

Custom House Quay Consultation Response Report Appendix

(1) All comments from

Q14 – Any comments on the draft proposals to improve the public space? (p2-p91)

Q15– Any other comments on the possible harbourside changes? (p92-p127)

(2) Copy of the survey

Produced by Mark Simons
for Dorset Council

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Q13 Any comments on the draft proposals to improve the public space?

- The Council always appears allergic to garnering input from local residents and businesses at an ideas stage. Why did this, once again, not happen? - We need cycle lanes on some busy roads in Dorset for sure, but I've yet to speak to anyone who thinks we need a cycle lane heading east along the quayside, a road with light, slow moving traffic leading to a dead-end. Cyclists in the harbour area, of which I'm one, seem perfectly capable of sharing the quays with the relatively low vehicle numbers we have. It feels like a solution searching desperately for a problem. - Several residents and local businesses have voiced concerns about the safety of this cycle lane for cyclists and pedestrians alike. Those concerns stem from the cycle lane being proposed along a narrow section of road, against the flow of traffic in an area congested with working boat crews, visitors and a myriad of distractions. - One thing is for sure - the vast majority (I would estimate over 95%) of harbour businesses and residents don't want road closures and pedestrianisation schemes back. The Council needs to be clear and transparent with the harbour community on this matter. Is this scheme a proposed compromise, or are further measures being lined up behind closed doors that will collectively kill our working harbour?

"Many of these proposals will require removing the 39 on-road 1hr parking spaces in the area" to do some shopping most people use a car because that is the most CONVENIENT way to get the goods home. The loss of 39 1hr parking spaces is UNACCEPTABLE in a town centre that already has too a few footfall to maintain viable real town shops and you want to turn away the people who use those 39 on-road 1hr parking spaces as well which does not make sense. Do the people designing this scheme cart their shopping home on public transport or on their cycle, I suspect NOT. To get a thriving town centre you need to welcome people and provide a nil cost burden on accessing the town centre. Having to pay high parking fees or any parking fees is NOT welcoming as is losing free parking spaces or having to few parking spaces. People vote with their wallets that is why they shop at supermarkets where there is FREE parking, not at a town centre that does not welcome you and your car and cost money to park.

1 Cycle lane not recommended - families and unwary revellers are liable to step into the cycle lane colliding with any hapless cyclist coming from behind them who then falls into the road and under the wheels of any oncoming vehicle. Surely Health & Safety will not condone this possibility. Cyclists never cycled this way in the past. Why now? 2 Service vehicles (bin lorries etc) and delivery trucks will inevitably block the single carriageway. 3 Incorporating disabled spaces would destroy the aesthetic look of the area, is open to abuse and unnecessary and in this case discriminates against the rest of the community. 4 Up to 400 cars a day use these spaces every day of the week, most occupants utilising the businesses and shops in the lower St Mary St and Lower St Thomas St areas for a short time. I am personally one of these users. Without these free spaces all this business will be lost. 5 Drivers exiting South Parade will be looking left towards the Pavilion and not expecting a fastmoving cyclist to come from the right - with the inevitable collision

1) What are 'safety bollards'? Why would they be required? 2) Where are residents and B & B guests to park? Resident parking is, to me, the biggest problem with the proposal. 3) does 'loading for vessels' include boarding and disembarking of boat trips? It would be good to have more boat trips from this side - preferably new boat trips, rather than 'steal away' boat trips from the other side. 4) will the cross-harbour ferries be retained? It would be good to reduce traffic in that area. Eating or drinking outside one ingests too many fumes and particulates, and it is too smelly to be pleasant. (Of course, one also inhales fumes from the adjacent diesel driven marine engines. Presumably nothing will be done about these.) It might be helpful for people intending to visit the area, who have come by car, if they could be directed to nearby parking. Eg 'for harbourside please use Xxxx car park'. It is to be hoped that cyclists will use the road, rather than impinge on pedestrians as now happens at all hours of day and night on Esplanade and Greenhill Esplanade. Some enforcement would be good, although I don't suppose that'll happen. If cyclists locally had, and used, a bell and a front light we might all live longer.

1. Cycle lane towards Pavilion. Not sure this will be safe with other vehicles and cyclists heading towards Bridge. Could there be an alternative route to the Pavilion by using some of the side streets off the harbour? 2. Imperative that harbour businesses and vessels (fishing and tourist boats etc) will be able to operate without restriction as this is the lifeblood of the harbour and is the main attraction for tourists, visitors, local residents. The whole ambiance of this area is created by the port and its boating of every description. If the fishermen and other boat businesses are forced away from using Weymouth harbour and have to relocate to Portland it would be a great loss for Weymouth Town and reduce the area to just another artificial entertainment area with no real substance, having destroyed the living history of the working harbour. 3. The other main concern is the "social drinking" (sometimes uncontrolled drunkenness) which can impact on the safe enjoyment of the majority of people on the harbourside. In an area with open access to the water and moving traffic alongside pedestrians and revellers there will need to be a lot of thought about mitigating dangers.

1. Nothing should be done that materially affects the harbour's character as a working port or makes use of the area concerned impractical for fishing, diving vessels etc. There should not be no increase in the moorings available to yachts and other pleasure craft. 2. I think it impractical in the space available to provide a safe (for both cyclists and pedestrians) separate cycle lane. Also it is trying to cram too much in. Weymouth is to be applauded for providing far more cycle lanes than most places but in this location I think it would be entirely reasonable to expect cyclists to push their bikes over what is a relatively short distance. The vast majority of cyclists would in any event only be going along this section of the harbour for leisure purposes.

1. Custom House Quay should not be regarded as a "valuable route out of town for traffic" (contrary to the reported view of Councillor Bryan) 2. Summer congestion is made much worse by (a) the ill-considered King Street corridor and Jubilee Clock junction and (b) the increased use of the Pleasure Pier for parking (long stay parking should be confined to the northern edge of the town) 3. The comprehensive Weymouth After Dark report by Fera Urbanism in December 2010 drew on extensive consultation – the report merits re-reading 4. Full pedestrianisation would be preferred, but fishing vessels enhance the street scene and (for as long as they continue) provision needs to be made for their vehicular support 5. One-way vehicle access to the quay should be restricted to fishing support and emergencies (and cyclists) 6. The quay speed limit should be 20 mph 7. A contra cycle way would be unnecessary, a waste of 1.5 metres width, and dangerous for walkers 8. The pathway along the water's edge should be unobstructed (in last summer's social distancing arrangement, stretches adjacent to fishing boat access were blocked off unnecessarily)

1. There is insufficient road width adjacent Berth 6 to have contra flowing cycle lane, or dual pavements Car and vehicle parking MUST be allowed against the side wall of Berth 6. NOTE BY Law the Harbour extends 6feet inwards from the edge of the Quay Piling or edge NOTE Warnings were issued by Surveyors engaged by the W&PBC in 1987 that the danger of the .whole Quay Collapsing into the harbour if the stability given by having rail tracks alongside Berth 6 were removed ..This resulted from the burst water main pipe adjacent the innerend of Berth 6. Your Senior Engineer involved in the resurfacing of Custom House Quay was warned by me of the additional set of Rail Tracks lying beneath the set of rails being removed. The six feet area is a Safety Zone where heaving lines from craft/vessels land on approaching the berth hit the qqay surface Public safety will be endangered if seating is installed close to any quayside edge.

<p>1/Where is the provision for the 39 car packing spaces that will be lost being made so as to avoid another 39 cars driving around Weymouth looking for a 1hr free parking? 2/As a cyclist the contra flow cycle lane whilst a good idea, would be concerned about a cycling against one way vehicle traffic in such a narrow area lane would need to be very clearly defined. 3/ is there going to be clear definition between road and pavement as we all ready have a problem with that on the opposite side of the Harbour with many pedestrians totally unaware there is a road there and not just a lovely cobbled walking space..</p>
<p>2020 felt like a seaside town catering for its residents and visitors. for once the harbour was not just a car park with little space to walk There was a good atmosphere and it felt right even passing the seated areas serving breakfast at 9am Landing places give an idea of a working harbour Not sure about catering for bikes with their own lanes, cyclists often assume they have the right to travel too fast for their surroundings and with a lane going in the opposite direction its a recipe for disaster - don't cyclists cycle for exercise - an area in the Pavilion car park should suit</p>
<p>A Barrier between cyclists and cars - plastic or metal poles with reflective tape/materials to keep traffic separate.</p>
<p>A cobbled road surface.. More trees need to be planted</p>
<p>A complete waste of time and money, all for the cyclist. They don't pay a penny towards any improvements, should be a cycle tax. And they should have insurance. If the proposed cycle lane is so that they can travel against the flow of traffic towards the pavilion, why can't they use the one way road system through St Edmunds street and Mitchell St. Or get of there bikes and walk along the harbour.</p>
<p>A complete waste of time and money. It's fine as it is. Why take up the old historic tram lines they are part of Weymouth's heritage and charm. It's all about the bloody cyclist who are dangerous and a nuisance. at present it is nice to park free for an hour and do some basic shopping in the town centre or just visit for an hours relaxation. So no more shopping in the town centre. They need support as the centre is beginning to look like a dump. With lycra cyclist bombing as they do with no consideration for others, between the cafes and restaurant's, a pathway and a road, they are dangerous. Poor restaurant staff who will be in and out constantly to deliver food etc this is going to be very dangerous. Do the cyclist have insurance, probably not. We are all going to need an extra eye for 360 degree vision. Yes lets have more seating in the summer, but there has got to be another way. And lets make the harbour and pavilion regeneration more up market. Bring some class in. Weymouth is becoming a chav town.</p>
<p>A contra flow cycle lane is an accident waiting to happen. Probably seems good in theory but very dangerous in practice. Cyclists should obey the normal rules of the road and it won't do them any harm to go round the roads behind the harbour if they want to get to the pavilion - or walk their bikes along the pedestrian walkways.</p>
<p>A contra flow cycle lane sounds dangerous as any visitors will be unaware of the layout unless it is cordoned off with occasional bollards to keep traffic out of this line travel.</p>
<p>A contra-flow cycle lane brings unnecessary dangers for pedestrians. Keep road as one way only for all vehicles and bicycles.</p>
<p>A contra-flow cycle lane WILL cause confusion and there is the real danger of collisions because contra flowing cyclists may very well stray into the traffic lane and come in conflict with motor vehicles.The carriageway will need a 20moh speed limit with traffic calming measures such as chicanes and or raised platforms/pillows</p>
<p>A contra-flow cycle track does not seem a good idea. Cyclists generally do not obey the rules (e.g. cycling on sea-front when it is banned). There is too much emphasis on cycling, shared paths are used by keen, fast cuclists not just families.</p>

A contraflow cycle way seems crazy. pedestrians won't be expecting cycles to come the other way than cars, bikes are basically silent. It's a recipe for disaster!!! Especially along a stretch with plenty of pubs and bars, accident waiting to happen. And why put a tiny length of cycle way in? I'm sure the businesses would benefit more from some more seating! They could probably do with all the help they can get at the moment...

A contraflow for cyclists is dangerous. There are other routes and options to get to the seafront by cycle already. Improve the cycle link from Kings statue past library to join Westham bridge instead. Commercial road is now a viable cycle route with no tail lines in it

A Cycle Lane is inappropriate here - cyclists should push their bikes through any post-covid crowds. Loading bays cause the same visual vehicle occupation as at present so there's no amenity benefit (also fishing catch loading isn't just early-morning when few people are about, it's related to the tides, although loading beer barrels probably isn't). I use the 1 hour parking bays for on-demand local shopping (tourists don't seem to know about them and often park elsewhere, so they are a valuable amenity to local people) and in particular they provide for my stress-reduction by my sitting peacefully in my vehicle in all weathers watching the harbour activity for a few valuable minutes. A restructure here will destroy the casual nature of the mixed-use activity. I strongly suggest you leave the area alone and spend the cycling/pedestrian budget elsewhere. You have had your visually destructive fun from a donated budget by removing the historic and iconic rails, which provided a distinctive feature to Weymouth that other competitive visitor places do not have. I also strongly suggest that you start to develop the south-west facing side of the marina for outdoor (or sheltered) restaurant use, as the evening sun would extend the evening occupational development of Weymouth, which has been a stated WPBC objective in the past to help balance the expanding night-club culture. The harbourside under discussion here loses the summer sun much earlier.

A dedicated cycle park should be sited at the current car parking lay-by to the rear of the Baptist Church on Custom House Quay.

A good thing and about time.

A great idea to really help move Weymouth forward, we fully appreciated the opportunity to have outdoor seating and reduced traffic throughout last summer. I feel that Weymouth could lead the way locally becoming a greener town, reducing traffic throughout the town and harbour providing alternative methods of getting about such as cycle lanes and secure cycle parking. The harbour lacks green space adding planters and trees would add a splash of colour and make the area have a more continental feel to it.

A large element of Weymouth's attraction as a holiday destination is the charm of the working harbour. Measures, such as those last year which seriously damage the ability of harbour users will damage the appeal of the town. Measures which turn the harbour into a disneyesque theme park (eg over-prettyfying it) will also spoil it. While the present measures are limited to this specific area, they should still be considered in the context of the whole town centre. Thus, while I agree that removing CHQ parking is an excellent idea in principle, it is essential to retain some central short term parking, to enable residents to access shopping, banks etc, and longer term parking within reasonable reach to provide for visitors. It would be disastrous for town town centre businesses if small parking areas like CHQ, Gov's Lane and Park St go and proposals to develop many of the Commercial Rd. car parks remove those too. The contra flow bike lane in this position is a poor idea. Drivers will not expect it - it can only lead to accidents. It is essential to maintain traffic access to CHQ if only to relieve some of the pressure on the Esplanade.. The harbour users need to load or deliver. This means that there must be room for vehicles to pass loading lorries. Rather than heavily demarcated narrow pedestrian and traffic lanes, a better solution would be shared use. With no parking (poss. minimal disabled, but would need controlling) much through car ttraffic would be eliminated and shared space (as is virtually operating on Trinity Road) supported by a v. low speed limit (Max. 20mph, better lower) . works well in other places. Custom House Quay seems well suiteed to it.

A long time coming, however, all ideas to improve Weymouths Harbourside status is to be welcomed. Having more outside dining areas is an attraction for tourists and should be a boost to Weymouths footfall. Another thought: Empty council buildings are a blot on the landscape, however a massive potential earner for the council, maybe less committee meetings and more action. A beautiful harbour spoilt by lack of forward vision. Come on everyone lets get Weymouth back on the map.

A wider footpath should be provided by the harbour and a much narrower one by the properties, as most people will want to walk by the harbour. The cycle lanes are great, as is the cycle parking. More benches will attract more people and improve trade for local businesses.

Absolutely no need at all for cycle lane at all in this area. Limited time but free parking is VITAL to support local shops. A lot of time, money and effort seems to be spent on the plan to improve a very few hospitality businesses. This area is notorious for drunken, yobbish behaviour in the summer especially. Why is the council seeking to expand it? There is ample provision throughout Weymouth town to drink and eat outside. The plan seems to ignore the fact that it is a WORKING harbourside. As such all it needs is nice areas to walk, sit, watch, as well as access to work and businesses.

Absolutely ridiculous... Only benefits the pubs and bars completely disregards everyone else. The council are ruining the town. Maybe sort out something that actually needs doing instead of ruining peoples livelihoods.

Additional outdoor seating space for pubs i.e. The Rendezvous pub should be very carefully looked at when considering this. Firstly, access up and down the steps from the bridge is almost impossible and dangerous when an event is going on there. Secondly, to pass the crowds of people at any event there is almost impossible. Thirdly, the security people that patrol that area tend to stop people walking down the steps with food (usually from the fish & chip shop) get told they can't take food down there.!!

Agree Installation of benches and safety bollards but not planters.

Agree on removal parking for public. Increase number of loading bays. With lorry width approx 2.5 m a road width of 3m to accommodate lorries & bicycles side by side is not safe. Don't have contra flow cycle lane.

Agree with cyclists but disagree with the cycle lane as pedestrians and cyclists do not mix well. Even though the pavements will be wider the design will encourage pedestrians into the road or to just cross the road. If walking towards the pavilion they will be aware of one way traffic coming towards them but may not think about a cyclist coming down behind them on a cycle path. So I think no cycle lane as then the onus is on the cyclist to look out for pedestrians rather than having the right to the cycle path. Extra seating good idea. It was lovely this summer to have the extra seating and always such a good atmosphere. Vehicles to be discouraged apart from for the use of the businesses.

Agree with removing parking spaces . Many people just drive around in a loop waiting for a free space to become available so this will reduce harbour side traffic .

All emphasis is on a few businesses close to the bridge, they have plenty of space already and as far as I'm concerned are leading the call for more eating areas. The car parking spaces are a wonderful place to stop, do a little shopping then be away in under an hour.

All I ask is that the Council takes care of our Fishermen. They are so important to weymouth and the quayside, always popular with tourists and locals alike. If you can't make sure that their needs are met it is pointless making changes.

all is good as it is. do not waste valuable money. Money can be spent in better areas.

Allowance needs to be monitored and enforced to allow a suitable width for pedestrians and less mobile users to be able to pass the sitting out areas. Encroachment or people with drinks will force people into the road. The establishments and businesses must be made fully aware of this.

Allowing businesses to fill the area with hospitality tables and chairs is counter productive. This activity already takes place along the key and causes congestion and occasional conflict as the businesses take up too much room probably beyond their remit which is never policed for compliance. Allowing more hospitality areas is likely to cause more issues with too much alcohol leading to damage to visiting yachts which is the last thing the harbour needs. Visiting yachts should not be moored alongside areas of seated drinking. If you are trying to make it more pedestrian friendly then allowing cyclists in both directions is not safe. consider that it is bad enough with racing cyclists all along the seafront which is a much wider area without confining them to what is a relatively narrow area. Again there is little or no policing of dual purpose areas and cyclist know it and take advantage. More positively tidying up the area is in principle good.

Although it is only 39 parking spaces they are well used for people going into town to drop off or collect items from shops, we will also lose the access for customers to pop into our shop and purchase items that are heavy and then load them into a vehicle, its not just the loading, people want to come in discuss what they require then carry it out to there car. our own deliveries sometim's arrive on an artic lorry, will the loading bay be big enough for this and will it still be possible to get out again?? If the hospitality business's are allowed to put outside seating over a wider footpath, that means more people will be sat at tables that will spread across the public area forcing people into the highway and then you have two way cyclist's and cars, this is a very busy road, and untill the town centre sorts its traffic flows out it will remain so! what about the fish landing quay, there is no provision for this, i am fully aware that there is a plan to move this further down the harbour, but these plans have not been and may not be passed? how many loading bays are there going to be? are they going to be strictly loading only, as if i am working on a boat to remove or repair a heavy item that i need heavy tools for and heavy items, it is not realistic to be at the vehicle all the time, yes i could unload, then move the van to a car park, walk back to the boat, carry out the work, possibly returning to van to get more tools?? walk back to the boat, possibly bring the van back to a loading bay to load / unload more heavy items, etc, the customer will not cover this cost, so we would have to get the boat moved to either Weymouth Marina or Portland Marina, which then loses the Council Harbour of revenue, or if they are a commercial berth holder it will involve extra cost, either way it is likely to lose work for us as a company and also revenue for the harbour. where will the cyclists go when they reach South Parade on the contra flow direction, cycle around Alexandra Gardens, then cross the flow of traffic, turn the corner followed by crossing the flow of traffic again, you are putting cyclist's at a much greater risk?

Already has a large proportion of the area designated for bars and restaurants - why are the parking spaces being removed in order to provide additional seating? when it already feels like one large open air pub. Pedestrians already have to negotiate some 'unruly' public in this area. This is a working port and visitors like to see the harbour being used as such. Locals have very little access to short term free parking and parking in this town is already very expensive compared to other towns in the area.

Although I agree the proposed reduction of road traffic is a step in the right direction I think a similar restriction to that implemented in the Summer of 2020 allowed for an excellent 'continental' atmosphere along the harbourside. Only allowing motor traffic for restricted access (10am- 6pm) during the peak summer season will prove a huge attraction to visitors and locals alike. The improvement of air quality, pedestrian and cyclist safety is obvious. The numerous hospitality venues in this area will thrive and encourage further business to open, increasing the appeal.

An excellent plan. Making the harbour more dedicated to people rather than cars

An important part of the redesign should be happening on the other side of the quay, more outdoors seating and room for all the businesses to use, there is no need to monitor or hinder traffic as it worked well during the first lockdown.

Another nail in the coffin to the town centre. If I need to nip into town to collect something, why should I have to pay to park. Especially if I'm only in and out. I don't drive to town all the time but need to sometimes. Maybe do something about the empty shops, the potholes, the disused council building that is supposedly costing £10k a month sitting empty. Or maybe consider putting something other than a diy/supermarket in the old Debenhams building. Something to encourage people to go to town, not just the harbour. Instead of just doing things to help the pubs on that one side of the harbour as usual.

Any changes should also benefit harbour users i.e. trawlers, angling and diving vessels

Any encouragement of cycling along the quay will be a danger to pedestrians, particularly visitors to the area.

Any environmentally friendly schemes MUST limit access for motor vehicles. The harbour cannot become the prettiest car park in town.

Any improvements to the public space at the harnourside must include parking. It would be a mistake to remove parking here both for residents, businesses and visitors. There is no suitable, alternative parking close to the area, particularly considering residents pay for permits to park close to their homes. I also do not believe that additional space is required for sitting out. Many of the businesses have ample space inside and I do not feel that providing further space outside for businesses to use is more important than the town's parking problems. Installing a cycle lane is also unnecessary. The tram tracks have been removed (partly to improve cyclists' safety). This is sufficient enough.

Any loading bays will be used by the local mini cab company for their own parking spaces.

Any measures that see the removal of the last few remaining free parking bays is only going to damage local retail outlets and takeaways. If the public will have to pay for a ten minute stop, it will be the end for many.

Any restrictions on Custom House Quay have repercussions on the rest of the town. Several years ago we were promised that the plans for the harbour/marina would mean an end to the constant stream of traffic along Westway Road and make this area into a more friendly & beautiful space. Nothing has been heard of this since, but the road will continue to be a constant stream of traffic (either stationary because it is blocked or drivers speeding) which is very unhealthy for those of us who have to live alongside it. I will only support schemes which deal with the whole area, not just bits to prioritise parts of the town which Councillors are interested in, and ignore the other parts.

Anything to improve the area for locals and visitors to enjoy our wonderful harbour would be welcomed. The above proposals as responded to above, would achieve that. The reason for not wanting disabled parking is that they can park almost anywhere near this area, lets keep it as big as possible please.

Appreciation will develop. Will be useful during Summer Festivals.

Areas of outdoor seating needs to be monitored so as they remain in the correct area. 3 metres for the road is not much when the highway code advises to give cyclist 1.5 metre clearance when passing Speed limit should be reduced to 15 or 20 mph There needs to be a very clear difference between cycle lane / road and the pavement areas. Ample provision of parking needs to be given to local business and fisherman. 4 dose need seem enough!

Art installations and historical trails with boards and interactive history via, for example QR codes

As a commercial fishing vessel owner/skipper it is necessary for my business and convenience to be able to travel in my vehicle unrestricted to various places around the harbourside, which include the fish landing quay(existing or the planned replacement), Weyfish and at times other fishing vessels and Custom House Quay is critical to those movements. I therefore am opposed to any road closure of Custom House or Commercial Road Quayside. I also feel that every commercial berth holder in that area should be consulted with directly to assess their access requirements to then establish the most suitable size and location of loading bays to enable those businesses to continue unhindered. However i do feel that with elements of the proposals some improvements could be achieved to the area. I am in favour of widening the pavements, particularly on the built side of the quay and in those widened areas the possibility of extra seating for hospitality establishments would be a benefit. Unfortunately, Anti-social behaviour has increased along the harbourside and especially in the town bridge area leading to damage to vessels and is undoubtedly linked to excessive drinking so i would like to see measures to confine alcohol consumption to the pubs and restaurants premises away from the quay wall. I think the contraflow cycle lane would be unnecessary and possibly hazardous and the space allocated would be better used for widening the walkway.

As a current user of the free one hour parking spaces (which allow a quick dive into the town for a few bits and pieces) I think we have to consider the broader benefits to the economy of the town. Provision of more public footpath, seating and extension of hospitality space will help to achieve that aim. It will also enhance the general ambiance of the quayside. In making these comments I assume that traffic will still be allowed along Custom House Quay. If not, access to the Town Bridge will be virtually eradicated.

