vibrant and the CAF recommends a whole raft of proposals that will boost the vibrancy of Salisbury.
1	Make Tesco etc. charge for car park and pay a % to Council for buses.	The management of Tesco car park is not within the remit of the CAF.
1	Parking should be improved.	The council's Salisbury Transport Strategy advocates the incremental shift from centrally focussed, long-stay parking to Park & Ride facilities to alleviate city centre traffic/congestion. The CAF recommendations complement this agreed approach to help create more people-friendly streets and therefore increase footfall which will benefit businesses. There is no requirement for more central car parking.
2	More central parking is needed.	
9	Do not reduce number of car parking spaces.	
1	When there are events taking place simultaneously in Salisbury then the pressure on parking is high. This demand needs to be met.	The CAF does not seek to prevent parking in the central area but to encourage a shift towards more sustainable transport modes. This includes improving operating hours of the Park & Ride to extend hours into the evening.
15	Parking in the centre is needed for quick visits e.g. school run, quick or heavy shopping, doctor/dentist visits.	The CAF does not seek to prevent parking in the central area. The council's Salisbury Transport Strategy advocates the incremental shift away from centrally focussed, long-stay parking, not short stay, to Park & Ride facilities to alleviate city centre congestion. The CAF recommendations complement this agreed approach.
2	Car parks need to feel safe to support the aspiration for a lively evening economy and provide for the area's growing population.	The Police Architectural Liaison Officer will help agree the best ways to achieve 'safe by design' standards.
2	Introduce exit barriers to car parks.	Noted. The management of car parks is outside the remit of the CAF.

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No. comments	Comment	Officer response
2	Existing car parks should not be changed.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to reduce traffic/ congestion within the central area, reduce air pollution, and improve the public realm. It does not seek to prevent parking in the central area.
2	Better enforcement of illegal parking is needed.	This is outside the remit of the CAF.
5	Removing parking spaces will inconvenience residents in the city centre.	The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
18	There is already not enough residential, and visitor parking / need allocated parking.	
1	Limit parking permits to one per household	
1	Consider introducing Home Zones in some streets.	
4	All new retirement development must have parking provision.	
1	Ensure there is accessible parking for people with mobility issues, e.g. older people. Not just blue badge holders.	
1	Brown Street car park is needed for musical events in the Cathedral and shopping.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to the benefit of the pedestrian, public realm and air quality. It recommends improving and raising awareness of Park & Ride services, more use of which will allow for operating hours to be extended and therefore support the evening economy. However, it is not the policy of the CAF to prevent people from visiting the city centre by car and central parking will still be available.
1	Blue badge parking should be in the city's car parks, no on-street.	Wiltshire Council has commissioned a Transport Accessibility study which will look at all transport modes, including public transport and essential parking facilities for Blue Badge holders.
1	Put some blue badge spaces at the Park & Ride sites which are just as accessible.	
18	As demographics change, we will need a higher number of blue-badge/special-need spaces in town.	
6	Parking should be allowed in the Market Place.	The Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
1	Need good easily accessible parking for the market and access to events in the city centre including theatre, city hall and St Edmund's.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to the benefit of the pedestrian, public realm and air quality. This will improve the city centre and make it more attractive to visitors. The CAF recommends improving and raising awareness of Park & Ride services, more use of which will allow for operating hours to be extended and therefore support the evening economy. However, it is not the policy of the CAF to prevent people from visiting the city centre by car and central parking will still be available.
1	Removing parking space will push people to use other towns instead of Salisbury.	

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1	Adequate and accessible parking must be retained for residents in the Chequers.	The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
1	Introduce a workplace parking levy.	This is outside the remit of the CAF.
1	Parking on double lines needs to be better policed.	
2	Discourage parking on narrow pavements which makes access difficult for buggies, trolleys and wheelchairs.	
2	In support of having fewer cars parked on medieval streets.	Support noted.
1	Removal of on-street parking will need trialling to assess results.	Noted.
6	Removal of on-street parking bays will allow more space to be allocated to pedestrians, cyclists and buses. Can be a hazard to these uses.	It is proposed that on-street parking within the central area be reduced to enable the delivery of more people-friendly streets and identify a hierarchy that is focused on people walking and cycling within the central area as well as the needs of vulnerable road users.
1	Replace on-street parking with planting and cycle parking bays.	
4	There will have to be some on-street parking for collecting items from shops/ dropping off goods at charity shops/ visiting doctors etc	The CAF recommends reduction of on-street parking, rather than complete removal.
1	Allow on-street parking out of hours (single yellow lines).	Noted.
2	On-street parking is needed by traders/ takeaways in secondary retail areas e.g. Fisherton Street and Winchester Street.	The CAF recommends reduction of on-street parking, rather than complete removal. The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
1	On-street parking should be short stay e.g. 30 mins.	
1	Reduce on-street parking in all non-residential areas.	
1	On-street parking should be reserved for 'elderly' and 'mother and child' users.	
1	Drop-off and pick-up from home should still be permitted and provision made for tradespeople visiting residents' homes to carry out repairs and maintenance.	
1	Provide cheap short-stay parking facilities.	The council's Salisbury Transport Strategy advocates the incremental shift away from centrally focussed, long-stay parking (not short stay) to Park & Ride facilities to alleviate city centre congestion. The CAF recommendations complement this agreed approach.
1	Salisbury Air Quality Steering Group comment that it is increasingly more important for residential car parking spaces to be equipped with EV charging points which must be a consideration when planning since EV charging in on-street residential parking would have to avoid cluttering/ endangering the pedestrian environment.	Noted. This can be explored at subsequent planning application stages.

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1	Canterbury is a good example of a car-free city centre.	Noted.
1	Salisbury Civic Society support the change from additional parking to 'consolidated parking', and the recognition of the importance of Park & Ride services.	Support noted.
1	Salisbury Civic Society notes that successful redevelopment of Brown Street and Salt Lane car parks must balance civilised streets and greatly improved air quality, with maintaining the economic vibrancy of the city centre. It may be appropriate to introducing improved street types and better parking arrangements incrementally to overcoming the habitual conservatism of motorists. An allied approach would be, from time to time, to introduce traffic restrictions for a relatively short period.	Noted.
1	Wiltshire Creative comment that redevelopment of Salt Lane could have a negative impact on parking for Salisbury Arts Centre.	Noted. The CAF recommends that prior to the redevelopment of Salt Lane and Brown Street car parks a study should be undertaken of the city's parking requirements
1	There needs to be city-wide consideration of residents parking in the city centre.	The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
1	Set up a covered out-of-town car stack (as in Venice) for people who live in the city to keep their cars, to be accessible from one of the Park & Ride sites.	
1	Request for parking on Netherhampton Road on the Salisbury approach where there are good views of the cathedral.	There is no requirement for additional car parking.
10	Reducing parking will damage Salisbury's business / night life.	The requirement for city centre parking for different users will be considered in detail before any decisions are made. The CAF recommends improving and raising awareness of Park & Ride services, more use of which will allow for operating hours to be extended and therefore support the evening economy.
5	City-centre parking is vital to local trade	The requirement for city centre parking for different users will be considered in detail before any decisions are made.
4	Enough parking is needed to keep visitors and shoppers coming.	The CAF's recommendations seek to create an exciting visitor and customer experience to attract more visitors to Salisbury, diversifying activities that happen in addition to the day-to-day retail, leisure and service offer. This includes reducing congestion in the city centre through increased use of sustainable travel modes and making the centre more people orientated rather than dominated by traffic. The requirement for city centre parking for different users will be considered in detail before any decisions are made.
1	People are reluctant to walk very far.	Disagree. The city's intimate scale together with the CAF's recommendations to improve

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		the public realm and pedestrian legibility will encourage more people to walk.
1	If parking availability is reduced too suddenly, shoppers will go elsewhere.	The development of the Maltings and Central Car Park site will be phased to ensure continuity of access to parking in the city centre. Where development that would interrupt access to the existing car parks takes place, alternative areas of parking will be made available to ensure there are no negative impacts on the normal workings of the city centre. This will include adequate provision for those with disabilities/mobility issues.
2	Ensure alternatives are in place before reducing parking.	
4	The number of car parking spaces should be reduced.	The CAF seeks to consolidate car parking and encourage more use of sustainable transport modes into the city centre, including buses, walking and cycling, rather than car use. Updating the car parking guidance system and using mobile or sat nav apps etc should reduce circulating traffic.
1	Reducing parking availability will result in more cars driving around the city centre looking for a space.	
1	Consolidating parking combined with access to remaining car parks being from the ring road only, would reduce circulating traffic.	Noted. The CAF seeks to encourage more use of sustainable transport modes to reduce car use in the city centre.
3	Some car parking will be required in/near city centre.	The CAF seeks to consolidate central car parking, not remove it completely.
3	Keep parking to the perimeter/near the A36 ring road to reduce traffic into the centre.	The CAF seeks to encourage more use of sustainable transport modes to reduce car use in the city centre.
1	The Trussell Trust comment that parking must be accessible without using a snarled-up inner ring road and be affordably priced for Salisbury's workforce.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion. Wiltshire Council are in discussions with Highways England regarding improvements to the A36. Parking charges are set by the council's Parking Services team and are not within the scope of the CAF.
1	Columbia Threadneedle Property Investments comment that any policy must ensure that it is easy and attractive for all to come to Salisbury and use facilities within the centre.	Agreed. The CAF seeks to do this through its various recommendations.
1	Salisbury Air Quality Steering Group comment that removing residents' parking from streets could help to provide more space for pedestrians, cyclists and bus lanes (e.g. Exeter Street). Consideration should be given to allocating residents' parking in City Centre car parks such as Culver Street.	Noted. The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
1	Salisbury Air Quality Steering Group comment that the parking and access needs of residents and visitors with limited mobility need to be taken into account.	
1	Salisbury Air Quality Steering Group support the 'the expansion of Salisbury's car club'.	Support noted.

Question 2: To help reduce car movements the CAF proposes to consolidate car parking, e.g. by reducing on-street parking spaces (except for Blue Badge holders) and exploring opportunities to redevelop Salt Lane and/or Brown Street car parks; while improving Park & Ride facilities. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Available parking is needed to deter people from internet shopping.	The CAF seeks to consolidate central car parking, not remove it completely, but also to encourage use of sustainable transport modes to reduce congestion in the city centre, which will make it a more pleasant environment.
4	Parking options needs to be spread across the city.	Consolidating parking in fewer locations in proximity to the city centre would reduce traffic within the central area, congestion, air pollution, and the cost of providing and managing parking facilities. Essential parking will remain for those who need it, e.g. disabled people.
1	Need to fully assess the parking need in the city.	The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made
2	People use Brown Street and Salt Lane car parks when attending evening/Sunday entertainment when there is no Park & Ride service.	The CAF seeks to encourage a shift towards more sustainable transport modes and recommends the improvement of operating hours of Park & Ride to serve the evening economy.
1	The New Street multi-storey when full causes congestion on New Street. Space is needed to provide a means for cars unable to enter because the car park is full, to join the exit traffic and thus escape.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion.
1	The car park behind the Arts Centre is inadequate/feels unsafe.	Noted. The CAF does not include detailed proposals for individual sites.
1	Cycling Opportunities Group for Salisbury query whether Crane Street car park should also be developed	Noted.
1	Better real time parking availability signs are needed.	Noted, but this is outside the remit of the CAF.
1	Heavy traffic associated with the bypass / Southampton Road determines motorists' parking behaviour in busy periods.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. Wiltshire Council are in discussions with Highways England regarding improvements to the A36. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion.
1	Important to retain motorcycle parking.	The requirement for city centre parking for different users will be considered in detail before any decisions are made.
2	Time spent getting to workplaces in the city is key.	Noted. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion and reducing journey times.
2	People who work in the city need a way to get to work.	
1	Use a Scottish company who make road surfaces using recycled plastic which is far more durable	Noted but this is beyond the remit of the CAF.
1	Short-stay parking is needed by the elderly population.	The requirement for city centre parking for different users will be considered in detail before any decisions are made.

Question 2: To help reduce car movements the CAF proposes to consolidate car parking, e.g. by reducing on-street parking spaces (except for Blue Badge holders) and exploring opportunities to redevelop Salt Lane and/or Brown Street car parks; while improving Park & Ride facilities. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	An electric van share scheme for small businesses would cut pollution	Expansion of the car club may include electric vans which could be used by small businesses.
2	Having multi-storey car parks along each of the main in routes into the city would reduce city-centre traffic	The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion and air pollution.
1	A multi-storey car park near the railway station would encourage people to park there and walk into the centre.	Improvements to the station are being considered as part of the redevelopment around Salisbury train station.
2	Do not support development of multi-storey parking.	Noted. There is a need to make the most efficient use of land as required by national policy
1	Consider below ground parking.	There is no requirement for an additional car park.
2	Salisbury needs better coach parking near the centre.	Coach park improvements are addressed as part of the Maltings and Central Car Park master plan.
4	Do not support redevelopment for new homes.	Noted.
1	Unclear what is meant by improving Park & Ride.	There are 5 Park & Ride sites around Salisbury which enable people to park for free in safe and secure car parks and complete their journeys into the city centre by bus.
1	Shopmobility is a valued service for more than just blue badge holders – also for people who are recovering from an operation or injury.	Noted.
1	Shopmobility facilities could be relocated to multi-storey car park at the central car park.	Noted.

Question 3: Are there any barriers that prevent you from using Salisbury's Park & Ride services?		
No. comments	Comment	Officer response
43	Park & Ride services should run earlier and later / no evening or weekend service.	Noted. Most Park & Ride sites already run some form of evening service and all sites run on a Saturday, although this will be considered further through the Transforming Accessibility study.
1	Wiltshire Creative comment that Park & Ride would need to operate into the late evening for it to be useful for the night-time economy.	Noted. This will be considered through the Transforming Accessibility Study.
6	The current Park & Ride system is good.	Support noted
98	Live in town/can walk to town	Noted.
15	Park & Ride system is good for out of town visitors, but people inside the ring road need city centre parking.	Noted. As well as residential parking within the ring road, any new developments should look at car clubs. In addition, most trips made within the ring road can be made by bus, walking or cycling.
7	Tend to use the main bus service rather than Park & Ride.	Noted.
2	The service is unreliable.	Noted.

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No. comments	Comment	Officer response
20	Park & Ride needs to be more affordable or made free of charge.	Noted. However, Park & Ride services are priced lower than day parking in the city centre and is substantially cheaper when purchased in bulk.
3	Return to per pricing per car rather than per person. It is more expensive for a group in a car to use Park & Ride than to park in town.	Noted, a group travel ticket has been introduced costing £4 for up to 4 people.
2	Parking charges in the city centre should be increased to encourage people to use the cheaper Park & Ride service instead.	Noted, however city centre parking charges are already set to try and encourage users to use Park & Ride.
1	Cycling Opportunities Group for Salisbury support Park & Ride and bus services. Suggest introducing lower, flat rate bus fares and through ticketing. The CAF should consider lowering Park & Ride costs relative to parking charges. Provide bus priority facilities on all routes. Run school buses from Park & Ride sites. Investigate alternative uses such as shuttle buses to Stonehenge from Beehive Park & Ride.	Noted, however city centre parking charges are already set to try and encourage users to use Park & Ride. Bus priority measures have been introduced on some routes where there is road space to achieve this. Further bus priority on London Road and within the ring road will be considered through the Salisbury Transport Strategy and Accessibility study.
1	Consider using buses from the Park & Ride sites to take children to school to cut down on school-run traffic.	Noted.
1	Uptake of Park & Ride would be higher if the central area was pedestrianised.	Noted.
22	Park & Ride is not convenient, e.g. elderly, disabled/ special needs, those with babies or carrying lots of shopping. Park & Ride will not appeal to many affluent or first-time visitors, or those needing just a quick visit. Pushing people to use Park & Ride won't work - they'll shop from home or the A36.	Noted. Park & Ride needs to cater for both commuters and shoppers. Surveys showed a large proportion of passengers were shoppers and elderly i.e. concessionary pass holders (and this is also the trend in some other cities). Park & Ride is not designed to cater for short-stay visits, but for longer stay including first-time visitors and some shoppers. Buses are low floor and have spaces for buggies, wheelchairs and shopping trolleys.
1	Consider allocating residents parking at Park & Ride sites.	Noted. This may be explored through the accessibility strategy.
1	The priority should be whole-journey public transport, not Park & Ride. Concern that the emphasis on Park & Ride could lead to pressure to expand Park & Ride sites, with harm to landscapes and local air quality.	Noted, however Park & Ride seeks to reduce congestions and improve air quality in the city centre. Park & Ride services aim to integrate into the wider public transport network, for example the Beehive and London Road services serve the Old Sarum and Bishopdown estates respectively.
3	Reducing car parking in the centre will increase uptake of Park & Ride.	Noted and agreed.
2	Park & Ride infrastructure should be better connected to the railway station, e.g. could divert some of the Beehive services via the station.	Noted. Wiltshire Council are currently working on a scheme to improve bus access to Salisbury Rail station. This should allow some of the Amesbury and Bournemouth bus services to terminate at the rail station. It is unclear whether these services would be able to enter the Beehive and Britford Park & Ride sites, but they would stop nearby.
6	Some people would not choose to use Park & Ride to due safety concerns while waiting for the bus.	Concern noted. Park & Ride sites benefit from CCTV and a bus generally stops / arrives every 12-20 minutes
1	Money from increased use of Park & Ride could help fund an electric buggy scheme.	The Park & Ride system is currently subsidised and increased usage would likely

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No. comments	Comment	Officer response
		be used to reduce the subsidy or fund further evening or Sunday services.
1	The Park & Ride facilities should have many rapid charging points for electric vehicles, to be phased up as demand increases.	Each Park & Ride already has 2 charging points. Points could be increased as demand increases.
2	The bus stop on London Road by the crematorium should be reinstated.	This is a commercial decision for the bus company. This will be brought to their attention for their consideration.
3	The Park & Ride sites need to be cleaner/made more attractive/more appealing design.	Noted.
1	The Park & Ride sites could sell coffee, newspapers, have wi-fi.	Noted.
1	Work with employers to encourage workers to car pool or use Park & Ride.	Noted, Park & Ride services are priced to try and encourage workers to use the service. Car-sharing is also encouraged through work-place travel plans that are usually a requirement when new planning permissions are granted.
4	People need persuading, not forcing, to use Park & Ride e.g. incentive such as vouchers for cafés, free service on Saturdays.	Noted.
3	Park & Ride discourages people from coming into town.	Noted.
2	Park & Ride works for long-stay parking but is not suitable for shopping.	Noted, it was always anticipated that Park & Ride would meet the demands for workers leaving city centre car park spaces for visitors. See policy TR9 of the Salisbury District Local Plan.
1	Signage on approach roads should direct to Park & Ride - not city centre car parks.	Noted and agreed. This can be looked at through the transforming accessibility study. However generally city centre parking signs are not visible until after you have driven past the relevant Park & Ride.
4	Improve Park & Ride by using small, more frequent buses.	Noted. However, the buses are often full or crowded at certain peak times and running more but smaller buses would not be viable due to the increased costs.
3	Park & Ride should use electric buses.	The first electric buses for Park & Ride were delivered in January 2020. More electric buses will be introduced as finances allows.
5	Park & Ride is underused and needs more advertisement.	Noted and agreed.
1	The services are too crowded.	Noted.
1	The process of changing modes of transport takes too long.	Noted.
1	The amalgamation of Park & Ride with the Wilton bus service has created a long, slow, winding bus route.	Noted.
3	Not convenient for linked trips, i.e. needing to travel to multiple different locations within the Park & Ride area.	Noted. This can be looked at through the transforming accessibility study.
1	All regular buses serving other routes that pass near a Park & Ride site should stop at the Park & Ride to encourage use.	Many of these other services stop nearby and we could look to improve walking routes and wayfinding to those bus stops in some cases. There is always a balance between slowing the regular bus services down and providing more connectivity by adding in further stops.

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No. comments	Comment	Officer response
1	Some sides of the city do not benefit from a Park & Ride site, so must drive, e.g. south and east.	Noted, however Park & Rides sites are provided on the 5 main access routes to Salisbury. There is a lack of a Park & Ride on the A354 road from Coombe Bissett although – a site is not currently considered viable on this route. There is an hourly bus service from Laverstock. Increasing the frequency of bus services from this area and improving walking/ cycle routes is likely to be more beneficial as a Park & Ride service here is not feasible (and people further out can use either the London Road or Petersfinger site).
1	Another Park & Ride site is needed to serve West Harnham.	Noted, however many cars coming in via west Harnham may pass through Wilton or Britford.
2	Links to the Park & Ride sites need to be improved. e.g. for cyclists and pedestrians / introduce 'Park & Cycle'.	Noted. Improved cycle routes will be looked at through the transforming accessibility study.
1	Introduce an app to give routes, bus numbers and live updates on progress.	Noted. Wiltshire Council intent to upgrade the real time passenger information system that exists at most bus stops in the Salisbury and Amesbury area.
6	More bus lanes/priority routes are needed to make it more beneficial to travel by bus, e.g. on Southampton Road.	Noted. Highways England who are responsible for the A36 do not think a bus lane on Southampton Road is feasible unfortunately, but a lane on London Road and improvements within the ring road may be possible.
5	Park & Ride does not appeal as cars are more comfortable / convenient.	Noted.
1	The Southampton Road Park & Ride is on the right-hand side into Salisbury, which is not ideal. Sell this site and move Park & Ride further back on the A36 and on the left side.	Noted.
1	Bus rides should be made more of an experience.	Noted.
1	There needs to be a Park & Ride bus service to the hospital for staff, patients and visitors.	Noted. The Salisbury Transport Strategy sets out a scheme to deliver a new bus route between the Britford Park & Ride site and the hospital. This would likely act as a Park & Ride and allow a direct bus service from the hospital to one of the residential areas of Salisbury such as Fugglestone or Bishopsdown.
1	Salisbury Air Quality Steering Group note that it should be better understood what prevents people from using bus services in general, e.g. low quality (or absent) bus shelters, lack of real-time information, pricing. Support infrastructure changes which favour bus travel, including bus lanes and bus priority measures. More thought needed on encourage bus use over a car. The fare structure should not favour Park & Ride over other bus services as this may encourage use of cars. Rollout of electric buses is supported.	Noted. This can be looked at through the Transforming Accessibility Study.
1	Salisbury Neighbourhood Plan Steering Group comment that there is inflexibility and patchy bus coverage for Salisbury residents and adjacent parishes, particularly those who must drive to get to Salisbury Railway Station	Support noted.

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No. comments	Comment	Officer response
	or Salisbury Hospital. Upgrading and support for Park & Ride is strongly supported.	

Question 4: The CAF seeks to bring about improvements to the urban environment of Fisherton Street by widening pavements, introducing public art and improving lighting. This is with a view to building on its success as a hub for independent retailers, emphasising its eclectic character, making it a destination as well as an attractive gateway to the city. To what degree would you support such proposals?

No. comments	Comment	Officer response
2	Support independent retailers and the arts having a foothold in the city.	Noted.
1	Fisherton Street is a jewel in Salisbury's crown and should be nurtured and promoted.	
1	Independent shops, especially Fisherton Mill, enhance Salisbury.	
1	Allow this street to develop it's potential by removing cars, improving pedestrian and cycling facilities, encouraging independent retailers to attract custom. Make more of the river. The street is full of potentially good buildings and interesting unloved shopfronts which could enhance the 'gateway' to the city centre. Make it into a gallery, provide visitors with information about the place.	Support and suggestions noted.
1	Create more of an entrance, e.g. renovated alleyways, good pavements and kerbs, gulleys, a unifying theme, planting in the alleys and passageways, evergreens and some colour. Jugglers and stilt walkers.	
1	Fisherton Street and the bridge are too narrow.	Opportunities for improving ease of pedestrian access will be explored.
1	The United Reformed Church is currently visible and should not be obscured by any new development.	The adjoining land is subject to planning permission for development.
1	I don't think Fisherton Street has ever been the focus of the city and doesn't lend itself to becoming one.	Fisherton Street is a key gateway and route between the train station and the city centre.
2	Fisherton Street thrives because business rates are lower than the High Street.	Comment noted.
1	This project must also look at encouraging viable shops and businesses.	The objectives of the CAF aim to increase footfall and hence viability.
1	Develop affordable facilities for small business and craftspeople.	Noted, the CAF promotes the creation of 'maker space'.
6	Rates and rents need to be reduced to support the businesses.	Noted. Rents are not under the control of the council. Rates are set by central government.
1	Leasing prices should be considered to ensure that these businesses have every opportunity to do well.	Noted. Lease terms and rents are not under the control of the council.
3	There needs to be more support for independent traders on Fisherton Street.	Noted, it is an objective of the CAF to encourage and nurture independent businesses.
1	The proposals are cosmetic and do not address underlying issues.	Concern noted. However, projects to make other cities more pedestrian friendly have led to a 30% increase in footfall.

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No. comments	Comment	Officer response
1	By the time something happens the retailers will probably have gone out of business.	Concerns noted. Several projects are already well underway, and it is intended to deliver good outcomes as soon as possible.
1	Support improving existing retail offer and the streets which host it.	Support noted.
1	Dedicate more prominent shop areas to independent businesses, which are Salisbury's USPs.	Suggestion noted.
2	Shopping areas in towns are shrinking, so additional shops in Fisherton Street may detriment other areas such as Castle Street, Winchester Street, Catherine Street.	The CAF promotes the maintenance and protection of existing retail on Fisherton Street, rather than promoting additional retail.
1	Salisbury needs far fewer retailers.	
1	No part of Salisbury city should receive priority over any other part.	Other parts of the city are also addressed by the CAF.
2	Request to know if there is a plan for empty properties in the city.	The CAF seeks to promote meanwhile uses / pop-ups in empty space and recommends the development of future planning policies consider enable flexible uses of these spaces.
1	Salisbury has an older demographic with a lot of mobility issues.	This is to be considered in developing plans for people friendly streets.
1	Oppose this initiative due to concerns about gentrification resulting in higher rents.	Noted, however projects to make other cities more pedestrian friendly have led to a 30% increase in footfall.
1	Concern that this would be very expensive.	It is intended that the works would be funded through central government funding such as the Future High Streets Fund.
1	Money should be spent on other things i.e. repairing roads.	Road repairs are dealt with separately by the council's highways maintenance team.
1	Whilst improving Fisherton Street and the station it is also vital that commercial streets east of Market/Guildhall Square are also supported. Part of the Fisherton Street plan needs to be to signpost visitors to all of Salisbury and not just Fisherton Street, High Street and the Cathedral.	Noted. This will be considered through improved wayfinding and other projects discussed in the CAF.
1	This needs to be fully researched before deciding whether to proceed.	Noted. Further research will be undertaken before anything is implemented.
1	The most attractive and enjoyable towns in Britain are those which have a high ratio of independent retailers (and cafes) to chains. Fisherton Street has that, and this should be further enhanced it further. This should be extended beyond Fisherton Street.	Agreed. This support for independent trading is recognised in the CAF.
1	Each time we go to another city we always head for the artistic quarter and it's where we always end up spending most money. Chain stores hold no interest for us.	Noted. As such it will be beneficial to improve Fisherton Street.
1	A mix of retail types is important.	Agreed.
1	Support, if this encourages shops to open / stay open.	The CAF seeks a range of initiatives to improve the public realm to boost footfall and help support all businesses, including independent ones. In other towns where pedestrianised areas have been introduced footfall has increased by 25% to 30%.
1	What is being done to encourage new independent traders to replace those that have closed over the years.	

