

Appendix B – full comments

1,300 individuals and organisations submitted responses to the survey. Of these, **821** provided additional comments. These comments have been split into topic areas and the total number of topic-based comments is **1,526**.

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1. Comments made against the trial pedestrianisation of South Street

1. Comments made against the trial pedestrianisation of South Street – 774 comments

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1. Comments made against the trial pedestrianisation of South Street

1.1	Additional pressure / displacement of transport on other roads/areas - particularly Gundry Lane (247 comments)
1	Anyone here for over 30 years will know that no-one turns right at the traffic lights - they will use Gundry Lane to go west without having delays at the traffic lights-unless they are visiting premises between the town hall and the mini-roundabout. Most traffic therefore turns right and only does so if the Sea Road South alternative is blocked, slow or they are using/stopping at businesses in East Street.
2	Bridport's smaller roads such as Gundry Lane, Victoria Grove and the roads in Skilling and Magdalen Lane will not handle the increase in traffic if cars can no longer use South Street and I believe this will be the case even if one way traffic is allowed. It cannot be an acceptable proposition for people living on any of those roads who will experience congestion, danger from frustrated motorists and an increase in exhaust fumes. The exit into Gundry Lane from tannery Lane is already incredibly dangerous and both Skilling and Victoria Grove are already overused as rat runs; I know as I used to live on Victoria Grove and moved for that reason and anyone trying to exit from Dreadnought Trading Estate into Magdalen Lane will know how dangerous that can be due to speeding traffic and parked cars. There is a serious risk that the resulting pressure on roads that cannot cope with an increased volume of traffic will; lead to calls for the major road redevelopment of areas in Bridport such as the South West Quadrant including St Michaels Estate and St Mary's playing fields which would have a devastating effect on the very heart and nature of Bridport. People who have lived in Bridport for any length of time will be aware of the many attempts to do this in the past. One of my main concerns is that junctions that are already black spots and the cause of far too many fatalities, such as Miles Cross, will have to cope with far greater traffic. I cannot think that the loss of even one more person's life could be worth an ill thought out aspiration to turn Bridport into something other than the amazing place it already is
3	I am also extremely concerned that Gundry Lane is not appropriate for larger vehicles and the potential for damage to properties, the danger to pedestrians and the likelihood of congestion when a vehicle gets stuck are all good reasons for not having a permanent road closure. I have no problem with closing the road for special events.
4	Increased accommodation in this area means more traffic trying to use Folly Mill Lane for access and closing South Street will mean we will all be trying to access from one direction causing queues and further traffic chaos.
5	Traffic forced to go down Gundry Lane to detriment there. Traffic for Folly Mill Lane - already a contentious route (and with additional housing this has worsened). We'll have to use Sea Road (already congested) and effectively "3 sides of a square" to get home. Not happy. I am 50% of the time a pedestrian and find the traffic flow perfectly agreeable as currently, even on market days.
6	If South street is pedestrianised Gundry lane would become dangerous, particularly with the nursery access along there. How would you make it more suitable for increased volume of traffic? Also as Gundry lane is one way it would make skilling estate busier as people travel from west street to South side of town.
7	If South Street is to be closed for any length of time, the following must be considered and relevant measures implemented: 1) Gundry Lane is only one vehicle wide with a narrow pavement to one side at the top end. There is no way traffic flow can be maintained in the event of a breakdown/accident, emergency service visit or deliveries in that area, or pedestrian safety guaranteed. It is not suitable for

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	use as a main through route. 2) There is a nursery and business entrances halfway down with blind entrances. Increased traffic would obviously increase the attendant risks.
8	South Street is particularly dependent on passing trade. Closure would put undue stress upon alternative routes.
9	<p>The basic reason behind the proposal seems to be mainly to benefit pedestrians, although they have Bucky Doo Square to wander around. There does not appear to be any reasons put forward that will benefit or increase the prosperity of the town as a whole. I list now some very valid reasons why this proposal should be a non-starter if viewed emphatically. There is no reasonable restrictions for traffic which would normally return down South Street. Although but mixed as traffic /as had happened in the past, building in St Michaels Lane from the mini roundabout exiting Tannery Lane, traffic entering the town can use Gundry Lane. This will of course increase traffic in the main street.</p> <p>Traffic from the north side of the main street will have to use Sea Road South to the Crown roundabout, to access South Street or use Skilling. I give you these reasons why these two alternatives are totally unsuitable.</p> <ol style="list-style-type: none"> 1. Access to St Mary's church (weddings, funerals etc.) from north of the main street. This also applies to South Street car park and the toilets also Morrisons and Palmers. 2. At holiday times there is gridlock on the Crown roundabout with the queue going back down Sea Road South to King William Head. 3. Where else would you find a Council proposing to divert traffic through a large well populated council estate which is now a rat-run with vehicles parked everywhere? <p>Finally if it is considered satisfactory to increase the volume of traffic through Skilling considerably, why was it considered necessary to try and exclude the hazards of the amount of traffic in Skilling, then by creating a 20mph limit and a system on pinch points at the Southern end including St Mary's school and the Leisure Centre.</p>
10	1) I feel the closure would increase traffic volume and speeds on East/West Street, making these roads less pedestrian friendly. 2) Traffic diverting around Gundry and St Michaels Lanes would be too heavy for the current lanes. 3) If the road is closed completely Bridport will very soon become a cut through for drivers avoiding a busy section of the A35. 4) Its ok as it is.
11	1. At present traffic speeds down Gundry Lane. 2. The road is too narrow for people to be able to step off the kerb, which in turn is too narrow for buggies/wheelchairs to pass one another. 3. Nothing could be more like a 'rat-run' than Gundry Lane. Turning points are all blind. 4. How is the effect to be decided? Are there views to quantify the traffic? This will impede traffic flow rather than improve it.
12	1. How can it be effective on making traffic move better if you are making skilling into a rat run and residents of South Street and Folly Mill Lane have to go through town to crown roundabout every day to get home. 2. How can Gundry Lane and St Michaels Lane cope with large lorries and all the recycle bin lorries? 3. Next year is the 70th year since this idea was first mooted all previous proposals have been rejected - why do you think has now changed.

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13	1. Sending traffic down Gundry Lane whilst South St is closed is not ideal. 2. I don't see the need to close this area, as it would just snarl up other roads as people try to get around.
14	1. Should a large lorry or double decker bus come up South Street in error (it does happen!) where will it go if it is unable to negotiate the turn into Gundry Lane? 2. Have you really considered the impact the proposed closure will have on residents of Gundry Lane and St. Michael's Lane?
15	1. Skilling will be ridiculously unsafe, school runs, morning and afternoon there will be a complete standstill. 2. Children living in Skilling will be at a great risk as the "green" play park will be too unsafe to use. 3. Traffic around South Street will be at a standstill. 4. Gundry Lane is too small for lorries to go down, the Old School and businesses within will be at risk. 5. The residents are at risk as deliveries will not be able to be made. 6. As I write this, the traffic is flowing smoothly as South Street is open.
16	You do not mention especially that the traffic will be going down Gundry Lane. Taking up your concerns for South Street Gundry Lane is - 1. Very narrow with a pavement which is in places, pedestrians have to walk in the road. It gets blocked with lorries. 2. Extra traffic in Gundry Lane already will be dangerous to pedestrians. Cause air pollution in a narrow funnel of road. South Street is wide and gets more wind dispersal. No one objects to temporary closures - this is a crazy idea. Making Gundry Lane more hazardous.
17	Absolutely ridiculous idea. The traffic through town is bad enough already without closing a street and reducing the speed limit. Gundry Lane will become more of a rat-run than it is already. So it's a definite NO from me!!
18	Absolutely ridiculous proposal to close or pedestrianise top of South Street. This would effectively cut the town in half, forcing all traffic to use Gundry Lane! (Westward only.) We all like pedestrianised areas but please, not here.
19	Allington, Miles Cross, Skilling, Dottery, Beaminster roads the traffic would all be increased because they could no longer go through South street, after stopping in Bridport probably to complete their shopping in Morrisons.
20	Although a good idea, I am concerned about where the traffic will go - i) Gundy Lane is very narrow and the pavement also narrow, ii) through Skilling it is already a rat run and sometimes with cars parked on the road, it can cause problems getting through.
21	Although closing South Street for occasional weekends is lovely, the impact for three months on the surrounding roads would be terrible.
22	An accident waiting to happen!! Either a car crash at the blind 'T' junction with Ropewalk or a mother and child when two prams meet and one must go on the road due to the narrow pavement. Objections: Nursery School, Removal lorries reversing, Coach Repairs, Builders yard. Young drivers and motorcyclists already use the road as a Grand Prix starting grid to check their 0-60mph by the end of the lane. Prams in the road on 'bin' day. Pedestrians crossing to and from Museum and gardens.
23	And funnelling all traffic down Gundry Lane, you must be joking!
24	And with the work still being done on the science building, the flow of traffic is slow anyway. A closure of South street will make it worse.

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	Gundry lane is not designed to accept large delivery vehicles down it, and it's bad enough even in a car. Closing South street will just make it worse.
25	Any closure of South Street spells potential danger to pedestrians in the narrow Gundry Lane. Lorries are an every day sight in South Street - pavements are narrow and only last week I was delayed by 30 minutes behind an ambulance in Gundry Lane because there was no space to pass it.
26	As a business owner, this is a disaster. Lorries going down Gundry Lane will hold up all the traffic and get stuck - what then??? If there is a accident on Sea Road, or the bypass is shut, this is nowhere to go.
27	As a long term resident (over 40 years) and based on the last time the road was closed, I expect such a closure would cause phenomenal disruption to traffic flows and push traffic down narrow back roads (e.g. Gundry Lane) - as well as causing unnecessarily longer delays along the A35 bypass on all approaches to the Crown Roundabout, particularly in the summer. Overall this would make accessing (and parking in) the Town Centre more difficult - which is exactly what you are not wanting to achieve.
28	As a market town Bridport needs complete access for goods people and vehicles to all areas of the town centre. That is what a market town is all about. The congestion and risk of accidents to other areas of the town if South Street is closed are unthinkable!
29	As a regular driver in the town please don't close this road, the other roads wouldn't cope, also as a regular shopper there is no need for this closure.
30	As a regular visitor I have a view on South Street which might differ from a 'tourist' visitor. Traffic flow is important to me - Bridport always seems to be at a standstill and I think closing South Street will not help.
31	As a resident of Gundry Lane I oppose the partial closure of South Street because by doing so the potential for road traffic collisions and pedestrian injury in Gundry Lane would be substantially increased. The single pavement is narrow often resulting in pedestrians having to walk in the road when passing. The junction with Rope Walks means that vehicles entering Gundry Lane have to pull out for several metres until the driver can see approaching traffic. On several occasions I have witnessed narrowly avoided collisions. There are six side turnings into residential properties and business premises and a footpath from the Borough Gardens that make turning into Gundry Lane, or crossing the road, a dangerous practice. This is not helped by the number of motorists driving at an excess speed and some cyclists who persistently cycle in the wrong direction or ride on the pavement. By channelling traffic from South Street into Gundry Lane these problems will be greatly exacerbated with the very real potential for loss of life or serious injury.
32	As I work in Bridport, it would cause chaos closing South Street, causing the traffic to use North, West Allington, and surrounding housing estates as "Rat Run".
33	At first, I thought it a good idea, but having suffered the traffic this August and driven down Gundry Lane, it will bring the town to a halt.

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	Gundry is too narrow to accommodate both pedestrians and traffic. Any off loading will bring the town to a halt. This summer it has been gridlock Monday and Friday, and we have been unable to get out of Chestnut Road. We had to shop on Tuesday and Thursday and go to the town at 8.30 on Saturday in order to park.
34	Bridport is a great town to live, work and shop in. Being able to travel into and out of Bridport is very important for shopping, business and leisure and any restriction on the route for instance shutting South Street would push traffic down roads which are unable to take a higher volume. The traffic would find a route through Skilling which as a housing estate doesn't need extra traffic. Gundry Lane is very narrow with a narrow pavement whereas South Street is very wide with a good width pavement. If the traffic had to go down Gundry Lane it would cause major disruptions as lorries get stuck and pedestrians put at risk. The corner of St Michael's Lane is not great for lorries turning and the junction of Rope Walks and St Michael's Lane is so narrow that most traffic turning left into Rope Walks touch the pavement. When turning right out of Rope Walks the right hand view towards Tannery Road is blocked by the corner of the Pub and so care must be taken. The corner around to Tannery Road is very narrow. At the present volume of traffic in this area, with care, all of these points above can be navigated. However if a much higher volume of traffic is using these lanes and roads it will lead to gridlock.
35	Bridport is becoming more congested with traffic. If you close South Street you will back up traffic even more. At the moment, Morrisons lights cause a big problem and closing South Street will make St. Michaels Lane and Skilling which is residential, unsafe and very busy.
36	Bridport would not benefit from pedestrianisation of South Street. It will only push traffic to other already congested or unsuitable roads such as Gundry Lane and Skilling.
37	By closing South Street it will cause unacceptable traffic problems to completely unsuitable roads used for alternative routes.
38	By closing South Street you are putting a huge amount of traffic down a tiny road - Gundry Lane, totally impractical for a road this small.
39	<p>Closing of South Street to through traffic on a long term basis would be catastrophic.</p> <p>Traffic coming from South, Burton Bradstock and further east traffic joining West Bay needing to get to the Hospital, Town Hall and Medical Centre or Bus Station would have two routes. Face using Sea Road North before turning into East Street already heavily congested - entire length on many days, taxi's doing U turns in West Street. Alternatively the A35 towards Symondsbury, take that very dangerous junction before coming back to destinations along West Street.</p> <p>Going into town, getting out on the two alternatives not only adds miles to the journey but clogs up already over burdened roads- have you seen that area in School & bank holidays.</p> <p>Regrettably the alternative would be taking the short cuts through Skilling Hill Road, past the school and playing fields before going down Alexandra Road or up South Street turning down Gundry Lane.</p> <p>Once the restoration work is completed in East Street by giving total bans to any vehicles doing 'U' turns in either East or West Street then the flow of traffic will be better.</p>

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	Making the small area permanently pedestrian won't help businesses but work to the contrary. By stopping through traffic you will also stop casual shoppers & drive people away, even more so if the alternative routes to town are using the A35.
40	Closing off part of South Street will just cause rat runs elsewhere.
41	Closing South St. would create terrible problems in the side streets causing blockage and danger. Inconvenience to residents of folly mill areas! A lot are old and without cars and will cost them much more in taxis due to longer routes to hospital, shops, health centre. Increase of mileage = pollution and inconvenience to all residents.
42	Closing South Street (where proposed) will not improve the quality of air or flow of traffic. I work in Gundry Lane and am more than aware of the problems for pedestrians that already exist, without forcing extra traffic through from South Street. Closing access to South Street will just force problems out into the immediate vicinity. Gundry Lane and Folly Mill Lane will suffer disastrously. Why should these residential lanes suffer more through traffic and pollution?
43	Closing South Street is a bad idea. Gundry Lane cannot handle the traffic flow that will result. All of the turns into Gundry Lane are blind. The traffic frequently backs up from the Coach Station to Waitrose car park as it is. A much larger volume of traffic can only make it worse. More traffic will be driven down Sea Road South this also has issues in the Summer. You will turn Coneygar Road / Victoria Grove into more of a Rat Run.
44	Closing South Street is just crazy. Traffic will just build up elsewhere. Don't do it!
45	Closing South Street is unnecessary and will put unacceptable pressure on other streets such as Gundry Lane with associated safety issues.
46	Closing South street is unpractical (& potentially expensive) for residents of Folly Mill Lane, Folly Mill Gardens, Asker Gardens & Asker Meadow.
47	Closing South Street removes a major Southbound exit from the town centre, adding yet more congestion to Sea Road. Utter madness.
48	Closing South Street to through traffic will clog up other routes round the town.
49	Closing South Street will cause problems at the Crown roundabout, which already often fails to cope with traffic flows, and through Skilling, Alexandra road already gets congested and it's not desirable to increase the traffic through a residential area.
50	Closing South street will create real problems on traffic flow especially the Crown roundabout which can be slow even now. The A35 will be slower so people will avoid Bridport.
51	Closing South Street will divert traffic on to small residential lanes which is not acceptable. At peak times these lanes would be logged jammed with increased noise and pollution. Main traffic needs to stay on main roads.
52	Closing South Street will only result in catastrophe - not only for traders but for residents of Gundry lane - there will be gridlock in

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	Bridport!!
53	Closing South Street would be detrimental both to the shops in South Street and the residents in the lanes that would be affected by the increased traffic that would be routed there. A really bad idea.
54	Closing South Street would cause a real problem with traffic flow during the summer months when traffic queues from the top of Stoney Head or almost as far back as the Uploders turning to the bypass beyond The Crown roundabout. At the moment local traffic can get through to West Bay etc. by using South Street. Without this route local traffic would cut through Skilling or back streets in Bridport causing other problems. I don't think you have the option of closing South Street.
55	Closing South Street would cause many problems in other areas e.g. Gundry Lane, St. Michaels Lane.
56	Closing South Street would force more traffic onto the bypass and A Road, both of which become congested already and the road leading to the bypass on the Chideock end of town is already in terrible condition.
57	Closing South Street would result in traffic being diverted into Gundry Lane. This is very narrow so potentially dangerous to pedestrians. It will cause pollution, increased noise and potential damage from large vehicles to all the residential properties that directly front the street. Any deliveries or matters such as refuse collection will cause hold ups with queuing traffic etc.
58	Closing South Street would simply increase traffic on all other roads.
59	Closing the top of South Street is impractical and would cause chaos!
60	Closing the top of South Street, whether temporary or not, would overload the flow of traffic down Gundry Lane to the point of 'log jam.' The existing flow of traffic down Gundry Lane is heavy enough for residents who live in our part of Bridport.
61	Closure of any part of South Street would congest the town severely.
62	Closure of South Street for special occasions such as Remembrance Parade and Carnival work well. I don't agree it needs to be permanent! We would end up having a "rat run" through Skilling. This is a residential area with play parks and school - lots of children! As a resident I do not want this.
63	Closure of the top of South Street would be disastrous. It would create a 'rat run' down Gundry Lane and around St Michael's Trading Estate.
64	Closure will cause even longer delays approaching and leaving the dangerous Crown Roundabout. There will be greater time and petrol waste for all visitors and residents, living in the Folly Mill Lane area, plus all users to the church and hotel parking facilities.
65	Closure will lead to 'rat-run' at Crock Lane and Skilling or even worse keep people away from the town.
66	Existing infrastructure for any divert shows totally unsuitable now bearing in mind future developments in Bridport and surrounding areas. Massive infrastructure work will be necessary so obstructing South Street with any restriction is a non-starter.

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67	Families access Bridport from Skilling via Gundry Lane, if large lorries were pushed down Gundry Lane pavement is narrow could be dangerous.
68	Firstly, I feel that this disruption, ill thought out, expensive, experimental, is anything but green causing "snarl ups" and therefore air pollution in Gundry Lane and environs. Secondly, serious inconvenience for residents in the Folly Mill Lane area, many of whom by dint of the housing types are elderly and in low income groups. Motoring and taxis would all become more expensive, e.g. to the local hospitals and medical centre. Thirdly, downright dangerous at entry to Gundry Lane, turn off to Waitrose Car Park, corner (narrow) - towards public car park and knock on effects for people (motorists) approaching car park from East and West Streets needing to cross the diverted traffic into the car park. A thoroughly ill advised and conceived scheme.
69	For drivers such as myself, who undertake volunteer driving, quite often picking up clients going for cancer treatment daily for periods of up to 6 weeks, living in the Folly Mill area, the extra driving (from Victoria Grove) for example would be nonsensical. How would access for residents/emergency services continue? The suggestion re using Skilling/Alexandra Road to get from Morrisons is ludicrous as is the proposed route of Gundry Lane with a narrow pavement well used by mums with prams and older people.
70	Gundry Lane - too dangerous for vehicle increase. What happens if accident on Sea Road? Askers - access nightmare.
71	Gundry Lane already faces an increase in traffic due to St. Michael's trading estate being given the go ahead for redevelopment. This will inevitably see a rise in vehicles using both Gundry lane and other such roads in this area. Then for South street to be closed!? Well this will impact this area of the town considerably, turning these already busy roads into rat runs. I cannot see how this will lessen the congestion we already see during the summer months. Where will these visitors park- as a South street resident I already have great difficulty?
72	Gundry Lane and St Michael's Lane are quite inadequate to cope with traffic coming up South Street.
73	Gundry Lane is a narrow road with narrow pavements. There are several businesses based there, a nursery and several private homes. It's a popular pedestrian route into town for mums with pushchairs, toddlers, disabled and able bodied. Cars and vans are often parked on the pavements, even if only delivering. I use the route frequently and usually have to step into the road. Skilling will become a ram run. Traffic flow in St. Michaels Lane will be badly affected.
74	Gundry Lane is already dangerous for pedestrians. More traffic would make it more dangerous.
75	Gundry Lane is far too narrow to carry such a load of traffic and the turn into it too acute not to cause repeated log-jams with resulting pollution from queues of blocked-up traffic. Since delivery lorries will still be crossing Bucky Doo, there will be a dangerous degree of confusion for both drivers and pedestrians. I think it's totally impractical.
76	Gundry Lane is far too narrow to use as main access road.

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77	Gundry Lane is inadequate to take the volume of traffic, the pedestrian pavement is not large enough as it is now, there are houses whose doors open onto the lane, there's a children's preschool situated on this lane. We have a removal company who have to manoeuvre about just to get into their premises which causes big tail backs now, so I can't imagine what it would be like as the only means of access from South street. It is a Lane as the name suggests which was just built for horse and cart.
78	Gundry Lane is inadequate.
79	Gundry Lane is not built for heavy traffic and the pavement is narrow, unable to pass pedestrians passing the opposite way especially if one is pushing baby pram or in wheelchair, someone has to step into road to pass. Skilling is already a rat run, this will get worse. This route is already too busy passed St Mary's School and pre-school in Gundry Lane. Living in Asker Gardens means a longer route home from Doctors Surgery, either via Skilling or via East Road round the crown roundabout (this route already frequently nose to tail traffic!).
80	Gundry Lane is not suitable as a main route for all vehicles, because:- 1. Several blind business and private entrances and converging Rope Walks road. 2. Wonderland Nursery, the exit is direct onto the road. No pavements, so vehicles emerge several feet before the driver can see oncoming vehicles. Also major hazard for pedestrians with children. 3. The road is too narrow to accommodate HGV's. 5. The pavements are in bad repair and are already in a hazardous condition. 5. The pavements are too narrow in places to accommodate Prams & Pushchairs with an adult and a walking child, In most places, pedestrians can only move into the road to pass pedestrians in the opposite direction. 6. The evening before and the day of refuse collection, the pavement is blocked by wheelie bins
81	Gundry Lane is too narrow to take the extra traffic with the proposed road closure.
82	Having holidayed in Bridport every year for the past 10 years I believe that I am in a position to take an objective view of the road system and feel that the pedestrianisation of South Street would be a foolish mistake. One had to consider the town as a whole and the 'knock on' effect could only be detrimental to other areas. I urge you to keep South Street open.
83	How could the closure of part of South Street improve traffic flow, when it takes one removal lorry to block Gundry Lane for 20 minutes (on a Friday)? The proposed increase in traffic flow through Gundry Lane and the small streets thereafter will be at a stand still within minutes of its application (as has happened several times on previous 'road closure' days).
84	I am very concerned that closure of the top part of South Street, which may well enhance the Bucky Doo environment, will have a major detrimental impact on the safety of Gundry Lane which already is a very busy narrow road with high pedestrian footfall.
85	I also cannot think that the closure is in any way going to help the flow of traffic - in fact it can only lead to long queues in East/West

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	street because of their being no turn off to West Bay between the bypass roundabout and the road across Skilling - or to Symondsburry.
86	I am concerned about the impact that closing South street will have on the already overstretched A35. On a weekend during the summer it is difficult enough to use the A35 already. People who wish to access Morrisons are likely to either become frustrated on the A35 or use an alternative route through housing which will cause it to become congested instead.
87	I am opposed to the closing of South Street and think the idea of pedestrianising South Street between the Town Hall and Gundry Lane is nice in theory, but in practice would not work. I feel that moving traffic from one part of town to smaller side roads which get clogged at the best of times will increase air pollution, possibly discourage visitors and make for longer journey times for local people. I also feel that this may turn part of Skilling, a dense residential area with lots of families and a school, into a rat run - I am particularly uncomfortable with the idea of gentrifying one part of town at the expense of people living in social housing in another.
88	I am opposed to the closure of South Street as it will force traffic down narrower roads and cause problems elsewhere. An open South Street is essential to traffic movement. It's not great at the moment but closure would make it even worse. Just imagine what Gundry Lane would have going down it. Cars will use Skilling as a rat run. On Saturdays either side of St Michaels Lane is double-parked with blue badge holders and this will just add to the congestion.
89	I am very concerned about traffic using Gundry Lane in much larger numbers. It is already dangerous having a very narrow space and people are already having to make room by stepping into the road. Also pedestrian and car etc. zone into Gundry Lane from the right entrances, often I have seen pushchairs appearing from the right without an adult checking first to see if all is clear.
90	I am very concerned of the impact shutting South Street would have on Gundry Lane as a considerable amount of extra traffic would be using it. As a Gundry Lane resident I regularly see problems with people having to step into the road to pass each other and on bin days it is impossible to walk on the pavement. It seems to me that people in favour of the closure do not realise the implications it would have on us with the added disruption and poorer air quality.
91	I am very worried about the amount of traffic likely to be generated in other parts of the town if the trial closure goes ahead (particularly Gundry Lane and around Skilling). Pedestrians using Gundry Lane have to step into the road to pass each other as the pavement is too narrow.
92	I cannot see how closing the main arterial junction of a town centre can have any beneficial effect. Especially if any alternative routes through or around town are either unfit for increased traffic volume or already busy enough to that increasing traffic volume will cause more congestion around to. This will not improve anything only cause more problems. Bridport is a busy town a hub for outlying villages, any measures brought in to restrict movement through the town will have a detrimental knock on effect for the whole community.

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1.1 Additional pressure / displacement of transport on other roads/areas - particularly Gundry Lane (247 comments)	
93	I cannot see the need to close South Street. Why is it an issue? Closing it will clog up all the surrounding roads and lead to chaos on Sea Road South.
94	I can't see how the closure of South Street would help traffic congestion - it merely moves it to other roads. I'm also concerned about the affect this scheme would have on traffic along Gundry Lane and around the back roads of town - none of these are appropriate for heavy traffic use and could create more danger for pedestrians.
95	I do not agree with more traffic using Gundry Lane.
96	I do not approve of this plan. For residents of Folly Mill Lane and Gardens, Folly Mill Mews, Church Street and Meadow Court, vehicular access from the east would obviously entail a long diversion around the by-pass and up South Street (more congestion, fuel and pollution). Ditto from the west. Going to the west of the town and beyond would cause much more traffic on Gundry Lane and St. Michael's Road - narrow roads and pavements - danger to pedestrians, noise and pollution for the residents there. For the many elderly/infirm residents, taxi fares from the Medical Centre would rise, with longer journeys adding to the congestion and danger on these roads. There would be no benefits - "green" and otherwise - older people cannot cycle or walk longer distances - more problems would be caused than solved. Any possible advantage on East and West Street would be outweighed by the disadvantages detailed above.
97	<p>I do not think the proposed closure of South Street between the Town Hall and Gundry Lane is a good idea because of the traffic problems it will create and its knock-on effects in other parts of the town.</p> <p>I question what the benefits of the closure will be. Firstly Bucky-doo square is already a large open public meeting space that in my view does not need extending. Secondly the closure may speed up the flow of traffic along East and West Street but with the number of pedestrian crossings in those streets I doubt if the increase in flow will be that great.</p> <p>I live just off Priory Lane and have day to day knowledge of the traffic in Priory Lane, Foundry Lane, Gundry Lane, St Michael's Lane and Rope Walks which are already too narrow to deal with the current traffic.</p> <p>The traffic in this area often makes motoring hazardous and the proposed closure will make it worse by adding more traffic.</p> <p>Particular areas of concern in the Gundry Lane/St Michael's Lane area are as follows:-</p> <ol style="list-style-type: none"> 1. Motorists often do not stop at the junction of Gundry Lane and St Michael's Lane. This is particularly hazardous for motorists travelling north along Priory Lane. Some motorists do not seem to realise it becomes a two way street at that point. 2. Gundry Lane is too narrow in places for motorists and pedestrians to readily co-exist. Pedestrians often have to walk in the lane when passing one another as the pavement is too narrow. Motorists often travel too quickly along the lane and on rainy days drench pedestrians who have nowhere to escape. 3. The junction of Rope Walks with Gundry Lane protrudes into Gundry Lane and can be hazardous.