As a cyclist I feel that the contraflow system would be risky to pedestrians and cyclists. There are adequate and safe ways to cycle from the Town Bridge to the Pavilion by back streets. During the winter (and COVID) it is useful for elderly residents to sit in their cars and view the harbour. Perhaps have some parking places for locals during winter (outside holiday season).

As a cyclist I welcome the current removal of the tram tracks. This is a positive safety move. However, I am dubious about the cyclist contra flow. I am afraid pedestrians, especially tourists will be caught out by the contra flow and collisions between cyclists will be inevitable. I am unsure about additional street furniture and planters. Would it be more beneficial to utilise some of these areas as additional seating for the cafes and restaurants, especially in Summer? More detailed schematic would be helpful?

As a cyclist who uses this stretch, this is all welcome. The only real issue I can see will be the drinkers from the various pubs who will need dedicated drinking areas to avoid standing in the road and especially on the cycling lane. By all means expand their designated areas but ensure businesses manage their external areas better.

As a disabled person (blue badge holder) who cannot walk very far to lose the 39 spaces means I will never be able to go to the harbour again.

As a local person, I feel taking away all the 1 hour parking bays is too restrictive. I also work in St Edmund street, removing all the 1 hour parking spaces will severely impact local business. Maybe have the parking unavailable after 11am, giving locals time to get things done. The restaurants and bars are not usually open at these times and to be honest, they are the people who will gain the most from these suggested changes. As a cyclist myself, it frustrates me to see cyclists in Weymouth not using the cycle lanes already provided, a more joined up approach to the cycle lanes across Weymouth which would encourage cyclists to use all of them would seem a better way to spend the money. I watched as they painted in a cycle lane on the footpath along Chickerell Road at huge expense and it is rarely used. I agree better public seating would be lovely. But if you are encouraging more people to congregate you must resolve the public toilet situation in that area. To close them at 5pm is ridiculous. Last summer was a nightmare, with people defecating in the street, was horrific. Before the pandemic it was always difficult, with people coming into where I work asking to use the toilet, it is unfair to encourage people to visit at all hours and not provide toilet facilities.

As a local resident who was born in Weymouth, I think these proposals are long overdue. We have a fantastic harbourside and up until now, it has not been used to its full potential. The temporary measures that were introduced last summer to help the hospitality businesses, gave us a glimpse of how that space could be better used. Now the old railway lines have been taken away, which I fully supported, gives us the opportunity to improve the space further. The only reason I have disagreed with the disabled parking bays, is because there are plenty of spaces around the town for disabled parking and I have seen these being abused on many occasions. I fully support this scheme and I think if it were not to go ahead, would be a shameful wasted opportunity for local residents and visitors alike.

As a local resident, I use the 1 hour free parking to access the shops etc at that end of town. Also other than peak times and good weather, the areas within the proposal wouldn't be much use, plus I feel it would take away from the traditional charm of the harbourside.

As a regular visitor to Weymouth you need parking spaces for the local shops in this area

As a resident who was seriously inconvenienced by traffic restrictions last summer I am very hesitant about what the council really has in mind. I have severe asthma and spent last year (and this year) shielding on government instructions. We had traffic stationary outside our front door in East St nearly every day last summer and the fumes were horrendous. We also could not get our own car out to go to appointments and we missed deliveries. Just because we live in town should not mean that we are inconvenienced to such an extent. I thought the government/council plan was to actually encourage people to live in town centres. IF the intention is NOT to pedestrianise Custom House Quay then I would not have many objections. However, if the road is closed to cars from South Parade to St Mary Street then I would have enormous objections. The traffic jams would just move from East Street to South Parade. How would we get grocery and pharmacy deliveries if this were the case. And we also would not be able to get in and out of our own property. My husband is 81 and we have to use the car, whether the cycle/pedestrian zealots like it or not. Most of the people who like this scheme are not residents. Actually, the only people this scheme benefits are a few pubs/restaurants along the harbourside, the same as last year. During the Olympics in 2012 we residents were given permits to allow us to drive to and from home. I think this should be considered again, IF the harbourside were not open to general traffic. This scheme looks ok on paper, as long as traffic is managed and we residents can use Custom House Quay to drive. Looking at the plan, i am not sure if 3m is wide enough for some delivery traffic. Also, if restaurants and bars only use the pavement outside their properties (and not across the road like last year) then people will walk on the road, as happened last year, and drivers were met with horrible abuse when trying to drive past when the harbourside was open to traffic.

As a town who wants to attract visitors making the harbourside more friendly to pedestrians would be a good thing to do. As a mobility scooter user I find the area at present very difficult to negotiate with cars zooming past.

As additional seating areas would be provided for local bars and restaurants should this proposal go ahead there should be a complete ban on service to the harbour wall and drinking on the harbour wall. We have suffered damage to our business on more than one occasion and the situation is getting worse not better. Improving this area could make it a magnet for street drinkers and any changes need to have dispersal rules alongside the changes.

As an angler who visits Weymouth on a regular basis and finds it difficult enough to drop gear off to the boats this will make it virtually impossible. I will not be the only visitor to think this and many including myself may move to other more amenable ports.

As an occasional visitor by yacht, I have often found the walk from the bridge to the harbour facilities difficult and sometimes even dangerous. Hopefully these proposals will make it safer, reduce traffic and air pollution. Given that there will be no parking, could consideration be given to making the quay "access only" and not available to through traffic?

As long as ample parking is still provided in pavillion area. Bikes maybe eco but don't go well with pedestrians. Even with lanes. They require speed limit and enforcement.

As long as the cycling is safe with the traffic but also the pedestrians. People do tend to ignore a cycle bell.

As long as the hospitality businesses stay within the proposed area and not take over the walkways as they have in other areas forcing people to walk in the road. More recycling bins. Some kind of seating area where people can enjoy a picnic.

As much provision for seating to fit in with pedestrian use as possible, remember the use of large sun parasols on tables. (are environmentally friendly heaters for outside available for winter? Many of us enjoy ...sitting out in the cold suitably dressed of course. Could there be more restrictions on smoking outside in this environment? Great planning well done Dorset Council.

As one of the people behind the Dorset Seafood Festival (DSF) and the developer of the original one way traffic, chevron parking scheme and The Old Harbour Brand in 1988, I am genuinely pleased to see Custom House Quay moving to the next stage. It has taken too long but better late than never. With events in mind such as the Dorset Seafood Festival and others it would be good to see a long term approach to a suitable location, without which Weymouth will lose out on revenues generated by visitor to said events. The Council and DSF are working towards a solution and have cooperated in general to help put DSF on for 14 years.

As pedestrianised as possible. , with space to lock up bikes. , possibly electric units to recharge electric bikes.

As regular visitor to Weymouth I support your proposals to improve the Customs House Quay area. Everything should be done to lift and promote this special part of Weymouth.

As the major drinks supply partner to a large percentage of the hospitality operations in Weymouth, we welcome any changes that will assist our customers in enhancing their business opportunities within the Weymouth Quay area, especially given the devastating effects of the recent and ongoing disruption created by the Covid pandemic - this said and these comments are based on experience's from the beneficial external expansion changes made from July 2020, the issue of unloading large delivery vehicles of heavy tonnage in regards to kegs, casks and multiple packaged goods to some outlets where the only access to these buildings is via parking and unloading from areas such as Helen Lane are extremely problematic given the flow of traffic changes that were used. We experienced issues and confrontations on many occasions with local residents & traders using this service road during the 2020 summer season and would both advise & welcome a positive understanding and partnership with all those likely to be effected by both existing and any further changes to the lay out and flow of the area under discussion so that we can all coexist and operate in the best possible manner to the joint & mutual benefit of everyone involved, be they residents, operators or visitors to the region.

As these proposals stand a two-way traffic system will be introduced that increases the risk of injury through collision between pedestrians and vehicles/bicycles. Ebikes especially are silent, fast and probably the greatest threat. A one way traffic system is safer and uses up less space. My wife and family have lived by the water, on this harbour for over 60 years. The things that draw people to enjoy hospitality on the harbour are in large part the proximity to boating harbour activities, including the big draw of seeing fish landed, working gear being cleaned and stored, loading and unloading vessels, diving boats, sails, in fact anything that encourages conversation and fascination. Please note that an inactive marina, or a large, view blocking motor vessel is a turn off. The proposed loading bays are too small, too few and separated from the harbour by pedestrian walkways. This means that: 1) - Access to boats through these walkways will increase the risk of injury to pedestrians. 2) - Fishermen and working boat operators will be restricted in their reasonable activities. 3) - These small and infrequent 'loading bays' will rob the hospitality enjoying public of anything much to look at. The above high risk and 'self harming' features of the proposal would be overcome by the following: a) - Retain a one way traffic flow. b) - Use the resultant 1.5 metres to increase the number and size of the 'loading bays' and ensure they are used actively, (not just as a dump) by fishing/working boats. c) - Move the increased number of 'loading bays' directly next to the harbour side.

At the end of the day people are more important than vehicles which I believe ought to face more restrictions allowing for more pedestrian access and safety without restricting disabled access or cyclist access.

At the moment this is a wasted area, too many cars park there, so pedestrians are squeezed into an overcrowded small path. I only hope that the new plans won't add to the traffic congestion around the kings statue that happens every summer.

<p>Basically agree with widening footpaths, but only on the one side to facilitate outdoor seating for hospitality. Provision of dedicated loading bays agree with but I don't think current parking areas should be scrapped, as this is used by many of the local businesses, perhaps allocating a percentage of these for disabled parking instead. Benches/planters a good idea Contraflow cycling - dumb idea. However, if the widened footpaths on both sides goes ahead dedicate one side as a shared cycle (both directions)/footpath properly signposted as such and with distinct separation from the road.</p>
<p>Being Weymouth residents we believe that you new Harbourside layout is an excellent idea. It will give a boost to the restaurant industry which really needs it after the covid-19 lock down. It will also give the area a continental feel being able to eat alfresco alongside the harbour.</p>
<p>Better to remove cars altogether during summer season</p>
<p>Bit worried about the one way system might be worth trialling before the work commences to iron out problems. Benches will be lovely and maybe some pretty shelters so people can still eat fish and chips outside when it's raining. History plaques would be nice perhaps about the bridge with opening times. Maybe some sculptures or interesting nautical artefacts that are weatherproof. Planters are high maintenance. What about trees instead? Crab apples lol! Could be amazing!</p>
<p>Broadly the plan is an improvement. However, I have two reservations: A) The contraflow cycle lane is right next to pedestrian walkway. Pedestrians will see oncoming car traffic and assume that ALL traffic, including bikes, comes from that direction. I predict that pedestrians walking away from the town bridge along that walkway will step out in to the path of cyclists, not realising that cyclists are coming up behind them. B) The 39 one hour car parking spaces are vital and must be found elsewhere. Why not in the area to the side of The Pavillion in that disused area between The Pavillion and "Building B", the old ferry terminal building?</p>
<p>Business traffic should be restricted to early mornings and late at night.</p>
<p>Businesses should be stopped from obstructing pavements. Pedestrians are the priority for pavements. Car access should be discouraged...narrow the road, speed bumps.</p>
<p>By closing the road (as was done during the summer) the whole area came to life and was safe for all pedestrians</p>
<p>Car parking is essential for the holiday visitors and residents and is at a premium . I would recommend that the present parking arrangements remain between October and Easter each year. During the summer the parking area could be used by the hospitality business on a paying basis. Provision of all year parking facilities are essential for both boating and fishing communities. I can see no reason to provide a dedicated cycle lane towards the Pavilion.</p>
<p>Car parking spaced should not be removed</p>
<p>Cars dominate the harbour side at the moment. More outside seating at restaurants, safe to cycle and walk would be fabulous.</p>
<p>Cheap Parking permit for residents across Dorset. Currently residents are expected to pay full price for carports outside there homes in coastal areas</p>
<p>Closing this part of the road system in Weymouth causes more congestion on the roads on Weymouth seafront from Alexandra gardens to King St. It encourages more all day drinking which leads to drunkenness, bad behaviour and foul language. I don't think this is a good idea for Weymouth's harbour area, it hampers the fisherman's livelyhood making it difficult for landing their catch. Parking in Weymouth is horrendous at the best of times and losing more parking spaces will add to the problem. Shops at the harbour end of town lost out on business last year if this happens there will be more closed shops.</p>
<p>Completely pedestrianise the area but do not let public houses take too much space.</p>

Completely traffic free, as a minimum in the evenings, would add to the ambiance of the harbourside, especially for outside dining/walking the summer days/evenings, a boost to tourism, and raise the profile Weymouth's wonderful Harbour as a destination. It is definitely undersold at present.
Concern about the danger to pedestrians of cyclists travelling both ways at speed. A limited pedestrian way during summer months which still allows deliveries should be considered.
Concerned about loss of parking and no replacement
Congratulations to the creative Vision of this project it is certainly for the greater good and will prove many benefits including social economical and civic pride of the community. This is prime real estate and should be utilised to its maximum potential for the development image and future proving of the town. The seafront will be pedestrianised one day in the futurethere are wonderful examples of creative use of areas check out Rimini in Italy. Don't let the few dominate decisions
Consider pedestrian access only. Why can't the fishing boats relocate further into the harbour ?
Consider the height likely new harbour wall. There isn't much point having a seated area looking at a concrete wall, there should be a balance/consideration of the final height of the wall that does not impact the viewing pleasure and encourage people to sit and enjoy the view.
Contra flow cycle lane will possibly cause accidents with pedestrians crossing road
Contra flow system is dangerous for pedestrians crossing the road, totally unnecessary.
Contraflow cycling lane is unnecessary, and will only add to the danger of crossing the road as pedestrians will be concentrating on traffic flow and be forgetful of the cycle lane. In peak weeks families tend to walk in the road at present due to the congested footpaths, which will remain congested even with the proposed alterations, which is intended to create the continental cafe effect and will attract more people to the harbourside. Disabled parking is already adequately catered for and unnecessary as Blue Badge holders park wherever they feel, and from personal observation of disabled parking in the harbour area is greatly abused. The proposed plan indicates that the harbourside footpath is to be extended up to and around the edge of the raised cargo stage. What are the proposals for loading and unloading of the large commercial vehicles that use this area regularly at present?
Could the cycle parking and disabled parking be close but up a side road?
Curb cycling in the town centre. Too much emphasis on cycling. Danger to all other users
Custom House Quay should be completely pedestrianised, boat loading /unloading should be made available by the pavilion thus only needing pedestrian access to the boats moored closer to the bridge.
Custom House Quay should be left as is. The current setup has always worked. Widening the foot paths will affect what little parking is available. Bicycles should be subject to the same flow as cars. One way from pavilion towards town bridge. No cycle lanes should be made in what limited space there already is. The pathways should also be left as is. Widening them will limit the size of vehicle that can move down the road to cars and vans only. This will impede on the fish market and delivery trucks that already struggle to deliver & pickup to businesses and fishermen on the quay. Current parking arrangements for recreational fishermen should also remain in place.
Cycle lane against the flow of traffic would be dangerous they should have to follow the same one way system as everyone else I would like to see improvements in access and security for the commercial boats using and paying harbour fees there is enough drinkers on the harbour side already and to increase space for drinkers would only increase risk to someone's property/livelihood ie boats / cars when people under the influence of alcohol decide damage it there also needs to be better access for the commercial loading / unloading area for large vehicles I think it's being forgotten that this is a commercial harbour and not a marina only used by weekend sailors I feel the council need to improve the harbour for both uses rather than just target one and faze out the other ie fisherman in my opinion there has been a large decline in both due to increasing costs of visiting Weymouth harbour and using it as a base to earn a living
Cycle lane is not needed nor is a larger area for the pubs to install more seating.

<p>Cycle lane is unnecessary and wouldn't be used enough to justify impact on other users of the space. Possibly you could reduce number of parking spaces by changing some of the diagonal spaces to run parallel to the harbour side in areas where businesses would benefit from extra seating area and at those points you could also expand walkway by the water to include benches. Increasing width of footways on both sides of the harbour is a waste of space, and believe the subsequent reduction in parking capacity would be damaging to Weymouth's economy, and in particular non-hospitality businesses. It would also serve to cause more motorists to opt for the further away town of Dorchester. I would support effective measures to help prevent accidents by people falling into the water etc. This is particularly critical if you are potentially going to increase number of people drinking at harbourside pubs. It would be a tragedy if any new scheme results in more deaths by drowning and indeed any scheme should seek to reduce the likelihood of such accidents.</p>
<p>Cycle lane is useless, its a slow traffic area already and would still be with the changes. With the rail lines taken out it is now safer than ever to cycle the roads around the harbor. Also having the cycle lane will cause more issues with pedestrians/customers of the harbor businesses, especially considering a lot of these businesses are pubs, intoxicated customers spill into the road frequently and even cars have issues with this sometimes - Imagine the rows between intoxicated customers and cyclists. A one way cycle lane too wont be respected and it will be avoided at peak times anyway due to rowdy customers of the pubs. There is plenty of town parking and disabled spaces around town already, these will not be missed as they are often taken up by builders vans, the preexisting spaces are too narrow.</p>
<p>Cycle lanes need to have a physical barrier between them and the traffic. If the free parking spaces are to be removed, short interval spaces should be available elsewhere. Parking is very expensive if you just need to stop for a few minutes</p>
<p>Cycle parking should be provided in existing car parks to avoid visual clutter in a key area for the development of Weymouth</p>
<p>Cycling contraflow is clearly dangerous, in the narrow area proposed with cyclists milling around, think families, among the cars together with vehicles in loading bays (I thought that was a function to be installed within the peninsula development) is a recipe for disaster. I would like to see parking bays retained but not just for disabled and provision for cycle parking could be made in front of the pavilion theatre.</p>
<p>Cycling has been very difficult in this area due to the previous railway lines, so offering a two way cycling route is really helpful.</p>
<p>Cycling lane are a wast of money just taking up room when we have roads they can use. Loading bays for the boats is a must it's a working harbour and lots of visitors come to see a working harbour.</p>
<p>Cyclist and cars could use a one way system going the same way</p>
<p>Cyclist can cycle in the road with the cars coming from the Pavilion end.This would make any following car go slower and be much pleasanter to everyone. Walkers. Coffee drinkers. Sight see ers Strongly agree. Cyclist going the other way could (Would probably) use an alternative route. Therefore no additional space would be needed for a cycle lane.</p>
<p>Cyclist contraflow ? What numpty dreamt that up ?</p>
<p>Cyclist prove a danger to the public and road users. When this area becomes busy during the tourist season, people shall not remain on the pathways and will instead be run down by cyclists, as we consistently see on the Rodwell Trail. It is time that this council stopped pandering to the small minority of people who actually ride bikes.</p>
<p>Cyclists and pedestrians do not mix. There should be a definite kerb to separate the cycle track from the pedestrian path.</p>
<p>Cyclists and Pedestrians together do not work. Cyclists do not need to cycle down the harbourside.. They cane either walk their cycle through or go through the town if they are in a hurry.</p>

Cyclists cycle wherever they wish to all throughout the area regardless of cycle lanes or one way roads, would cycle lanes really make much difference?
Cyclists don't need a contrflow;there are other routes they can use to get to the Pavilion. Parking for the disabled - NO - eradicate parked vehicles from the area, they block the view. There is already parking for disabled in town.
Cyclists should go one way with the flow of traffic Making it easier for pedestrians. Cyclists will treat it as a race track as they have turned the Roswell Trail into. Cyclists going with the traffic is sensible but having cyclists riding the opposite way too will not be good for pedestrians.
Cyclists would just go even faster disregarding pedestrians, as they do on th,e Rodwell trail
Dedicated Cycle contra flow not necessary as traffic is slow moving. Loss of car parking spaces will be detrimental to town centre businesses. More seating out space will unfairly benefit harbour side businesses and encourage more bad behaviour after people lingering and drinking more in the area. It is not a beer garden but a working harbour. Local fishermen should be helped not hindered by any changes and they should be consulted separately for their views. Traffic should be allowed to use the area. Some enhancement would be welcome but it is a working harbour and should be valued as such. Town centre businesses will need all the help& support they can get after Covid crisis. People use the harbour parking to pop quickly in and out of town it is near the sausage factory and fishmongers as well as Tesco & Iceland for a quick food shop or fur gush and chip takeaway from at least 3 premises nearby - useful if people cannot walk too far. So lovely to sit around the harbour in the car just watching the boats and fishermen when one cannot walk far ie from the multi storey car park this affects younger people not just the elderly.
Definitely enough seating should be put in .
Definitely need to make the harbour more accessible for people to enjoy on foot. It should be an area to enjoy the views, sit and have a drink/something to eat. It was lovely to have the space pedestrianised last summer. I really feel that is something that should be considered during the summer holidays and at weekends during the summer months. Being able to sit and enjoy the area without worrying about constant traffic will make it far more attractive for people to sit and spend their money in our local bars, cafes & the shops (that we have left!)
DEFINITELY SHOULD NOT ALLOW CYCLISTS ALONG THIS AREA. WE ARE OLDER AND STILL WALK A LOT AND MOST, NOT ALL, HAVE A COMPLETE DISREGARD FOR ANY BODY WALKING. WE ARE NEAR THE UNDERPASS AT WESTWEY ROAD AND THE RODWELL TRAIL, AND BOTH ARE A NIGHTMARE. WE VERY RARELY USE EITHER WITHOUT HAVING TO DEAL WITH RUDE CYCLISTS WHO JUST THINK THEY HAVE THE PRIORITY OVER EVERY BODY, AND DO NOT CONSIDER THAT THEY SHOULD SLOW DOWN FOR ANYBODY, YOUNG OR OLD. IF YOU DARE TO MAKE A COMMENT, YOU JUST GET ABUSE BACK. SINCE THE EBIKE COFFEE SHOP HAS OPENED ON THE HARBOUR, IT HAS ALREADY GOT BAD DURING COVID, ESPECIALLY ON A NICE DAY. NONE OF THEM KNOW WHAT SOCIAL DISTANCING IS.
Delighted to see improvements in cycling provision at Weymouth Harbour which is a superb community asset
Disabled badge holders have ample parking provision...most bays are empty most of the time...s they can park throughout the town centre in all areas including double yellow lines so please do not add more spaces solely for badge holder use
Disabled parking should be in front of the Pavilion and beyond the town bridge
Disagree with removing most of the parking spaces. Should this pandemic be coming to and end I don't believe there should be more outdoor drinking space as I think it will encourage an already dangerous and anti social drinking culture on the harbour
ditch the cycle lane and create more outside seating for the restaurants/pubs
Do away with all vehicular access on thsi part of the quay and make it fully pedestrain.