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No. comments	Comment	Officer response
1	The quality of retailers is important.	Noted.
1	Fisherton Street is the 'The Cultural Quarter' of Salisbury. These proposals would enhance and build on its character and charm.	Support noted.
2	Fisherton Street feels a long way from the centre.	Noted. However, this area is a key gateway not only from the station but also from the north-west quadrant of the city.
1	Strongly support providing this doesn't cause issues for commuters who use the rail station.	Noted.
2	Fisherton Street would be improved if it was more cycling and walking friendly.	Agreed. This forms part of the recommendations proposed by the CAF.
9	Fisherton Street is an important first impression for visitors who arrive by train and it needs to be more welcoming and attractive.	Agreed.
4	Major improvements would be particularly welcome towards the railway station.	Support noted.
2	Fisherton Street is an important link between the rail station and the city centre. It should also include improvements to South Western Road to create more attractive links to and from the main station entrance.	South Western Road should also be considered in the approach to station area regeneration / Fisherton gateway.
1	Query how possible it will be to transform Fisherton Street into 'an attractive gateway to the city'.	Concern noted.
1	Fisherton Street is not the only gateway, and consideration should be given to all access points.	Noted. Fisherton Street forms the subject of a current bid under the Government's Future High Street Fund. However, the CAF's principle of delivering people-friendly streets extends to the whole of the central area, and other areas will be looked at in due course.
1	Create gateways into the city at Fisherton Street, Castle Street and Exeter Street. Pedestrianize first within a gated area.	
1	This shouldn't be the only area improved, the whole city should be a hub for independent retailers	
1	There is a clash between Fisherton Street's use as a 'destination' and its use as a 'gateway' (except for pedestrians walking to / from the station). Can an alternative route for vehicular traffic be specified between the station and city centre?	Concern noted. Currently the street is vehicle dominated. The CAF recommends striking a better balance between the needs of vehicles and pedestrians to enable the area to become a more attractive 'destination'.
1	Do not support unless a public transport interchange is developed near the station.	Noted. The CAF also aims to create more of a taxi and bus drop of at the station.
5	Support for cleaning/tidying appearance.	Noted, the objective of the CAF should help to make a cleaner more attractive city.
2	Clean up the city. It is dirty, full of rubbish, overflowing bins.	
1	Changes should be more colourful, current and art led, not conservative and not dull.	Noted.
1	Fisherton Street has an eclectic character, and much more should be made of the architecture, the river and the independent shops.	Agreed. This is an objective of the CAF.
1	Concern that decking will attract rats and rubbish and very quickly looks shabby.	Concern noted. This area should be subject to the usual street-cleaning regime.
1	Do not think people will want to site by a roadside.	Any decked area that is delivered will form part of a wider package of public realm

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No. comments	Comment	Officer response
		improvements to make Fisherton Street a more pleasant environment.
1	Must remain a public space and not sold off to a private company.	Noted.
1	Painting houses and putting art onto gable ends looks fine for a year but then needs maintenance to keep it looking acceptable.	Noted. Ongoing maintenance will be a key consideration going forward.
1	Refurbish old buildings to keep Salisbury's character rather than demolish them. Tourists come to see the cathedral, the medieval cobbled streets and old buildings not to see a 'fake London'.	The CAF does not propose to demolish historic buildings. It intends to seek opportunities for the sympathetic reuse and repurposing of neglected heritage buildings in order to bring out the qualities of the city.
3	Fisherton Street needs improving / cheering up.	Agreed.
1	Issue of pigeons needs addressing before spending money on the street, otherwise it will be dirty within weeks	Concern noted.
9	Support for public art in Fisherton Street.	Support noted.
12	No to public art in Fisherton Street.	Noted.
2	Support for murals on buildings in Fisherton Street, themed on the history of the city.	Noted.
1	The unattractive Fisherton railway bridge could be used to display a montage of city frontages and interesting buildings.	Suggestion noted.
2	Space for seating should be considered. Install seating of different heights - new seating in the centre is too low for some, including the elderly.	The CAF highlights that more outdoor seating areas could be introduced.
1	The 'clink' underneath the Clock Tower is an historical feature waiting to be developed.	Noted
3	More trees, planters, floral displays on Fisherton Street.	Noted.
2	Include hanging baskets with flowers on lamps to add greenness in limited space.	
1	Small environmental enhancements on Fisherton Street are needed as well as the grand plan.	Noted. The CAF recommends a package of improvements at varying scales of magnitude.
1	Introduce heritage trails on Fisherton grey bricks that contribute greatly to the look of Salisbury.	Suggestion noted.
1	As long as the buildings aren't touched - Fisherton Street is the best street in Salisbury.	Support noted
1	A pleasant route connecting Castle Street to Fisherton Street would be nice (at present only through car park).	This may form part of the longer-term regeneration of the Maltings and Central Car Park.
1	Direct tourists to the city via Elizabeth Gardens rather than Fisherton Street, where there is less air pollution.	The proposals for Fisherton Street are expected to result in an improvement to air quality. The strategy is to support businesses on Fisherton Street by encouraging footfall along this route.
1	Support making the frontage and side of the City Hall more attractive.	Support noted.
1	City Hall could be demolished as an eyesore - no amount of 'prettying up' will sort it.	Noted.

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No. comments	Comment	Officer response
1	Salisbury does not need a new cinema – the city has a heritage one.	Noted.
1	There is a dangerous pedestrian crossing at City Hall/Summerlock Approach that needs addressing.	This will be looked at when considering options for delivering people friendly streets.
1	There is a lack of reference to culture, the culture strategy and the cultural partners, even though Wiltshire Creative has been a key partner in the public art work.	Change to CAF: Wiltshire Creative and cultural partners will be added as delivery partners.
1	Fisherton Street is always crowded. Parking is problematic to reach the lovely independent shops.	Noted, by implementation the objectives to the CAF this problem should be limited.
4	Need cycle lanes / priority too.	Suggestion noted. Improving the road for cyclists is a key consideration to be taken forwards as part of the delivery of people friendly streets.
1	The redesign of Fisherton Street must have designated cycling lanes that link with Devizes Road and Wilton Road.	
2	More cycle parking is needed in Fisherton Street - at present the only facility is in the Fisherton Mill courtyard.	Noted.
1	Need to convince residents that on-street "improvements" are value for money, and don't just destroy the features of Fisherton Street that are the basis of its current commercial viability.	The objectives of the CAF aim to increase footfall and hence viability.
1	Would like to see the return of the Fisherton Street Festival.	The objectives of the CAF should enable more events to be supported.
1	The traffic impact of HGVs turning under the railway bridge to gain access to Churchfields Trading Estate needs to be solved. This increases traffic using Fisherton Street and is restricting to pedestrian coming from the train station.	Noted, a transport assessment will be undertaken to ensure that traffic problems are not caused elsewhere.
1	Too many HGVs need this route for the project to work.	Concern Noted.
1	Ban HGVs from this area.	An aim of the CAF is to reduce HGV's however, some HGV's will still be needed to facilitate deliveries.
1	Difficult to see how pavements can be widened without first removing the heavy traffic using it to get to Churchfields. It could be so different without the lorries.	This will be looked at when considering options for delivering people friendly streets.
1	Unclear how can pavements can be widened when the road is narrow. Will it be 'one way', or ideally pedestrianised without any car use?	
2	Reducing the width on the carriageway would be dangerous. There needs to be more not less on-street parking for the shops' customers - businesses need to be supported.	Concerns noted. However, in other cities and towns making areas more pedestrian friendly has resulted in an increase of footfall of around 25-30%.
1	Widening pavements would narrow the road excessively.	
7	Concern about possible impacts of road narrowing on essential vehicles / buses.	Access for emergency vehicles, buses and deliveries etc would need to be maintained.

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No. comments	Comment	Officer response
2	The road could be closed to during certain times allowing only buses, taxis, disabled drivers, residents etc. throughout the day.	Suggestions noted. Further research will be undertaken before anything is implemented.
1	Parking on the Maltings site should be from the ring road, not Fisherton Street. Needs to be addressed as part of a Transport and Movement Strategy for the whole city.	This is captured within the masterplan for the development of the Maltings and Central Car Park and will be considered in further detail through a Transport and Movement Strategy.
1	Charter Market and other street traders should be supported by permitting their vehicles access, including parking them on the square.	Noted.
1	Do not support at the cost of car parking in alternative area.	A car parking strategy / study would be needed to inform any changes to car parking.
1	Cycling Opportunities Group for Salisbury comment that this is an opportunity to reduce traffic to provide a safer environment for cycling, and to install cycle parking stands. Currently this street is considered dangerous for cyclists, particularly with HGVs heading for Churchfields and heavy traffic under Fisherton Bridge and leading to St Pauls roundabout, and with the junctions and parked cars presenting additional hazards east of the mini-roundabout. Request that appropriate measures for cyclists are put in place depending on the volume and type of traffic which can use different sections of the street. This could be separate cycle lanes depending on whether traffic is to be excluded, or much reduced, in Fisherton Street. In other situations, whilst protective cycleways would be preferred, advisory cycle lanes as in Church Road and Riverside Road in Laverstock could be an alternative. In addition to encouraging more cyclists, additional cycle parking stands must be introduced. There is very little cycle parking along Fisherton Street currently which must be addressed and could be specially designed to fulfil a public art requirement.	Noted. This will be looked at when considering options for delivering people friendly streets.
1	These proposals will improve the environment for pedestrians.	Support noted.
1	The only parking down Fisherton Street should be for blue badge holders.	Noted.
14	Need to retain parking for deliveries, disabled, shoppers buying heavy items, dropping off heavy items, etc. Businesses need to make and receive deliveries. Business transport needs careful consideration.	Noted. These concerns will be considered in detail before any changes are proposed to be made.
2	Restaurants and take-aways rely on very short parking time for their business.	Noted. Any changes to parking and stopping will be discussed with local businesses.
1	Support provided provision is made for time limited evening parking bays. The evening and daytime economies have different needs. Hours of deliveries need to be restricted by traffic order.	

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No. comments	Comment	Officer response
1	Parking on the pavements will be a problem.	A design solution will be needed to mitigate this risk.
3	Any parking on the pavement and double-yellows should be enforced against.	This is an enforcement matter but could be addressed through a design solution as part of the implementation of people friendly streets.
1	Fine lorries that go over the pavements and break them.	
1	Most shopkeepers and customers would want to see the on-street "improvements" introduced before the on-street car parking is taken away.	Noted.
18	<ul style="list-style-type: none"> Support widening the pavements, will make for a more welcoming entrance to visitors. Consider widened pavement being available for restaurants and cafes outdoor outside tables and chairs. Pavement should be wide enough for rail users with luggage Wheelchair users would appreciate wider and flatter pavements with dropped kerb points. Opportunity to create a better environment for pedestrians and cyclists. At present it is necessary sometimes to step out into the road as the pavements are too narrow to allow people to pass each other. Can be an intimidating road for cyclists navigating parked vehicles and fast traffic. The mini roundabout at South Western Road is a problem. 	Support noted. These matters will be looked at when considering options for delivering people friendly streets.
3	The pavements are already wide enough.	Noted.
1	Not sure pavements need widening unless full pedestrianisation is planned.	Noted, a balance will need to be made between pedestrianisation and other road users.
1	Existing pavements are dangerous and need to be secured.	
1	Unlikely to be possible to widen pavements if two-way traffic is to flow.	
1	The existing pavements are good compared to most pavements in the city.	Noted.
3	Pedestrianise Fisherton Street or just allow buses or electric vehicles.	Suggestions noted. All options will be considered.
1	Fisherton Street would benefit from having no pavements at all, just a wide street open to pedestrians and cyclists as well as to cars - a zone where cars drive at 10mph and pedestrians and cyclists have priority.	
3	Limit vehicles to public service, taxis, bicycles and Blue Badge Holders.	
5	Reduce traffic on Fisherton Street.	Noted and agreed.
1	Reducing the dominance of the car would encourage more people to visit the shops.	
1	Cars should go another way.	Suggestion noted.
1	Vibrancy is hard to achieve with the noise, pollution and danger of cars.	Noted and agreed

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1	Drivers don't (currently) give way to pedestrians.	Noted.
1	Pedestrian and cycle first zone should be from Summerlock Approach to the city centre.	Suggestions noted. All options will be considered.
1	Push pedestrianisation as far up Fisherton Street as is possible.	
1	Greater attention to traffic calming is needed. The 20mph limit is too high.	Suggestion noted.
4	Making Fisherton Street one way would provide space for wider pavements.	Suggestions noted. All options will be considered.
2	Fisherton Street is one of the main roads into Salisbury. Widening the pavements and reducing the width of the road will increase congestion, increase journey times for public transport and increase pollution.	Concerns noted. The potential impacts will be considered in detail before any changes are implemented.
1	As major access road, scope is limited. Re-routing traffic on to Mill Road and Crane Bridge Road would undermine other initiatives.	Concerns and suggestions noted. Cumulative impacts of any proposed changes will be considered in detail before any changes are implemented.
1	Fisherton Street is a major route into town – concern about where traffic will be displaced to.	
1	If this route is closed to the car park, the already-inadequate ring road will clog up, increasing air pollution.	
1	Concern that this could result in traffic jams in Fisherton Street which would worsen air quality and discourage shoppers.	
1	The general layout of the city makes it difficult to envisage how traffic would get in and out of Churchfields, Wilton Road and Devizes Road.	
1	This needs to fit in with a transport plan. At a minimum, working out how to include Fisherton in an extended one-way system would be good - unpalatable, but using North St/South St (compulsory purchases?) might be a way to get traffic out the centre	
1	There is a bridge in the street; that slows traffic which is beneficial. If the carriageway is narrowed further, it would become an obstruction. As long as the speed of flow is limited, but buses can still pass along the street it works, if traffic flow is limited buses and other medium size delivery vehicles would be forced onto New Street - Crane Bridge Street - Mill Road which has to disperse large vehicles now.	
4	Lighting in Fisherton Street needs to be non-polluting - there is already too much light glow.	
1	Query the potential impact of new street lighting at Fisherton Street on urban wildlife, especially protected, sensitive species such as bats. The Wiltshire Bat Group (WBG) has commented on the 'extraordinary' amount of foraging activity seen in the Maltings area in a	Bat surveys will be undertaken to understand the presence of bats and to inform any mitigation that may be required. This will be looked at in close collaboration with the council's ecologist.

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	survey carried out in May 2019 - species seen included Soprano & Common Pipistrelle, Daubenton's, Natterer, & Noctule. WBG are keen to see further surveys carried out as Long-eared bats are likely to be present, Lesser Horseshoe bats are present elsewhere in the city & like to forage along river corridors, & the River Avon corridor is also important for foraging & commuting Barbastelle bats. It is also possible that Lesser horseshoe & brown long-eared bats are present.	
2	Consider the energy consumption / sustainability of the lighting	Noted.
2	Lighting should be subtle/not too bright.	Preferences noted.
5	Support for improved / tasteful lighting.	
1	Colour should be through paint not illumination.	
1	Lamps should respect the traditional look of the city and enhance it.	
1	Street lamps and road lights should not be used all night.	
1	Use a small-scale electric generator in Fisherton Mill to provide power.	Suggestion noted.
1	Investment is needed across the city centre and improved public art/lighting and pavements should be promoted as a city centre strategy rather than a piecemeal approach. This will ensure that Salisbury can benefit.	Noted. The CAF aims to enhance the quality of the public realm across the city as well as improving individual sites.

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2	The Council has a strong duty to deliver this with the declaration of climate emergency, and the increase in flooding likelihood we are expecting in the future.	Agreed. It is intended that the CAF's recommendations go some way towards a delivering a response to the climate emergency.
2	Do not support / considered to be 'nice to have' rather than essential.	The River Park will provide critical flood risk alleviation infrastructure which is essential for the protection of a large part of Salisbury city centre's business and residential communities.
1	Resolving Salisbury's highways problems should be prioritised over this project.	
3	A wild area in the city would give Salisbury a USP over other tourist destinations in the South.	Agreed. It is envisaged that the River Park will create a much-improved environment for the enjoyment of both residents and tourists alike.
1	Wiltshire Creative supports the River Park project and would want to work with partners	

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	on flood alleviating measures given the proximity of Salisbury Playhouse to the river.	The Council will continue to work closely and consult with its partners as the River Park project evolves.
1	Salisbury Cathedral is supportive of the River Park project and would welcome working with partners on flood risk alleviation measures.	
1	Natural England would welcome continued opportunity to comment as designs evolve and are finalized.	
1	Salisbury Area Greenspace Partnership comment that the River Park would be a good opportunity to engage with and promote the Wiltshire Wildlife Trust/Natural England's Garden Meets River's Edge initiative in respect of private owners with frontages along this section of river.	Noted. This will be considered.
2	Salisbury City Council's Neighbourhood Plan will be considering policies for a green infrastructure network and biodiversity improvements.	Noted. It is envisaged that there may be elements of the River Park project that can feed into the work that is being carried out on the neighbourhood plan.
1	Salisbury Area Greenspace Partnership welcomes the recognition and emphasis on the environment and open space and supports the River Park which fit with the aspirations of developing a comprehensive approach to Salisbury's Green Infrastructure.	Noted.
1	South Western Railway note that green spaces in the city centre is important for both visitors and residents, and walking/ cycling routes are important to link the station via an improved Fisherton Street and South Western Road.	Agreed.
2	Unclear what the benefits will be for residents, e.g. those that don't live on that side of the city.	The River Park will be a key connecting route to several facilities/attractions which serve the whole of Salisbury, e.g. Old Sarum, Five Rivers Leisure Centre, Waitrose etc.
3	The riverside walk to Five Rivers/Old Sarum is already pleasant/peaceful.	Noted, however the River Park will deliver other benefits including flood risk alleviation and environmental improvements.
1	Concern about the disruption / damage required in order to create the River Park.	The construction phases of delivering the River Park will be carefully managed to minimise disruption/damage during this process. Construction will be in accordance with a Construction and Environmental Management Plan.
1	Significant funding will be required to carry out the proposals properly.	Noted.
1	Columbia Threadneedle Property Investments support the River Park as it will improve pedestrian flows and enhance the city centre. The River Park would be a unique asset to any future redevelopment of the riverside property at 22-30 High Street and could create an attractive environment for vibrant cultural/retail/social spaces and businesses.	Noted.

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1	Natural England supports the aspirational theme (page 6, point 2) to 'improve open space and the environment', the natural environment should be all encompassing and residents of Salisbury should feel connected to it as soon as they leave their front door, if not before. Improvements should be underpinned by current local policy, supported by the most up to date scientific evidence.	Agreed.
1	Regarding page 6, Natural England supports meaningful steps towards mitigating and preventing the impacts of climate change. Natural England advises that the design of riverside developments in the flood plain be high quality flood resilient architecture.	Agreed.
1	Natural England consider that the project would have a likely significant effect on the River Avon SAC and would require consultation on the Appropriate Assessment.	Ongoing consultation will take place through the development of a masterplan and detailed planning application stages.
1	Natural England support the initiative on p.26 (Improving open space and the environment) and request that Natural England are considered as a partner when identifying opportunities for the River Park to deliver multiple ecosystem services whilst minimising impacts on the River Avon System SAC.	Change to CAF: Natural England will be added as a key stakeholder in the delivery of this project.
1	The initiative is 'Improving open space and the environment' yet the sections are all focused on providing access and interaction. It would be good to give emphasis to how the river park will enhance and restore the river and wider biodiversity a bit more which in turn will enhance people's interaction and experience of the rivers and meadows. On page 26, Natural England suggest rewording 'looking after the environment' with 'restoring the river and riparian habitat and wildlife of the River Avon SAC'.	Change to CAF: A change will be made to the CAF to reflect this wording.
1	Natural England would encourage the development of an overall management plan for the greenspaces in Salisbury.	Noted.
	Natural England comment that opportunities for improving the environment shouldn't be restricted to the River Park and would encourage measures for urban generalists such as house sparrows and swifts being incorporated into new development and throughout the Central Area.	Noted. The CAF is an umbrella document and does not drill down to detailed matters. It is envisaged that detailed design matters can be addressed through the emerging Salisbury Neighbourhood Development Plan or Local Plan Review.
1	Salisbury Air Quality Steering Group support the River Park from the perspective of air quality. Support the focus on the natural environment.	Noted.
1	Salisbury Air Quality Steering Group comment that the River Park will contribute	Noted.

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	towards the aspirations of the evolving AQ Action Plan for Salisbury.	
1	Natural England comment that there are significant opportunities to integrate the positive objectives for the River Avon with the strategy to improve the open space and environment of Salisbury and its surrounding assets.	Noted.
1	Natural England question why the River Park is not extended to include the Avon Valley Nature Reserve in the north which abuts Fisherton Recreation Ground and is already providing many of the features and benefits proposed for the new river park.	While there is a clear relationship between the northern section of the River Park and the Avon Valley Nature Reserve towards Old Sarum, it is not considered that there would be any benefit to including the Reserve within the River Park, which is focussed on improving the environment within the linear urban core of the city.
1	Consider and extension to create a walking and cycling tourist route to Old Sarum.	
1	The River Park should be extended to link from railway station to Elizabeth Gardens.	
1	Include area around the back of the railway station in this 'greening' proposal.	
1	There should also be a link with an east-west 'green' route through the Maltings site.	The River Park is focussed around the city's rivers.
	Salisbury Area Greenspace Partnership comment that in the Avon Valley at Ashley Green and Fisherton Rec and further north towards Stratford sub Castle, public access should be enhanced on one side of the river bank only.	The Avon Valley Nature Reserve is beyond the scope of the River Park area.
1	Salisbury Area Greenspace Partnership support creation of wetland habitat at Fisherton Recreation Ground. It would be beneficial to improve the existing wetland habitat to the north. The wet spinney at the southern end of the SSSI reed bed adjoining Fisherton Rec is dry and nettle/bramble infested. The area would benefit from local reduction in ground level to achieve wet conditions, on a seasonal basis.	
3	Introduce another bridge across the river along the Avon Valley Nature Reserve - the distance between the footbridge by Five Rivers Leisure Centre and the footbridge at Mill Lane is too far / would improve accessibility between Devizes Road and Castle Road.	
1	Salisbury Air Quality Steering Group note that cycle/pedestrian routes must be wide enough/appropriately surfaced to accommodate all users.	Any new footpaths / cycleways will be designed to meet width and material requirements.
1	The Salisbury Cycle Liaison Panel are supportive of the emphasis given towards sustainable modes of travel. The Council must aim to exceed the minimum design guidance for the provision of facilities for cyclists, for example in respect of the width of the routes provided.	

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No. comments	Comment	Officer response
1	Cycling Opportunities Group for Salisbury comment that any cycle infrastructure needs to comply with minimum widths.	
	Cycling Opportunities Group for Salisbury note that new cycleways must be designed to standards set by Wiltshire Council's Cycling Strategy and LTN 1/12.	
3	Pedestrian and cycle ways through this area need to be improved.	
1	Any new cycleways must be constructed to current guidelines for standards of width and surface quality.	
1	Salisbury Greenspace Partnership propose a 'Radial Greenway' between St Peter's Place and Ashley Green, avoiding Devizes Road and Wilton Road.	This is beyond the scope of the CAF, albeit the proposals for the River Park would not preclude the option being explored.
1	Salisbury Air Quality Steering Group comment that new routes must connect to the rest of the network, e.g. the Salisbury Area Greenspace Partnership green routes/'Radial Route 1'.	
1	Cycling Opportunities Group for Salisbury support the proposal for 'Radial Greenway 1'.	
1	Space for 'Greenway 1- St Peter's Place - Five Rivers' should be safeguarded.	
2	Pedestrian/cycle connectivity to this area should be improved from further up Devizes Road / Castle Road / Sarum Close / Stinkpot Alley.	
1	Salisbury Civic Society supports the River Park concept and the comments from Salisbury Area Greenspace Partnership on the Ashley Green and Fisherton Recreation Ground area.	
1	Emphasis is also needed on providing walking and cycling from out-of-centre housing areas.	This is beyond the scope of the CAF.
4	The Avon Valley path is narrow and congested where it passes under the railway bridge. If possible, open another archway to allow free flow of pedestrian and cycle traffic. The route needs to be continued in an attractive way alongside the river and be of an adequate width.	The option of opening the third railway arch is being explored.
1	Advertise paths behind Five Rivers Leisure Centre more prominently.	The CAF recommends a renewed approach to wayfinding in the city.
1	Adequate signage is important in making routes attractive for residents and visitors.	

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1	Cycling Opportunities Group for Salisbury comment that shared paths should be avoided where cycle/pedestrian volumes are high or where there are vulnerable pedestrian users such as elderly people.	The development of the River Park will consider how to manage and improve pedestrian, cycle and vehicle movement through the area.
4	Introduce pedestrian controlled crossing safety at the Millstream Approach/ Boathouse crossing.	
1	Needs to be clear instruction that pedestrians and cyclists have right of way in the River Park area.	
6	Separate paths/areas for cyclists and walkers.	
1	Cycling Opportunities Group for Salisbury comment that the Maltings redevelopment must include an improved cycle route to complete NCN route 45.	Improvement of cycle routes is one of the key objectives for the River Park.
2	Cycle and pedestrian paths through the area much be well maintained.	Agreed.
1	Salisbury Area Greenspace Partnership comment that Summerlock Stream and the Millstream should be enhanced for wildlife.	Agreed.
1	Salisbury Area Greenspace Partnership support in-channel works to the Mill Stream, and low flow conveyance to improve nature conservation. The area is well used by bats, which should be further surveyed.	Noted. Bat surveys will be carried out as part of a planning application.
1	Salisbury Area Greenspace Partnership comment that County Wildlife Sites behind Waitrose and Central Car Park would benefit from improved management of the willows by pollarding and thinning.	Noted.
1	Suggestion that a beaver reintroduction scheme could be sought.	This does not form part of the proposals but would not be precluded should a scheme come forward.
1	Request to know whether wildlife surveys, such as otters, will be taken for the River Park.	These will be undertaken as part of a planning application.
8	Do more to support and increase habitat and biodiversity / wildlife corridors.	This will be one of the key objectives for the River Park.
1	St. Clements Secret Garden Salisbury C.I.C comment support the project as long as ecology experts are involved.	The River Park project is being progressed with ongoing dialogue with a wide range of partners / bodies, such as the Environment Agency and Natural England.
1	Is this scheme supported by scientific bodies i.e. river authority?	
1	Natural England comment that lighting management of development areas will be required to minimise disturbance to bats and other species using the river corridor.	Agreed. This will be ensured through detailed design.
1	To encourage ecology, there should be no night-time lighting beyond what already exists along the lane adjoining Fisherton Rec.	There are no plans to increase light levels on Fisherton Recreation Ground.
1	On page 18, point 1 Natural England would also highlight that increasing public interaction could result in negative impacts	While it is an objective to encourage more pedestrian and cycle use of the River Park, the

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No. comments	Comment	Officer response
	on designated landscapes and protected sites.	scheme will be designed to set aside spaces for undisturbed habitat.
1	Salisbury Area Greenspace Partnership note that it is important to maintain balance between improving public access to the river and protecting wildlife – support for wildlife corridor with limited access along the east bank.	
1	Concern that this will lead to more footfall which could be detrimental to wildlife.	
9	The scheme should include much new landscaping/planting/lot more trees.	Agreed.
1	Do not support any tree removal.	The construction works required to complete the River Park will necessitate the removal of most trees along the river corridor and the wider site. However, significantly more trees will be planted than felled, creating a net gain in trees. Mature specimens will be used for planting to ensure that the landscaping looks well established as soon as possible.
1	Salisbury Area Greenspace Partnership comment that there should be targeted tree replacement along the riverside path, to replace those that have not survived.	Agreed. This will form part of the design proposals for the River Park.
1	Need to plant more trees along the river to help reduce flooding, e.g. willow.	Selection of specific tree species will be in consultation with Wiltshire Council's ecologist.
1	Introduce only native species.	
1	Opportunities for hydro-electric power generation should be sought at the weirs and sluices.	It is an objective to remove obstacles from the watercourse, in line with the management plan for the River Avon SAC.
6	Concern that the development of a River Park would lead to loss of parking and harm the city's businesses.	Proposals for the Maltings and Central Car Park part of the River Park will be subject to planning permission and will include an assessment of potential impacts on parking availability as part of a Transport Assessment.
1	Concern that people visiting the Ashley Road area will put pressure on the already limited availability of residential parking.	The intention for the scheme is to encourage walking and cycling. This will be assessed in a Transport Assessment as part of a planning application proposal.
1	Concern that people will park cars on the River Park amenity areas that are proposed.	To be addressed through detailed design.
1	Concern that the future car park proposed in the Maltings will detract from the riverside environment.	Noted. Any future development on the Maltings and Central Car Park will be subject to assessment against Wiltshire Council's design policies.
1	This will encourage visitors to explore areas that are not currently visited as often.	Noted.
2	Please make sure that the coach park is integrated with the scheme.	Agreed. The coach park forms part of the River Park area and there is an opportunity to greatly improve the environment in this area.
1	Request to know whether the Swimming Pool car park will still be available for use by Castle Street residents.	This does not form part of the endorsed masterplan for the Maltings and Central Car Park.
1	Reopen the Boathouse.	This is not an option available to Wiltshire Council.