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	<p>4. The proposed development of St Michael's Trading Estate will also add to the traffic using St Michael's Lane and Gundry Lane. Other areas of concern are as follows:-</p> <p>1. The creation of a rat run through Skilling. Motorists from the north of the town wishing to go South, for example, to West Bay, Morrisons or the Leisure Centre and motorists from the South of the town returning home after going north of the town will use this way rather than going via the bypass which will be the only other option if South Street is closed at the Town Hall. An increase in traffic along this way will be detrimental to the residents of that area. The parked cars along both sides of Alexandra Road already make this route difficult and hazardous.</p>
98	I don't see how the traffic could be circulated around town without major blocks in narrow lanes.
99	I have seen pedestrianisation of streets work elsewhere but Bridport is totally unsuitable because there are no or few decent and safe roads outside East, West and South Street. The by-pass is already congested and shutting off South Street would only make that worse. In my view South Street works well for car users and is good as it is for shops and businesses in it.
100	I have several objections to the proposal to close South Street and the movement of traffic in the Bridport area. The surrounding roads and roundabouts are frequently grid-locked and closing South Street will add to the problem. Unnecessary trial period when the outcome should be obvious.
101	I live in Gundry Lane. There is no pavement, a nursery etc. Where will pedestrians go when it is full of traffic? Very dangerous.
102	I strongly disagree with closing South Street, I am resident in Folly Mill Lane and already have trouble during current closures e.g. carnival.
103	I think closing South Street would cause chaos in the town.
104	I think closure of South Street will cause congestion and "rat runs" around town and Sea Road South is congested for much of the time and this will add to its congestion.
105	I think it would cause far more problems than any it may solve. I live in Skilling and think the closure would make it a dangerous place as many of the cars would use this route.
106	I think pedestrianising a section of South Street will cause more congestion at the Groves roundabout which is already bad since the lights were introduced. Also Gundry Lane may get very congested with people turning down to go to Waitrose car park.
107	I think that the closure of South Street will cause increased traffic problems on the Sea Road and in Skilling! It would be a nonsense!
108	I think the pedestrianisation of South Street is the most ludicrous suggestion I've heard in a long time for the following reasons:- 1) Where will the traffic go - down Gundry Lane where there is a children's nursery and the road is very narrow? It is also unsuitable for emergency vehicles and HGV's. 2) Will it involve extra traffic on the by-pass? If so, with over 1000 new houses being built in Bridport over

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	the next few years, which will involve the addition of at least 1000 extra cars, congestion on the main roads and the by pass will increase significantly. 3) We totally support the views of the Bridport Business Chamber.
109	I think this will make Skilling even more busy.
110	I totally disagree with the idea of a trial closure of South Street and fully support Bridport Chamber of Commerce's views on the subject. Closure of South Street will cause terrible traffic congestion at the East Road roundabout onto Sea Road South and Skilling will be a rat run.
111	I wish to point out that if the street in question is closed off permanently that great difficulty would be placed on traffic (local) wishing to use South Street Car Park or visit friends (Folly Mill Lodge). It would necessitate using Sea Road South to access South Street. In the summer this would add to air pollution whilst queuing to use the roundabout at the bottom of Sea Road South and South Street. Occasional closures seem to work, why not leave it there.
112	I would have thought it very plain that a closure of a vital link between East and West Street coming up South Street and the access down South Street towards the Morrison supermarket and the South Street car park would undoubtedly create rat runs as people try to cross from the South of Bridport to the north. I am thinking in particular of Gundry Lane and Alexandra Road through Skilling. Bridport just does not have sufficient inner roads to allow the north South traverse without sending a great deal of traffic onto the A35 Bridport bypass, Sea Road North and South and the B3162 West Road. The potential for traffic blocks and holdups is mind boggling should the scheme go ahead. And I am not even thinking of the summer holiday traffic.
113	I would not support any trial closure without some assessment of the change in traffic flow and usage on surrounding roads. What 'rat runs' can foreseeably be predicted? I feel that the route using Gundry lane is not suitable for increased levels of traffic.
114	I would support the pedestrianisation of South Street if I thought the benefits out weighed the problems. This scheme will cause a number of residents of Folly Mill Lane a great deal of inconvenience for no great improvement.
115	If closure of South Street is approved, then it will cause more mayhem and traffic problems at the Crown Roundabout that is already dangerous. With a close relation who is elderly it will be difficult visiting on a daily basis both from time and petrol costs.
116	If everyone who wanted to get to the Waitrose car park or shops in West Street had to go along Gundry Lane and or East Street the traffic flow would be really slow. South Street should be kept open to vehicular traffic.
117	If it is permanently closed the traffic on the by pass will increase.
118	If South Street closed access to all private dwelling and businesses would be hindered and additionally traffic would use the Crown roundabout causing chaos.
119	If South Street closes then traffic flow around the town will get worse, accessing car parks with be more difficult, South Street car park

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	cut off or need to use Gundry Lane if full. This all means that access to shops and business will be more difficult.
120	If South Street is closed it will put terrible pressure on Gundry Lane which is already over used causing traffic jams onto St Michael's Road and access to Waitrose.
121	If South Street is closed it will result in Gundry Lane becoming a 'rat run' with greater congestion at the access to the Waitrose car park (St Michaels). There will be added pressure at Miles Cross and The Crown roundabout, both of which are affected by the traffic lights at the recycling centre.
122	If South Street is closed then all the little roads around will become rat runs. There is no real problem for pedestrians in South Street at the moment, even on market days.
123	If South Street is closed to traffic from Gundry Lane to Town Hall, where does it all go when it reaches Gundry Lane? Clearly too narrow to take that volume of traffic and beyond Gundry Lane? Where then? Please leave the wonderful South Street as it is. Yes, it's busy but to alter this would create mayhem. The traffic in East/West Street would be a thousand times worse.
124	If South Street is closed traffic will be forced to use Skilling roads which are already under stress. Also a closure has to be all or nothing for general comprehension.
125	If South street was closed it would have a negative effect. The bypass and Sea Road South is already jammed in the summer months with them being main traveling through roads and now the dump is there it has already been added too, causing further cues. To get to Morrisons, the Leisure Centre, Burton etc. and West Bay we would have to go via Skilling, the bypass or town and then Sea Road South. Sea Road South and the bypass are the main travel routes (A35) and to expect locals to try and join traffic jams just to do there daily things, makes Bridport not worth living in. Even during quiet times I believe this idea would cause mayhem at school times and work.
126	If the proposed closure of South Street increases the traffic flow through Gundry Lane, it is absolutely insane. Gundry Lane is exactly that, a lane, and can in no way cope with more traffic than it does now. There is only a footpath on one side of this Lane and invariably the footpath is blocked by parked vehicles, necessitating pedestrians to walk in the road. All of the traffic entering Gundry Lane from the businesses and the Rope Walks junction, have to enter blind and an increased traffic flow would increase the chances of collisions. Traffic from Rope Walks also illegally turns left into a Gundry Lane to access the Oxenburys workshop, and this occurs several times a day. I have photographic and video evidence to support this. Cyclists also illegally travel East up Gundry Lane against the traffic flow, again several times a day. I have also witnessed large lorries unable to turn from South Street into Gundry Lane without manoeuvring and reversing back into South Street 2 or 3 times because of the narrow width of a Gundry Lane. It is just not a feasible proposition, and quite honestly common sense not a consultation should prevail for this ridiculous idea to be shelved once and for all.
127	If the road was closed, the other routes would be very busy and may cause more congestion.

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128	If the upper end of South Street is closed, traffic will use the very narrow Gundry Lane. This will include delivery vehicles as they would otherwise be unable to turn round and go back down South Street. I think the size of Gundry Lane and St Michaels Lane are completely inadequate for more and larger vehicles.
129	If town centre pedestrianised increased traffic congestion in surrounding roads, undesirables taking over area late at night and possible loss of shops.
130	If you close off South Street residents using Folly Mill Lane in a car will have increased journey times when leaving town or returning. This adds to air quality - polluting it, and increased traffic in East to West Street which will make life for pedestrians and cyclists a nightmare. Think this through before making a huge mistake!
131	If you shut South street all you will do is create too large a volume of traffic through rat runs like Skilling which is not designed for big volumes of traffic. It's likely to make the situation worse.
132	Older resident with restricted mobility. If the traffic gets worse it will be a struggle and hard on other people using the pavement too. Sometimes he takes me up to Bucky Doo, the pavement up Gundry Lane is just as bad and lorries coming down there are really frighteningly close to me. The pavements in South Street are much wider and better paved and he never needs to push me up the road there so closing it to cars would make no difference to me, except it would be hell getting there with more traffic down Gundry Lane.
133	It is important to maintain alternative routes e.g. in the event of accident or road works on Sea Road South. Flexibility is important.
134	It seems a ridiculous idea to close one of the town's main streets and to achieve what exactly? The town stands to lose more than it will gain. Traffic will not be eased by this move, it will be worse with queues down Gundry Lane, St Michaels Lane (due to be developed also) and by the police and bus station. Once visitors suffer long hold ups in the town, they will shop elsewhere and never come back to Bridport. Closing South Street will kill our town.
135	It will also make the minor roads such as St Michael's Lane into 'rat runs' and they are already narrow and dangerous.
136	It would make Gundry Lane a rat run.
137	It's an absolute joke to try and close South street to traffic. People will just drive around skilling to get to the bottom of South street! Crazy idea!
138	Living in Skilling we dread the thought of the traffic coming our way - our road is not built for this or near school.
139	Mad crazy idea closing South Street. Congestion at Miles Cross, A35 Crown Roundabout.
140	Live in Gundry Lane and even without the 'closure' of South Street we have difficulty - A - getting into Gundry Lane and B - getting pass the mini roundabout by Dominos. There is already traffic congestion! Please don't allow all traffic down our area where we live, it will

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	start to make our home feel unwelcoming and noise pollution will increase.
141	More congestion on the rest of Bridport's roads.
142	More traffic will be pushed around to Skilling to access Morrisons ,west bay etc. especially with the usually congested roundabout near the fire station and the long queues down sea road South and coming of the A35.
143	No more vehicle activity should take place in Gundry Lane it is too narrow a pedestrian is likely to be killed.
144	Our business is on Gundry lane. Whilst we would benefit from more passing customers, we think that closing South Street will add too much traffic elsewhere in town. More flow on Gundry Lane will make it hard for vehicles joining Gundry by the side of The Old School. It will make it very hard to exit The Old School. We currently rely on the fact that there is enough gaps in traffic to get out. Often traffic coming down Gundry lane wanting to enter The Old School has to reverse to let a car out, they may not be able to with a line behind them. The vision of a pedestrianised top of South Street is a very good one, but impossible to achieve given the town's road sizes and no suitable alternative routes. Lorries deliver to us and other businesses on Gundry lane have to stop for a few moments and have no choice but to hold up the traffic. At the moment that is not too bad, sometimes there can be a car or two other times they can deliver without holding anyone up. With constant traffic they will either cause a big jam or not be allowed. We have to have deliveries and lorry sizes are not unreasonable, it just our roads are unusually narrow and therefore not suited to through traffic. Gundry lane has quite a lot of pedestrian flow, often needing to walk in the road, more traffic would be unwelcome.
145	Pedestrianisation of South Street would cause chaos in Gundry Lane and Skilling. Lived in South Street and provided domiciliary care to patients in this area, and understand the potential problems that this closure would cause to a lot of people. Also, the large lorries delivering in lower South Street - where do they go? Gundry Lane is the only answer and is totally unsuitable for any more traffic than it already carries, let alone large lorries. It is a well used pedestrian route which is already hazardous because of the narrow pavement.
146	Pedestrianising South Street will only need to more traffic build up in the centre of town.
147	Plans just approved for the development of St Michael's Trading estate with blocks of housing, mean an increase in cars using this area. There will be no flow of traffic through the trading estate to ease congestion, as is now the case. Delivery lorries are unable to turn or access sites easily at the moment due to disabled parking allowed along St Michael's Lane on double yellow lines, very tight corners and narrow lanes. Waitrose and now The Original Factory Shop (where Frosts used to be) have regular deliveries by large vehicles which already find the area a challenge. Car users and delivery vans are constantly coming into St Michael's Lane, which is a dead end, unaware that there is no through traffic, from the mini roundabout, have to turn round somehow, causing even more congestion and hold ups. Honestly it is a completely mad idea! I urge all councillors to spend time in that area on a Saturday in summer and watch the chaos unfold, as it does all the time.

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148	Regarding the closure I think it would be a bad idea, you have only got to monitor how much traffic goes through South Street to see how Gundry Lane and Skilling would be effected everyone I have spoken to about this is against it closing shopkeepers generally noticed a drop in trade when its been done before.
149	Residents in this area will be badly affected by such a move. To return home by car it will mean going either via Sea Road South or Skilling quite a detour! Also taxis will be more expensive because of this. There are about 6 disabled parking spots. Spare a thought for Gundry Lane and St Michaels Lane residents.
150	Road closure not necessary, wide pavements for shoppers plus traffic adds atmosphere to town environment. Alternative routes inadequate.
151	Roads available are not good enough to support traffic denied two way use of South Street north end.
152	Some cars come into Gundry Lane from South Street at speed. They are unaware that there are people in the road in Gundry Lane. After this proposed trial there will be increased traffic as the St Michael's Estate development progresses. There will be an increase in air pollution - much increased traffic in Gundry Lane. The fumes are concentrated by the high buildings and very narrow road.
153	Some of the objections: Northbound traffic from Morrisons for Allington, Victoria Grove and others would have to drive down the very narrow Gundry Lane, navigate St Michael's Lane with oncoming vehicles, possibly Waitrose delivery artic in order to reach the mini roundabout at the bottom of West St, which can be heavily congested. Alternatively, the traffic could be sent left at Palmers Brewery and right into the residential area of Skilling's, weaving their way through all the cars parked on both sides of the road and join the road from Symondsburry turning right to reach the same roundabout. The other option is to take the exit from the Crown roundabout, to Sea Road and turn left at the next roundabout into East Street (expect delays on Market Days). The extra millage would cause more pollution, and add untold minutes to the journey. Vehicles coming from Allington in order to get to Morrisons would suffer even more as traffic is frequently backed up Sea Road from the Crown roundabout to the garage roundabout and can be virtually static.
154	South Street closure will cause traffic chaos!
155	South Street closure would cause immense traffic problems on the smaller side roads Skilling, Broad lane, Victoria Grove, Gundry Lane, and Folly Mill Gardens.
156	The closure of South Street between Gundry Lane and Town Hall junction will make the traffic flow around the town even worse! In my view, the trial closure should not take place at this time. Presently there are four routes north/South 1. Sea Road South. 2. Lower Walditch Lane - Crock Lane - Sea Road South. 3. West & East Street - South Street - West Bay Road. 4. Magdalene Lane - Alexandra Road -

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	<p>Skilling Hill Road - West Bay Road.</p> <p>West & East Street - South Street is probably the most important route for the flow of TOWN TRAFFIC. By town traffic I mean the vehicles driven by people who live/work/visit the town. If the Town Hall junction is closed, vehicles travelling north on this route will have to use Gundry Lane, St Michael's Lane & Tannery Road. This will result in the following problems for vehicles seeking routes to West Street, the north of West Street and to North & West Allington.</p> <p>i) Danger to pedestrians in the very narrow Gundry Lane, especially as all vehicles including heavy lorries will have no other option once committed.</p> <p>ii) Danger for vehicles joining Gundry Lane from Rope Walk, where the visibility for drivers exiting Rope Walk is abysmal.</p> <p>iii) A high level of traffic conflict currently occurs at the cross roads of Gundry Lane/Priory Lane/Foundry Lane/St Michaels Lane. (I frequently walk by this junction and notice that non local drivers travelling South in St Michael's Lane from Rope Walk car park direction, believing that they may exit the town area in this Southerly direction. They reach the bottom of Gundry Lane and find that all the roads are either 'No Entry' or 'cul-de-sacs'! They then have to reverse, often backing into Gundry Lane, or explore the hidden corners and lack of through routes in Foundry Lane and Priory Gardens. I have recently seen a large lorry for Exmouth, drive up Gundry Lane and turn left into South Street!) I suggest that a 'No through route' sign be erected at the entrance to Tannery Road to reduce this problem.</p> <p>iv) The extra traffic using the route will add to the pressure on the narrow winding roads from Gundry Lane through St Michael's Lane and Tannery Road.</p> <p>v) The extra traffic using the route will add to the pressure on the roundabout at Tannery Road and West Street and adding to the problems of the traffic flow from there to the West Allington/North Allington roundabout.</p>
157	The closure of South Street is a totally daft idea! The alternative routes via Gundry Lane are all down narrow lanes with insignificant pavements. To send extra traffic this way is asking for trouble.
158	The closure of South Street is only for the benefit of pedestrians. The disruption on surrounding streets would far outweigh any benefits.
159	The closure of South Street would create a disaster and traffic jams in side streets.
160	The closure of South Street would have a detrimental effect on other junctions in the town, particularly Sea Road North/St Andrews Road junction.
161	The closure will have a serious adverse effect on all the residents of Folly Mill Lane and roads leading off it necessitating much longer journeys to get anywhere north or east of the town.
162	The closure will lead to unacceptable traffic levels in both Gundry Lane & Skilling - the latter route would be used as a shortcut and with increased traffic the calming measures would cause bottlenecks and much hassle for local residents.
163	The folly of creating a rat run down Gundry lane will only be realised when someone is killed or injured by speeding traffic. Leave the

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	streets alone.
164	The idea of closing South Street is appealing but unfortunately the layout of the town's roads means I am against it.
165	The impact on traffic on other roads through and around the town, particularly in summer when the bypass is almost impassable, make closing South Street impractical.
166	The proposed re-routing of traffic through narrow roads will be dangerous to pedestrians.
167	The route for traffic down narrow Gundry Lane and subsequent narrow roads would not be advisable especially with the re-development of St Michael's Trading Estate and existing businesses could be jeopardised as well as emergency vehicles.
168	The town is gridlocked for much of the day time now, closing South Street to traffic will bring the town to a stand still. Gundry Lane is not capable of taking large vehicles, if used as a diversion. The volume of traffic this will bring will compete with very large delivery trucks servicing Waitrose, Superdrug etc., not to mention shoppers using Waitrose car park.
169	The way in past Waitrose car park is already busy with people queuing for the car park. With South Street closed it would be much worse due to the increase in volume of traffic.
170	There are already traffic problems related to Gundry Lane which is a one-way, one lane street. There is already too little room for pedestrians, wheelchair users, pushchairs etc. There is also a nursery so young families use it constantly. Folly Mill Lane residents will need to use the A35 constantly, increasing the already burgeoning numbers along that road, particularly at the Crown Roundabout. This is madness!
171	There is nowhere for traffic to go safely with St. Michael's development. There will be an increase in traffic to the roundabout - this will add too much more. What about access to car park behind Waitrose?
172	There is nowhere for traffic to go safely. Gundry Lane, Askers, Skilling, cannot absorb the traffic. Dangerous to send along Gundry Lane.
173	This is a stupid and irresponsible idea. Gundry Lane is a narrow lane with pavement on one side only. Pedestrians already have problems at times negotiating with current traffic. Vehicles queuing to get into Waitrose Car Park block St Michaels Lane at times. Forcing more traffic into an already congested area will be disastrous.
174	This would increase traffic congestion by forcing vehicles wishing to access the lower part of South Street to use the A35 from the BP roundabout to the Crown roundabout.
175	Those living in town - particularly on the western side of the town - plus visitors who in error continue through the town - all will make to join the A35 at Symondsburry on to our bypass - a notoriously dangerous junction.
176	To close of a main route in town would be utter madness why have a pedestrian zone for charity shops we don't have the same retail outlets as Dorchester and Weymouth so no need to close the road plus the roads around skilling are already busy as used as a rat run

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	and the South street closure would make it even worse.
177	To close off South Street would be awful. The traffic would then go up and down Sea Road South. The East Road roundabout is already quite often held up with nothing moving and the Crown roundabout is already busy.
178	To propose to send more traffic down Gundry Lane seems ridiculous. There are at least six exits from other roads and businesses. The pavement is so narrow that if a pram or wheelchair is going in one direction anyone walking in the opposite direction needs to step off the pavement.
179	Today, (Hat Festival Saturday) Victoria Grove and Pymore Road were like race tracks. Dozens of extra cars looking for parking and an alternative route out of the town centre. An ambulance struggled to get through between parked vehicles. It was a nightmare.
180	Traffic and parking is bad enough without closing off one of the main roads including a car park and road side parking. It will just make traffic even worse going through skilling and sea road South which is a nightmare as it is particularly in summer with heavy traffic and if there is any problems due to crashes etc. on the a35.
181	Traffic flows around the town must be monitored before a trial or no valid comparison can be made.
182	Traffic in and around the town including South streets, works. Just, don't change it, it will cause chaos and so much disruption to the shops and small businesses. With the loss of St Michael's trading estate and the issues it will cause, you will bring the centre to a grinding stop.
183	Trial from March to May will not reflect problems that will be encountered during the school summer holidays when sea road South is solid with traffic from Esso Garage to Crown Roundabout
184	Unfortunately, as pleasant as a pedestrianised zone would be it would not reduce traffic, only move it elsewhere. I doubt East and West Street would be unaffected.
185	Unless serious measures are taken to improve the road network round Bridport, it would be foolish and unpractical to pedestrianise South Street
186	Unlike Weymouth and Dorchester there is not a parallel road in close proximity for traffic to use, so there would be even more pressure on already over busy East Road, Crown Roundabout. For most of its length Sea Road South would be too busy and dangerous for pedestrians to be able to cross. Much traffic would use Gundry Lane/St Michaels Lane as exit route.
187	We are against the permanent closure of South Street because outside the summer months it will have no benefit as the footfall is greatly reduced. Also alternative traffic routes if South Street were closed are totally impractical.
188	We need quick access into and out of Bridport to the East, North and West. If South Street is closed this will force us and other traffic

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	onto Sea Road South or the rat run though the Dreadnaught trading estate. We will not be unique in needing this travelling facility and by forcing all the traffic onto Sea Road South you will only increase traffic jams and this will waste time for our staff affecting the efficiency of running our business. If this becomes over bearing we will take our trade to Crewkerne or Dorchester.
189	We need to keep South Street open. The extra traffic on the outskirts of town would be chaos, let alone dangerous!
190	When exiting Folly mill lane It will necessitate a journey along Gundry Lane to access Allington and the Doctors surgery which is a regular trip. This road is not suitable for heavy traffic and when South Street was closed for the Hat Festival I witnessed a long traffic queue through to the bus station. The pavement along Gundry Lane is very narrow for wheel chairs and prams, I have to be careful when walking this route with my grandchildren. Sometime it is impossible to pass another pedestrian coming the opposite way especially if they are pushing a pram the only way is to step into the road. The extra traffic along this road will also affect the entrance to the preschool. I am also concerned about access to Folly Mill lane by emergency services.
191	When the traffic has to go to Skilling, it is dreadful. If you shut South Street, the locals will all come up here, which will be dangerous. I don't see why it needs to be changed.
192	Where would South St. residents park? There are no other options in the area. Therefore this proposal it's not feasible, mainly for this reason. If you want to drastically reduce traffic, South St. can be turned into a residents only access and parking zone. No parking on the street but residents, and residents only, will use the existing car park. Because the minimal traffic, pedestrians can even have priority on cars. In this way the traffic will be minimal. Also, if the many South St. residents need to park their cars elsewhere the risk is to create a high level of disturbance and traffic in other areas of town.
193	While I understand the apparent attractions of the closure of part of South Street, I have seen no evidence that the traffic implications have been thought through - especially for visitors to the town. I have the following specific concerns: There will be a considerable increase in traffic down Gundry Lane, St. Michaels Lane and Tannery Road, with those trying to go north, east or west of Bridport town centre from South of Bridport, including West Bay. This traffic will include commercial and agricultural vehicles unsuited to these narrow streets. While locals living South of Bridport may be familiar with alternative roads, there will need to be additional signage to help visitors travelling up South Street navigate round the town centre once forced down Gundry Lane. What plans are in place to provide appropriate placed signage to help people navigate round Bridport when South Street is closed? There will inevitably be increased traffic along Magdalen Lane/Alexandra Road (already congested with cars parked on the road, traffic calming measures etc.) from those living South of Bridport who would currently turn down South Street from East or West Street and their associated car parks (particularly Rope Walk). The alternative would be to travel down East Street or West streets to the A35 junctions with the B3162, already often quite congested. All those living north of the town centre will have to travel onto the A35 via East or West Street (or via Alexandra Road) to get to any part of South Street. These altered traffic flows will increase the traffic movements at both junctions of the B3162 with the

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	A35, particularly at Miles Cross, already of concern as a dangerous junction. Overall, I do not consider the road layout in Bridport town centre appropriate to the support of the closure of South Street from Gundry Lane to the junction with East and West streets. Such closure will just exacerbate traffic congestion, and air pollution, in the surrounding, often narrow, streets, and at both B3162/A35 junctions. I cannot endorse the proposal as written as it lacks any indication of the way in which the results of any such trial shall be measured. There is no indication either of the costs of collecting, monitoring and analysing the results of such a trial. I consider the proposed trial closure poorly planned and ill-thought out, with any benefits based on subjective opinion with no thought given to any disadvantages. It appears to have been proposed as a cheap alternative to a properly funded study of the implication of, and benefits of, such a road closure.
194	Whilst the closure of the top of South Street is a romantic option, the proposed traffic flows through Gundry and St. Michaels would undoubtedly be worse, with greater traffic build up in those roads and at the Tanners roundabout. Traffic does not magically 'disappear' by rerouting it. This is why I am unsure as to whether the trial is a good idea or not - perhaps a period of chaos is required to demonstrate his poorly this idea would work in practice.
195	Why change our town. No because of rat-run on Alexandra Road.
196	With no parallel road to South Street (as in Dorchester with Trinity Street!) I think congestion will get far worse not better.
197	With the closure only up to Gundry Ln, I would be concerned Gundry Ln could become very busy, which given the poor visibility for people tuning out of Rope Walk and pedestrians could be dangerous. It might be best to pedestrianise Gundry Ln between South Street and Rope walk so it can't be used as a cut through.
198	You will force drivers to seek alternative routes thru rat runs
199	Due to the historic nature of the archways in South Street, large vehicles need access to drive through these from the Town Hall not from the Morrisons end of town.
200	I think there would be more pressure on the limited parking in the area of Folly Mill Lane between Car's garage and Folly Mill Gardens therefore I would like to see greater enforcement of parking infringements i.e. parking across dropped kerbs.
201	The effect on surrounding roads and residents cannot be under-estimated. People will not give up their cars to travel into Bridport!
202	The car parking facilities would worsen - all cars taking Gundry Lane will obviously choose to use Rope Walk Car Park - it's choked most days.
203	With the increased number of cars parking on alexander road and the road restrictions turning it into a death trap/race to get through the miniscule gaps that can be left between the islands & Cars (I Know I live In Skilling) this quite often results in a lot of bat out of hell driving at time.
204	Traffic already backs up from the roundabout at the top of Tannery Lane, down into St Michaels Lane. This traffic only gets out West or

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	East when the main traffic lights at the top of South Street cause interruption in the traffic flow going west. If the traffic can flow East to West without stops and more is going down Gundry lane then Gundry lane will gridlock.
205	Although I mostly walk around the town centre I have been constantly held up in my car trying to get out of side streets into East/West streets in order to leave the town. This will only increase with no central turn-off.
206	I do not think that the road network within and around Bridport is under pressure already and suspect that closing off one route will push traffic elsewhere, in particular along Gundry Lane and into Skilling and further afield. With the work being undertaken on Sea Road North at present, we have seen a marked increase in traffic along Victoria Grove and Coneygar Road already, some of it wholly unsuitable for these roads. My point about this, is that it doesn't take much to make people find new routes and squeeze down roads that weren't designed for higher levels of traffic. A lot of my comments are around the roads that I am familiar with, no doubt other people will add information drawn from their experience.
207	I predict Gundry Lane will be backed up all the way between Reeds and "Tanners" mini roundabout.
208	If South Street is closed this will only move more traffic to East Street and surrounding roads.
209	If South Street is closed where will the through traffic go, as existing routes are either single lane one way or via the Skilling Estate?
210	if using Sea Road in the season will enormously contribute to the traffic hold ups created by holiday traffic and the new traffic lights on the by-pass. If using Skilling route will create a 'rat run' and take much more traffic through the residential area and past the leisure centre and primary school. Now for the return journey, it's either all the way back around either route creating even more pollution and traffic or down Gundry Lane creating yet another 'rat run' and enormous hold ups at the bus station roundabout.
211	If you exclude vehicles from South Street this may create huge volumes of traffic down East Street and businesses may be affected.
212	Motorists from North Allington and West Allington would cut through Skilling to get to the Leisure Centre, Morrisons etc.
213	Sea Road is often at a standstill or slow moving at weekends, if South Street is closed Skilling will become more of a 'rat-run' than it already is.
214	St Michael's Lane is narrow and becomes very congested without extra traffic flow.
215	The effect is obviously similar on parts of St Michaels Lane, because:- 1. Many exits converge direct from business premises and from the trading estate. 2. The pavements are in bad repair and are already in a hazardous condition. 3. The pavements in places are even narrower than those in Gundry Lane.