Do away with the contra flow cycle lane.
Do not do it and do not introduce semi closures like back in the summer. The parking bays are ideal for short stops like getting a take away. It's hard enough negotiating the road in its current format, let alone with less road space.
Do not make provision for cycles, they are more trouble than v ehicles.
Do not mix a cycle lane with pedestrian or car lanes by the use of white lines, it doesnt work!. Retain the parking spaces or offer the equivelent number of free spaces elsewhere in town. Parking spaces are popular there as they offer a way of quick shopping or collection of goods from the town centre, particular useful for disabled or elderly people. Apart from giving a little more pedestrian room this will only benfit a handful of eating venues a better oppportunity for increased buisness for a relatively short period of time over the summer period, that is if the weather is good, this is not a year round opportunity.
Do not need a cycle Lane
Do not reduce vital parking in the area. This is an important part of Weymouth for people to park in this area and use the local facilities along this road.
Do not remove the 39 free car park spaces. Do not add a cycle lane. Start charging pubs and restaurants for pavement space. Charge pubs for closing the road for private concerts which only pubs benefit from. Leave the working harbour alone. Use the money at the pavilion end of the quay. Stop the harbour from being a alcohol blackspot.
Do not stop traffic this has a significant affect on local businesses and residents. And it causes traffic pollution and problems else where in the twin - so just moves the problem to the sea front which is more problematic for holiday visitors Please learn from the mistakes in 2020
Do not use 1.5m of valuable space to create a bare-used contra flow cycle lane. Reduce the 3.6m footpath in front of hospitality businesses Use the extra width to greatly increase the area by the harbour wall. Why are you just creating a narrow footpath that will be much reduced by people sitting on the wall, pushchairs etc? Make this a public realm space or mini linear park. This is where people want to be. Loose the boring benches and create island planter/seats in this space, sculpture, maritime artefacts etc. Make it as wide as possibly.
Do not want to see public houses increase their seating. Would like to see more public seating so people can enjoy the space without having to purchase drinks
Do you councilors not realize that this road is one of the very few main arteries through out the town for businesses and local people who need to use the shops in town. Every time this road is messed with, the traffic around the town becomes gridlocked, I run a hire business and have to deliver every day which is not possible unless I break the traffic laws. To say this is not a step towards pedestrianization is in my eyes a complete lie. The various councils in the past have messed this town up with their quite frankly selfish actions, lets not let it happen again because of some blinkered views from people who think they are better than the rest of us.
Does not appear to permit any short term car parking which would spoil the amenity
Dogs banned from eating areas and on leads at all times. Can you prohibit smoking in eating areas?
Don't think we need a cycle Lane having observed the inconsiderate cycling behaviour on the Rodwell trail and Portland beach road. I also think there needs to be some free short time parking spaces somewhere as it's very well used for quick trips into town and the car parks are full very quickly in the summer. Also we will be losing the parking in the bowling alley so parking will be a deterrent to use Weymouth town centre
Don't agree with the cycle lanes. It will not be used and will cause traffic issues

<p>DON'T LOSE ANYMORE CAR PARKING IN THE TOWN. Too much pavement for drinkers. Why not make cycle lane 3m to keep separate from cars in their own two-way (wider) lane. stop cars overtaking cycles by crossing into the contra-flow lane? and colour the ground a different colour so pedestrians 'keep out'. Are there enough loading bays? Needs safe crossings as public will constantly be crossing from pubs to harbour. Probably better to put more bins than planters, which costs more to upkeep? where is there room for disabled parking? or do they use the loading bays after 9am?</p>
<p>Don't take away the free 1hr parking places</p>
<p>Don't understand why the pedestrianized area continues to the west of the St Mary's Street junction, isn't this area one of two way traffic. Westbound traffic would block the access to St Mary's street for eastbound/northbound traffic.</p>
<p>During the summer of 2020 when the harbour was temporarily pedestrianised and the hospitality venues made use of the outside spaces to encourage social distancing, many of our guests commented on how much they enjoyed being able to relax and soak up the sun by the waters edge, and I think the hospitality venues stand to improve their businesses by buying into and offering the whole al fresco lifestyle; eating outdoors etc. If the harbour is made safer and more attractive and relaxing to sit in it will draw so many more visitors, which can only be good for Weymouth. It made us recognise the extraordinary potential of the harbour and what it has to offer for people. We don't want to see the harbour businesses suffering by this proposed lay out and the proposed loading bays are a good solution to that. There are other considerations to be addressed eg the potential of unruly behaviour from people who don't respect the environs and use the area in a disrespectful way, but hopefully that won't be an issue.</p>
<p>Encourage car parking to peninsula car park. Limit traffic as much as possible along quayside.</p>
<p>ENCOURAGE NEW BUSINESS - TRANSPORT FOR DISABLED ECO FRIENDLY AND RICKSHAWS ETC. LOADING BAYS ONLY CERTAIN TIMES THROUGHOUT DAY ENCOURAGE PARKING AT SURROUNDING EXISTING CAR PARKS LINKED WITH PARK AND RIDE. OR EVEN PARK AND USE TRAINS INCREASE EVENTS E.G. ENTERTAINMENT, LOCAL SELLERS ETC</p>
<p>Ensure cycle routes meet up - the new commercial road cycle paths should turn left by multi storey car park then right down the lane past the derelict 10 pin bowling, exiting on the quay by the pub just west of the town bridge. Cyclists can then cycle under the bridge to access the new contra-flow lane to the Pavilion</p>
<p>Ensure that pedestrians have adequate access within the scheme. Be careful to separate cyclists from walkers to avoid accidents. Although cycling is desirable, more rigorous control of their behaviour and consideration towards pedestrians is needed, Warning bells or hooters should be compulsory. Flower tubs to enhance the area would be a good idea.</p>
<p>Ensure vehicle travel below 20 mph. Some art work to remember the Heritage eg rail access to Harbour and use in 2nd World War</p>
<p>Excellent idea - reduce traffic</p>
<p>Excellent idea, will make this a safer, more pleasant space for both residents and visitors.</p>
<p>Excellent proposals which will greatly enhance the harbour area and make it a more enjoyable place to visit.</p>
<p>Excellent- should limit traffic</p>
<p>Excellent!</p>
<p>Existing pavements are adequate. This proposal seems to be aimed at hospitality businesses on custom house quay and cyclists, not the majority of the public. There's barely any cycle traffic along the quay (I write this as a cyclist) and so fairly pointless installing a cycle path. I struggle to understand the need for the proposed changes. The current quay side parking is an asset to residents and their removal will create more problems than the proposal seems to attempt at solving. This is an enormous waste of money that would be better spent elsewhere in the borough.</p>

First and foremost the views of the business owners, fishermen, hoteliers and residents around the quayside should be seriously taken into account. This should be followed by Weymouth residents, whose very high council tax would be contributing towards this scheme. I do not agree with removal of the free hourly parking spaces - there should be provision for this elsewhere if the bays are to be removed. This provisions helps the town especially in the winter months and during pandemics! It encourages residents to pop to town to the shop, to pick up a takeaway (particularly from businesses trying to survive under Covid) or for some exercise around the quayside. Or perhaps enable further provision (to make up for the loss) for this on the other side of the bridge toward the harbour or towards the Pavillion. Not sure about the contraflow cycle lane - this may cause confusion and particularly with lots of people, children and dogs milling around - could cause accidents. Cyclists whizzing up and down the road is not very safe for pedestrians or car users. However fully appreciate the provision required for greener methods of travel . Definitely widen the pathways. Agree with making the area look a lot nicer however there is an issue with drinkers on the quayside so need to find the right balance - things such as benches and planters will no doubtedly get damaged or vandalised. And a good place to chuck their empty beer cans! CCTV will definitely be required.

First traffic must be allowed at all times to use the harbour side road Unless there is a charity fund raising or special event. I disagree that pubs can close the road off f or 2 or 3 days just so that they can rake in extra money . When the harbour side road is closed off Weymouth can't cope with the extra traffic going along the seafront it just cause gridlock Last year no real thought went into it and caused so many problems. Just think off all the extra traffic pollution that brought to Weymouth.

For the cycle lane my concern is that pedestrians have very poor awareness of cyclists. then again pedestrians demonstrate poor awareness of cars too!

For years we've said the town has no cycle route. This is more important for families than ever due to covid and people exercising more. We've a young family and cycle from Preston a lot. When we get to town there is no safe route to get us to the old railway tracks. We have to put the children between us and push the bikes through people and roads. We'd love to see the town provide a safe cycle route from Preston end through to the Rodwell trail. With little children diverting through to Southill is a big ask of little legs.

Forget the cycle way, dangerous as locals are used to road being one way

From left to right of Council illustration: 1. Increase width of outdoor seating space for hospitality businesses (3.5m) 2. Leave existing footway on north side of road 3. Move contra-flow cycle lane to other side of the road to avoid hazard of hospitality businesses to cyclists 4. Leave road as per illustration (3m) 5. Create new public footway with benches from parking bays (3.8m) 6. If 3. not possible, create shared walking & cycling path, with cyclist zone behind benches, nearest road (5.3m) 7. Install railings (to match existing) between new public foot/cycleway & remainder of waterside space (0.20m) 8. Use remainder of waterside space (part parking bay plus existing waterside worksite/footway) for worksite only with vehicle access for commercial harbour users only from each end (3m)

From memory, it seems very ambitious to limit the car area such a lot. Will there not be any car parking there in future?

Full pedestrianisation at certain times would be even better

Fully support the plans, they provide much needed relief from the constant flow of traffic, polluting fumes, and angry drivers, behaving recklessly towards people enjoying one of the loveliest parts of Weymouth. Well long overdue.

Fully support.

<p>Given a contraflow cycle lane would be for such a short one off area I think this will see more confusion and potential accidents when joining, leaving, overlapping entrance and exits. Additionally for pedestrians crossing the road.. Simply put in a one way cycle lane to keep in sync with all traffic. Disabled access is important but so is all local choices and access. I am concerned that do much short term free parking will be lost..</p>
<p>Given the rapid decline of Weymouth town centre I rarely venture in other than to go to the bank or get a haircut. The hour spaces are perfect for the minimal time I'm in town and would rather not pay the high parking prices for a brief visit. Personally the plans would be better suited in an area such as the old council offices. An area much like brewery square in Dorchester would give the town a much needed boost. Seems like a lot of money is geared towards pleasing cyclist who don't contribute to road tax.</p>
<p>Good proposal in principle, building on learning from recent experiments. I would also like to see the permanent pedestrianisation of the south side of the harbour, which was the subject of a successful trial.</p>
<p>Good. Overdue.</p>
<p>Great idea to improve the walk ways. It's quite difficult to walk safely there at the moment. Must make sure fishermen/ local businesses can off load easily tho. Restricting parking for casual users is a good idea, as people just cruise around looking for spaces which creates too much traffic & pollution on the harbour side. Pull down the old council offices & make another car park/cafe area?</p>
<p>Great idea to widen pavements and potential extra seating areas for businesses BUT would like consideration for public to have more seating where you don't have to eat/drink from a business. Would consideration be made for having part of custom house quay traffic free apart from those delivering to businesses?</p>
<p>Great idea, definitely the boost Weymouth will need after the pandemic has hopefully passed.</p>
<p>Great ideas to bring life to Weymouth</p>
<p>Great improvement and increase the attractiveness of the area for visitors and residents alike.</p>
<p>Great plans However a cycling contraflow has proved VERY dangerous in a suburb of Amsterdam.Many people pedestrians got hurt. Be careful i cannot recommend this idea from first hand experience</p>
<p>great, love them</p>
<p>Greater use of the area by visitors shoud be encouraged by making it as traffic free as possible.</p>
<p>Grwat idea, cycle lane is not necessary. Low speed road that is very safe for cyclists. Could also be dangerous if some cyclists choose to speed to fast</p>
<p>Having a cycling lane going towards the pavilion would mean any cars leaving the rear of the properties (guest houses) would have no vision of cyclists as they exited there properties .</p>
<p>Having cycled around the town centre and harbour many times, a key issue is unaware pedestrians stepping out into the road in front of cyclists. I fear that having cyclists going in contra-flow to car traffic will just cause confusion and risks cyclists veering into oncoming traffic to avoid pedestrians stepping into the cycle land. Would a better approach to have cycling one way along the harbour side with additional cycle lanes on the roads going in land to create a circular one way cycle route back round to the seafront/pavilion.</p>
<p>Having run a business on the harbourside for over 20 years (Until 2014) Fishermen and service providers (Mechanics, Electricians, Shipwrights etc) need access alongside the vessels. Service providers especially will require parking close to the vessel they are working on for quick access to tools etc. A few 'loading bays' would not be sufficient.</p>
<p>Having spent many weekends and weeks in weymouth with both friends and family these proposals would detract from the charm of a working harbour, I can safely say that having eaten out and visited some of the public houses on the quayside, there is plenty of room for everyone to enjoy this fine town.</p>
<p>Having the area as a car park freearea will enhance the area and commercial and businesses limited to delivery early morning and late night</p>

Having the area primarily for pedestrians and boat activity should be high priority. People on holiday love to dine out also be entertained including street entertainment. Many people I have spoken to come to Weymouth because the amount of pubs with music this should be prioritized, hospitality major requirement.

Having the contra-flow cycle lane may be dangerous for pedestrians who might expect traffic to come from only one direction.

Hazard to have cyclists going against the flow of vehicle traffic. Assumes cyclists will follow the rule of the road. If they don't follow the one way system now why will they follow the revised traffic flow? From my vantage point I see many transgressions!!!! Losing parking spaces for residents adds to the problem as well as losing the very useful 1 hour parking spots for short shopping trips in the harbour area further towards the Town Bridge. Will additional parking be made available for residents elsewhere? Pavilion perhaps or maybe at the Park and Ride? How will residents drop off a weeks worth of shopping for instance to their property on CHQ? Where will delivery vehicles stop and deliver to properties along CHQ. The Park and Ride is not fully utilised so maybe residents could be encouraged to keep their cars out of town, particularly during the peak holiday season, and park their cars at the Park and Ride. An additional fee could be charged or maybe create a hybrid parking option to allow parking closer to CHQ in the off season and the park and ride in the high season. Will current parking zones be reconfigured to accommodate the loss of parking on CHQ? The seating out arrangements along CHQ worked well for customers of the various cafes and restaurants along the harbour and made it safer overall for arriving and departing the numerous venues. You will never get people to get rid of their cars so do not transform the area and alienate the car user who may want to park for a quick trip into town. Manage the space so pedestrians can move about safely whilst keeping cyclists safe as long as they stick to rules of the road!

Helping local businesses by providing additional outdoor seating is a good idea but last summer there were problems with drinkers gathering on the harbourside with their own alcohol and being disruptive. This needs to be resolved first, perhaps banning the drinking of alcohol outside unless on licensed premises. Widening the pavement (footways?) on the harbourside would just make it more comfortable for the disruptive drinkers. Loading bays for harbour businesses sounds like a good idea. It is a working harbour and anything that helps is to be welcomed. The contra-flow cycle lane is a seriously dangerous idea and I cannot see why it is necessary. When you have tourists, unfamiliar with the area, they will not be expecting to see cyclists coming against the traffic. It would be much safer for the cyclists to comply with the existing one way system. I am in favour of disabled parking bays but see no reason why additional premium harbourside space should be used for cyclists who presumably are fit enough to walk from a cycle parking situated elsewhere.

Hi as you can see I live in Dorset and have done so for 20 years. Any removed of parking spaces would definitely lead to less people in this area and would definitely lead to less people visiting Weymouth for sure. I for one would no longer bring my visitors to Weymouth, and I would no longer come to Weymouth. It'll remove a major route, in part, out of Weymouth. By removing all those parking places it will stop many of the shoppers from the town, who in particular want a short shopping trip in town. I'm one of those along with my visitors, More people drinking will inevitably lead to it being a less desirable place for locals as well as visitor's, even now it's difficult to use the pavements around there now on a nice sunny day. I like to use the eating and drinking establishments, in Weymouth of which there are many. Providing more spaces for doing this around the harbour will inevitably lead to less people visiting the other establishments in town or the other side of the harbour.

Hospitality businesses do not need extra outdoor seating space it only seems to attract the wrong type of drinkers. I know some people are quite intimidated by the numbers of young unruly drinkers that use it at present without providing space for higher numbers. Plenty of space in the already pedestrianised areas of the town to extend external seating.

How about clear parking bays for motorhomes around 8 meters long

How about public seating not a free beer garden for a few selected pubs

How about some fish related sculptures made from Portland stone or maybe a sculpture created from the old railway tracks. We must have some local artists who could create something iconic. Do we have local blacksmiths or local stone carvers? Could the old railway tracks be used to create planters or seating.

How can this support local businesses if you remove all the parking as a resident I often use these spaces to pop into harbourside business as convenient on my time and the businesses you'll be forcing people to use the pay and display parking away from the Harbour? Why not have a line of parallel parking spaces and not widen the footpaths of both sides scrape the cycle lane too confusing for cyclists and drivers your bound to get accidents. Have the harbourside path widened with some additional seating areas but how will you enforce that these aren't abused by local drinkers rather than customers of the pubs/restaurants? Like this summer gathering on the harbour wall and drinking all day this ASB will put visitors and locals off from visiting the area.

How will the fishermen load and unload their boats if the area adjacent to the river is littered with benches and flowerpots? What good reasons are there for providing a contraflow cycle lane, instead of one following the normal flow of traffic? If there is provision made for seating each side of the roadway this is likely to encourage pedestrians to wander across the road haphazardly putting themselves and others in danger from the traffic. It is dangerous enough now but at least people are used to the present system and are conditioned to be aware of traffic, but the proposals are likely to cause people to regard the area as pedestrianized despite your claim that this is not your intention. Your proposal will eliminate valuable short term free parking. How do you propose to compensate for this loss? The designers of this scheme appear to be graduates of the Sadiq Khan School of road "improvements" whose objectives are to make life as difficult as possible for motorists and would be shoppers. The ideal solution would be to pedestrianize the whole area but then the commercial activities of the harbour would also have to be banned which would clearly be unacceptable for a number of reasons. Realizing this fact perhaps the proposed scheme is merely the thin end of the wedge aimed at achieving this result in the longer term?

I agree that Custom House Quay could benefit from some changes and tidying up. However I feel that the proposals go too far. It is my view that: 1. The free 1 hour parking spaces should be retained as they are an asset that allows locals to pop into town businesses to shop and carry out other functions. Many vehicles move on in far less than an hour allowing businesses and locals to benefit greatly. I believe that removing these free spaces will be a sad loss to all. 2. Increasing the pavement width on both sides of the road will encourage more drinking of alcohol leading to the inevitable increase in antisocial behaviour as was seen during 2020. There is generally too much alcohol induced antisocial behaviour without encouraging more. 3. Certain elements of the hospitality industry would gain greatly from the proposals, specifically pubs and restaurants, while other businesses including fishing would loose out. 4. Our working quay is a major asset to the town. Tourists and locals alike enjoy the atmosphere of all that happens along Custom House Quay as it is. Converting it into a 'hospitality area' will reduce the current 'all encompassing' atmosphere.

I agree that there should be additional seating for hospitality in the summer months but this is not required all year round. The 1hr parking currently on the harbour side is a massive benefit for businesses in town with people feeling like they can pop into town quickly without having to worry about paying for parking. Would there be a way of having something in place where hospitality can use the space during the summer months and cars can park there in off-peak season? The arrangements over the summer of 2020 would have been ideal if the harbour side had been designed purposely for it.

I agree that this area could be greatly improved with the plans proposed, I think that allowing traffic one way and bike 2 ways is a sensible compromise and one that I would support. There are already a huge amount of parking spaces in town so I don't see any problems removing them from this area. I think that this area should be softened with planting/green spaces, public art work/sculptures and benches. It would be good to have little areas for small bands/musicians to play outside of the bars/restaurants and could provide the harbour with a really quirky and vibrant space befitting of the beauty of the harbourside.

I agree with all the changes, however I think the parking spaces need to go in front on the anchor/rendezvous also. I wouldn't be opposed to closing the road during the prime summer months.

I agree with some of the proposals, pedestrian space and outside eating facilities. I do not agree that motor vehicles should be allowed during certain times. People sitting outside enjoying their meal do not need the fumes from traffic circulating in the air. Even more so when the bridge is up and the traffic is stationary. In times of climate change I think making the harbour pedestrian only is a good idea and will help the restaurants,bars and cafes. Who wants to eat a meal/drink in the middle of a traffic jam?

I agree with the proposals in principle; except for the location of the proposed cycle path, which should be on the harbourside, not the house/pub side of the road. Cyclists in the one-flow direction are expected to use the left-hand side of the road, and will be overtaken by cars as by usual traffic rules, i.e. cars should pass on the right side of a cyclist. Cars might then veer into the dedicated contra-flow cycle lane. Also, the pedestrianised area with sitting facilities is next to the proposed contraflow cycle lane. Unless there is a clear division between both, it can be expected that on a busy day (which hopefully will return one day...), the pavement will be full of people with drinks in their hands, food and properly not paying too much attention to cyclists, also they might easily step onto the cycle lane causing potential cycle path blockade and injuries/shouting matches... On the harbour-side of the road, the proposed benches/flower arrangements, cycle parking etc will provide more options for a barrier between pedestrians and cyclists. I am frequently using the road by car, by foot and by bicycle (main preferred mode of transport) and I think if you really want to encourage more people cycling, a proper cycle lane should be provided; which also should be clearly separated from traffic. Ideally make this lane for use in both directions e.g. make the cycle lane a bit wider than 1.5 m, clearly indicate it, and install it on raised grounds. If raised grounds are not possible, paint the cycle lane in a CLEARLY marked way, e.g. green or red painted lane throughout the cycle path (not just the outline/borders), to make it superclear that this is separate from the road. Anything else is likely to be abused by cars or pedestrians.

I agree with the scheme in general ,however i would like to be ensured that no parking of cars would be along the area where there are hospitality businesses as this just impacts the view of the harbour (which of course is what tourist want to see). i would also like to go on record to say that i would of preferred that the road had been closed to traffic other than deliveries and fishing boat landings ,i do however acknowledge that this may of caused heavy road issues in other areas. i think a more unified look with planters barriers etc would be best as it would be more ascetically pleasing for tourist trade as many photos are taken of our beautiful harbour attracting many visitors so we should make this area the best it can be . The harbour is one of Weymouth's biggest jewels and should not be hidden but actually be displayed in all its beauty. I think that the plan has taken into account all of the many issues that have been spoken about over the last couple of years from all harbour users and have come up with a happy middle ground that can keep the harbour a mixed use working harbour . i would like to thank the team behind this scheme for finding a route through all the many different people and opinions in Weymouth.

I agree with these proposals and believe that they will provide a far more attractive and welcoming area for all people using the area, locals and visitors alike, but the space for commercial and disabled parking must be provided as part of the plan.

<p>I agree with this proposal, would have liked to see both sides of the harbour improved, walking and cycling can be hazardous where cars are allowed to travel with no reduced speed limit. Visitors are often surprised by the speed of cars</p>
<p>I am a car user, ride a bike and walk. I feel this sensitively caters for all these users well. We need as a town to better enable more walking and cycling to make it safer for those users. Cyclists actually need more segregation on the road so they are "protected" from motorists and not being a danger to pedestrians on mixed use pathways.</p>
<p>I am a cyclist and am not sure about the plan going against the on-coming traffic towards the Pavilion. I feel it would be safer to keep it as a one way route. As to the provision of disabled parking bays, I consider that there are plenty in the surrounding area and consider that no parking at all would be more beneficial in general.</p>
<p>I am a cyclist and am not sure about the plan going against the on-coming traffic towards the Pavilion. I feel it would be safer to keep it as a one way route. As to the provision of disabled parking bays, I consider that there are plenty in the surrounding area and consider that no parking at all would be more beneficial in general.</p>
<p>I am a cyclist myself but am concerned about the contra flow bicycle lane. If it remains a one way street I can't see why cyclists need to be allowed to go up it the wrong way. I also think it would be less safe and confusing for pedestrians if this were to go ahead. With disabled parking bays, loading bays, seats, planters etc. further street furniture for cyclists in the form of cycle parking would give a cluttered feel. Perhaps one area towards the Pavilion end would be acceptable. Encouraging cycling by introducing cycle lanes is brilliant, but encouraging them to stop, park their bikes while they sit and have coffee could and would result in the area becoming just a cycle park, like outside the stations of many European cities and would spoil the atmosphere for non cyclists. Outdoor seating areas for hospitality is a great idea. It was lovely to see that in the summer 2020. Keep it simple!</p>
<p>I am a cyclist myself but I cannot see the need for contra-flow cycle way as most cyclists wont want to go towards the Pavilion because there's nothing for them there - and parking bicycles provided near Westham Bridge is hardly ever used because cyclists are (understandably) reluctant to leave their bikes parked anywhere I don't really see a need for planters and safety bollards nor even for benches when there are already benches in the form of walls/sleepers etc along the harbourside</p>
<p>I am a keen cyclist but I am not sure that a cycle track going against the one way system is a good idea. Surely better to have a specified cycle track in the same direction as other vehicles</p>
<p>I am a regular visitor to Weymouth from Yeovil, the summer of 2020 was great to be able to sit alongside the harbour where the cars used to park. It felt more like being abroad!</p>
<p>I am absolutely in favour of steps to improve this area, subject to the following: 1) As a cyclist aged 70 I feel unable to cycle safely anywhere in the town centre/harbour area beyond Westham Bridge. In my view it is essential to create a 2-way cycle lane along the quay that is not shared with motor traffic. 2) The increased outside seating areas for pubs and restaurants must be accessed and enclosed in such a way as to enable management to take full responsibility for the behaviour of customers and to prevent spill-over of drinkers onto pedestrian areas and the edge of the harbour. 3) Personally and on environmental grounds, I would very much prefer to see the quay closed to through traffic and restricted to business and resident access only, however this would have to form part of a wider - and much-needed - traffic management scheme for the harbour and central parts of town, to significantly reduce traffic flow and harmful emissions.</p>
<p>I am absolutely thrilled by all the proposals. This is an opportunity not to be missed - particularly now that funding is in place. It promises to benefit many, many people, and inconvenience only a relative few by comparison. I urge you to keep delays to a minimum, and implement these proposals as soon as possible.</p>

I am against the removal (without replacement) of the present 39 free 1 hour slots as I feel they help the WHOLE town centre retailers particularly in the non-summer months

I am baffled by the need to put in a cycle lane. I have never had any issues using that stretch of road as either a cyclist or pedestrian unless of course you mean having to avoid the drunks from the pubs and bars who turn that area into a slalom course trying to avoid them as they stagger around or a place to vomit and drop food...especially during the Summer. There is no need to widen the pavement on both sides and I have no idea who would have thought that doing both sides was a good idea - how would the emergency services get through if they needed to ...they can at the moment. Getting rid of the parking spaces would act as a deterrent for me to go into the shops along that area, something which is really useful...I would just have to go somewhere else and probably not in Weymouth. This seems to be a very short term plan with little thought to the medium or longer term good of the business in that area...and I am thinking about more than the pubs here.