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4	Demolish/redevelop the Boathouse to enable connection of pedestrian footpath.	This is not currently an available option, although the Council will seek to provide better connectivity of the footpath link in this area.
6	Increase opportunities for public access to the river, e.g. paddling, swimming, boating.	Creating opportunities for more engagement of the river is an objective for the River Park, although this must be balanced with the conservation objectives for managing this part of the River Avon.
1	The rivers should be made more of a feature for enjoyment.	
2	Include areas for picnic benches and play.	Agreed.
3	Install more seating along the riverside.	Agreed.
1	Improve night time lighting along the paths.	Appropriate lighting along paths will be introduced. Because of the ecological sensitivity of the area lighting will be designed and selected to minimise light spill to rivers and habitats.
1	Ensure that the River Park is inclusive for disabled people, e.g. ensure that play areas equipment is provided for children with physical disabilities.	Agreed. This will be considered through detailed design.
2	Include space for events, e.g. deck chairs, pop up ice cream/food, screened sports (Wimbledon/cricket), a band stand.	The River Park proposals would not preclude such events from taking place, where there is space to allow for it.
1	Salisbury Area Greenspace Partnership note that there is an opportunity to improve pedestrian connectivity from the Ashley Road area to the Maltings via Churchill Way West underpass by utilising the bridge where Summerlock Stream passes below the railway.	Noted.
1	Salisbury Area Greenspace Partnership comment that there is scope for enhancing the riverside path and open space between Ashley Road and the Maltings. The underpass below Churchill Way has been subject to repeated flooding. Opportunity to work with Waitrose to integrate open space with the riverside.	Agreed. This will form part of the detailed proposals for the River Park.
1	The currently unattractive elements of the riverside walk should be improved, e.g. the coach park, A36 underpass.	
2	Install interpretation boards about wildlife along the river.	Request noted. Interpretation boards will be included in the detailed design of the River Park project to ensure users can learn about and appreciate the enhancements made.
1	Salisbury Area Greenspace Partnership request that a state-of-the-art chalk stream and rivers interpretation facility be integrated into the Maltings part of the River Park project.	Request noted.
1	Install public art along the river.	Request noted. The inclusion of public art is an aspiration of the River Park; however, it will be partly reliant upon appropriate funding coming forward.

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1	Leamington Spa is a good example where green spaces are linked through riverside routes.	Noted.
2	Open space should be retained at Ashley Road to accommodate travelling fairs.	Noted.
3	Concern about loss of space for football and dog walking at Fisherton Recreation Ground.	The temporary football pitch at Fisherton Recreation Ground is due to be removed by the City Council in summer 2020. The River Park will retain an area of space for informal football and ample space for dog walking.
2	Will a replacement football pitch be provided?	
1	Do not remove basketball court from the Fisherton Recreation Ground.	This will be retained.
1	Resident concern about loss of privacy caused by people using the path on top of the proposed bund and look into adjoining property. Also concern that the bund would be eroded by walkers. Request that the footpath be relocated so it is not on the bund.	Noted. This will be considered through detailed design.
1	Request that the trees lining the lane adjoining Fisherton Rec be maintained as part of the work. Future planting should be further from the land to avoid impacting on adjoining properties.	Noted. This will be considered through detailed design.
1	Request that the bund along Ashley Road will be away from the edge of the footpath to ensure that children climbing on it are not too close to traffic.	Noted. This will be considered through detailed design.
1	Do not create manufactured public leisure park at Ashley Road Green / Fisherton Rec and riverbanks area.	Noted.
2	The River Park area should be made bigger in the Maltings and Central Car Park areas.	The River Park will be delivered in accordance with the endorsed masterplan for the Maltings and Central Car Park and subsequent masterplan for the River Park.
1	Unclear what will happen to the river that goes along the back of the central car park.	Minor improvements will be made to Summerlock Stream.
1	Salisbury Area Greenspace Partnership comment that the development of the library/hotel is an opportunity to improve the engineered river channel by reducing the boundary wall to the service yard from 2.4m to 1.2m in height; and careful crown lifting of adjoining trees to allow light to the river channel and bank, to benefit native planting and visual appearance. This could lead to Improved public access to the river via a shared use service yard with a path connecting to Fisherton Street beside the United Reform Church.	This does not form part of the planning permission on this site. Future opportunities could be explored.
1	Ensure that it remains a public space and not sold off to a private company.	There are no plans to sell any Council owned land within the River Park area.
7	Good maintenance of the area is required, e.g. emptying rubbish bins / recycling.	Noted.
3	Consider engaging with volunteers to help to manage these spaces rather than employing staff to do it.	Agreed. Dialogue with interested groups will be sought as the project progresses.

Question 5: Wiltshire Council are working to deliver a 'River Park' through central Salisbury to incorporate improved green space for recreational use, habitat creation, enhanced routes for pedestrians and cyclists, and flood risk reduction to a wider area. This includes land at The Maltings and Central Park, and land at Ashley Road Green Space / Fisherton Recreation Ground. To what degree do you support the River Park proposals?		
No. comments	Comment	Officer response
1	All green spaces in the city should be managed to maximise biodiversity and support native species.	Noted.
1	To increase biodiversity and help insects, request that grass is not over-mown.	Noted. This is primarily a matter for Salisbury City Council who own and maintain much of the city's green infrastructure.
6	Introduce more wild spaces. Areas that are already 'wild' should be kept that way. Reduce ornamental planting.	Noted.
1	Priority should be given 'wilding' even if this restricts recreational use.	A balance must be struck to ensure that publicly accessible open space remains available to ensure people have adequate access for sport and recreation, in accordance with the Council's policies.
2	The area should be designed to be largely self-managed.	Agreed. This will be sought through detailed design.
1	Wiltshire Creative notes that the CAF talks about 'providing cultural opportunities' but does not mention cultural partners in the 'Who' section, which is an oversight.	Noted.
1	The Environment Agency are pleased to be working with Wiltshire Council on the CAF, in particular the River Park, flood risk, and climate change mitigation.	Noted.
1	The Environment Agency comment that paragraphs on page 26 and 27 are almost identical and could be combined.	Change to CAF: Duplicated text will be removed.
1	The Environment Agency recommends that on page 45 the words 'flood attenuation' be replaced with the words 'flood mitigation'.	Change to CAF: A change will be made to p.45 of the CAF to reflect this.
8	Reduction of flood risk is a priority.	Agreed.
1	Flood risk reduction should be by managing rivers properly and maintaining road drains and culverts.	There is a need in Salisbury to undertake flood risk alleviation engineering to manage future flood risk.
1	The scheme should be reappraised in light of recent UK flood events.	Available flood data is constantly monitored.
2	A solution is needed to resolve flooding on the Town Path, Churchill Gardens and Elizabeth.	These matters are being looked at separately, and do not fall within the scope of the River Park.
1	Salisbury Area Greenspace Partnership comment that the Salisbury Wildlife group have been working on the concrete channel in Churchill Gardens over the last two years.	Noted.
1	Green spaces are needed to act as flood plains in the city.	Agreed.
2	The River Park must not lead to flood risk increasing in other parts of the city / downstream, e.g. Cathedral Close.	Agreed. The objective of the River Park is to reduce flood risk. The potential risks for downstream land/property will be closely scrutinized and presented within a Flood Risk Assessment as part of a planning application package.
1	The problem of flooding under the A36 subway towards Waitrose needs to be resolved.	Agreed. Where possible, the River Park will seek to find a solution to this.

Question 5: Wiltshire Council are working to deliver a 'River Park' through central Salisbury to incorporate improved green space for recreational use, habitat creation, enhanced routes for pedestrians and cyclists, and flood risk reduction to a wider area. This includes land at The Maltings and Central Park, and land at Ashley Road Green Space / Fisherton Recreation Ground. To what degree do you support the River Park proposals?

No. comments	Comment	Officer response
1	Question the appropriateness of constructing the NHS buildings on the Avon Approach/Millstream island.	Noted.
1	Have Wessex Water done anything to improve the sewage system in the Cathedral Close?	Unknown.

Question 6: Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.

No. comments	Comment	Officer response
3	Access to Harnham Water Meadows must continue to be strictly regulated and restricted by the Harnham Water Meadows Trust, in order to preserve their nationally approved status and funding and to protect the ecological heritage and the pastures.	Agreed. The Harnham Water Meadows is currently restricted to access and is farmed, a use that is important to the maintenance to the water meadows. Access will need to remain restricted.
1	There should be continued use of the meadows for grazing.	Agreed.
6	Tourists and locals should be made more aware of the water meadows.	Agreed. The CAF recommends seeking ways to promote public knowledge of the local asset.
1	There are opportunities to develop the cultural historic significance of the water meadows as a means of attracting tourism interest.	
3	Request more/safer opportunities for cycle routes linking across the city.	Improving walking and cycling within the CAF area is a key objective.
2	Suggest a boardwalk similar to the riverside path near Waitrose, which has helped wheelchair users access the river.	Suggestion noted.
1	Introduce shared-use footpaths with low-level illumination.	Improving walking and cycling within the CAF area is a key objective.
1	Pedestrians should be kept separate from electric scooters, buggies and bikes.	Improving walking and cycling within the CAF area is a key objective. Where space allows, separated paths should be sought.
1	Cycling Opportunities Group for Salisbury comment that shared-use cycleways that are too narrow should be avoided where possible especially where cycling and/or pedestrian volumes are high, and they can lead to conflict between cyclists and pedestrians. The Town Path is the safest and shortest route from Harnham to the city centre for cycling and walking and this cycle route must be protected, although it needs improvement to accommodate the volume of pedestrian and cycle movements.	
1	Concern that increased numbers of people / dogs will harm the river bank.	Concern noted. This will need to be managed.
3	Concern about increased litter dropping which will end up in rivers / harm wildlife.	
19	General support.	Support noted.

Question 6: Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.		
No. comments	Comment	Officer response
1	This would offer improvements in quality of life.	
4	Volunteer schemes or school / college involvement and education in these areas would be good for the community.	
2	Must preserve the tranquillity / protection for wildlife.	Agreed.
2	Introduce wildlife hides to allow wildlife observation.	Suggestion noted.
1	The enhancement of rivers and water meadows, and biodiversity enhancement is to be encouraged both because of the increased opportunities for more pleasant paths and cycleways and also because this supports carbon capture and storage and other air quality benefits.	Noted.
1	In March 2009, Salisbury District Council gave Broken Bridges Nature Reserve Limited (BBNRL) a grant to carry out improvements along the Nadder. Wiltshire Council has ring-fenced funds awaiting the opportunity to purchase the land in question. The same approach should be taken for all of Salisbury's rivers.	Noted.
1	Salisbury Cathedral supports the potential to enhance the environment in these areas and would welcome working with partners to achieve this.	Support noted.
1	Please leave the water meadows as they are.	Noted, the aim is to protect the water meadows whilst increasing knowledge of the special qualities as well as access and connectivity across Salisbury.
1	Do not think the meadows and its outstanding landscape can be improved from what is existing.	
1	The existing managed water meadow system should be left to be operated with an annual maintenance programme.	Noted.
2	Other city centre initiatives should be prioritised over this one.	Noted.
1	Concern that the area may become overused.	Noted.
1	Do not support new manufactured river channels.	Noted, there is no intention to manufacture new channels unless they are in areas where channels are already man-made.
5	Flood management must be prioritised.	Noted, a key aim of the river park project is flood management.
12	Do not build on flood plains.	Noted. The CAF does not propose any new development on water meadows.
10	Do not build on water meadows.	
1	The flood area should be widened.	
2	Buildings should be set a distance back from the river in the interests of flood protection and considering climate change.	
1	Concern about flood risk to essential NHS buildings at Avon Approach/ Millstream island.	Noted. The River Park project should help to alleviate flood risk in this city part of the city.
4	Salisbury's rivers require careful maintenance and support – must consult with the wildlife/environment organisations.	The council is working closely with Natural England and Environment Agency to deliver the River Park project and consults with them

Question 6: Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.		
No. comments	Comment	Officer response
		for other projects with potential impacts on the environment / water courses.
19	Protection and improvement of biodiversity must be the key priority in this. There should be no loss of habitat / concern about habitat disturbance.	Noted, a key priority of the CAF is to protect and enhance ecology.
1	Salisbury's rivers are highly protected chalk stream environments of international importance for their rarity and species richness.	Noted. This is a key consideration in planning for any developments with potential impacts on the water courses.
1	Efforts should be made to improve opportunities for people to engage with wildlife and the natural environment.	Noted, this is the aim of the CAF.
2	Include more information points, e.g. information about the Town Path and Constable views.	Requests noted.
1	Include information boards to explain to the public about the potential harm of feeding bread to swans, and to discourage dog owners from allowing them to chase birds.	
1	Risk that increasing public access to the meadows could drive away resident species such as egrets, kingfishers and herons.	Noted. In any project a net gain for biodiversity will need to be achieved.
1	Wild plants should be left to grow to help insects, birds and other wild life.	Requests noted.
1	Priority should be given 'wilding' even if this restricts recreational use.	
2	Salisbury City Council strongly supports this policy.	Support noted.
4	New buildings facing the river must not reduce public access to/views of the river frontage (incl. fencing).	The CAF recommends improving public access to the river wherever possible.
1	Do not agree that new buildings should have priority over river views.	
1	Concern about affordability of waterfront buildings.	Concerns noted.
3	There should be no additional hard landscaping / any development should look natural.	Noted and agreed.
1	Limit new buildings and preserve views of the Cathedral and natural environment.	Noted and agreed.
1	Object to any new buildings while there are existing vacant buildings.	Noted, however any new buildings are likely to occupy space that are currently vacant to make them more viable.
1	Avoid overdesigning or commercialising the area.	Noted and agreed.
1	Essential need to plant a high hedgerow to screen the Old Cattle Market car park from the river banks and footpaths.	Noted. This will form part of the proposals for the Malting and Central Car Park / River Park.
6	Suggest providing an access link between the strip of land behind Churchfields to the lower meadows / Middle Street meadow / the Town Path. Footbridge over the River Nadder - concrete footings already exist on the eastern side of the river.	Suggestion noted.
1	Object to the idea that a small amount of important water meadows should be	Noted.

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No. comments	Comment	Officer response
	disturbed to allow a southern entrance to Churchfields Trading Estate.	
1	Suggest make access to river through council owned properties such as Riverside and Grosvenor House.	Suggestion noted.
1	The Town Path should remain as it is.	Noted. Improvements could be made as part of recommendation to enhance the water meadows as a visitor attraction.
1	The Town Path needs improvement.	
1	The tarmacked and street-lit Town Path, while very useful for travel, is not a good example to follow.	
1	Consider widening the Town Path so that there is safe room for both cyclists and pedestrians.	
1	The ability to cycle away from traffic along the river is appreciated.	Noted and agreed.
1	The paths need to be surfaced/improved.	Noted.
1	Greater control of anti-social behaviour along the Town Path.	Concerns noted.
1	Churchill Gardens could be more developed for recreational use and Elizabeth Gardens used for more cultural events, concerts, etc.	Suggestions noted.
1	Provide things for young children, young people and families to do.	
3	Include picnic areas/tables/benches.	Noted.
1	Do not include too many paths and benches.	Noted.
2	There should be points of permitted access for swimming / paddling.	Noted. The River Park project will look at opportunities to increase spaces for public access to the river.
1	There should be no prevention of using the area for boating.	Creating opportunities for more engagement of the river is an objective for the River Park, although this must be balanced with the conservation objectives for managing this part of the River Avon.
1	There should be restrictions on fishing.	Noted. There are currently restrictions for fishing and environment agency licence is required by all people fishing.
3	Dogs must be kept under control, especially near the sheep.	Noted.
1	Request for signs to explain the geography / route of Salisbury's rivers.	Noted.
1	Request to see clear plans for sustainability in the long term.	Noted.

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
1	The Council needs an empty properties strategy.	It is expected that investment in the city will lead to reduction of vacancies.

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
10	Would like to see more space for local artists/students to display/sell their work in pop-up shops and galleries.	Noted. The CAF promotes pop-up uses but it is outside its remit to list specific end users. It is also beyond the remit of the CAF to identify new galleries. The CAF does, however, recommend that concepts for public art are developed working with both local and nationally recognised artists.
4	Support No.36 pop-up shop on High Street.	Support noted. 36 High Street is an explorative project to test feasibility of support for locally-based artisan traders.
1	Entertainment/experiences are the future of town centres.	Noted. The CAF recommends supporting delivery of more of this type of venue/event in the city.
1	Indoor market/food hall should be developed in the current library buildings, as per The Market House, Altrincham; The Picturedome, Macclesfield; Mathallen, Oslo.	Suggestions noted.
15	Landlords must be made/incentivised to reduce rents.	Generally, market rental rates are determined by the attractiveness of the location to retailers, depending on level of footfall, accessibility etc.
3	Discounts should be available for local and independent producers and makers.	Noted, although this is beyond the remit of the CAF.
1	Would pop-up businesses be charged business rates?	Pop-up businesses would pay business rates, although this is beyond the remit of the CAF.
1	Who would pay for the upkeep of pop-up premises?	The terms of leases for pop-up premises is beyond the remit of the CAF.
1	Provide incentives for different kinds of businesses rather than more charity and coffee shops.	The CAF recommends a range of measures and proposals to support small / independent businesses.
1	There are many empty historical buildings which should be preserved.	Agreed.
1	Review of listing should be carried out to remove heritage blight from derelict sites.	This is beyond the remit of the CAF. Listed buildings are part of the rich heritage of Salisbury.
3	Pop-ups must adhere to the same requirements on signage/shop fronts as other city centre businesses.	Agreed. The CAF proposes initiatives to review, update and enforce shopfront guidance.
1	Columbia Threadneedle support proposals for flexible uses. The LPA should promote redevelopment of existing plots along the High Street, including the existing New Look building.	Support noted.
3	Pop-ups and use of vacant space should be encouraged for cultural uses and the arts.	Noted.
2	Please expedite the delivery of pop-up shops.	Noted. Pop-up shops are one of the recommendations in the CAF that can be taken forward relatively quickly.
2	Use vacant properties to house the homeless.	This is beyond the remit of the CAF.
9	Would prefer vacant buildings to be put to permanent use.	It is acknowledged that there are vacant /derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
		catalyst for wider economic recovery in the city.
1	The concept of pop-up shops will soon become outdated.	Evidence demonstrates that pop-up shops can be very successful and offer many benefits over traditional premises to lots of types of businesses.
1	Concern that pop-ups in other cities have not been successful.	
1	Turn an empty shop into a drop off point for Teracycle recycling (items that are not currently recyclable in Wiltshire).	Noted, although it is outside the remit of the CAF to specify in detail who the end users of pop-up shops will be.
1	Provide a zero-waste shop to fill up bottles and containers with food and detergents to cut down on packaging.	
5	Provide pop-up space for community benefits, e.g. repair shop, swap shop, charity.	
2	Provide a community information hub/volunteer centre.	
1	Support compulsory purchase of long-term empty properties.	
1	Pop-up shops would not suit Salisbury's environment.	Introduction of kiosk style pop-up retail units provides the opportunity to add to vibrancy of the retail offer in the city centre and provide alternative spaces for small scale retailers.
2	Use upper floors of city centre properties for residential.	The CAF proposes initiatives to support re-purposing of upper floors, which could potentially include residential.
2	Properties that have been empty for a long time should be developed into hotels or housing.	It is acknowledged that there are vacant / derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a catalyst for wider economic recovery in the city.
1	Pop ups should be time-limited so that businesses paying full rent and rates do not feel hard done by.	Noted. Lease details of pop-up shops is beyond the remit of the CAF.
2	Vacant buildings should be made more attractive.	Noted. It is expected that investment in the city will lead to reduction of vacancies.
1	Do not like the look of vinyl displays in the windows of empty shop.	Noted.
1	Need to make sure that pop-up premises are of high quality.	The CAF does not prescribe detailed design criteria, but any future planning application will be required to conform to relevant policies of the development plan, including Wiltshire Core Strategy CP57 (Ensuring High Quality Design and Place Shaping).
4	Depends on the type/quality of the pop-up shop/event.	Noted, although it is outside the remit of the CAF to specify in detail who the end users of pop-up shops will be.
2	Not sure pop-ups will resolve the general move towards online shopping.	The CAF is not suggesting that pop-up shops alone will address the move towards online shopping; it encourages multiple events and activities, aiming to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and services to

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No. comments	Comment	Officer response
		meet the needs for different groups of people. This will promote the city as more than just a retail destination.
2	Pop-ups should be in existing buildings, not new venues i.e. kiosks as we need to support/fill existing premises.	The CAF recommends taking a proactive approach to improving the utilisation of underutilised or vacant buildings which could include pop-ups. However, kiosks may be appropriate in locations where there are no vacant buildings.
1	Oppose pop-ups as they would affect the viability of existing long-standing businesses.	The CAF supports seeking pop-up uses in vacant buildings, which will improve the viability of the city centre as a whole to the benefit of other businesses.
1	Rather than pop-ups, move some of the satellite business's such as in Estcourt Road into the central area.	The CAF cannot require individual businesses to change locations.
2	Persuade the GPO to release the large vacant GPO building in Castle Street/Chipper Lane and reuse this space. Also, council owned buildings on Churchfields Road.	The former post office building has had planning permission in the past for hotel use. Commercial decisions about this building are beyond the remit of the CAF.
2	An eclectic mix even in the short term would be good for everyone.	The CAF encourages multiple events and activities in the city, aiming to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and services to meet the needs for different groups of people.
1	Provide a vacant building to house the Charter Market when the weather is too bad for it to be outside.	Noted. Would require a sound business case to deliver this.
1	Rent for a space on the market is too high.	Generally, market rental rates are determined by the attractiveness of the location to retailers, depending on level of footfall, accessibility etc.
5	Use Market Place for events like the Salisbury Festival and the summer market programme.	Noted. The Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
1	The Christmas Market tepee was a welcome improvement of this type.	Noted.
1	Rent at the Christmas Market is overpriced.	Noted, but the level of Christmas market rent is not within the remit of the CAF.
1	Access for wheelchairs/pushchairs around the Christmas Market is difficult.	Noted. The CAF does not specifically deal with the Christmas market. It is acknowledged that there are issues with the standard of roads and pavements in Wiltshire, due to a lack of funds for ongoing maintenance. Wiltshire Council's Cabinet have responded by agreeing additional funding to help to address the issues.
10	Market Place would work well for events e.g. pop up cinemas, pop up bars, street food, screened sports events, stages for arts, music and comedy etc.	The Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
	Relocate the Market Place toilets to the library and use this underground space to	Noted, but it is not the purpose of the CAF to set out detailed proposals.

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
	store equipment for events in the Market Place.	
1	The Market Place looks better when being fully used and enjoyed.	The Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
1	The Charter Market needs some new stalls to add excitement.	This is outside the remit of the CAF.
2	Any activities in the Market Place must be properly cleared up afterwards.	Noted. Salisbury City Council is responsible for street cleaning and litter bins in Salisbury. The City Council have environmental enforcement policies.
2	The integrity of the Charter Market must be protected.	The CAF's recommendations will improve the vitality of the city centre, which is expected to boost the local economy to existing retailers.
4	Do not support events in Market Place that are too loud.	The CAF recommends the hub of activity around Market Place to strengthen the viability of Salisbury, but it is inevitable that not all activities will suit everyone, for whatever reason. Any events will be temporary and set to volumes that would not cause undue disturbance to local residents.
1	Buses should be free on market days to attract more people to use the market.	Wiltshire Council do not operate the local bus service.
1	Market Place should be empty at times. Vibrancy needs to be balanced by calmness occasionally.	By encouraging more events and activities in the Market Place this will help to help strengthen the commercial, retail and leisure core of Salisbury.
1	Shade is needed on Market Place and through the city as global warming progresses, otherwise parts of the city will become heat exuding deterrents.	Noted.
1	Do not support events in Market Place that promote polluting vehicles.	This is noted. The CAF promotes a strategy that discourages car use to encourage the use of more sustainable modes of transport.
1	Would like to see a bigger variety of shops/uses around Market Place, not just cafes/pubs.	The Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
2	Surrounding bars/restaurants should be allowed to use Market Place by extending their seating when there are no other events on.	Noted.
1	Picnic tables and chairs on Market Place so people can eat outside.	Noted.
1	Needs to be made easier to set up temporary activities.	Noted. The CAF recommends pop-up uses and encourage 'meanwhile uses' for empty commercial properties.
3	The city centre needs to shift its focus to events, activities and creativity.	The CAF encourages multiple events and activities in the city, aiming to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and services to meet the needs for different groups of people.

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
4	Support for indoor food markets.	Support noted.
1	One off event in disused buildings e.g. secret cinema, silent discos, children's activity days, craft fairs.	It is acknowledged that there are vacant / derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a catalyst for wider economic recovery in the city.
1	Carry out market research to find out what events people in Salisbury would like.	Future projects/proposals coming out of the CAF will be subject to further consultation with relevant stakeholders.
1	School/college age young people should be asked what they would like to see happening in Salisbury.	
1	Any events must be accessible to all and not restrictive due to price or timing.	The CAF does not provide details of specific events. It makes sense that events are accessible to as many people as possible to ensure their success, but it would be impossible for events to be suitable to all in terms of pricing and timing.
1	Concern about impact of new events on availability of car parking.	The CAF seeks to reduce the prominence of cars within the central area, encourage better use of Park & Ride facilities and to create more people-friendly streets. Increased pedestrianisation will increase footfall, which is expected to benefit businesses.
1	Concern about impact of new events on cost of additional policing.	Concern is noted, but it is considered that the potential benefits to the vibrancy and economy of Salisbury that new events could bring will outweigh the potential increase in cost of additional policing.
1	Buskers should be moved from the High Street to the Market.	Dealing with buskers is beyond the remit of the CAF. The CAF recommends encouraging more events and activities in Market Place to help strengthen the commercial, retail and leisure core
2	Additional events should not result in additional lighting.	Noted, but it is inevitable that not all events will be to the liking of everyone. The Illuminating Salisbury project forms part of funding bids and, if successful, will provide a fantastic outdoor visitor light attraction that will illuminate the stories of Salisbury's rich heritage.
1	Unclear what is meant by 'vibrancy'.	In the context of city centre vibrancy this means ensuring the centre is full of energy and life and offers many different activities so that the city is resilient to future change and can remain successful.
2	Salisbury City Council aspire to develop a policy to allow greater flexibility of land uses within the central area through a Neighbourhood Development Order (NDO). The CAF team should not produce pre-emptive studies without close consultation with the Steering Group to avoid conflict.	The council are and will continue to work closely with Salisbury City Council as they develop their neighbourhood plan, and it is intended that the CAF will form part of the evidence that supports this process.
1	Would like to see the return of the Fisherton Street Festival.	Noted. The CAF proposes the enhancement of the Cultural Quarter which will provide

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
		cultural opportunities and improved leisure and recreational opportunities, such as festivals.
1	Free table tennis should be provided.	This is not within the remit of the CAF.
1	The War Memorial on Guildhall Square limits what can be done on this space and makes it less easy to combine with Market Place to accommodate large audiences.	Noted. Relocation of the War Memorial has been considered in the past, but Market Place and Guildhall Square are two separate entities and Market Place. Both are flexible spaces for events.