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	<p>4. This road is gridlocked at peak times, Saturdays and holiday periods by traffic queuing to use the Rope Walks Car Park.</p> <p>General observations:-</p> <p>If this closure and diversion is approved, it seems all traffic coming to the town centre via South Street, can only make the reverse journey by joining the A35. This is not acceptable as at peak and holiday times the A35 is always gridlocked with queues several hundred meters long in both directions from the East and West towards Bridport.</p>
216	The Gundry Lane/St Michaels northbound rat run would become even more heavily used, along with the Southbound Alexandra Road/Skilling route.
217	The infrastructure does not exist to support increased traffic in Gundry Lane. Closure will have a detrimental effect on Victoria Grove, Skilling, Asker Gardens. Gundry Lane is too narrow to take the traffic proposed. An accident on Sea Road (not an irregular occurrence) would increase traffic flow and create chaos. The development at St. Michael's will increase traffic on the Tanners roundabout let alone this.
218	<p>The roundabout from the East will be an even worse nightmare. It is often impassable with traffic backing-up the A35 and it being hard to access. Sea Road South will become more congested, the traffic is already in both directions appalling. The Crown roundabout is hard to access and this proposal will force more traffic onto the roundabout.</p> <p>If Vearse Farm and St Michaels happens there will be more traffic trying to access the town via the A35 and Crown roundabout, because of the limited access at the mini roundabout by the bus station.</p>
219	The alternative route going north would be down Gundry Lane, St Michael's Lane which is most unsuitable if Bucky Doo is closed to through traffic.
220	There is no other road in town. The A35 will have to be used or the residential road in Skilling.
221	Gundry Lane provides a direct route to town used by many pedestrians from Skilling and would become hazardous - it would become a rat-run for traffic coming up South Street and turning left down this narrow road.
222	If the proposed closure of South Street goes a head it will make Skilling a rat run for motorists and a some point with the Skilling oval playground a child is going to get hurt as there are not adequate signs there, so if the closure goes ahead what are the plans to slow traffic down in these built up areas.
223	If the proposed closure of South Street were to go ahead I feel very strongly that the alternative routes proposed have not been fully considered. I live near Skilling and use the road through often. It is never straight forward. It is a constant negotiation with parking on both sides, many areas where only one car can pass and few spots to 'tuck in' out of the way of others. On a busy day currently it is

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	stressful, dangerous and difficult to manoeuvre. I am seriously concerned for people's safety if all the traffic from town were to try and use it.
224	Safe to school route would be obstructed by the traffic using Skilling as a rat-run for the Primary School based behind Palmers.
225	Safety for the children in Skilling area is very important!!
226	The junction at the lower end of Gundry Lane is already very dangerous. I have good reason to know this as I live on the Priory Gardens development. Drivers not only ignore the possibility of traffic from the left (or right) but also ignore the 'give way' sign and drive straight into St Michaels lane without the slightest hesitation.
227	Living in Asker Gardens it will mean driving home from the north or west via the Crown roundabout or from Allington through Skilling Estate. The former is often nose to tail slow moving traffic and the latter is already used as a rat run and it is sometimes difficult to cross this road when visiting on foot. This will increase the air pollution around St Marys school and make it more dangerous for school children on foot. It will also affect the access to the leisure Centre.
228	If the proposal is given the go ahead it's simply moves a problem rather than solving it.
229	How are residents of Folly Mill Lane etc. going to return home? This area is being used as a free car/van parking area and is virtually impossible for movement of residents.
230	I would no longer use Morrisons and likely to stop the children's swim class during the summer months, due to the nightmare and time scale to get there. Also the huge amount of extra traffic traveling through Skilling or the bypass would cause an issue for people getting to their appointments at the Medical Centre. Skilling would not cope with the extra traffic either with even more homes being built this idea should be re-thought.
231	Pity poor people that live down Gundry Lane (much too narrow).
232	If the town cannot afford to carry out a survey to determine the level of that risk before trailing road closure, there should be no road closure. There is absolutely no mention in the survey that traffic would have to be re-routed down a tiny side-road, Gundry Lane, or that traffic would use alternative cut through routes via Skilling and Victoria Grove or that roads already congested in summer months such as Sea Road South (just this morning backed up half way down Sea Road North) would be even more congested or that the death trap at Miles Cross would become an even greater danger with traffic coursing along at speed from the Crown roundabout, unaware of stationary traffic waiting to turn right at Miles Cross.
233	As a resident of Janice Court I would like a special meeting with councillors to put our concerns directly. No one objects to temporary closures - this is a crazy idea. Making Gundry Lane even more hazardous.
234	As for the plan itself - what will it achieve? Traffic chaos and build up around Gundry Lane, St Michaels Lane, Skilling etc. etc. Who comes

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	up with such mad cap ideas?
235	Before any sort of trial we need to see where the traffic that should go UP and DOWN South Street will be going? I live in Skilling and we have all sorts of problems already.
236	Closure will mean surrounding roads being used as rat runs even more than at present. Is Gundry Lane/St Michaels suitable for the extra traffic? If/when Vearse Farm goes ahead more town centre parking will be needed whatever the developers claim about people walking or cycling into town.
237	<p>Crock Lane is used by mainly locals to gain advantage over the slow moving west bound traffic negotiating East Street roundabout (especially in the summer). There will be drivers who will need to turn right on the Tannery Road roundabout to travel east on West Street, to gain access to Victoria Grove, Rax Lane including the car park, the new building development on the old court site and the council offices and to travel into East Street.</p> <p>For traffic approaching the town from the north-west and west, the only exits South will be via East Street and Sea Road South or via Magdalene Lane - Alexandra Road - Skilling Hill Road- West Bay Road.</p> <p>I guess that most drivers travelling South in Pymore Road intending to head South to West Bay or the Burton Road would choose to turn east out of North Street or Downe Street and then East Street to the Sea Road South via the roundabout.</p> <p>For drivers travelling South from North Allington, St Swithuns Road or Court Orchard, I would guess that the problem I described on the Tannery Road/West Street & North/West Allington roundabouts would mean they would opt to use the rat-run through Skilling.</p> <p>Currently, this is a tortuous route with many parked vehicles, heavy traffic usage at peak times, particularly at the School and Sports Centre turnings in Skilling Hill Road.</p> <p>Vearse Farm housing development</p> <p>This seems to be going ahead. It is likely that the current use of the roads of Bridport will be altered and the Vearse Farm development may overwhelm some routes within the town, particularly in the west. To run a trial closure of South Street with view to assessing the impact on the town before the effects of Vearse Farm has become evident is, in my view, putting the cart before the horse.</p>
238	More not to do with traffic? Where will the traffic go? Ridiculous to send it down Gundry Lane?
239	My only concern with South Street being closed is the use of Alexandra Road as a rat run. As a resident in this area I have seen first hand that this does happen and the speed limit is not adhered to.
240	Presuming that traffic headed to South/West/East Street junction will be diverted down Gundry Lane, how will the small roads in that area cope with the increase in traffic?
241	Sending traffic down Gundry Lane into St Michaels Lane would cause further jams. Why is the proposal even being considered?

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1.1 Additional pressure / displacement of transport on other roads/areas - particularly Gundry Lane (247 comments)	
242	Sending traffic down Gundry Lane is far from ideal. The possibilities are endless! Lets have a mighty brainstorm! Endless possibilities if one is prepared to see them!
243	Would not like to live down Gundry Lane with all the traffic going down there. Would you?
244	I'm worried about the knock on effect of re-routing traffic - Gundry Lane is a single lane road and there is new development proposed at St Michael's Trading Estate.
245	It will be tough on Gundry Lane, St Michael's Lane, Tannery Road.
246	I've read the County Council report and it confirms my expectation that closure would seriously increase traffic in Gundry Lane and St Michaels Lane.
247	Concerned about traffic at the bottom of Gundry Lane having to give way according to present road markings

1.2 Concerns about harm to businesses in the area (136 comments)	
1	I certainly won't be walking there if that happens therefore I won't be giving the traders in South Street my custom. How will it affect the local food producers at the monthly farmers markets in South Street. They have a hard time of it now trying to pack up and leave. I have not seen any mention of how you intend dealing with this during any trial. They may not trade here every day but they bring custom into the town and boost the takings of other businesses on those days. Their needs should be considered in order to show that they matter too, not just the shopkeepers. They need this local outlet for their produce and they need to be involved in any plans. If they were to be allowed to trade in a pedestrianised street once a month I would greatly support that as this is what happens in other towns in Dorset and beyond. The Bridport F Mkt has won awards and could be even better if given a larger space to trade in with better access and greater visibility. The Arts Centre is really not suitable. The only thing it has in its favour is a central location. Moving the farmers market out of the town centre would kill it off, look at the Sunday food market that set up at St Michaels, it was a washout. Too far out of town was one reason. Sunday was another as Old-fashioned Bridport is dead on Sundays as few of the independent shops bother to open so people go to other towns where the shops are open and spend their money in them. Bridport shopkeepers need to move with the times, extend their hours of business and welcome change and improvement. Please don't let them kid you that a trial closure of South Street would kill their businesses. Most of them are doing that by themselves by digging their heels into the ground and burying their heads in the sand.
2	I do not believe (as some do) it will harm shop takings in South Street, but this could be a criteria.
3	Of the resident businesses, I foresee a negative impact if closure to traffic takes place. Independent electrical goods shops are a dying

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1.2 Concerns about harm to businesses in the area (136 comments)	
	breed and I would be deeply disappointed if they closed as a result of traffic diversion. We are faced with lengthy journeys to the big multiples or resorting to online sales. I doubt the future of one small business will give those in favour of the closures much pause for thought but I hope that if enough customers speak up for them, it will have a positive effect.
4	South Streets independent shops are a feature of Bridport that should be treasured and supported at all cost. I make these comments as a retail business owner to the South of Gundry Lane!
5	I live and work in South street with a shop and offices and a road closure would be disastrous for my business. When there were road works we saw a very significant drop in business and please do not close the road and pedestrianise the centre of town if you value independent, thriving economy of the town. NO to closure.
6	It will mean businesses will drop below sustainable levels and the out of town supermarkets will get our business and the town will die as well as terrible traffic round the alternative routes. People did not come into town when the road works were going on and it is so vital as the profit margins are so slim at present. I urge you to listen to the voices of the towns businesses and to the majority of the Chamber of Business.
7	It would damage smaller business which would have a major knock on effect to the whole of Bridport. Visitors would be put off and go to other towns for example Dorchester or Yeovil instead which would then result in a loss of trade. Less abled people wouldn't be able to visit the shops as there would be less parking spaces available. It would be disastrous for estate agents and retail.
8	Social Issues if South Street become a 'venue' – At our September Chamber meeting it was said that the recent Hat Festival had been a success. The Town Council is already aware that many traders in the town do not share the Town Council feeling of positivity for the festival, one South Street trader reported takings down at least 25% from a usual summer Saturday. Furthermore, direct feedback from shopkeepers in South Street remarked on the antisocial noise and behaviour experienced during the day and the fact that a member of the Town Council was not available to monitor the festival, or to talk to any businesses in the area about how these activities impact on their environment.
9	1. What damage will this cause to setting up market all traders in South St will have to come up South Street and then park vehicles in long stay car park and then go through East, West St to crown roundabout to come back up South street do adding 20/30 minutes if leaving their stall unattended - I think they will leave and go to towns who are more friendly to their needs. 2. As over 95% of chamber of trade business members believe this will damage their business and they may have to close - is that the aim kill off the small shops and allow even more charity shops.
10	Access to shops would be restricted for some.
11	All previous closures have reduced sales in the shops of South Street and the Market.
12	All the businesses require continual access - the 4 estate agents rely on callers to collect keys to properties throughout the business day.

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1.2 Concerns about harm to businesses in the area (136 comments)	
	Therefore, any closure will affect businesses - and they are what keeps Bridport vibrant and continuing!
13	All we know as shopkeepers and market traders for 17 years, is that whenever South Street has been closed in the past, our takings fall by 30-40%. We gave up doing a stall during the Charter Fair, for example because it was not viable when the road was closed.
14	An inadequately designed trial project would inevitably demonstrate/suggest that pedestrianisation would cause chaos, and hardship for traders.
15	As a business owner on South Street I have grave concerns that negative impact to my business is not being given due consideration. I am not opposed to the idea in general, but without a plan and given the lack of consideration from the town when South Street is closed, I cannot support this proposal.
16	As a regular market trader (not missed one market in 3 years!) I find that when South Street is closed on a Saturday my takings are down approx. 40%. It has reached the point where it is not viable to do the market on these days and if you look around the market on these closure days there are less traders. When I worked in a shop in East Street the owners had the same problem with takings being down.
17	As a visiting businessman to retailers in South Street, if there is no car access, I will not be able to load and unload my samples to my customers. I need access all day, not just morning and evening. I think this proposal also does not help day to day sales for the independent retailers in South Street.
18	As shopkeepers in South Street and residents in Gundry Lane we would make the following observations: 1. Trading - Whenever the upper part of South Street is closed for a day our trading figures decline this experience is in line with many of our neighbours. To our knowledge nearly all the independent shops on South Street are opposed to the closure.
19	Businesses already suffer on the days the street closes. The whole town will lose trade as traffic will use the by pass more and keep driving to Dorchester or Lyme /Axminster.
20	Businesses on South Street and residents on alternative routes oppose this proposal (reduced air quality, access issues, refuse collection etc.). This does seem like a very backwards thinking proposal. There must be more creative solutions that would benefit the majority instead of the few.
21	Businesses to the South of Gundry Lane would be adversely affected if South Street were pedestrianised above that point. Visitors would assume there was nothing worth seeing beyond the pedestrian area.
22	Businesses will loss trade.
23	Closing and pedestrianising streets has shown throughout the U.K. that it doesn't work. It kills off the shops and other outlets as shoppers head for easier access out of town stores.
24	Closing South Street even for a trail period WILL destroy businesses in that area.
25	Closing South Street on a permanent basis would have a detrimental effect on the businesses there possibly forcing closure.

1. Comments made against the trial pedestrianisation of South Street

1.2 Concerns about harm to businesses in the area (136 comments)	
26	Closing South Street will be detrimental to local businesses.
27	Closing South Street will reduce the income of all businesses in South Street and Bridport generally.
28	Closing South Street would seriously remove trade from local shops which are individually owned and not part of large multi-chain shops and cause inconvenience for access to them.
29	Closure of South Street would seriously damage trade for the excellent Market, which is a large attraction for people to shop in Bridport, as well as causing loss of business to many of the smaller individual shops in the town.
30	Concerns - loss of business to Bridport.
31	DELIVERIES - this will kill small businesses. If deliveries are allowed to the top end - where/how do they turn round. Access to business will not be affected.
32	Disastrous for South Street to be closed. Bad for businesses and pleasure.
33	Extraordinary to propose an entirely unnecessary and expensive procedure that will achieve nothing beyond damaging valuable and important local shops. They are what make Bridport the great place it is.
34	Forcing all local traffic to have to use this roundabout will discourage locals and visitors from visiting town centre shopping and businesses. This will lead to businesses closing and the whole atmosphere of Bridport being destroyed. Businesses rely on passing trade, easily accessible . Only on a few busy summer weekends when the market is running is it a destination shopping destination.
35	Harmful effect on small family businesses who have worked very hard on giving Bridport shops of interest.
36	How does this affect the market? Can vans stay on site during the market? Will it affect access to traders?
37	I also think that Bridport would see a reduction in business and would not be good for Bridport.
38	I am a self employed gardener and I need to go to the roads of off South Street. if I can not get down there I will lose customers and a income.
39	<p>I am concerned both as a private resident of Bridport and as a business owner with a shop on South Street.</p> <p>1. Pedestrianisation of South Street is more likely than not to have a negative effect on retail businesses in South Street and quite possibly all of Bridport. Bridport is a thriving market town that is proud of its independent retail shops but we have to work very hard to keep those shops viable economically and many people depend on the success of those businesses for employment. The negative impact on pedestrianisation on those businesses is likely to be caused by a number of factors.</p> <p>Businesses in South Street rely on being able to have deliveries on both regular and 'as needed' basis. Many of the businesses have deliveries that would not lend themselves to being transported by foot of the delivery vans were unable to park in South Street. It is also likely to cause disruption to traffic flow in East and West Street if delivery vans have to park in these streets. In general, on road closure days, my shop takings are down.</p>

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1.2 Concerns about harm to businesses in the area (136 comments)	
40	I am concerned how this will affect South Street shop owners. A lot of these are independent businesses who will be negatively impacted and how will they receive deliveries?
41	I am generally opposed to traffic restrictions as businesses can be harmed by making access less easy - if the traffic is restricted in one town people may simply shop or visit businesses somewhere else.
42	I am writing to you as a long-standing South Street retailer and concerned resident. When I was looking to open my shop over 30 years ago, I picked South Street as the ideal position - wide pavements, easy access for deliveries and collections and plenty of passing trade, on foot and in cars. I stand in my shop every Saturday and people from all over the country, even the world, come in and say how lovely the shop is, how much they wish they had shops like mine where they live and how sad it is that thriving high streets like ours have died.
43	I believe it would affect our market traders and Bridport is special and sought out because of its lively market extending throughout the town and its lively music and art events. Access to the laundrette, access for shop deliveries, access for market traders would all be affected.
44	I believe that this road closure could damage small local businesses that are important to Bridport.
45	I believe the closure of South street would be detrimental to trade. We see this when ever the road is closed in both the towns where we trade.
46	I do think that closing the top of South Street would be detrimental to the town and negatively affect businesses in South Street. We do close the top for the Hat festival and Christmas cracker evening so why cant we just close it occasionally when an organisation or community activity group sees it as best for the event and possibly for safety issues at that event. Keep Bridport a working town.
47	I feel it would be catastrophic if South Street was to close leading to traffic build up on West and East street and also potentially risking business closures on South Street.
48	I foresee business being badly affected. Could end up closing and people losing their jobs.
49	I have a market stall, many people are able to buy from me and use the loading bay behind my pitch to collect items bought, if no access to this it will cripple my takings and possibly add more costs as I would have to deliver. I feel it would hurt my business and all shops would suffer for the same reasons.
50	I have sympathy with the business that will be affected particularly in these difficult times.
51	I live in Bridport, and if driving around town is made even more difficult than it is now by shutting South Street, I will avoid going into town altogether, and just buy more online and get it delivered.
52	I most strongly object to this stupidity of the Town Council. This will not help any of the traders, probably close some of the better ones.
53	I operate a market stall on South Street and have a great number of customers who drive down the street to see if I am there, before stopping to park. I therefore feel that my business will be affected if traffic is no longer able to move down South Street.

1. Comments made against the trial pedestrianisation of South Street

1.2 Concerns about harm to businesses in the area (136 comments)	
54	I think a closure of South Street would have a detrimental affect on businesses in West and East Streets
55	I think closure of South street would be a bad thing - it would increase traffic problems by shutting off a route out of town and would also affect the market and businesses down there. I definitely oppose this plan.
56	I think South Street is the best that Bridport has to offer in terms of independent shops We need to make sure that people continue to be encouraged to SHOP SMALL so that we put money back into the local community. South Street should be kept free of ALL CHAIN STORES and of the tacky kind of street signage that you see especially in East Street. If you don't know what I'm talking about then you are part of the problem.
57	I think that this will affect local business
58	I think to close South Street would close shops all over the town, the market (except the car boot stalls bottom of South Street) would suffer and eventually disappear. I think a great deal of thought should be put into this as the whole town could suffer from this closure it would definitely be bad for Bridport.
59	I would be concerned about the shops and other businesses if South Street were pedestrianised.
60	If a trial is to go ahead there must be the possibility of it not working therefore compensation should be awarded to business who are adversely affected.
61	If shops at the top end of South Street were forced to close through lack of business due to the closure of road traffic, then I think this is completely wrong.
62	If South Street were closed to vehicles fewer people would drive through town and trade would be adversely affected.
63	If they end up closing then there will be yet more empty premises resulting in a loss of income to the council from Business Rates and it will just make the town less attractive for both locals and visitors to shop in.
64	If we drive through town on a Saturday you have to be careful not to run over stall holders or shoppers crossing the street at random intervals.
65	Independent shops have a hard enough time - then with pedestrian zones outside their shops.
66	Independent trading and commercial activities must be retained and enhanced at all costs.
67	Is this fair when, for many years, they have contributed so much to the community as a service and financially, and what would replace them?
68	It will be a disincentive to your market traders and local businesses alike which all trade with each other.
69	It would negatively impact trading.
70	It would not impact on the larger companies that are based in West and East street, but reduce footfall and custom to South Street.
71	Large articulated lorries find it hard turning down Gundry Lane from South Street, several times I've had the over hang on my shop

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1.2 Concerns about harm to businesses in the area (136 comments)	
	damaged as they have tried to go down, some provision should be made, if they get stuck so they can turn around and go back down South Street!
72	Listen to the opinions of the Bridport Board of Commerce who's members don't want pedestrianisation of South Street.
73	Loss in trade would result in Staff hours being cut, which will ultimately effect the local economy. We rely on passing trade and easy access for deliveries, it would also put our less able customers at a disadvantage. If trade is effected, the way think it will be, I'm sure Independent businesses would cease trading and go else where.
74	Loss of income.
75	Lovely shops will suffer for goodness sake (think) (think) what you are doing.
76	Make South Street more user friendly for businesses.
77	Many of the small business owners I've discussed this with are very opposed, they notice a dramatic drop in their takings when South Street is closed for one day and they think a long term closure will lead to many being forced to close.
78	Many people who run small businesses need quick access into the town centre and like to visit shops etc. in that area to support other local businesses. Bridport relies on the outlying villages for its trade. Are you trying to sign the death knell by driving trade to Dorchester etc.?
79	Maybe it would be advisable to do a survey in town over a week to ask the public other than if they've parked that day or live in South street do they actually frequent the shops in that area.
80	Motorists will go elsewhere to shop.
81	My concern is that South Street would become a desert with an abundance of charity shops, which is not a sign of a healthy thriving community.
82	Worked regularly on Bridport Street Market since 1992, so I feel I can talk with more experience than most. We have seen the market expand and become one of the most popular street markets in the South West. Over the years Bridport has held several events which has meant that the road has been closed for a period of time, Hat Festival being one event. These closures have a detrimental effect not only on the market traders of South Street but the shops have seen loss of trade. For many traders who travel to earn their living, have found its not worth trading on these days. These are businesses not hobbies, factors of petrol, parking etc. have to be taken into account.
83	Own a shop in South Street and directly see the effect of road closures on our takings as and when they happen, Hat Festival for example. The whole idea is flawed, from the fact no trader (shop owner or market trader) supports this idea, not many customers I have spoken to believe it is a good idea, and then there is the obvious issue of where does the traffic go when it gets to the start of the 'pedestrianised area' of South Street? The town is not designed with any alternative route through Bridport, so people will just by pass

1. Comments made against the trial pedestrianisation of South Street

1.2 Concerns about harm to businesses in the area (136 comments)	
	the whole town on the A35. The aim is to get more people into Bridport and closing a main route through the town centre is not the best way to achieve this.
84	Negative impact on all businesses in South Street.
85	No opportunity to showcase shops to passing traffic, many of whom are tourists driving through from West Bay, who would otherwise not be aware of the shops on South Street or East and West Street if they bypass the town entirely. 'Road Closed' and 'Business Open as Usual' signs are deterrents and most motorists will simply bypass a town that displays such notices. Perhaps the Town Councillors may like to speak to the people of Bodmin or even closer to home, Beaminster to get first-hand accounts of how road closures affect small towns.
86	None of the business seem to want it.
87	Pedestrianisation would ruin small family owned businesses on South Street.
88	Pedestrianising South street could be disastrous to small local businesses.
89	Pedestrianising South Street would affect and possibly destroy quite a few businesses.
90	People will shop else where.
91	Several stalls (and shops) sell large bulky items which need to be picked up by car, this will not be able to happen should the roads be closed. My understanding if there is to be a trial of these closures for 3 months over Easter period 2018. This is one of the busiest periods and we feel this trial is outrageous and would not be beneficial to market traders and shop owners. Bridport and West Bay economy benefits greatly from this source of income, to lose it would be detrimental and a shame. Just because some people who haven't done any research thinks it is a good idea. Perhaps these people should come and talk to the traders who rely on the market for their bread and butter.
92	Shoppers are driven to out of town shopping centres due to ease of parking and the increasing pedestrianisation of town centres, while traditional high street retailers disappear - before you realise it, you have a town centre full of charity shops, coffee shops and bland chain stores. Independent retailers are a wonderful resource, drawing people to the town and providing the social glue that holds communities together. We help and advise both young and old, act as an unofficial guidebook for visitors and new residents alike and provide a much-needed and appreciated service to people who may not be able to travel far or who are not comfortable buying the products we sell online. As small independent retailers, the shops in South Street operate on very tight margins already, and the disruption to trade, whether temporary or permanent, would be very detrimental.
93	Shops need cars to stop to collect items if too large.
94	Small towns/traders are already struggling to service and deserve more help.
95	Some shop 'A' board signs force pedestrians to step into the road causing danger for themselves.

1. Comments made against the trial pedestrianisation of South Street

1.2 Concerns about harm to businesses in the area (136 comments)	
96	Some shops do lose out.
97	Sorry some shops are worrying about their profits over the health of folk.
98	South Street businesses would suffer greatly due to pedestrianisation. Other areas have trailed this, or had it put in place and it has left the streets/shops desolate.
99	South Street is a vibrant and much loved area of town. To pedestrianise it would affect local businesses and dramatically alter the feel of the street. The re-routing of traffic would cause chaos and clog up other streets.
100	South Street is particularly "Small Business" and should be respected as such.
101	South street traders would not benefit from the street being closed to traffic and we do not want to lose any more individual traders.
102	The closure of South Street ruin the businesses and cause more traffic issues. Bucky Doo square is a spacious well used area and there is plenty of place for both pedestrians and the market stall on Saturday.
103	The closure of South Street will have a negative impact on the businesses there and the re-directed traffic will cause problems elsewhere.
104	The closure will inevitably have a detrimental effect on local businesses.
105	The infrastructure does not exist to support increased traffic in Gundry Lane. Business deliveries are essential but where will these vehicles turn round? Businesses do not want pedestrianisation - passing traffic creates awareness.
106	The lifeblood of this beautiful town I've called my home for 33 years is the self-employed nature of such a high proportion of those that come here and live nearby.
107	The possible closure of South Street, Bridport will kill DEAD any existing trade for those based in South Street; to my mind, 'if it ain't broke, don't fix it'. It's a bonkers idea to suggest the closure of South Street, pedestrianisation strips away the 'individualisation' of a SMALL town like Bridport which thrives on its very eclectic nature.
108	The street markets also function well within the current layout.
109	The Town Council will lose revenue from the Market traders who go elsewhere or stay away during the trial period is counter productive to a safe 'pedestrian' environment.
110	The traders in South Street do not want this closure and I think their wishes should be the deciding factor.
111	The wide pavements and the Bucky Doo area provide lots of space for stalls and buskers.
112	There is enough space in Bucky Doo and outside the Arts Centre for public gatherings. Closure would be detrimental to trade.
113	Think of the businesses in South Street - traffic past = advertising + no stop off and pop in. How about deliveries? - shops need them, but pedestrians + deliveries don't mix. We are not a clone town.
114	Think the Town Council should listen to the South Street traders.

1. Comments made against the trial pedestrianisation of South Street

1.2 Concerns about harm to businesses in the area (136 comments)	
115	This has been suggested and rejected before. Over and over. I value the independent shops we have and fear that we will become a clone town and lose our boutique appeal if we do not listen to what the independent traders have to say. If they're against it, so am I. I would welcome the traffic being slowed but see no sensible alternative routes, I would guess this consultation would never have gone ahead if there was still a school down Gundry Lane.
116	This is a very poorly thought out and rushed idea, it is a total waste of time and will make traffic congestion worse as well as effect the footfall of people coming by to the independent shops to n Bridport it's total madness
117	To get to our store each day we go down South street from the lights, so we would need to go on to the West side roundabout, then go around the outside of the Waitrose car park then try to get out into Gundry lane, so we will be adding to traffic elsewhere. Rope Walks will be become busy, so traffic will build up in Rope Walks, which currently is quite heavily used by pedestrians.
118	To the detriment of market stall trade, if all bunched together in road. Vibrant High Street or efficient carriageway.
119	Tourism and pedestrians are not disadvantaged by the road being a road even on market days. Cars are aware of pedestrians and very courteous and accommodating.
120	Traders in South St. have reported 30% loss in earnings due to past closures
121	We know from the partial closure of South Street when the water mains were replaced that any perception of a difficulty in driving into Bridport puts people off. Shop incomes were down enduring this period of road closures. Why when we know that the closing of South Street might affect business revenue should the Town Council proceed with this scheme?
122	When South Street is closed for functions, the trade in market drops.
123	When South Street is closed, it is very inconvenient for deliveries, getting to work, the Bull Hotel, other businesses down Folly Mill Lane.
124	With the continued number of shop closures in town we believe that traders need all available custom including those who need to park near to the shop they need. Much of the short term parking is on South Street.
125	Parking is priority. Closures of South Street for certain events has shown how bad for shops this is Gundry Lane is not a suitable alternative for traffic.
126	People use cars whether we like it or not and if we divert the cars we divert the business and the interest in Bridport. Where will the cars park?
127	The loss of trade to the shops and businesses in South Street as access to the parking in that street will be more difficult and will put off potential customers. Similarly motorists often do not stop when entering St Michael's Lane when leaving the car park behind Waitrose.
128	We have a business in West Street and constantly have complaints from customers that they have found trying to park very difficult and frustrating. Customers are not in a good mind set to enjoy shopping when they have just spent anything up to an hour trying to park. It would also be very much better if a 'pay on exit' system could be implemented so that people could take more time to enjoy our town

1. Comments made against the trial pedestrianisation of South Street

1.2 Concerns about harm to businesses in the area (136 comments)	
	and not have to rush off when their parking ticket was about to expire.
129	If you want people to visit Bridport parking and enough of it is essential, otherwise they will go elsewhere. Making life more difficult for the shops and businesses in South Street will mean they closedown.
130	Less parking for customers.
131	Loss of on street parking detrimental to shops.
132	Bridport is already overly congested and such a closure will most likely hinder deliveries that are already delayed.
133	Yes. Be very wary of businesses folding. Just seen my brother's shop of 25 years fold in Hampshire - council regret but too late.
134	I would not wish there to be any action taken by the Town Council that poses a risk to the businesses of the town and loss of employment. It needs more to be done for our youngsters so that they do not spend evenings drinking in town centre bars.
135	It's worth noting we see the same effect in Honiton shop under the same circumstances. If the road closure was to happen, temporary or permanently, from experience, out taking would drop significantly, leaving us to look into cost saving - i.e. Reducing staffing levels, as I very much doubt we would get lower business rates as compensation.
136	We are a business who rely on multi drop / anytime deliveries and do not agree with closure.

1.3 Concerns about the costs of a trial or suggestions for alternative spend (131 comments)	
1	And what a waste of money!
2	Closing part of South Street for a trial period seems a very expensive experiment: who would pay for this?
3	It seems a huge waste of time and money to cause likely gridlock in the town and stop people coming to the town at all, which but would have a hugely detrimental impact on local business. Councillors and the Councils should be using their time and money on things that actually matter.
4	The cost of this exercise would be better spent on improving public transport and road surfacing in the area.
5	There are more deserving causes in Bridport which could benefit from the money needed to implement the scheme.
6	The money should be spent else where, where its really needed.
7	£?
8	£20,000 - £50,000 for a trial closure - NO!! Waste of money.
9	£50,000 could be better spent on improving/repairing pot holes in pavements and streets within the town.
10	£50,000 is better spent on other local, long term projects.

1. Comments made against the trial pedestrianisation of South Street

1.3 Concerns about the costs of a trial or suggestions for alternative spend (131 comments)	
11	£50,000 should be spent on replacing the bus services lost
12	A complete waste of money - it's not needed. Think of other pressing issues instead.
13	A total waste of money!
14	Also, access to the cost of closure, where is it being spent please.
15	And I don't want you spending my council tax on an expensive disastrous try out that will wreck a lot of the time I have left in this world. Please don't do it.
16	And not to wasting £50,000 on a trial that will ruin our businesses.
17	At a time of cuts to spend £20,000/£50,000 is outrageous.
18	But I suggest you stop wasting money on the idea of a trial and spend it on better bus service and car parking including signage.
19	Can the Town Council stop proposing to waste rate payers money (£20,000 - £50,000) on such an absurd idea?
20	Certainly don't spend £50k on a trial when those monies would be better spent improving/adding extra parking which is what Bridport really needs.
21	Comments are being made that Bridport is looking scruffy! Money would be better spent on a massive clean up!!!
22	Complete waste of time and money.
23	Cost of trial closure of South Street cannot be justified.
24	Cost would be better spent on bus routes, youth services, mental health provision in the town.
25	Could the money used in this intended trial be better utilised.
26	Do not understand costing £20K to £50K which is it? It seems nobody has properly assessed cost, just guessed. £20K or £50K could be better spent elsewhere certainly in these financial critical times, I feel any money spent on closing South Street is not good value and no benefit to trade or customers.
27	Estimated cost of trial 20-50k. Would be better spent elsewhere.
28	Extra car parking would be a much better use of resources.
29	Figures of between £20-50,000 are being quoted as the cost of an experimental road closure scheme. The range of figures is so wide as to suggest that no proper costing has been carried out and it is not beyond the realms of possibility that it would end up costing a great deal more, most public works do. Even at £20,000 it would be too much to spend on something that does not need to be changed. We are facing cuts to youth services and local bus services and £20,000 could be put to such better use in Bridport perhaps that ought to be included in a questionnaire.
30	Finally how can it be justified to spend such a large amount of our money on this ridiculous project I would have thought this money could be put to better use.