I am boat owner in the marina and visit Weymouth 20-30 times a year (under normal circumstances). We walk all around the Weymouth area and always thought that the harbour area needed more seating and less vehicles. The area is one of great attraction for Weymouth and I think that this proposal would enhance Weymouth

I am concerned about the cycle contra flow but agree with opening up the area and removing parking. The parking is not good for the area and there's more than enough parking in the town.

I am concerned about what the proposed speed limit may be and the proposed width of the roadway. With that in mind I would like to analyse a scenario, A large ish car is 1.9m wide and would be driven approximately 0.6m from the kerb, therefore the other side of the car is 2.5m from the kerb. If a cyclist is travelling the other way in the centre of the cycle way then they would pass with a gap of 1.25m which is less than the recommended/legal 1.5m. Alternatively if the car is following a cyclist in the same direction the car could not overtake the cycle without 'transgressing' onto the cycle way. Therefore the car, and any following traffic must follow the cycle at a low speed. Have you taken these 2 points into account? P.S. apart from that it looks good.

I am keen that as many people as possible enjoy the benefit of this area. Arrangements should not be made for all year and for 24 hours per day. I believe the short term parking bays should be available from 8am to 5pm. This would allow shops and businesses in the rest of Weymouth to keep footfall high. At the moment M&S and Boots open at 8.30. I can go into town to shop and be out quickly. Without the parking I would go to Asda. I am an elderly person and the cost plus the convenience are a factor in where I go to shop. In the Evening from five the businesses at the harbour could use the parking spaces for tables provided they are cleared by 8am. Maybe the parking could be used for businesses during August. A balance needs to be struck between people who pay rates and spend their money in the town all year, businesses in town who are under pressure and the pubs and tourists who would use the harbourside. Providing more drinking possibilities does not necessarily improve the town.

I am on the whole happy with the proposals, however there is one quite substantial issue for me and I dare say for every fisherman with a vehicle. I have a residents permit for the tramway (fishermans car park) it would seem to me that the council has sold more permits than there are spaces, couple this to the fact that quite a few permit holders seem to struggle to park in a fashion that only takes one space, perhaps marking the ground may help with this, we very often have to park in the cosens quay car park adjacent to it, however on a couple of occasions last year I was unable to park anywhere because the cosens quay car park was full also, a situation probably compounded by the fact that there was no longer any parking on the quay as would be the case under the proposals.

I am really against removing the current 1-hour parking spaces, I often pop in to town and park in that location to visit a couple of local shops, and I find it infuriating that the removal of this element of the local facilities doesn't even seem to be a part of your questions above to either agree or disagree against. I worry that the small businesses will suffer as there will no longer be that constant flow of footfall in to the town - the people parking in the current bays have set out with the sole purpose of actually buying something from those shops rather than just wandering around the town. I really don't see why the few businesses that happen to be situated next to the harbour should benefit by being allowed to seat more customers, when other similar businesses in the town don't have that option because of their location. It is a working harbour, and as proved during 'Lockdown 1', expanding the outside seating capacity caused greater local disturbance from the anti-social behaviour associated with increased outdoor alcohol consumption and disrupted the fishing businesses which operate on the fringes of this area.

I am soon to be a resident at 9 Customs Quay. I believe the general thrust of the proposals to prioritise cycle routes, pedestrians/seating space and local business short term parking over through traffic and visitor parking are a brilliant idea.

I am totally against a contraflow cycling lane towards the Pavilion. Cyclists notoriously do not stay in their dedicated lanes and to have a lane going against the flow of other traffic is an accident waiting to happen several times a day all year long. The rails were removed to prevent accidents, an idea I absolutely agree with. Why would you then install a scheme to cause accidents in another way? Cyclists MUST go with the flow of the main traffic and obey the Highway Code as they are expected to do on other roads. The pavement outside the harbourside businesses could be widened to allow two rows of tables and chairs outside the length of the business premises. There should be no facility for businesses to have furniture on the actual harbourside as was the case last summer when staff and customers were crossing in front of passing traffic. The rotting wooden blocks that are used for seating must be removed immediately. They are dangerous. Free parking slots MUST be retained, but for limited hours say, after 5:00pm until 11:00am so that busy daytime periods are TRAFFIC FREE AND THAT INCLUDES CYCLISTS. Locals would soon adapt their shopping times to fit accordingly and it would stop others, locals and visitors, using the spaces as somewhere to sit and watch the world go by. It would be great if other free hour parking slots could be provided at all times, maybe divide off part of Governor's Lane for the purpose. Trade vehicles and services to the fishing fleet must have harbour access at all times.

I believe a contraflow cycle track could prove seriously dangerous for pedestrians, car drivers and cyclists. The loss of free short-term parking would be a serious blow to those of us who park there to briefly to go into town shopping.

I believe a pedestrianised area would be a more workable solution, just like st mary street. Boats could have their own customised loading area as part of the now defunct ferry terminal, which could then include their own parking area. The idea to have cyclists allowed against the direction of traffic sounds very dangerous, as tourists can have habit of looking around at everything except traffic and unfortunately many cyclists once it's marked cycle lane do not slow down as the Rodwell trail has proven and has become a mini tour de France for too many, instead of a shared route. If we want to take bike down quay side it should follow road or a perk of cycling is being able to get off and push, I certainly do with my bike. I understand there's extra funding available for extra cycle routes, but the esplanade, Rodwell trail, al round radipole have now become cycling race way and no longer pleasant to stroll around.

I believe that some pathways to be made better and better safe rails along the harbour. How the town needs the parking spaces to help the hole town not just an area for a few pubs to make more money. People forget that it is a working harbour not just a big beer garden what people will use just for that reason, and it will become and unpleasant place were you would not bealbe to bring the family. I believe local laws on the Quay for drinking habits should be looked at as well so you don't have people buy cheep achool and getting drunk and cause unruly behaviour

I believe that whilst, in principle, it seems a good idea, it will benefit only a few local hostelries, and take people who do not wish to use these facilities away from town. There are many who use the free parking, just to nip in to one business or another. I think to lose this facility would be detrimental. There is also the possible/likely after effect from people who choose to sit on the harbour, all day drinking. It DOES happen, and it's not pleasant to witness the aftermath. Also, there is noise pollution. Not only to that side of the harbour, but sound bounces around the harbour easily, and would affect the residents and business on the opposite side of the harbour. Also, consider that it is a working harbour? It always has been, yet this would seriously affect that particular trade. Please, please consider the wider impact to all interested parties before this goes ahead. There are many businesses and residents who would be seriously impacted by any such move. It is definitely NOT an improvement.

I believe the proposal to widen the footpath on the harbour side of the road, east of St Mary street should be reviewed with the intention of maintaining a two way flow of traffic in that area. This would enable an alternative escape route for west bound traffic if there was an issue in the immediate town centre area. Consideration should also be given to installing yellow hatch box markings on the section of road under town bridge so that east bound traffic does not block it. Thought should be given to additional loading bays for harbour users. Fishmongers vehicles, hospitality deliveries, private hire vehicles picking up/dropping off, marine fuel delivery vehicles, charter crews dropping/collecting equipment, and marine maintenance businesses will quickly saturate the four bays currently proposed, especially at peak times. I believe the contra-flow proposal will lead to conflict between cyclists and pedestrians. Potentially accidents could also occur between cyclists and vehicles at junctions onto the harbour-side, with vehicle drivers only expecting traffic to approach from their left.

I believe we should do whatever we can to transform the nighttime culture in weymouth to a more relaxed family environment, this space has been crying out for something like this and I think will provide a "go to " attraction for residents and visitors alike

I can understand the wider footpath and n the cafe side but the parking should stay. And as a cyclist I can't see the point in a cycle lane. Especially now there are no tram tracks!

I can't really consider these proposals in isolation, as the traffic problems around the town, particularly near the quayside, need addressing first.

I certainly agree on enhancing the harbour area I think removing parking spaces would lose valuable Buisness within the harbour area I think the parking works well and most adhere to the 1 hour time slot. As a Guest House owner I really feel we need more indoor activities to encourage families to enjoy Weymouth not just in the lovely weather but in days when they can't sit on the beach the area near the Pavilion would be a great place to develope an indoor swimming or activity incorporating eateries.

I completely agree with the aim of this plan, but think that the design is dangerous for cyclists. You need to consult with a cycling organisation to make this plan much safer. Segregated cycling lanes are the only safe option. Contra-flow and shared space cycle lanes will get people injured. Sustrans would be a good cycling organisation to ask advice. Please also look at the governments Hear for change plan to see what constitutes a safe cycling lane. Totally agree with removing parking, it's available elsewhere and spoils the harbour views. Essential to retain access for the fisherman. All for more seating, lovely area.

I completely agree with the removal of the parking bays and introduction of wider pathways and outdoor seating areas. I felt that the changes made in the summer greatly enhanced my experience of visiting the area and strongly feel the views from the hospitality areas along the harbour were enhanced even without the additional outdoor seating by the removal of the parking bays. Though I am conscious of ensuring adequate parking provision for disabled bay users, I would prefer to see an increase in designated bays in the other surrounding parking areas than allow some to remain along the harbour. I strongly believe that the loading bays and especially, the commercial fish loading bay/platform towards the pavillion end of the road should remain as one of the most interesting aspects of sitting by the harbour is watching the fishing and diving boats of all kinds come and go throughout the day. I would suggest the road is slightly wider to still comfortably allow the larger delivery lorries access. As a sometime cyclist myself, I do not think a dedicated cycle lane is necessary on such a small stretch of road that is likely to become less used if people aren't driving down to look for parking. I do hope to enjoy the harbour area again this summer as I did last. Thank you, as a resident, for looking to invest money in this area. The last couple of years with a baby/small child in pram have been difficult on the narrow paths and this will make a real difference.

I consider the concept of improving space for outdoor business use and pedestrian use to be excellent. The allowance for business supplies appears to be practical and adequate. I strongly disagree with the cycle concept, particularly as a contra flow to the main traffic flow. Cyclists should be allowed to use the same flow pattern as other vehicles, which would then give a traffic flow road of 4.5 metres width which is a much safer road size. I know there is a strong argument for disabled bays however Governors Lane car park is adjacent to the harbour, and disabled users routinely park on double yellow lines in East St and other link roads, often with the nearby car park disabled bays remaining empty. This is of course legal, but points out that if parking is to be removed from the Custom House Quay area, then it would be better to make this a complete statement. Similarly with cycle racks, personally I do not see the point in littering what promises to be a very well thought out scheme with parking lots for cycles. It is a pity to lose car parking capability anywhere in the Town area, but the benefits far outweigh the inconvenience. Hence my previous comments regarding disabled and cycle parking. I agree with the removal of parking spaces. I completely agree with maintaining traffic flow as shown. This would go a long way to preventing the traffic jams experienced in 2020 when the area was closed to traffic to allow pedestrian only areas. I am pleased that this scheme has noted that there were flaws in that approach, and is not to be repeated. Overall the scheme is excellent and with a few relatively small modifications will give the area a lift in the short and long term.

I could support the proposals more readily if they did not appear to infringe on the ability of local residents to park along side the harbour. The current free parking along side the harbour is one of the few areas in town where it is possible to nip into town and not have to pay for parking. The ease with which these spaces can be accessed and their proximity to town is ideal for local residents. The parking spaces are always busy and this indicates a real need for such spaces in close proximity to town. Are there proposals to provide alternative short-stay parking for residents? The contraflow cycle route seems quite dangerous. I appreciate there will be signage and road markings but in peak holiday season visitors to the area will be unfamiliar with the area and its layout and won't expect cyclists to be going the opposite way down the road. If disabled parking spaces and loading bays are provided is there not a potential for accidents to occur with cyclists travelling against the main flow of traffic? I don't agree with widening of the footways on both sides of the road. If the footway adjacent to the harbour is widened would safety railing not be required along side the harbour? This is an additional cost locals would probably prefer to be spent on local services - better provision of public toilets in the centre of town (not on the beach) for instance or a new leisure centre which is fit for purpose in a town of this size. Widening the footpaths would benefit the local businesses but in winter the area would be empty and of little benefit to local residents (unlike the parking spaces currently available). I understand the valuable contribution tourism plays in our economy but locals are in the area all year round not just for a few months in the Summer. If the following proposals are being considered the whole area may well be pedestrianized. The increase in the number of people in the area this could cause in Summer months would mean it would be far safer to close the road completely. Increasing the pavements to such an extent would lead people to believe the whole area is a pedestrian area anyway and potentially cause accidents if the road is disregarded (especially if people have been frequenting the pubs and are inebriated).

I disagree with the disabled bays if they are to be for general use, there is enough room at the Pavillion for such users. I would support disabled bays if they were to be restricted to bays for the sole use of residents of Custom House Quay. I would prefer traffic to be banned from both sides of the Harbour.

I do not agree with providing more outdoor space for hospitality or a cycle lane. This is a working harbour and this is just making it harder for us to operate. The outside drinking has already become a problem and does not need to be made worse. Widening of the footways would work well while maintaining good access for business along the harbour side. We do not need to turn this area into a cycle zone, there is just not enough space for everything. The existing businesses need to be given priority and communicated with to what they need.

I do not like the contra-flow cycle lane. This will bring a potential danger to pedestrians and motor traffic. In 2020 you permitted local businesses to place table on the pavement and the harbourside. With the current plan there is no provision for this so make the cyclist conform with the one-way system and enable the use of the space saved to provide 1 hour parking spaces for people wishing to visit businesses and banks in the town. This has been a historical privilege for many decades and one that should not be withdrawn. I am all in favour of supporting the pubs, restaurants and cafes in the area but not at the cost of a locals amenity. I would also wish to know the contribution these businesses will be making toward the scheme.

I do not support removal of all the car parking spaces. I hope there be can a compromise regarding this with, say, 25 being retained and other sections reduced in width accordingly by the area with parking. If this is the case, there is no need for dedicated spaces for people using a disabled parking permit. This particular area of town will not need many planters because it is attractive anyway and they will take up precious space. Is there somewhere near to this area that is appropriate for cycle parking? I hope that you will remember that this is a working area, not only an area for people to sit/stroll and enjoy.

I Do not think cycles should be allowed as they will cycle on the pedestrian areas as they do in other parts of the town. They endanger pedestrians on the pavement. Apart from now with Covid-19 spraying their breath as they cycle past!

I do not think cycling against the traffic flow will be helpful

I don't agree with any of your proposals as you have made a major error with your assumptions. Namely that you are looking at a 365 day solution and secondly that the width from buildings to quay side is parallel from town bridge to the Pavilion. I think as with any proposal like this you need to look at who are the high users of the area involved i.e. if cyclists for example are only 5% of the users then why give them 50% of the new proposal. I would have thought that the start point of any proposal was to understand current usage figures i.e. people v cars v cyclist etc (I presume you have these figures ?) and have done this already because the last thing you want to do is make permanent changes based on false usage. What I don't like is a permanent change when clearly usage in summer and winter are totally different. They are even different from day time to evening. If you look at Poole for example they seem to have a summer and winter solution and on the continent I can think of many places that have a day and evening solution. You could for example have a mandatory turn point in the evening at either South Parade or East Street (virtual barrier) for cars coming down from the Pavilion end towards town bridge. This would leave the frontages at the business end of the Quay for outside seating on summer nights. You don't get many 1 hour parking slots in Weymouth as most of the street parking is pay and display so what is the percentage lose of 39 spaces ? A lot of people use the quay side parking for a quick local shop followed by a coffee during the day.

I don't think cyclist need to be given their own lane

I don't think that getting rid of parking spaces is good for the town. A lot of people use the spaces to come in and get shopping. I don't understand why there is a need for a bike parking area? A few pubs will benefit from more seating but the summer was bad enough last year. Dorset council seems to forget that Weymouth is a working harbour. I really don't think it needs to change. It will lose its character, its already losing its character now that the rails are gone.

I don't think the hour parking should be removed. It's where many locals park to quickly 'nip in' to business that end of town. Whilst the plans look great for the restaurants and tourists, they are not practical for the locals. It's quite easy to get a space there as they are mostly used for those quick nip in, nip out, visits. So after a couple of loops I know I'll get a space. I will not bother driving all over town hunting down a space in the car parks near this end of town. I will certainly visit the local businesses far less if the parking goes.

I don't agree with taking away parking or providing additional recreation areas to encourage drinking and inappropriate behaviour, there is a major lack of parking at the moment and we should not be taking parking away as it will kill off even more local businesses. The major business of fishing and charter boats should also be encouraged not discouraged by limiting accessibility and parking.

I don't agree with the businesses being given extra outdoor space unless they are going to incur a substantial charge. Last year was horrendous trying to walk through the drunks and tables scattered everywhere. Very little regard was shown to people just trying to walk by the harbour or get to some of the other businesses at the other end.

I don't have an issue with the hospitality businesses expanding into the outside space, so long as they take responsibility for cleaning up the rubbish, glasses, plastic cups etc. It seems at the moment they don't care about how much rubbish is left outside or ends up in the harbour. When I asked one establishment if they would send someone out to clean up the rubbish that had been left along the harbour outside their property, the response was "that rubbish didn't come from here". That kind of attitude is unacceptable - just because that particular piece of rubbish wasn't theirs doesn't mean that their rubbish isn't being thrown on the harbourside further along. Each establishment needs to take responsibility for the area outside of their property if they are going to take the benefit from the additional sales. This should be made mandatory as a condition for using the outside space. I do worry about encouraging more drinking along the harbour, because accidents will happen when too much alcohol has been consumed. I also want to be able to walk along the harbour without being confronted by drunk people every step of the way. I don't want the harbour to just become a location for drinking to excess. Also very important is that due consideration is given to the other businesses that operate in the harbour, and that they are not hindered in being able to carry out their work, and sufficient space is reserved for the non-hospitality businesses that use the harbour. The opinions of these businesses need to take priority when considering these plans. I think the majority of homes along the harbourside are holiday lets, so in my opinion the views of these "residents" are not as important as the businesses.

I don't see the benefit of the cycle lane, it looks like an increased risk to pedestrians and the cyclists, for a marginal benefit.

I don't see the need to make a Cycle lane towards the Pavilion , i think its a great idea ,to widening the pavement on each side of the road . If you put a cycle lane in{1.5 mts}, you will narrow the remaining road {3mts} .We sat along the Harbour last year at one of the pubs , the last thing you want is a narrow road ,and a HGV Trying to get get down there on a busy day...let alone cyclist riding towards them.

I favour as much pedestrianisation as possible. I favour a limited amount of disabled parking further down the quay to maximise the use of this area for people. It is people who spend money, not cars

I fear traffic chaos If some of the proposals are implemented as we have had previously. Additionally while it would be nice to have areas to sit outside the pubs, unfortunately it attracts persons intent on getting drunk and the associated trouble that causes.

I feel that the loss of so many short term parking spaces could have a serious impact on the remaining town centre businesses as many locals use them for a quick shopping trip as the larger carparks are frequently full. Echelon parking could be replaced by parallel parking spaces which would mean the unfortunate loss of some spaces. This would enable the harbourside walkway to be widened slightly to allow provision of benches etc .It would also allow for additional outdoor space for the hospitality businesses especially if the walkway on that side of the quay was not increased in width. Without adequate loading facilities, local fishermen and visiting boat owners could well move away from the town and this would impact on the working harbour scene which many people come to the quay to enjoy so the hospitality businesses on the quay would lose footfall over time. A contraflow system for cyclists is a good idea now that the railway lines have been removed but could cause confusion and has potential for accidents.

I feel that the loss of the parking spaces will impact the businesses in the town just to provide extra seating for a few businesses on the harbour.

I feel the harbour should be left as it is. I use the hour parking 7 day's a week (when open) to use local cafes and shops. I feel you take the parking away a lot of business will miss out on local trade. About time the council put the locals first and give us something for our high council tax.

I fully support the proposals. I only query the provision of disabled parking on the basis that there is plenty of other disabled parking available at close-by areas, e.g. Pavillion and Cosens quay car parks.

I have a number of concerns we had a lot of anti social behaviour in 2020 concerned about cycles on the narrowed road using both directions the designated cycle lane should be only in the same direction as traffic and keep them in the designated lane ... last summer was a nightmare

I have been saying for a number of years that the quayside should be given over to more pedestrianisation and allow the bars etc to have tables outside as you see abroad. The one hour parking bays are a waste of time you just get cars cruising round looking for a cheap parking space creating traffic jams and causing pollution however I do agree that the business and fishermen need access but I would make it access only along there. It would be far more attractive for visitors and locals alike to be able to sit out and watch the comings and goings of the harbour which you can't do now because of all the parked cars and the wider pavements would make it much safer but I do worry about cyclists and would recommend that you put a speed limit on them as some do tend to whizz about and that could be dangerous at busy times when people are milling about. All in all its got to be a very good thing and I think it will attract tourists which is at the end of the day what we need to boost the town.

I have enjoyed seeing the area be enjoyed by visitors and locals this summer when all the seating area was put in place this made it a much enjoyable place to walk and be seated in. I have always avoided the area during other summer's as you could easily get run over trying to walk past the on coming pedestrian and fast cars on the road with the pavements being small or filled with tables and chairs almost to the website but felt this summer it was a joy to walk round and feel safer.

I have lived in Weymouth for 50 years, I have seen the harbour-side change over these years from a thriving and busy working harbour side and ferry-port to a harbour-side dominated now by pubs and restaurants especially the town bridge area which has 3 businesses run by the Slug and lettuce pub chain. I have seen a massive increase in antisocial behaviour around this area, streets being closed off to allow music weekends and top sport TV events. Although this is self policed, after the events, a lot of the drunken clientele seek to drink more around the town and cause trouble elsewhere. The main benefactor of these events are the pub chain whose HQ is situated 100s of miles away whose huge profits do not benefit the town but go to maintain other site around the country. The money collected in business rates from this chain pales into insignificance when you calculate what they take out of the town. Also whilst these pubs and restaurants on the harbour-side build on the benefit from their location, other businesses in town are losing out. To enhance the harbour-side facilities further to the detriment of fishermen local shoppers short time parking and short term visitors at massive expense mainly for the benefit of of less than a dozen businesses is a kick in the teeth for the rest of the town. Admittedly cyclists and pedestrians will benefit but I'm afraid it will attract a greater proportion of people who will spend all day drinking bringing with it all the problems we have seen this brings. Lack of investment by a very blinkered Authority has resulted in this area losing its working harbour and ferry status. Over the years this Authority has allowed the building of a superstore, a massive job centre, a law court and a half way house offenders accommodation on prime land surrounding the harbour. Land that could have been designed to enhance the harbour surrounds not blight it. Recent non development of the old council offices, ferry port area and for example the old ruined church in Mitchell Street show how hopeless the local planners really are. Don't let them ruin Custom House Quay just to line the pockets of a few pub chains and a handful of local businessmen who will contribute very little financial resources to this project but stand to reap massive benefits to the detriment of the rest of the town

I like a number of local people have to use a mobility scooter there are parts of this area at present that are not very safe for the disabled and mobility scooter users.

I live and work in weymouth and feel it is fine as it is. Money should be spent on the town

I loved sitting out by the harbour having a drink with no traffic, I think the tourists loved it also. Like the idea of having the road closed at certain times.

I mainly agree with the prepose redevelopment, but you don't show how much public seating there will be along the harbour side. When the road was closed last time there was too much area given to the restaurant seating on the harbour side, it is important that people especially the elderly can sit and rest.

