

Extraordinary Full Council Meeting – Mon 14 Dec 2020

Emails received from Members of the Public after 1200 Fri 11 Dec

Total no. of emails = 15

1.	<p>Dear Clerk</p> <p>I hope you are keeping safe and well! I just wanted to send you an email to say that I am in support of PFS & the ETRO as I can see the potential health and wellbeing benefits to the residents of Salisbury. I was shocked to hear that in the survey 50% of all traffic in town was through traffic using it as a rat run! I was genuinely proud of the council for making such a progressive decision for the benefit of the whole community (even if some can't see the benefits to the scheme just yet and see it as an infringement on their rights to drive wherever they want).</p> <p>I am a firm believer that once the scheme had settled in and teething issues such as disabled access ironed out then people would come to terms with the changes and perhaps actually appreciate the low traffic in the centre and the reduction in fumes. When I visited town just before the second lockdown and before the ETRO was lifted, I found that the market square was full of people sitting and talking on benches, I could smell every single food establishment (and not exhaust fumes like you usually can) as well as that I crossed the road in record time which is something you rarely experience in Salisbury as well as the general 'vibe' of feeling like I was on holiday somewhere in Europe!</p> <p>I really hope that the clear long-term health benefits of this scheme stand up against the arguments of people who are put out by not being able to use town as a rat run. That is the only argument against it seems as no parking was affected at all. When I drove to town instead of cycled one day I had no trouble whatsoever in reaching the multi-storey and visited town like I would do usually. Anyway, as we know it is human nature to oppose change and I feel like the people who were against this scheme have done a great job of stirring angst and anger towards it even with some people who openly admit they don't even go into the town centre anymore due to online shopping or lack of shops that they like etc.</p> <p>I can imagine there was also a lot of backlash when smoking indoors was made illegal for people's health although now with time passed people have come around to the change and the thought of smoking indoors now seems obscene! I hope this will be the same with Salisbury and its clean pollution free streets in years to come!</p> <p>Good luck for the meeting on Monday, I can imagine that it is going to be a lonnnng day for all!</p>
2.	<p>I think that a low traffic zone in the centre is a good idea that I support. However perhaps it was introduced quickly without a fair consultation and without enough thought to the practicality of implementing it and thus appears to have upset many people. Overall though I am in favour.</p>
3.	<p>Dear Annie,</p> <p>I write in support of the PFS and ETRO scheme for Salisbury.</p> <p>Initially a large number of people welcomed what was heralded as a bold and forward thinking initiative, I was one of them. Then the sad Salisbury complainers started a campaign against it, they got in with a Facebook campaign and lobbied the Town Council. The scheme was started, and understandably, those who thought it a good idea had little to say being satisfied that action had been taken. Sadly the City Councillors listened to the complainers, most of whose complaints were of a rather personal and selfish nature, and stopped the scheme just as it was proving its worth.</p> <p>I bicycled into Salisbury during the first lockdown, by then the scheme had not been introduced, but the lockdown was being taken seriously and there was no traffic; it was glorious, you could smell the clean air, you could hear birdsong and you had confidence that you were not interfering with traffic, nor was the traffic threatening you. This gave me a feel for how great a traffic limited City Centre could be.</p>