Question 8: The CAF proposes enhancing the Railway Station area with the creation of a new people-friendly orientated plaza, a business hub to the north of the station and improved interchange facilities for buses, cyclists and pedestrians. To what degree would you support such proposals?		
No. comments	Comment	Officer response
20	The station is an important gateway to the city that needs to be improved.	Agreed. The CAF recognises the importance of the railway station and proposes redevelopment around the railway station, including better wayfinding infrastructure and public realm improvements.
1	Money should not be spent on improving the station forecourt.	Disagree. Currently there is a high volume of traffic in the forecourt area, lack of good quality pedestrian areas, poor quality connections with the Salisbury city centre, and poor wayfinding and information provision.
1	Investment should not be concentrated on a single area and should be spread throughout the city centre.	The Future High Street Funds bid includes proposals for across Salisbury, and not just the railway Station area. The CAF also makes a series of recommendations to guide future developments and initiatives across the city, not just the railway station area.
2	Concern that Salisbury is not a big enough place to support this proposal.	The enhancement of the railway station area will add commercial value and provide new vitality to the area, thereby helping to boost the local economy.
3	Concern that development around the station will reduce the number of people going into the city centre. The station area should not be a destination in its own right.	To the contrary, the Salisbury Train station project will include better wayfinding infrastructure and public realm improvements to encourage visitors from the station into the city centre.
2	Not clear who will benefit from the proposals / nearby residents will not benefit.	The enhancement of the railway station area will bring benefits to the whole of Salisbury in that it will provide new vitality to the area, boosting the local economy.
1	Do not think the plans will improve public uptake of railway use.	Noted. Additional parking, and an easier bus-rail interchange will allow people who currently avoid travel to the station to use it.
1	It is hoped that the redevelopment will persuade people to use sustainable transport options.	Noted. One of the key aims of the Salisbury train station project is to deliver a sustainable transport hub.
2	There needs to be a transport strategy in place before any proposed development goes forward.	The Salisbury Transport Strategy has informed the CAF. Detailed proposals to enhance the railway station area will be informed by highways modelling/transport assessments.

Question 8: The CAF proposes enhancing the Railway Station area with the creation of a new people-friendly orientated plaza, a business hub to the north of the station and improved interchange facilities for buses, cyclists and pedestrians. To what degree would you support such proposals?		
No. comments	Comment	Officer response
7	The station needs to have better wayfinding and signage for pedestrians and cyclists.	Redevelopment around the railway station will include better wayfinding infrastructure for all users.
3	Buses, cyclists and pedestrians need to be kept safely separated.	Agreed, the needs of all users will be considered as part of the redevelopment around Salisbury train station.
13	Improved cycle infrastructure is needed from the station	Agreed, this is being considered as part of the proposals for redevelopment around Salisbury train station.
2	Strategic cycle routes are needed to provide safe links from residential areas to the train station.	The CAF recommends an accessibility study to include a review of cycle routes.
7	Better secure storage for bikes is needed.	Agreed, this is being considered as part of the proposals for redevelopment around Salisbury train station.
1	Cycling Opportunities Group for Salisbury have reservations about the proposed location for cycle storage which can only be accessed via South Western Road or Churchfields Road and using a shared route with pedestrians.	Noted, the location for cycle storage has not yet been fixed and will be subject to further consultation.
1	Would like to see a bike hire scheme at the station.	Noted.
2	Cycle access to the station from Churchfields Road should be improved, e.g. not via the existing shared use ramp.	Noted. The proposals to enhance the station forecourt include the improvement of cycle routes and access.
1	Provide charging points for electric bikes.	Noted, this is being considered as part of the proposals for redevelopment around Salisbury train station.
1	Cycling Opportunities Group for Salisbury have concerns that the plans do not address the ability of cyclists to arrive and leave the station safely.	Noted, cycle routes into and out of the station are still being considered as part of the forecourt enhancement proposals and will be subject to further consultation.
1	Cycling Opportunities Group for Salisbury comment that the mini roundabout at Fisherton Street/South Western Road, and Churchfields Road are dangerous for cyclists due to HGVs and traffic congestion.	
1	Cycling Opportunities Group for Salisbury raise concern that the location of the proposed decked car park will remove option of cycles accessing the station via the safer existing through route from Churchfields Road.	
14	Improved/wider walking routes are needed to/from the station, e.g. along South Western Road.	
1	A pedestrian crossing outside the station is needed.	The CAF recommends improved pedestrian facilities along Churchfields Road, including formal crossing points and enhanced footways.

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1	The mini-roundabout at the junction with Churchfields Road blocks easy walking from Crane Street / Queen Elizabeth Gardens.	The CAF recommends measures that will improve the safety and accessibility of walking and cycling routes within the central area. It recommends delivery of a coordinated wayfinding strategy to improve ease of movement.
1	Please investigate the possibility of a footpath from the station car park, down the side of Grosvenor House to the end of Fisherton Island and through to Elizabeth Gardens.	The CAF recommends measures that will create people-friendly streets, including the delivery of a coordinated wayfinding strategy to improve ease of movement.
10	Traffic from Churchfields will be harmful to the environment of the new station area.	The future of Churchfields Industrial Estate will be re-considered through the Local Plan Review.
1	While Churchfields remains in situ any plans for the train station should be put on hold.	
4	An alternative route to Churchfields is needed that doesn't go past the station.	
1	Use land around the station for a new access through from near St Paul's roundabout to Churchfields Road so that traffic can avoid the railway bridge / station approach route.	
1	The Wiltshire Council owned building on Churchfields Road should be redeveloped for housing.	
44	The station should be linked with bus services/Park & Ride/a transport interchange.	One of the key aims of the Salisbury train station project is to deliver a sustainable transport interchange.
2	It is questionable whether buses should be brought to the station forecourt as South Western Road is already very congested with some of the poorest air quality in Salisbury. The annual mean concentration of NO 2 on South Western Road leading from Fisherton Street to the station has exceeded the legal limits and has been the highest reading within Salisbury's ring road, for at least the last 5 years.	One of the key aims of the Salisbury train station project is to deliver a sustainable transport interchange. By encouraging people to use more sustainable modes of transport, this will help to improve air quality.
6	Bus access to the station should be from a reopened northern entrance to avoid the need to traverse South Western Road.	The CAF proposals include consideration of a northern entrance to the station.
1	Cheap/free bus fares should be offered to train users.	The setting of bus fares is outside the control of Wiltshire Council.
1	Cycling Opportunities Group for Salisbury comment that bus services need to be improved to reduce the need for travel by car. At present, Bemerton and Wilton are the only destinations served adequately by bus to and from the station.	Bus services are not operated by Wiltshire Council.
1	Concern about potential loss of bus access to Fisherton Street.	Wiltshire Council are working in consultation with the bus company.
7	There should be a shuttle bus/tram from the station to the city centre	Noted, but bus services are not operated by Wiltshire Council.
3	Need to improve the Stonehenge bus stop.	Agreed, this is being considered as part of the Station forecourt redevelopment project.
1	Long bus journeys to the station discourages use of trains.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city

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		centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion, which will reduce bus journey times.
25	Provide more parking spaces at the station e.g. decked parking.	To enable forecourt improvements the provision of more parking spaces is being considered, such as through the development of a decked car park.
1	Consider building a car park over the tracks, west of the station.	
1	Convert a site on Churchfields to provide more car parking for the station.	
1	Object to visual appearance of multi storey car park.	There is potential for provision of a decked car park at the station, not a multi-storey car park. There are no detailed plans yet of what a decked car park will look like, but consideration will be given to the external appearance of the decked car park to ensure that it complements its surroundings.
5	Continued ease of parking is needed for commuters.	Proposals for the station forecourt include the provision of appropriate parking for commuters.
2	The car park needs to be resurfaced and pavements need repair and maintenance.	The Station forecourt proposals will include an enhanced surface car park.
1	Disabled parking at the station is needed.	Agreed, disabled parking will be provided as part of the Station forecourt redevelopment project.
1	Concern that station parking will be used by car users who aren't using the station.	It is not within the Council's remit to control who can and cannot park at the station.
2	The proposals to increase parking at the station contradicts the CAF's intentions to reduce vehicles in the city centre.	To enable transformational forecourt enhancements, some existing parking will be lost which needs to be provided elsewhere, such as through a decked car park, to cater for existing commuters. This does not contradict the CAF's intentions to reduce vehicles in the centre.
1	Any additional or replacement car parking at the station should be well served by electric charging points.	Electric charging points will be provided as part of the Station forecourt redevelopment.
1	Include solar canopies to allow for renewable energy generation as well as e-car battery recharge.	Electric charging points will be provided as part of the Station forecourt redevelopment. Options for other sustainable opportunities will be explored.
3	The 20min bays are well used and at times overwhelmed, so a similar number of 20min bays will be needed.	Noted. 20-minute bays will be included as part of the Station forecourt redevelopment project.
1	Much better drop / pick up spaces are needed.	Noted, this is being considered as part of the Station forecourt redevelopment project.
1	If housing is built, then adequate car parking much be provided.	Any housing proposals will have to adhere to the transport policies of the Wiltshire Core Strategy in relation to provision of parking.
1	Car parking should be reduced and replaced with trees and meadow plants in keeping with the natural environment.	Car parking at the station is required to enable commuters to use the railway service, rather than continuing their journey by car. Green public realm enhancements will be considered as part of the forecourt improvements.

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1	Expensive car parking at the station discourages use of trains.	Car parking fees are outside the control of Wiltshire Council.
2	The rail providers should pay for the increased parking as they will be the beneficiaries.	Wiltshire Council and Network Rail / SWR are working in collaboration to deliver a mutually beneficial scheme. The forecourt proposals will deliver a transformational scheme that will draw people into the city centre, to the benefit of the local economy. Various potential funding streams are being explored to deliver the scheme.
1	Better taxi connections are needed.	This is outside the Council's control.
16	Open the north side of the station for pedestrian/cycle access.	Phase one of the station redevelopment is likely to involve the enhancement of the forecourt. Later phases will include the wider area surrounding the station. This will include proposals to deliver, for example, smaller homes, commercial floorspace and the potential for the rail operators to meet future operational objectives. Further consultation will take place when appropriate.
3	Land north of the station should be used for housing and commercial development.	
1	There is not much space for development north of the station.	
9	Not sure that there is a need for a 'business hub'/extra office space.	
4	Object to building new commercial buildings when there are existing ones that are empty / concern about pulling the city's centre of gravity away from the existing centre.	
1	Concern that a business hub would attract more cars and further decrease air quality	
1	Do the plans mean the closing of the train depot?	
1	If the northern area is redeveloped, what will happen to the old railway social club?	
1	If the depot is to be moved, what efforts are being put into retaining the facilities on another site?	
1	South Western Rail request that the text in the main CAF document (page 50) is less specific about the railway depot site. It suggests that the depot may be relocated to the engine shed site – it would be preferred if this is less specific and just talks about catering for increased railway operating demands with improved depot facilities including stabling and that this may involve the use of the old engine shed site. More detail will be established through a masterplan.	Change to CAF: Delete first bullet point under “Infrastructure requirements or opportunities” in Station section and replace with “Meeting increased railway operating demands with improved depot facilities including stabling. This could potentially involve the use of the Engine Sheds site”.
4	Creating a new link from Platform 6 to the Maltings / rear of Fisherton Mill area would enable better integration with the Maltings redevelopment.	The Maltings and Central Car park masterplan acknowledges the potential to explore linkages to Platform 6. Any such connection would need to be delivered in collaboration with Network Rail.
1	Given the MoD sites in the area, it would be useful to think about security clearing a business hub, for potential use for conferences etc.	Noted, although it is too early at this stage to know who potential end users will be.
1	A station car park on the southern side of the station will lead to increased car traffic on South Western Road. The potential for car	Noted. Options for parking on the northern side of the station can be explored when later phases of proposals for the wider railway area

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	parking on the northern side of the station could help alleviate this.	are examined. These later phases will be subject to further public consultation.
1	The design of the Plaza must be place-specific for Salisbury.	The design of the plaza will be given more consideration during later phases of the proposed Railway Station area redevelopment.
5	Introduce green space/planting as part of the plaza proposals.	Green public realm / landscaping will be considered during later phases of the proposed Railway Station area redevelopment.
3	Not sure if the station forecourt area is big enough for the proposed uses.	The station forecourt proposals are essentially about improving the existing uses. The potential for a people-friendly plaza and business hub is proposed for the wider station area, to the north.
1	Winchester should be looked at as a good example.	Noted.
2	Not sure how much a plaza would be used.	The CAF provides a platform for city improvements, such as the regeneration of the station area to stimulate investment and boost the local economy.
1	The Council should focus their efforts on basic maintenance of the Highway around the train station.	The Council is responsible for highways maintenance, but this falls outside the scope of the CAF and is also not undertaken at the exclusion of all other proposals for the city.
1	Provide a 'Changing Places' toilet as part of the development.	Noted.
1	Too much space on the forecourt is given over to cars.	Agreed, the proposed forecourt enhancements seek to improve the public realm in this area so that it is not dominated by cars.
4	Include a screen/information kiosk/welcome hosts/ambassadors to inform visitors of events currently going on in the city.	The proposals to enhance the forecourt include the potential to include a welcome point/pavilion. This will provide a focal point and shelter for tourists arriving to both the City and en-route to Stonehenge and also serve as a Wayfinding and Information point.
For 1	Lighting around the station area needs to be improved.	Lighting will be addressed as part of the forecourt enhancements.
1	The blank walls on South Western Road could do with improvement.	Later phases of the Station redevelopment project will consider how the public realm can be improved and will be subject to consultation.
2	The mini roundabout junction to Fisherton Street needs to be remodelled.	The Salisbury Transport Strategy sets out a variety of measures that address congestion. A Transforming Accessibility Project is also underway.
1	Need to stop traffic from taking the short cut to the station entrance which is a hazard to pedestrians.	Proposals to enhance the station forecourt will include consideration of traffic flows, access and egress.
4	The area would benefit from redesign of traffic flow for taxis/buses.	Proposals to enhance the station forecourt will include consideration of traffic flows through the forecourt. The Salisbury Transport Strategy sets out a series of measures designed to improve key junctions and circulation around the city's highways network.
1	Taxi drivers must be made to adhere to road markings.	This is outside the remit of the CAF.
5	The walk to the city centre via the Fisherton Street rail bridge should be improved - the	Later phases of the Station redevelopment project will consider how the public realm in

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No. comments	Comment	Officer response
	route under the railway bridge is not a pleasant experience.	this area can be improved and will be subject to consultation.
6	Churchfields Road has a dangerous crossing point about 200 meters from the mini roundabout for access to the train station. Considered against current design guidance the width of the island is sub-standard, being too narrow for buggies/bikes/mobility scooters and this is exacerbated by the HGVs accessing Churchfields. Work on the station forecourt must be expanded to incorporate the replacement of the existing pedestrian crossing point on Churchfields Road with a significantly improved crossing facility. A zebra crossing would cost in the region of £35,000.	Future improvements to the station forecourt and masterplanning for the wider station area will consider pedestrian/cycle infrastructure.
1	To improve visibility at the pedestrian crossing island on Churchfields Road several trees need to be substantially cut back.	The CAF recommends that Improved pedestrian facilities along Churchfields Road, including formal crossing points and enhanced footways should be considered in any future policy.
2	Do not support any proposals for shared pedestrian/cycleways on Churchfields Road.	Noted. The CAF seeks to improve cycling and walking routes and recommends an accessibility study which will review cycle routes.
1	Concern that enhancing the forecourt and creating a business hub may conflict with pedestrianising Fisherton Street.	Proposals for the station area will reduce the dominance of the car at the station forecourt, enhance wayfinding and improve pedestrian flows, and transform the public realm, all of which will draw people into the city along Fisherton Street.
1	Is it possible to widen the railway bridge?	This is outside the remit of the CAF and the control of the council. It is not clear what benefits this would bring and structurally and financially is unlikely to be feasible.
11	The historic value of the station needs to be preserved.	Any proposals for the station area will ensure that the built heritage of this area is not compromised.
2	The station building needs better upkeep / in need of repair and refurbishment.	This is outside of Wiltshire Council's control.
1	The station needs platform-lifts.	
2	The ticket office is too small and is often crowded. More barriers are needed to avoid bottleneck when a busy train empties.	
3	The development must not have adverse impacts on the amenity of nearby residents/ concern about increase in noise, litter and anti-social behaviour.	Proposals will need to protect the amenity of neighbouring uses. Anti-social behaviour, including littering, falls outside the scope of the CAF.
1	The railway system should be decarbonised.	The provision of rail services and pricing of tickets is outside the control of Wiltshire Council.
3	Provide additional out of town stations to enable easier access for people who live outside of Salisbury, e.g. Wilton, Porton.	
1	Station services at Grateley need to be improved.	
1	The train service from Salisbury needs to be more reliable.	

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No. comments	Comment	Officer response
1	Salisbury should push for train services further afield than London, Exeter, Portsmouth and Cardiff.	
1	Train tickets are overpriced.	

Question 9: Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people?		
No. comments	Comment	Officer response
3	Rents must be set against costs to reduce the council tax burden.	Rental levels are set by landlords.
2	Need to ensure long term occupation if the council is going to make this investment.	Agreed.
2	Not clear how the council would persuade private landlords to take part in this initiative.	Agreed. We will work with the High Streets Task Force to develop best practice ways to engage landlords.
11	Workspaces must be affordable.	Agreed.
1	Landlords should be charged for empty buildings to make them reduce rents which are affordable to the market.	This would not be within the Council's powers.
1	Landlords should be forced to rent out, redevelop or sell in a reasonable amount of time.	This would not be within the Council's powers.
1	Query where the money would come from to fund this initiative.	Each property would need to be subject to its own business case showing that the scheme would be viable.
4	Business rates are too high for this initiative.	Business rates are set by central government.
2	Use space for community hubs for young people.	Opportunities for such uses would be supported in appropriate locations.
1	Provide spaces for Salisbury's ageing population.	
1	Consider a space for a recycling facility for hard to recycle items.	
1	Use space for indoor markets for small stalls.	
4	Provide workshops.	
4	The old post office should form part of this initiative, e.g. space for workshops, the Library/gallery, space for the homeless, return to use as post office as suggested uses.	The Council supports bringing underutilised properties back into use to support the local economy and vibrancy of the city centre.
1	Would like to see one of the larger underused buildings (e.g. in Castle Street) used as a Youth Hostel. This type of use would not require car parking.	
3	The empty properties along Castle Street should be used for this initiative.	
2	Steynings' in Crane Street should form part of this initiative.	
1	Consider using one of the large empty properties for the Library.	
2	Deliver a Heritage Centre / use empty shops for local history displays.	

Question 9: Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people?		
No. comments	Comment	Officer response
1	The police station should return to its original building.	This is a matter for Wiltshire Police.
23	Nor clear what is meant by 'heritage living'.	This is a catch-all term to describe repurposing heritage buildings for residential uses. It is not meant to imply high maintenance.
1	Heritage living implies high maintenance. Young people seek low maintenance/high convenience accommodation.	
12	This idea should be good for supporting new/start-up/creative businesses.	Agreed.
1	Not sure there is enough business to support this initiative.	The intension would be to attract new business to the city as well as support additional businesses.
1	Temporary / pop up spaces should be tailored for local groups and start us.	Noted and agreed.
2	Wiltshire Council should do more to support existing businesses.	It is expected that the range of recommendations within the CAF will create an improved environment for business in central Salisbury.
1	Workspaces must be sustainable/green.	The council's development plan and national planning policy includes building standards requirements. This may be reviewed through the Local Plan Review process.
1	Click and collect should be encouraged.	Noted.
2	Pop up uses, and evening leisure pursuits must not create disturbance/conflict with nearby residences.	Agreed. Sites for pop-up uses will need to be carefully planned to avoid conflict with residential uses.
1	Additional residential parking is needed to avoid putting further strain on the already over-subscribed residents parking zones.	Parking is considered where planning permission is required, although to promote sustainable transport other initiatives such as car clubs should also be promoted.
1	Stop allowing out of town superstores. We need shops in the city.	The CAF recommendations are designed to support bringing more active uses back to the city centre.
1	The use of the old BHS store as a cinema was a fantastic initiative.	The CAF encourages temporary pop-up uses to help create and maintain vibrancy.
3	The old BHS building should form part of this initiative, e.g. suggested location for Three Chequers Medical Practice.	The council will work to support the Three Chequers Medical Practice however it can.
2	Try to encourage retail diversity.	The council cannot bring specific stores to the city but can assist in creating the right economic conditions to encourage commercial investment.
2	Do what can be done to keep remaining retail outlets.	
2	Do not encourage any more coffee shops.	
1	Do not allow vacant units to be filled by gambling and loan shops.	
3	Query why these spaces are not already being used.	There are likely to be a number of reasons, and part of the task will be to identify and overcome such barriers.
1	Permanent repurposing of empty buildings would be preferable.	Noted.
9	Empty shops need to be brought back into use.	Agreed.
2	Ongoing maintenance of such buildings will be important.	Agreed.
2	Any redevelopment works must be of a suitably high standard.	Agreed.

Question 9: Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people?		
No. comments	Comment	Officer response
2	Wiltshire Council should refurbish the Grosvenor House for this initiative.	Wherever possible the Council will consider opportunities to make the best use of properties within its ownership.
1	Wiltshire Council should refurbish the Old Fire Station for this initiative.	The Old Fire Station has already been refurbished into an operational short-lease business hub.
1	Example of success elsewhere e.g. Joynes House in Gravesend, previously Kent Council Offices.	Noted.
1	Empty properties should be acquired by the council through compulsory purchase.	Each property would need to be subject to its own business case showing that the scheme would be viable.
1	Query whether this initiative has been a success in other urban towns, or whether Salisbury will be a pilot case.	By supporting a mix of uses, Wiltshire Council believe we can enhance the viability of individual buildings. Residential property can achieve a higher value and support young people finding a place to live.
1	Towns across the country have been trying to get people and businesses into empty buildings without much success - not clear what would make Salisbury any more successful.	
1	Consideration is needed on the potential impacts on essential services located in the city centre.	Agreed. This would need careful consideration.
1	Salisbury City Council (SCC) comment that the neighbourhood plan will contain a Housing Mix policy. Early evidence indicates a shortage of city centre housing for young people - SCC aspire to allocate housing for young people and to support the night-time economy.	Noted.
	The Salisbury Neighbourhood Development Plan Steering Group comment that these issues will be addressed through the NP. The SNDP should lead on the matter of land use flexibility in the central area.	It is hoped that the CAF recommendations will assist the neighbourhood plan in taking forward detailed proposals that translate to policy.
1	Planning policy should support change of use of some secondary/tertiary shops to residential; and support new uses for unused upper floors above shops.	The Local Plan Review will carry out a comprehensive review of the current town centre retail planning policies to ensure they are flexible and adaptable to respond to the changing role of the city centre.
1	Could an area with Poultry Cross next to its corner be demolished? North side/west end of New Canal; east side/north end of High Street; south side/east end of Silver Street. The result would transform traffic movement in the centre entirely.	This area contains a number of Listed and historic buildings. This does not form part of the CAF recommendations.
1	Any repurposing must respect the character and design of the original building.	Agreed.
	Interesting and historic interiors need celebrating.	Agreed.
1	Will Historic England be involved with this?	Yes. The council will continue to work closely with its partners and stakeholder, including statutory consultees such as Historic England.
1	Wiltshire Creative support the initiative and requests recognition of the role of cultural uses in finding alternative uses for empty space, e.g. events taking place in the Cross	Change to CAF: An amendment will be made to recognise the role of one-off/cultural events in using empty premises.

Question 9: Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people?		
No. comments	Comment	Officer response
	Keys during the Salisbury International Arts Festival 2019.	
24	This proposal will help to enable young people to live in the city / Salisbury needs more young people.	The recommendations of the CAF are designed to support the delivery of housing in underutilised space within the city centre.
6	It is not just young people who need support.	
7	No more housing for older people.	
13	Use this initiative to deliver affordable housing.	Delivery of suitable affordable housing will be supported wherever possible.
1	Do not think young people will be able to afford 'heritage' properties.	
2	Do not support new housing in the centre / concern about diluting the city's business core.	The concerns are noted. Any changes of use will be required to meet the council's town centre planning policies in respect of preserving core areas of business.
3	Support this initiative as it will reduce car usage in the centre.	Agreed.
1	New properties in the city should be supported with the infrastructure to enable car-free living.	
1	Shared car use/car club should be part of this initiative.	The council fully support the city's car-share schemes and will support expansion wherever possible.
3	Support city centre housing as this will help to support local businesses.	Agreed.
1	Concern that converted older properties will not be as saleable as newbuilds.	Noted.
2	Provision should also be made for the homeless/people with disabilities that are accessible to the city centre.	Noted.
1	Do not support housing for young people in the city due to concern about antisocial behaviour and negative publicity for the city.	Noted.
1	Do not support hostels.	Noted.
1	Support for conversion of existing building stock over developing on undeveloped land.	Noted.

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?		
No. comments	Comment	Officer response
23	General support for the project.	Support noted.
12	General objection to the project.	Objection noted.
2	Salisbury City Council and Salisbury Neighbourhood Plan Steering Group are strongly supportive of the project.	Support noted.
4	The project should be delivered as part of a joined-up events economy, e.g. as part of the Arts Festival.	The Council will continue to work closely with its partner organisations, including the Arts Festival, and will be open to opportunities to work together.
1	Concern that the project may compete with other events in the city.	