1. Comments made against the trial pedestrianisation of South Street

1.3 Concerns about the costs of a trial or suggestions for alternative spend (131 comments)	
31	Foolish and unwise use of money!
32	How can £20,000 - £50,000 be possibly justified. What about maintaining what is already here in Bridport??
33	How does the trial (if it happens) cost so much?
34	I also object to this amount of my money being spent. Put it to works helping some of the homeless.
35	I also think £50,000 could be better spent elsewhere.
36	I am incensed that a budget of £50,000 has been earmarked for a feasibility study when there are many causes that could put £50,000 to better use and we could tell you for nothing the scheme will not work. DON'T waste anymore money on schemes that don't or won't work i.e. traffic calming measures which had had to be removed or amended at more expense to the rate players.
37	I believe that such a trial would cause substantial disruption for the (car-owning) majority of Bridport residents and that the costs would not be justified.
38	I consider the temporary closure of South Street to be a shocking waste of taxpayers money.
39	I disagree with the council spending its budget on this trial and would prefer to see it put to better use community essential trials.
40	I don't want to see the town suffer and understand temporary road closures in South Street for particular occasions, however I think up to £50,000 is money wasted when there are really needy things that need to be spent on this town.
41	I feel there are other issues that deserve out attention and money - youth centre, pavement improvement.
42	I feel very strongly spending £50,000 for an experiment which is completely a waste of money, when it could be spent in better ways for Bridport.
43	I just think it would be a waste of money spending it on a trial closure of South Street. The money should be spent on improving traffic flows around the town (and not around Skilling if South Street was closed).
44	I see no need for it and am concerned about the money wasted on any trial period.
45	I suspect that the cost to obtain road traffic orders and to apply sufficient signage and parking orders to this section of the town routes would add significantly to the estimated cost of £50,000.
46	I think it is far too expensive and complicated to pedestrianise South Street.
47	I think it's a colossal waste of money to close that section as proposed and the money saved could be spent on more worthwhile things.eg bus services like 'Nippy' buses which can be phoned for, as older people spend too much on taxis.
48	I think it's a waste of money.
49	I think the money could maybe be spent on public transport so people could come into the town.
50	I think the money for a temporary closure would be better spent on public transport so that people without cars have better access to

1. Comments made against the trial pedestrianisation of South Street

1.3 Concerns about the costs of a trial or suggestions for alternative spend (131 comments)	
	Bridport and the surrounding area.
51	I think the money that would be wasted on the trial could be better spent elsewhere.
52	I think there must be better uses for £20-50,000!
53	I understand the closure could cost in the region of £50,000 which I cannot believe is money well spent. Could this money not be spent on replacing some of the many parking spaces that have been lost over the past few years? Bridport is a growing town and this means more cars - where are they to go?
54	I would like to see the money being wasted on this put towards the Broadwindsor bus service.
55	If there is money to close South Street then it should be used to help all the town, extra parking would bring in more people and shops would do better. The town really should not be spending money on this unnecessary survey.
56	Improve bus transport links from villages with money and not towards street closure.
57	In summary, if Town Council funds are to be used, they would be much better applied if a wide ranging survey with longer term objectives was carried out.
58	In this economic climate I think £20-50,000 spent on consultation could be used elsewhere, for something the majority don't want.
59	Investment is needed in additional car parking, particularly with Vearse Farm in prospect.
60	Isn't there a better way to spend the £20-50K? I think there is - e.g.. hospital, care homes etc. etc.
61	It is after a great deal of thought about the proposed trial closure of South Street for a period of 3 months from March 18 with £50,000 earmarked for signage. I wonder if any councillors have taken the time to walk through East Street car park, particularly on a wet day they will find 2 sections with inches of water in the long stay. That would indicate that the drains are unable to allow the water to go down them! Going out onto Folly Mill Lane through a very old and very rusty gate to an even rustier barrier, with weeds all along the walks, it gives the impression to our many visitors that there is a distinct lack of care for the area, which could easily be much improved with a fraction of £50,000!
62	It seems eye-wateringly inaccurate, and if these levels of funding are available I would rather it be used in developing a more joined-up strategy, especially one that looks at innovative ways to reduce the number of vehicles coming into town. As part of this, the impact of the South Street closure on businesses, traffic flow and pedestrians could be measured by closing it for selected trial days, using traffic cones and temporary signs, at minimal cost.
63	It seems totally illogical to spend £50,000 of tax payers money on trial which is clearly unsustainable.
64	It would also be a huge waste of money.
65	It's a total waste of money.
66	Just please leave well alone and, if necessary apply this money to social care that is essential!!

1. Comments made against the trial pedestrianisation of South Street

1.3 Concerns about the costs of a trial or suggestions for alternative spend (131 comments)	
67	Large amounts of money spent on surveys would not be wasted and could be used on more important things to benefit the town. Most of Bridport would like the money spent on more important issues.
68	Listen to the wishes of Bridport businesses and don't waste money on a 'trial'!
69	Money could be better spent on road maintenance.
70	Money would be better spent on smartening up the town in general for instance, more street cleaning, weed killing, more frequent grass verge cutting and picking it up. Visually improving roundabouts.
71	No need to waste money on it - perhaps use the money for implementing 20mph in central Bridport.
72	Not a good use of money, in a difficult economic climate. I don't believe proper costings have been carried out.
73	Not closing would save between £20,000 and £50,000.
74	Perhaps a more permanent park and ride would be more feasible.
75	Perhaps investing in transport may benefit the area positively?
76	Perhaps spend the money on an overflow car park.
77	Perhaps the estimated £50,000 for a trial closure could be better used part-funding a Bridport Hopper Bus.
78	Please spend the money on something worthwhile.
79	Provision of a Park & Ride facility from the East & West of the Town at peak periods would be better than any proposed pedestrian precinct and traffic diversion and would be money well spent. The Chamber of Commerce seems to have the better option and should be recognised before public money is wasted on a bad trial that has not been thought out sensibly.
80	Regarding trial closure - there seems to be plenty of money about and it would be better spent on elderly care.
81	Residents of Dorset are constantly told of shortages of cash for any works, and useful services are cut. Why should this frivolous, expensive concept even be considered?
82	Ridiculous idea of a trial closure surely money could be better spent elsewhere!
83	Save money!
84	Shutting South Street will only make the traffic elsewhere worse spend the £20K on improving the car parking and repairing the roads.
85	Spend the money on car parks.
86	Spend the money on something worthwhile, local people don't want this.
87	Stop wasting money on schemes not needed, and spend it on better pavements.
88	The £25K-£50K would be better spent in more needy areas of the town.
89	The additional cost and the environmental impact would be unacceptable.
90	The cost involved, even for the trial period, would be a complete waste of money which could be much better spent.

1. Comments made against the trial pedestrianisation of South Street

1.3 Concerns about the costs of a trial or suggestions for alternative spend (131 comments)	
91	The cost of implementing the proposal when the money could be much better spent elsewhere.
92	The Dorset Highways Authority's report on how the trial can go ahead safely will be interesting reading. The budget allowed would seem to be insufficient if temporary works and clear signage plus personnel to oversee safe access are put in place to keep users safe during the trial period, if indeed this is possible.
93	The expenditure of between 20/50k is a waste of money.
94	The funds should be used to provide a more satisfactory solution to the parking problems.
95	The money can be better spent on bus services and Mental health/youth service.
96	The money could be spent on something else more useful.
97	The money could be used to re-instate the buses which are being cut.
98	The money would be better spent for the benefit of the hard pressed rate payers of Bridport elsewhere i.e., improving health, transportation, reduction in council tax etc, rather than hair brained expensive schemes from idiots trying to make a name for themselves on the council.
99	The project does not seem to have been costed properly - between £20000 and £50000.
100	The proposed cost of the 3 month trial would be an utter waste of money which could be better spent on dangerous pavements and road surfaces in the Town Centre.
101	The proposed expenditure can be better spent on other projects.
102	The proposed financial outlay seems excessive when so many areas need extra funding. How would Gundry Lane and St Michaels cope with the extra traffic? There would also be extra congestion in Church Street as the new houses are occupied.
103	The South Street road closure trial is a complete waste of public funds. The street is fine the way it is.
104	The trial closure of South Street is expensive and the £50,000 could benefit the town in other ways.
105	The whole proposal is an appalling waste of money.
106	There are better things to spend money on, like flood lane and car parking!
107	There are many areas that would benefit more from the money it would take to pedestrianise South Street. The surrounding streets are not suitable to divert the flow of traffic anyway. Seems like a waste of money and will make Bridport a more dangerous place.
108	This is a complete waste of money which could be spent a lot more wisely.
109	This money could still help traffic flow without closing South Street by looking at other areas of improvement.
110	This seems to me to be unreasonable and expensive - adding to my fuel use.
111	This trial closure is a ridiculous waste of money.
112	Use money allocated to 3 month trial South Street road closure for improved public transport.

1. Comments made against the trial pedestrianisation of South Street

1.3 Concerns about the costs of a trial or suggestions for alternative spend (131 comments)	
113	Use the money for much needed social care funding and use the 'trial money' for safer travel around the town - for cyclists.
114	Victoria Grove already has a 20mph limit and 99% of drivers totally ignore it. Taxis, commercial vehicles all speed up or down the road. Unless the speed limits are policed, don't waste tax payers money on advisory signs.
115	Waste of money spending on trial closure - money should fund re-instating bus route closures, which have seriously affected people's access to Bridport and increased car transport and pressure on road system.
116	Waste of money.
117	We already have several closures in each year. Why spend more money on a trial?
118	What a waste of £50,000. The road infrastructure around Bridport will not cope with this pointless exercise. Gundry Lane and Skilling will be ridiculously busy for no gain. I'm sure the money could be spent on better needs and there are plenty of them!!
119	What a waste of council money - surely there are plenty of important, much needed things that need that money!
120	What a waste of money. There are so many other causes that would like the money!
121	What else could you do with £50,000?
122	What is being considered would be a total waste of taxpayers money.
123	Whatever the cost of this trial closure, be it £20,000 or £50,000, this money would be much better spent providing reliable public transport.
124	When money is in short supply there are surely much better things to spend it on!
125	Where do these figures come from when estimated - the cost of £20k to £50k?
126	Whilst attractive in theory the scheme is just not feasible in practice. A total waste of money and time.
127	Why spend all that money when budgets are being cut, surely it would be better spent elsewhere.
128	Why waste money on a trial, just make a decision!
129	Why waste more money on yet another trial?
130	You DO NOT have my permission to waste MY money on this nonsense.
131	Should spend money on increasing public conveniences

1.4 Do not want to see any changes here: unnecessary to change/can't see the need or benefits of the trial (64 comments)	
1	1. Town already gets gridlocked.

1. Comments made against the trial pedestrianisation of South Street

1.4 Do not want to see any changes here: unnecessary to change/can't see the need or benefits of the trial (64 comments)	
	2. No trial period needed, just monitor traffic on days it is already closed.
2	A trial closure of South Street happened some time ago when less traffic was on roads, it would now be less productive. Road closure - no thanks - speed limits yes!
3	Bad idea, please don't.
4	Bridport is an unusually thriving town with multiple independent stores and restaurants. Although traffic is slow it is rarely so bad as to require changes.
5	Bridport is not a large enough town to close off one of the streets and there is no need - it's lovely as it is!
6	From speaking to our fellow traders we are all of the opinion "why change something that already works well".
7	Had there been a 'no need for improvements' option in question 1, I would have chosen it.
8	Happy with the present situation.
9	I access the town as a pedestrian and as a car user. In my view, the closure of South Street is unnecessary. It gets closed for big events which is great, the rest of the time it helps the flow of traffic.
10	I am very much against any closure of South Street on a trial basis, or indeed permanently. In conclusion, I have yet to see or read any argument for closing South Street and wonder Cui Bono (who benefits)?
11	I can't see that there is any benefit at all in this proposed road closure.
12	I consider that South Street should remain as it is.
13	I do not see any point in closing off South Street, which would just clog up the centre of town which already is congested. It would also damage businesses.
14	I do not see the benefit of permanently closing South Street most of the eateries and coffee shops are in west/east St. which would enhance a pedestrian area..
15	I don't see the need to pedestrianise any part of the town centre. Flow of traffic needs improving.
16	I like South Street just the way it is.
17	I urge you to reconsider this plan and leave South Street just as it is.
18	I would add if it ain't broke don't fix it.
19	If it ain't broke don't fix it.
20	It is not broke so as they say don't fix it.
21	It's not broken there fore does not need fixing!!
22	Keep Bridport as it is...

1. Comments made against the trial pedestrianisation of South Street

1.4 Do not want to see any changes here: unnecessary to change/can't see the need or benefits of the trial (64 comments)	
23	Keep Bridport South Street open.
24	Keep the character of brilliant Bridport!!
25	Leave Bridport as it is. I have to drive through South Street to get to my business that I deliver to.
26	Leave it as it is.
27	Leave it as it is.
28	Leave South Street as it is.
29	Lived in the town for many years. No 'improvements' required in town centre.
30	Lively town centre, a few steps away from 2 rivers, green pastures with cows, surrounded by hills. Don't spoil it with trendy ideas.
31	Love Bridport as it is.
32	No changes. No street closures. No more signs to read. Keep Bridport as it is. Save money!
33	Pedestrian and cyclists have full access already and there is already perfect access to shop and businesses.
34	Please leave our town as it is. Please don't be influenced by outsiders or newcomers to the town.
35	Please leave the wonderful South Street as it is.
36	Residents in the town love it the way it is and it shouldn't be changed.
37	So many people need access anyway, it will not really achieve much. It seems to work well as it is presently.
38	South Street gives access to the town from West Bay and vice versa. It is an essential conduit for traffic movement and exchange of trade.
39	South Street is already closed for functions, this is the only need for closure.
40	South Street works, please don't change it.
41	The pavements are wide in the Town Hall area of South Street and pedestrianisation is unnecessary.
42	The present scheme of closure for special events is far preferable.
43	The proposal to close South Street is ridiculous and unnecessary. It does not feel cramped or unsafe for pedestrians (of which I often also as I tend to walk into town on market days).
44	The town centre is lively and successful as it is. There is no need to change, especially at a time of scarce public resources.
45	The town is just right as it is why follow aspirational dreams which may harm it.
46	There are huge wide pavements for which Bridport is famous. This renders pedestrianisation wholly unnecessary. The traffic problems that would be caused by funnelling traffic down narrow backstreets would be horrendous and I am completely baffled as to who though this was a good idea!

1. Comments made against the trial pedestrianisation of South Street

1.4 Do not want to see any changes here: unnecessary to change/can't see the need or benefits of the trial (64 comments)	
47	We're lucky enough to have wide pavements and Buckydoo Square so closing South Street to cars would have no benefit for pedestrians, and simply serve to kill the vibrancy of the town centre. Please don't do it.
48	Who dreams up these schemes, Bridport works perfectly well as it is. South Street is closed for special occasions with no problems keep it this way and stop wasting tax payers money.
49	Why do you want to change a beautiful town like Bridport? Weymouth and Dorset have been messed up by changing layout of roads, changing to one-way systems, they do not work
50	I have lived here over 7 years and never seen a car or pedestrian in a near miss or difficulty. Although a sense of 'live and let live' and pleasant ambience.
51	I feel your proposal would be a downward and completely unnecessary step. We have a delightful town, very popular with visitors and a pleasant and interesting place for residents, so both groups need to be considered. The occasional closures so that annual popular events can be staged, which is the present situation seems to work just fine. A small disruption for motorists, visiting and residents can be expected and tolerated. However, the plan put forward would completely change the atmosphere , and would be a deterrent to visitors.
52	Once the LSI is finished the traffic flow should/will improve slightly.
53	The Town Council needs to go back into its archives and look at the past attempts to close South Street, the latest in 2001. Much time and effort was spent considering the matter then and every time common sense and good argument has prevailed and the proposal has not gone ahead. Those good arguments remain pertinent now and should not be ignored and there should be no need to revisit them.
54	Access for pedestrians & cyclists - already more than adequate routes in the Bridport area.
55	I have lived here over 7 years and never seen a car or pedestrian in a near miss or difficulty. Although a sense of 'live and let live' and pleasant ambience.
56	It is a pointless exercise for something that is not needed.
57	You don't have to do it - when you already know what the result would be.
58	I don't understand where the idea of closing South Street has come from as it doesn't seem to be answering a problem.
59	Please not proceed to completely deaden the town by regulating unnecessarily and listen to local people, something I feel and I know many others also, you neglect to do time and again, backed up recently by St Michaels Trading Estate and Chantry House.
60	If South Street is closed as an 'experimental traffic scheme', this will mean the local authority can continue with the scheme for up to 18 months and there is less opportunity for the public to object to such a scheme or for there to be a public inquiry into the scheme. We

1. Comments made against the trial pedestrianisation of South Street

1.4 Do not want to see any changes here: unnecessary to change/can't see the need or benefits of the trial (64 comments)	
	already have a fantastic town and most of us are able to enjoy it to the full just as it is, what we get fed up with is the attempts to change it for the sake of change.
61	All 3 main streets in Bridport at present work well with pedestrian friendly pavements and vehicle access available for store delivery and for shoppers to pick up heavy purchases in all of them. Pedestrianisation will inevitably distort the whole retail eco-system and ruin many very well loved businesses. It is hard to understand what this project is expected to deliver, or why anyone proposed it in the first place.
62	Bridport has WIDE pavements unlike most towns, it doesn't need it. Also, all you will achieve is to push traffic down existing and inadequate roads. I am a daily visitor to Bridport (swim and shops in the town 8-10.30am). I have always been impressed with the ease with, which one can access roads and businesses in the town. It is a vibrant town with wide pavements and easy existing access for pedestrians. To pedestrianise South Street is an unnecessary expense which will achieve very little.
63	No discernible benefits to either residents or businesses.
64	Access for pedestrians & cyclists - already more than adequate routes. Motorists and pedestrians need to work together.

1.5 Traffic flow in general would be impeded (32 comments)	
1	Closing South Street would have a detrimental effect on traffic flows which are already horrendous.
2	Closing South Street would only create more build up of traffic in the town. South Street helps the flow. We need to keep the road open and support the local businesses who need the passing trade.
3	I also believe having a vehicular closure on South Street would be doing the opposite to improving traffic flow, especially during school term times and will be causing more traffic on Skilling.
4	I feel South Street is a key arterial route for traffic. It is a good, wide road and I see no benefits in pedestrianising it especially when there is no realistic diversion. One had only to experience the traffic chaos during the recent Folk Festival to see that closing South Street would make traffic flow significantly worse.
5	I strongly believe that closing the top of South Street will create a worse situation in the town regarding traffic flow. For people like myself who live on South Street, there will be significant inconvenience in terms of how we can access the rest of the town and surrounding countryside as there will be for those from the North of Bridport wishing to access the South.
6	I strongly disapprove any pedestrianisation of South Street between Gundry Lane and the Town Hall. Access routes in the town for traffic are limited currently as it is.

1. Comments made against the trial pedestrianisation of South Street

1.5 Traffic flow in general would be impeded (32 comments)	
7	I strongly feel the proposed closure of South Street will increase congestion on surrounding roads and harm businesses.
8	I think South Street closure would be a disaster for business and worsen traffic flow.
9	If South Street is closed as suggested, traffic flow would be chaotic.
10	It would ruin circulation in Bridport.
11	It's my belief that traffic flows through and around Bridport will be adversely affected by the closure of South Street. The roads already become congested during the tourist season and closing a major artery will surely make travel conditions worse. The key problem being faced today is volume of traffic and how it's managed and I, personally, fail to see the positive correlation between closing a main thoroughfare and the loss of independent businesses, and improved traffic flows around Bridport.
12	Please don't close South Street, just leave it as it is, close it for festivals and events, but leave it for use in the week for free flow of traffic, it will clog the whole system that only just works now.
13	Seems it would be awful for traffic flow to stop entry to South Street from East and West Streets.
14	The closure of South Street, even for a trial period of 3 months, will cause more traffic congestion in the town. The town needs local traffic to move freely and easily around the town to allow businesses to thrive and for local visitors and pedestrians to move around easily, especially if they have driven into town for a purpose. The A35 'ring-road' allows through traffic to avoid the town centre so obstructing local access by car through the town solves no purpose.
15	The idea that closing South St. will improve traffic flow is ludicrous.
16	The movement around Bridport is clearly poor. When South Street is closed, the situation becomes worse!
17	The town centre is already very busy any closures of roads will make matters worse.
18	The whole town will suffer. Traffic will slow.
19	This will only add to congestion.
20	Town traffic does not flow fast enough now it would be at a stand still most of the day if South street is closed or a 20mile limit added
21	When lorries deliver to shops in South Street, many of them will not be able to turn into Gundry Lane. Cars will duck up behind lorries creating total gridlock. Will have a knock on effect for traffic flow. (Not feasible.)
22	When the main road ran through the middle of Bridport traffic flow though bad it was not as bad as it is currently. (I know the number of cars have increased but we now have a congested bypass to help alleviate that issue).
23	Why suggest making the traffic flow worse?! None of these ideas are thought through.
24	Will not achieve desired traffic flow unless people are prevented from crossing high street or erect bridge.
25	With WDDC and DÇC now backing the Verse farm development which will dramatically increase the traffic flow around the town in time

1. Comments made against the trial pedestrianisation of South Street

1.5 Traffic flow in general would be impeded (32 comments)	
	to come I feel if you restrict another main artery of a town that grid locks on regular basis out of season then then residents and visitors alike will get thoroughly cheesed off trying to get around the town leading them to travel to places where moving around is not restricted and spend more in the shops rather than their petrol tank.
26	The A35 would also see some of that diverted traffic and is already bumper to bumper during tourist season.
27	People will always use their cars, blocking South Street will inevitably increase local journeys, making them longer, less fuel efficient and, therefore more harmful to the environment.
28	The closure between the Town Hall and Gundry Street would be insane. Gundry Street is not very wide, larger vehicles and lorries would find it difficult to turn into the street in the first place, the pavement in Gundry Street is not very wide and pedestrians have to be very wary of passing traffic. With a higher traffic flow and larger vehicles passing you're heightening the risk of an accident. Gundry turns into St Michael's Lane which again is not very wide and is 2 way traffic. St Michaels has 2 very sharp turns on it, 1 into Rope Walks with Waitrose car park and 2 into Tannery Road leading to West Street mini roundabout, which would cause untold congestion. These roads are wholly unsuitable to carry more heavier traffic flow. Surely you can this fact.
29	The closure of South Street would not improve the traffic flow in the town centre, as there would not be a way of turning into South Street from East or West Street. There is also no satisfactory alternative to traffic coming up South Street. If a trial period is tried, please ensure the street is restored as it is now, as was not done at West Bay and West Allington.
30	Traffic flow would be worse in West/East street with closure.
31	Dorchester has now become gridlocked and traffic does not flow. It began years ago with making South Street a pedestrian street!
32	Due to the historic nature of the archways in South Street, large vehicles need access to drive through these from the Town Hall not from the Morrisons end of town.

1.6 Pedestrianisation would change the character of the town (30 comments)	
1	South Street is likely to appear an uninviting and lifeless street on normal working days if it is devoid of traffic and people parking and generally going about their business. Bridport can be seen, on most days of the week, to be an interesting and thriving market town where traffic and pedestrians co-exist happily. This is due in part to the wide streets and ample crossings and the generally courteous nature of drivers in Bridport who, on the whole are very mindful of pedestrians crossing South Street. I feel able to say this with confidence as I witness this most days of the week from my shop.
2	Bridport is a beautiful town. Do not mess it up - (Dorchester has been messed up) don't want to visit now. (Please don't do this).
3	Bridport is an active market town and pedestrianising areas leads to uniformity as in urban areas in the South East which have lost all

1. Comments made against the trial pedestrianisation of South Street

1.6 Pedestrianisation would change the character of the town (30 comments)	
	atmosphere. Litter and loitering tends to increase.
4	Bridport is one of the most unique towns left in England and NOTHING should be done to compromise its quirky charm. South Street works fine. Leave it alone
5	Bridport is unique, please let's not spoil it by fiddling around with a system that works so well.
6	Bridport's unique, vibrant and characteristic town centre would be detrimentally affected by the pedestrianisation of South Street! furthermore there are already traffic jams that occur at the Magdalen Lane end of town and the roundabout at the east end of town.
7	Bridport's vibrant commercial town-centre buzz comes partly from its traditional street structure, especially on market days when pedestrians have to compete for pavement space with traders, dawdling holiday makers, live street performers, charity collections, happy kids, mobility scooters and everything else. It can be tempting to think that pedestrianisation will enhance the experience for all but all too often, precincts provide more space that demand can fill and suddenly spaces can feel like urban wastelands, attracting anti-social behaviour of all types.
8	Closing South Street to cars would have a very detrimental effect on the shops, cafes and general quality of the street for no great benefit. Please leave well alone.
9	Closing South Street would ruin the town centre.
10	Do not ruin Bridport town centre by making it a ghost town.
11	Do the right thing, if its not broke don't fix it.
12	Environment - Blocked off streets lose the character of a place (the bustle and lively-ness is lost). See Dorchester and many other towns whose blocked off streets look just like a blocked off after thought. Crowds give the impression of an interesting place worth visiting. Not a carbon copy of most towns! BRIDPORT IS UNIQUE!
13	Finally, Bridport is an amazing place as it is, it does not need gentrification.
14	I am totally opposed to closure of South Street - what's the problem it is supposed to solve? It will be deadening - keep Bridport lively.
15	I dislike the feeling in other pedestrianised towns. It seems to change the character.
16	I feel South Street should remain unique to Bridport, why wide streets and an open through fare.
17	I live in Abbotsbury. I meet most of my requirements in Bridport. I also have difficulty walking long distances. To pedestrianize South Street would cut me off from this small amount of independence. On the whole, I feel the character of South Street would change completely. Please, please reconsider this idea.
18	I think that permanent pedestrianisation would kill the centre of town and change the nature of what is a busy and vibrant market town making it rather artificial and removing the character.

1. Comments made against the trial pedestrianisation of South Street

1.6 Pedestrianisation would change the character of the town (30 comments)	
19	In my opinion the closure of South Street would kill the vibrant atmosphere of the town.
20	Pedestrianisation of South Street would kill the town. Leave it as it is for special occasions.
21	Pedestrianised areas homogenise and suck the life out of town centres and create more traffic problems than they ever solve. Stupid idea.
22	Pedestrianising can kill a high street.
23	The Athene column in Country Life Magazine is opposed to this Bridport closure scheme, for reasons I support. It will kill off a perfectly well-functioning street, ruin trade, and leave the pedestrianised area deserted, like so many small country towns laid waste by over zealous traffic management.
24	The closure of South Street to traffic would make the area seem quiet and deserted and it would lose its bustling atmosphere, this in turn would lead to fewer visitors, which would have a detrimental effect on both the shops and market traders!
25	The pedestrianisation of any town centre is an awful idea ruins the feel and flow of the town and encourages undesirables to hang out. Just look at Yeovil many years ago it was a buzzing town centre and now it's been ruined! Also makes it harder for disabled people to be dropped off to access certain shops etc.
26	Think closing South Street will kill the great atmosphere and great businesses.
27	Town centre road closures have historically meant the demise of the town's character. Please don't .
28	Vehicles in South Street help keep it alive.
29	The quality of South Streets environment - in what terms?
30	The problems to be solved are long term issues, and a short term and limited assessment is entirely inappropriate. Any closure of South Street, except for occasional one or two day closures for specific events, would effectively form a barrier between the North and South of the town.

1.7 Inconvenience and/or longer journeys due to diversion (25 comments)	
1	This plan will mean longer trips for those of us living in the town centre, getting home from the Post Office will mean me going twice through the town!!
2	Living in the centre of town (East Street), pedestrianising South Street would be an enormous inconvenience if just popping to Morrisons or St Mary's Church as my parking space is in Rax Lane.
3	Accessibility is important at all times.