	<p>I then went by bus to the City Centre once the ETRO was in place. I was pleased to see that the bus was full and was on time at every stop (very unusual before the ETRO). I got off in the City Centre and found it busy. People had willingly taken the bus or walked or cycled into the City Centre.</p> <p>I then bicycled into the City Centre on the Saturday just before the ETRO was "suspended". I really got the impression that it was working. Cycling into the Centre was a pleasurable experience, the Market was busy, the High Street was packed, the cycle racks full and people were enjoying a quieter, more friendly atmosphere in our beautiful City Centre.</p> <p>I understand that you have a position of influence in the meeting on Monday. May I ask you to remember the many who are very happy to look forward to Salisbury being among the many cities who are taking bold initiatives to make life better for all. Re-instate People Friendly Salisbury and the ETRO, please</p>
4.	<p>Dear Annie</p> <p>As someone who has been involved throughout the CAF process, I'm fully aware that reducing pollution in the city is a priority, but this cannot be delivered at any cost, this scheme is a half-hearted measure which has only served to upset residents and businesses alike, which proves this is anything but a People Friendly scheme.</p> <p>Buses, taxis, service vehicles and the many car users with permits still using the city are among the worst polluters and has nothing to do with pedestrians or lowering pollution</p> <p>We need this scheme to be shelved indefinitely to allow Salisbury to take a deep breath, get back on its feet again and fully recover from the past few years.</p> <p>Salisbury works best when residents, businesses and Council collectively work together and this scheme at this stage is just divisive and not helping.</p> <p>With all the other issues we are facing as a city, this is the wrong scheme at the wrong time and I hope Cllrs will consider supporting the shelving of this scheme until further analysis can be conducted and then collectively move forward together</p> <p>The tragic accident on the A36 on Saturday just proved how quickly our ring roads get congested which then impacted the city roads. We have to find an alternative solution to the ring road system before we can add more traffic on them, which is exactly what the LTZ does.</p> <p>Thank you for reading this message.</p>
5.	<p>In my opinion we should have had time, consultation and plans made in preparation for this.</p> <p>The surprise element, especially of all the lost parking spaces, was the reason why it had been taken with such offence. No one wants to open their front door to see there are lots of bollards outside their house as has happened to one elderly couple that I know...</p> <p>I think that the town centre could become less burdened with pollution but there are ways and means of doing this. With the future looking like there will be much more in the way of electric cars I can't see that vehicles in the town centre will be a problem then anyway!</p> <p>We have an enormous elderly community and the chance to pull up outside a shop and pop in to buy things is just lovely and would be sorely missed as has been proven by this trial!</p> <p>It is appreciated to have a voice. This is how the process should have been managed before the changes took place.</p>
6.	<p>I wish to dispute the scheme is Friendly, Safe, environmentally beneficial and of benefit to businesses</p>

When the traffic was restricted by volume it was able to travel at higher speeds and was less safe. Also, the occasional vehicle was unexpected and thus more dangerous to pedestrians. I was nearly run over by marauding cyclists four times in two weeks.

It was, therefore, neither Friendly nor Safe

To force traffic to take longer journeys, both in time and distance, surely generates more pollution. Not less!

The assertion that there is a surplus of parking in the city centre is an absolute travesty. Routinely it is difficult to find a space day or evening. Especially in the evening, parking is essential to support the night- life, be it the Arts Centre, the cinema, hotels, pubs bars restaurants churches etc etc

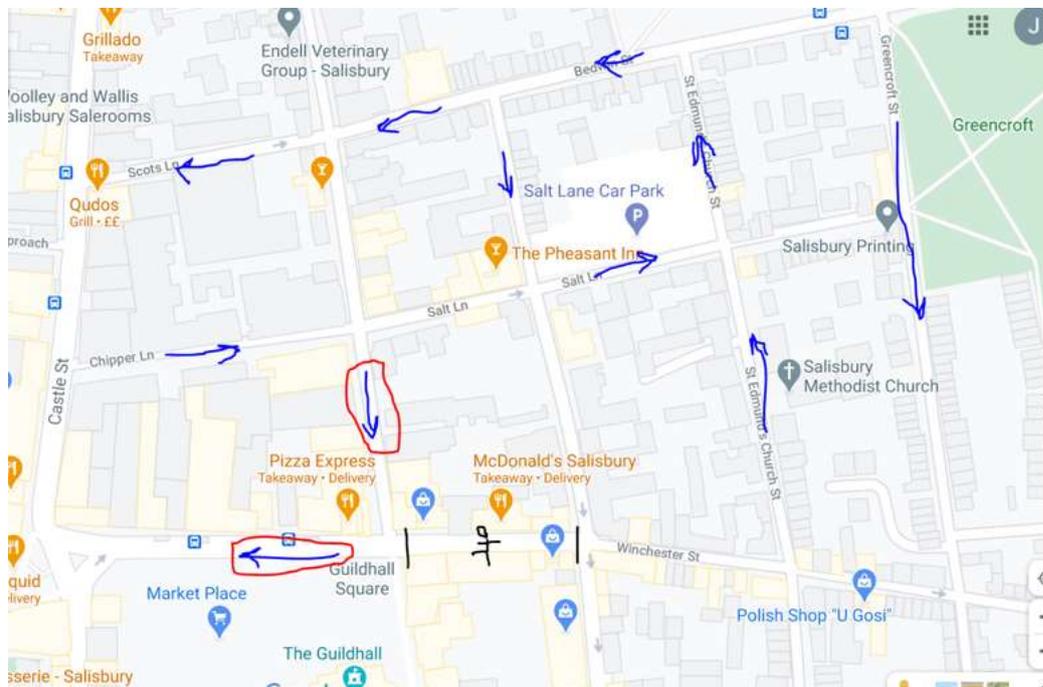
7.