I often make use of the 1 hour free parking, I nip in to town, or to the Marlborough and regularly use the fishing tackle shop. My family have a commercial fishing vessel alongside on the quay, it will be almost impossible to get access if these proposals are granted, these plans seem to only benefit A few

I own a commercial vessel in this area and can see this proposal having a problem with me gaining adequate access, I'm unsure why this area is not fenced off like other commercial ports even if just for health and safety purposes. The poor handling of last year when it was turned into a free for all beer garden with no notification to me and resulted me having to help pull someone out the harbour who sadly died ,The small walls becoming bar seats and people sitting on the top of the access ladders and giving me abuse because i ask them to move. I see a benefit of out side seating for local public houses but surely common sense dictates having it just the side of the buildings to stop people trying to rush across the road to get a table.

I personally think the smaller road will be good. Extra pavement width to the custom house quay side will be great. Don't bother with the cycle lane against the flow of traffic....cyclists hardly ever use their designated lanes, example I see more cyclists on Preston beach road than on the cycle path next to them! Going back to the plan they can just ride around town the same way as a car. I still think there needs to be 1 hr zoned parking. Many residents and guest houses who have permits for these spaces really struggled to park last summer when the road was shut. It also caused chaos along the esplanade right back to cafe oasis. It took me 2 hours 1 afternoon to get from Preston to the pavilion on my way he from work. Also it took me 35 mins on another occasion to get from chalbury corner to the lifeboat station. As a lifeboat crew member I was late getting to the boat for the shout. Luckily another crew member was passing to take my place. Pleased we have some money to do something to our town as it needs some serious input!

I personally would like to see no traffic except deliveries.

I really do not think the contra flow cycle way is a good idea. In my experience walking around the area, for example on the Rodwell trail, the Esplanade and the Lodmoor path, many cyclists have little regard for fellow path users. They go at ridiculous speeds, weaving in and out of pedestrians and often have no bell etc to provide any warning of their coming. I can see this contra flow being as much a disaster as shared cycle/ pedestrian paths.

I really like the dedicated cycle provision and the widened footways. The creation of more space for outdoor seating for eating/drinking, public benches, planters and walking will help improve the area for people and reduce the dominance of vehicles.

I really like the proposals. I think they will provide a much needed uplift to the area and make it much more pleasant for pedestrians in particular. I am a keen cyclist and walker and I find these proposals exciting. The area around the harbour needs to be enhanced in every way possible it should be the jewel in the crown to attract visitors to Weymouth and bring them back. I enjoyed the temporary arrangements provided last summer and made use of the eating out areas. I would make it a regular activity if the new proposals go through. It's about time we had some forward thinking proposals such as these. Thank you.

I regularly have to walk into the road when walking down custom house quay and this is a safety hazard so I am all for improving the use of the space and improving the public realm as well as supporting active travel. I feel there is a lot more opportunity for the public realm here and would love to see outdoor eating provision significant improved like it was this summer. Felt very European city like and there were a buzzing atmosphere.

i strongly disagree about the 2 way cycle scheme it will be chaos and a danger to pedestrians and cars cycles are enough of a hazard normally when they decided to cycle on the pavements!

I strongly disagree with a contraflow cycling route, not against cycling, just don't think it is a good idea hear. Please keep it a one way system

I strongly object to the proposed scheme becoming a permanent fixture. The pedestrian scheme put in place during last summers holiday period gave holiday makers freedom from traffic to enjoy one of Weymouth's greatest attractions the harbour, without having to worry about vehicles using the road. However once the holiday period was over locals and Weymouth residents were once again free to use the harbour road side as it has been over many generations. It should be remembered that many locals are elderly or incapable of walking any distance so why should they be deprived of parking and getting enjoyment out of the harbour views. I believe a compromise can be achieved at a much lower cost than that granted. There is no need to widen pathways or delete parking bays as additional dining tables can be placed on the existing road by the restaurants wishing to expand externally although designated zones should be marked to keep matters fair. I do believe that the existing fixed logs should be replaced with appropriate seating (maybe designed by local artists the council could run a local competition) but cyclists should be required to dismount and either park their bikes or walk with them through the pedestrian area. We must keep the harbourside open to traffic and parking during the months January to April and September to December.

I suspect that the Council intend the area will be used in the same way as it was during the first lockdown, a pedestrian area with a cafe culture. Sadly, my experience was one of slight intimidation, there were several groups of people who had obviously taken a drink, they were well behaved but loud. If the area became a place for drinkers to congregate it would be spoiled.

I think it makes sense as most people will walk in the road when its busy anyway so if it improves the safety of the general public then great!

I think it will be a great improvement on the current situation and be more attractive for both locals and visitors. We want it more stylish rather than the current lager lout impression it gives to visitors.

I think it will be great for the tourism industry and provide much needed extra space for businesses.

I think it would be a very bad idea to introduce a cycle lane that goes against the traffic. The current one way system is understood and expected, if then change it, it will confuse people, more signage will be required and the potential for cyclist/vehicle incidents increase. Any additional safety measures, such as railings and lighting needs to be kept in line with the style that is present currently and also on the south side of the Harbour. Ease of access for Commercial operators in the harbour is paramount to ensure that their business does not suffer and/or cause potential obstruction of the highway. The traffic constantly coming to a build up and queue along Custom House Quay and then backing up around Alexander Gardens has been a source of annoyance to local residents throughout the summer unable to travel around the town. Please consider the traffic flow, clear signage, safety and the reduction of potential incidents along Custom House Quay when implementing any changes to the current set up.

I think it would be wrong to introduce a cycle lane towards the pavilion. This would be dangerous for cycles, pedestrians and vehicles and result in accidents. Please consider the speed limit for the whole stretch of the harbour, including beyond the harbour bridge. Cars are already speeding along the newly laid tarmac in excess of the speed limits in place. The harbour bridge area is like a bad beer garden in summer. People crowd onto the wall and it's impossible to pass safely. I am a carer for a disabled parent and it is sometimes impossible to pass with a wheelchair and quite rough st times , Not good for Weymouths image. The harbour draws a seedy image below the harbour bridge and needs to encourage a more upmarket tone instead of drunken louts. Please ensure the fisherman are considered. This must not affect their businesses. It's not all about the pubs and 8 weeks of holidays, this is a working harbour. Please ensure flat safe crossing points for wheelchairs the old ones are dangerous The harbour looked bare last summer so more quality seating, planters would help. We have a beautiful Georgian town and this is a opportunity to really improve the harbour, but must be tasteful and practical.foe everyone.

I think it's a great idea, encouraging less traffic in that area and smartening it up(the area outside the rendezvous at the bottom of the steps particularly needs attention as it's not family friendly!), making it more accessible for people on foot or cycling. In the summer this area is so busy and it can be dangerous trying to drive through the people walking in the road as there isn't enough path space. My only concern would be the amount of cyclists!! Also limiting access at certain times for cars driving may also be another consideration?

I think it's a fantastic idea to let all of the local pubs and restaurants along the road increase their areas of seating outside to encourage more customers to eat outside and enjoy the wonderful area of the harbour. Taking into consideration the terrible times we are going through anything to help our local businesses has to be a good thing. I enjoyed very much how it was pedestrianised last year. Doing that in the season would be a boost.

I think it's a great idea I would like to see Weymouth Town centre and the harbour side in the future with no cars at all.

I think it's long overdue and an amazing idea!!

I think provisions for cyclists would hamper the area for recreational purposes. Generally I feel that this should be maintained as a pedestrian area apart from disabled access and parking. Cyclists quite often bomb along are silent so you can't hear them coming and frequently cycle in pairs or groups. I really think this area is too restricted and congested to allow cyclists free reign. Also generally speaking, if they are fit enough to cycle they are fit enough to leave their cycles elsewhere and walk along the harbour side

I think that cyclists travelling towards the Town Bridge, with the traffic, could be at risk. I think that there should be a low speed limit for any vehicle. Maybe loading bays should only be available up to 10 a.m. (like the town streets).

I think that the amount of space on the harbour side of the road should be wider, with more space for sitting out with benches and tables as well as pedestrian space. The footpath on the town side of the road should be narrower to allow for this.

I think that this is a very retrograde proposal. I think there are health risks to these proposals. We know that vehicle exhausts contain pollutants than are a real health risk especially to asthma sufferers as the recent coroner's report said that a failure to reduce pollution levels to legal limits was factor in death of Ella Kissi-Debrah. By encouraging people to sit next to a highway with slow moving traffic brings them closer to the source of the pollution. Installation of planters and seating hinders the dispersal of the pollution. The council had a really successful trial of this area as a traffic free zone last year and have ignored the benefits of this trial and succumbed to the motorists lobby who wish to motor aimlessly along Custom House quay.

I think the bikes going the opposite way will cause confusion to pedestrians. Cars should be restricted to certain times, with the exception to harbour fisherman.

I think the contra flow cycle lane could cause issues, a cycle lane could be created on the one way road system leading to pavilion through the back streets around Alexandra garden and join up with the start of new cycle lane at harbour. Removing short stay parking fine if the council can offer similar in the many other carparks. Disabled parking can be allocated in other car parks closer to the actual town center such as Debenhams car park.

I think the council already does a lot for cyclists, why do they need to cycle against the flow of traffic when it's not that far to go the same way as all the other traffic, I would like to see more done to alleviate the summer traffic problems around the Kings statue.

I think the loss of parking would be a massive blow, unless of course these 1 hour spots are to be moved elsewhere in the town? Parking costs local people a fortune. I myself have stopped coming into town unless absolutely necessary because of how bad parking is. I think the pavement should be only widened on one side.

<p>I think the main issue here is supporting the access for Fishermen of the existing area, they need all the support of the local people. The existing seating area immediately outside of the hospitality sector for food and drink is quite sufficient. Weymouth needs people to come and enjoy the harbour for its surroundings, not just to get drunk and spoil it for everyone else. Cyclists, e scooters racing up and down would spoil things.</p>
<p>I think the most important views to consider are the businesses that use the harbour. Do the proposals for the loading bays meet with their requirements? We need to make sure that it is as easy as possible for businesses to operate in this area before considering the aesthetic. It is a working harbour and we need to hang onto that. We've already lost the ferry business. And why a contraflow cycle lane?</p>
<p>I think the new proposals will enhance Weymouth harbour and the suggestion of more outdoor seating areas would be a fantastic addition and make proper use of this wasted beautiful area</p>
<p>I think the plan works as I agree local residents and business still need access but taking away the parking spaces removes traffic driving along just looking for a parking space. Will make a much nicer and safer area.</p>
<p>I think the proposals are very good and would enhance the harbourside for residents, visitors and businesses around the harbour as well as users of the harbour. I understand that the proposals are limited in scope currently and perhaps necessarily so due to limited funds, I would just say that I would hope that the scheme would not hamper any further schemes which may be proposed for adjacent areas, for instance, moving the working quay to the area by the Pavilion or for improving the other side of the harbour. In essence, I'm saying yes - this is a great proposal for stage 1 of the harbour re-imagination.</p>
<p>I think the proposals are very good for the summer months. However, I think the design needs to be flexible such that the proposed layout is achievable during the summer months when a lot of people want to walk along the harbour and sit outside the pubs and restaurants but such that parking can be reinstated outside the summer season. Otherwise the hospitality businesses will be adversely impacted out of season if there is no parking. Personally we use the hospitality businesses in the winter as we can park close by, but would not do so if this parking is unavailable. Also I would propose that, at least during the summer months, the harbour road is made 'access only' i.e. no through traffic</p>
<p>I think there should be a small amount of 1 hour parking bays</p>
<p>I think these measures will only benefit the pubs and clubs as a council you need to move away from pubs and clubs there is nothing in Weymouth for families</p>
<p>I think this change is really positive for the future of the harbour</p>
<p>I think this is a brilliant idea!!! Local businesses could pay/rent the outdoor space to substantiate the cost</p>
<p>I think this is a brilliant idea. It will keep traffic flowing, but, more importantly, it will give pedestrians more space to enjoy the beauty of our harbour.</p>
<p>I think this is a great idea</p>
<p>I think this is a great scheme, and it provides the potential to deal with some of the serious traffic and loading issues in Helen Lane, behind the Quay. There may be room to explore the benefits of commercial bin provisions to the proposals to free up growing problems in the lane too, alongside proposals to manage ASB and other licensing related issues. All of this to be discussed in a separate project between the council and the local action group, Respect Weymouth.</p>
<p>I think this is a massive missed opportunity to make the harbor fully pedestrian. I don't agree that it's a vital additional 'exit' point for beach traffic in the summer (it clearly is for locals but not tourists). It seems that the council are trying to avoid complaints from a few noisy businesses owners at the expense of the right solution. Please actually make this transformational and pedestrian the area completely. It's so obviously the best outcome.</p>
<p>I think this is to be welcomed. Improving the public realm whilst not impeding harbour users</p>

I think this proposal is a good option for the businesses in the proposed area as long as they are not then subject to massive rises in council tax for the use of the extended space they can use for outdoor seating. I also strongly feel that there must be additional provision made for free parking nearby, perhaps on the now disused ferry terminal area, to compensate for the removal of the existing parking spaces.

I think this would be to detriment of businesses to the bridge end of town and waste of money for the benefit of a couple of pubs on the harbour side

I think while it is nice to provide cycle lane it will not be manageable. It's not far for someone to get off their bike and walk. Cyclists will think it is their right to cycle along if there is a cycle lane but walkers won't be aware they are there. Best to keep layout simple. Instead I would recommend the area is managed like St Mary's street that it is open flow of traffic up until a certain hour and then closed for pedestrians.

I think with all of us looking at more sustainable ways to get around, I would like to see the banning of all cars to the area. Only allowing access for deliveries and loading of the businesses and commercial entities in the local. It would give that side of the harbour a distinctly Mediterranean feel and a unique tourist destination. Why spoil it with through traffic that can't park in that area. You could also restrict access for deliveries to before 10 am and after 9 pm.

I think you should not forget that that is a working harbour. I do not think more encouragement should be placed on the hospitality trade as it already too overrun and not family friendly

I think you still need some 1 hour spaces other wise business in town but not along that stretch will get effected. Sometimes I only need to pop to the bank or pop to a coffee shop/ tackle shop so a quick trip into town and with out the hour spots we will then once again start getting charged to park the car. Also in the summer time with that road closed it will the. Start to block up the seafront just like 2020

I think your forgetting that you are a working harbour town with many Commercial and recreational Sea angling and fishing businesses. I have been a very regular visitor and net contributor to angling businesses in your town. These 'improvements' may seem pretty but they will severely affect local business and access to them. These are tough times and Weymouth is popular for tourists and late night drinkers already but will severely effect your town businesses that are not connected to the hospitality trade ... that does not include harbourside hotels and accomodation which are rammed with anglers every year. Parking is already a nightmare and loading un loading boats .. this is a drastic step just for aesthetics.

I thoroughly enjoyed the space last year. I would prefer to make it pedestrian only Keep traffic to a minimum

i thought the pavilion peninsula was going to include bays for unloading vessels? will businesses heed the 3.1m seating? the proposed cycle lane will cause no end of trouble, as i doubt very much that some cyclists will heed the 'contraflow'... will the council enforce restrictions & these proposed changes? the loss of 39 1 hour spaces will affect town businesses & locals who wish to drop off or pick up items or just want to nip into the banks how is this going to affect residents? Can there be provision of parking spaces 'out of season'? these proposed changes must NOT give the green light to hospitality that it is OK to serving food/drinks playing of music late into the night... I think the Council forgets that residents in the harbour area are entitled to peace & quiet; that the pubs sell their drinks to customers who spill into the road & across it

I totally disagree with the removal of free 1-hour parking in the area. Mixing a cycle lane with a reduced width of carriageway is an accident waiting to happen. The only benefit will be to a few bars and restaurants in that area for a couple of months of the year. This is Weymouth not the South of France. There are more important areas of the town that need improving before you destroy our working harbour.

I used to live in on the harbour side, where there is already limited parking. In the summer the parking available to residents is at an absolute minimum due to the holidaymakers - I'm concerned removing a huge portion of parking like this will leave residents stranded for parking spaces and I firmly believe that residents should get first dibs on any that are available. There is ample parking a short walk from the seafront - the harbour side and seafront parking (aside from disabled spaces) should be residents-only! They need it! With regards to the cycle lanes... on sunny days the harbour is absolutely swarmed, people walk in the middle of the road with no regard for the fact there are cars and/or cyclists there. They are totally oblivious and often drunk. I appreciate wider pavements will ease this slightly, but with cyclists already in the flow of traffic towards the town bridge, it's too much to have then going both ways. Also, I'm sure you already learnt your lesson from last summer when the harbour was totally cut off, but if the traffic becomes too slow moving around the harbour (which it inevitably will with cyclists travelling both ways) the traffic is at risk of backing up around the seafront again. As someone who has to commute that way, I can tell you that no one was happy about the 45 minutes it took to get from the bottom of Dorchester Road to the train station. Absolute shambles!

I visit the harbourside very frequently (when not in lockdown) and the traffic has always been an issue. Outdoor seating for the pubs and restaurants has also been very sparse. The area is much improved during the seafood festival and is a great success. The temporary pedestrianisation was also a very welcome improvement while it lasted. Personally I feel we should consider a slightly different option where the traffic flow on the adjoining streets is adapted to allow 'nearby access' for fishing boats and pedestrian/disabled drop-off with the road closed. Or look into access only along the harbourside, controlled by a barrier with a code/tag reader...this works well in other tourist areas such as Port Grimaud. We really need the Al Fresco feel without queues of cars spewing fumes while you are eating or drinking. Even a time restriction would be a better solution or close the road at weekends only. We often see the same cars driving around the harbour posing with loud music - not exactly necessary. I really feel restricted access or no access would be much more beneficial - even if a remote landing area, towards the pavilion, for the fishing boats is contemplated.

I walk, drive & cycle. I don't mind if the 1 hr strict free parking places are moved to somewhere else in the town centre to prettify the harbour, though I'd prefer not to have more provision for outdoor drinking of alcohol there. I've been appalled to see non-distanced drinking there in the lockdown. I do not want to see more alcohol being drunk, by more, even sensible, meal eaters than can now fit at tables outside the pubs there. If there is to be more sitting out, let it be free, not dependent on people (who can afford to eat at pubs/ restaurants) filling their bellies, please. Instead, a group of painters, photographers, writers or quayside singers teaching others would be fine! I'd most mind if those free for an hour spaces along the quay were removed & not replaced. Parking there on my weekly trip into town makes me glad to be alive as I see the harbour when I get out and walk back to my car. If you are going to replace them, where? There's no space! If the problem is the time limit is not enforced, enforce it then, get more traffic wardens - I never stay over the hour & I see many others moving out of spaces, so I think most do respect the limit & that's why I can usually get in down there. If I can't park there, shops such as Helen's wholefood shop (no relation) will miss out as people can't manage to carry things home on foot. Losing 30 spaces would also have a knock-on effect on demand for places along Park St. Gt George St & Gloucester Mews. I do not use the car parks (have only parked in Governors Lane car park only rarely & never use the multi-storey) due to the prohibitive cost. / I think there needs to be a flow of traffic to & from the Pavilion so please keep open the road, plus the bottom of St Mary St & St Edmund St (and the other little roads) leading back round to the Esplanade or over the Bridge. I also park for an hour in Market St which is ideal when buying bigger things, not so far to carry. Re: 'the contra-flow cycle lane.. (towards Pavilion)... against the flow of traffic ' this sounds dangerous for the cyclists, right next to the cars traveling towards them. Your drawn proposed layout does not show a 2 lane, but only one 1.5m single, cycle lane. I think the width between the buildings and the harbour wall along there is not wide enough configure for a single line of traffic, walkers & two-way cyclists. I see this as pedestrianisation by the back door, when after a short period of total chaos, you would then have to stop cars being allowed along there. / Please don't put planters there! Not only is there no room, have you never seen what idiot drunks do at night? / Any cycle parking would need to be under cover, staffed, to keep the bikes there un-stolen and undamaged.

I want the free parking spaces to continue as they are.

I welcome more chance to stroll and meet friends, with chance to eat and drink outside establishments. I would prefer a no motor traffic zone. Cars are noisy and smelly when trying to sit or walk in fresh air. There is no need for cars to drive along there, except perhaps disabled.

I won't hold my breath!

I worked on the harbourside for 25 years and we always thought that more should be made of what could be a fantastic area but couldn't see how traffic could be excluded. It is a nonsense that one of the best areas in Weymouth is a car park, although I have used it frequently because it is there. These proposals appear to be a good compromise although the proposed cycle lane would over complicate it, make it 'bitty' and probably more dangerous for all users. Better to just have that additional width for all one way traffic. Something needs to be done and the removal of the rails (why is it people who don't live here who protest the most against their removal? Where I worked we overlooked numerous accidents, patched people up, called for ambulances etc. Good riddance.) allows new constructive thought. I love the outside eating, cafes etc but currently several stretch over too much of the pavement making it completely impossible to push wheelchairs and sometimes even pushchairs along the pavement (hello new ebike cafe) so more room would be great. Its good that they can be next to their premises rather than across the road like last summer. They shouldn't be permitted to do that under the new scheme.

I would favour increased seating areas on the hospitality side only.

I would like to see motor vehicles barred from this area except for service vehicles.

I would like to see no parking bays at all for cars as it completely spoils the view of the harbour . This does not happen abroad in other towns with a harbour in the centre of town, e.g. Copenhagen - please take a look ! I do appreciate that loading bays for lorries for fishermen are needed as it is a working harbour and this should be provided . Delivery vans for the pubs / restaurants should also have access but that's it . There are plenty of parking places around the town - people should expect to pay for parking these days . The atmosphere over the summer was fantastic . I was a regular customer at the harbourside eateries and saw no incidents of people getting drunk - just ordinary people enjoying themselves within moderation.

I would like to see the area without traffic, mainly vehicles. I do have concerns that it will become one large drinking area. Not everyone enjoys that especially parents with children. Some areas abroad have seating areas that are attached to the harbour wall but go out over the water. The pubs, restaurants etc would be given a permit to use that area that they will gain outside their premises? Will they be responsible for cleaning, repairing and looking after the area as they, it would seem, would be the main beneficiary to this scheme

I would like to see the harbour edge protected, there are many ways to achieve this with due regard to commercial activity, I would like to see consideration given to commercial activity spaces designated along the quayside, that can be closed to the public during offloading/ commercial activity and again closed off after-dark, non designated areas could then be permanently railed off to improve safety. The commercial activity spaces need not be high security and ugly, but could be constructed of planters or materials that compliment the views being simply gated off, when in use/overnight, the harbour side walk way could be of a size to allow pedestrians to still use the walkway when commercial activity spaces are closed. I am confident that safety, visitor enjoyment and commercial activity can all be accommodated into this improvement plan.

I would like to see the road closed to traffic peremently, however this is a great step.

I would like to see the whole area pedestrianised.

I would not like to see local residents disadvantaged if they could no longer park close to their homes, but otherwise welcome the changes

I would prefer a two-way cycle lane rather than having bikes using the road space alongside cars.

I would prefer it if cars /motorised vehicles were not allowed to use area between 10am and 4 pm.

I would prefer no cars except for loading between certain times.

I would prefer to see no vehicles on the harbour side if possible. Maybe use Mitchel St and St Edmund St as two way Contraflow cycle lane could be dangerous to the cyclist as well as pedestrians unless traffic (including cyclists) was limited to say 10 mph. Provision of some short stay (20 min) parking outside local shops. Provision of free parking close to the Harbous side, if not close then a free shuttle service (land train?).

I would prefer traffic restrictions. With only essential vehicles allowed at set times. Making more room for outdoor hospitality which businesses could rent/lease from the council. This would make the best use of the area and be attractive to encourage people to visit Weymouth Cycle path to go in both directions

I would support a cycle Lane but do not believe this would work as a two-way. Pedestrians, do not, in this type of space avoid moving into cycle lanes. It would require sufficient speed restriction barriers to slow down cyclist to more family friendly speeds.

I would support strongly support these proposals although I would stress that there it is extremely important how these are executed. The contra flow for cycling should be very clearly marked for safety as this is a somewhat unusual feature within the town and motorists must be able to identify and understand it very clearly. I am also very strongly of the view that this is a very rare opportunity to improve the quality of the harbour side and should be seen as a important investment for the long term future of the town. The importance of this historic harbour side is increasingly brought to the fore as the commercial and retail areas of the town continue to decline. High quality paving a street furniture is essential I.e no bottom of the range concrete paving and plastic street furniture with short life spans and vulnerability to poor installation and vandalism. It is better to do less to a higher standard than overstretch the budget.