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?		
No. comments	Comment	Officer response
3	Highlight current events / mark local, national, or international landmark events.	Request noted. This is indeed an important aspect of the business plan for Illuminating Salisbury.
5	The project should be of limited duration, e.g. during the Arts Festival, peak tourism season, special occasions etc.	Noted. The business case is currently based on using the lighting and sound infrastructure for both major shows which will be of limited duration and complement the existing cultural and visitor event calendar, while improving the night time environment in a subtler way over a significant part of the remainder of the year.
2	There should be periods of non-illumination to avoid it becoming commonplace.	Agreed. Installations will not be continuous. Sound and light shows will not run far into the night.
1	Feature for maybe an hour or two rather than far into the night or it could become irritating.	
1	Suggest an extended trial to gauge response.	As part of the development of the business case for the whole scheme, an extended trial using leased equipment may be feasible and provide useful evidence to support permanent installation.
4	The themes should be changed regularly to attract repeat visitors.	Agreed and supported by an Outline Business Case (OBC) prepared by the council.
1	Salisbury Cathedral and Wiltshire Creative comment that the CAF cites Lumiere Durham as an example, although it should be noted that this is a short-term festival not a permanent fixture.	Noted and understood. The OBC also cites international examples of permanent fixtures such as Chartres and Le Mans.
4	It should be subtle/calm, not too flamboyant.	Requests noted. The design and storyboarding for the project will take these comments onboard. The OBC acknowledges the requirement for displays to be authentic to Salisbury's heritage and culture.
1	Not just endless changing colours.	
6	The show must be high quality, tasteful / not 'tacky'.	
2	Would prefer to see improvements to street lighting e.g. solar powered speed restriction signs, lighting near the Arts Centre.	Street lighting and ambient lighting improvements will be considered separately. Illuminating Salisbury will be complementary to such improvements that come forward. Separately, Wiltshire Council will be converting most of the street lighting in Salisbury to LED lighting during summer 2020.
14	Money should be prioritised on other essential projects and services ahead of this one.	Noted. Decision making with respect to the proposal to invest capital monies in implementing Illuminating Salisbury will be subject to an HMT Green Book Outline Business Case. There will be an expectation for the project to represent good value for money in generating additional spend in Salisbury's economy by increasing visitor numbers both in terms of number and length of stay. The minimum benefit sought will be £2 benefit to the economy for every £1 spent on the project and work on the business case to date demonstrates it has the potential to generate significantly more. The project is expected to generate significant increase in footfall and visitor spend which will help to boost the local economy.
12	The project would be a waste of money.	
4	The Council should ensure the project doesn't cost too much.	
1	Concern that the costs could outweigh the benefits.	
1	Heritage lottery funds could help deliver the project.	Noted. This will be explored.
5	The project would be good for attracting visitors / will be good for night life.	Agreed.

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?		
No. comments	Comment	Officer response
1	It is hoped that the project will encourage residents within a 10-mile radius to use Salisbury's evening economy.	Agreed.
2	Not clear who we hoping to attract.	The light show should attract residents and visitors alike. The council is consulting with local stakeholders and will seek to engage with groups such as residents' associations to minimise any disruptive impacts. The light show will drive footfall, increase spend, stimulate the economy and provide revenue and jobs to benefit the city.
3	The project will not benefit local people / could cause inconvenience to residents.	
1	Learn from successful ventures elsewhere e.g. Stourhead / Longleat / Granary Square / Kings Cross / Chartres / Durham.	Noted.
1	The city needs more good quality hotels to attract visitors coming for the lights.	Noted. Part of the strategic case for the project is to encourage commercial investment in hotel space in the city by creating a new visitor attraction which will help maintain numbers throughout the year.
1	Most shops will be closed by night fall so will not get to benefit from evening footfall.	It is hoped that the light show will increase Salisbury's attractiveness for full day outings, with visitors staying out and supporting the evening economy.
1	The light shows should be suitable for day time display.	Noted. The technology permits light shows to work during early evening hours.
1	Concern that similar events elsewhere have not been successful.	There are numerous examples of where illumination events have been successful. In researching the Outline Business Case for the proposed scheme, officers have yet to find any examples of similar events which have not been successful.
4	The temporary light shows at the cathedral worked well.	Agreed.
3	Project is unnecessary. Salisbury already has a vibrant evening economy.	Evidence indicates that Salisbury's evening economy could be boosted and would benefit from an improved event-based economy to support the evening uses.
1	Wiltshire Creative comment that it is exciting that Wiltshire Council wants to invest in the night-time economy but there are concerns about the proposed model. Reference is made to Durham, but this is a 4-day event, not a permanent installation, which has potential flaws. 3D mapping is impressive and immersive but is no longer unique. Wiltshire Creative recommends evidence-based feasibility from a third party before the Illuminations project is fully developed and funded.	Support is noted. Wiltshire Council are keen to work with Wiltshire Creative on the project going forward.
2 1 1 3 1 1 3 2	Suggested locations: <ul style="list-style-type: none"> ▪ The Cathedral and Close. ▪ The Odeon cinema. ▪ The City Hall. ▪ The Guildhall. ▪ The Playhouse. ▪ The exterior of St Thomas's Church. ▪ Salisbury's rivers. ▪ Large walls in the city. 	Noted. These will be considered in further detail as the project progresses.

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?		
No. comments	Comment	Officer response
1 1 1 18 1 1 4 1 1 3 1 2 1 1 1 2 3 1 2 1 1 1 1	<p>Suggested themes:</p> <ul style="list-style-type: none"> ▪ Local arts/artists. ▪ Secret Spitfires themed aerial displays. ▪ Links to the cathedral. ▪ Local history / built heritage. ▪ The story of the building and development of the cathedral. ▪ The cattle market from the medieval period up to today. ▪ Famous local people and visitors, e.g. Samuel Pepys, Florence Nightingale, Dr Middleton, David Bowie, Ted Heath. ▪ Celebration of old local businesses. ▪ Contemporary themes. ▪ Future of Salisbury, science & technology. ▪ Salisbury's ghosts and hauntings. ▪ Literary connections e.g. Golding, Trollope. ▪ Musical connections e.g. Handel, Andy Sheppard, Dave Dee, Dozy, Mick and Tich. ▪ Homelessness/refugees. ▪ Links to leisure facilities. ▪ The city's parks / spaces. ▪ Nature and local wildlife. ▪ Specific local events. ▪ Transport, e.g. railway links along Fisherton Street. ▪ Salisbury Plain / the army. ▪ Boscombe Down & flight tests ▪ Do not support themes celebrating military / armed forces / war. ▪ History of sites e.g. Bourne Hill, Guildhall. History of Salisbury via surviving buildings. 	<p>Noted. These will be considered in further detail as the project progresses.</p>
3	The light show could be interactive/involve people.	Agreed. This idea is being explored.
2	Themes should be relatable for all, e.g. different ethnicities and religions/ spirituality.	Agreed.
1	It could be used as a means of wayfinding.	Noted. This may be an idea to explore, albeit wayfinding infrastructure will need to be in place all the time whereas Illuminations will be 'off' for some of the time.
1	It may help to make the city safer / reduce crime.	Noted. The business case captures these and other qualitative businesses.
2	Avoid Christmas style lighting outside of the Christmas period and use uplighters instead of fairy light styles lights.	Noted and agreed. Careful consideration will be given to the design of the project to ensure that it is clearly distinguishable from the lighting that is in place over the Christmas period.
2	The Christmas lights at Market Place help to cheer the place up.	
2	Highlight/illuminate the existing historic buildings.	This is being explored. Feasibility testing using up lighting has already successfully taken place at the Clock Tower, St Thomas's Church and the Guildhall and Guildhall Square.
1	Allow consultants in consultation with Wiltshire Council and cultural partners to come up with suitable themes.	Input from members of the public and other stakeholders will also be valuable in building a portfolio of theme ideas.

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?		
No. comments	Comment	Officer response
1	Contributions should be sought from local artists and performers.	
1	Could have distinct shows in the different parts of the city.	This will be explored.
1	The project should have a published programme with an organisation in charge.	The commercial case for the project provides a way for the light and sound attraction to be managed by an independent organisation which would as part of its event management activities be encouraged to publish an events programme for it.
1	The project should not be delivered by Salisbury BID.	The project is to be delivered by Wiltshire Council in partnership with other stakeholders and bodies with local interests.
20	The project should not result in unnecessary light pollution/habitat disturbance/loss of night skies.	Concerns noted. The council's ecologist is closely involved in the project planning going forward.
1	Salisbury Area Greenspace Partnership comment that temporary winter light trails through city centre parks (e.g. as in Glasgow, Southampton & Bournemouth) would be preferred to minimise impact on wildlife.	
12	Concerns about the project's energy consumption/lighting must be energy efficient/use renewable energy.	The lighting and other electronic equipment will be energy efficient and the business case is being developed with an aim to have no net additional carbon impact.
7	The project must be environmentally friendly / concern about compatibility with the council's declaration of a climate emergency.	
2	Create colour and interest in the city through greenery, plants, trees, murals instead of a light show.	The light and sound show will create interest and make more attractive the city's green space and heritage. There may be merit in additional planting / artwork being part of the overall scheme which will be explored.
6	The siting/themes will need to be in keeping with character and heritage of the city.	Agreed.
2	Permanent light displays would harm the heritage value of Salisbury.	Concerns noted. The council's conservation team is closely involved in the project planning.
1	Public conveniences for disabled people should be available during the shows.	Noted.
1	There should be no accompanying loud music.	Any musical accompanying will be temporary and set to volumes that would not cause undue disturbance to residents.
1	Include a diverse range of entertainment and music.	Agreed. This idea will be explored.
1	Lighting should be combined with music.	
1	There is no mention of music in this document. There is a large live music scene in Salisbury and this should be included.	
1	Music and a good stage must be provided.	The project will look at creative ways of existing spaces and architecture as a 'stage' for imaginative projections.
1	Need to consider impact of the light show on local traffic management.	Agreed. Detailed consideration will be given to the potential impacts of illumination events on the highways network and parking.
1	Need to ensure Park & Ride services are open late to cope with the visitors.	
1	Limited parking availability may deter people from visiting the light show.	

Question 11: In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?		
No. comments	Comment	Officer response
5	Should not place undue burden businesses, e.g. small / independent / local businesses.	Noted.
4	Property owners should not be allowed to pass the cost of restoration to their tenants.	Noted, however this will be dependent on the type of lease a freeholder holds with the leaseholder.
1	Question over who would bear the cost of the work.	Funding is like to come applications to central government funding pots.
6	Concern that this would result in an increase in business rates or additional costs.	
1	The cost of ongoing maintenance also needs to be factored in.	
11	Funding/grants/loans would be needed.	Agreed.
2	Grants should be available to all businesses, not just those with historic frontages.	Noted.
2	Public money should not be spent on this / it should be prioritised elsewhere.	Noted.
2	Money should instead be spent on supporting businesses to stay within our city and keep the high street full.	Noted. Evidence identifies that a new shopfront policy can increase footfall by around 25% so therefore this could encourage the high street to be fuller.
1	The Council should use revenue from car parking charges to fund restoration work.	Noted.
1	Concern that this may discourage investment in the city.	Noted. Evidence identifies that a new shopfront policy can increase footfall by around 25% so therefore investment should be encouraged not discouraged.
1	South Western Railway would welcome funding for restoration works.	Noted.
2	Concern that this would make it more difficult to fill empty premises.	Noted. Evidence identifies that a new shopfront policy can increase footfall by around 25% so therefore investment should be encouraged not discouraged.
1	Put pressure on landlords to refurbish shops.	It is an intention of the CAF to seek any funding available to improve the quality of historic buildings.
2	Business should be incentivised with benefits of compliance, rather than forced to comply e.g. inclusion of attractive properties in a 'visual guidebook'.	
1	Use Compulsory Purchase Orders on buildings that are not being maintained.	Noted.
2	Buildings should not be allowed to fall into disrepair.	Noted, the intention would be to prevent the buildings fall into disrepair.
1	Query whether enforcement of shopfront rules would apply retrospectively.	This could not occur retrospectively unless an occupier breached other legislation e.g. for listed buildings.
1	Improving the looks of shop fronts and advertising will require strict planning constraints and effective enforcement.	It is intended that existing Supplementary Planning Guidance is refreshed to ensure it is compliant with the latest planning policies and a new enforcement regime will be introduced if necessary.
1	Suggest that one company is responsible for coordinating and maintaining consistent approach to shop fronts.	Noted.
4	It is too late for this to be effective / damage has already been done.	Noted.

Question 11: In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?		
No. comments	Comment	Officer response
1	Should be informed by a qualified design consultant / architect.	Noted
3	New shops/businesses should be required to conform to more appropriate signage and decoration.	Noted, this is what the CAF seeks to achieve.
1	Wiltshire Council should set an example by restoring Council owned buildings e.g. the Old Fire Station, Grosvenor and Riverside House, the former planning office at Wyndham Road.	Noted.
1	Not convinced that many shop frontages have much history behind them.	Noted.
1	Efforts should be made to improve accessibility of shops rather than historical appearance.	Noted.
20	General support.	Support noted.
12	Would support methods which promote and protect the heritage of the city.	Support noted.
12	This initiative is needed as some parts of Salisbury look tired/scruffy. An improvement would be good for morale.	Support noted.
1	Cycling Opportunities Group for Salisbury support the proposal and comment that is required to demonstrate the character and vibrancy of the city.	Support noted.
1	Salisbury Cathedral welcome sympathetic re-use and re-purposing of neglected heritage buildings.	Support noted.
2	Many 'heritage' properties in Fisherton St, are in poor condition / require upgrade.	Noted. The CAF recommends exploring how this can be addressed.
2	Historic buildings are a reason people come to Salisbury, so this funding is necessary to keep the tourist industry thriving.	Support noted.
10	Existing policies should be enough. These should be enforced.	Noted. The intention would be to ensure the existing shop front guidance is up to date and to provide funding for improvements to be made as well as implementing enforcement.
2	Concern that currently planning policies are selectively applied.	Noted.
3	Wiltshire Council's shopfront policies are dated, and these should be reviewed and consulted on.	Noted. The intention would be to ensure the existing shop front guidance is up to date and to provide funding for improvements to be made as well as implementing enforcement.
1	Review of the Council's shopfront policies should follow the example set by Exeter City Council's Residential Design Supplementary Document.	Noted.
1	Support or opposition will depend on what the new guidance is, how simple it is to navigate, whether it is applied to all parties, and how it is implemented.	Noted.
1	Guidance should include side alleys because they can be eyesores with parked cars, rubbish, broken/dirty masonry etc.	Noted.
1	Guidance should include the requirement to remove all A-boards.	Noted.

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No. comments	Comment	Officer response
1	Guidance should include requirements to maintain the appearance of upper floors as well as ground floor.	Noted.
1	Guidance should include requirements for residential buildings, encouraging home owners to keep properties tidy and clean.	Noted.
1	Suggestion of lamps that could incorporate shop signs to bring visual fullness to the roads when looking down them.	Suggestion noted.
1	Dress up the streets with hanging baskets / attractive banners etc.	Suggestion noted.
1	Produce and enforce a 'white lights only' policy to include street lights, shop fronts and advertising.	Noted.
1	Salisbury City Council comment that the forthcoming neighbourhood plan will contain design and heritage guidance based on documents produced by Salisbury District Council.	Noted. The CAF directs actions to be taken by both Wiltshire Council and other third parties such as the City Council. It is intended that areas such as shopfront and design can be taken forward by the City Council.
7	Concern that this will add to bureaucracy of planning process.	Noted, however much of the policy already exists but needs updating or incorporating within more up to date plans.
2	Priority should instead be given to relaxing policy to enable retrofit of businesses with insulation and green, sustainable energy.	Noted. The CAF is underpinned by responding to and mitigating against the impact of climate change.
3	The Council should list all dilapidated city centre buildings and write to the owner/tenant to explain the CAF objectives and require maintenance to be carried out.	Noted.
1	All enforcement must be considered at a public meeting in Salisbury by Salisbury City Council.	Noted.
1	Consider Design Review Panels for planning applications.	Noted.
1	Some chains in other towns have more sympathetic signage than in Salisbury e.g. Boots, Café Rouge, New Look, McDonalds, building societies.	Noted.
3	Design guidance should ensure signage is unobtrusive and complementary to the architecture above ground floor.	Noted.
4	Historic buildings should be maintained and preserved.	This is the aim of the objective.
3	Renovations should not all be historic, should incorporate modern design as well.	Noted.
1	Avoid 'disneyfication' or contemporary interpretation of 'ye olde England' which show a lack of imagination and style.	Noted.
5	Policy guidelines must ensure corporate identities do not spoil Salisbury's character.	Noted.
1	Undertaking building renovations should include installation of swift bricks to retain nesting sites. This should be required through any review of existing SPGs.	Noted. Additional recommendations will be added.
1	This policy should be applied to businesses along Southampton Road.	Noted. Southampton Road is situated outside of the CAF area.
1	Do not like the proposed design of the former British Heart Foundation building.	Noted.

Question 11: In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?		
No. comments	Comment	Officer response
4	Use of bright paint colours should not be acceptable in historic locations.	Noted.
1	The buildings adjoining the former post office in Castle Street are in a poor state of repair and require maintenance.	Noted. The CAF does encourage the adaptation and re-use of empty buildings.
1	Do not like the street furniture in the Market Place – replace with 'old-fashioned' benches.	Noted.

Question 12: Wiltshire Council is working to deliver improved pedestrian and cycling wayfinding infrastructure (e.g. directional and map signs) and technology (e.g. smartphone apps and digital displays) to help people find their way around the city. Do you support this? If so, do you have any comments or suggestions for ideas that could be incorporated into the wayfinding strategy?		
No. comments	Comment	Officer response
1	Legibility around Salisbury needs improving.	Noted. The recommendations for a new wayfinding strategy seek to address the issue.
2	Improving information/interpretation boards is a priority.	Noted.
3	This would be a waste of public money.	Noted.
2	Other more essential infrastructure should be prioritised over this.	Quality wayfinding can be a good investment because of its contribution to supporting the tourism industry.
8	Do not think this is needed / local people will not benefit from this.	Delivering better wayfinding infrastructure will complement public spaces and increase visual interest, helping to make Salisbury an even more attractive visitor destination. This will boost the local economy to the benefit of Salisbury residents.
2	Salisbury is not a large enough city for this.	It is considered that the legibility of the city would be improved through improved wayfinding.
3	Prefer money to be spent on physical wayfinding infrastructure rather than digital.	Noted.
3	Wayfinding infrastructure could be sponsored by local businesses / Council advertising.	Noted.
1	Show alternative routes to those that are less well known.	Request noted.
2	Install plaques on walls of specific buildings to show places of interest, to be incorporated in tourist trails.	Request noted.
6	Inspiration should be taken from Bath and Chester, Oxford, the Netherlands, Boston Freedom Trail (USA), Legible London.	Noted.
5	Must ensure that physical/digital infrastructure can be maintained and updated on an ongoing basis.	Agreed. This will be a key consideration to the project going forward.
2	Smartphone apps are the way forward – cheaper, do not add to street clutter, easy to update, can include geographical positioning.	The value of smartphone technology is recognised and will be built into the response. However, physical signage continues to have an important role in helping people navigate their way around.
7	Mustn't over rely on an app as not everyone uses a smartphone. Should be a range of options.	Agreed.

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No. comments	Comment	Officer response
5	Smartphone apps encourage people to look at their phones not their surroundings / should encourage people to look up.	Noted.
5	Don't need an app as people can use (Google) maps for free.	Noted.
1	Do not duplicate what is already offered by the Tourist Information Centre.	Any proposals will assess what is already on offer to ensure there is no duplication.
1	Salisbury Air Quality Steering Group support infrastructure and technology to help way finding around the city, encouraging active travel. Both visitors and existing residents will be the end users and need to be considered. Visitors may wish to walk/cycle to tourist destinations - e.g. Old Sarum, Wilton, Stonehenge and the New Forest - green tourism should be encouraged through wayfinding.	Noted.
1	Go South Coast note that the need to improve wayfinding needs to be matched with more legible public transport networks and interchanges which make it better for residents and visitors.	Agreed.
4	Wayfinding system should be accessible for and tested by people with all disabilities.	Agreed. Any proposals will be tested to ensure they are accessible to all members of the community.
3	Paper maps are also important for visitors.	Noted, although this does not form part of the scope of the wayfinding project. It is hoped that improved wayfinding infrastructure will reduce the need for reliance on paper maps.
1	Create walking routes around parts of Salisbury. Colour code the routes by length. Show toilets, picnic areas, key shops etc.	Noted. This will be considered through the design process.
1	Salisbury Area Greenspace Partnership's Radial Greenways should be used as part of the wayfinding strategy.	Request noted.
2	Could highlight independent cafés along the route / hotels / B&Bs.	This may be possible through digital wayfinding. Signs will need an element of simplicity to avoid navigation instructions becoming too complicated, so individual businesses are unlikely to feature on these. Issues around advertising consent and commercial competitiveness would also need to be considered.
1	Salisbury's parks should be better signposted.	Agreed. These will be considered.
2	Need better signage to/from the car parks.	
3	Better signposting alongside the rivers is needed.	
1	The Town Path should be included in the wayfinding work.	
2	Bourne Hill House Gardens should be included in the wayfinding approach.	
1	The Arts Centre is out on a limb and could do with better signage.	Agreed. Wayfinding to the Arts Centre and Cultural Quarter will be key considerations.
1	Wiltshire Creative support the improvement of wayfinding, as wayfinding around the city	

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No. comments	Comment	Officer response
	is a problem – e.g. people often struggle to find Salisbury Playhouse and Salisbury Arts Centre.	
1	Salisbury Cathedral support improving wayfinding to the Cathedral which is an issue.	Agreed. Wayfinding to the Cathedral will be a key consideration.
1	Need better direction to the Cathedral from Catherine Street at Park & Ride stops.	
1	Develop a clear, signed walking route to link Southampton Road retail parks with the city centre and High Street.	Agreed. This will be considered.
1	Signage needed near Park & Ride alighting points (e.g. near Cathedral Hotel).	Signage to Park & Ride locations will be a key consideration.
2	Signage needed at the Railway Station.	Signage to the station will be a key consideration.
1	Need better direction to the Market Place from Milford Street Park & Ride stop.	Signage to Market Place will be a key consideration.
1	Include directions to toilets.	Toilets will be clearly signed.
1	Salisbury Area Greenspace Partnership notes that care is needed with design & locations of signage. Will need to reassess existing signage to ensure structures do not add clutter but help to reduce it, especially in the Conservation Area.	An assessment will be carried to determine the key decision points in the city to select the most appropriate locations for signage.
7	Too many way markers could cause confusion / must avoid street cluttering	
2	Direction signs should be wall-mounted where possible to reduce street clutter.	
1	Install signage points on every city junction.	
1	Wayfinding should be artistic and human.	
7	Signage should be traditional and in keeping with the historic city.	Requests noted.
1	Keep signage in keeping with existing black metal way-marking signposts.	
2	Keep the design simple.	
3	Consistency of design throughout the city.	
2	Colour code signage to lead to different areas of the city.	
1	Wayfinding should be comfortable to use in all weather conditions.	Agreed.
4	Include wayfinding markers/lines on the pavements.	This will be considered.
2	Use pictorial signs/photographs of the destinations.	The wayfinding approach is likely to use easy to interpret symbols to avoid risk of photographs becoming outdated.
1	Install a set of Blue Plaques.	Unlikely to fall within the scope of the Wayfinding Strategy.
5	Signage should incorporate distances and walking / cycling times e.g. to the Railway Station, Churchfields, Five Rivers Health and Wellbeing Centre, the Hospital, Old Sarum and Stonehenge.	Agreed.
1	Success of the routes will depend on how frequent the wayfinding infrastructure is and if	Noted.

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No. comments	Comment	Officer response
	we can offer supplementary products like maps, audio guides, apps etc.	
3	Signage needs to be vandal proof; finger posts need to stay pointing in the right direction	Agreed. Any infrastructure will be designed to be of high quality and very durable.
1	Need to ensure maps are accurate. There are some errors in the existing way markers.	Agreed. Accuracy will be critical.
1	Maps need to be kept up to date.	
1	This project should be delivered alongside the illumination and street lighting projects.	The Council will work closely with appointed consultants to ensure that these projects dovetail together.
1	Walkways and cycle paths should be lit with sustainable/renewable energy.	Request noted. This will be sought where possible.
1	Use 5G technology.	Noted.
1	Make use of new fibre optic broadband capability.	
1	Digital displays are needed.	
1	Incorporate a 'What's On' page.	Opportunities to incorporate digital displays will be considered and could potentially link with 'What's On' information.
2	Introduce festival apps like Edinburgh Fringe app (map, info, bookings etc.)	
2	Make sure software is inclusive for all / is supported by guidance	Agreed.
1	Include 'Selfie hot spots'.	This will be considered.
	The app will work well for visitors / help to plan ahead.	Noted.
3	Include app links/QR codes on lamp posts/ bollards etc. explaining facts about the city, for children and adults.	This idea will be explored.
1	These could include history, rivers, famous people	Request noted.
1	Need to link to other well-known apps such as Ordnance Survey and CityMapper	This will be explored.
3	Must be multilingual.	Noted. Where possible, symbology that is understandable to all will be used.
1	Build on existing app developed as part of the City Challenge.	Noted.
7	Clearer signage is needed for cyclists.	Agreed. This will be addressed as part of the project.
1	Wayfinding for cyclists needs to be combined with improved roads, parking, storage space on trains, etc.	
2	Need to include better demarcation of National Cycle Way routes 24 and 45 and the Golden Way Cycle Route.	Request noted.
2	Cycling wayfinding seems premature until more/better/safer cycle paths are put in place.	The wayfinding work will complement other recommended strategies in the CAF which seek to improve footpath and cycle provision.
3	Signage should link with routes into the city from the wider residential and business areas beyond.	This will be considered.
1	Cycling route signs should be added to existing signage.	Request noted.
1	Cycling Opportunities Group for Salisbury comment that the plans show little gain for cyclists. There is a lack of cycle waymarking - coherent wayfinding must be integrated for	The CAF presents a series of recommendations which are intended to improve the city's street function in favour of the cyclist.

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No. comments	Comment	Officer response
	cycling routes in consultation with local and national cycling groups. Would like a strategic plan for cycle route signing led by Wiltshire Council that is centrally-funded and implemented for all new developments. The CAF does not explain how proposed way finders could be used by cyclists without needing to dismount. Cycle tourism to Salisbury should not be underestimated - cycle tourists spend more money locally than other tourists.	
1	Road signs on outskirts of city should be improved.	Will be addressed where possible.

Question 13: Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?		
No. comments	Comment	Officer response
11	Public art should be regularly changed.	Noted.
5	Introduce a small for regularly changed art, like the 'fourth plinth' platform in Trafalgar Square.	Concepts for public art will be developed through consultation with the community and stakeholders, which could include an arts platform for different art over time.
2	Space should be made for temporary sculpture installations in the Cathedral Close.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
1	Query whether more well-known artists' work could be loaned.	The CAF recommends that concepts for public art are developed working with local and nationally recognised artists.
1	Support for permanent installations.	Support noted.
1	Do not support permanent installations.	Noted.
10	Object to money being spent on public art.	Quality public art can be an extremely good investment of taxpayers' money because of its contribution towards creating vibrancy and boost to the local economy.
4	Public art shouldn't be at excessive cost or result in tax increases.	Public art can be funded from a variety of sources. A public arts project forms part of the bid for the Future High Streets Fund, for example.
1	Request that public art is managed professionally through S106.	
2	Request to know where money is coming from.	A public arts project forms part of the bid for the Future High Street Fund whereby a public arts consultant has been appointed to help commission a number of public art and lighting artists to create high quality public realm interventions in Fisherton Street, if funding is successful.
12	Public money should be prioritised on other essential infrastructure before public art.	Quality public art can be an extremely good investment of taxpayer's money because of its contribution towards creating vibrancy and boost to the local economy.
1	Public money should be spent on buses/solar panels instead of art.	
3	Art could be supported through sponsorship.	Agreed.