I believe the LTZ was conceived in haste without due consultation and was flawed from the start. Salisbury urgently needs a proper by-pass which takes through traffic away from the centre, then traffic flow in the centre can be managed better.

In the meantime it is better to make access to the city carparks better for those using them to encourage shoppers, not make it difficult in the hopes they will walk or cycle; they won't! No one wants to carry heavy or much shopping far, so access is vital.

Park and Ride concept is fine, but not if you want to do much shopping, [which presumably is the aim??] At the minimum shoppers should be loaned trolleys to use in the centre or lockers near bus stops to deposit purchases.

I believe you could look at the central traffic flow and make more one-way streets to ease flow and preserve on-street parking.



The red ringed arrows would be bus only and deliveries at off peak times, freeing up part of Winchester St as pedestrian only. The main bus boarding could be in two lines to the north of market square instead of on Endless St. Chipper Lane one-way from Castle street gives good access to Salt Lane carpark, but removing traffic from Market Square.

How about more cycle parking bays around the centre? There seem to be very few – make it

	<p>easier to shop with a bike.</p> <p>How about scooter hire from car parks to help mobility? Or trolley hire from bus stops?</p> <p>I hope the council will consider some of these suggestions and consult with the people of the city before introducing more half-thought through schemes.</p>
8.	<p>I understand that there are thoughts within SDC to reinstate the LTZ. I write to say that I am strongly opposed to this plan for the following reasons - :</p> <p>Salisbury will become non viable as a trading City preventing visitors coming.</p> <p>There are very little shops here and the local traders are hanging on by a thread. Once Christmas has passed all we will be left with is the Cathedral, coffee shops and Charity shops. I ask what else will bring visitors here.</p> <p>Blue Boar Row, the heart of our City, it seems, is being used as a bus station with the buses parking both sides of the road. These are spewing out fumes which will eventually stop the Market or using the pretty cafés and bars as they won't be comfortable sitting there.</p> <p>Bradbears, if they can come will be put off by the state of our City. I can assure you they are a wonderful Company who should do well and put much needed shopping experience here.</p> <p>This City is so small and people have to get to work and children to school. The ring road has been a nightmare for years and the trial that ended in November made things pretty chaotic to say the least.</p> <p>We have already had one lucky escape with a young lad under a bus due to bad planning of the implementation of the LTZ. Please do not put this beautiful City through anymore trauma than it already has had or I fear Salisbury will be lost.</p>
9.	<p>Dear Annie,</p> <p>I would really love to see People Friendly Salisbury reinstated. Here is the longer version.</p> <p>I was horrified that it was reversed after it looked like it was working so well. I filled in lots of forms to say it was a great idea but saw no forms to say to reverse it. It was a shock to see it had been reversed when there are so few people that objected to it. Certainly no one I know. Why on earth would people object to cleaner air and safer streets especially through a pandemic.</p> <p>Personally I loved the quieter streets, being able to cross the road empty of cars was heaven. Cycling was a pleasure (I hated coming into town on my bike previously, I just never felt safe and I definitely don't know).</p> <p>Now I am avoiding town because it is full of Christmas shoppers and we have a pandemic going on, do the people who reversed this decision not go down Catherine Street? Its impossible. This was the perfect time to stop the traffic so people could come in town and keep a distance. I really wanted to support local businesses but there is now no room to be safe.</p> <p>As for those who are saying that Salisbury is empty, they clearly haven't really tried. And if they listed the shops that had closed they would find that they are the shops that have closed in other towns. We have a thriving market (currently being polluted by traffic) and some amazing shops that need encouragement not driving people to do online shopping, which is what I will be doing this Christmas as Salisbury is too crowded with cars and people for it to be covid safe. What a wasted opportunity. When some shops complained that no one was driving past their shop so they</p>

weren't getting business, did they not think that maybe they needed a different way to attract customers? Or are we now encouraging people to get in their cars to drive past and see what they want.