I write as a regular visitor - my parents are residents in the harbourside area. Fully support these changes and if anything would like to see them go further. Weymouth harbour has world class potential if the council have the vision. Year-on-year it seems to improve and the council should go with the momentum - ambitious proposals please! Having brought people to Weymouth who otherwise wouldn't have considered visiting they are always surprised and very impressed with the harbour area - people picture the beach but the harbour should be as much of an asset. The harbour should be fully pedestrianised (retaining access for loading/disabled parking etc as necessary but losing the traffic/cycle lanes) for the season at least. This seemed to be a great success last year. In any case the changes here would go a long way to reducing the overbearing and at times dangerous traffic.along the harbour - families crabbing and groups having food/drinks inches away from cars parked up and edging past is just not good enough and doesn't do the harbour justice. More could be done on the other side of the harbour but appreciate there are more difficult access issues for residents. Attractive and good quality design/materials key. Good luck!

I've been a regular visitor to Weymouth for many years. There is nothing wrong with the current layout. Cyclists will cycle where they like and in whichever direction as they always have done. There is no need for more pavement drinking. Sufficient already. Why change something that is perfectly adequate just to justify spending more taxpayers money. Councillors are created to do the will of the residents and are paid to do just that. Not to invent and implement their own schemes and those of minority political activists. If you want to improve Weymouth's image for visitors, don't make it more difficult for them by reducing places to stop to shop. Request Dorset Police to enforce the law regarding begging and drug dealing... your residents and visitors should not have to run the gauntlet late at night in the centre, or use the money to help them.. but I suppose you're not able to task money for 'improvement' to somewhere where it might actually do some good!

I'd love it if the amount of traffic using Custom House Quay could be drastically reduced. I think the removal of the parking spaces will do this to a certain extent, but closing off the road at the town bridge would be brilliant as this would stop the locals from using it as a 'rat run' or shortcut. Having the road closed during summer 2020 made a huge difference to the attractiveness of the area and I'm sure with a bit of work it's possible to keep everyone affected happy.

I'd prefer you not to allow a contraflow cycle lane for pedestrian safety and child safety reasons, but if you must, then please do NOT allow motorised devices such as electric motor bikes, electric skate boards and electric scooters. Otherwise, the proposals are excellent.

I'd stop all vehicles during the months of June, July, August and September. Between the hours of 10am and 7pm. Allowing tables and chairs to occupy the road area also. Plenty of time for deliveries before and after. It is the most beautiful area. And that fact that vehicles have occupied it for so long is madness to me. I welcome these changes. Last summer was beautiful there. People don't like change, but they soon adapt. And this is exactly what is needed for the town. It will bring new businesses in town, fill the accommodation.

Ideally all traffic would be removed other than controlled delivery times for local businesses etc. Restricting cycling provision to one way would be safer for all. For the number of cyclists likely to be involved, the danger it creates to have two way flow is not worth risking.

Ideally I'd like the area pedestrianised .. how lovely was it this year due to temporary COVID restrictions leading to no traffic and outdoor seating on the waterside. I've lived here since 1999 and cannot believe that you have not capitalised on the beauty of the harbour for tourism, hospitality and making the destination a food/eatery jewel to bring revenue into the area. Who wants to sit outside looking at parked cars? Why waste such a beautiful opportunity on preserving a limited number of parking spaces?! Of course some diehard objectors to paying for parking will kick off (and honestly who can blame them with the ludicrously high prices you charge for car park spaces) but nothing can be more important than making more of this beautiful harbour setting.

Ideally the harbour should be pedestrianised except for essential deliveries to local businesses (not taxis), but if private cars must be allowed to use the road there must be traffic calming measures to deter casual users. This is an easy ideal opportunity to grasp the nettle and make a statement to show people that the age of domination of our towns by the motor car is a thing of the past.

If it ain't broke don't fix it the harbour has worked for years , all that just for the tourist which are about for 6 months tops

If no cars then no bikes, it'll be incompatible to stop one mode of transport and not the other. Also when outside seating is allowed it tends to spread over most of the pedestrian area whilst we also have to manoeuvre billboards. Prime example is esplanade from statue to M&S. Carnage if mobility monster cart comes along.

If something like the seating arrangements came in during the first Lockdown were in place it would be a Great improvement.

If taking away parking then we need to make more available elsewhere. But I think the improvements would drastically improve the harbourside so I am definitely in favour of them

If the 39 1hr free parking spaces are removed, they need to be replaced somewhere else within the town. As a resident I object to paying to be able to park to go into town, one of the reasons I think the high street is dying. Encouraging people into town with free parking is better than watching the high street die, and closure of the shops means less business rates received by the council. Dedicated cycle lanes need to be around the whole of the town, not just for a few hundred yards, and then you have to merge back in with the traffic at either end of the harbour. This would encourage more people to cycle to town and leave their cars at home, especially with the increase of E-Bike sales. There are already too many places around town where the cycle lanes end at busy roads/pedestrian areas which puts you off cycling. The area needs to be completely traffic free, only cyclist and pedestrians. That is the only real way to enhance the area. When the area was closed to traffic last summer 10am - 10pm, it was a much nicer area. When it was opened at 6pm it became dangerous with people walking across the road, and it lost its atmosphere. I certainly don't want to sit outside an establishment with traffic fumes and with the location of the suggested table areas you won't even see the harbour. All deliveries to those establishments should be before 10am. The Brixham fish collection of crabs can still get in and out at south parade in the evenings.

If the one hour free parking is removed from the quay change Maiden St carpark into a free for one hour carpark

If the proposal can get approval from the businesses it has a negative impact on then I think it could enhance the area but we can't afford to lose the attraction of Weymouth being a working harbour. The charter and fishing boats are what makes the harbour so attractive to the tourists that visit so they must be consulted direct on these proposals.

<p>If there is to be through traffic I do think that the cycle contra flow will be very usable given the narrow road width.</p>
<p>If this goes ahead there will be even less parking available for residents in zone F. With all our spaces being lay and display, people park in zone F rather than in the car park. Loosing these spaces will make the situation worse. Maybe if zone F permit holders could use the car parks this would help the residents.</p>
<p>If traffic is allowed to join Custom House Quay from Maiden Street and East Street I can see it creating problems for cyclists in the contraflow lane - either by blocking the lane as they try to turn right into the vehicle flow or by failing to realise that bikes will be travelling in that direction at all. Having access only from St Mary's Street and South Parade would improve safety and the overall experience both for pedestrians and cyclists.</p>
<p>If you are installing a cycle lane, surly it is safer to allow cyclists to use it both ways (towards the pavilion and towards the town bridge?) As you are removing a lot of free parking spaces, which I do not necessarily disagree with, are you going to put free parking elsewhere, or are you going to continue to increase parking charges to deter people from coming to Weymouth? Personally, I refuse to pay the parking fees when I only need to pop into town quickly. If I am intending to stay longer than an hour, I walk into town rather than paying the extortionate fees. It would be nice to create an "abroad like" feel to the custom house quay area, so that customers can sit outside a restaurant without over spilling onto the footways.</p>
<p>If you make this road 10 mph max speed then there will be NO need for an additional cycling lane! Cyclists speed way exceeds this when they are on the promenade with no regard to walkers or dogs They never use the cycling path between Preston and Lodmoor Park so that was a waste of time & money Cyclists think they have a right to use any path at any time and go at any speed of their choice So don't pamper to them anymore!</p>
<p>If you want the town centre to survive then please do not take away the free parking spaces, it will drive the locals out of town completely! These spaces during normal times are in constant use by locals just needing to pop to the bank or to just do a quick shop. If these spaces disappear then locals will turn to Dorchester for shopping and never return to Weymouth. We have long suspected that this would be happening after the closure during the summer when the train track was removed! Just for once do something that the people in Weymouth need and still use, instead of just a few businesses who gained from this closure.</p>
<p>I'm a cyclist living in the local area but there's too much space given to cyclists on plans like these. I'd like to see the harbourside pedestrianised all day and evening, opening up late at night for deliveries etc.</p>
<p>I'm a former resident of Weymouth and feel that this sort of improvement to the Custom House quay has been needed for many years. It's great to see it now being proposed.</p>
<p>I'm in favour of more pedestrianisation. This is a good first start. The harbour is under-used as a recreational facility: this could be improved while keeping the working part of the harbour functioning well.</p>
<p>I'm not sure that a cycle lane going towards the pavilion is a good idea as cars will be travelling in the opposite direction could be confusing.</p>
<p>Improve public space yes, but not increase the spece for a few businesses to make more money. I am firmly against using tax payer money to directly help a couple of pubs that already seem to rule the waterside, this should not about increasing the size of the drinking and eating area of some places.. Widen the footpaths yes, as this will benefit wakers, families and disabled.</p>

Improvement is undoubtedly required. This is one of the key destinations for locals and visitors and removing the parking spaces frees up space to be able to provide a more amenable people focused environment. Further, without the free parking spaces there will be a reduction in traffic as the desire to find a space on the quay will have gone. Disabled parking should not be provided along the Quay, side roads could make provision or utilise spaces in East Street and Pavilion Car Parks. Any scheme should seek to minimise the amount of traffic that needs to travel along the harbourside. Making provision for harbour users i.e. loading bays is supported. The desire to improve cycling is supported although I am unsure whether providing a contraflow is the right answer. If a contraflow is to be provided it should not be at the same level as the road. Either having it at the same level as the pavement or at its own height between pavement and road level would demarcate it from the road. On the other side of the harbour, Trinity Road is 2 way yet cycling and cars co-exist. This is partly because the surface treatment and narrowness inform the driver that you have entered a location where you need to drive carefully and be cognisant that cyclists and pedestrians use the space as well, albeit it is not a true shared space. Consideration could therefore be given to applying a similar approach to the town side of the harbour and this may well overcome doubts about the currently proposed contraflow. Over engineering a solution should be avoided as should highway clutter. The provision of benches and planters should be subject to separate consultation. A clear plan should be devised so that such features add to rather than appear as afterthoughts. This is an opportunity to enhance the public realm so getting these elements right is important. Any scheme should also be considered in the context of extending in towards the Pavilion but also how it connects under Town Bridge. This would help to determine whether routing cyclists heading for the Pavilion along the harbourside or via the roads behind and on to the Seafront is a better option.

Improvements is a subjective term, Maybe you should ask what improvements ? I would like the access for fishermen to be improved

Improving public space will increase alcohol fuelled anti social behaviour.

In 2020 I enjoyed the initial change - more seating directly outside cafes and businesses but not when the seating moved to directly beside the hsrbour. I do not agree with bikes being able to cycle in both directions, they should comply with the directional flow of the cars. Keep the free slots but reduce the quantity to parallel parking slots where they currently are - these spots are great for locals, particularly during the busy season. I'm not being horrible but disabled drivers should not be allowed to park any longer than one hour in these new spots. Disabled people with permits can park almost anywhere else for three hours. Maybe one parking place be reserved for cyclists with metal bike parks but also for one hour only.

In all the years I've been enjoying the working harbour I've never seen any push bike riders I only see them on the esplanade causing a nuisance

In case I don't get a chance later on I will share my thoughts now. I'm delighted to see this huge improvement to this valuable area of Weymouth heritage and attraction (locals and tourists alike). However, I am bitterly disappointed not to see a pedestrianisation proposal which allows for occasional vehicle access, instead of a vehicle access proposal with a bit more space for pedestrians and cyclists. There are only two reasons vehicles travel along this road: a) to find a free parking space and b) to access businesses including fishing vessels. Remove the free parking and remove the meter controlled on-road parking further along the Quay and all reason for private vehicles to move along this road evaporate. I wish to suggest the proposal should include a scheme similar to St Mary Street, where business access is granted when pedestrian use is at its minimum and is prohibited at all other times. If the fishing boat owners present a viable lobby then the traffic flow from Maiden St can be reversed and access just to this short harbour wall frontage be allowed for fishing vessel access only. By designing-in a 3 meter wide vehicle access pathway it also allows for emergency vehicle access and larger vehicles servicing businesses. There is no place for disabled parking in this scheme; there is plenty of this in the pavillion car park and at other spots around town. This will only disfigure the landscape and will be abused.

In my opinion the footway definitely needs to be widened on one or both sides of the current roadway as it is almost too narrow for pedestrians to pass each other without stepping into the road at many points. It was a much more pleasant environment when traffic was restricted during the summer months and was far more attractive to locals and visitors alike. It is important to remember that it is also a working harbour and the unloading of boats needs to be considered. I don't see how people should "expect" to park in the 39 or so short-stay parking bays at the moment as there is ample parking a short walk away and dedicated disabled parking areas have been mentioned. There are no convenience-type shops along Custom House Quay that I know of where motorists would want to pull up outside to use, Exercise and fresh air should be promoted.

In summer this road is used by many motorists as a escape route from the traffic congestion on the sea front which can back up to the Alexandra gardens. so having bikes going opposite direction to the flow of traffic will cause accidents with people crossing the road only looking one way.

In winter, when it is too cold to go for a long walk, we often park in the 1hr parking bays to watch the boats, go for a short stroll along the harbour and maybe grab a takeaway coffee. We don't want to walk far or have to pay expensive charges to park for a short time. Will there be other free places to park for up to an hour?

Increased outdoor seating space and footpath great idea, not sure it needs to be on both sides of the roadway though. Weymouth is very difficult and expensive to park in. Quayside visitors to fishing fleet will have no parking. I'm a berth holder on west way road and have no parking facilities

Increasing public space areas in the Custom House Quay area will increase drunken behaviour here which is a major problem in the area already where too many drinkers sprawl out of the pubs and cause problems for normal people.

Instead of a contraflow cycle lane use that area to increase sitting out for catering establishments. Keep all parking spaces. The council proposals for other areas of the town are all removing current car parking which is at a premium. As a resident of the town centre and with a disabled partner it's hard enough parking now with the areas we have.

Is there any need for a road at all eg have loading access such as 6-8 am but then close the road for the day? Appreciate that waste collection is needed during summer so rework the bins. Also no drinking except in pubs/restaurants. Key is to enable harbour hospitality businesses to be open 365 days a year with weather proofed areas to sit in in winter. In the summer the opening of the road meant many near misses and so by removing cars completely the whole area will be massively improved. Fishing vessels and charter boats can move down the harbour to the Pavilion for unloading and offloading thereby reducing traffic further.

<p>It depends on who will fill the public space , Weymouth seems to encourage young drinkers at the expense of families .</p>
<p>It is a boon for local residents to be able to park at the harbour in order to 'nip into town' or shop at Weyfish for half an hour without paying for a whole hour in the car parks. It is especially helpful out of season.</p>
<p>It is a shame it can't be completely pedestrianised but this is a great compromise and removing the parking bays will reduce the amount of cars going along there. This will allow more opportunities for the businesses to offer outdoor seating and really enhance the area.</p>
<p>It is a working harbour and needs to be kept as such, supporting the fishing industry. Providing sitting out areas for businesses, it is also unfair on other businesses within the town. I would sincerely hope if you do that those businesses would be charged significantly more. It is already extremely annoying walking along throughout the town with businesses taking over most of the pavement. People smoking outside and passers by having to smell and walk through it.</p>
<p>It is a working harbour let's keep it</p>
<p>It is already difficult to negotiate this area by car, motorcycle and even cycle and the proposals will make this situation worse by limiting the space available for traffic giving visitors the impression that the location is pedestrianised. From spring to autumn, it is difficult to negotiate the other side of the harbour and Hope Square by car, motorcycle or cycle due to visitors wandering along and across the road without looking. There is already sufficient outside seating in Weymouth for eating and drinking considering the climate.</p>
<p>It is essential that enough disabled parking bags are allowed for and that tokenism is avoided. I wasn't able to access the harbourside for the whole of the time that the temporary pedestrianisation took place. It was brutal to be excluded. The attraction of the harbour is the fact that it is a working harbour and is of historical interest as well as picturesque. The hospitality venues around the harbour have to be part of the harbour scene not dominate it. Balance is essential in the planning. Thought needs to be put into how harbourside drinking is to be managed. Tinnies from the Spar shop being consumed around the Ship etc is not a good look. There are so many pubs in Weymouth and turning the harbourside into an extended bar in the summer needs to be thought about carefully.</p>
<p>It is important to ensure that fishing boats continue to have good access as they are the lifeblood of the harbour. Improved pedestrian areas are also needed as you often need to step into the road due to current narrow pavements. Reduced parking would also help - maybe business owners and fishing boats could have a permit system? Disabled parking is needed to ensure that all people can have access to the harbourside</p>
<p>It is time that Weymouth makes being a welcoming, safe and environmentally clean area for local residents and visitors a top priority. There is no reason why Weymouth lacks behind other seaside towns except effort.</p>
<p>It is time to update this area for the benefit of residents and tourists.</p>
<p>It is unfair to give this side of the harbour yet more outside seating when Trinity Road side businesses are already struggling without any outside seating at all, many people have commented on how this side is nicer to sit yet we have to jump through hoops to get it. Surely there is enough money in the budget to improve both sides.</p>
<p>It is very important to highlight the historic features of the harbour and retain its Character and maintain it as a true working harbour .</p>
<p>It looks brilliant!</p>

<p>It must not just be additional seating / drinking areas , The Harbour wall has always been used. Each Hostelry also should be accountable for the refuse it creates and its cleanliness. Access for registered and charter local fishing boats and their customers must be prioritised . this should be recognised by our Councillors as still the greatest attraction of Weymouth Harbour . One of the very few Working harbours with public access left in England . I see no requirement for double tracks for cyclists. It can remain one way and shared with a speed limit of 5 miles per hour . . Why would anybody want to go faster along this scenic route. Limited parking could be retained with Bench areas in between .</p>
<p>It was a fantastic time last year it brought so many people to weymouth to enjoy the harbour</p>
<p>It was a great success in the summer and could sensibly be confined to the summer months April - end of October</p>
<p>It was awful when during the first lockdown they pedestrianised the custom quay area people led in the road drinking, fighting was witnessed in Commercial Road</p>
<p>It was hoped that you would have understood the issues raised by last years road closure and the issues that occurred as a direct result of your actions. Firstly there is insufficient parking for residents to pop into town for a quick shop. You are now proposing removing many 1 hour parking slots whilst at the same time reducing parking by building flats at the bowling alley site and houses on the former council block. The result will be not shopping in Weymouth as it will become impossible to park. The result will be even more empty shops in order to support a few outlets on the harbor side. Last year saw a great deal of issues caused by people bringing drinks from a local shop and getting drunk causing trouble and urinating in the street this proposal will only amplify this situation. Even the owners of some of the establishments in that location complained about the behavior of some individuals. The idea of putting seating either side of a road is unbelievable, it is inevitable that a young child will run from the harbourside location across the road leading to the inevitable crash injury or death. The traffic congestion you managed to create last year was unbelievable with traffic trying to leave the Pavilion car parks having to wait for over 40 minutes to get to the clock tower not helped by your previous decision to remove one lane at that junction for traffic to go to Preston. Whilst you are planning to leave the road open the amount of traffic having to use the route will be considerable. The Park and ride scheme simply doesn't work for local residents and the local bus service is at best poor in most areas unless you live in Lodmore.</p>
<p>It will make it a much nicer area to visit.</p>
<p>It worked well in 2020</p>
<p>It would be better if the contra flow cycle lane was off road rather than on road</p>
<p>It would be good for a small number of 1 hour parking spaces could be provided, perhaps towards the pavilion end, rather than town bridge end. Please ensure the rendezvous do not continue to barrier off ALL the outside space by the steps just for their pub tables, as they do now. That particular area is a public space not a private pub garden!!!</p>
<p>It would be good to ban all cars but obviously make provision for business to have access at set times</p>
<p>It would be good to see that local businesses may be able to make use of the additional pavement space to boost their sales in the summer period. I like the idea of planters, benches and bollards to indicate boundaries for pedestrians. There is little enough free parking space for Weymouth as it is so removing what we have may be a bad idea as many people who 'pop' into town to visit maybe only one shop will not want to be forced into an overpriced car park for their very short visit. Any parking left should be available to everyone rather than disabled parking only. In my mind a contra-flow cycle lane would be reckless. It is a recipe for accidents caused by cyclists who may be 'speeding' against the flow of the traffic and also for pedestrians who may not think to look in the opposite direction to traffic flow if they wish to cross the road. There is absolutely no need for this.</p>
<p>It would be nice to get rid of the traffic too but at least there won't be parked cars along the harbourside. They spoil the view when sat at a eating/drinking place there. Great idea to make it accessible to cyclists.</p>

It would be wonderful for the town to have plenty of outside dining space. i am sure this would encourage visitors and local residents into the town. something for the winter months possibly awnings of some sort.

It would definitely help to have more space on pavements. However I am concerned that those who live and work in this area will have increased costs and lower footfall now that the one hour bays will be removed. If taken away, they should be reinstated elsewhere. I work in a church building in this area and parking is very costly. I am happy to see that the vehicular route would be kept. During the time that this route out of the harbour area was closed, we had serious problems leaving along the seafront. On two occasions we had to pay for extra parking in the Pavillion and get the bus home, collecting the car later. I am also concerned that although it is great to supply extra space for hospitality businesses and this could promote a lovely atmosphere along the harbourside, in reality it could also encourage heavy drinking and anti-social behaviour. At times it can be slightly intimidating if you have a family and are looking for somewhere to eat in town/harbour or are just walking through to get home. If extra seating is to be made available, I feel it should be only for those businesses primarily serving food.

It's unfair to take away the parking as older people who are disabled like to sit and look at the harbour views even on a wet day,as well as pop to the shops nearby. Opening up large areas for eating and drinking only causes bad and drunken behaviour as has been proved already over the past year. people have been buying cheap alcohol in local shops and then sitting on the quay getting wasted and upsetting people who have young children etc. And just want a nice safe family holiday. I know that a couple of the pubs are aware of this but they quite happily ignore it as they're still taking in the money which is their main intention.

It's a working harbour and also provides 'limited' one hour 'free' parking during the working day for residents to visit the shops in town or local banks. Removing the free parking, means limited drop off/pick-up for harbour users and could cause an issue should there be a vehicle breakdown or emergency. As proved during the summer months last year, the extra space provided by prohibiting vehicles to use Custom House Quay, was abused by local and visitors taking their own food/drink to the area. This caused a number of incidents with businesses and residents complaining of the disturbances in the harbour area. As such I am against the proposal.

It's a working harbour which shouldn't be curtailed by drunken louts spoiling it for everybody else. There are plenty of cafes restaurants and pubs within the town centre to cater for drinkers. The free one hour parking is essential for people to visit cafes, and go to the bank or post office and town centre shops and as soon as you add a parking fee on top it makes it uneconomic for people to use those facilities in the town centre. Will you make the same number of parking spaces free for 1 hour parking elsewhere near the harbour say in the Council Offices car park as it is hardly ever used to capacity and would bring people to the town centre with no loss to parking dues as the car park is half empty most of the time.

It's good to pop down town for local shops, fishing tackle and boat parts and park close by for "FREE" We are driven away from Weymouth shops as it's a choice of use the bus, £3.50 return of park for £1.60 an hour just to pick up something which may cost unde £2. I'm all for making the local area better for the public and visitors but please don't end up like Margate. We need to encorage people to shop and visit the town especially between October and April.

Its nice to have parking there to nip in to shops and a stroll round the harbour as i have done for the last 50 yrs

I've been using the parking in this area for decades, it perfect for an hour's visit to buy in the town centre, removing the parking spaces will make me think twice about shopping Weymouth. The town has limited free short term spaces as it is, I don't see reducing parking as a fair options for locals, holiday makers and without doubt the few business that remain in the town, let alone for the local residents. As much as it would look visually better, without providing parking spaces for shopper's which are free incentives people to use the town's facilities. I can park in a short stay in Poole for 2hrs for free! I refuse to pay for an hour's parking just to get a few things in town. This change of use will effect the foot fall in town and will damage trade to shops.

Just another example of Weymouth Council destroying the heritage and uniqueness of Weymouth.

Just leave it alone so all business can exist as they are, you should not be favouring one over another. I like to see the mix of working and leasure we already have

Keep bikes one way, in the cycle path, contraflow will be too confusing, and pedestrians will walk in the cycle lane, and not be sure where to look. Plus, drivers will abuse cyclist who are one the road, not understanding why they're not in the cycle lane. Believe me, I'm a cyclist! It 8s easy for us to use a one way system and use other routes to head to Pavilion.