Question 13: Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?		
No. comments	Comment	Officer response
1	Concern about impact of future cuts to the arts.	Whilst funding is becoming increasingly challenging, funding opportunities from other organisations will be closely monitored.
1	Artists should be invited to contribute work for free.	Noted.
1	Who will oversee choosing the art pieces?	Concepts for public art will be developed through consultation with the community and stakeholders.
4	Public art should be chosen by the people of Salisbury.	Concepts for public art will be developed through consultation with the community and stakeholders.
12	Public art should be of high quality.	Agreed.
3	Pieces must be adequately maintained.	Agreed.
15	Public art should represent Salisbury's history and people.	Concepts for public art will be developed through consultation with the community and stakeholders.
12	Public art should complement historic character of Salisbury and not compete with existing architecture.	
5	Public art should reflect local themes.	
2	Public art should be beautiful and inspiring.	Noted.
6	Scope of public should include street performers/musicians/buskers.	The CAF recognises that to help create vibrancy, activities that happen in addition to retail, leisure and service offer should be encouraged. This could include street performers, musicians etc.
17	Support for mural projects such as at Milford Hill bridge, and the stone curlew at Lush House.	Support noted.
5	Would like to see mosaics, e.g. in underpasses, on blank walls.	Concepts for public art will be developed through consultation with the community and stakeholders. The CAF specifically refers to the provision of public art in underpasses.
3	There should be a mix of modern and traditional art.	The CAF recommends that concepts for public art are developed working with both local and nationally recognised artists.
3	Support for contemporary art.	Support noted.
4	Do not support modern art.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders. There will never be a consensus of what is quality public art, and what is not.
1	Unsure if public art is needed to enhance Salisbury.	Public art can make a valuable contribution to the cultural landscape of Salisbury and transform lacklustre street scenes.
13	Need to ensure public art is durable/concern about vandalism.	Selecting appropriate materials will help to ensure the durability of public art and can also make harder to vandalise.
2	To avoid vandalism, public art should be in visible locations/CCTV.	To have maximum impact, public art will be located where it is visible and can be enjoyed by many. Selecting appropriate materials will help to ensure the durability of public art and can also make harder to vandalise.
2	Public art should include light installations.	The Illuminating Salisbury project forms part of the Future High Street Fund bid and, if successful, will provide a fantastic outdoor

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No. comments	Comment	Officer response
		visitor light attraction that will illuminate the stories of Salisbury's rich heritage.
6	Public art should include water features, could be illuminated.	The Illuminating Salisbury project forms part of the Future High Street Fund bid and, if successful, will provide a fantastic outdoor visitor light attraction that will illuminate the stories of Salisbury's rich heritage. Similarly, the River Corridor Improvements project includes opportunities for public art.
16	Local artists should be used.	The CAF recommends that concepts for public art are developed working with both local and nationally recognised artists.
2	Local art groups e.g. Salisbury Group of Artists should be involved in selection.	Concepts for public art will be developed through consultation with the community and stakeholders, which would include Salisbury Group of Artists.
1	Should involve the community, but individuals leading public arts projects is not appropriate.	Noted.
1	Should be a mix of local and national artists.	The CAF recommends that concepts for public art are developed working with both local and nationally recognised artists.
2	Public art should challenge people.	Noted.
11	Support for sculpture pieces.	Support noted.
4	Sculptures/art should be in Salisbury's parks and green areas.	Noted. Concepts for public art, which will include locations, will be developed through consultation with the community and stakeholders
6	Public art should include tree planting / flowers.	Public art can include the planting of vegetation to complement public spaces and increase visual interest.
2	Request for 'City Trees' as art pieces from Green City Solutions – added benefit of improving air quality.	
6	Public art should be a community project.	Concepts for public art will be developed through consultation with the community and stakeholders.
1	Could work with vulnerable groups, e.g. the homeless.	Noted.
2	Host a competition to design public art installation.	Noted.
7	Would like to see public art that is interactive / tactile.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
1	Incentivise engagement with art e.g. scanning a piece of art, gain a token towards a 'free coffee'.	
2	Public art should be educational.	Whilst public art can certainly be educational, there should be no single definition of what it should be.
10	Need to include young people/schools in art projects.	Concepts for public art will be developed through consultation with the community and stakeholders, which will include young people.
5	Provide a graffiti wall / urban graffiti projects.	Concepts for public art will be developed through consultation with the community and stakeholders.
1	Create Instagram opportunities.	Noted.
1	Businesses should link together with each other and schools/community for	Noted.

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No. comments	Comment	Officer response
	maintaining the high standards of works, once completed.	
2	Safer Salisbury's Hidden Figures Sculpture project could form a valuable element in this.	Noted.
1	Need to publicise trails better.	A consultant has been appointed to deliver a Wayfinding Strategy that will significantly improve the public realm and visitor experience of moving through the city and key arrival points to Salisbury.
1	A street art sculpture trail is already being developed.	Noted.
2	Would like to see art on walking trails, e.g. embedding metal buttons in the pavement through Character Areas (e.g. "Water Meadow Trail", "Chequers Trail").	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
2	The Baron trail was very popular.	Noted.
2	Public art will enhance the city centre/shopping experience.	Agreed. Public art can make a valuable contribution to Salisbury's cultural landscape.
6	The Market Place should be a focal point for public art.	Creating vibrancy is an important theme of the CAF, which includes maximising the potential of Salisbury's existing assets, such as the Market Place, through for example, public realm enhancements.
1	Art should be bold, interesting and relevant.	Noted.
1	Tranquillity and beauty should be themes.	Noted.
6	Art in the library/Young Gallery should be retained.	Concerns about the relocation of the Young Gallery are noted, and the Council are committed to successful relocation of gallery space within the Cultural Quarter.
3	Request to know what is happening to the Young Gallery.	
5	Request for new galleries for exhibitions and collections, e.g. with cafes.	It is beyond the remit of the CAF to identify new galleries, but it does advocate enhancement of the public realm through public art.
1	Art should bring colour and movement to concrete/overbuilt areas.	Noted. There is no single definition of art and design. For example, it can be permanent or temporary; it can incorporate text, photography, print, moving images, projection, live art etc. Therefore, whilst colour and movement are certainly one aspect of public art, it should not be to the exclusion of all aspects.
1	Carved maps in pavement at High Street could be refreshed.	Noted.
1	Suggest unique pieces of art in the character areas to show transition between areas.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
2	Request for large, simple pieces.	
1	Request pieces that will not quickly become outdated.	
3	The Arts Centre needs to be supported / linked up with.	
2	Support displays of art at Five Rivers.	
1	Piece made from natural materials.	
1	Signage around Salisbury could incorporate public art.	Noted. Improving wayfinding and signage around the city is a key aim of the CAF and is

Question 13: Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?		
No. comments	Comment	Officer response
		being pursued through a specific wayfinding strategy.
4	Concern that art is subjective and may not be liked by all.	There will never be a complete consensus of what is "good" art, but this does not mean that public art should not be provided. Concepts for public art will be developed through consultation with the community and stakeholders.
2	Art is a talking point even when not to everyone's taste.	Comment noted.
4	Art has worked well in the Cathedral Close.	Noted. A Salisbury Heritage Trail app is currently being developed for a smart phone. It will be targeted towards tourists as well as residents to encourage the exploration of various locations in Salisbury, such as Cathedral close, that represents the city's heritage, history and mysteries.
2	Would like to see more art in Cathedral Close.	
1	Artwork should be sustainable.	Noted, addressing climate change/ sustainability is a key objective of the CAF.
1	Art should celebrate wildlife.	Noted.
2	Would like to see sculptures out of recycled rubbish.	Noted.
3	It is important to have a range of different types of art to cater for different tastes.	Agreed, there is no single definition of art and design.
3	Public art should be all through the city.	The CAF's geographical remit is the central area of Salisbury and it recommends introducing new public art throughout the city.
1	Local artists need local facilities at a reasonable cost.	Noted, although the provision of facilities and setting of costs for these facilities goes beyond the remit of the CAF.
3	Would like project to include well designed seating.	Wiltshire Council is applying for funding under the Future High Streets Fund, to bring about improvements to the urban environment in various locations along Fisherton Street. This includes the creation of waterside seating areas to complement existing café culture.
1	Would like to see art on bridges and along rivers.	The River Corridor Improvement project includes public realm enhancements which could include public art.
1	Consider that there are enough art venues already.	Noted.
1	More art in underpasses.	Noted. The CAF recommends the improvements of underpasses through public art.
1	Suggest temporary art on boards while building works are taking place.	Noted.
3	Could display art in empty properties.	Noted. The CAF recommends the preparation of a "meanwhile use" strategy for empty or under-utilised buildings and to set aside funding to reduce the negative impacts of vacant premises and enable meanwhile uses to be delivered.
1	Install public art on site of former BHF.	
3	Public art should be part of Salisbury's tourism draw.	Agreed, public art can make a valuable contribution towards the city's cultural landscape.
1	Introduce a Constable / Landscape Art Museum.	Noted.

Question 13: Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?		
No. comments	Comment	Officer response
1	Introduce art on the railway wall at South Western Road.	Wiltshire Council is applying for funding under the Future High Streets Fund, to bring about improvements to the urban environment in various locations along Fisherton Street. The proposed improvements include public art in key locations, including the Fisherton railway bridge.
1	Colour, shape and size are important considerations.	Agreed.
1	Would like to see art on Fisherton Bridge, opposite Bishop's Mill.	Wiltshire Council is applying for funding under the Future High Streets Fund, to bring about improvements to the urban environment in various locations along Fisherton Street.
1	Art should be introduced in car free areas.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
2	Public art needs to be closely integrated with wider public realm improvements.	
2	More outdoor exhibitions.	
1	Make links with 1655 collective.	
1	Public art should acknowledge the importance of Salisbury in Spitfire production.	
1	Public art should include a railway theme.	
1	Artwork should relate to street names.	
2	Introduce public art at bus stops/ Park & Ride.	Noted. Concepts for public art, including locations, will be developed through consultation with the community and stakeholders.
1	Salisbury Cathedral (which regularly provides Arts exhibitions) would welcome discussions with art consultant.	Noted.
2	Do not support new public art	Noted, but new public art will add vibrancy and interest to the central area.
1	Planting and green space enhances city centre more than public art.	Public art can include the planting of vegetation to complement public spaces and increase visual interest.
1	Request to know where public art will be delivered.	Specific locations have not yet been decided upon. Concepts for public art, including locations, will be developed through consultation with the community and stakeholders.
1	Use sound within public art.	Noted. Concepts for public art will be developed through consultation with the community / stakeholders.
1	Do not think art will increase people wanting to visit Salisbury.	Delivering new public art will improve open spaces and help create visual interest, which will contribute towards attracting more visitors to Salisbury.
2	Public art is street clutter.	Disagree, delivering public art will complement public spaces and increase visual interest, making Salisbury an even more attractive visitor destination.
1	Do not see benefit for Salisbury residents.	Delivering public art will complement public spaces and increase visual interest, helping to make Salisbury an even more attractive visitor destination. This will boost the local economy to the benefit of Salisbury residents.

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No. comments	Comment	Officer response
2	Installations shouldn't be too abstract, should be understandable.	Concepts for public art will be developed through consultation with the community and stakeholders.
2	Pieces must be politically neutral.	Concepts for public art will be developed through consultation with the community and stakeholders.
1	Sculptures/structures can get in the way of blind people, pushchairs and wheelchairs.	Noted, concepts for public art will be developed through consultation with the community and stakeholders. The CAF recognises the need to ensure the needs of sensory or physically impaired pedestrians are properly integrated into the landscape.
1	Wiltshire Creative comment that the CAF makes no reference to the role of the Salisbury Cultural Partnership which should be added.	Change to CAF: Reference to Wiltshire Creative and cultural partners to be added.
1	Wiltshire Creative request to be referenced as a partner in the 'Who' section, as well as the Arts Council England.	
1	Supply a service which allows tourists to buy art and have it delivered to their home.	Noted.
1	Wiltshire Council should sell art on behalf of artists, taking a commission.	Noted.
1	Public art should have a consistent style e.g. one sculptor, one period.	Concepts for public art will be developed through consultation with the community and stakeholders.
7	Approval for specific existing pieces, e.g. 'The Walking Madonna' in the Cathedral Close, Giles Penny's 'Arms Wide Open', Antony Gormley's 'Iron Men', 'Henry Fawcett' statue.	Noted.
3	Disapprove of certain existing pieces, e.g. the sculpture on Bedwin Street, Barbara Hepworth pieces in the Cathedral Cloisters, marble carving outside Mompesson House.	Noted.
1	Would like a city clock piece, with hourly animation/events to draw a crowd.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
1	Would like to see a new statue celebrating Millicent Fawcett.	
1	Request to move the statue of Sidney Herbert from Victoria Park to the centre of Salisbury.	
1	Do not support idea of an archway to Fisherton Street.	Noted.
1	Support for new sculpture in Guildhall Square.	Support noted.
4	Do not like the sculpture that is proposed for Guildhall Square.	Noted.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
6	It is not clear how the character areas would be adopted in practise.	The character areas could be used to inform more detailed planning policy / guidance, such as through the Salisbury NDP.
29	The character areas are too prescriptive and need to be flexible/diverse/should be allowed to develop their own character organically.	Any policy developed around the character areas should not limit other uses but positively encourage the character identified.
2	Concern that the approach could ghettoise parts of the city.	
2	Oppose moving business uses into a defined character area.	
1	Concern raised by a business owner whose property straddles two character areas.	
4	The areas are too simplified / artificial.	The concept is based largely on the current function of the areas.
2	Concern that this might discourage people from exploring the whole city centre area.	The policy is intended to ensure there is more interest created in all areas and encourage visits to areas of our City that don't currently benefit from visitors.
1	The character areas do not consider the city's many green spaces.	Noted. However, a key theme that runs through the CAF is improving open space and the environment and includes improving connections between the existing green spaces to enhance nature, leisure and enjoyment.
7	The city isn't big enough to have character areas. Salisbury as a whole is a character area.	The city has several areas that function differently, and the aim of the CAF is to support policy that strengthens the special function of specific areas.
1	Character areas are only suitable for modern cities, not suitable for Salisbury.	Salisbury being a medieval city benefits from many different character areas already as defined by the Conservation Area Appraisal.
2	Defining character areas should have been done decades ago to guide development in the city and define identities.	Support noted.
5	The character areas approach will be good for navigation, wayfinding will be key.	Support noted.
1	Salisbury NDP should extend the character area approach to the rest of the city.	This could be taken forward by the Salisbury NDP.
2	The system will be good for start-up businesses and branding.	Support noted.
1	The character area concept is an unnecessary expense.	Noted, however the character areas will be used to direct future policy.
1	Design approach for character areas should be subtle and not have bright lights/signs.	Any policy developed around the character areas should be in keeping with the city.
Comments relating to the Fisherton Street character area		
1	Fisherton Street does not have any specific character.	Fisherton Street is broadly characterised by independent shops and businesses.
1	Fisherton Street has a lot of independent retailers and this should be enhanced.	Agreed. This is the intention of the character areas.
1	Wiltshire Creative would support the addition of Digital and Artistic community and Fisherton Street proposals and would like to be involved.	Noted.
1	Highways England comments that Fisherton Street is a key gateway into the city from the A36 and any public realm improvements which redistributes street space between	Noted. Any transport modelling that will need to be undertaken to support CAF projects will ensure that the A36 is considered and Highways England are involved.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
	pedestrians, cyclists and vehicular traffic, and any changes to traffic circulation at the Fisherton Street mini-roundabout will need to consider any potential impact on traffic flow from the A36.	
1	Did not like the design of the Malthouse Lane City Hall 'sail type' building presented at the public exhibition.	This is an initial artists impression. Any designs will be consulted on prior to any planning application being submitted.
Comments relating to the Chequers character area		
2	The section fails to recognise the individual character of each of the Chequers – more detail is needed.	The main CAF document references the conservation area appraisal that provides more detail to the individual chequers.
1	Culver Street car park should be demolished and rebuilt.	Noted.
Comments relating to the Cathedral Close character area		
1	The North Gate end of High Street/ Crane St/ New St should be included in the Cathedral character area to benefit independent businesses with this identity.	The Cathedral Close area applies the same boundary as the Cathedral masterplan. This area sits within the central character area where a key characteristic is that it provides a key pedestrian route as well as recognising the area as the main retail core of Salisbury.
1	The Cathedral Close is also a Cultural Quarter.	Noted. The CAF notes the cultural uses that take place in the Cathedral Close.
1	Support for initiatives to improve access to Salisbury Museum.	Support noted.
6	Access to the riverside from Cathedral Close is constrained by property owners' rights, health & safety, insurance implications and such reference should be removed.	Change to CAF: Reference to this will be removed from the CAF.
2	Objection to the concept of a bridged access to the Close as this would change the historic layout of the space, which was originally selected because it was not easily accessible (protected by walls and gates on three sides and by the river on the fourth).	Noted. The CAF aims to 'explore the potential towards the water meadows', all elements will be explored when this element of the project is undertaken.
2	Support for concept of improving access to the water meadows from the Cathedral Close.	Support noted.
1	The reference on page 53, relating to developing a working relationship with Cathedral Close owners with a view to allowing access to the river should be omitted – no consultation about such implications has taken place with residents.	Noted. This relationship will be explored when this element of the project is progressed.
3	Object to replacing character area keywords 'quiet', 'visiting', 'contemplation' with 'tourism'.	Noted. Contemplation and tourism are considered to cover quiet and visiting.
3	'Tranquillity' should be added as a defining characteristic on the keyword map.	
2	The CAF should better reflect that the character of the close is distinct and must be preserved.	Noted. The preservation of the Close is emphasised within the design recommendations on page 53.
1	Clarification is sought on the phrase 'public realm strategy to embrace Cathedral movement strategy'.	The CAF commits to a refresh of the public realm strategy. The statement ensures that the public realm strategy when it is refreshed will also consider the Cathedral's movement strategy.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
1	Object to promotion of events in the Cathedral Close'.	Noted. The CAF has been developed alongside the Cathedral who are keen to encourage events and fundraising activities.
1	Any activities in the Close should be appropriate to the peace and conservation status of the Close.	Noted.
1	The CAF should be more specific about what type, frequency, and duration of event is aimed for in the Close.	Noted.
1	Under the 'Design Recommendations' section the 'Cathedral Masterplan' needs to have its full title.	Change to CAF: The Cathedral masterplan should have its full title: 'Salisbury Cathedral "An exceptional place" Revised masterplan'. To be amended throughout.
1	The Close is an important green space in the city, which should be recognised.	Change to CAF: Text to be added to the Cathedral Close section to recognise that the Close is also an important green space in the city, providing a space of tranquillity and contemplation.
1	P54 & p55 should refer to the fact that the Close is a Heritage Asset of international significance in its own right.	Noted, although highly prized the Close does not have an international heritage designation such as a World Heritage Site.
1	The Close has special rules governing activities like advertising displays which should be acknowledged.	Such rules would be followed in any proposals and are acknowledged through ensure strategies such as the Cathedral Master plan are considered through any proposals.
3	The Cathedral Close must not be commercialised / 'disneyfied'.	Agreed.
1	Reference to "Cathedral stone works" should more accurately read as "Cathedral Works Yard of stonemasons and glazier".	Noted.
1	Opposing to the use of Leaden Hall as offices, should be residential or up-market boutique hotel with restaurant.	The CAF does not suggest a future use for former Leaden Hall school buildings.
1	Use the Cathedral grounds for summer entertainments.	Noted and agreed.
Comments relating to the Churchfields character area		
3	Churchfields should not be included as a character area.	Although, Churchfields does not appear to be particularly characterful it is an important employment area close to the centre of Salisbury and we should be clear where future policy will be developed.
7	Redevelopment of Churchfields should be accelerated, and existing businesses moved out of the city.	Wiltshire Council will review the role of Churchfields Industrial Estate through the Local Plan Review.
1	Relocate the house hold waste recycling centre.	
1	The Household Recycling Centre and adjacent business sites would provide a good location for a hotel/conference centre or higher education establishment.	
1	Make new direct access road to Churchfield Industrial estate to reduce traffic passing through city centre.	
1	Move Churchfields to Old Sarum.	

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
6	The HGV testing station should be relocated to a more suitable site such as Solstice Park. A site at Wilton should be identified for car dealers to offload cars, to then be driven to the showrooms to avoid HGV having to come into the city. An alternative route to Churchfields is needed, excluding the city centre, Mill Road, St Paul's roundabout and Fisherton Street. While HGV movements from Churchfields continue, all other benefits of the CAF are put at risk/devalued.	Noted. It is acknowledged the vehicle access especially for HGV's is one of the main issues / environmental impact. The council is intending to review Churchfields through the Local Plan Review.
3	Churchfields is very untidy and needs maintenance with more trees planted. Churchfields is in a poor state of repair.	Noted. Part of the aim of the CAF is to improve the quality of place.
1	Any development should avoid any detrimental impact on the River Nadder.	Noted. The river is protected through law and any development would need to reach a net gain for biodiversity.
1	The public footpath and trees must be retained along the river bank.	Noted. It is important to retain trees and public rights of ways, although sometimes PROW do need to be diverted.
2	Support any reduction of heavy traffic from Churchfields.	Support noted.
1	Any re-location of significant trip generating employment uses from Churchfields to other parts of Salisbury will need to assess traffic impacts elsewhere on the highway network.	Noted and agreed any re-location promoted through a Local Plan Review will be supported by transport modelling.
1	The CAF makes no reference to Salisbury's Cultural Strategy or Cultural Partnership.	Change to CAF: Reference to Wiltshire Creative and cultural partners to be added.
1	If Churchfields isn't redeveloped, then deliveries should be restricted to vehicles that are small enough to access the site via the routes from Churchfields Road and not via the city centre.	Noted.
1	The Steering Group for the Salisbury Neighbourhood Development Plan has determined that the failure of Wiltshire Core Strategy Policy 20 on Churchfields could be addressed in the neighbourhood plan. The possibility of relocating the household waste recycling centre to a site outside the city would benefit the CAF area and would reduce lorry traffic there.	Noted. However, the CAF is clear that Churchfields is of strategic importance and its future will be determined through the Local Plan Review.
Comments relating to the Centre character area		
1	The centre character area is too small.	The Centre focuses on the retail core surrounding Market Place / Guildhall Square.
1	The centre has a mixed-use character.	Agreed.
1	Maintenance of the surface in Market Place, Guildhall Square Ox Row etc is essential, requiring proper stone work, not tarmac covering.	Noted.
1	Support High Street/Crane Street as an opportunity area but would urge that servicing is fully assessed as part of the proposals. Support for concept of link into the River Walk. Support redevelopment to	Support noted.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
	find alternative uses at ground and upper floors.	
1	Columbia Threadneedle hope to be involved in the creation of a further masterplan for the High Street/Crane Street/Fisherton Street area.	Noted.
1	There is not enough detail given about the proposal to develop around the Crane Street/rear of the High Street area.	Noted, such proposals need to be worked up further. Any detailed proposal will be consulted on separately.
1	Any development around High Street/Crane street should not create a further requirement for delivery lorries.	Noted. Delivery lorries would need to be considered as part of any redevelopment.
1	The cycle link between Fisherton Street bridge and Crane Street bridge must be retained.	There is no proposal to stop up this route.
1	Columbia Threadneedle Property Investments support the principle of improving connections with the landscape setting, particularly the River Walk. There should be scope for premises along the river to be developed to provide facilities to support this. Salisbury City Centre is an excellent location to provide space for creativity and culture and encourage innovation. Whilst the city centre should remain a key location for retail, we consider that the framework should be open to flexible uses to encourage start-up business, cultural uses, restaurants, city centre vibrancy and limit vacancy rates. We would therefore support the objective to nurture small business and entrepreneurs to give Salisbury a draw for local people, tourists and businesses alike. This in turn supports the vision to create a memorable and rich experience for visitors and locals ensuring that they want to spend time within the city centre and stay for longer periods.	Support noted.
3	There is a good opportunity to improve the riverside public realm to the rear of New Look on High Street with small, in-keeping cafés and outdoor seating.	Noted.
1	Between Fisherton Street and Cranebridge Road it would be good to open up and declutter the riverside routes with sensitive and 'soft' designs.	Noted.
1	Support the sensitive refurbishment of The Compleat Artist on Crane Bridge Road.	Noted.
1	Would like to see more 'going on' in Market Place.	Noted and agreed.
1	The riverside path between Crane Bridge Road and Fisherton Bridge needs improvement as a priority.	Noted, this is included as a project within the River Corridor project.
Comments relating to the Meadows character area		
1	The water Meadows character area only really consists of the Town Path and the path skirting Churchfields Industrial Estate	Noted.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
	as other areas of the water meadows are not accessible.	
1	The water meadows south of the city near the College should be included by extending the character area slightly south of the 'cathedral' area to include Churchill Gardens and the water meadows.	Churchill Gardens is outside of the scope of the CAF's area. This could be considered by the Salisbury NDP who could extend CAF principles to the wider Neighbourhood Plan area.
Comments relating to the Castle Street character area		
1	The conversion of the Friends Provident buildings to older persons housing doesn't align with the CAF strategy for this area.	Concern noted.
Comments relating to the Maltings, Cultural Quarter and Central Car Park character area		
1	Object to a cultural quarter.	Objection noted. The intention would be to make the area more attractive to visit.
1	Culture and arts can be found in a wide range of places in the city, not just the 'Cultural Quarter'.	Noted. The cultural aspect of theatre and entertainment is focussed around the Playhouse area and this should be encouraged.
1	A hotel and gym do not fit with the Cultural Quarter.	Noted. Given the regional nature of the performances put on by both the Playhouse and City Hall a hotel can support these facilities by providing nearby hotel accommodation for visitors.
1	The library is misaligned with other uses in the Cultural Quarter, being used during the day and shut in the evenings as opposed to the City Hall/Playhouse being open in the evenings and shut during the day.	Noted. With an improved facility and public realm that encourages dwell time the intention would be to encourage more people to visit the area during the day time to support the cultural facilities as well as areas of Fisherton Street. The library with its footfall can encourage this.
1	The library is not a cultural offering, it is an essential community resource.	As well as an essential community facility a library does provide an important cultural aspect through the provision of books and historical records.
1	The Cultural Quarter is inaccessible and too upmarket environment for the library.	The proposed location for the library is accessible by bus from Fisherton Street and is a short level walk from its existing location.
17	The library should stay in its current location.	Noted.
1	The library should be mentioned more in the CAF.	Noted.
1	Concern that the new 'temporary' library does not have enough space for arts facility, meeting space, reference library.	Noted. A separate location will be found to house the arts facility. The area within the new building is of a similar floorspace to the current library.
1	Would not support move of local history materials to Chippenham.	Noted. There is no intention to move local history materials to Chippenham.
1	Support for a new library.	Support noted.
1	The new library must offer as much and more than the present one.	Noted. The vision for the new library is to offer a much improved environment.
1	Don't move the Young Gallery.	Noted. To deliver the projects within the CAF the gallery will need to move.
1	The Young Gallery should be protected.	The Young Gallery will be re-housed.
1	Library services (reference library, computer access, meeting rooms etc) need to be retained.	The library facility will be retained.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
2	Art galleries need to be in the same building as the library.	Noted. It is not considered that the art gallery needs to be within the same building as the library.
1	Support proposed arcade link at between The Maltings and Market Place.	Support noted.
1	Concern that the cultural quarter will represent a cultural divide in the type of people in the area.	Concern noted, however the CAF aims to make culture accessible for more people rather than creating a further cultural divide.
1	The CAF does not acknowledge culture as a driving force behind the city's renewal.	Change to CAF: Amend to reflect the aspiration for Salisbury to be 'A city with a rich and diverse tourism industry and cultural offer'
1	The City Hall / Playhouse area needs to be enhanced visually as a place to congregate.	Agreed, this is the intention of the CAF. The area is included in the area for the Maltings re-development and will include public realm enhancements.
1	Would support opening the entrance to the City Hall from Fisherton Street to open access to the Cultural Quarter.	Support noted.
1	Support enhancement to the cultural quarter, but Arts Council England should be referenced as a partner.	Change to CAF: Reference to Wiltshire Creative and cultural partners to be added.
1	Wiltshire Creative recommends that Arts Council England are involved in the process.	
1	The development of a cultural quarter should be based on appropriate feasibility and evidence. There is little in this section as to how culture is being used as an economic regenerator and driver of the Recovery programme. Would like to see reference to the cultural strategy and the Salisbury Cultural Partnership, both of which are vital partners.	Change to CAF: Include reference to Wiltshire Creative and cultural partners and recognise the importance of culture as an economic regenerator.
2	Do not build more shops.	Noted. The CAF focuses on delivering city centre regeneration in line with the masterplan for the site, this is intentionally flexible to ensure uses delivered on the site are as required by the market and do not intend to deliver a development of shops.
1	Do not move the city centre away from the Market Place.	Noted, there is no intention to move the city centre away from the Market Place. The aim of the CAF is also to strengthen the core around Market Place.
1	Include a youth hostel in the redevelopment.	Noted. All uses will be considered at the appropriate time
1	Incorporate pedestrian links to tourist attractions, Government public offices, a Post Office, health gym, theatre, gardens, river, hotels, subsidised parking, and other attractions.	Noted. The Maltings and Central Car Park masterplan makes it clear that pedestrian links are important throughout the proposed development.
1	Introduce a tram/shuttle between Maltings and station platform 6 or Move the railway station to the Maltings for a comprehensive interchange.	Noted. This is not a viable proposition for the council to deliver.
1	Include electric vehicle charging facilities.	Noted, the inclusion of electric vehicle charging facilities are a requirement of government planning policy and will be installed where appropriate.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
3	Include a bus station at The Maltings. Build a transport interchange at the Maltings.	It is unlikely that a bus station could be included however bus stops will be included where feasible.
1	Parking in the Maltings area needs to be retained for market stall holders.	Retention of such space is confirmed within the endorsed masterplan for the Maltings and Central Car Park.
1	Do not support housing development as part of the Maltings.	Noted.
1	All buildings should be architecturally appropriate, unlike the existing Maltings /Sainsbury's/Tesco.	Noted and agreed.
1	Include tourist information, medical health centre, 24-hour free toilets, refreshments; drop off and ample parking, taxi and shop-mobility scooters, cycle stands, etc.	Noted.
1	Cycling Opportunities Group for Salisbury request a rethink the Maltings masterplan to include less retail, more housing and a transport interchange.	Noted. The CAF focuses on delivering city centre regeneration in line with the masterplan for the site, this is intentionally flexible to ensure uses delivered on the site are as required by the market and do not intend to deliver a development of shops.
1	Wiltshire Creative support proposals for The Maltings and request involvement in the plans going forward.	Noted.
7	Retain/enhance the coach park.	Noted, the aim of the CAF is to retain and enhance the coach park area.
2	The coach park should be improved with a picnic area and café.	This could form a key element of the proposal.
1	Something like a tram from the coach park would be good for people with poor mobility.	Noted.
1	Robert Dyas building should be demolished to enhance riverside setting.	Noted, when the site is planned in detail this could be considered.
2	Open Priory Square to increase footfall. Priory Square needs improving with trees and landscaping.	As detailed in the masterplan for the Maltings and Central Car Park there is an intention to open up this area to increase footfall and draw pedestrians through the scheme as well as making public realm improvements.
1	Don't forget that Priory Square is so called because there was a Priory on the site.	Noted and agreed. This is a key part of the archaeology of the site and appropriate studies will be undertaken to inform any planning application on the site.
1	Coach drop off is needed in central Salisbury.	Noted. There is an additional coach drop of point on Exeter Street close to the Cathedral.
1	Highways England comments that significant development in the Maltings area will need to be supported by a transport assessment in line with the requirements of Department for Transport Circular 02/2013.	Noted and agreed.
1	Natural England comment that the Maltings and Cultural Quarter character area should refer to the protection and restoration of the Special Area of Conservation chalk rivers, including the flora and fauna.	Change to CAF: Add new text to reflect this: ' <u>Delivery of central element of River Park to include protection and restoration of the River Avon SAC chalk river and its flora and fauna</u> '.
1	Go South Coast consider that the Maltings Redevelopment should rationalise car parking in the city centre.	The intention of the CAF is to rationalise car parking.
1	Page 58 of the Summary document states that "Phase 1 ... is under construction with a	Noted.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
	new hotel, library and gym." This should say temporary library.	
1	The CAF doesn't mention what will happen to the existing frontage of the library.	Development should be delivered in line with the Maltings and Central Car Park masterplan, and this sets out the importance of retaining the historic archway frontage of Market Walk.
1	A state-of-the-art interactive heritage & visitor centre should be developed as part of the redevelopment of The Maltings, to celebrate Salisbury's unique heritage, to be funded by the developer and Heritage Lottery Fund Grant.	Suggestion noted. However, this is not a viable proposition for the council to deliver at this time.
1	Concern that multi storey car parking on the central car park would compromise the residential scale of the city.	Noted. Any proposal would need to meet the Salisbury Skyline and design policies of the Wiltshire Core Strategy.
1	Need to make sure the coach park stays in the Maltings.	Noted.
1	Sainsburys comment that in line with wording in the Wiltshire Core Strategy Development Template on The Maltings and Central Car Park, specific mention should be made to the re-provision of a supermarket within the site. Sainsburys desire to remain within any redevelopment proposals.	Noted. This is a requirement of the Maltings and Central Car Park masterplan. The CAF requires any development to be in line with this as well as the Wiltshire Core Strategy.
1	Object to knocking down the Maltings	Noted.
2	The area could be improved with tree planting / make sure redevelopment includes street trees.	Landscaping will be integral to the redevelopment.
1	Car parking spaces in central car park should be reduced in width to make more space for trees.	Noted.
2	Entering the Maltings car park from the north on the Avon path is dangerous for cyclists.	The improvements through the River Park should improve safety.
1	Long stay parking at the Maltings should be removed.	Noted. This will be considered through the parking strategy and has always been the intention with the implementation of the Park & Rides.
1	Do not support proposed redevelopment of Market Walk.	Noted.
1	If the Maltings is redeveloped where will all the cars go?	A parking strategy will need to be developed as part of the redevelopment that will consider this.
Comments relating to the Station character area		
1	Wiltshire Creative support proposals for the station and encourage consultation with cultural partners and artists to deliver this development.	Support noted.
1	Welcome redeveloping land around the station and an enhanced arrival experience to the city.	Support noted.
2	Improving the railway station area is a priority.	Support noted.
2	A transport link should be developed from the Railway Station to the city.	Noted.
1	Go South Coast consider that providing additional parking at the station should be	Noted. The aim of improving the station area is to make a more welcoming access point to