Maybe there needs to be incentive to park in the car parks, better signage, cheaper parking costs to encourage people to park for longer(cheaper the further out you go) and not worry about getting back because their ticket will run out. I have been to lots of towns where they have one payment for a short stay (50p for half an hour) or a whole day £2. Most people go for the £2 no matter how long they stay, either a quick shop and go, or the choice of staying if they feel like it, which encourages more money in the town. Personally I like to have the option as my shopping trips are never the same twice so would never know how much to put on a ticket. I would find myself running to put another ticket on or just leaving which means the town loses money.

Use the park and rides to get kids to school so parents can drop them their on their way to work or shopping instead of lots of cars on the ring roads so they park outside the schools causing lots of pollution around them.

If cars were pushed onto the ring road because of PFS and it caused enough disruption then maybe those that were just passing through Salisbury might have their satnavs take them another route, for example from the east M27, go via the M3 and A303 to go west instead of cutting through Salisbury. Or maybe those locals affected would find another way. Bikes, public transport, walking, car share. They wont find another way if they can rat run through our centre. How can we learn new ways if we don't try. If the scheme didn't work after a longer period because it caused problems then sure reversing it would be the option.

To reverse the decision when it was working and didn't give a chance for those that hadn't got used to it is thoughtless, lacks imagination and causes more confusion and distrust in those that are supposed to be making things better not this complete shambles.

10. Dear Annie,

The many objections to the PFS trial scheme have somewhat justifiably focussed on perceived shortcomings in public consultation, which in itself is an issue that is easily solved. I think everyone recognises the valid goals of the scheme within the wider context of combatting pollution and high road traffic, but at the same time we have the all too common human anxieties about any kind of change. The present state of suspension of the PFS scheme seems to arise as an outcome of the combination of ill thought out practicalities, but also in large part from just basic anxiety about change, which needs to be recognised for what it is. This means disentangling the latter from clear cut practicalities like the concerns of accessibility for blue badge holders, which could be addressed in a more seamless way that doesn't require the user to wade through online bureaucracy.

I have heard of quite a few retail businesses basically making the argument that their whole livelihood depends on the ability of customers to pull up in their car outside the shop and just pop in to buy something, or even from being able to 'see the shop from their car'! Whilst we all understand that retail in the 21st century is really tough, should this type of concern seriously be the overriding factor that dictates the future of Salisbury City Centre?

Everyone bemoans the number of empty retail units, for which there would primarily be 3 areas to address:

- 1) Making Salisbury more desirable to shop (i.e. PFS in some form and not the cramped pavements we see again post-COVID lockdown)
- 2) Address the issue of high rents (which admittedly the council has only limited influence over today, due to the differing priorities of private sector)