1. Comments made against the trial pedestrianisation of South Street

1.7 Inconvenience and/or longer journeys due to diversion (25 comments)	
4	Also there are many carers who visit on a daily basis 3/or so times a day. The extra cost for their time and overheads e.g. petrol and delays will surely have to be taken into consideration. There are often ambulances and delivery vans which frequently are in the area. Has any thought been given to the aging population many living alone, who will have to tolerate all this inconvenience and cost? This is a lovely friendly area which I choose to live in along with many like minded people. It will be such a shame if the proposed closure goes ahead to make many people even more stressed in their day to day life.
5	As a resident of Sparacre Gardens (town end of St Andrew's Road), it is already difficult for us, but even worse in the summer. For example, this weekend when South Street was closed on Sunday for the folk festival, we needed to make several trips to the dump. We had to go north from town along St Andrew's Road, turn left into Coneygar (to avoid the congestion in Sea Road South/A35), take Victoria Grove and North Street into town. Then turn right to avoid South Street and go through Skilling and down to the Brewery, turning right to take A35 from the roundabout to the dump. To get back, we had to turn left out of the recycling centre, take the Eype turning (avoiding the right turn across traffic near Symondsburry and the heavy traffic on A35 towards Groves), take Skilling Hill Road and then back through Skilling, Victoria Grove etc. Usually on a Sunday it's fairly straightforward to avoid the A35/Sea Road by using South Street.
6	As a South Street resident who has to regularly check up on my mother this would add to the wear and tear of my vehicle, fuel costs and put more unnecessary exhaust fumes in to the atmosphere.
7	Closing South Street would create chaos and cause people to have to drive further when they need to drive to South street using more fuel and therefore contributing to air pollution.
8	Closing South Street would mean I would have further to travel to get home (Folly Mill Lane). On several occasions such as the carnival and torch light when the road has been closed it has been a nightmare to get to my house.
9	Coming from Bettiscombe, I'm a frequent car user of South Street for fuel/groceries. My car journey would be longer if South Street was shut.
10	Consideration must be given to people who live in South Street especially those in Folly Mill Lodge, all of whom are elderly. Re-routing traffic to avoid South Street. As the plan would involve many more 'drive miles' what about the environmental cost? Any accidents in Sea Road would cause complete blockage of traffic flow.
11	Do you really expect me, a resident of Folly Mill Gardens, visiting Co-Op in Sea Road North for shopping in the height of summer, expected to join the traffic in Sea Road South, bottle the traffic lights at Morrisons to get to my home in Folly Mill? A journey that normally takes a quarter of an hour could take up to half an hour or more in the summer. Not very good for the air quality. Residents will be affected by this ridiculous idea of closing South Street.
12	For Bridport to thrive, requires that people are able to get into and out of the town easily. Getting into Bridport by car during the

1. Comments made against the trial pedestrianisation of South Street

1.7 Inconvenience and/or longer journeys due to diversion (25 comments)	
	summer months takes ages already. Surely closing South Street would make the situation much worse?
13	I can't see how the pedestrianisation of South Street could possibly help either the Bridport traders or the traffic situation. What exactly is the purpose of this closure? Closure would only cause traffic chaos as people try to get from South Street to East and West streets and make life a misery for people either trying to pop in for quick shopping trip or who are picking up or dropping off goods.
14	I live in St Andrews Road and drive along Sea Road North, East Street, South Street to get to Morrisons, before returning up South Street to park by Waitrose and shop in the town. I set off at 8.30am when the above route through the town centre is quiet. I would not wish to add to the congestion on the A35 by driving to Morrisons via Sea Road South and having to negotiate the roundabout by The Crown Inn.
15	I live in the Marshwood Vale and I volunteer in Bridport. I travel up West Street into South Street to get to the Car Park. I don't want to travel all around Bridport to get here!!!
16	If South Street is closed, anybody driving into Bridport from the West, will face a circuitous journey through East Street, the bypass to the Crown Roundabout and back up South Street to get to the car parks, the Arts Centre, the Electric Palace etc. This will put off many people from visiting these attractions.
17	Regarding closure of the top of South Street, This is not a good idea, it would mean that everyone living to the north of South Street that wants to shop in or get fuel from Morrisons (the majority of local people use Morrisons for fuel as they are always the cheapest fuel in town) or that need to drive to any of the other businesses in South Street. (I live in North Allington and use Jewson's daily) will either have to go all the way down Sea Road and back up South Street or through Skilling passing the leisure centre and St. Mary's School. Either route will use far more fuel than turning into South Street from East or West Street.
18	We are locals and when our family comes to visit they would have a longer route to visit us.
19	We are not a normal commercial city centre where pedestrianisation may be so desirable. Here people come into the town from a wide range of rural catchment areas dependent on vehicles. Do not shut it down or block access to it at all by vehicles.
20	It is really alarming that the South Street car park will not be accessed by a simple left turn into South Street. I and many others will be forced to make a huge time consuming detour to South Street this will surely affect the vibrancy of the town. Parking is a huge problem.
21	I live off Folly Mill Lane and therefore have a vested interest in the access to this road. If the closure of South Street goes ahead I will face a 2 mile EACH WAY detour in order to access my road (unless King Street is reopened and I doubt the King Street residents will want that).
22	People will always use their cars, blocking South Street will inevitably increase local journeys, making them longer, less fuel efficient and, therefore more harmful to the environment.
23	Bridport has a lot of elderly residents who require domiciliary visits for many reasons i.e. personal care (up to 4 times a day), hair dressing, chiropody treatment, district nurse, GP's, opticians, dentists, pharmacy and supermarket deliveries to name a few. Imagine, say, a

1. Comments made against the trial pedestrianisation of South Street

1.7 Inconvenience and/or longer journeys due to diversion (25 comments)	
	carer having to visit a client in Homebreydy House, followed by one in Vernon's Court, followed by another in North or West Allington etc., etc. all day. Closing South Street would cause more fuel use, more time taken in travel and the potential for long delays because of extra traffic on the alternative routes.
24	Getting through town is horrendous already. Since I work for the NHS with an on call commitment the access is diabolical at times
25	I live in Victoria Grove, (a relative) lived in Folly Mill Lane and needed collecting by car for appointments etc. If South Street had been closed the journey (on a summer Saturday?!) would have been awful; we would probably have used Skilling as a way round.

1.8 Pedestrianisation will drive people away, or they will be more likely to bypass the town (17 comments)	
1	Would drive people away from Bridport or at least mean they would bypass the town.
2	Closing any part of the Town Centre will drive people away as witnessed in many, many other locations.
3	Closing South Street will kill an already dying town centre.
4	Do not even contemplate a closure of South Street, it would cause traffic chaos which will stop people visiting the town and would get worse in peak holiday times.
5	I feel Bridport loses a lot of passing trade as many people on arriving in their cars meet the volume of traffic and where they may have usually stopped and visited our town will just drive on by.
6	I think South Street will die for shopping as people will not bother with the South Street car park and not get there.
7	It will be absolute disaster to shut South Street, traffic queues all the time around Sea Road and people going to Yeovil to shop instead of Dorchester. Leave it alone.
8	Pedestrianisation can be a positive step in certain circumstances. I am firmly of the opinion that it is not appropriate in South Street. There are no suitable alternative routes for traffic within the town centre and for significant parts of the year the A35 and A3066 are already overloaded. There is a risk that people will be deterred from visiting Bridport.
9	Pedestrianisation creates a sterile environment which will not benefit the general atmosphere of the town and will actually deter people from entering. Don't do this.
10	To close South Street would be self imposed suicide for the town, it is already very easy to bypass the town causing loss of trade and visitors. Traffic from the north trying to reach South Street car park would find it difficult and would probably stop coming. To interfere with a system that has worked in the town's interest for many years and has evolved should not be tampered with. Hair brain schemes like this are not in the interest of traders or visitors.

1. Comments made against the trial pedestrianisation of South Street

1.8 Pedestrianisation will drive people away, or they will be more likely to bypass the town (17 comments)	
11	To obtain a true picture of the South Street closure, this should be done during the summer months, not spring when the town is not so busy, if approved. Any closure however will bring chaos to motorists trying to find an alternative route avoiding South Street and visitors will just go elsewhere and avoid Bridport altogether.
12	Visitors will bypass town due to getting lost and inconvenience
13	Access to South Street car park if visiting town from East Street, wed and sat - East Street car park invariably full. This puts extra strain on West Street facilities or just drive away.
14	Available Car parking harder if South Street closed, more of an isolated location,. Access to Town Centre shops and businesses shortage in parking, if Vearse Farm get the go ahead it will become worse as people won't walk or cycle.
15	I am local and know to avoid certain parts at certain times, it's those visiting who need to be encouraged to VISIT and parking has long been a bug-bear in Bridport ESPECIALLY during the summer/holiday periods.
16	The town needs a better bypass not forcing potential shoppers away.
17	Crossing the road will be an impossibility for visitors to the town who will think again before coming here in the future.

1.9 Access for disabled/less mobile would be hindered (17 comments)	
1	Elderly residents of Vernon's Court and Folly Mill Gardens will no longer be able to afford a taxi home from West Street if access through South Street is denied and the taxis need to take the long way round.
2	I am a disabled driver and if South Street was pedestrianised it would prove very difficult accessing shops with my car.
3	I am a pensioner of 86 and I have to use taxis. If South Street is closed it will cost a lot more and I can not afford it.
4	I am concerned about diminishing access to shops and businesses in South Street for disabled people who can't walk far.
5	I am disabled and find it almost impossible to walk to town these days. With health appointments we need to get into the town on time - increasingly difficult.
6	I am registered disabled and I have my own small car. On a good day I can walk 100-150 yards and rely on being able to use South Street to shop there and go to my bank. The closure of this street would have a negative impact on my life and many others.
7	I use a mobility scooter and on leaving home am forced to turn up Gundry Lane against the flow of traffic to reach a lowered curb on the other side of the road. If South street was closed with increased traffic down Gundry Lane this would make my reaching South Street

1. Comments made against the trial pedestrianisation of South Street

1.9 Access for disabled/less mobile would be hindered (17 comments)	
	and the town centre very dangerous for me. I can't use the cobbled Lane by Peaches Electrical as this causes me a lot of pain.
8	Miles will be added to any journeys if this goes ahead from Meadow Court we would have to access the town mainly from the Sea Road madness. We use the blue badge parking spaces near the Town hall, the elderly with some walking difficulty will be up the creek. It will make a single file of traffic through town. Adding to the time element. Madness, madness, madness.
9	Is a visitor with mobility problems, I would no longer be able to visit South Street where I've spent approximately £150pw each week's holiday here!
10	You would lose disabled bays on South Street. Bad for steps and people.
11	Parking is practically impossible as it stands, especially on market days and in the holidays and losing disabled parking in the centre of town will only make visiting harder, not easier.
12	As a blue badge user, I need car parking space.
13	Disabled access. Car park - what will happen?
14	Disabled parking places will be lost in the centre of town.
15	Available car parking especially for disabled near shops. It is hard enough to park in the streets near the Town Hall, but there are insufficient disabled spots. The able-bodied have plenty of car parks.
16	Patients who attend twist and shout osteopathic health centre could experience difficulties as many are only temporarily disabled with pain and require lifts or taxis. Most do not have disabled badges.
17	Disabled Bridport resident who has lived in the town for more than 50 years. Motorists and pedestrians need to work together. Want to see Bridport thrive.

1.10 Negative impact on delivery and service/emergency vehicle access (11 comments)	
1	Being a business owner on South Street, I see daily the amount of delivery vehicles and emergency service vehicles using the road alone. I believe the pedestrianisation would be a massive hindrance on the emergency services and also, where would large delivery vehicles turn around?
2	There are a large number of elderly residents around me and if medical help is required the ambulances are also going to face that two mile detour as well.
3	An ambulance regularly blocks the road by the museum to attend the care home for 10 to 15 minutes - traffic jam back to Palmers!!!
4	As a trader, closing South Street would cause problems for deliveries to shops and for me as a worker (heavy goods lifting).

1. Comments made against the trial pedestrianisation of South Street

1.10 Negative impact on delivery and service/emergency vehicle access (11 comments)	
5	Closing South Street - ridiculous. Not only to use services, but providing services for vulnerable for care and district nurses, needing to get to service users. If you want Bridport to survive keep all of South Street open for vehicles.
6	Deliveries to the South Street businesses would become harder and can not be done in allotted time slots, let alone people wishing to collect larger items from the shops and stalls, plus how would the Arts Centre and Palace acts arrive & unload etc.
7	Delivery services would struggle with access from either end. Emergency services would be hindered.
8	I am against any closure of South Street for a trial period or for any period. South Street is blessed with wide footpaths which give adequate foot fall and passing of pedestrians.
9	If you close South street pedestrians will be at risk from delivery vehicles needing access to the closed area.
10	Impedes emergency vehicle access.
11	What would be gained from South Street being closed? If South Street was closed would the emergency services still be able to access the closed off areas?

1.11 Trial would not help to improve air quality/could worsen air quality (9 comments)	
1	Never been aware of poor air quality.
2	Air quality - It's not a problem as in 5-10 years new generation cars will be cleaner. There are few lorries and buses.
3	Closure of South Street will increase pollution and cause traffic jams.
4	I believe the cost of the temporary change in South Street would cause more congestion and air pollution. Where else would the cars/transport go for access in town.
5	If the aim is to reduce traffic pollution, simply rerouting traffic will not help. Increased focus on traffic being able to easily access parking without entering the centre of town, or having to visit different car parks to find a space will be the biggest step forward.
6	Slow traffic down which would improve air quality and allow traders to work in more inclement weather. This raising more revenue for market funds.
7	Far from easing or speeding the traffic flow, it will aggravate it even further and increase pollution.
8	I care about air pollution, but all that will happen is that the traffic will be re-directed to nearby.
9	Increasing the air pollution around the town.

1. Comments made against the trial pedestrianisation of South Street

1.12 Concerns for pedestrian safety on diverted routes (8 comments)	
1	Closure of South Street would improve traffic flow along East Street, but re-direction of north bound traffic down Gundry Lane would be a disaster, particularly for pedestrians (very narrow pavement and street). Access for pedestrians across East/West Street would need better organisation. The safety of pedestrians is paramount.
2	I am a (elderly) lady I live in Foundry Lane and don't drive. To get to Waitrose or to South Street I have to walk up St Michael's Lane or up Gundry Lane. The footpaths are in a terrible state, very narrow, It's hard for people coming the other way to pass me without going on the road or getting frighteningly close to me. Lorries on these roads frighten me, they come so close. If the traffic gets any worse I don't think I will dare go into town any more. Making South Street a pedestrian haven is no use at all if you can't get there safely.
3	Without a doubt the safety of pedestrians, residents and the Emergency Services will be compromised, as a LANE will not support the vast increase of traffic the closure of South Street will cause. Residents and visitors alike use Gundry Lane to access Waitrose Car Park which even now, especially at weekends causes traffic to back up both ways.
4	If deliveries, residents, emergency services and disabled access were to be allowed, the area would not be safe for pedestrians anyway.
5	If traffic is sent down Gundry Lane how will you ensure the safety of the children coming out of Wonderland nursery? It would be very difficult to get out of the drive with all the extra traffic. Would we be given a mirror to see up the road? If not it would be an accident waiting to happen! What about a pedestrian crossing for parents who walk their children, is that going to be included in the budget?
6	I regularly walk in this area, often pushing my aged father in a wheelchair. Because the footpaths on these roads are narrow, sloping and very unevenly surfaced it's hard to push him along safely and I often use the road instead. In any case the footpaths are too narrow for a person coming the other way to pass without stepping into the road. The same applies to mothers with buggies or push chairs, often with a second toddler tagging beside, there are mother and toddler groups which meet at the Youth Club twice a week and I shudder to think of the danger to these people if the traffic was any worse than it is at the moment. Unless those pavements were doubled in width and re-made to be smooth and level
7	The pavements are too narrow in places for a child's buggy and a pedestrian to pass. It's a busy way to school, playing field, undertakers, car repair shop, Skilling Estate.
8	I am very concerned about the proposed closure of South Street. The pavement is very narrow over a long stretch, often there are people using walking frames and other pedestrians going into the road. Parents walking little ones, or pushing buggies go into the road because of the congestion on the pavement. Frequently the pavement is congested, especially on market days and people have to walk in the road.

1. Comments made against the trial pedestrianisation of South Street

1.13 Other/general comments against the trial (47 comments)	
1	Closing S St. v ill-advised
2	Closure of South Street will create more problems than it is assumed it will solve.
3	Do not agree.
4	DONT DO IT!
5	I consider this proposal to be a most detrimental action.
6	I do not support the closure of South Street.
7	I do not think South Street should be closed.
8	I do not want South Street closed.
9	I do oppose shutting South Street.
10	I don't support closing South Street.
11	I feel this is a retrograde step. As we all know it will never be returned after the trial. I was in business in the town for over 40 years and I am very much against this.
12	I think it is a bad idea.
13	It is a crazy dangerous plan!!
14	It is self evident that a partial closure of South Street would have severe impact on the town.
15	It will be total chaos.
16	It's a bad idea please do not do this.
17	No to South Street closure.
18	Pedestrianisation in Dorchester has encouraged an excess of begging; the same could happen in Bridport.
19	Pedestrianisation of South Street is a ridiculous idea!
20	Pedestrianised zones DO NOT WORK.
21	Please look at previous in depth surveys that did not recommend closure.
22	Rubbish idea!!
23	South Street is never that busy even on Saturday mornings.
24	Stupid idea, bad thing for South Street.
25	The Chamber of Commerce has produced an excellent leaflet detailing the objections they have to this proposal, and I am writing to endorse everything that they say.
26	The closure of South Street is ridiculous
27	The South Street closure will claim innocent lives here.

1. Comments made against the trial pedestrianisation of South Street

1.13 Other/general comments against the trial (47 comments)	
28	The whole idea of closing South Street to vehicles is crazy. Bridport is fortunate to have wide pavements for pedestrians.
29	The whole scheme is totally ludicrous.
30	Those supporting the idea should seek immediate help. It is a ridiculous proposal.
31	Very bad idea to close South Street from Town point of view and local residents.
32	What a waste of time this is, no one in a sane mind would make South street a pedestrian street!
33	It is a pointless exercise for something that is not needed.
34	You don't have to do it - when you already know what the result would be.
35	I don't understand where the idea of closing South Street has come from as it doesn't seem to be answering a problem.
36	If the proposal is given the go ahead it's simply moves a problem rather than solving it.
37	Will cause havoc.
38	I was concerned to read the Town Council's plans to operate a trial closure of South Street.
39	The creation of pedestrian zones works when designing a new town centre such as Bristol's Cabot Circus or Bath's Southgate. Trying to convert sections of ancient market towns into pedestrianised zones is a marked and well documented failure of 1990's Town Planning, lessons of which should be learnt from and the same mistakes not made again approaching 2020. Essentially, Bridport town centre has worked well since Saxon times, yes things have changed since then but the essence of the town is still the same.
40	Who ever thought this up does not live within this town or work in it.
41	I fully support the Chamber of Trade comments.
42	This stupid idea is proposed by people that are not local, not born here, moved in from away like they all do they want to change things so why move here in the first place.
43	This is a real old chestnut, this latest resurrection of E.U. Referendum - if you don't get the result you want, keep on until you do.
44	How can you justify this? There is no plan - it's absurd.
45	It is surely time for some good imaginative thinking rather than dredging up this controversial and potentially damaging issue yet again.
46	The highways authority would veto this proposal anyway.
47	An ill thought out plan so many views not considered.

2. Comments made supporting the trial pedestrianisation of South Street

2. Comments made in support of the trial pedestrianisation of South Street – 156 comments

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2. Comments made supporting the trial pedestrianisation of South Street

2.1 Benefits to pedestrian safety and enjoyment (27 comments)	
1	It would be wonderful to be able to sit out in the street at a cafe with no cars going by.
2	Closure of South Street to traffic will make the junction with East/West Street much safer for pedestrians.
3	For a town that is so progressive and forward thinking, I find it embarrassing that we've waited until now to take action on these issues and I dearly hope that fear of change does not prevent us from making these necessary improvements. I feel uncomfortable about taking my child into town on busy days because of our complete deference to cars. The area at the top of South Street is beautiful, but I find it unpleasant to walk around most of the time. It is time to make a bold step for the future of our great town.
4	Having a pollution (free) area in South Street would allow a much more friendly experience to shoppers and market customers. No competition with traffic and no noise from traffic would produce a much more human experience and would provide a much more relaxed and visitor friendly atmosphere at Bucky Doo which would permit people to enjoy more fully the various entertainments that take place at Bucky Doo. It would also be less hazardous for visitors viewing the market stalls.
5	I am a long standing visitor to Dorset and stay at least 3 times a year. Bridport is a favourite of mine due to a variety of shops. Making South Street a pedestrian way would enhance the street making a free walk way for young children and elderly alike. Cars driving through do not stop and buy, whereas pedestrians do. It would enhance the ambiance of South Street.
6	I am a regular visitor to Bridport. Unfortunately, I find accessing the town centre an increasingly stressful experience due to the relentless traffic and associated noise and fumes. Shopping in Bridport town centre has become an unpleasant and often dangerous experience due to proximity of heavy traffic.
7	I strongly support the pedestrianisation of Bucky Doo it is also a safety issue as the traffic runs so close to pedestrians and to the area where people sit to listen to music etc.
8	I support fully the idea of pedestrianising South Street because it would create an even better environment for locals and visitors alike to enjoy this town of festivals and cafes.
9	I support the proposal - the pavements in town are not wide enough for market stalls and people. When my children were young it was impossible to get a pushchair round town on Saturdays due to number of people (and dogs). I still avoid town after mid morning Saturday as it is impossible to get about quicker than a snails pace. The town needs to change, for the better, to accommodate the influx of tourists so our local economy can make the most of the opportunity.
10	I think it would make our town safer for children, nicer for holiday makers.
11	If South Street is closed to traffic it would make it much easier to look at the stalls as people would be able to walk in the road to stop the difficulty to move up South Street as at the moment the pavement gets very congested.
12	It would be fantastic for the town and would allow the market to grow and allow more people to walk around the town centre easier, currently it does get extremely congested

2. Comments made supporting the trial pedestrianisation of South Street

2.1 Benefits to pedestrian safety and enjoyment (27 comments)	
13	Pedestrianisation and road closure means pedestrians only, safe to walk there, no vehicles. This is counteracted if you allow vehicles to use the road whenever they want to.
14	People can walk the street without worrying about the traffic and the fumes they breathe in, market traders could use the entire pavement. There could be tables and chairs and, street entertainment to enjoy.
15	South Street environment for shopping, eating, etc. would be enhanced greatly by removing cars.
16	South Street is dangerous on a Saturday. I disagree with the Chamber of Commerce's comments that we would be made more unsafe as a result of the pedestrianisation. I think the opposite.
17	The closure of South Street, particularly in relation to the market, will greatly improve the shopping experience and encourage people to stay longer. If people stay longer then they are more likely to spend more money and visit more shops. There is plenty of local car parking.
18	The pedestrianisation of South Street in principle is a good idea, particularly for improving the quality of the environment of the town centre.
19	Very good to increase pedestrian footfall/ comfort/ safety.
20	Having no traffic in South Street would enable shoppers and pedestrians to wander from shop to shop and sit in cafes outside more easily. This would definitely enhance the community feel in the town. Also the market could flourish with the new space provided. When you look at Dorchester's street - it is full of people and market stalls.
21	Councillors sit at Town Hall and watch flow of traffic for about a week and see the dangers for pedestrians crossing.
22	I really think this will make the town a better safer environment, and create a better experience, and I can't see how this will reduce foot fall, it must create more foot fall and get people out of their cars and opening their wallets and supporting the town and Dorset tourism.
23	Also the town 'square' (Bucky Doo) has entertainment and often crowds of people often causing hazard to both pedestrians and traffic as they are stepping into the road. Noise is also a factor (not good!).
24	Be good to relax and enjoy Bucky Doo without the traffic and the associated noise and pollution.
25	Bucky Doo square is a real asset to the town and events on traffic-free days have drawn in visitors and locals to enjoy Bridport at its best.
26	This action would result in a haven for pedestrians, who are also the customers of the objecting traders, would allow the square to reach its full potential with additional seating for those eating and drinking in the surrounding catering premises and could allow far greater utilisation of the space for musical entertainment and the like.
27	In many towns in Britain street closure has greatly improved the towns ambiance. Shopping, sitting and chatting, listening to music in Bucky Doo and enjoying the towns creative atmosphere would all be enhanced by street closure.

2. Comments made supporting the trial pedestrianisation of South Street

2.2 Pedestrianisation would lead to improved traffic flow in other areas (25 comments)	
1	Although I walk into town mostly, I am a driver and can see that closing top of South Street and removing traffic lights, traffic will speed through East/West and reverse. Also the top of South Street with Bucky Doo Square, Arts Centre and little shops is a huge asset for the town and would benefit from lack of traffic.
2	Traffic will flow far better with no traffic-lights.
3	Benefit would be if the road was closed at the end of South Street the traffic lights could be removed which would allow traffic flowing along East and West Street to move uninterrupted by traffic moving in or out of South Street.
4	As a Taxi driver, the closure of the top of South street would VASTLY improve traffic flow and safety.
5	I agree with the plans it would make South Street even nicer. Traffic flows will also be hugely improved on East and West Street, assuming the traffic lights are re-phased for use as pedestrian crossings only.
6	I think closing South Street would improve the traffic flow through the town as it would allow the traffic to flow more easily across the East and West Street traffic lights.
7	It should, in theory, ease traffic flows along West and East street as there would be no traffic lights.
8	It will also improve the flow of traffic along East/West Street.
9	It would also make the East West flow much better, improving air quality and bus times.
10	Shutting South Street will help with the traffic flow.
11	The closing of South Street would help the flow of traffic in East and West Street. When turning left into South Street from East Street, the inside lane is invariably blocked causing a build up in the outside lane.
12	The closure of South Street to traffic would make the Town Hall junction safer for pedestrians and would improve the flow of traffic along East/West Street.
13	The closure would allow the top of South Street to be more attractive to visitors and residents. It would also ease traffic flow east to west particularly if Vearse Farm development goes ahead.
14	Through flow of traffic along East/West streets would be greatly improved.
15	With closure of South Street the lights at the Town Hall could be switched off - or hooded - this would avoid the build up of stationary traffic all the way back to the East Street roundabout. This would decrease the vital exhaust pollution in East Street.
16	Because there will no longer be any need for a junction by the town hall we can do away with the traffic lights and traffic will flow up and down the high street without delay. Congestion improves, safety improves and access to the shops on South Street improves.
17	Another Zebra Crossing will be needed at the Town Hall end of East Street - without pedestrian lights which inevitably hold up the traffic more.
18	If South Street is closed from its junction with East Street, West Street to its Junction with Gundry Lane and is made one-way heading

2. Comments made supporting the trial pedestrianisation of South Street

2.2 Pedestrianisation would lead to improved traffic flow in other areas (25 comments)	
	South between these 2 points then the traffic lights can be dispensed with. This will give much better traffic flow along East Street, West Street and prevent the massive traffic queues currently experienced.
19	If the South street closure takes place, The traffic lights need to be removed for improved traffic flow.
20	The closure of South Street reduces the number of traffic light cycles at the centre of town by one and thus, improves traffic flow.
21	Traffic signals stop traffic! That's what they're for, do away with them, block off South Street and traffic flow will improve as a result.
22	With the Town Hall traffic lights adjusted for the priority of E/W traffic and South Street open for deliveries only, traffic flow would undoubtedly improve in East and West Streets.
23	If crossing at Town Hall were removed traffic flow would be much smoother.
24	To improve the constant flow of traffic if there is no need to have traffic lights in South Street so traffic moves straight through the town.
25	Better for locals straight through town no lights. Give it a go!!

2.3 Trial pedestrianisation will not harm/will benefit businesses with increased footfall (24 comments)	
1	It would improve revenue for traders.
2	With regards Bridport Chamber of Commerce. They are short sighted. The future lies in the service economy (i.e. Bucky-Doo Square offerings). Not in bathrooms! Either modernise and look after your centre of town shoppers or die and lose your high street to the internet. Look at Dorchester - it thrives with more and more pedestrianisation.
3	Bridport has a timeless feel, in part due to its independent shops - fruit and veg; books (antiquarian); relaxed good quality bistros; and I enjoy a holiday (3 a year) Traffic spoils the ambiance. How delightful was the Hat Festival. Pedestrianise as outlined - remove the tree (and the leaf litter); clean up the alley twixt the Town Hall. Shops will not suffer rather they will benefit from the passing/strolling pedestrians. Greedy cars cutting through town do not spend money - people do. Leaf litter, litter, bird muck etc. spoil the Town Hall/South Street ambiance. Think relaxed piazza - think of Europe's great piazzas/squares and think relaxed visitors spending money. Councillors be brave. Retailers should be afraid of the internet killing their trade not a relaxed decorous piazza - safe, clean, enjoyable.
4	Businesses on South Street would not suffer if it was pedestrianised. More people would come and enjoy not having any traffic.
5	Given the year we are living in and if we are to continue to attract visitors, South Street must be pedestrianised. I am sure that from the junction of Gundry Lane to the Town Hall would not interfere with businesses as there are only a hand full of parking spaces available.
6	I believe that closure will increase footfall in South Street. Businesses should be encouraged to carry out surveys to collect information

2. Comments made supporting the trial pedestrianisation of South Street

2.3 Trial pedestrianisation will not harm/will benefit businesses with increased footfall (24 comments)	
	on where their customers walk from, park their car, etc. In other words how they got there. The Town Council need to emphasis that this is only a trial.
7	I do not believe that closure of the street would have the ill-effects that many businesses fear. Only about a dozen parking spaces would be lost in a closure, and these spaces being left clear should, if proper access in maintained, make shop deliveries easier not harder. The north-bound road being half-blocked during deliveries to pubs and shops would be a thing of the past. South Street and Bucky Doo Square would become a much more pleasant area to shop, on market days especially, as pavements would be less crowded. I personally would be much more likely to visit shops and cafés in the street.
8	I fully support the closure of South Street to traffic. I cannot understand the traders logic in opposing this. If they were dependant on cars being able to park on this part of the street to visit their shops they would have gone out of business years ago. Pedestrianisation has a proven track record of increasing footfall and business wherever it has been implemented. Bridport is one of the few market towns not to have this.
9	I think the proposed closure would be good for shoppers and that despite them claiming the contrary it will be of benefit to a lot of the shops. I certainly prefer shopping in pedestrianised streets.
10	I think the shops in South Street will flourish with no traffic, more footfall.
11	I wholly support the pedestrianisation of the proposed area. The shopping environment will improve dramatically and attract us back into town on a Saturday to attend events at Buckydoo Square, use the independent traders and market stalls.
12	If the business is any good, they will be fine
13	It would be brilliant to pedestrianise South Street. It would be a great boom for the market and the shops.
14	Other towns like Dorchester have pedestrian only areas. The shop keepers will have increased revenue from wandering customers not subject to traffic flow
15	Pedestrianisation of town centre roads has been found to benefit shops, restaurants and the public is almost every case.
16	The South Street closure would encourage pedestrians and cyclists to linger and use shops and facilities more.
17	We have very wide streets in Bridport and I think the traders who say their takings are down when South Street is closed are missing the point that people do not come into the town to shop on those days as there is an event going on and people realise the town will be busy.
18	The traders would do better. Their opposition is cutting off noses to spite faces.
19	The traders will not suffer, quite the opposite, shops will thrive because of the improved access and environment.
20	The trial is important to see if shops actually benefit from the move - which I think they will - and allay their fears about losing trade

2. Comments made supporting the trial pedestrianisation of South Street

2.3 Trial pedestrianisation will not harm/will benefit businesses with increased footfall (24 comments)	
21	It seems to me that the main objection against closure comes from the businesses who have shops along South Street, which is understandable as it is indeed hard to prove how it is going to affect their trade. They are not willing to take any risks. Again understandable. But I cannot see how closing the street would affect them negatively, as people would spend more time in the town and therefore, one presumes more money.
22	The argument that local businesses will be hit is not really a comparable one. Whenever there's a special event and it's closed, their business takings go down, because people will go to the event rather than the businesses - it's not a fair comparison. If there's a special event, people will go to it rather than the shops. If the road is permanently closed (and there's no event), there are just simply more people. Footfall will be increased, and therefore business will improve.
23	It works in other towns, why do the shopkeepers in a Bridport think they are the exception?
24	A trial closure period is suggested, why do we need a trial? When we had one for several months at no cost to ourselves, when a new gas main was laid several years ago. During this closure traffic flowed freely through the town with a lot less stopping/starting – hence reducing pollution to pedestrians Foot fall increased in the part of South Street that was closed – to the benefit of retailers and service providers. Retailers had no problem getting supplies

2.4 General benefits to the town (14 comments)	
1	A greater shopping experience for all and a huge improvement of 'Bridport Town Experience!'
2	Bridport was built and thrived long before the motorcar existed. Why should cars have priority over people? Everybody without a vested interest thinks its a great idea. It will breath new life into the social centre of town and bring enjoyment and peace (and better air quality to thousands). Please be brave, this is a progressive decision that will show people that Bridport is an up to date, relevant place to live and work.
3	Close it. You will get some moaners, but long term it will make Bridport more of a destination.
4	Currently Bridport streets are dominated by traffic, traffic jams are the daytime norm even off peak. This can only get worse, and then people will avoid coming into the centre and everyone will lose out. In my experience living in other towns pedestrianisation, well thought through and designed, will change the environment of the town dramatically from an uncomfortable, noisy place dominated by polluting traffic to a relaxed, spacious, enjoyable social space. Pedestrians and cyclists must be given the priority they need and deserve. In Bridport I visit the local shops in spite of the through traffic not because of it. This pedestrianisation must be designed to improve traffic flow through the whole town and create a safe comfortable vibrant plaza for the benefit of all- residents, visitors and traders. I

2. Comments made supporting the trial pedestrianisation of South Street

2.4 General benefits to the town (14 comments)	
	want Bridport to be less dominated by traffic, less polluted; where pedestrians and cyclists are a priority. This will make it safer, healthier, more pleasant place for people to live, work, shop and socialise. This is a model for the future which we ignore at our peril.
5	Having recently seen Lisle (France) and Barcelona city centres, pedestrian areas add more to the enjoyment and commerce of any town centre that have it taken away. Cafes can spill onto the pavement, market stalls occupy the centre. Bucky Doo Square will become a square, not an adjournment to a busy road. Look to Dorchester where the whole of South Street is now closed to traffic.
6	I can't see a single viable argument against this. I've heard people say that businesses will be affected. But it's not like you can park at Bucky Doo square and pop into a shop. When this part of South street is closed off for events, it really improves the environment.
7	South street closure would be an excellent experiment to improve conditions.
8	The traffic chaos totally spoils my experience of the town centre. Market and festival days especially could be so much more relaxed if there wasn't the traffic to worry about and fumes to breath in. The street could be transformed to welcome people to spend time, meeting friends and relaxing, rather than a quick shop and back home, walking around on busy market days ruins what should be an enjoyable experience as everybody is falling over each other. I am convinced that once Bridport takes the leap and becomes pedestrianised it will not regret it. East Street and West Street would benefit from the same treatment.
9	Removal of traffic lights will tempt more people to use town centre. Quality of South Street Environment. South Street more superior than East and West.
10	Cyclist and pedestrians will be most beneficial in all aspects, environmental, social and retail!
11	I think it would greatly improve the nature of the town and the environment to pedestrianise South Street.