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
	resisted to meet the aims and objectives of both the CAF and STP.	Salisbury as well as encouraging more to use public transport.
1	The railway station proposal and joint pavement/cycle lane on Churchfields Road would be dangerous.	Noted. This could only be achieved if suitable safe widths were achieved.
1	The station should be a transport hub with connections to local buses, coaches, and trains.	Noted. The CAF recommends this area should include space for buses and taxis.
1	Highways England support proposals to improve facilities, signposting and general environment at the station area, but any further mixed-use redevelopment of the wider site will require engagement with Highways England through the mast planning process to assess impact on the A36 St Pauls roundabout.	Noted. A transport assessment would be prepared to support any planning application
2	Car parking will be required the station.	Noted, the CAF aims to deliver more station car parking.
1	Support tree planting at the station.	Support noted.
1	Arrival experience at the station should be improved. Tarmac and parking should be screened.	This is a key aim of the CAF.
1	Open Wilton Railway station.	This is outside of the scope of the CAF.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
Comments relating to general observations on the CAF		
2	Support for proposed investment in Salisbury. Investment will deliver multiple returns to communities, businesses, and economic prosperity.	Support noted.
10	Question where the money will come from to pay for the CAF projects.	The CAF will provide a platform for city improvements to stimulate the economy which is now even more imperative given the current situation. Therefore, funding spent on CAF projects is an essential investment.
1	Do not agree with money being spent on CAF projects.	
1	The CAF should list the projects in order of priority and state where funding will come from for each.	
2	The budget for the development should be based on the essentials in the first place and the 'nice to haves' only if the budget allows or for a future development.	The CAF's proposals will drive footfall, increase spend, stimulate the economy and provide revenue and jobs to the benefit of all
1	Make sensible choices with the funding available, making cosmetic changes will not be beneficial in the long run.	Agreed.
3	The CAF proposals are idealist / 'pie in the sky'.	It is considered that the CAF proposals present an ambitious, yet realistic set of goals.
4	Salisbury has a history of grand schemes that never come to fruition.	Deliverability is key, and the council is working hard to ensure that the recommendations made are realistic and can come to fruition. Many of the projects depend on the outcome of the Future High Street Funds bid or funding from other streams which have not yet been
4	Request that the CAF proposals start to happen quickly.	

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
		secured. Proposals will be implemented as soon as appropriate.
1	For the CAF to succeed there needs to be strong management, government funding and coordination with Salisbury residents.	Agreed. The CAF provides a framework from which coherent bids for funding can be made. The council will continue to engage with the public and key stakeholders as the project progresses.
1	Ongoing maintenance will be key to success.	Agreed.
2	Be mindful that Salisbury is generally not a rich place, with two of the poorest wards in the county and poor potential employment opportunities.	The CAF will provide a platform for city improvements to stimulate the economy and support communities.
8	The scope of the central area does not allow for addressing more strategic issues that impact the city.	Wiltshire Council have commenced a review of the Wiltshire Core Strategy (known as the Local Plan Review). This will review all policies including for the environment, green infrastructure, sustainable transport and design and be subject to community consultation to inform its content. The CAF is focused on Salisbury city centre only and is therefore a non-strategic document. However, its recommendations will form a source of evidence to inform the Local Plan Review.
1	The city centre has a strong sense of community spirit which must be protected.	Agreed.
1	Please don't sell any public spaces to private companies.	The council will continue to keep under review the best options for land and property in the council's ownership.
1	Examples of good practise in other cities are not comparable to Salisbury, as they are not historic cities.	The CAF's recommendations have been made based on a thorough understanding of Salisbury and its context, including a review of the plans, policies and strategies affecting the central area; site visits and walkabouts; spatial, socio-economic and property market reviews; and stakeholder and community engagement.
1	Salisbury Civic Society support the themes and desired outcomes on pg. 6.	Support noted.
1	Wiltshire Creative note that while the Council often talks about culture being a key driver of the recovery programme, there is little reference to culture in the draft CAF – it needs to be firmly embedded in the development of Salisbury.	Change to CAF: Emphasis on culture to be strengthened.
1	Wiltshire Creative comment that currently the potential for the creative industries to return to Salisbury is missing from the CAF.	
1	Salisbury Conservation Advisory Panel generally support the CAF, although raise questions as to how the aspirations would be translated into actions.	Support noted. It is considered that the CAF proposals present an ambitious, yet realistic set of goals. The recommendations cannot be delivered by a single organisation - some could be delivered in the short-term, while others may take longer. Delivery will be dependent on a range of different partners working together, including Wiltshire Council, Salisbury City Council, the Environment Agency, private sector representatives, and the community.
1	Salisbury Conservation Advisory Panel comment that it would be useful if analysis could be carried out straight away to determine the more critical proposals to establish how realistic their achievement would be. It is acknowledged that some aspirations are dependent on the success of the Future High Streets Fund bid.	

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	Salisbury Neighbourhood Development Plan Steering Group hope that the CAF outputs will serve as evidence for the emerging NP policies. The SG wishes to work closely with the CAF team and the Local Plan review team.	The council are working closely with Salisbury City Council and the Neighbourhood Plan Steering Group as they develop their neighbourhood plan and will continue to do so. It is intended that the CAF will form part of the evidence that supports this process.
1	Build a new housing village near Porton.	Porton is outside the geographical remit of the CAF.
1	Acronym 'CAF' can refer to other things which could cause confusion.	Do not consider this to be an issue.
Comments relating to healthcare provision		
1	Salisbury District Hospital (SDH) support the CAF objectives which will benefit Salisbury's residents (including hospital staff), will produce economic benefits and have potential positive impacts on health and wellbeing.	Support noted.
1	SDH support the acknowledged links to healthcare delivery and reiterate the importance of developing improved links to the hospital from the city centre.	Support noted.
2	Three Chequers Medical Practice and the NHS CCG comment that with new housing and an ageing population their 5 practises have had to consolidate to 3 to better serve the patient base. A new, centrally located purpose-built surgery is required in Salisbury which the CAF should acknowledge.	The provision of health care facilities to meet future development and serve an ageing population is a strategic issue that is more appropriately addressed in the Local Plan Review.
1	Three Chequers Medical Practice and NHS CCG comment that redevelopment of Salt Lane/Brown Street car parks could provide a site for a new surgery premises.	
	Three Chequers Medical Practice and NHS CCG comment that if Salt Lane/Brown Street car parks are unavailable, what other site could Wiltshire Council/Salisbury City Council propose to alleviate the challenges being faced at present by the Three Chequers Medical Practice? The ideal site would be centrally located, of ½ to 1 acre in size to support a building of circa 1500m2 GIA over 2, or possibly 3 storeys. The site should have enough space/accessibility for car parking and good public transport links.	
1	Three Chequers Medical Practice query what thought has been given to the provision of medical facilities in the city centre in drawing up the CAF.	
1	Three Chequers Medical Practice comment that 'Improved health and well-being' (on pg. 11) not only means mean reducing traffic in the city, but also providing accessible facilities to maintain health and well-being.	Noted.
Comments relating to ecology / wildlife		
1	Natural England advises that while this is a strategic level plan Wiltshire Council should undertake a Habitats Regulation Assessment with respect to the River Avon	All necessary parts of the framework will be subject to assessment under the Habitat Regulations as each project is brought forward and has enough detail. Wiltshire Council will

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	SAC and the project is an umbrella for sub-projects which have the potential to affect the SAC. Some of the sub-projects will need assessment at the appropriate time.	take advice on the appropriate timing from the County Ecologist and Natural England.
Comments relating to planting / landscaping		
1	Salisbury needs paint & flowers, painting buildings frontages & signage in keeping with existing character.	One of the aims of the CAF is to preserve and restore historic shop fronts.
3	Good quality-maintained street planting should be provided.	Agreed. The CAF promotes enhancement of the city including planting many new trees.
1	Planting/landscaping should be sustainable and wildlife-friendly.	Agreed. While the CAF is a high-level document, it sets out a range of recommendations such as the River Park that will help improve opportunities for wildlife in the central area.
1	The landscaping work of Nigel Dunnett should be considered.	Noted.
1	There is a tree that blocks the view of the Cathedral on College Roundabout – request to reduce this in size to reveal the cathedral.	The CAF does not specify detailed proposals.
Comments relating to commercial development / business / employment		
7	Salisbury doesn't need any more shops.	The CAF encourages more events and activities, aiming to create vibrancy by broadening activities in the city in addition to the day-to-day retail, to meet the needs for different groups of people.
4	Salisbury has a poor choice of shops.	The council cannot bring/ dissuade specific stores to the city but can assist in creating the right economic conditions to encourage commercial investment.
1	Avoid big stores like Primark coming to Salisbury.	
1	Cheap clothes shops are needed to attract young people.	
4	Prioritise getting empty shops refilled.	It is expected that investment in the city will lead to reduction of vacancies.
2	Support for pop up shops.	Support noted.
9	Independent businesses should be encouraged/supported.	The CAF recommends a range of measures and proposals to support small / independent businesses.
1	Creative sub-let spaces for artists/artisans to work/sell should be provided.	Noted. The CAF recommends seeking to nurture the city's creative industries, artists and small businesses and entrepreneurs.
7	Special support should be given to local businesses.	The CAF recommends a range of measures and proposals to support small / independent businesses.
25	Rents and rates are too high/should be reduced	Generally, market rental rates are determined by the attractiveness of the location to retailers, depending on level of footfall, accessibility etc. Business rates are set by central government.
1	Introduce a small business start-up rates to attract entrepreneur retailers to enter the market.	
1	Charge double business rates for empty stores to encourage rent reduction.	
1	Internet shopping should be taxed to re-level the playing field.	
1	Need to keep money in the local economy.	The CAF's recommendations will help to do this.
1	Encourage local traders and create a city currency or token and incentivise tourists who use it by giving them discounts.	This is beyond the remit of the CAF.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	To address shrinking retail market a City Centre Action Plan is needed.	The CAF's proposals will drive footfall, increase spend, stimulate the economy and provide revenue and jobs to the benefit of all.
3	Footprint for shops should be reduced.	This is beyond the remit of the CAF.
1	Some of the retail units on Catherine Street should be converted to residential to reduce oversupply of retail.	Catherine Street (along with Winchester Street and Milford Street) has many independent businesses, which is one of the city's strengths. The CAF seeks to nurture and complement these businesses through better wayfinding to improve pedestrian flow, street enhancements and events to help enhance their trade.
1	Redundant retail space in the city centre should be transformed for community/leisure uses e.g. community space for vulnerable people, creative space, repair cafes, toy libraries, sharing libraries, craft markets.	It is acknowledged that there are vacant/derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a catalyst for wider economic recovery in the city.
1	There are too many charity shops.	The council cannot bring specific stores/businesses to the city but can assist in creating the right economic conditions to encourage commercial investment.
2	There are too many cafes/fast food outlets.	
1	High quality restaurants are needed.	
1	Shopping in Southampton Road has pushed people away from visiting the centre.	The CAF aims to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and service. By offering a range of attractions and events this avoids an over-reliance on major retailers to provide city centre vibrancy.
1	The Christmas market should be centred around the Cathedral.	Noted.
1	Salisbury should host an annual summer carnival.	
1	Castle Street Friends building should have been developed into new shopping centre.	The CAF aims to create vibrancy by broadening activities in the city in addition to the day-to-day retail. no such market demand has been forthcoming for such a development in the city.
1	Kings Cross Granary Square / Regents Canal and Coal Drops Yard, led by Argent should be looked at as a good example.	Noted.
1	More employment opportunities are needed for young people	The CAF seeks to create vibrancy, particularly in relation to young people and ensuring that Salisbury is a place where younger people would like to remain or return to. By seeking to increase visitor numbers, footfall and dwell time in the central area, the CAF is encouraging more spending, business and investment and therefore employment opportunities.
1	Sainsburys comment that supermarkets make a significant contribution to the employment market and the CAF should acknowledge this.	It is agreed that supermarkets make an important contribution to local employment.
1	The appearance of White Lion Walk should be improved.	Enhancement of the public realm is being promoted through the CAF.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	The Council should give incentives for traders that add character to their shops.	Noted.
1	The Salisbury Neighbourhood Development Plan will consider the preparation of an employment Neighbourhood Development Order for central Salisbury.	Noted.
1	Preferred to visit Salisbury before Sunday trading was allowed.	Noted.
Comments relating to flooding / drainage		
1	Would like to see maps that show changes to EA's flood maps.	Flood maps can be accessed on the Environment Agency's website.
1	Sustainable drainage systems are essential to ensure Salisbury is a sustainable, green city.	Development will incorporate sustainable drainage principles.
1	Salisbury's streets do not drain well which is not good for pedestrians getting wet.	
1	Salisbury's ability to cope with new development is limited because of flood risk.	The River Park project will address the impacts of climate change and prevent future flooding.
Comments relating to tourism		
6	The CAF places too much focus on visitors over Salisbury's residents.	The CAF has been prepared to generate benefits for both residents and visitors.
1	Concern that there is not enough understanding of what visitors/tourists want from their visit to Salisbury	The CAF has been informed by a number of strategies and studies including the emerging Cultural Strategy; the brand positioning of the city, celebrating Salisbury's traditions and the city's originality; and the Cathedral Masterplan.
3	Keep the Tourist Information Centre in its central position.	Noted.
1	The Tourist Information Centre should be enhanced / made easier to find.	Noted.
2	Salisbury needs more hotels /a high-quality hotel.	Agreed, there remains a need for city centre hotel accommodation to support Salisbury's tourism economy.
2	A Youth Hostel is needed as a low-cost accommodation option.	The CAF would not preclude the development of B&B, hostel or budget hotel accommodation, should proposals of this nature come forward
1	Develop self-catering holiday flats in some of the empty buildings.	
1	Hotels need parking.	Noted.
3	There is a need to try and improve the unique appeal of Salisbury to tourists, e.g. more than just the Cathedral	This is one of the key aims of the CAF.
1	Reducing cars in the city centre will be good for tourism.	Noted, one of the aims of the CAF is to reduce cars in the centre.
1	Promote Salisbury as a portal to Historic Britain, with connections to heritage sites across the region, e.g. Salisbury Cathedral, Old Sarum, Stonehenge and Avebury, the New Forest, Romans at Rockbourne, Workhouse in Christchurch.	One of the key aims of the CAF is to promote Salisbury's rich and diverse tourism industry and to broaden the city's offer.
1	Through compulsory purchase of B&Q, Matalan etc. redevelop the area into the 'Constable Museum' to improve tourism, capitalising on the water meadow views that inspired his work. This would also enable	Compulsory purchase is timely and costly and there would need to be a strong business case to support this. The CAF makes many other recommendations to improve tourism which are more realistic and deliverable.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	additional lanes, including Park & Ride / bus lane on Southampton Road, and could be catalyst for further investment in the city.	
1	Use technology to create virtual experiences of lived histories, making virtual tourism one of Salisbury's USPs.	A heritage app is being developed.
1	Create a Salisbury 'Sky Rail' (monorail)	This is beyond the scope of the CAF.
1	Make Salisbury a medieval attraction	One of the key aims of the CAF is to promote Salisbury's rich and diverse tourism industry and to broaden the city's offer.
Comments relating to highways / transport		
17	The CAF does not address issue of HGV or the traffic in and around the city.	The decant of heavy industry uses from Churchfields Industrial Estate continues to be a policy position that the council are exploring.
6	Traffic issues on Southampton Road need to be resolved.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion. Wiltshire Council are in discussions with Highways England regarding improvements to the A36.
1	Southampton Rd is primarily through traffic, not affected by parking or Park & Ride.	
2	The road networks in and out of the city, e.g. to the A303 and Southampton need to be improved.	
1	Salisbury is blighted by through traffic to Poole, Southampton and Portsmouth.	
1	Would like to see traffic diverted from London Road as source of noise and air pollution.	
1	Highways England comment that it is acknowledged by all parties that the A36 experiences congestion at peak times and offers limited potential for capacity improvements within the existing highway boundary. Highways England are currently exploring potential future options that may provide some benefit to the operation of Southampton Road, subject to the availability of funding and a suitable delivery mechanism.	Noted.
1	Highways England comment that as modelling shows that a significant proportion of the traffic on the A36 is making short local trips. Highways England support measures to improve walking and cycling routes and public transport provision.	Noted.
1	Highways England welcome the reduction in parking availability in the city centre and suggest consideration is given to pricing policies too, particularly the currently under-utilised Park & Ride services.	Noted. Wiltshire Council do not operate the local bus service and budgetary constraints are a major factor in the council's ability to influence fare prices.
14	Salisbury needs a bypass.	A bypass option was considered through the Salisbury Transport Strategy and was discounted on the grounds of viability. Access for through traffic is being explored.
1	Government funding could be secured to pay for a new bypass.	
1	A new bypass would enable development in other parts of the city.	
1	Out of town stores on Southampton Road should be moved to a new out of town site along a new bypass.	
4	A road connection is needed between Churchfields to Netherhampton Road.	