	<p>freeholders) 3) Address the issue of high business rates (i.e. this whole dated and regressive tax on business premises)</p> <p>So, I would ask you to ultimately support the re-introduction of PFS and thereby help re-invigorate Salisbury into the future. And, as a realistic thought experiment, consider a scenario if in 10 years' time Andover has got its act together but Salisbury hasn't; then consider where a large number of Salisbury shoppers travel from today.</p>
11.	<p>Hi</p> <p>I am a Salisbury taxi driver and I want to see Salisbury prosper. I feel strongly that the PFS scheme should have been given the full 18 month trial that was initially promised. The city had a much more pleasant ambiance during the few weeks that it was in place. It seemed that the noisy minority got their way to have the scheme suspended. As in a lot of cases the silent majority in favour of PFS were happy to sit back and not make their thoughts known. The businesses that were complaining about lack of foot fall were I think forgetting that the main cause of that was the pandemic and subsequent lockdown. I hope the council rethink their decision and reinstate the scheme in the new year.</p>
12.	<p>Dear Annie,</p> <p>I heard that you were collecting residents' opinions of the ETRO and PFS scheme. This is my opinion:</p> <p style="padding-left: 40px;">Salisbury does need reduced traffic in the city centre.</p> <p style="padding-left: 40px;">Salisbury does need safer cycle routes to places of employment.</p> <p style="padding-left: 40px;">Bollards are not required for cycle routes and are more disruptive than helpful.</p> <p style="padding-left: 40px;">Carers must be able to reach their clients safely, quickly, in all weathers, and carrying equipment.</p> <p style="padding-left: 40px;">Passes should be automatically supplied to blue badge holders.</p> <p style="padding-left: 40px;">All registered carers should be given passes.</p> <p style="padding-left: 40px;">Businesses should be given enough transferable passes to cover their delivery needs.</p> <p style="padding-left: 40px;">The pass system needs to be rolled out well before the traffic order.</p>
13.	<p>I hear another meeting is on the agenda for this stupid people friendly scheme. I would to point that it is not a welcome scheme and does not have all business in its plan. A lot of business do not support this scheme and never support it. Now make sure it never comes back to Salisbury.</p>
14.	<p>Dear Councillors</p> <p>I understand on Monday that the City Council will be considered its position on the suspended People Friendly Streets initiative. I urge you to support the restoration of the initiative in order to complete the promised 18-month experiment. It is only by living with PFS for a few months that locals and visitors will fully appreciate its effects on the city. As a resident in the city centre, I can tell you that during the few weeks it was running, Salisbury was a much more pleasant, safer and inviting place to spend time.</p>

	<p>I believe that PFS is critical to the future of the city for a number of reasons:</p> <ul style="list-style-type: none"> - In the short-to-medium term to enable social distancing. The medieval streets and thin pavements of the city make it impossible to keep apart without walking into the road. The lower traffic levels made it safer to stay safe from the virus. - Reducing traffic will encourage people back into the city and help revitalise local business. Our city was in decline before Covid-19. I understand that local businesses are nervous about the scheme, but evidence from the charity Living Streets shows that shoppers on foot spend more than those who arrive in cars and that in those city and town centres where traffic levels have been reduced, footfall and sales have bucked the national trend with increases of up to 30 percent. - PFS will encourage more walking and cycling. I know a number of people who will not cycle in the city centre because of the levels of traffic. Only by making roads safer will we encourage them onto their bikes. A shift from cars to walking and cycling is fundamental for us to respond to the climate crisis – and improve health through active travel. The City Council declared a Climate Emergency. PFS is a significant test case for that commitment. - The pollution levels from private vehicles in the city have been unacceptable. The causal relationship between exhaust fumes and health conditions such as asthma are well established. This is particularly the case for young children. - By instigating PFS, Wiltshire and Salisbury City Councils are likely to be able to access further investment from the government to support struggling high streets and shifts to walking and cycling. - When we are able to use public transport more extensively, the lower levels of traffic in the city will help improve reliability. <p>I must admit, I do not fully understand the resistance to the scheme. It does not remove many car parking spaces and stops rat running through the city. Drivers with disabilities will still be able to access the city centre, although I recognise that the system could be improved for those who do not have internet access.</p> <p>Once again, I hope that you will vote to restore the PFS scheme. It has the potential to dramatically improve the quality of life in the city, helping us collectively to respond to the current health and climate crises.</p>
15.	<p>Dear Cllr Douglas</p> <p>I am writing regarding the City Council Extraordinary Meeting to be held on Monday 14 December, and asking you to support the motion to introduce People Friendly Salisbury in 2021. I am strongly in favour of People Friendly Salisbury and the Low Traffic Zone in the city centre, for its benefits to businesses, pedestrians, cyclists and people with disabilities, as well as improved air quality. I greatly appreciated the scheme whilst it was running, and was very disappointed and frustrated when it was prematurely suspended at the beginning of this month. The short time that the scheme was in place has only served to highlight that amount of through traffic in our lovely city centre is far too high, and makes it a far less attractive place in which to spent time, and indeed a less appealing place to spend money in our local shops and market. During the past 4 or 5 years I have moved from regularly using my car, to making the majority of my journeys by bike. I am quite a confident cyclist, but have become increasingly aware of the inadequacies of our road system for non-motorised forms of transport. I often feel unsafe on Salisbury's roads, and I know of many people who do not feel confident enough to cycle in our beautiful city. The People Friendly Salisbury scheme was a good step in the right direction in helping address this significant problem, and I fear that its suspension will have a damaging impact on the safe uptake of cycling in the local area. I believe that business case put across</p>