2.5 Potential improvements to air quality/reduction in air pollution (11 comments)	
1	The reduction in traffic noise and the improved air quality which would occur will also be a plus for all users of the square.
2	At the moment the traffic is noisy, smelly, polluting and actually dangerous.
3	I had not considered the improvement this would also bring to air quality but that seems a good point.
4	I live in Church Street and would only have access by car coming up South Street. However, I would ultimately benefit from the closure that you propose. Less traffic, less pollution and a more pleasant environment in which to walk.
5	I think that having a pedestrian area in the town centre would reduce pollution and encourage people to use the space differently and creatively.
6	It is bad for air quality and the general look of the town. Cars are not an attractive addition to the townscape.

2. Comments made supporting the trial pedestrianisation of South Street

2.5 Potential improvements to air quality/reduction in air pollution (11 comments)	
7	It will also improve air quality there.
8	Pollution of South Street particularly around the Bucky Doo area may press the authorities to introduce some form of control in the future. The smell of diesel and other fumes around Bucky Doo especially when lorries, tractors, buses, motor cycles pull away from the traffic lights at the junction with East/West Street is oppressive and sickening as anyone who visits Bucky Doo on a Saturday morning will testify.
9	I also believe it would be a very good idea to do away completely with the traffic lights at the Town Hall junction after the experimental closure of South Street. Traffic flow there is dreadful at the moment and really creates a lot of air pollution, with cars sitting for a long time with their engines running. It has been shown elsewhere that traffic flow can improve dramatically when the lights are removed.
10	Obviously traffic now has to stop at traffic lights and is then revving to go (causes more pollution), right next to pubs and cafes with out door seating.
11	Air quality would certainly be improved in South Street (particularly as a result of traffic no longer undertaking start/ stop/start movements on a hill). You will need to consider what happens as a result of South Street being closed, both in terms of traffic dawdling whilst it tries to find an alternative route and also in terms of generally increased traffic on the ring-road and improved management thereof.

2.6 Reduction in traffic in the town centre/priority for walking and cycling (8 comments)	
1	All of us want a cleaner environment and this plan should mean fewer cars come through town.
2	Can't believe this hasn't been tried before - Bridport is a great town, rapidly being over-run with traffic. The local businesses seem to be living in the past with their opposition - have they worked at other local towns where car-free areas are now essential for trade?
3	I would like there to be a permanent closure of this part of South Street. I would like ultimately to see South Street as a relaxed friendly, easy area (free of motor congestion) encompassing Bucky Doo Square and maybe including West and East Street around that 'T-junction. The town is behind in its pedestrian development and must do more.
4	South street would be a lot better without traffic
5	Traffic in the lower part of South Street would undoubtedly diminish as drivers became used to the new arrangement, and this should ease any increase in traffic in Gundry Lane etc. Closure should be tried, if only to settle this long-running argument one way or the other.
6	Sea Road South is the most important, as this keeps the THROUGH TRAFFIC out of the town.
7	Improve the cycle links into town and provide more cycle racks to encourage cycling. By putting pedestrians first you will send the clear

2. Comments made supporting the trial pedestrianisation of South Street

2.6 Reduction in traffic in the town centre/priority for walking and cycling (8 comments)	
	message that the council want to reduce the use of cars.
8	Time to demote cars and promote cycling and walking.
9	Town Centre choked with traffic. Look at the positive evidence on the benefits of pedestrian schemes - not the fears of traders who won't look outside Bridport. They have no vision for the future of high streets!
10	We are also concerned about pedestrian, mobility vehicle and cycle access to the town centre.

2.7 Support the trial, but clear diversions would be needed via appropriate routes if implemented (6 comments)	
1	I strongly support closing South street but please look at the signage in Gundry, St Michaels and Priory Lane. There needs to be consideration given to changing the priority as most cars do not give way coming down Gundry Lane and more often than not cycling along St Michaels Lane I have to stop to avoid being hit by cars who just do not stop at the give way. Cars are also often lost and use Priory Mills as a turnaround area as there is insufficient signs by Waitrose car park to indicate a no through road.
2	I agree that a trial closure could be a good idea. But I'd worry about the traffic work around going through Gundry lane. I think this infrastructure would need supporting in such case.
3	I can foresee some difficulty with more traffic on Gundry Lane but, hopefully, those not wishing to park behind Waitrose would approach the town from East Street or West Street rather than coming up South Street. It's certainly worth a try
4	I'm interested in the possibility of a pedestrianised part of South Street but as I live in Gundry Lane I'm also naturally a bit anxious about the re-routing of traffic going north up South Street. Where will heavy vehicles be going; cars with caravans etc.? Turning into and out of Gundry Lane is already a bit of a squeeze.
5	I think a trial is worthwhile but I am concerned that the alternative routes are not adequate for the volume of traffic especially as they do pass areas where children are going to school.
6	Whilst making the top of South Street pedestrian free could indeed make for a great space, it is not clear it would work in Bridport due to lack of alternate roads.

2.8 Delivery times/parking for disabled should be controlled (4 comments)	
1	If you are still going to allow access for delivery vehicles and disabled vehicles it will end up not being traffic free. I think delivery vehicles

2. Comments made supporting the trial pedestrianisation of South Street

2.8 Delivery times/parking for disabled should be controlled (4 comments)	
	should only be allowed access early in the mornings.
2	I do think a trial closure should take place but do not think that unrestricted access for deliveries or disabled should be allowed. Deliveries should be restricted to before and after the main shopping hours as happens in many other towns very successfully and with a little bit of cooperation from the shopkeepers who may have to start work a little earlier in the day. I'm sure they can manage that. If the trial allows deliveries at any time of the day then what is to stop the shopkeepers deliberately booking deliveries such as to cause chaos and danger to pedestrians, they are determined that the trial will fail anyway.
3	The stopping of HGV vehicles delivering between 9.30 and 3.30 would also ease congestion this policy is applied in many towns and cities across the UK.
4	Keep lorries out of the high street all deliveries after 9pm.

2.9 Support for a trial as long as no harm to businesses (3 comments)	
1	However, if a trial closure proved that business was harmed, then the street should revert to the status quo on completion of the trial.
2	I support a trial closure provided any proposal includes contingencies to protect local businesses and residents should it become apparent early on that the trial is causing severe detriment.
3	Worth a trial but businesses mustn't be harmed.

2.10 Other/general supporting the trial pedestrianisation (34 comments)	
1	As a growing town, it would be nice to have a pedestrianised area.
2	Being a delivery driver I had reservations about the South Street closure but now seeing as deliveries would still be permitted I'm for a trial.
3	Closing South Street would be good for the folk in town, people before cars.
4	Fantastic idea.
5	I am fully supportive of the closure of the town end of South Street. It is long long overdue. And for me, it's a no brainer.
6	I come from Belgium and my home town has been pedestrianised for over 20years! Come on Bridport, take the leap!
7	I think it would be a great idea especially if the road surface was raised to the same height as the pavement eventually.
8	I think that it is most important that the trial take place whatever the result of this survey. The concerns of all Bridport people should be

2. Comments made supporting the trial pedestrianisation of South Street

2.10 Other/general supporting the trial pedestrianisation (34 comments)	
	taken into account - not just those shopkeepers immediately concerned.
9	I think these plans are great and I fully support them.
10	Pedestrianisation of streets works elsewhere why not Bridport?
11	Pedestrianise the town centre.
12	Please be 'brave' and go ahead with the trial!
13	South Street in Dorchester has worked well for years as a pedestrian area, Bridport South Street would also work well.
14	St Mary's St in Weymouth is completely closed from 10am 'till 4pm with deliveries taking place outside these hours and seems to work well.
15	I have lived in South Street where I also run a small business for 28 years. I welcome the pedestrianisation.
16	In general, in spite of genuine problems raised by the Chamber of Commerce, I am in favour of changes which move our community away from the dominance of the car and towards people and community.
17	A trial is not required - South Street between Gundry lane and the town centre must be closed to through traffic without further delay.
18	I think a trial closure is a good idea. I would like it to close forever.
19	I think both the closure is a good idea.
20	Towns should be for people, not cars.
21	Traffic and shopping do not mix, the traffic in Bridport is often stationary and waiting for traffic lights.
22	I think you need to take pedestrianisation further back than Gundry though.
23	£50K sounds like a lot of money, but as a percentage of the budget, it's not huge.
24	Directing traffic through Skilling in my eyes could work. Make Skilling into a French style 'boulevard' with parking (the French Way).
25	We actively avoid the town centre on a Saturday because the combination of traffic, market stalls and pedestrians makes it impossible to move around the town, especially with a bicycle, wheelchair or pram.
26	When we visited Sorrento, the roads were closed off by large planters on casters - maybe a good idea for here?
27	Why not look at some of the Dutch research where traffic and pedestrians share the roads equally? Use evidence and imagination for future planning.
28	A 'pick up' option for e.g. dropping off heavy IT equipment for repair or buying a heavy bag of dog food (both top of South St).
29	All the issues in Q1 need to be addressed. The pedestrianisation trial should be the start of a wider regeneration project that will make Bridport an attractive healthy and prosperous town in the future. Otherwise it will deteriorate. Our seeming prosperity will not last long if something radical isn't done.
30	The trial doesn't go far enough. We should also close East Street from the car park and West Street from Victoria Grove, then run a

2. Comments made supporting the trial pedestrianisation of South Street

2.10 Other/general supporting the trial pedestrianisation (34 comments)	
	shuttle bus between the 3 car parks.
31	Courageous action is required.
32	The pedestrianised section of South Street to have access for delivery vehicles, disabled and emergency vehicles as proposed.
33	Close South street permanently and have the whole Wednesday and Saturday market in that area.

3. Comments made for a partial/part time pedestrianisation of South Street

3. Comments made for a partial/part time pedestrianisation of South Street – 69 comments

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If reading this document on screen, you can click on the headings above and you will be taken directly to that section.

3. Comments made for a partial/part time pedestrianisation of South Street

3.1 Support pedestrianisation for market days/Saturdays only (40 comments)	
1	Would like closure of top of South street on market days, but not sure it's needed for rest of week.
2	Why not just close the top of South Street on Market day mornings, the rest of the time the road would just be an empty space. I have my lunch most days in Bucky Doo Square and there is always plenty of room to sit and relax except on market days!
3	Trial a great idea but maybe only on Market Days and special events weekends e.g. Hat fest? Blanket closure not necessary but closure at these times would greatly enhance the experience of living in and visiting Bridport. Would have to be done in tandem with Free Park and Ride Scheme.
4	South Street should only be closed, on a Saturday in the summer months, or only when an event is taking place.
5	Possibly consider pedestrianisation of South Street on market days only.
6	RE - closure of South Street. How about on market days only.
7	We would support occasional closures for Saturday markets and other events.
8	A limited trial should happen but ONLY of closing upper South Street on market days, i.e. Weds & Sat, from say 9am to 4pm. It isn't busy enough to justify closing it at any other time, but during those times it could be useful.
9	A partial closure Sat AM and Wed AM should be considered with park and ride facilities.
10	Bridport should follow examples of other market towns and pedestrianise South Street particularly on Market and Festival days. May to August experimental closure, March to May not representative of problem. Bridport could then be a pleasant town to visit again.
11	Close the top of South street when the market is on if you must BUT NOT PERMANENTLY !!!
12	Closure on market day.
13	Continue with occasional blockades when special social events. Maybe part time closure on market days.
14	Have all the stalls down South Street people will go down there as a market should be and close the road Wednesday and Saturdays.
15	However I'd support a temporary closure on Saturday's for the market.
16	I approve in principal, but not for duration. Could be closed on market days only or maybe just weekends allowing for usual traffic flow and deliveries most of the time.
17	I could be persuaded to support the closure of South Street on Saturdays (market day) ONLY.
18	I feel it could be advantageous to close the top of South Street during Saturday market day.
19	I personally think the whole town centre including East and West street should be closed on Saturdays, however, South street would be a great starting place.
20	I really believe in protecting the central area of Bridport from traffic. If there is huge opposition then a compromise is to close South Street on market days.
21	I support seasonal closure of South Street on a Saturday.

3. Comments made for a partial/part time pedestrianisation of South Street

3.1 Support pedestrianisation for market days/Saturdays only (40 comments)	
22	I support the closure of South Street for the regular market days of Saturday and Wednesday. It would be a good idea to restrict the trial closure to those days.
23	I think it would be a good idea to close South Street only on Saturday market days in the main holiday times, e.g. Easter and Summer holidays.
24	I think it would be a good idea to close South Street only on Saturday market days in the main holiday times, e.g. Easter and Summer holidays. It is probably unnecessary out of season, as traffic is generally lower then. A good example of this is in Saffron Waldron, Essex, where the main street is closed to traffic on market days only.
25	I would recommend that South street be closed on a Saturday morning only.
26	I would support a closure of South street on Saturdays only.
27	I would support temporary closures of South Street e.g. for the Saturday market or during special events.
28	If not a permanent closure than close the road on market days.
29	In my opinion, the closure of South Street on Saturdays ONLY would be the best solution. This would make the market better and businesses could arrange their deliveries on the other 6 days of the week. It would also minimize the disruption caused to local workers.
30	Is it to be closed just on market days as that would make most sense or special events. Bit of a compromise.
31	it could be shut certain times busy times like Saturday between 10-2pm.
32	Maybe close South Street on market days only i.e. Weds and Sat, plus Sun if an event is on.
33	Maybe partially close it on market days in summer.
34	Might put a lot of pressure on Gundry lane. But I think Saturday only pedestrianisation during market hours say 9-3 would be great.
35	One less damaging option would be the closure of South Street only on Saturdays - the more popular of the 2 market days.
36	Perhaps the trial should be held in high season to measure the volume of traffic at its peak. Only have closure on Saturday market day and other "events".
37	Please just consider the question of South Street as a priority. Bucky Doo Square is a health hazard. Consider closing the top part of South Street on holidays and Saturday and Wednesday - so market and fetes could function without pollution and hazard of vehicles all year. Rest of time probably does not need to be closed therefore pleasing everyone. All of market could then move to South Street and vehicles would flow easily everywhere else.
38	South Street should be pedestrianised for Saturday market days only.
39	I think Bridport would benefit from the closure of South Street as on a Market day the streets are over crowded to the point of having to walk in the road, on market days have the entire market in South Street which would be a draw for business'. Also the bands which play create a fantastic atmosphere so why not attract more people. The farmers markets held in the arts centre would have more footfall and

3. Comments made for a partial/part time pedestrianisation of South Street

3.1 Support pedestrianisation for market days/Saturdays only (40 comments)

	it would add to the relaxed feel of the town.
40	I think the road closure should only happen on market days, Wed/Sat.

3.2 Suggest trial pedestrianisation for specified dates/times /periods (12 comments)

1	Evening and Sunday access for cars and always cycle traffic access through South street.
2	If the trial is to go ahead it should be done in the summer months to truly assess the impact at the roads busiest timed.
3	My main concern that a three-month trial is too short to allow people to get used to the new arrangements and find (in the case of motor traffic) alternatives to using South Street. Six months is probably the minimum useful period - and this would have the advantage of giving feedback across the very different conditions of low and high season.
4	Running a trial closure between March and May will not provide a true reflection of traffic flows at their peak. If you really want to see how traffic management will be affected by the closure of South Street, the trial closure should be between June and August 2018. Any other closure period will be seen as the County Council using data to suit a pre-determined agenda/conclusion and not impartially managed.
5	Short temporary road closures are well publicised, are reasonable and supported.
6	South Street pedestrianisation would be a huge asset to the town. It should apply 9am - 5.30pm with no exceptions.
7	There are other options - partial closures, semi-permanent closures (access only etc.) so there's lots of other things to try too.
8	There is also the option of daytime closure, open after 6pm.
9	Would support trial to take place on certain months/days/times
10	If for some extraordinary reason the Town Council does want to go ahead I suggest the scheme should be implemented in July and August.
11	The trial is in the winter where the traffic is low. Would it be beneficial to trial it in the summer when the traffic is at its peak?
12	Trial period is not when the problems arise, the worst time of year for traffic is June-August. If there is a trial it should be tested at the busiest time of year.

3.3 Suggested alternatives to pedestrianisation of South Street (9 comments)

1	Reconfigure top end of South Street to create single lane for traffic with alternating flow. Raise road surface and design surface
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3. Comments made for a partial/part time pedestrianisation of South Street

3.3 Suggested alternatives to pedestrianisation of South Street (9 comments)	
	treatment to indicate presumption in favour of pedestrians. No vehicles on market days.
2	The flow of traffic at the bottom end of West street needs to be addressed. South street is not a problem.
3	A fall-back would be making the area a pedestrian priority zone (rather than traffic free).
4	Consideration could be given to closure of traffic travelling north-South and making the top of South street one. Making the pavement larger and road traffic a single lane. Understand this may not be feasible.
5	Failing pedestrianisation, a roundabout is the answer!!
6	I propose a South Bound one way system down South Street. Removing the need for 3 way controlled traffic lights, making Bucky Doo a bigger family friendly area, Removing cars queueing at Bucky Doo, improving air quality in South Street, keeping access to South Street shops by car, creating clockwise flow of traffic around the town.
7	I would suggest a "middle way" i.e. make South Street one way (upwards i.e. northwards) so increase pedestrianisation on East side of South Street and still allow vehicular access but avoid East Street to South Street turn and reduce traffic overall.
8	Closing South street to traffic is counter productive in my opinion. If more pedestrian access is required for, say, market days, I would rather see on-street parking reduced and pavements widened instead of closing South street to traffic on a permanent basis.
9	You could make a low emissions zone and encourage electric vehicles only.

3.4 Support pedestrianisation for events only (8 comments)	
1	I am happy for South street to be closed for special events but it will kill the town on a permanent basis, and would serve no purpose especially in the winter months.
2	I think South Street should only be closed for special events such as the Hat Festival, Folk Festival and Carnival.
3	I would like temporary closure of South Street to continue for special events e.g. Hat Festival and Carnival.
4	I do not think it needs to be closed all the time. Only closed on special events dates i.e. Hat Festival etc.
5	South Street can be closed on special occasions (as now). Always more traffic at these times going along Alexandra and Coronation roads in Skilling which causes backup for access to Morrisons and A35, more noise and pollution for houses in Skilling. Current way of doing things is a good compromise, and has been voted on a few years ago.
6	The occasional closure of South Street for particular events works well, it does not need to be a permanent pedestrian only area. Your proposal would still see some vehicle movement into the 'closed' area, including, presumably mobility scooters, therefore it would never be a safe pedestrian area, the current situation means that pedestrians are aware of the traffic and take extra care accordingly.

3. Comments made for a partial/part time pedestrianisation of South Street

3.4 Support pedestrianisation for events only (8 comments)	
7	Close on special occasions only.
8	Close on special days not permanently.

4. Questions/comments about the trial and how it would be implemented

4. Questions/comments about the trial and how it would be implemented – 142 comments

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4. Questions/comments about the trial and how it would be implemented

4.1 Comments on alternative assessments/alternative improvements for traffic and pedestrian flow (73 comments)	
1	Would it not be a good idea to undertake a traffic survey and see how many movements there are on Sea Road South compared to South Street. Add these from South Street onto Sea Road and can you assure us there is capacity in that road for extra vehicles? If not then publish what proposals you have for dealing with the traffic and where it will go and how it will affect those particular communities.
2	Has there been any recent traffic flow count on South street and tannery road?
3	The total traffic flows within, say a mile of the town centre, and how it can be managed better, particularly at different times of the year, are much more important than conducting a one off experiment on a single small element of the traffic system.
4	Why don't you carry out a survey to assess traffic movements in the Town before going down this route?
5	There must be alternatives to permanent road closure of South Street. Far more work could be done to look at such alternatives.
6	The Town Council should be concentrating on a survey of current and future traffic movement over a wider area than just South.
7	We believe this issue has become enmeshed into the far larger issue of traffic management throughout the town. The expansion of Bridport at Vearse Farm and St Michael's Trading Estate will have a major effect on traffic flows and needs to be addressed before any decision on pedestrianising a part of South Street is considered.
8	I feel strongly we need a properly researched and thought out strategy for making the town accessible, functional and enjoyable for all its users: pedestrians, businesses, traders, residents and visitors. These ad hoc proposals (e.g. Parking on Asker Meadows, South Street closure) divide the community and are ultimately self-defeating. The strategy would look at traffic flow, further park and ride options, ways of reducing car use, and consult user opinion in order to develop policy BEFORE new proposals are made. This approach, I believe, is more likely to lead to consensus than the binary conflict these proposals are creating. I'm curious about the origin of the quote for the road closure originated.
9	It seems to me that it is the traffic lights which cause a problem and I wonder if their replacement with a roundabout has been considered? This would ease the traffic flow in all directions and save other roads from becoming 'rat runs'.
10	Move the traffic lights further back down South Street so traffic is queuing by Bucky Doo Square.
11	Perhaps you could consider having a no right turn at the Town Hall traffic lights when approaching from South Street and West Street. This means traffic could be constantly flowing from West Street to East Street.
12	The key to solving Bridport's traffic problem is the Town Hall traffic lights. This need not mean the pedestrianisation of South Street. A mini roundabout would be equally effective.
13	The pedestrian crossing and traffic lights in West Street is a major hold up for traffic coming from Allington.
14	The traffic lights at the top of South Street should be moved back to Beach and Barnicott.
15	This response is made by the Dorset Western Area Transport Action Group (WATAG) following a unanimous decision taken by the

4. Questions/comments about the trial and how it would be implemented

4.1 Comments on alternative assessments/alternative improvements for traffic and pedestrian flow (73 comments)	
	Advisory Group on 6th September. Congestion caused by the Town Hall traffic lights has an adverse effect on the flow of public transport, particularly on market and event days when South Street remains open.
16	Town Hall traffic lights. Abolish right turn filter (West Street to South Street) and allow each leg to proceed in turn. As happened with temporary traffic lights for road works a few years ago. Despite warnings of major delays, traffic actually flowed much better. By using a single lane approach the left hand lane would be freed up to allow short term parking. I have seen the lights at green for traffic approaching from South Street for an extended time when there is no traffic approaching but East Street is queued from (almost) east bridge.
17	Traffic lights at the top of South Street should be moved back perhaps towards Beach and Barnicott Café.
18	Increased restrictions will only temporarily help, if at all. With increasing economic activity from increasing population/town developments, it seems obvious a much more radical set of larger changes will be required e.g. bypass, main road north of town, larger car parking areas on the edge of town. Use compulsory purchase of land to change land use as necessary.
19	A reduction of pedestrian crossings would help traffic flow.
20	A turning circle should be created to assist traffic turning back to the car parks in South Street and the football club. I know from personal experience that the current traffic situation deter visitor coming to the town.
21	Considering the historic structure of Bridport, movement is very good. The major issue appears to be the A35 around the town.
22	Dual carriageway on A35 around Bridport would make a huge difference to traffic flow in Bridport, as much traffic goes through town to avoid A35 blockage in summer.
23	For a continuation of traffic movement there should be no right hand turn from Downes Street into East Street and across the path of vehicles from the West.
24	Get rid of the crossing by Waitrose or have it at timed lights as it clogs up all the traffic from Tanners.
25	I feel very vulnerable as a pedestrian, in particular along West Allington where the pavement on one side is very narrow and the traffic heavy and a large proportion of it exceeding 30mph. The traffic calming measure between the bottom of Allington Park and the medical centre is very hazardous as vehicles have mounted the pavement to pass each other on the Allington Park side of the narrowing which could one day have very serious consequences!
26	I think traffic flow would be greatly improved if a one way system using East Street, South Street and Sea Road were used.
27	I would like the bottom of Gundry Lane to be re-prioritised to keep traffic flowing around the corner, rather than giving way to more cars looking for parking and going up the two dead ends available there.
28	If it were possible to prevent cars from parking on the double yellow lines outside Market House it would improve east bound traffic

4. Questions/comments about the trial and how it would be implemented

4.1 Comments on alternative assessments/alternative improvements for traffic and pedestrian flow (73 comments)	
	flows, as currently they block access to inside lane at West Street traffic lights, and make it harder to pull out from North Street.
29	In my view, the whole of this route from West Allington to the traffic lights at Morrisons Junction, needs to be reviewed in detail, before any trial closure is put in place.
30	In my view, traffic flow would be easily and cheaply enhanced (with consequential environmental/quality improvements) if ALL parking was prohibited (with RED lines) on the north side of West Street between the pedestrian crossing and the South end of North Street. Traffic wishing to go straight on to East street would be much less likely to be baulked by that trying to turn right which happens frequently when cars park where West street widens.
31	It would be better if you ensured that large Lorrie's and tractors etc. that are not dropping off or picking up in town are made to use the bypass.
32	Taking away the zebra crossings in town and spending loads of money on other crossings has made NO difference to the traffic flows whatsoever. What a waste of valuable money!
33	The Crown Roundabout is often blocked due to traffic going to / from the South west.
34	To improve traffic flow from St Andrews road onto Sea Road North needs roundabout or traffic lights is also a need.
35	Traffic movement would be greatly improved by disallowing right turns out of Downes Street onto East Street.
36	Widen coronation road by less street parking there.
37	Yes move all taxi ranks into bus station so limit the number of cars in street and congestion.
38	The Traffic lights on sea road South are a bit to close to the roundabout and results in holds ups in all directions due to insufficient space to allow vehicles to clear the roundabout to allow the free flow of traffic in the other directions. (Please do not put a crossing at the bottom of East street/East Road as this will confound the issues even further). (A local boy of 43 years and a Bridport resident, now I have come in from the sticks, who lives and works in around all the areas with issues, and been here long enough and driving long enough to remember what it was/used to be like.)
39	<ol style="list-style-type: none"> 1. Put in a mini roundabout at the Town Hall junction. 2. Open Barrack Street to West Street, one way only onto West Street to relieve pressure on Sea Road North / Junction. 3. Remove carriageway narrowing outside the Market House pub. This causes traffic to back-up as cars waiting to go straight on are often unable to proceed due to cars waiting to turn right blocking way forward as lights change after he straight on only.
40	<ol style="list-style-type: none"> 1. Speed humps in South Street - it is a rat run . Not chicanes. 2. Reinstate pedestrian crossing outside HSBC. 3. Pedestrian crossing at St Mary's Church.