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	Concern that the impact of 600+ houses and consequent traffic in Harnham has not been considered by the CAF.	The CAF sets out a high-level framework of recommended initiatives to be taken forward. As these are taken forward to more detailed stages of planning, potential impacts on the highways network will be considered in more detail.
1	Access to the hospital should be improved to avoid ambulances having to transit the city centre.	The CAF recommends that sustainable transport routes to and from strategic employment areas near the central area should be investigated and improved to strengthen connections.
2	Refer to good examples of street layouts in other cities, e.g. Bath, Romsey, York, Lincoln, Ghent.	Noted.
1	Re-prioritise St. John Street for two-way traffic by removing the coach drop off points. Enable vehicles to be able to turn right from New Street into a single lane. North bound vehicles should have two lanes for the full length of St. John Street - the left lane serving New Street - the right lane serving Catherine and Ivy Streets. Coach drop off to be relocated in Exeter Street in the current car parking between 09.30 and 19.30.	Noted. This will be considered. The council's Highways team are feasibility testing several options for partial pedestrianisation in the city to deliver the CAF's People Friendly Streets aspiration.
	Coach drop-off in St. John Street is dangerous for passengers stepping into the middle of the road. A wider coach drop-off bay at Exeter St should be considered.	Noted. This will be considered.
1	There are too many traffic lights in centre. Particularly Exeter Street/Catherine Street.	Traffic lights are positioned to allow optimum safe flow of vehicles through the central area. Any proposals that are progressed under the People Friendly Streets recommendations will consider potential impacts on existing traffic lights.
1	Narrow roads and tight turnings create bottlenecks and stem the flow for business, tourism and leisure usage.	Salisbury is an historic city with a medieval street pattern which was not designed for modern vehicles. The CAF makes recommendations to explore ways to optimise the available highways space in favour of pedestrians and cycles.
2	The city needs a transport strategy.	The Salisbury Transport Strategy was prepared in May 2018.
1	The CAF should add the Wiltshire Council document 'Development related Travel Plan Guidance' to its references.	The CAF is intentionally high level and does not set specific requirements of future planning applications.
1	Speed limits should be restricted to 20mph.	Noted.
1	Road markings should be improved.	Noted.
1	New Street/High Street crossing is dangerous for tourists who don't comprehend the sequencing of the lights.	The CAF proposes the definition and implementation of a clear street hierarchy which shows which roads may be suitable for pedestrianisation or enhanced pedestrian spaces. This will include the consideration of the High Street / New Street / Crane Street area.
1	A less car dominated city will be good for wheelchair users.	Agreed.
1	Many people who provide care for residents in their own homes need to travel in and out of the city during the day, which needs to be	Noted. This will be a consideration.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	considered in planning for highways changes.	
1	Accessibility for people with mobility issues needs to be built in.	
1	SDH are currently reviewing its movement strategy, aspiring to reduce the number of cars coming to the site. It will be essential to align our approaches to ensure there are enough alternative means of accessing the hospital to support the shared objectives.	Agreed. Wiltshire Council would like to maintain a close working dialogue with SDH to ensure that the approaches are in alignment.
1	Introduce more car-free days.	This has been successful in the past and elsewhere. It would need to be delivered in close collaboration with Salisbury's business community.
1	The city centre should be car-free.	The council's Highways team are feasibility testing several options for partial pedestrianisation in the city to deliver the CAF's People Friendly Streets aspiration.
1	Would support measures to reduce traffic through narrow streets in the Chequers.	
3	Need to prevent cars from passing through the city to avoid the queues on the ring road / "rat running".	
5	Ensure that motorists wishing to park in city can only enter from the ring road.	
1	Need to consider wider impacts of improvements to the pedestrian environment in Fisherton Street, e.g. may result in traffic being directed up Minster Street which would compromise another aim of reconnecting Market Place with the Maltings area; or potentially may lead to more traffic on South Western Road/Mill Road/Crane Street/New Street.	A full analysis of how traffic moves in, around and through the city will be undertaken as evidence to support the right strategy for delivering People Friendly Streets in the city centre.
1	Potential to route certain vehicles (e.g. buses and taxis) through the Maltings via Summerlock Approach, which could allow pedestrianisation of Silver Street and Minster Street.	
1	If Brown Street were to become two-way it might be possible for Catherine Street to be completely pedestrianised which would enormously benefit the environment for shoppers and other businesses in Catherine Street.	
1	Other than removal of car parking spaces in the Market Place there has been little progress towards goals set by past Transport Plans and the Salisbury Vision.	
1	Currently lorries, often serving High Street shops, unload in Crane Street at peak times and blockages cause tailbacks and increase air pollution due to idling engines. This might be avoided by restricting the times when loading and unloading is allowed.	Noted. This will be considered.
2	Make it an offence to leave engines idling.	It is agreed that this practise should be discouraged wherever possible.
1	The congestion on the ring road must be eliminated if the city is to be able to attract more business or visitors.	Noted.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	Bring in a congestion charge.	The Salisbury Transport Strategy sets out a variety of measures that are designed to help address congestion.
1	Should plan for future transport technology like autonomous call up electric minibuses and taxis	The CAF seeks to promote sustainable transport modes, and opportunities to support electric vehicle infrastructure will be given further consideration.
1	Electric taxis with charging points at set destinations.	
3	Infrastructure should be put in place to encourage uptake of electric bikes	
2	Potential options should be explored for expanding Salisbury's car club.	Opportunities will be explored in collaboration with local service providers.
1	Traffic on Netherhampton Road is bad and is going to get worse.	Concerns are noted.
1	Salisbury's streets are not suitable for buses.	Salisbury is an historic city with a medieval street pattern. While tight in some parts, there is nonetheless a requirement and demand for a public transport system within the city to support sustainable transport to and from the city.
1	Roundabouts and Verges should be sponsored, with paid for floral displays.	Noted.
1	Salisbury should have unique themed taxis.	This would be at the discretion of the privately-owned taxi companies.
1	The Salisbury Neighbourhood Development Plan steering group will be exploring policies for connectivity by non-motorized travel modes, including linkages to surrounding parish areas.	Noted.
1	Support for the CAF's provision for cycling.	Support noted.
1	More segregation of cyclists from pedestrians.	Separation of space for pedestrians and cyclists will be delivered wherever possible.
5	Improved cycle routes and joined up infrastructure needed, e.g. to residential suburbs.	This is beyond the scope of the CAF, albeit the proposals for the River Park would not preclude the option being explored.
2	There should be consideration given to introducing cycle contraflow in streets which may be one-way for vehicular traffic.	Options for contraflow routes will be considered as part of the package of highways initiatives to be pursued under the People Friendly Streets theme.
1	Walking and cycling facilities should have been prioritised earlier before unsustainable patterns of travel became established	Comment noted.
1	Better and more attractive routes across the ring road are needed, e.g. bridges, at-grade crossings, lower speed limits,	Comment noted.
2	Pedestrianisation must consider the needs of less able-bodied people, e.g. wheelchairs.	Agreed. This will be a key consideration.
1	Wheelchair users should test any adjusted routes to ensure they are suitable.	
1	Improving the connection between pedestrian spaces is a priority.	Agreed.
3	Support for pedestrianisation.	Support noted.
1	Before finalising the proposals first test it out on people moving through the city for different purposes - ensure the plans will work for different people.	Any changes are likely to be transitional.
1	Salisbury Civic Society supports the creation of people-friendly streets, with a	Support noted.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	preference for the 'pedestrian prioritised' approach.	
1	Salisbury Civic Society request a commitment in the CAF to a previous statement that one goal will be to 're-emphasise the public realm to give pedestrian priority'. If further work is to be done, it is unfortunate that such work could not be done prior to the document being produced, and the Society hopes that the statement constitutes a commitment to this work being carried out, soon.	The CAF document represents a commitment towards to the delivery of its content.
1	Salisbury Civic Society would support a pedestrian prioritisation from the New Street junction to the High Street Gate, and into the Close.	Noted. The council's Highways team are feasibility testing several options for partial pedestrianisation / reprioritisation in the city to deliver the CAF's People Friendly Streets aspiration
1	Pedestrian paths should be improved at India Avenue and Sarum Close as the existing routes/paths are dangerous.	This is outside of the central area.
11	Public transport is too expensive.	Wiltshire Council do not operate the bus and rail services and cannot influence fare prices.
1	Introduce a bus fare system like in Rennes (France).	This would be a matter for the local bus service to consider.
4	There is a poor bus service to outlying villages, needs to be improved.	Improved bus services into Salisbury is subject to discussions with the bus company.
8	Salisbury needs more frequent bus services, and later bus times	
2	Bus lanes / priority should be installed to increase the attractiveness of buses / Park & Ride service.	Wiltshire Council are working towards a Transforming Accessibility Project for Salisbury that will consider bus routes.
1	Bus times should be aligned to train times, especially the London route.	This would be a matter for the local bus service to consider.
1	Public transport system needs to be more integrated.	
1	Replace diesel buses.	The local bus service is working towards a phased electrification of the bus fleet.
1	Go South Coast support the promotion of sustainable transport, and that continued an improved access for buses will play an important role in delivering the people friendly streets objectives of the CAF.	Noted.
1	Go South Coast consider the CAF should acknowledge developing schemes in respect of the World Heritage Site at Stonehenge and its environs so that the city can benefit from these proposals more widely.	Noted. The CAF seeks to deliver improvements to the Station Forecourt's Stonehenge bus stop to provide a better environment for those visiting the World Heritage Site via Salisbury station.
1	Go South Coast support the relationship to the Salisbury Transport Plan/ Local Transport Plan and agree that the role of the A36 and the congestion along it means rat-running occurs in the city, with local journeys often taking place through the City Centre and accordingly we support the proposals to close key streets to all traffic except buses and taxis.	Noted.
1	Go South Coast are open to various options in the CAF subject to suitable modelling and	Noted.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	assessment together with consultation with Highways England.	
1	Go South Coast agree with prioritising places and spaces for pedestrians, cyclists and public transport over private cars.	Noted.
1	Go South Coast agree that Park & Ride should be better utilised and are keen to work with Wiltshire Council to deliver this.	Noted.
1	Go South Coast believe that improving the public realm and access to the city centre will help promote sustainability.	Noted.
1	Go South Coast advise caution in referencing Oxford and Cambridge Park & Ride schemes both of which are entirely commercially operated, dedicated Park & Ride Services in cities with limited and relatively expensive city centre parking.	The concerns are noted.
1	Go South Coast support the closure of Brown Street and part closure of Salt Lane Car Parks. Further parking reductions need to be made to align with the proposals to remove internal circulation in the city centre by cars.	Noted.
1	Go South Coast consider that in the short-term Park & Ride can be better promoted through signposting, better facilities and further promotion.	Noted. The CAF recommendations around improving wayfinding should help to address this concern.
1	Go South Coast support the proposals for Fisherton Street so long as they maintain bus access between the station and city centre.	Noted.
1	Go South Coast support aspirations in the longer term for buses to be connecting larger settlements with no access to rail, e.g. Amesbury.	Noted.
1	Go South Coast are disappointed that the consultation question on Park & Ride is somewhat pointed, highlighting people's concerns but not what they like about Park & Ride.	Noted.
1	Go South Coast agree with the general approach to Churchfields, although there should be a travel planning forum for businesses on Churchfields as well as looking at better sustainable transport access alongside the support for relocating and new start-ups with less traffic intensive uses.	Noted. Unfortunately, there are not currently staff resources to run a Travel Planning Forum. Improved bus services to Salisbury rail station may help improve access to Churchfields.
1	Accurate real time bus departure/arrival display system is needed.	The council is currently working with consultants to develop a new real time passenger information system which we hope will be implemented in Salisbury shortly.
1	The X3 could call on South Western Road to serve the railway station.	The council is currently working with the rail operating company to improve Salisbury rail station including creating new bus stops which would allow the X3 to serve the station.
1	There is poor frequency of service in Lower Bemerton.	Noted.
1	Bus stops need seating for the elderly.	Agreed.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	Bus stops should be in pairs either side of the road.	This is not always practical given variations in highways layout.
2	Bus service needs to be run by Wiltshire Council.	Bus services are operated by a private company in Salisbury.
1	Tax increase to subsidise the buses.	Noted.
1	Introduce an elevated monorail linking Stonehenge, Woodhenge, Durrington, Amesbury, Woodford Valley, Salisbury Sports Centre, Waitrose, The Maltings, Queen Elizabeth gardens, Cathedral. Later extend to Avebury. Nationally, container traffic could be largely transferred to rail if there were a transfer depot near each town, so only the last mile is by road. This could be at the disused rail yard behind Salisbury station, likewise at Wilton and Solstice Park Amesbury.	This would be beyond the scope of the CAF.
Comments relating to education		
1	The CAF makes no reference to the school's waste awareness program which is due to commence in 2020.	This is beyond the scope of the CAF.
1	Salisbury needs a university.	Noted. However specific education provision is outside the remit of the CAF.
Comments relating to sports / leisure		
1	Salisbury requires more affordable sports facilities.	Noted.
1	Salisbury currently performs well in terms of arts and entertainment, although there is a lack of late-night economy choices.	Noted.
1	There is not enough for people to do in Salisbury.	Noted. The CAF recommends the encouragement of more activities for people.
1	More activities are needed, e.g. indoor ski/snowboard complex, trampoline park, climbing wall, escape rooms.	
6	Young people need safe spaces to hang out / things to do / a youth club.	
1	Too many pubs and clubs have closed.	
1	Leisure facilities need to be more affordable.	Noted.
1	More arts and crafts workshop spaces are needed.	Noted, the CAF recommends delivery of more 'maker space'.
1	Build a new bowling alley.	Requests noted.
1	Build a new cinema.	
1	The existing Odeon cinema could be converted to a better alternative use.	Noted.
Comments relating to climate change		
1	Make Salisbury renowned for being a centre for ecologically sound businesses and tourist attractions.	While the CAF is a high-level document, it sets out a range of recommendations such as the River Park that will help improve opportunities for wildlife/ecology in the central area, as well as recommendations for broadening the city's tourism offer.
1	Opportunities for nature should be woven into plans for the city, e.g. pockets of green spaces, roof gardens, living wall planting.	The CAF recommends a range of initiatives in the city for the benefit of wildlife, including tree planting and the delivery of the River Park which will provide enhanced nature areas.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
5	More electric charging points (esp. people that live in town) are needed.	Electric car charging points are a requirement of planning policy guidance and will be delivered.
1	Would like to see improvement to Salisbury's environment.	Noted, part of the aim of the CAF is to improve Salisbury's environment and public realm.
1	Not enough renewable energy generation.	All development is required as a minimum to meet national policy standards on renewable energy. Measures over and above will be encouraged and facilitated wherever possible. There are several opportunities within the central area where renewables could be built in.
1	Maximise use of solar panels on roofs.	
1	Tree planting is needed in the city e.g. in Fisherton Street, Maltings, Milford Street.	The CAF provides a positive environment for enhancement of the city, including tree planting.
2	Make Salisbury a green, sustainable city.	
1	Plant hedges around the ring road to filter pollutants.	
1	Use Bishop's Mill as source of hydro-electric power.	Any such proposals would need to be agreed by all parties including the Environment Agency, Natural England and Historic England, due to sensitivities of the watercourse and the historic environment.
1	The CAF only seeks to deal with the effects of climate change, does not actually combat climate change.	The CAF is an overarching strategy which recommends several initiatives which seek to both respond to the effects of climate change and to mitigate against it, e.g. building flood resilience and supporting modal shift away from the private car. Change to CAF: This will be clarified in the amended CAF.
1	" <i>Future generations depend on us acting now to combat climate change.</i> " – This statement is true, but no actions or commitments within the CAF flow from it. Greenwashing that undermines the credibility of the CAF.	
7	More action is needed to combat climate change/respond to the climate emergency.	
1	Salisbury should be a plastic-free town.	Noted.
1	Ensure lowest possible construction/ implementation resource costs and running cost, low ongoing maintenance and input costs quantified in energy terms.	Noted. The council's development plan and national planning policy includes building standards requirements. This may be reviewed through the Local Plan Review process. All redevelopment will be required as a minimum to meet national policy standards on renewable energy. Measures over and above will be encouraged and facilitated wherever possible.
1	Natural England encourage Wiltshire Council to commit to, or promoting, carbon zero building design.	
1	Natural England comment that the CAF could mention the aspiration for carbon neutral zero transport.	Noted. The CAF's recommendations for delivering people friendly street support modal shift away from the private car.
2	The CAF should embed the council's stated commitment to getting to zero carbon by 2030, setting clear targets and a plan of action.	Change to CAF: Commitment to carbon neutral by 2030 to be emphasised.
1	In seeking to meet the target of zero carbon by 2030, the CAF should acknowledge that 50% of a building's lifetime CO2 contribution is during construction.	This is understood.
1	There needs to be a focus on re-wilding any part of the city we possibly can.	There is a need to balance the greening of the city while ensuring it remains attractive for business and for visitors.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	The first question to ask for each development or change is: "Does this help prevent climate change?" .	Addressing the climate emergency is a key objective of the CAF and there are several recommendations aimed at responding to the climate emergency, supporting sustainability and urban greening.
1	A community compost scheme should be introduced.	Noted.
1	The Salisbury Neighbourhood Development Plan will be setting out policies for a zero-carbon strategy.	Noted.
Comments relating to design / character		
1	Design needs to be good quality.	Policies in the Wiltshire Core Strategy require new development to be of high-quality design and to be sympathetic to existing architecture and heritage (e.g. CP57 "Ensuring High Quality Design and Place Shaping").
2	Need to include some 21st century design.	
1	Development shouldn't be too modern.	
1	The planning authority needs to be more proactive in demanding good quality architecture.	
1	Object to new build type homes which are dull and unattractive. New builds should have character.	
1	Any new developments should be on the same scale as the original city.	
1	Design must complement Salisbury's heritage.	
4	Do not like design of Castle Street retirement flats.	This is outside the scope of the CAF.
1	Principles of low carbon design (e.g. materials) and adaptability need to be integrated into the plan.	The Wiltshire Core Strategy requires sustainable construction and low-carbon energy too be integral to all new development.
1	Salisbury Civic Society supports the use of independent design review.	Supported noted.
1	The Salisbury Neighbourhood Development Plan will be updating design guidance from the former Salisbury District Council such as shopfronts, conservation area, etc.	Noted.
Comments relating to housing		
3	Not enough consideration of highways impacts from new housing developments.	The CAF is intentionally high level and does not specify detailed requirements for any future planning applications.
1	Object to housing allocation on Netherhampton Road due to flooding, impact on Cathedral views, highways impacts.	This is outside of the scope of the CAF.
1	Consider turning vacant properties into housing.	This is an opportunity which the CAF recommends could be explored.
1	Housing in the city will encourage people to walk rather than drive.	Agreed.
4	More affordable homes are needed.	Agreed. The CAF seeks to encourage the development of housing in the city, a proportion of which should be affordable.
3	More homes for young people are needed.	Agreed. The CAF seeks to encourage the development of housing in the city, in particular that which would be marketable to the younger generation.
1	Go South Coast note that there is a need for a greater supply of housing for younger people in the city centre.	

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
3	Salisbury doesn't need more housing.	This is not correct. There are national and local shortages of housing. Local authorities are duty bound to address this shortage.
3	There are too many homes for older people.	It is recognised that there have been a number of Salisbury housing developments which cater for the older generation.
2	Request no more housing on greenfield sites around the city / need to protect green edges to the city.	The scope of the CAF is the central area of Salisbury only and does not make recommendations for edge of settlement sites.
1	Salisbury has enough empty sites for housing.	The CAF sets out a range of recommendations intended to help stimulate reuse of previously developed land in the city.
1	Do not build any more housing in locations that require residents to have a car.	The CAF seeks to promote car-free city living wherever this is possible. It is recognised that some parking will be required, in line with the Council's Parking Strategy.
1	New housing must deliver walkable and cyclable connections to the city to avoid reliance on cars.	
3	City centre housing will need parking space, e.g. for those that can't work in Salisbury.	
1	Do not support further housing development until infrastructure is improved.	Any proposals for new housing development must demonstrate that this would not place undue pressure on infrastructure, which may include financial contributions towards services.
1	Too much pressure on Drs/hospital for any more housing development.	
1	Housing scheme for the homeless needed.	Noted.
1	The Salisbury Neighbourhood Development Plan will be undertaking a housing needs assessment and it is hoped that this can be carried forward to the Salt Lane Car Park housing proposal which might be carried forward as an allocation in the neighbourhood plan.	Noted.
Comments relating to street scene / street furniture		
3	More city centre water points are needed.	Salisbury City Council have installed public drinking fountains at Market Place and High Street.
2	More city centre recycling bins are needed.	Noted.
1	Do not like the plastic litter bins that are being used to replace the metal bins – these should be refurbished.	Noted.
6	More public seating needed, incl. covered seating areas.	Changes arising from the CAF will consider the need to provide adequate seating and spaces to enjoy the environment.
2	Support for removing uncoordinated street furniture/signage.	The CAF recommendations for improving wayfinding should help to address this.
1	Salisbury Cathedral Close Preservation Society would support a consistent policy on street furniture/signage for Salisbury, especially in historic/conservation areas/settings of listed buildings.	
5	Cycle parking should be well designed/sheltered.	Agreed.
2	Put a fountain in the Market Place.	This formed part of the original proposal for resurfacing Market Place. However, there was a level of public opposition and the water fountain proposals were subsequently removed.
7	Poor city centre cleanliness.	

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
2	More litter clearance is needed.	Salisbury City Council is responsible for street cleaning and litter bins in Salisbury. The City Council operate in line with their own environmental enforcement policies.
15	Uneven/broken road surfaces, in poor repair.	The CAF promotes a review and update of the previous city-wide strategy for the public realm. This could include the need for repairs to match the existing.
1	Too much antisocial behaviour.	This is a matter for the police.
5	Need to improve street lighting.	Wiltshire Council will be converting most of the street lighting in Salisbury to LED lighting during summer 2020.
2	Need to remove graffiti.	Noted.
1	Building frontages need maintenance and improvement.	This is acknowledged. The CAF seeks to encourage review and update of existing shopfront planning guidance.
1	Do not allow businesses to leave rubbish bins permanently on the pavements.	Concern noted.
Comments relating to infrastructure		
7	Salisbury needs a bus station	Noted. Wilts and Dorset made the operational decision that they did not need a bus station any more.
7	Salisbury needs a police station / in a more central location	Noted, however the current police station is more central than the Wilton Road site.
1	The police station on Wilton Road should be reopened	Noted.
5	Salisbury needs a post office	Noted.
1	141 Castle Street should be converted to a police station	Noted.
4	Centrally located disabled toilets / changing places are needed	Noted. A disabled toilet is located in Market Place. New facilities are intended to be provided through CAF projects as well as the proposed regeneration of the Maltings and Central Car Park site.
3	Not enough public toilets need to be modernised	Noted, new public toilets will be incorporated into the regeneration of the Maltings and Central Car Park scheme
3	Toilets needs to be opened for longer and on Sundays, bank holidays	Noted, hopefully with the Maltings and Central Car Park scheme toilets etc will be open for longer hours.
1	All toilets should show a map of all alternatives, including braille.	Noted.
2	Toilets should be free to use	Noted, however there are running cost involved in ensuring cleanliness.
1	Shops should be encouraged to allow public use of their toilets	Noted.
2	Need to improve availability of doctor's surgeries.	Noted, however this is outside of the remit of the CAF. The provision of health care facilities to meet future development and serve an ageing population is a strategic issue that is more appropriately addressed in the Local Plan Review.
1	Doctor's surgeries need to be in a central location to meet the needs of the older population moving into the city. Do not want to see GPs, currently in out-dated accommodation, moving out of town.	Noted.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	Salisbury needs a national coach station	Noted, it is the intention of the CAF to provide an improved and regenerated coach park.
2	Move citizens advice at from Five Rivers to a more central location, e.g. the Guildhall	Noted.
1	Rubbish trucks should be used for advertisements and leave scented air fresheners with each collection.	Noted. Advertisements could be placed on the side of rubbish trucks.
Comments relating to heritage		
1	Support for heritage app	Support noted.
1	Make heritage app available for people without phones	Heritage information should also still be available in other formats as well as
1	Make more of our Roman Heritage and Roman roads	Noted, all aspects of heritage should be considered.
8	Any development needs to reflect Salisbury's heritage / character.	Noted. One of the aims of the CAF is to enhance the public realm through amongst other things updating and reviewing the previous public realm strategy, this considered Salisbury's heritage / character in detail.
7	Introduce city trails on themes, e.g. historic buildings, wildlife, Constable, Turner, Spitfires 'Look Up Salisbury' book.	Noted, this can be considered in the development of any heritage trail.
1	Heritage needs to play more of central role in leading the CAF	Noted. One of the key themes of the CAF is to create 'A City that celebrates its rich heritage'.
1	Wiltshire Creative questions the value of heritage trails as the feedback they have received is that there are already numerous trails, even "enough" or "too many". Would advise Wiltshire Council executes robust feasibility before setting up more trails	Noted. However, if there are too many it maybe the trails need condensing and organising in a more appropriate way.
1	Focus should be on emphasising the city's heritage	Noted. One of the key themes of the CAF is to create 'A City that celebrates its rich heritage'.
1	Need to make more of heritage apart from Cathedral	Noted. One of the key themes of the CAF is to create 'A City that celebrates its rich heritage'.
1	Consult with the Tourist Information Centre and Salisbury City Guides.	Noted.
1	Salisbury Cathedral comment that development of heritage trail apps is led by evidence of outcomes. In other places a place-based interpretation strategy has been a helpful basis from which to build.	Noted and agreed.
Comments relating to city events		
1	There is a lack of clear communication about events and places to visit.	Noted.
1	Salisbury has some good current events e.g. car boot sales, St George's Day, food markets, car rally's etc.	Noted. Much of this is well organised by the City Council.
1	Salisbury has a good classical music offer and more could be done to promote this.	Noted.
Comments relating to green space		
1	Salisbury Area Greenspace Partnership comment that the CAF should refer to Bourne Hill House Gardens. Would like to see the gardens restored & enhanced, there a lot of scope for interpretation, & if	Change to CAF: Additional text to be added to acknowledge the important greenspaces in the area at the Greencroft, Bourne Hill Gardens and the area around the Salisbury Arts Centre.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	upgraded, the site would help to entice local & visitors to this part of the city centre.	
1	There is an opportunity to dovetail with the evolving Air Quality Action Plan for Salisbury, which includes an action to "develop a strategy for new tree, shrub and hedge planting across the city, and support environmentally friendly management to enhance carbon capture and regulation of air quality".	Noted. This could also be progressed through the emerging neighbourhood plan.
1	Protecting and enhancing open space and green infrastructure must be prioritised.	Noted and agreed.
1	Wiltshire Creative notes that the Improving the Open Space and Environment section talks about "providing cultural opportunities" but there is no mention of cultural partners in the "Who" section.	Noted.
Comments relating to Creating Vibrancy		
1	Would rather Salisbury be quiet, safe, elegant, historic and green than Vibrant	Noted. However, the areas suggested are covered through the other themes of the CAF.
1	<p>Wiltshire Creative comment that</p> <ul style="list-style-type: none"> • Culture is essential to "creating Vibrancy" but there is a lack of reference to cultural partners in the Creating Vibrancy section. Culture should be recognised as a key economic driver and regenerator. Culture should be referenced throughout this section as should the cultural partners as the main "providers" of vibrancy. • welcomes the redevelopment of under-utilised buildings and requests that the CAF recognise that note that culture has a role to play e.g. Salisbury International Arts Festival based an event in Cross Keys in 2019, bringing to life an empty shop. • culture should be mentioned when leisure is mentioned as, although closely related, they are different and perceived differently • under the 'to improve the evening economy' section, references to culture and the cultural strategy should be added. Culture is a vital contributor to the evening economy • under the 'To deliver an enhanced tourist experience' section, under the 'Why?' section reference is made to arts and culture enhancing Salisbury's reputation but, reference to the main cultural partners (e.g. Salisbury Cathedral, Wiltshire Creative, Salisbury Museum, Young Gallery) has been omitted. these should be added. Reference in this section should also include the Salisbury Cultural Partnership and the cultural strategy. 	<p>Change to CAF: Culture and the cultural partners to be re-emphasised throughout. Overall, culture is discussed at various points in the CAF, in particular within the 'creating vibrancy' section.</p>

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	<ul style="list-style-type: none"> • there should be alignment with the cultural strategy, as much of that will deliver events. • many sites have now been re-developed to fulfil other purposes, resulting in the loss of spaces for artists and makers to create their art and share their skills. Consequently, the creative community is being somewhat under-served to learn, thrive and share. • over the last five to ten years many studies have confirmed that opportunities to learn the skills of making and creating are an essential part of the well-being of a community and contribute greatly to the overall mental health of the participating individuals. This presents a strong civic case. It also offers exciting new business models to explore for well managed space-makers within the heart of the city, allowing for new strands of creative entrepreneurship within the city and introducing, supporting and working with other city-based businesses, e.g. hospitality, shopping, culture, sport 	
Comments relating to Bringing out Salisbury's Qualities		
2	Salisbury Conservation Advisory Panel and Salisbury Civic Society comment in relation to the 'Bringing out the Qualities' section that most key actions fall to the responsibility of Wiltshire Council, which will require a considerable input and resource from Wiltshire Council. It is hoped that resources will be available.	Noted. Wiltshire Council is committed to delivery, and the CAF recognises that many of the projects will require partnership working in order to enable delivery.
Comments relating to decision making		
1	Too much politically driven decision making.	Concerns noted.
2	Decisions should be taken in Salisbury not Trowbridge	Noted. Much of the work of the CAF has been undertaken by officers who work from Salisbury.
1	Administration of Salisbury's affairs should be dealt with in Salisbury	
1	Lack of consultation with teenagers.	Noted. Exhibition boards were left at Five Rivers Leisure Centre, a location that teenagers often go.
3	Need to listen to the views of residents	Noted, the CAF is a result of several rounds of consultation and amendments have been made where appropriate.
1	Salisbury should not have to support the rest of Wiltshire	Noted.
1	Future decision making must not be allowed to dilute the objectives of the CAF.	Noted. Once the CAF is endorsed it will become a material consideration in decision making.
1	Concern that Salisbury Area Community Area (and its Area Board) does not include Salisbury District Hospital and secondary schools in Laverstock. Makes funding applications unwieldy.	Noted.
1	Salisbury Neighbourhood Plan Steering Group comment that if a Future Salisbury Place Board has been fully established, its	Noted. Salisbury City Council do sit on the Salisbury Place Board. As Salisbury City Council is the qualifying body to the

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	membership should be more transparent. Request information on: who provides the secretariat; when and where it meets; papers for discussion, and; how this will be done. Links between Salisbury City Council, Wiltshire Council, the Future Salisbury Place Board and the Salisbury Neighbourhood Development Plan need to be made explicit, together with protocols. Need to know more about how, when and why the Future Salisbury Place Board will communicate with wider stakeholders.	neighbourhood plan, the Salisbury Neighbourhood Plan Steering Group should ensure discussions with the City Council regarding outcomes of this group.
1	Historic England comment that success will depend on governance, the nature of delivery mechanisms, and clarity in understanding of the relationships between projects which might influence how and in what order they are delivered and their ability to attract the necessary support and resources.	Noted.