Keep cycles only going towards the bridge

Keep parking it's essential for footfall for town and businesses alike.

Keep the current layout. The parking spaces allowed for quick pop into town. Giving more space to the pubs, it would be more drunks on the quay like last year. Putting planters on the quayside might look pretty until the plants end up on the boats with the broken glass and bottles from the drunks. A cycle lane against the flow of traffic you are asking for an accident. I think it's essential that there is no road closure as unrestricted access is required to the commercial berths for fuel, provisions etc. Additionally, even with the establishment of new fish landing facilities further towards the harbour entrance, access to that area would also be hampered by congestion caused on the esplanade approach if the exit route through Custom House Quay is blocked. I think there needs to be discussion with each of the berth holders in that section of quayside to assess their needs and establish exactly the size and position of the loading bays indicated in the proposed diagram. Anti-social behaviour leading to damage to fishing boats linked with drinking on the harbour wall has become intolerable and measures to confine drinking to the pub and restaurant premises would be beneficial to all berth holders in that area. I cannot see the point of a contraflow cycle lane, i think it could be an unnecessary hazard and the space would be better used as a wider pavement. Cyclists can still reach the 'E bike Cafe' or seafront via the usual Maiden St. , East St. route. However this point is less of an importance to the running of our businesses. One final comment would be the suggestion of a 20mph speed limit on that part of the harbour side.

Keep the existing parking or provide free 1 Hour parking elsewhere.

Keep the free parking spaces, without the free parking spaces local people will not visit the town centre to shop they will go elsewhere that is why there is no Sainsbury, Morrisons, Lidl, Toolstation, Srewfix, EuroCar Parts, etc in the town centre because they give their customers what they want which is enough free parking.

Keep the same number or increase free car parking slots. There is a reason why there are so many empty shops in the town centre, one of the major ones is that the Council makes it AWKWARD and EXPENSIVE for locals to visit the town centre by car. I choose to shop where I am welcomed and parking is free as do many other people.

Keeping the historical character of the Quay, by few ; road markings, road signage, shop front signage. Allow space for market stalls and exhibition opportunities. Keep benches away from the quayside to prevent accidents. Pubs and restaurants to be responsible for litter and ensuring plastics straws and condiments are not used.

<p>Last summer it just ended up being a space for piss heads taking their own alcohol down there and being abusive when cars drive through.... I'm all for a bit of improvement for public spaces but not disregarding the working element of the harbour and the traffic flow</p>
<p>Last summer was lovely being able to sit outside and eat and drink, felt like being abroad, I think modifying the use of this area to a more pedestrian and al fresco dining area will be a huge asset to the town</p>
<p>Last year when this was done every car van lorry came down Helen lane which is a tiny rd they mount pavement making it dangerous to walk out your own home plus fumes near our front doors as that's the only protection we have whilst q goes down of traffic if my grandchild or family get bit by any vehicles I wouldn't hesitate to Sue the council. Helen lane needs sorting out due to parking and other issues .</p>
<p>Leave it as it is. The local area will suffer if you do it. Ive lived here 51 years and all you do is close stuff down. You either build on it or tarmac it for vehicles. Leave the parking alone.</p>
<p>Limited space so options limited. Road could be for only loading/taxi/tourist train/police/bikes etc from 8am-midnight. Other routes available. It's not an essential route. Parking at far end by pavillion inc disabled with use of tourist train. Disabled parking often a hazard to pedestrians. Outside space for businesses will need to allow enclosed areas as al fresco dining very limited due to short summer. Give businesses option to pay for decking area over water if commercial vessels moving further down. Cyclists can use inland lanes to get to pavillion going other way. Cycle lanes near people and pavements are dangerous. Improved parking for commercial harbour users such as crew/charter guests - possible dedicated spaces with permit. Improving tourism great. Improving use of harbour just as important. Remember this isn't the Med so large open spaces likely be empty 8+ months/year. Poole Quay good example of underused open space with businesses continually closing. Can a small boardwalk/jetty be built over the water for the small commercial boats to use for pots/gear storage for some fishing heritage to remain in central harbour. Benches/planters/trees great idea. Add info boards mounted on Portland stone with harbour history and sketches. Have a dedicated copper to keep it smart, tidy and well behaved. Thanks for opportunity to comment.</p>
<p>Limited Pedestrianisation for summer is the best idea....we are a holiday resort.....let's capitalise on our best assets, beach and harbour</p>
<p>Loading bays for harbour businesses are already provided at 3 different locations along the quay at what could be considered the key strategic positions, however better signage and regulation of these could improve access and availability. For instance the loading bay that spurs off from the road onto the elevated level outside Rendezvous/The Anchor is used by the establishment as a beer garden with benches and seating. Additional outdoor seating space for hospitality businesses would provide further fuel for open air drinking. these outdoor seating areas for the restaurants and pubs have not been used to date for food consumption but drinking instead. Would the venues be paying an increased business rate taking into account this additional area? 1 hr Parking spaces provide a lifeline for those small businesses who rely on the ability of their customers to simply park in close proximity and quickly pop into the town to make purchases. Hairdressers/Barbers would be a prime example.</p>
<p>Long awaited and would be a real improvement to the area</p>
<p>Look after the fishermen they are a good part of the tourist attraction</p>
<p>Looks a big improvement</p>

<p>Looks a great plan already, pavement culture, alfresco dining, pedestrian, cyclist and wheel chair friendly! A few Parking spaces done away with, great move, so hell of a lot more space available, for the fishing fleet and local business to load unload, with new loading bays! Certainly more access in the new scheme than ever before! Can still operate infinite, loading, unloading access, before 10am for example, before reducing to, daily loading, unloading bays access, during normal working hours! Scope to alternate schedules between Seasonal demand , similar to prom cycling access or beach dog walking access! Love this scheme put Weymouth into the 21st century! Loss of a few Parking spaces along the harbour, could easily be relocated to the Peninsula or the derelict council office site to name just two! The new land train plan would work, really well from lodmoor or swannery, car parks, along the prom to Pavilion, along the new rejuvenated safe, Quay side, and onwards to Brewers Quay! Several land trains per hour, It's a no brainer! Please start tomorrow! 😊 😊 🚶</p>
<p>Looks great! Eliminating parking spaces a good idea insofar as making the space more pedestrian-friendly/a more attractive part of town. Encouraging cycling and walking is great. Slightly worried about the risk of accidents with the contra-flow cycling lane - pedestrians might perhaps step out onto the track without realising the direction of travel? Would perhaps also be a good idea to have cycling lanes on roads that provide existing route for cyclists to get to the esplanade from the town bridge?</p>
<p>Looks great. Just what the town needs.</p>
<p>Looks like a great improvement and a great steps forward to improving the pedestrian safety.</p>
<p>Looks like good idea. Include two or three disabled spaces?</p>
<p>Looks like good ideas Possibly include two or three disabled parking spaces.</p>
<p>looks really great. Wonderful to have got rid of the train lines because they were lethal for cyclists. The less traffic the better in this area, and great to have more space for eating and drinking outside. Well done.</p>
<p>Loss of free parking would harm local businesses</p>
<p>Loss of parking bays will seriously damage the local businesses in our already decaying town. Any closure of Custom House Quay whether short term or permanent, causes grid lock on the Esplanade. I took 45 minutes to get along the Esplanade from M&S around Alexandra Gardens and back up to M&S last summer. Everyone was fuming!! I never returned to the town until the road was opened again. Many other residents did the same, stayed away. It was an appalling situation and dangerous too.</p>
<p>Loss of parking spaces for local residents once again. Parking charges are great for revenue for the council in the summer from visitors BUT you do not consider residents that support local business to keep them going through the winter months (or even lockdown) These one hour parking spots are ideal to access town centre shops and banks. Are we pandering to visitors for a few months of the year again and ignoring the needs of local people. Also, as a driver, I would be most disconcerted for cyclists to be cycling towards me on against a one way driving system. Again as locals we would get used to this but how many visitors will veer to avoid cyclists? Also, can you guarantee, given the limited widths for vehicles, that cyclists will travel along this in single file? How safe is this for children? Who will monitor that local businesses do not see the opportunity of widened pavements to increase the number and depth of their outdoor seating area so that we are not back to the issue in model 1 of only single access past tables?</p>
<p>lovely idea, but do we need to eliminate some traffic if it doesn't need to go that way. How about shop/guest house deliveries,? there seems to be a small number of bays</p>
<p>Make it 100% pedestrian. No cars.</p>
<p>Make sure that the pavements (and potentially road) are topped with an aesthetic surfacing that matches the environment of custom house quay, rather than just the current black asphalt surfacing.</p>
<p>Make this harbour world class. Pedestrianise both sides and plant trees and flower beds. Make it classy and move towards less reliance on cars.</p>

Making a two way cycle way is not a good idea in my opinion. One way only with the traffic flow would be best.
Making this a family friendly environment with reduced car movements can only benefit the town. There is ample parking north and south of the town as well as centrally. I don't agree that this only benefits those business on the harbour, it brings people to the area, it's up to Weymouth to offer other options for them to explore, local market stalls in town etc. So all benefit.
Many problems are caused by blue badge holders parking inconsiderately around the area. So there should not be ANY parking in the area at all.
money could be spent on improving the carriage way surface or other roads
More benches and disabled parking than planters - the hanging baskets always look lovely and do not take up space - less maintenance too - perhaps you could get local businesses to take over the maintenance of them - even just the watering. I think our harbour in summer is always full of people enjoying the pubs, restaurants and harbour - to avoid pedestrian congestion, you could provide photo points where they can take best bridge photos as during lifting sometimes we have to go onto the road. Regular doggy bins and watering holes will be a plus point and good loos are essential as unless you do a deal with local businesses to have public loos available to non customers, the walk to our new excellent sea front loos is too far - especially for disabled loos - we need to think about this issue before we look at cycle lanes, flower planters as if you are improving facilities to attract more people - we need those facilities. I also feel that we need some new lighting such as the lights we used to have on the seafront not lasers for the harbourside as other harbours in Devon and Cornwall have lights which seem to add to the attraction of evening use I also think a winter access for locals needs to be considered - such as parking bays from November to March - so seating in summer parking for locals in those places in winter so everyone benefits
More green please! Space is not enough for both cars and bikes and all the rest! It will fail. Parking should be sought elsewhere. One lane can serve limited traffic for business and residents plus bikes!
More outside eating and seating; refurbishment and professional art works to make this a beautiful area for visitors and residents alike. A place of gathering and family entertainment that includes access for fishermen and services to businesses along this area. Less traffic more pedestrian and social activity.
more public toilets
More space on the hospitality side of the road than by the harbour wall. Residents to be able to use resident larking permits in the pavilion car park.
Move loading bays further towards pavilion. Outside seating for restaurants close to harbour, similar to last year. Would like to see no cars.
Move the cycle line to the opposite side of the road and towards the town bridge, (Possibly make this a two-way cycle lane) this can continue under the bridge and join up with the new Commercial Road cycle lane. There been able to cycle round the harbour without crossing traffic.
Much better use while still maintaining access tor businesses
Much better, the harbour should be useable public space and not dominated by cars. I'd go further and make the road for loading access only and pave it to match the pedestrian areas. Please don't listen to the people who are stuck in the past - it's been well proven that pedestrianisation increases footfall to businesses due to wanting to dwell in the improved environment, not having parking bays right outside. The car parks round the corner are ample - people use the disabled parking in car parks to access the pedestrianised high street, so the harbour should be treated the same.
Must maintain the fact it is a working harbour and not put the interests of these businesses at risk for the sake of the hospitality industry.

My first concern is that with the removal of the 1 hour parking bays that this would have a knock on effect to parking within the rest of the town area. I carry a parking permit and find it particularly difficult during the summer (and sometimes spring) to find a spot to park. Removing these spaces from the harbour (even though I cannot use my permit for them) would likely increase the issue. I agree with the idea of the cycle, my only worry being any intersections where a driver would need to cross the path but also due to buildings would present a blind spot issue. I generally disagree with the provision for dedicated disabled bays to the amount of parking freedom a disabled badge already provides and the number of disabled parking already available throughout the town. If they were to be implemented I would like to see them with the same regard as those on the Esplanade where they would also be available to parking permit holders in the evenings.

My main concern is the knock on effect following the loss of the 39 one hour parking spaces. Cars will seek to use the limited number of Zone F permit parking spaces. Local residents already have to compete with the allocation of permits granted to hotels and holiday let premises. Residents are not allowed to use their permits on any car parks. It is also no longer possible to identify a car parked on a permit or a car that is taking a space for one hour. After 6.00pm any restrictions are ignored and cars take up permit spaces into the early hours. As more of the town is developed for residential use a solution needs to be given to the shortage of permit spaces. During the summer months and major events I dare not use my car as it can be impossible to re park. Another concern are the licensing hours operated by the hospitality venues.

By losing 39 parking bays, you will lose 120 visitors. It has been proved before if you remove the parking you remove the customer. If 39 spaces can be found close by fine, if not leave them where they are. Have one way traffic which will improve the width of the pavements

Need to attract more visitors, so make the harbour and surrounding area look more continental. But we are a fishing port, make that part of the appeal, visitors like watching the fishing boats unload.

Need to improve pedestrian access during the summer in particular, whilst retaining limited access for homes and business

Need to make pedestrian access midway to raised platform (old railway platform) to enable access midway to art studio and restaurants

Need to see a plan view to make a better judgement. Loading bays to be big enough and not used by disabled card holders. Can't believe you are thinking of a cycle way against the flow of traffic and people crossing the road. Planters maybe a good thing if placed on top of the sea wall to stop people sitting there drinking.

Needs to be thought through carefully and several visual idea plans drawn up to show the public so they are included in decisions what will happen with the space where they live and visit. It will be good to have eating out space for businesses further up the quay towards the pavillion, not sure if needed on both sides may compromise space for traffic. I get that it would be better for the environment. Again would be good to see better drawn up plans.

no

no contra flow for bicycles, too confusing too look both ways, tourists already walk in the road and don't look for the one way traffic, there is a cohort of cyclists who are irresponsible and would not cycle cautiously, one old person, young child hit is one too many, When alongside the harbour I have observed peoples traffic sense disappears

No cycle lane! Cyclists have enough sway with the council as it is! There's the entire coast to go cycling, stop putting cycle lanes in the already small roads around town! It's getting ridiculous! NO CYCLE LANE!

No driving at all. Only access for fishermen and business.

No late drinking licences. Tough action on venues that do not have covid safe procedures in place. Tough action on venues that do allow heavy drinking and disorder.

No to extra seating outside the pubs and restaurants as on busy summer days you can't get past all the drinkers/tables taking up the pavement. Wider pavements and extra seating will just make the problem worse.
No, No, No to increasing areas for pubs and restaurants. I do not want public money to be spent helping increase the revenue of a few of Weymouth's businesses. This should be for families , residents and boat owners and not a glorified beer garden.
Not a good idea to make the area one large outdoor boozing area
Not convinced that the proposals benefit all the local businesses. The hospitality trade appears main of only winner.
Not many cyclist are here to use it. Harbour area should be developed keeping tourists in mind who will love to walk along the harbour and have a drink.
Not necessary to have a cycle Lane towards the Pavilion . One way towards the Town Bridge with cyclists in the road is OK - I am a cyclist . Also can't we have the restaurant sitting area next to the harbour with additional seating for non restaurant users by the water too ?
Not really, think it is a great idea.
Not saying how many disabled parking spaces to be formed. The loss of 39 on road shortstay parking spaces. Mixing cars and cyclist on a narrower piece of road. Not enough detail. No railings to stop people falling in the harbour.
Not sure about contra flow cycle lane but unable to Provide solution. Use of traffic speed limits for cyclists and cars to be Be kept at 15mph or slower in holiday months may help Problems that could arise from the number of pedestrians That use the area.
Not sure about the cycle lane, think this may be an accident waiting to happen and I suspect will be used both ways by cyclists.
Not sure about the cyclist contra flow as I don't the pedestrians will look both ways when crossing the road as it's been one way for so many year
Not sure on cycle parking, bikes just always seem to get stolen in Weymouth even if they are locked up. I suppose if you have CCTV this may deter thieves. Would be lovely to see this as a proper al fresco area in the summer and encourage people to use the park and ride, get the cars away from the harbour area.
Not sure why a contra flow bicycle system is needed? in my experience as a cyclist, if I go for a ride I like to do a circular route, anyone cycling towards the pavilion would not turn around when they got there , they would continue on somewhere else, this would mean on the road along the seafront or on the promenade. Leave the cycling one way along Custom House Quay, and make the road a shared use road. Please listen to the views of the fishermen and many other business's in the harbour area, this is a working harbour! this must not be lost for the sake of the tourist , most tourists come to the harbour to see the working boats.
Not sure why we need a dedicated cycle lane going the "wrong" way when there are plenty of roads in the area to ride along. I can understand why there is still a single lane road but I think it needs to be 20 mph max.
Observing last summer's trial period I am concerned that businesses along the harbour might not have quality enhancing furniture, will put out obstructive a-boards and encroach on designated pedestrian areas. Last summer, in my view, it looked untidy and of low quality. Please have high standards that businesses have to agree to. Ambient lighting would also add to the atmosphere. Please look at examples around the world for guidance of al fresco dinning. Please make it a family friendly environment and NOT a place where the young adults congregate drinking lots of alcohol.
Offset loss of parking spaces by two schemes 1. Residents short-term parking scheme at TC car parks 2. Restore Park & Ride to encourage parking away from TC for longer visits.
Ok as it is.

On most occasions when the harbour has been taken over by pedestrians it has been an alcohol filled event turning the area into a no go area and again the next day due to litter. The exception is only the Xmas day swim.

On the upside: - Much better use of highways space. - Better potential to make the harbourside more appealing for families. - Better support alfresco entertainment to the harbour up to 10pm.

Once again unfair emphasis on the hospitality businesses on the harbour side and no thought or consideration for all retail and hospitality operations in the town centre. The harbour area already attracts the majority of dining and drinking trade throughout the season, not to mention the added events such as The seafood festival and Rendezvous's numerous outdoor live music shows and live football screening etc. Much potential trade for other traders during the season is being sucked away already. Another factor to be considered which may not be apparent to yourselves is Summertime saturday afternoons, when large groups of, well, let's call them 'Alcohol tourists' converge on the town via the railway station and usually make their way to the harbourside area. All through the afternoon we suffer a significant loss in trade and are usually quiet until the groups in question make their way back through the town to catch their relevant trains home. Between 17:00 and 20:00 can be a very a very problematic time for us as these groups are usually drunk and quarrelsome and just want to catch a last drink before boarding their trains home. Encouraging more of the same would be inconsiderate and quite unfair. 'On the plus side one measure that was put in place last season was the 'roving security team', operating from 11:00 until 21:00. This was reassuring to a certain degree as we knew help was at hand and problems could be dealt with without calling the police. Wider footways, public benches and aesthetics to make the area a nicer place would be welcomed we feel, but to increase 'sitting out areas' for hospitality operations is not fair at all.

Once in place people will still walk in the road and are likely to be in collision with speeding cyclists. Also I personally think that there is not enough parking spaces within easy walking distance. Its hard enough now, as a visitor, to find Parking space without taking even more away.

One of the joy of travelling aboard is the restaurants with the endless tables and chairs outside. We have a beautiful harbour and a line of restaurants for tourists and locals to enjoy. Cars parked up destroy the beautiful scenery when they could be packed in the garages around the corner

One thing that needs to be highlighted is in the current COVID crisis, many businesses have turned to takeaway from their businesses, vehicular access is crucial to this and should be given due consideration to maintain this, there is a distinct possibility that covid may blight our lives repeatedly over the next few years and businesses are adapting.....access and transport are crucial I have been a staunch advocate of keeping the Harbourside open to local traffic since I moved to Weymouth in 1992, locals and visitors access plus the parking spaces need to be kept, or increased not done away with, personal transport will be with us in one form or another forever, either carbon fuel or electric and people need to park. I have heard all the arguments over the years for and against the various harbour schemes, and my personal view is the restrictions on parking and making roads less accessible has been to the detriment of Weymouth, close the roads for special events, the rest of the time make everyone's lives easier...

Only Disabled parkin could be in the side roads. More people this end of town would put more traffic in pavilion car park creating an even bigger mess than now on the sea front, so Westham Rd must be 2 way allowing traffic for Dorchester and beyond an alternative way out and freeing up traffic leaving via Preston

Only if road is wide enough for lorries

Only traffic flow be cars, vans. HGV & especially cycles must be in ONE direction any contra-flow would be a dangerous practice. A dedicated cycle lane in the direction of the flow would separate that from pedestrians & fulfil the remit for more cycle access. There should also be a 10 MPH speed limit for all traffic throughout the area AND enforced, especially during high tourist seasons. Cyclists must be made aware that it's not a "Tour" stage when using the dedicated cycle lane.

Outdoor seating

Outdoor seating and catering for the restaurants/pubs/bars etc in immediate area is a must and long overdue - in fact is there any need for a traffic flow for vehicles along the harbourside ? Why not make it all pedestrianised and let the pubs and restaurants flourish ? As a motorist I find it very useful to park for 1 hour free along the harbour but I would willingly forego this if it meant there was outdoor pub seating/service. Think back to last summer (after 1st lockdown) when there was a period the road was closed and there were tables and chairs outside the pubs. They all did a roaring trade and was very popular with the public - in fact it was difficult to find an empty seat. Having said that I think any re-development must retain the character and "old world" charm of the harbourside. My only query is why is it with councils and government there is this constant obsession with cyclists ? It seems nowadays that no development can take place without some obligatory concession to the cycling community. Why not just focus on ordinary pedestrians who want to enjoy the environment and have a drink outside ?

Outside amenities must have a reasonable curfew. The topography of the area creates acoustics which results in nighttime noise drinkers, buskers etc creating disturbance for families on the highly residential south side of the harbour.

Outside seating should be separated from the footpaths and not block them, they could be enclosed within some sort of partitions. Seating provided for people who do not wish to eat or drink in the cafes.

Outside seating and extended pathways for socialising is a must in this area as it's already done when allowed anyway causing issues for the harbour side business and traffic. By encouraging it and making improvements to the system it can only help the local economy and access for businesses.

Outside seating for venues should be kept to the area directly outside the property, customers should not have to cross the road / cyclepath to get to tables put there for their purpose. There should be a strict speed limit imposed say 5 - 10 mph which is enforceable either through traffic calming measures or cameras. The layout should look at the similar scheme at Poole with the use of differing materials and chicanes.

Outside seating right the way along custom house Quay will be a really good attraction for weymouth, the harbour is a lovely place to be, spoilt by all the car parking currently. I definitely want to see better cycle routes in weymouth, including safer cycling round the harbour, continuing on from the removal of the tram tracks makes cycling that route better.

Overall I support the proposal but my only concerns are that I see no reason to have a cycle lane that goes against the main traffic flow in an area that will be attracting more people on foot. The potential for accidents will be greatly increased as people look at the oncoming traffic and step off the curb. During the summer a there will be an increase in visitor numbers and people may not understand the system putting them at a greater risk . Also adding disabled parking in an area where you wish to increase footfall would be a concern to me on safety grounds. Making additional disabled parking available in the side streets or carparks seems more sense. The only other concern I have is that the area becomes a picnic area where large amounts of alcohol is consumed without regulation. I have no issue with people drinking in the cafe's, pubs & restaurants on the harbourside as there is a level of control as they are licensed and it adds to our local town overall. This summer attracted a lot of people of all ages sitting on the harbor wall drinking to excess. There was questionable behavior, Language and violence which was not pleasant if you were sat outside a restaurant or walking around the harbour. Maybe a alcohol ban in the public areas. But it would need to be enforced.