4. Questions/comments about the trial and how it would be implemented

4.1 Comments on alternative assessments/alternative improvements for traffic and pedestrian flow (73 comments)	
41	Another option would be to make the top of South Street 'one way', with access only from East Street. This will substantially increase the East/West flow. This could be combined with installing lights at the intersection of Downes Street, closely synchronised with the current lights. This would be easier to trial than completely closing the top of South Street.
42	Consider no right turn into South Street from West Street.
43	Enforce the 7.5 tonne weight limit in the town centre i.e. remove all tractors and trailers and large lorries. This is clearly signed but constantly ignored.
44	Except for buses. Why not close the top part of West Street.
45	Hatch mini roundabout North Allington. Resurface with quiet surface North Allington. Consider East, West Street daytime no traffic.
46	I believe that King Street should be open to allow one way access out of Folly Mill Lane.
47	If South Street is closed for a trial period, also have no right turn from Downes Street into East Street.
48	If this goes ahead you have to seriously consider making the exit from Downe Street left only (no right turn) in conjunction with South Street.
49	Consider the possibility of "dropping" Holloway underneath the A35 into Flood Lane and give access to West Bay Road (as it used to be underneath the railway).
50	I think we should have some sort of link road. Taking cars out of the town centre. I think they should reopen the north mills bridge, as it is now blocked and locked and let only local cars/bikes through.
51	The density of traffic on the A35 is very high in the summer. Much of it is heading for Devon or Cornwall, so it would be better for that section to filter off, e.g. on to the A303 then M5.
52	The roads around Bridport need to be improved before roads are closed, a bypass needs to be built and is long overdue South Street is the quicker way to access shops instead of queuing for a long time towards the Crown roundabout.
53	To avoid discouraging drivers to use the by-pass and come in on West Road instead I propose three improvements: improving the by-pass junction by Symondsburry (maybe a round-a-bout), not starting the 20mph on West Road until the Vearse farm entrance or near the health centre, and similarly allowing 30mph on the road to Eype after the turning to Skilling by the Leisure Centre.
54	Traffic should be actively diverted around the bypass and away from the town centre.
55	Could there be an agreement between the Town Council and County Council that only a nominal fee was payable to cover purely administrative expenses when there was an application for temporary 'one off' road closures such as the Hat Festival and Late Night shopping and the Carnival? I understand the Town Council has to pay £1500 every time an application is made that cannot be right.
56	Also I think many journeys through town are unnecessary, in particular, HGV's who seem to have been guided through by Satnavs, and

4. Questions/comments about the trial and how it would be implemented

4.1 Comments on alternative assessments/alternative improvements for traffic and pedestrian flow (73 comments)	
	caravans who just drive through, presumably to just 'take a look' - I worked for years as a Taxi driver and regularly saw both these scenarios happen.
57	Also no stopping at bus stops with using CCTV on the spot penalties.
58	Disruption caused by road works should be minimised.
59	Yellow lines one side Mount Pleasant and re-do white line access to properties.
60	More use could be made of the Millennium Green for one off events. That is a beautiful space as is St Mary's playing field and the beautiful area that has been created between Morrisons and the eastern end of town.
61	Bicyclists to be kept OFF the pavements unless designated for mixed use i.e. Sea Road.
62	In addition to the proposals, a safe pedestrian route across the A35 from Bothenhampton would be welcomed.
63	Stop use of pavements by cyclists.
64	The cyclist is not given any priority over cars in the Town Centre.
65	Very important to bring order to the pinch point by the medical centre. It is not good enough to rely on drivers' common sense - especially visitors. Do we have to have a pinch point?
66	The Town Council should be concentrating on a survey of current and future traffic movement over a wider area than just South Street.
67	Apply the law! Keep cyclists (children, teenagers and adults) off the pavements in the Town Centre before there is a serious accident!
68	Re movement of traffic - the one we daren't talk about!! If Vearse Farm happens what will happen to the extra 1000 motorists when they turn right through the pinch-point. How also will disabled scooters etc. get through. Unless there are 100% clear answers, there should be no development at Vearse Farm. How will patients ever get to the medical centre?
69	With Verse Farm this will become a bigger problem.
70	Better sign posting for visitors to the town.
71	If the Vearse Farm development goes ahead, all this will be irrelevant as Bridport will be gridlocked.
72	If the Verse Farm development goes ahead then the traffic build up will be horrendous.
73	I also don't like driving behaviour from people pulling into and out of the northern end of South Street.

4. Questions/comments about the trial and how it would be implemented

4.2 Questions/comments about how the trial is implemented and measured (19 comments)	
1	How would closing a road improve the "movement of traffic"? I can't stress enough that a trial closure would be pointless without pre-trial air quality and traffic density data being gathered. How else could the council accurately assess the impact of the closure?
2	Any trial should set itself clear and transparent assessment criteria e.g. not least whether it puts significant extra traffic on Gundry Lane and through Skilling.
3	If air quality is an issue before the trial, readings must be taken around the town for comparison with readings during the trial.
4	But how will the closure be enforced? And will it cause traffic problems through Skilling, Alexandra road?
5	Trial Objectives. The consultation document lacks any indication of how the success, or otherwise, of the trial closure of park of South Street will be measured. While it states that there is no real evidence of the impact of the closure, how it will be collected, who will collect it, and how it will be analysed - and how the results will be promulgated.
6	A closure of South Street from March to May would give no valuable data since there is no 'typical' month, thus a waste of council resources.
7	No detail provided for market stall traders who have permits to park on South Street on market days - will traders still be able to park as normal for those with permits on market days?
8	I am not in principle oppose to a "trial period" - except that I believe that could then be extended indefinitely and I don't think that has been made clear to the public. Published deliverables for the trial tabling the reasons why the Town Council feels the trial should go ahead and what the town and key stakeholders will gain from pedestrianisation. Publish a budgetary breakdown for the project
9	There is not enough information about how this trial will be measured as a success. Bridport is a thriving market town with a fantastic mix of independent and national shops. Decisions like this should not be taken lightly and the full plan needs a much better explanation.
10	1. How can a proposal be considered unless people know what good looks like, how is success or failure measured. 2. What happens if it causes traffic chaos and closes businesses are you going to continue it for 3 months or will you stop it immediately if it is disastrous. 3. If the 3 month proposal was agreed is it correct that it can be extended for 28 months without any further consultation or environmental or traffic surveys.
11	How would traffic flow be sorted in cases when the by pass, sea road or west road are closed in emergencies if South Street were pedestrianised.
12	If access for deliveries, emergency services etc. is given - how are you going to distinguish between genuine "visitors" - carers etc.?
13	If there is an accident in Sea Road South and the road is closed (which has happened before) how will you get in and out of Bridport with South Street closed?

4. Questions/comments about the trial and how it would be implemented

4.2 Questions/comments about how the trial is implemented and measured (19 comments)	
14	It isn't clear whether you are considering closing South Street every day or just some and also what time (24 hours or just 9-5)?
15	The County Council would be responsible for any changes, have the highway authority given the Town Council backing in principal for the closure to apply for funding to achieve it/the County Council can only close roads for safety reasons.
16	If its still open to the groups you have mentioned, how will that be regulated?
17	There is no mention of the cost of this process, nor of who will undertake it. Will it be undertaken by council staff, or will it be subcontracted?
18	What are your criteria for success or failure? - How are you going to measure your criteria? - How are you going to obtain a baseline before the trial? - How will you be asking local businesses and residents for their feedback during the exercise?
19	Will increased traffic going to West Bay congest East Street and West Streets even further?

4.3 Trial would be useful to measure the impacts/benefits (17 comments)	
1	A trial would be interesting; it would be nice to see how the traffic flow would affect Gundry Lane route.
2	Air quality relies on smooth traffic flow. A trial closure may help settle what has become a divisive issue.
3	Doing nothing is not an option. We must try this to see what happens.
4	I believe a trial closure of South Street should be undertaken; this will highlight the benefit (or otherwise) to the flow of traffic and the current problems of congestion at the Town Hall due to the traffic lights.
5	I think it's a great idea should have done it 30 years ago when they first started talking about it. It's been discussed my entire life. A lot of thought does need to be taken regarding the effect on the minor roads - particularly Gundry Lane, but that's exactly what a trial is for. The traffic flow through East and West Street would improve massively as a result. Most locals already used Gundry Lane and Skilling when town is busy anyway, so it's debatable what the knock-on will be, but that is the whole point of a trial. The pedestrianisation is only for the top part of South Street a lot of people on here seem to be thinking it's the whole of South Street Car park access etc. would be unaffected. The point is people, regardless of your view, this is a TRIAL. The whole point of trials is to try new concepts and ideas out. Although personally, I think it's a great idea, I concede that it may not work, or there may be some bad knock-on effects, but that is the whole point of having a trial. If that's the case, we don't move forward, but until it's tried, we don't know. Doing nothing is the worst option. I'm glad to see it happen because this has been talked about in Bridport for 30 years. Even if it doesn't work, we can at least say we tried it, instead of merely theorising.

4. Questions/comments about the trial and how it would be implemented

4.3 Trial would be useful to measure the impacts/benefits (17 comments)	
6	I think it's really hard to envisage how things might be, so that is why the trial closure is a very good idea.
7	It makes sense to have at least a trial closure of South Street, but traffic monitoring needs to be done at the same time.
8	Let us get on with this trial and see if this will solve the problem. Putting off a decision is no longer an option.
9	My only concern (hence replying Don't Know) is would people use a) that dangerous junction up past Symondsburry onto the A35 more? That junction is lethal and should be traffic light controlled as it is, or b) start scooting through Skilling more, a residential area which hardly needs more traffic! I suppose a trial pedestrianisation would answer these problems, but the safety at that A35 junction really must be taken seriously and traffic controls put in before the trial pedestrianisation, to avoid potential deaths.
10	The trial must be thoroughly evaluated before any decisions taken further. Also factored in must be the proposed redevelopment of St Michael's Trading Estate and its town centre traffic implications... and then the proposed huge development at Vearse Farm; both these will mean significantly greater traffic density and flow in and around Bridport and no such changes, nor any partial closure of South Street, can be considered in isolation.
11	There are strong views for/against making Bucky Doo a traffic-free space and the best way to get objective evidence is to hold a trial
12	To give the pedestrianisation of South Street a chance, it would be good to make it for a full year so we can all see how it would work in every season.
13	Trial could be tested to see how effective a closure would/wouldn't be. Interesting to see if any problems occur.
14	I am very much in favour of the pedestrianisation scheme, but also in a well planned trial that provides factual data rather than anecdotal evidence, upon which we can base our final decisions. I fully understand the concerns of local businesses, but would suggest that a combination of measures in addition to the street closure should also happen, as I don't think that merely closing the centre of town on its own will provide the improvements that are imagined. I live in South Street and find it hard to believe the comments made by those claiming to 'drop off' to use shops etc. - perhaps at quiet times, but on Wednesdays and Saturdays the streets are jammed with vehicles all looking (and failing) to find somewhere to park, myself included. In short, I think a trial is a good idea, but needs to be integrated with other measures, as well as the duration and scope being clearly laid out before it begins. It seems that many traders are against even the trial, as they feel once begun it would never end. They are right to seek reassurance that this would not be the case, as those of us in favour of closure are right to seek assurance that the trials effects will be measured sensibly and fairly.
15	I don't support the closure but would like to see a trail be done just to see if it makes a difference.
16	If South Street is not closed, the town will never know the benefits or not, of the outcome.
17	It's a shame that Bridport Business Chamber have decided to agitate against even a trial, as individual South Street traders are now biased in advance.

4. Questions/comments about the trial and how it would be implemented

4.4 Questions on the need for the trial – not enough information on the implementation, purpose, benefits and possible impacts (17 comments)	
1	It is not clear to me why pedestrianisation is considered a good idea.
2	You have not, as far as I can see, stated what benefits would be achieved by the closure of top end of South Street. South Street carries a large volume of traffic, and the proposed closure would divert this traffic onto other roads and will only add to the already long queues already seen at certain times on East & West Streets. I think, in view of lack of stated benefits, and, what I am sure is a large opposition to the proposal, that this would be a sad waste of £20000 to £50000.
3	Maybe a real consultation would include a reasoned argument of what advantage could be achieved by changing a road system which apparently works perfectly well.
4	Still not been given one real actual good reason for closing it. It's just another 'traffic lights changed for a roundabout' Idea that was floating around a couple of years ago.
5	What's the gain of a closure?
6	How will shutting off part of South Street improve traffic movement?
7	What's the gain of a closure?
8	Why do you have to close the top of South Street - what is the need and reason?
9	I cannot respond to answer 2 as until I could see the suggested new traffic management flow would enable closure of South street.
10	There is insufficient (i.e. none) information on proposed traffic flow. How would you drive from Waitrose to St Mary's Church?
11	I think the Town Council should make public their reasons for advantages or disadvantages of pedestrianisation.
12	The proposed closure of South Street (including trial period). What is the purpose of closing this section of South Street?
13	Nowhere on the council's website do I see any justification for this plan. Probably because there is none.
14	Although I stated that I did not agree with the trial closure, I put that as I don't agree with it along the lines proposed. As a shopper I prefer pedestrianised areas but not the something or nothing scheme you have proposed.
15	It will risk creating an unhappy and divided town as those with genuine reasons for not wanting pedestrianisation will come up against people who have made what they did not understand to be an ill informed decision and who will object to any attempt to overturn their 'say'. I think we all appreciate, from experience of this on a somewhat larger scale, the importance of the public being given the best possible information before being asked to make a choice on important matters affecting public life.
16	Not enough information about closure.
17	The Town Council do not make clear the reason for this consultation (what would the council wish to achieve).

4. Questions/comments about the trial and how it would be implemented

4.5 Questions/comments about the consultation (16 comments)	
1	This method of a survey is much more user friendly and productive (but may overlook the older generations).
2	A separate consultation should be made to market traders - impact, practicalities.
3	I don't understand question 1. Are you asking what would be improved by closing South Street, or what improvements need to be made in order to close it? I want to comment on Q9 and this is the only place I can: I access the town centre as a pedestrian and a car user equally, but I can only check one box.
4	I feel railroaded and poorly consulted by this plan because people who don't live down Folly Mill Lane think closing South Street is a great idea. I would like to point out that many of the residents around me are elderly and may not use the internet. How will their views be noted? Will anyone actually come to where we live to discuss this?
5	I have not answered question 1 as I think it is biased to the result you want.
6	My comment relates to a visitor to the town. As a resident of a neighbouring county, I use Bridport as a shopping centre but Q5 does not ask you to expand on why you visit.
7	The consultation questionnaire that the Town Council is proposing to make available to both residents and non-residents of Bridport is not fit for purpose. It is designed to elicit a result which will favour pedestrianisation and makes no case for non-pedestrianisation. There is no mention in it of the potential for pedestrianisation to have a negative effect on Bridport's retail businesses and employment or for the need for additional policing resources that will be required or for the potential traffic problems that are likely to be caused by the closure of the main thoroughfare to and from the Southern end of town and the lack of any viable alternative route. The consultation questionnaire - waste of public resources as undoubtedly it will be susceptible to challenge and have to be redone.
8	The facilities for non-internet users to make their views known have been considerably down-played in this exercise. Undemocratic!
9	The statements on the first page are open to interpretation and will give no clear guidance as what is the correct way forward.
10	This is a poorly designed consultation.
11	This is a very inadequate 'consultation'.
12	Too few choices allowed at start of survey - therefore does not give accurate reflection of requirements.
13	Why are you allowing anyone in the country to complete this questionnaire surely it should be decided only by residents not tourists who come for a few days of the year and probably on a Saturday.
14	Why do visitors to Bridport have the opportunity to vote - they clearly would want the area pedestrianised? Biased opinion obviously.
15	Closing South Street- every day or just some. Your question doesn't make this clear.
16	You don't have to put your finger in boiling water to find out if it is hot!

5. Comments made for and against a 20mph zone for Bridport

5. Comments made for and against a 20mph zone for Bridport – 163 comments

(68 for some 20 mph areas, 58 against, 31 questioning enforcement)

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5. Comments made for and against a 20mph zone for Bridport

5.1 Traffic already moves slowly in the town – no need for a reduced speed limit (32 comments)	
1	It's scarcely possible to exceed 20mph anyway during busy times.
2	20 mph is not needed - rarely can you go faster anyway!
3	As for speed limit, one is hard pushed to do more than 20 on most days in the town.
4	I see no need to make speed restriction 20mph as it is not usually possible to travel above that speed anyway.
5	I would love to be able to go as fast as 20mph on these roads, impossible at the moment.
6	It is not possible to exceed 20mph most of the week.
7	Most traffic moves at 20mph.
8	The 20 mile an hour limit is a lazy and draconian measure, it doesn't take into consideration the time of day or in Bridport's case, time of year. Summer - traffic is so busy (we're a popular destination) that you're unlikely to do more than 20 in a 30 MPH road anyway. Enforcing it will just frustrate the rest of us for the rest of the year.
9	The traffic rarely gets to 20 mph so a reduction won't make a difference.
10	Traffic moves slowly.
11	Very difficult to achieve more than 25mph anyway.
12	When the roads are busy traffic already moves slowly, when they're quiet, there is no need for such a low limit.
13	Can't see why a 20mph is necessary as the traffic is normally slow at the best of times through the town.
14	On average, traffic at the moment does not rush as current volumes prohibit this.
15	Traffic can barely go 20mph at the moment in that blue area so I don't see any need for it.
16	No point in 20mph, East to West Street, as its difficult to do more than 15mph now! Just mean extra clutter with signs and road markings.
17	It's seldom possible safely to go faster than 20mph on the roads concerned because of traffic holdups, parking obstructions.
18	On most days traffic does not exceed 20mph anyway due to congestion.
19	Traffic is usually at a standstill in the proposed 20mph area so not worth implementing and clogging up the town with even more signage.
20	Traffic speed is already dictated by the degree of congestion at any one time. A 30mph limit allows for holdups to be cleared when possible.
21	When the town is congested nobody travels above 20mph.
22	A 20mph speed limit makes no sense to me. In most of the town the traffic can reach 20mph!
23	The traffic flow restricts the speed of motorists in the town. Speed limits are not monitored so just become another 'restriction' that is flouted.

5. Comments made for and against a 20mph zone for Bridport

5.1 Traffic already moves slowly in the town – no need for a reduced speed limit (32 comments)	
24	There is no benefit to a 20mph speed limit as you can rarely go that fast.
25	There is no point putting a lower speed limit in, due to the fact of common sense, nobody goes faster than 20 to 25 mph because you can't physically do it.
26	With so much traffic, your lucky if you go over 20mph.
27	I think that there are natural traffic calming measures already in place because of pedestrian movement and traffic flow so there is no need for a further speed restriction.
28	Traffic already travels slowly without wasting money on a 20mph zone which everyone will ignore.
29	Traffic and parked cars limit speed anyway.
30	Speed limits you can walk faster than you can drive in town centre.
31	Similarly speed limits whilst most locals drive with care and visitors generally arrive during the busier months and cannot speed due to greater volume of traffic.
32	Traffic speed already self regulating adequately.
33	Due to congestion caused by Town Hall traffic lights vehicles rarely get above 20mph.

5.2 Enforcement of speed limits needed/difficulties with enforcement (31 comments)	
1	How would you enforce the speed limit? Speeding along East and South Street is already at dangerous levels. It is not enforced now, how could lowering the limit change anything?
2	20 mph limit is also unnecessary and unenforceable.
3	20mph enforcement will only work if speed cameras are installed. I live in Victoria Grove and the 20mph speed limit is very rarely adhered to.
4	Also such a limit will need policing; who will do this and at what cost?
5	Install speed camera.
6	It appears there is no interest in enforcing the 20mph speed limit in Victoria Grove.
7	Need speed cameras or speed alert signs.
8	Speed Limits. An exercise which cannot be enforced.
9	This could not be adequately policed.
10	Traffic speed limits are unenforceable and unenforced - just more signage.
11	Where there are 20 mile limit zones - these don't seem to be supervised at all.

5. Comments made for and against a 20mph zone for Bridport

5.2 Enforcement of speed limits needed/difficulties with enforcement (31 comments)	
12	While I believe that a 30 mph limit, rather than 20, should be applied to the whole of the shaded area, I also think there should be stricter enforcement of such a restriction, with the aid of such devices as speed cameras, speed bumps and the like.
13	Would support this if enforced.
14	With regard to a 20mph limit - this again is unnecessary (except maybe at night when the roads are quiet). Based on similar schemes elsewhere in the country, there is no point in 20mph zones unless they are enforced by speed humps (or cameras etc.).
15	Victoria Grove is 20mph and hardly anyone sticks to it. Police don't do anything - all pointless and expensive.
16	20 mph limits are totally ineffective in stopping habitual speeders who will break the speed limit whatever it is. The only result will be to catch the odd senior citizen who exceeds the limit by a few mph due to a moment's inattention.
17	Too costly as it won't be policed.
18	20mph zone - this is a good idea but only if it is effectively enforced. Speeding cars have long been a common sight in South Street.
19	Any 20mph restriction would HAVE TO BE ENFORCED.
20	East Road needs a limit of 20mph with a speed camera.
21	Good idea needs policing.
22	How would it be enforced?
23	How would such a limit be enforced?
24	I do wonder what is the best - i.e. effective and efficient - way of enforcing a broader 20mph speed limit. The traffic calming section on Skilling Hill Road has a limit of 20mph but I suspect 10% of cars travel within the limit. The 20mph speed limit on this section is very poorly signed, both on poles and the road.
25	More stringent enforcement of speed limits. 20mph limit would reduce accidents.
26	People drive far too quickly in general around the town and the existing 20mph limit in Victoria Grove is completely ignored. There needs to be enforcement action with this and any further 20mph limits.
27	Speed restrictions yes if you can enforce it.
28	The 20mph limit is worth considering, but it is difficult to see how this can be effective unless policed properly.
29	Victoria Grove has a speed limit of 20mph no one takes any notice because there are no police/speed cameras to enforce it.
30	Would the 20 mph limits be enforced?
31	The occasional ad hoc police camera vehicle might have a calming effect. I live in North Allington, which, along with St. Swithuns Road, is notorious for speeding vehicles, including the usual boy racers and over-fast, huge, agricultural contract vehicles.

5. Comments made for and against a 20mph zone for Bridport

5.3 Suggestions for reduced speed in specific areas/a smaller area - particularly the town centre (25 comments)	
1	As for the 20mph limit I don't really think it is needed traffic calming has been put in and have made a bit of difference if there was a limit it should only be on St. Andrews road by school as its already been done around St. Mary's school.
2	As speed limit stands I think 30mph is good, except for the smaller of lanes e.g. Gundry Lane, Folly Mill Lane, North Street, Downes Street etc.
3	The only necessity for 20 mile an hour speed limit is when there are no pavements and pedestrians have to share the road with cars. This happens on several roads around Bridport, some just outside the shadowed area of the map. One such is Crock Lane, where pedestrians run the gauntlet of cars, having to wait behind parked vehicles all along the road or waiting in people's driveways for the cars and other traffic to pass.
4	I would support a 20mph limit on East/West/South Street, but the proposed area is way too excessive.
5	20 mile zone too large, would support more centralised area.
6	20 mph area on a smaller area would be more effective than the larger area proposed. More people will take notice.
7	A limit of 20mph would be fine in the town centre, but not necessary in the whole blue area.
8	I think the speed limit zone stretches too far into the outskirts and should just be the main town centre roads.
9	Speed limit within the centre of town can be 20 but not out past the medical centre.
10	20mph in town centre.
11	20mph is plenty fast enough for a town centre.
12	20mph section should just be on main shopping streets and outside schools.
13	20mph throughout town and 20mph limit as West Bay most urgent.
14	A 20mph in the town centre would make sense.
15	I do agree with a 20 mile per hour speed limit throughout the town though.
16	I would support 20mph for 200 yards from the Town Hall on the three roads.
17	Limiting speed in town would benefit pedestrians and cyclists.
18	Speed limit of 20mph in town centre using roundabouts as starting point. (Crown Inn, Texaco and mini roundabout North Allington.)
19	Speed limit should be changed only for the main road through town as presumably the traffic lights would be gotten rid of?!
20	Speed restrictions in South Street with speed humps not chicanes.
21	The 20mph speed limit might only need to be in the central part of Bridport, where mainly pedestrians are likely to be.
22	Having a 20mph restriction is not a bad idea but the boundaries go too far out of town reduce the area suggested and it would be better.
23	I would agree to 20mph speed limit in perhaps top part of South Street - from the carpark up to the town hall perhaps, also West Street

5. Comments made for and against a 20mph zone for Bridport

5.3 Suggestions for reduced speed in specific areas/a smaller area - particularly the town centre (25 comments)

	from the mini roundabout. East Street as far as the car park. The entire blue area would be too much.
24	20mph section should just be on main shopping streets and outside schools.
25	The twenty mile an hour speed limit should be trialled between North Allington Roundabout on West Street down the length of East Street to Junction with A35 and down South Street as far as Morrisons or at least as far as South Street Car park entrance.

5.4 Proposed area for 20mph is too large (20 comments)

1	A 20mph speed limit for the whole of that large area is unnecessary and would cause more congestion. A lot of people would ignore it anyway, me included, when the roads are quiet and at night.
2	I don't believe the 20mph limit needs to be within the blue area as suggested.
3	I don't feel 20mph is necessary all the way to Symondsburry, and it is very rare that one can drive over 20mph in the town centre anyway.
4	I think reducing the speed limit to 20 in such a wide area won't work as it's too slow and drivers will become frustrated and not avid by it - the one in broad Windsor starts far out of the town and causes this problem. I think you should start the 20 mph after the coach station car park.
5	I think the speed limit should be reduced to 20mph but the area proposed is too large.
6	I would be happier with the reduced speed limit over a smaller area.
7	It is particularly idiotic to lay a blanket 20mph across what seems the entirety of Bridport, shown by your map. The current speed limits, I feel, correctly represent the traffic flows and nature of each street (residential, high street, presence of parked cars, narrowness etc).
8	Reduce speed yes but 20mph is extreme for some of the highlighted sections!
9	The 20 mph zone is too large.
10	The blue shaded area is too vast. If it were condensed I would be in favour of a 20mph speed limit.
11	The extent of the 20mph zone is quite excessive.
12	While I understand the superficial attraction of a 20mph speed limit, I consider the imposition of such a limit across the whole of the area shaded in blue on the map unnecessary and unrealistic. All such roads should already be subject to a 30mph limit and a 20mph limit should only be imposed on those roads where there is a clear, established risk from traffic travelling between 20 and 30mph. There is already a profusion of different speed limits making it difficult to know what the actual speed limit is on any particular stretch of road. Introducing 20mph limits just complicates this.
13	I do not support the speed limit of 20 this is too slow, especially out of town people would be impatient and go faster than the speed

5. Comments made for and against a 20mph zone for Bridport

5.4 Proposed area for 20mph is too large (20 comments)	
	limit. Just 20mph through town.
14	Speed limit of 20mph for the entire S.W. quadrant? Farcical.
15	20 mile an hour for the main streets, East, West and South street and a few of the surrounding roads. Map not clear which roads you are talking about.
16	20mph zone is excessive but would support more 20mph roads.
17	Although targeted 20 mph speed limits may be beneficial (close to schools) a blanket limit on the area suggested seems excessive.
18	I'd support a slightly reduced 20mph area.
19	Whilst I support a large 20 mph zone, I think it is a bit too widely drawn on the map with this consultation. For example, it goes too far out into/beyond West Allington.
20	I think 20 mph should be applied as appropriate for road conditions not on a blanket approach.

5.5 General comments supporting a reduction to 20mph (18 comments)	
1	20mph speed limit would transform the town for the better.
2	20mph speed limits in all residential areas.
3	A 20mph speed limit would therefore be advisable to prevent traffic speeding on East Street and West Street.
4	I am strongly in favour of reducing the speed limit. I often see cars and vans etc. going too fast through the centre.
5	I do think that 20mph speed limits are a good idea.
6	I welcome a 20mph speed limit. I have seen the result of cars going far too fast in our lovely town.
7	Lowering speed limits and better traffic flow systems would be far more beneficial than outright closure of South Street.
8	Reduce the speed limit throughout the blue zone indicated, this will be far more useful than tinkering about with closures that will confuse and frustrate.
9	Speed limits should be 20mph as traffic often fails to stop at the crossing by the Bull Hotel.
10	Think speed limit works better than South Street closure.
11	Yes to 20mph.
12	Yes, the 30mph speed restriction on Gundry Lane is too high.
13	I worry about the Skilling and Gundry Lane rat runs, 20mph would help a bit.
14	20 mile speed limit - good idea - impossible to achieve.
15	20mph limits with a new crossing at Town Hall, problem solved.

5. Comments made for and against a 20mph zone for Bridport

5.5 General comments supporting a reduction to 20mph (18 comments)

16	I would like to see a speed limit reduction.
17	Speed limit - first thoughts yes, definitely but need to take on board research into safety.
18	Portsmouth has 20 mph in residential areas. I am holidaying in Sidney, Vancouver Island, which is about the same size as Bridport - all town centre roads are 20 mph (in kph). We should grasp the nettle and do it.

5.6 Reduced speed limit would create congestion and increase air pollution (8 comments)

1	20mph is way too slow cause a lot of congestion and back ups 30mph is a better speed.
2	I believe it will cause congestion.
3	Not sure reducing speed limit through and around town would improve traffic flow.
4	I believe reducing the speed limit to 20mph will offset any environmental benefit the closure may have by increasing the amount of time it takes for vehicles to pass through the town.
5	By having a 20mph limit you will slow down the traffic even further. Drivers will have to use a lower gear, which means higher revs, more fuel and more pollution, and the engines work less efficiently. End result: greater chaos and frustration.
6	Lowering the speed limits will cause more pollution and not really achieve anything.
7	Many places with 20mph limits are now reviewing the limit as it increases air pollution.
8	Reducing the speed limits on all roads in and around Bridport will also result in increased traffic (and potential air quality).

5.7 Cannot see the need for a reduced speed limit (7 comments)

1	I don't think there is need to enforce a 20mph limit as too much traffic and parked cars usually prevents one from going over 20mph anyway.
2	Speed limits NOT needed.
3	I do not believe that applying a 20mph speed restriction is necessary.
4	When the road is clear 30mph keeps it flowing (needs to be enforced).
5	What is the evidence that the 30 mph limit is ineffective?
6	As for the 20mph limit shaded blue on the map why impose more restrictions to the traffic as there are currently no problems.
7	20mph is totally excessive and results in frustration. The amount of speed related incidents within the shaded area is negligible, so is a

5. Comments made for and against a 20mph zone for Bridport

5.7 Cannot see the need for a reduced speed limit (7 comments)

	total waste of time.
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5.8 General comments against a reduction to 20mph (6 comments)

1	20mph go to 35mph.
2	20mph not viable.
3	Blanket 20mph is not practicable, Beaminster is difficult enough to watch the speedometer, takes attention away from the surroundings.
4	Dangerous, it's a small town and there is so much traffic so putting it to 20 mph is stupid.
5	Drivers not inclined to observe a lower limit making life more difficult to cross the roads due to speeds.
6	Issues and fray tempers further, the traffic calming through Skilling and Brewery hill are continually causing temper and traffic flow issues.

