

ADDITIONAL COMMENTS RECEIVED DURING THE DECISION MAKING PROCESS IN IN OPPOSITION TO / COMMENTING ON THE COUNCIL’S PROPOSALS TO INTRODUCE A PEDESTRIAN AND CYCLE ONLY ZONE IN QUEEN STREET, SALISBURY

Comment Ref. No.	Comment	Officer Response
1	<p>Apologies for missing the deadline for consultees on Queen Street.</p> <p>I appreciate that this work has been in progress for a very long time and I don't expect that my comments will add much to the consultation. I also don't want to add to your workload this late in the day.</p> <p>However, I want to just want to add my support for shared space streets at every point that I think it will be noticed. Queen Street and the top end of Milford Street (from Brown Street to Gigant Street) are two such streets. There are parts of the city that can be changed with street design over the coming years to just slowly deter traffic but not stop it.</p> <p>Important work along side that would be strict enforcement of the 20mph limit (and extension of that speed restriction to every road within the ring road). This would also deter passing through traffic coming in from the ring road with the right signage and road design. I believe in painted coloured roundels within the city streets (and possibly movable SIDS while we are learning) and just attractive signage and gate type infrastructure on entry.</p> <p>By slowing everything down (Brown Street is a race track) then pollution and safety are increased and the long term outcome would be reduced traffic. I don't really believe in outright banning because you end up with a huge array of exceptions and conditions.</p> <p>If the pedestrianisation of any street, including Queen Street, takes place then there should be a time limited ability of traders to access the street for 15 minute loading only. These times should be changed to allow outdoor hospitality to trade. The current times chop off the evening economy and don't take into consideration the way that our city is changing and must change more in the future. Cleaning of the streets and waste removal similarly needs to change to take this into account with daily, smaller routines that don't disrupt post 5pm hospitality but equally take care not to wake up hotel residents before breakfast. Currently, loud market square cleaning happens while people are having morning coffees and unsightly large bins sit all over the city waiting for weekly collection from cafes and restaurants when clearly we should move to the seafront model of daily</p>	<p>Except for approximately 380 metres of Exeter Street, 100 metres of Mill Road and the whole of South Western Road, every other road inside the ring road has been subject to a 20mph speed limit since 19 November 1999. The aforementioned lengths of road were not included within the 20mph speed limit to enable the strategic placing of speed limit terminal points.</p> <p>With specific reference to Brown Street, speeding problems typically only occur in the evenings and overnight. The volume of traffic using Brown Street between 7.00am and 7.00pm controls the speeds at which vehicles can travel along the road. Speeding typically occurs outside of the aforementioned times when the volume of traffic using the road is low. The introduction of traffic calming (in the form of speed cushions) has previously been considered but was not supported by local residents, local businesses and the local bus company due to concerns about noise and ground borne vibrations.</p> <p>In consideration of the pedestrianisation of any street, how that street is serviced is always a key consideration. The Council would always seek to tailor its proposals on a site-by-site basis. With specific regard to Queen Street, the removal of the ability of vehicles to load and unload in the street has been proposed on the basis that premises in Queen Street are already used to operating without loading and unloading from the road due to its regular closure for extended periods of time in support of events. During these closures, owners of premises in Queen Street (and adjoining roads) must use alternative loading facilities. There are nearby loading facilities located in Blue Boar Row, Catherine Street, Endless Street, Guildhall Square, Market Square, Milford Street, Minster Street, New Canal and Winchester Street.</p> <p>To specifically assist the businesses operating in Queen Street (and adjoining roads) one loading bay in each of Blue Boar Row, Catherine Street, Milford Street, Minster Street, New Canal and Winchester Street will be converted to Goods Vehicles Only Loading Bays between 6.00am to 6.00pm. Remaining loading bays in the aforementioned locations will continue to be available for use by any motorist undertaking loading or unloading activities.</p>

	<p>collection of bags with smaller cage vehicles such as Ide Verde have.</p> <p>All of this need to be done in the round and I think that making this permanent ban on Queen Street now will close off options later when the whole design of the operating of an evening hospitality and tourism city needs implementing and more of the retail buildings slowly change into hospitality venues.</p>	<p>Removing all motor vehicular use from Queen Street, including loading and unloading activities, is intended to make the street as pedestrian friendly as possible in support of both the daytime and evening economy.</p> <p>The proposed changes to the operation of Queen Street wouldn't preclude further changes being made in the future, including the reintroduction of the ability to load or unload in the street if this is proved to be needed.</p> <p>The issues raised around the city centre waste collection and street cleaning regimes are not specifically related to the proposed amendments to the operation of Queen Street. Concerns around the city centre waste collection and street cleaning regimes should be raised with Salisbury BID who would then work with partners at both Wiltshire Council and Salisbury City Council to address them, as currently happens in respect of such issues.</p>
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