Wiltshire council for People Friendly Salisbury was very strong: “The proposed scheme will significantly aid the economic recovery of Salisbury city centre’s retail and leisure sector which, unlike other cities, received a double blow in the form of the targeted nerve agent attack in the city in 2018, which greatly impacted businesses in the centre, as well as the impacts of the COVID-19 pandemic in 2020. The scheme will unlock a transformative change in the retail and leisure landscape of Salisbury through delivering innovative measures to increase footfall. Through the scheme, the removal of selected on-street parking spaces will enable pavements and footpaths within the centre to be widened; this will allow pedestrians to safely access shops and services in the city whilst maintaining social distancing, increasing consumer confidence and footfall. This will also have an additional benefit of encouraging greater active travel as well as footfall, dwell time and tourists to the city centre. The benefits of this will be a higher number of sales for existing businesses, an increase in employment opportunities in retail and leisure, and a decrease in the number of vacant retail units, creating a safer, more attractive high street.”¹ I feel sure these benefits will outweigh any short term problems with implementation. An 18 month period for ironing out problems and modifying the scheme where necessary was possible under the Experimental Traffic Order which was introduced, and it is really disappointing that the experiment has been terminated without any supporting evidence. Wiltshire Council’s press release indicates that “Early monitoring of the scheme showed that it had not increased traffic on the A36 outside of the normal range and that traffic in the Low Traffic Zone had been reduced by around 50%, improving air quality in the centre and giving pedestrians more opportunities to socially distance. Average speeds in the city also decreased.”¹

<https://www.wiltshire.gov.uk/media/4810/People-Friendly-Salisbury-business-case/pdf/people-friendlysalisbury-full-business-case.pdf> - page 38 The primary arguments I’ve heard against the scheme are as follows: 1) It is damaging for businesses in the city centre As I’ve noted already, I am quite convinced by the business case for the scheme, and the evidence from other similar LTN schemes whereby footfall and ‘dwell time’ as increased in areas with LTNs. In the case of People Friendly Salisbury all avenues of access to the city centre are essentially unchanged, except that walking or cycling into the city was made more appealing. 2) That due to COVID restrictions now is a bad time to gather evidence through the schemes implementation It is certainly true that the restrictions have had an effect on the levels of traffic in different areas in Salisbury and on the amount of trade in shops across the city. Having said that, the purpose of an 18 month ERTO is that the scheme has time to be properly assessed and adapted, rather than suspended in a knee-jerk reaction to complaints after only a month of being implemented. 3) It increases traffic in other areas of the city In the short-term this may have been the case – as I don’t live on a street where people have complained about this I can’t speak to it directly – but again, surely this is why you use the full 18 months of the scheme to gather evidence and make adaptations as necessary? Perhaps even extending the scheme to a wider area so that residential streets inside the ring road system are not used as ‘rat-runs’ could be considered, rather than reducing the measures that were put in place. The scheme would also have had increasing effectiveness in encouraging people to walk or cycle rather than drive over its lifetime, and this would in turn have led to less cars on the roads and mitigated some of the shifting of traffic that some residents found un-desirable. A Climate Emergency has been declared by both Wiltshire Council and Salisbury City Council. Everyone should be aware of their personal obligation to support this by considering ways in which they can reduce their carbon footprint. It will be to everyone’s benefit, and will lead to better health and wellbeing, if we decrease our use of the private car, particularly for short journeys, and increase the amount of active travel - walking, cycling and public transport use. People Friendly Salisbury would help to encourage those crucial first steps. I hope you will do what you can to ensure that People Friendly Salisbury is reinstated and that the money which would have come from the LEP to fund

	complementary measures is not lost.
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