5.9 30mph is adequate (5 comments)

1	20mph is a little too slow...30mph would do it.
2	30mph is slow enough.
3	I think maybe a speed of 30mph would be appropriate.
4	Regarding the Speed Limits 30mph is completely adequate.
5	30mph is sufficient except by schools.

5.10 Suggestions to extend the 20mph area (5 comments)

1	Could the 20mph speed limit include Crock Lane which is becoming a dangerous rat run?
2	I would like to see 20mph speed limit in place in Walditch Village. Where at the moment, cars, trucks and tractors hammer through the village at speeds of up to 60mph, because they can. There is no regard for residents and the children in the village. Please act before someone gets killed!
3	There are other areas which could benefit from the introduction of a 20mph speed limit e.g. Bridport Harbour and Esplanade.

5. Comments made for and against a 20mph zone for Bridport

5.10 Suggestions to extend the 20mph area (5 comments)

4	Why stop in the blue area? Crock Lane is a rat run when West bound traffic comes to a standstill at Walditch.
5	Extend 20 mile speed limit to 30 mile area in East Road.

5.11 General/other comments regarding speed limits (6 comments)

1	There is some daft signing where 20mph limit ends and 30mph signs have been put up (e.g. around Osbourne Road, at the fork in Victoria Grove going south, over Coneygar Road).
2	Speed limits need to be investigated.
3	Climate change is more important than anything else - so 20 mph safer for cycling.
4	The best way to manage traffic speed is to ensure the road layout is designed to manage it.
5	It is unclear whether Sea Roads South and North are included in the 20mph zone, or if 20mph would be to all roads west of these?
6	Air Quality - Little point in reducing speeds and closing South Street. The real reduction will be use of hybrid vehicles.

6. Comments regarding car parking in Bridport

6. Comments regarding car parking in Bridport – 113 comments

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6. Comments regarding car parking in Bridport

6.1 Not enough car park spaces in Bridport - more/better parking areas are needed (54 comments)	
1	Insufficient car parking. Much of the traffic in Bridport Town Centre, particularly on summer Saturdays, is made up of visitors going round in circles, visiting each car park in turn just hoping for a space.
2	We need spontaneous parking and the ability to use the centre without the hassle of parking far away.
3	We need to address the parking in the town also.
4	We need to support local traders and provide more parking and public transport with an emphasis on local needs rather than tourists who only visit for a small part of the year.
5	What really needs sorting out is The lack of off street parking, prevent on-street parking in West Street and East Street particularly where there are filter lanes approaching the Town Hall.
6	What we need is 20 minute parking spaces so you can pop to the bank or green grocers and keep the independent retailers going.
7	While I've lived in Bridport [20yrs] I've seen several large housing estates built around the town and even parts of our car parks sold off for building, but no new parking facilities or cycle lanes, only a reduction in the number of parking spaces and on-street parking.
8	With the demise of many bus services, greater car parking capacity is required.
9	We need car parks in town!
10	We need more parking, 2 sites have had houses built on them. St Michaels we will lose more parking, I have a blue badge and cannot walk far.
11	There is now a big shortage of parking in Bridport.
12	There also needs to be enough parking in East and West street so people coming from the north of Bridport don't need to drive around to South street, and enough parking in South street so people coming from West Bay don't need to drive around to East and West street.
13	The town needs more car parking.
14	The whole traffic situation is exacerbated by Waitrose customers driving to the limited available car parking.
15	Keep the present road system and have sensible roadside parking regulations. Bridport would be busy, happy, and you would attract more rate-paying retailers.
16	The parking situation around Bridport, particularly at the height of the tourist season or during special events, is very difficult for visitors and locals alike. This needs to be Bridport's priority, I feel.
17	The bigger issue in the town is the lack of car parking and this needs to be tackled sooner rather than later. It is this that makes people like me shop in other towns as I can get to Dorchester and back in less time than it takes me to find a parking space on Saturday mornings even in the winter. If you allow the proliferation of blue badge holders that we have here to drive along and park in a pedestrianised street unchallenged whenever they choose to then it will be extremely dangerous for everyone and will become a blue badge zone.

6. Comments regarding car parking in Bridport

6.1 Not enough car park spaces in Bridport - more/better parking areas are needed (54 comments)	
18	Some better car parking facilities.
19	Sort parking problems - urgent.
20	Spend more time trying to come up with a solution for additional car parking within the town!
21	Put car park at Flood Lane where Mountjoy School was and tidy up.
22	Reduce car parking fees.
23	Perhaps consideration for a multi storey parking behind Waitrose?
24	Please focus on creating more parking around the town which would be money well spent.
25	Please use the money to provide additional much needed parking.
26	Parking needs to be a priority. Many visitors come to town, can't park so leave without stopping.
27	Parking needs to be sorted out as at the moment it is impossible to find a parking space after 10am or even earlier in the summer, so people get fed up and leave, or they drive around the town two or three times before finding a parking space, by which time people are totally stressed out and not able to cope with crowded pavements. We have to think of long term solutions, a multi-storey car park, maybe underground parking, maybe a Park and Ride? Rickshaws?
28	Parking is hard in Bridport.
29	By enhancing the car parks, marking 'bays' where there is on street parking will all help.
30	Bridport needs more parking not road closures.
31	I think provision of more attractive pavement/parking provision for the street traders on Market Days i.e. using 'setts' 'trees' 'shrubs'. Also for street parking on non-market days to be diagonal 'bumper to edge of pavement' the French achieve this very easily!
32	More disabled parking bays are required. Existing parking bays require new road markings - very unclear at present.
33	More parking is needed.
34	More parking will be required on the North side of town as access to South St car park will be less appealing to those approaching from the North. Perhaps make Wyke Court park two stories??
35	Additional parking in Bridport is urgently needed if the town is to thrive.
36	Additional parking surely needed.
37	Build a new car park!
38	Provision of two story parking on the Rope Walks car park and possibly elsewhere would not adversely affect the townscape or the views of the hills in the distance from the main streets.
39	Not enough car parking space. Public needs to be increased not out. Not being able to park puts people off and congestion coming into

6. Comments regarding car parking in Bridport

6.1 Not enough car park spaces in Bridport - more/better parking areas are needed (54 comments)	
	town.
40	Not even in winter is there enough parking in town. Wake up, stop the 700 houses and give us more parking.
41	Bridport desperately needs investment in car-parking, park & ride and re-routing of traffic. Otherwise visitors will take their money elsewhere.
42	Before anything is done the Town Council should be thinking about Car Parking - that is the most important issue we have all these lovely events in town such as Food Festival, music festival, Carnival, Torchlight, Hat Festival etc. and people have no where to park! Last Saturday at 9.10am only 6 places left. People get so frustrated they leave and go to other towns who benefit from our stupidity. What the suggestion of having a second storey car park behind Waitrose?
43	An increase in available parking will help reduce traffic.
44	Insufficient car parking, especially on Saturdays.
45	Make car parking cheaper or even free.
46	Maybe negotiate with a local land owner to use "a field" for parking outside of Bridport during peak times. Then encourage walking into town. Maybe have a Rickshaw Service" in the summer?
47	I park my car just off of Rope Walks. There is only one way in and out and the traffic is horrendous during busy periods around Waitrose car park.
48	Can the old Mountjoy School be turned into a car park. It looks very untidy as it is.
49	Car Park - why not make the Waitrose Car Park a multi-storey Car Park because that is what we need.
50	Car parks are far more important!
51	Car parks are the most important. Why is the council lorry depot and old amenity tip not made into parking? The council lorries don't need to take up that valuable land. A multi-storey car park could be built there.
52	Has any analysis ever been done of the additional traffic caused in summer weekends of people just driving around trying to find a space?
53	Have working 'parking spaces available' signs at car parks so people know when car parks are full - this will avoid queues of cars with engines idling within car parks.
54	On Saturdays you can drive from one car park to another and not find a space to park.

6. Comments regarding car parking in Bridport

6.2 Comments supporting a Park and Ride for Bridport (25 comments)	
1	A park and ride (or walk!) should be considered for the summer months to reduce town centre traffic. E.g. At a location close to Morrisons with small shuttle buses up South Street.
2	A park and ride for summer holiday market days would have more impact on congestion in the summer than anything.
3	Bring back the Park and Ride scheme and have another one (at Vearse Farm?).
4	Has park and ride been considered?
5	I would support a Park and Ride service in the town centre.
6	It does however need better public transport and park and rides to reduce traffic coming into the town centre.
7	It would be helpful to have the Park and Ride option with a regular bus service and actually discourage people from parking in town.
8	More Park and Ride for tourists. How about a tourist taxi as they do in Europe.
9	Need out of town parking with park and ride especially during summer months.
10	Park and Ride scheme required.
11	Recently cut bus services should be replaced, and park and ride schemes should continue. The problems we have now will only worsen if Vearse Farm developments take place.
12	Reducing the cars coming through town by way of Park and Ride. Small buses from Morrisons to the town centre is another option.
13	Shuttle Bus from Football Car park to South Street car park.
14	With regard to public transport Park and Ride is essential during the holiday season.
15	Establish a reliable park and ride and publicise the car park by the football ground.
16	In terms of meeting the needs of residents and dealing with traffic flow (particularly in the summer) I'd rather see money being spent on decent public transport (making cars less necessary) and a park and ride scheme.
17	Improved parking facilities - Park and Ride? - anything to reduce traffic flow should be considered.
18	Why not consider another car park or park and ride, and help the car drivers come and visit and shop in Bridport, not hinder the motorists yet again.
19	More available car parks and public transport, Park and Ride would be great.
20	The best option is to improving parking in the town allowing more people into town to shop, a park and ride scheme for instance would be a great idea.
21	A park and ride would be good, especially in peak times - summer or festivals.
22	Maybe out of centre more park and ride schemes please
23	A park and ride needed to prohibit traffic.
24	Out of Town parking should also be considered particularly extending the Football Ground parking area and West Bay plus consideration

6. Comments regarding car parking in Bridport

6.2 Comments supporting a Park and Ride for Bridport (25 comments)

	of taking over land off North Sea Road for traffic coming in from the East.
25	The council need to look at reducing the amount of traffic in town by encouraging the use of the car parks on the outskirts not encourage more cars into town. Better signage to the bus stop car parks to reduce the traffic using the Waitrose car park. (How about making that one disable parking only.)

6.3 Poor/inappropriate on-road parking is hindering traffic flow (17 comments)

1	The increasing number of people parking on double yellow lines (with Blue Badges). The parking on St Andrews Road and people accessing Lidl has also increased the hold ups in all directions at school run times.
2	Traffic flow is impeded when lorries and vans unload on double yellow lines. Most obvious is East Street outside the Greyhound.
3	There is another problem in that area caused by near-zero enforcement of the double yellow lines at the bottom of Watton Park which underlines the need to enforce decisions made to improve road traffic flows and safety.
4	The problem is people PARKING on the side of the road near the traffic lights in east street, restricting flow of traffic in the left filter lane.
5	Motorists with disability badges often park on the double yellow lines on the side of St Michael's Lane by the Waitrose car park rather than go in the car park. This narrows the lane and makes two way travel difficult. It is particularly difficult on a Saturday and market day when congestion is at its worst.
6	St Michaels Lane is full of blue badge parked cars on markets days making it single lane chaos.
7	Stop cars parking on double yellow lines on West and East streets. This causes congestion. Traffic wardens should be focusing on this more than car parks.
8	St Michaels Lane - Blue badge parking vehicles constantly obstruct free passage of vehicles. Parking for all vehicles should be prohibited. More signage needed to prevent traffic turning into Priory Lane a cull de sac, which has no public turning point and no public parking.
9	Relative to town centre problems arise due to narrowing of South Street, exacerbated by illegal parking and peak time deliveries by HGV vehicles. Take away pinch points parking single side and no deliveries 9am to 4 pm.
10	Prevent taxis in West Street obstructing the bus stop.
11	People working in the town look for free parking around the Folly Mill Gardens area parking on pavements and double yellow lines about which nothing is done causing more chaos and off the lane.
12	Parking needs better policing. People just dump their car to run into the shops on both South and East Street. This blocks traffic and is dangerous for pedestrians. All parking along the main high street for non business deliveries should be banned.
13	Parking is ridiculous I live in a cul-de-sac and we are forever getting people parking in the turn around areas and right on the corners to

6. Comments regarding car parking in Bridport

6.3 Poor/inappropriate on-road parking is hindering traffic flow (17 comments)

	the housing estate. If we were to require any emergency services there would be issues getting any in and I'm disgusted in how many of these people are clearly wealthy people avoiding car parking and when asked to move they get very very confrontational.
14	Parking on St Michaels Lane needs to be prohibited and enforced, including blue badge holders. They are currently a barely tolerable nuisance, principally at weekends, but would become a serious obstruction to two way traffic on what would then become a principal through route.
15	I feel very strongly about illegal parking in roads that I use near my home in Victoria Grove. Many people park illegally by the Market House area making an exit from North Street dangerous and almost impossible. They stop pick up, drop off or park on market days, others stop in Victoria Grove before ATS opposite Fruits of the Earth merely to go to the cash machine at Nationwide or to pick up coffee at Costa. Why can this continue to happen?
16	I live in Folly Mill Lane and it's often very difficult to get out of the turning because people park where I need to see up South Street to come out. I would like that to be stopped.
17	Market day traders leaving parked vans on roadside near their stalls!

6.4 Parking/loading bays for businesses (6 comments)

1	Enforce loading and unloading times!
2	Is it possible to create allocated parking for traders a short distance away? A section of the Church Street car park for example? - this would not change the net total number of spaces in town, and may improve matters for the 'drop-offs'.
3	More parking for traders.
4	I wish there was better parking for market traders.
5	On market days the pedestrianised area may be full of vans from which the stall are stocked. As part of the plan could traders be allocated parking spaces further down the road leaving the car parks for the customers?
6	Provide more loading bays for businesses.

6.5 Current car parking provision is sufficient (5 comments)

1	Your parking is sensible both on-street and the cost of car parking.
2	There is plenty of local car parking.

6. Comments regarding car parking in Bridport

6.5 Current car parking provision is sufficient (5 comments)

3	I believe that current parking arrangements are a good compromise for Bridport.
4	Maintain street car parking (reserved on market days).
5	In my view car parking is only a problem at peak holiday times.

6.6 Reduce/restrict parking provision for disabled drivers (4 comments)

1	Allowing access to the closed area for vehicles with Disabled permits will result in many of these vehicles using the pedestrianised area. There are often vehicles with these permits parked on the main roads in Bridport in double-yellow line areas, which leads me to believe they will park in the pedestrianised zone too should the plans go ahead.
2	It is disabled parking on double yellow lines near West Street traffic lights
3	If disabled drivers are allowed free access then it isn't a pedestrianised area and the benefits will be lost.
4	Much more beneficial would be to stop drivers with disabled badges parking on double yellow lines where they clearly obstruct the traffic and cause a long queue of cars trying to get through.

6.7 Roadside parking restrictions needed (2 comments)

1	More stringent roadside parking enforcement is required. Bridport town centre is almost a park where you like scheme with next too no enforcement carried out.
2	Parking in East Street, West Street and South Street should be restricted.

7. Comments on public transport

7. Comments on public transport – 30 comments

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7. Comments on public transport

7.1 Impact of recent cuts to bus services (13 comments)	
1	Bus services such as the No 40 are vital for many people living in villages and towns outside Bridport who have no car or access to one.
2	Buses - the devolution of the buses is outrageous. It is impossible to get into town now unless you can walk (miles in some cases). They should and must be reinstated. It is isolating to many people too. I used to use the 43 - but that has been taken away.
3	I would welcome being able to access the town centre as a pedestrian but I am unable to do so as there is no bus route from my village.
4	Public transport - or lack of it. The stopping of the village buses is dreadful and pressure should be put on DCC to restore them.
5	The reduction of the bus service to and from villages and hospital is awful.
6	There needs to be more public transport to discourage car use, living in Salwayash there is no early or late bus and there is not one everyday.
7	Without good public transport provision from the surrounding villages and towns this is a futile exercise.
8	Having lived in Chideock for 20 years, we know that if the town is to thrive, access from the surrounding villages needs to improve either public transport or car parking.
9	Halt cutting public transport. (a) Reduction in 40 bus service detrimental to quality of life. (b) Reduced public transport will lead to increased car use and in attendant, environmental problems.
10	Public transport situation on West Dorset is appalling.
11	Public transport has now stopped.
12	Vearse Farm will add more cars onto our roads, public transport being able to take more people is a joke. A joke, cutting routes and buses, frequently busy in the summer they drive on without stopping. Access to local places infrequent, need car access.
13	We once had the X53 bus travel South Street but that was stopped many years.

7.2 Improvements needed to public transport to reduce pressure on roads and car parks (13 comments)	
1	Air quality, public transport. Good and reliable public transport - bus service - would mean less cars on our roads! The present situation is a disaster with ongoing cuts in public transport, especially bus services in Bridport area while the remaining bus service is very unreliable, with buses arriving late or not at all.
2	An improved bus service to the town is also vital. This would improve air quality.
3	An injection of money into the bus services - later buses to/from Dorchester and Axminster would ease the traffic and benefit people.
4	Better Bus Services 40 and X51 (X51 Sunday Service).

7. Comments on public transport

7.2 Improvements needed to public transport to reduce pressure on roads and car parks (13 comments)	
5	Bus service needs improving.
6	Car use must be discouraged - more public transport.
7	If you reduce price of bus tickets and run more buses, more people will take the bus.
8	Improve public transport - as they have in Norfolk!! And reduce the amount of traffic.
9	It seems to me that everything begins with improved public transport. If bus routes were planned more strategically and were regular and reliable this would reduce car usage thus improving the environment of South Street and improving the flow of traffic for those who have to use a car.
10	More frequent buses could help ease pressure on car parks.
11	More frequent buses from surrounding areas.
12	We need much, much more public transport or our children's chances will be spoiled.
13	Enforce cars and taxis blocking bus laybys!

7.3 Other/general comments about public transport (4 comments)	
1	Ensure when buses stop in their laybys they do so neatly.
2	Extend the bus timetable to cover the evening period. Have a marketing campaign to encourage use.
3	Bus movements are awfully catered for in Bridport and a representation was made no less than two years ago by local bus operators First and Damory, asking for thought to be given to easing traffic flow at the cross-roads in Bridport.
4	Who has 2 hours to spare wait for a bus or get caught in the traffic jams on the A35?

8. Wider highways comments/wider improvements needed

8. Wider highways comments/wider improvements needed – 71 comments

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8. Wider highways comments/wider improvements needed

8.1 Traffic light phasing needs addressing (for cars) (20 comments)	
1	Phase all the traffic lights so that they work together.
2	The traffic lights are set in an inexplicable manner. Sometimes when green, there is enough time for about 3 vehicles to proceed only. There are systems which could be installed which synchronise in keep with traffic flow and pedestrian crossing lights.
3	6/7 cars traverse East/West streets with every single car emerging from South Street, so how does the current traffic light phasing justify this!!
4	A more viable option would be looking into resequencing the traffic lights at the junction.
5	Better sequencing at traffic lights and slower traffic entering town would improve the flow of traffic.
6	Change the timing of the traffic lights.
7	It would be good to look at the traffic lights at the junction of the four streets N, S, W, E and their phasing.
8	Problem with the traffic lights too long a wait for people.
9	Re-phasing of traffic lights will improve traffic flow.
10	Sort out the traffic lights and pedestrian lights at junction where South/east/west streets converge. They are too slow and out of sync.
11	The Best solution is to resolve the traffic light timings to allow more cars through in all directions & increase traffic flow. I Use all the roads everyday for personal and work usage for my own business's and for taxi driving (when it can be a struggle to get to various addresses on time due to the current hold ups and speed restrictions). I am sure that a lot of the traffic issues are a result of timing issues on the traffic lights, lack of repeater/direction lights at Morrisons/ Brewery, (watch people coming out of Skilling Hill road to see what I mean). The Increased number of pedestrian controlled signals (when I was younger there were only 2 crossings controlled by pedestrians, 1 in West Street and 1 in West Allington) the closing of roads to 2 way traffic (Victoria Grove and Downes Street).
12	The queues at West Street traffic lights would improve if the filter light to South Street was longer.
13	The traffic light interval seems excessively long for traffic coming up South Street.
14	The traffic lights by clock tower need to be adjusted so that there is longer for traffic turning right into South Street has longer to reduce the traffic along B3162.
15	The traffic situation through Bridport has got worse and worse over the 10 years we have lived here. The situation now is critical and something has to be done to keep traffic moving. It is obvious the problem is the town centre lights and filter to South Street.
16	To improve the traffic flows, as ticked, I feel the only thing that needs doing is to alter the timing of the traffic lights in the centre so that the traffic flows more quickly. But it never takes very long to drive through Bridport compared with other towns and cities!
17	Traffic lights in West Street a problem (computer problems with timings). Illegal parking on left between traffic lights hold up traffic to East and South Street.
18	Why does Bridport have to be chocked solid with traffic all day long? The town hall traffic lights and the poor sequence of the crossings and lights do nothing to help the air quality in our town. Could future thought be given to alternatives?

8. Wider highways comments/wider improvements needed

8.1 Traffic light phasing needs addressing (for cars) (20 comments)

19	Would traffic flow and air quality in East and West street be improved if all traffic lights and pedestrian crossings were synchronised so if you drove at 20mph you would get through town in one go?
20	Change the synchronisation of the lights to give less priority to traffic turning into South Street

8.2 Better pedestrian crossing timings/adherence to lights/adequate (12 comments)

1	It is sometimes difficult crossing at the top of South Street. It seems to take a long time with traffic in all directions.
2	In my opinion the main cause of hold ups of traffic is the pedestrian crossings at the Town Hall traffic lights. These crossings take far too long to operate once activated, and do not give folk crossing enough time to cross, therefore holding up traffic longer than necessary. The crossing near Superdrug seems to work as it is an island type crossing where people can wait when traffic is heavy and cross when safe. Also the ordinary crossings in South Street and East Street.
3	Pedestrian crossings need to be checked. People cross before the green-walking person is lit up, because they have to wait so long.
4	The junction at South Street and East/West Street is a hazard area for pedestrians who attempt to cross from the crossing adjacent to the Town Hall to the opposite side of the road - George Hotel side. Many pedestrians do not observe the lights which advises them when to cross in safety.
5	The pedestrian crossings between the Town Hall and the George in South Street and Cancer Research in East Street are controlled by lights. They are long and dangerous.
6	The traffic lights around the Town Hall need improvement in phasing to allow pedestrians more opportunities to cross safely. The current phasing does not encourage pedestrians to wait for the green men, particularly as the pedestrians view is obscured by the Town Hall. Closure of the upper part of South Street would, of course, remove this problem on the South Street crossing but this still leaves a phasing problem on West and East Street crossings - presumably these would then become simple pedestrian crossings.
7	The traffic lights by the Town Hall need an audible tone for pedestrians when they can cross.
8	Traffic light systems already favour drivers over pedestrians, this needs to be sorted so that pedestrians have time to cross safely rather than wait a long time and then having less than 30 seconds.
9	The increased number of pedestrian controlled signals is seriously hampering the traffic flow and could result in air quality issues.
10	The pedestrian crossing on Sea Road South, near Motorwell, is too favourable to pedestrians. More priority should be given to traffic by making pedestrians wait longer after pressing the button and allowing them less time to cross, or having a flashing amber light. A succession of pedestrians causes a tail-back on the A35 - I usually witness this as a pedestrian.
11	I find the main problem in the centre of town is pedestrians, just crossing the road where and when its not safe to do so.

8. Wider highways comments/wider improvements needed

8.2 Better pedestrian crossing timings/adherence to lights/adequate (12 comments)

12	Zebra crossings are perfectly adequate.
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8.3 Wider town improvements needed (non traffic/transport) (12 comments)

1	The toilet situation within the town centre seems to have gone past the point of logical return with the various closures and relocations in recent years.
2	More rubbish bins. Drains need emptying.
3	NO MORE CAFES!!
4	Not enough waste bins. Empty drains more often.
5	On an aesthetic note; trees and better window frontages on shops, in all streets, would add a special feel to the town and set it along with many outstanding towns across the country.
6	Put public toilets back into the town centre.
7	The footpaths around Orchard Crescent are a down right disgrace and dangerous to pedestrians. The grass cutting only gets done on rare occasions.
8	The many oap's and disabled people need more places to sit down.
9	Would be beneficial to get a cash point down South Street at some point though!
10	Tidy up the filthy pavements. This town is dirty, South Street, Rax Lane, North Street.
11	Clear pavements of shop furniture ('A' Boards, displays etc.) especially on market days when pavement widths are already restricted).
12	Improve the pavements, they are uneven and a danger for old people!

8.4 Suggestions for the market (layout/parking etc) (9 comments)

1	Market traders should be excluded on South Street between North Street and the town hall traffic lights. Vans parked there seriously impede traffic on market days.
2	Market traders should be made to set up more responsibly. I have had several near misses with pedestrians and vehicles because market stalls and vans block the end of Folly Mill Lane where I live.
3	Stop traffic wardens hassling market traders which in turn would stop us having to double park causing more traffic chaos.
4	The biggest vehicular danger still appears to be market day traders. Double parking, especially near zebra crossing, the 'coning off' of

8. Wider highways comments/wider improvements needed

8.4 Suggestions for the market (layout/parking etc) (9 comments)	
	areas and placing furniture/boxes etc. in the street. This is especially notable on South Street where the road narrows but also by the traffic lights where a driver must observe the lights, be aware of pedestrians who 'chance' the crossing and additionally street traders walking round their stalls into the road or people crossing the street to visit them without travelling a little further up to use the crossing. Combine this with busy pavements with people frequently stepping off the kerb to get round the stalls and there are occasional moments of concern.
5	The greatest inconvenience is caused by the market stalls I avoid Bridport if possible on Market Days.
6	I resent the way that market stalls at the top end of South Street are crammed onto the pavement - has anyone considered moving the stalls on the West side back 2 metres into the road during a trial? It works in Portobello, a successful market with a mix of permanent shops and stalls. This would maintain access for emergency vehicles and restore the full width of the pavement. I can't help thinking that this close proximity of market stalls make the shops rather invisible, and perhaps this is why business suffers, and also it's practically impossible to move around town on foot, with many pedestrians opting to use the road instead and take their chances with frustrated car drivers looking to park.
7	<ol style="list-style-type: none"> 1. Move South Street traffic lights to remove all vehicles standing at lights from pedestrian area. 2. Parking areas retained for vehicle use on non-market days, but surface raised to pavement level and paved for pedestrians' use on market days. 3. Market stalls arranged back-to-back in centre of carriageway on market days, with extended pavement areas given over to pedestrian use and with cafes, tables etc. Traders' vehicles parked across the street between stalls after setting up and before taking down at days end - as illustrated in drawing. 4. Adapt and extend treatment further South along South Street after trial in northern section only.
8	I wonder if on Wednesdays when the market is smaller if all stalls could be in South Street.
9	Stop market stalls within 20ft of all crossings for customer safety.

8.5 Concerns about current traffic congestion (6 comments)	
1	I often travel from Allington to Bradpole area, and what used to take 5 minutes now takes an average of 15! Using the back Road at broadoak crossways is dangerous with farm traffic!
2	Ever since the new traffic lights and pedestrian crossing was completed the traffic flow has been appalling.
3	The biggest problems in town is traffic flow (as a resident in Bridport Town for 40 years I should know).
4	There are so many more vehicles using our roads these days that problems are bound to arise.

8. Wider highways comments/wider improvements needed

8.5 Concerns about current traffic congestion (6 comments)

5	Traffic is a problem in the town. With a prediction of housing growth this will increase traffic.
6	The streets are continuously congested, I believe the T-junction in the centre of town and the hunt for parking spaces are major causes.

8.6 Concerned about removal of Town Hall junction traffic lights (3 comments)

1	I would also be very concerned with the speed of traffic along East and West street without the town hall traffic lights to act as traffic calming. The town could become more of a cut through for when the bypass is busy, however an enforced 20mph speed limit would help this.
2	East/West Street will not need traffic lights so making the Town Hall very dangerous - it may even draw traffic away from the congested link road as quicker to go through town.
3	If South Street closed, lights will still be needed to cross road opposite Boots.

8.7 Traffic and transport general/other comments (9 comments)

1	I know of several people with very poor sight who are unable to get into town.
2	I've noticed some very poor driving in Bridport.
3	St Michael's would make a valuable socio-economic and environmentally friendly pedestrian zone, if landscaped correctly.
4	Where I live in Allington there is horrific boy racing and also general speedy commuting, with people giving no regard for the fact its a residential area where people live.
5	As former chairman of a Conservation Group I was deeply involved in such matters and understand the complex decisions which have to be taken.
6	Traffic warden generated revenue would be better down.
7	Ban vehicles over a certain size using South Street except for deliveries.
8	Throughout the main town, pedestrians appear to take little notice of on coming traffic.
9	If Vearse Farm goes ahead, the present situation will be unsupportable.

9. Other comments

9. Other comments – 8 comments

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9. Other comments

9.1 General/other (8 comments)	
1	I am born & bred Bridport. If Vearse Farm is past, it will change Bridport and in my opinion ruin it.
2	I just hope the development of St Michaels estates keeps all the good old buildings esp. Redbrick etc. in tact with some really beautiful new housing if its required. Bridport has magic to it, and you could loose that very easily.
3	I love Bridport!
4	I shortly will need assistance to shop in Bridport.
5	Is this Council mad?
6	Allow housing projects as this will encourage more Town Centre businesses and large multiples i.e. more houses, more people, more jobs, more council tax.
7	Bridport is a wonderful town which has shrunk over the years with shops and pubs closing east west north and South of the town, meaning it is now grossly over crowded .
8	Bridport could become a 'world-wide' reference, for how a community should be! I currently live in the Netherlands but my mother lives here and I have been coming here for over 44 years. It is my second home and I hope to move here soon.