<p>Overall I welcome these proposals. They will make the harbourside pedestrian friendly, encourage restaurants and cafes to offer outside tables and remove most vehicles from what should be a wonderful harbourside area which was a great success last summer. It will also boost employment opportunities in both retail and hospitality. Making provision for working vehicles is important as one of the features of Weymouth is that it is still a working harbour and offers some local employment. This work will improve the overall look and feel of Weymouth and help ensure the town captures its share of what is expected to be a boom couple of years for UK tourism. I am concerned that the cycle lane towards the Pavilion will be hazardous to pedestrians who might not realise cycles may be coming from behind them. I look forward to the prompt completion of this scheme.</p>
<p>Overall, very good. Are the proposed loading bays for boat users large enough? They seem small. Please don't use the cheapest possible materials. This is a high value area at the heart of conservation area. We need to increase standards to attract high value tourists.</p>
<p>Parking is not essential so the space could be better used, a contraflow cycle lane will cause issues as traffic should flow in one direction only for safety. The routes around the back of town also need to be reviewed and adjusted to ease congestion in summer months</p>
<p>Parking needs to be considered for residents as well as visitors. This proposal favours some businesses other others and the fishing industry needs to be considered.</p>
<p>Pavement 1 side only.</p>
<p>Pedestrian priority is the main issue. Seating for businesses is good but some public seating should be included.</p>
<p>Pedestrian priority should be provided across the entrance to St Mary Street. While I am very keen on enhanced provision for cyclists, pedestrians crossing the road are likely to not look out for cyclists travelling east which could cause accidents. I am not saying in my response that there should not be provision for disabled parking but you do not show where you propose to put it and it should not reduce the excellent proposed pedestrian space on the quayside or obstruct the view from the pavement seating areas on the north side of the road. Thank you for the opportunity to comment. This is an excellent proposal which I wholeheartedly support!</p>
<p>Pedestrianisation to coincide with the same hours in St Mary's and St Thomas's Streets. Remove free on street car parking spaces along Commercial Road adjoining the Loop car park and replace with cycle lane or introduce charges for this car parking to further reduce traffic flows and associated pollution along Custom House Quay.</p>
<p>Pedestrianisation would make more of the area and worked well during summer 2020.</p>
<p>Pedestrianise for summer months only</p>
<p>Pedestrianise the area with no vehicles , plenty of disabled parking already in the town, so allow businesses to expand their outdoor areas without vehicles interrupting the views- also support our fishing industry with loading bays at sensible points to allow our local fishermen to work successfully. Cycle lanes ok if adhere to the rules- not convinced contraflow great idea though - be dangerous to walk down the harbour with cyclists everywhere</p>
<p>Pedestrianise the entire road, only give access to fisherman and Business owners. Pave the harbour area to match the other side. Use different colour bricks to note where the old railway run, similar how the Berlin Wall is done in Berlin and also borders between countries within Europe.</p>
<p>Pedestrianise the whole street, apart from deliveries, like much of town.</p>

Perhaps small steps, one of the nice feelings about this area is the feeling of old fashioned working area, it's the essence of its character Personal concern of mine is the attempt to make Weymouth something its not, its not nice or caanes nor is it bournemouth or Poole. Trying to make it fancy and upper class is not what Weymouth is. Having the Rendesvous pub customers spilling outside when very packed is not in my mind a way to attract people.increasing areas for the pubs to take up more drinking and eating space will bring more rowdy and drive away the very thing trying to attract. The area is where you go for a quiet quaint walk, sit have fish and chips, old fashioned. I am not a local local I moved here when opportunities arose. I am from busy metropolitan area with public spaces for hospitality. Just more places for drinking in the end with a view.

Permit parking for residents in nearby carports to compensate.

Planters and seating areas are great & need to be maintained. Also restrict use of "A" sign advertising that seems to proliferate in St Mary St and spoil the appearance and enjoyment of sitting outside. I hope this widening and improvement of the public space can be applied to the whole of the harbourside including the old pleasure pier. It was a real shame that the potentially great cafe at the end of the pleasure pier was demolished.

Planters are alien to the harbour environment. Oppose loss of free limited waiting parking. Against contraflow cycle lane

Planting of shrubs and small trees. Encouraging window boxes. display of facilities, things to do in weymouth. A small mobile Tourist Information service, sadly lacking, outside the Pavillion?

Planting should be native plants beneficial to bees and other polinating insects

Please just get on with it. The harbour is an asset to the whole town and should be made a tourist focal point along with the beach. There must be a way that this can be achieved, keeping all the interested parties happy.

Please keep roadway as narrow as safely possible allowing maximum space for hospitality seating and pedestrians on the building side and a narrower walkway with seating on the waterside. Provide ample gull - proof bins and decent, atmospheric lighting.

Please make this a pedestrian only zone, with timed vehicular access to adjacent businesses, but with 24 hr access for fishing related industries. Pedestrianisation has been proved to be beneficial for visitor attraction, and this will become more so in the future. Vehicles and pedestrians do not mix

Please no parking or loading bays on the harbour side, there are other places that can be used and we should all be moving away from our reliance on cars. Pedestrianise it and make use of our beautiful harbour. If a road is deemed necessary then the proposed improvements will be good.

Please use good quality street furniture. Provide disability parking on adjacent side streets to avoid congestion/incidents on the quay. Provide short-term free parking elsewhere in the town centre in compensation Not consulted on but would appreciate seeing the Harbour web-cam improved e.g. Lyme Regis Harbour web-cam pans and does not fog-up as much

Prefer it to stay as it is retaining all the character of the harbourside

Provide benches and safety bollards but not planters. Cyclists should be one way, same as delivery lorries. Provide speed bumps to limit cycle speed.

Provided that short term parking for quick trips to town is available elsewhere, I think this scheme would be a great improvement to the area, benefitting residents, visitors and businesses along the quay. It is a fabulous area, marred by too much traffic at the moment. However, I do think there needs to be consideration of some railings along the harbour wall. If the area is more inviting it may result in longer drinking sessions - and there have already been some incidents where too much alcohol and water do not mix!!

<p>Providing benches is a nice idea, many people will enjoy sitting on them and taking in the harbour activities. However, I have reservations. People will take their drinks to the benches, purchased in the nearby pubs, or may bring their own. They will congregate at the benches near the waterside, blocking passage of people trying to walk past. This already happens on the other side of the quay, I can't see the new benches being treated any differently. Also, people will still sit on the harbour wall and if there is a large group, will envelop the space between the wall and the bench. It's human nature after all.</p>
<p>providing special facilities for cyclists is pointless as cyclists are renowned for ignoring cycle lanes and other facilities provided usually at great expense.</p>
<p>Providing that the charter fleet users (anglers and divers) are catered for as well, I think that it is a good idea.</p>
<p>Provision for interpretation/history of Harbour should be included in the budget.</p>
<p>Provision of a cycle contraflow is madness and will lead to accidents with motor vehicle's. Maintain the one way system a current which will keep cyclists safer. Wasting money on cycle parking is pointless as it will only be used by very few cyclists as proven by the secure cycle shed at the end of Westham Bridge, a complete eye sore which is dirty and very poorly maintained to the point no one uses it. There are more than enough dedicated disabled bays already in place and more than enough double yellow lines for them ask any bus driver who has to negotiate the turn off Commercial Road in to Westham Road. Custom House Quay between South Parade and St Mary Street is the only short term parking without the restriction of permit parkers and the loss of such would be a massive impact on Weymouth residents</p>
<p>Provision of contra flow for cyclists is not necessary & will make it difficult & dangerous to cross the road. Any supposed speed limits for cyclists would be ignored and not enforced, increasing the danger significantly especially for older residents. There is no reason why cyclists can't use the one way system as it is now. We need to be careful not to loose the character of the harbour side whilst making sympathetic improvements.</p>
<p>Public art to reflect the old Weymouth boat train a proper tribute to it as well as the information boards A continuation of the illuminations from the seafront What about allowing harbour workers to use disabled spaces outside of peak hours A colour theme for outside seating and common style to avoid clashing or different seating Could you make bits child friendly say a crabbing zone and a trail for kids I was thinking in Weymouth in general with all the history there is a brilliant trail in Boston USA which you can follow to see points of interest along the way I was thinking you could include old tramway line in it and what you could see you could sell a spotters map my lads would love it they are always asking me and my dad and we can answer visiting Weymouth as we have for sixty years as a family Opportunities for riverside market or food festival or artists A safer environment for people with buggies and pushchairs and cyclists Could parking changes be made pay by app to allow people to use restaurants and night time economy What about business and residents and holiday cottage parking will that be accounted for Dorset council please deal with Brewers quay it's a disgrace a lovely building rotting into nothing and could be vibrant as mixed residential and commercial space to enhance these improvements</p>
<p>Public toilets close by</p>
<p>Pubs should have to pay for the extra space same as any other business. They should also pay for the security, not the tax payers job</p>
<p>Putting a contra-flow cycle route in a road taking cars away form the Pavillion area is a very silly idea. 1) Pedestrians will not be looking for cyclists travelling in the opposite direction to motorised traffic. This area provides a busy area during fine weather for families walking between the beach and in-town facilities. 2) Motor traffic (not just cars) will enter what they think is a one-way traffic system, and not be expected to find cyclists coming towards them. 3) A minority of cyclists think a cycle lane gives them absolute right to proceed at speed, and not fully consider other users of the highway.</p>

Really like the design, looks like is is now for people yet can accommodate some traffic. Love the idea of 2 way cycle way as often want to do this as it joins with lots of cycle routes. Be nice if the softer element, planting and seating tied in with other newer areas being done up in the town. The train station is being done up. Also be nice to think about the lighting along here as weymouth has started to address this and now has nice lighting along the prom, lighting of the pavilion and now the northe. I think softer one tone lighting that gives a nice ambience to outdoor eating would be the icing on the cake.
Really liked the layout in the summer with seating outside dedicated to dining/drinking. It added something different. I don't think the cycle lane is needed as cyclists don't ride that way now and if they did in the future, they would follow the traffic. If parking costs were reduced elsewhere in the town, people wouldn't spend ages trying to find free one hour slots,
Really pleased with proposals just wish the council would fully pedestrianise both sides of harbour with pick up points for harbour vessels catches
Reduce traffic altogether make pedestrianised with only certain times traffic can use the road
Remember that this is a working harbour, and there must be easy access for the fishermen. Many visitors are here because of the old working harbour. Seating outside the harbourside pubs and restaurants is great, but what are you proposing to keep the all day drinkers away from the harbour wall and throwing there empty cans and bottles in the fishing boats and visiting leisure boats.
Removal of much needed free parking to the area is ludicrous. Parking costs in Weymouth are exorbitant already, these much needed free bays enable short trips (I.e. banking, collecting others) without being required to purchase a ticket. Visits to the town are already low at times when parking payments are required in comparison to times where free parking is available. This is driving local businesses in to distress and financial turmoil.
Removal of parking spaces will be detrimental to local businesses.
Removal of parking will reduce footfall to the businesses in the affected area.
Removal of the parking bays would reduce customers calling at the local shops and businesses.
Remove parking altogether, just have loading bays for businesses and maybe restrict the hours they can be used
Removing the only free parking in town would disadvantage the town from locals spending when the town needs it the most during the winter periods. There is ample disabled parking already available in the town and disabled users don't use it, they will still park where ever they want to. Cyclists do not use the cycle parking or lanes already in Weymouth so why provide more. The working harbour works well already, extra loading bays would not be needed and money could be saved by leaving the working harbour to work as well as it already is. Closures during the summer 2020 proved problematic for fishermen and increased traffic issues along the rest of the town's sea front. Business already have outdoor seating and this would only benefit the harbour businesses encouraging antisocial drinking and behaviour. Extra seating for these businesses would not benefit the rest of the town and would not be used during the winter months. As a working harbour benches and planters are not necessary. These proposed works would come at a huge cost with not much gain.
Resident parking will still be an issue. Perhaps a solution would be to allow an allocated section of parking bays in the Pavilion car park to be available to permit holders only to replace those lost. Tourists could use the other public car parks to make up for the loss of spaces in the Pavilion car park.
Retain the existing layout. Proposed changes will encourage antisocial behaviour from visitors and hidaymakersast summer was a prime exple
Road surface needs evening out and improving
Safe public space in this area should be paid for by the businesses who have most to gain council tax payers shouldn't have to pick up the cost for the loss of parking and right of ways

Safety bollards are a must. Today marks 5 years since my mate died by falling into the harbour Things need to be done
Scrap car access all together
Scrap the contraflow cycle lane as it will be dangerous. This will be very dangerous. Limit the number of disabled parking spaces and also give them a time limit Make the harbourside path MUCH wider by reducing the proposed width increase on the land side. Most residents and visitors prefer to walk along by the water. Pretty this up with MANY planters and seating, but ban the consumption of alcohol on these seats. Constrain the consumption of alcohol to the land adjacent to the various public houses and not the other side of the road. Why not allocate the fishing and other commercial vessels needing to offload goods a space where the old ferry terminal is situated. This would avoid lorries needing to drive along the quayside.
Seating by the riverside will cross the traffic, causing safety issues for the vehicles and people crossing, especially as the area is already a popular drinking area in the evenings. Although increased/improved cycle lanes would be great, moving the cycle lanes to routes less frequented by people and cars would also surely be safer - i.e. along Maiden Street/Mitchell Street/St. Albans Street, as again the number of people in the summer can be crazy. A contra-flow path will increase the likelihood of cyclists hitting pedestrians and/or causing further accidents.
Seats for those not using the pubs would be good. Parking needs to be replaced elsewhere. It would best to keep cyclists out of the way to avoid accidents
Seem to be very well thought out plan. Generally in favour. I don't think disabled parking should be provided here, there are already provisions in the streets behind already and it seems unnecessary.
Seems you are providing space for pub owners with public funds
Seems a balanced proposal build on the success of the closure to traffic last year, the removal of the railway lines (and I was one who was injured by them) whilst addressing the need to give some form of vehicular access. Removal of the parking spaces will hopefully / eventually lead to a traffic reduction as people stop circling looking for a free spot.
Seems to me that it's aimed only to help a few pubs in the summer and not all the other businesses that would lose out..
Should remove cars altogether (apart from deliveries at set times for businesses & fishermen). Making it a safe, fume free beautiful space.
So many pedestrians use the area to stop and visit the local pubs, take in the view, grab a drink off the harbour side, eat their take away food, it's a very popular area and gets extremely crowded. I do understand the need for a flow of traffic to continue along that route but adding in a cycle lane into this mix is going to cause accidents along this proposed route, but as the government are providing funding for new cycle routes I am sure this new proposal will go ahead because the council will need to use this money to help fund the drainage problem.
Some benches and planters might be beneficial but not so many and so large as to impede movement or reduce the feeling of openness.
Some nice trees too and plenty of bins as it gets busy in the summer along there.
Some of the proposals are excellent BUT, we are 'old biddies' and we walk for recreation most days during the winter and summer (only for 1 hour a day during pandemic) and Dorset Council (Weymouth) think that everyone should be riding a bicycle. We are constantly having to step aside for FAST cyclist who have no respect for others cycling along the promenade. Both my husband and I would disagree wholeheartedly with more cycle lanes especially in the Custom Quay area. They are a menace. And, with the E-cafe opening we already witness many cyclists crowding around outside drinking coffee and meeting with friends (surely not allowed at the moment) to the detriment of walkers. Dorset Council should cater for everyone not just cyclists.

<p>Some one hour parking needed to visit banks etc are imperative. Although mostly online there is always the need to 'dash' into town for things that do not require parking in pay car parks. Especially for pensioners!</p>
<p>Sort out the bottleneck at the top of King Street to help traffic actually flow. Fill in the hardly used subway which doesn't go to the beach and reinstate 2 traffic lanes heading out of town. This will reduce amount of traffic polluting and blocking the seafront from pavillion to clock at peak times. By reinstating the two lanes you can have a filer lane to turn left down King Street. Or better still make all long stay parking at the park and ride so no cars would be trying to park at the pavillion or in the town centre. Use the park and ride properly like places such as Exeter do. A seafront should not be choked with cars all day. Keep the quayside vehicle free between 10.30 and 6pm in July and August apart from allowing fishermen access when required to unload their catch.</p>
<p>Speaking as a cyclist with many years experience I find cycle lanes don't work as intended. Pedestrians tend to veer into them, car drivers will use them when they feel it's necessary. Slower cyclists frustrate faster ones. Cycle lanes generally have more detrius than the average road. Contra flowing the cyclists into the oncoming traffic seems dangerous and unnecessary.</p>
<p>Speed limit of 20 mph, also for all town centre and Esplanade from Jubilee Clock to Pavilion. Cycle lane would be waste of space - easy and safe access to sea front & Pavilion via St Edmund Street, Mitchell Street & East Street, and thence to harbour.</p>
<p>Spoiling what's already beautiful harbour</p>
<p>Still concerned about the amount of traffic flow, whilst sitting outside eating lunch. It's so off putting, therefore I hope that the traffic is seriously reduced. I understand the need for business to have access to parking but I hope you reduce the amount of spaces for disabled parking or it won't make much difference to car fumes. Besides this, I think the rest of the project is excellent is much needed to support the local pubs and restaurants.</p>
<p>Still need some hour parking for residents</p>
<p>Stop spending tax payers money of pointless things. You could instead sort out the mess that was made for the olympics. Take out the traffic lights. Put back in roundabouts. This would cut ques and air pollution. Stop bus lanes. These cause problems. And put back in the rail tracks. Just because some idiot fell over and what. Man up and get on with it.</p>
<p>Stop traffic between 11 & 3 then 6 to 11</p>
<p>Stop trying to modernise the area Part of its attractiveness is its eccentricity and the jumble of competing uses. Any changes will dilute its "working " environment and destroy the working harbour essential for 52 weeks of the year.</p>
<p>Strongly agree with new proposals. It would be more agreeable and comfortable for pedestrians to visit the harbour while still allowing access through Custom Quay. I do not however agree with disabled parking places. There are disabled parking places on the Pavilion, Marine Parade and other car parks in the town that would allow disabled people access to the harbour. Just to allow free parking is not a strong enough argument. The harbour is an important tourist attraction for Weymouth and this new proposal would improve the look and atmosphere of this working harbour and give it a more continental feel that visitors would appreciate.</p>
<p>Strongly support cycle lane and outdoor seating to support businesses. Removing car parking and making it more difficult for cars will make the area safer for pedestrians and a more pleasant to support local restaurants</p>
<p>Suggest a small team go over to Northern France/Brittany and see how well they've solved the problem of A Working Harbour adjacent to public realm, cars and hospitality.</p>

Supporting hospitality with additional provision whilst welcome should not be to the detriment of our fishing industry. Suitable provision as promised for fishing industry must be delivered for living port reasons. Cycling should remain on-road but not contraflow because of invoking hostility and animosity towards cyclists. Disabled parking should NOT be provided. It is often abused. Every parked car is ugly and detracts from ambience and views. Cycle parking is underused in the town already including an existing dedicated shelter. Benches yes but only if cleaned and maintained but planters are often abused and neglected.

Surely the fact that it is very difficult to find a parking space under the existing layout shows that to remove the parking bays is a retrograde step. The existing road layout works well and to suggest a contra-flow cycle path would in my opinion be unsafe, and unnecessary. I strongly oppose these proposals. The harbour is a working harbour, and it is essential to maintain the status quo for deliveries and collections, and in my view the monies awarded could be better spent.

Surely the removal of the free hour spaces will reduce the visitors into Weymouth to shop. The parking compared to Dorchester is more expensive. We need to encourage people into the town not make them go elsewhere such as Dorchester.

Taking the 1 hour parking spaces away, a big mistake. Local shops will suffer.

Temporary barriers last year looked terrible. Support these changes if permanent suitable solutions are implemented. Much better than closing the road to vehicles completely, which I do not support.

That the whole area except for business loading bays be traffic free for the summer school holidays, during the day. Pedestrianisation during 2020 lockdown was the best thing ever to raise the profile of Weymouth. Please recapture that atmosphere every summer. Thank you. Just for that period exclude all disabled parking. There just would not be enough for all the disabled who would like to park there

The 39 parking bays are vital for nipping into town quickly to pick something up. If you take those away and people are forced to pay the ridiculous parking charges in this town, they simply won't bother coming to town. So the small local businesses will lose out. If you're going to take the bays away, the only proposal should be to move them to an alternative spot (pavillion car park way?). Otherwise this is only benefitting the restaurant and pub trades, no one else. We also do not need just cycle lanes, that's just as much hazard as cars.

The addition of some tree planting, either in the ground on the harbour side or in large pots would be lovely. Also the seating areas need to be lit or at least have a power supply so the businesses can supply their own lighting

The additional measures provided during the lockdown increased drunkenness and anti social behaviour in the area around the underside of the town bridge so should not be implemented in the future. Any additional outdoor seating will only add to the problem. In fact if anything the whole outside area should be alcohol free which would reduce the fatal accidents that occasional occur in the area such as the man falling from the area onto the pontoons below, rolling into the river and drowning during the summer! Cyclists are the worst road users around constantly breaking the highway code and should not be rewarded with any extra provisions. If they cannot regard the highway code they do not deserve cycle lanes which tend to be confusing to normal road users and add the the risk to cyclists. If you take away the existing one hour free parking in the area local businesses will suffer. There are plenty of loading bays for harbourside businesses down towards the pavilion. Safety bollards may be a good thing but planters are a waste of money. There are a good number of benches in the area already. I know you asking for the opinions of local people but to be honest you should be making these decisions yourself on safety ground not who people think. You quite rightly got rid of the railway track on safety ground.

The additional seating should be for all not just hospitality. Please do not close the road to traffic for the summer months and turn the area into a party scene.

The alfresco dining was fantastic this year. I would agree with a cycle lane if it was continued along the Esplanade. Otherwise its a cycle lane to no where.

The area at present is cluttered and difficult to navigate especially with disabled people so I currently actively avoid it. With more pedestrian space it opens the area up for visitors to actually reach the area rather than squeezing down narrow paths, especially since Covid has shown the importance of personal space

The area is hard enough to drive through, don't need seating everywhere, fed up of Weymouth giving less disabled parking in the town, bad enough turning disabled bays into taxi ranks outside weatherspoons, had to stop shopping in Weymouth as can't walk far not disabled friendly, need to cut down on taxis far to many in Weymouth taking every space up waiting for fares, so don't need benches etc taking up space, just for couple months in summer for holiday makers and drunks, as people would sit around drinking all day, bad for the Town

The car parking spaces are FULLY UTILISED and no additional benefit would be realised by their deletion. Additionally, you would be introducing a considerable extra risk to pedestrians. The unacknowledged severe disruption caused by this experiment last year should never be repeated.

The closure of the harbour made the esplanade a car park from 11am to the time the harbour road was reopened in the evening. The carbon foot print was a disaster. People visiting Weymouth were commenting why is Weymouth always snarled up to stand still. I have witnessed people hurt in need of a ambulance which could not get to them and this was the same for all emergency services and I have pictures to prove that many times the traffic went as far back as the Jubilee Clock. The wait time having past the Jubilee Clock going south was anything from 40 minute to an 1 hour wait. This made access to businesses impossible, distributors like Hunt Food Service, Dorset Cake, Bidfood have said to be they spent 5 to 7 hours in the traffic jam trying to deliver to businesses along the esplanade that would have taken 1 hour. Taxis stopped operating to the seafront rank and people getting on the park and ride bus were joining a 20 - 30 minute traffic cue. Having been in business since 1986 along the esplanade I have never seen anything so irresponsible and dangerous, the beach and promenade can have anything from 50,000 to 70,000 people on it in a day in July and August. I can't think of anywhere in the world that would cut off the emergency services to that amount of people. People will lose lives if this continues and Dorset County Council (Weymouth Town Council) will be liable, which could cost the tax payer millions. For me it is distressing seeing a ambulance trapped outside the William Henry Public House with its sirens on unable to get the esplanade. I question whether it was illegal under health and safety what happened last year.

The contra flow cycle lane would be an accident waiting to happen. The majority of people crossing the road to sit on the harbour wall will have consumed alchohol at the numerous hospitality venues on the quay and whilst most would look out for traffic coming one way they will not expect cyclists to be coming the 'wrong way'. I speak as a cyclist of 40+ years and as someone who enjoys a pint sat on the harbour wall.

The contra flow cycle way seems unnecessary since there are other routes through the town back streets to cycle in that direction. Having contraflow on a single carriageway also seems dangerous since cars and pedestrians will have to be on the look out for 'traffic' movement in both directions. I would like to see a nod to the history of the harbor in the design. Understandably the tram lines are being removed on safety and maintenance grounds however it would be nice to have their original route echoed in the paving design (different colour or material). A great example of this is Swannage seafront where the pedestrianized walkway has the position original tram rails highlighted in the paving. This would retain some of the character of the original harbor features for very little additional cost while updating and modernising the look. Southampton city center also has a similar feature design on their newer paved areas with slabs that mark the routes of the old rivers and provide information about historical points of interest as you walk around the streets. I fully welcome the extended seating areas for businesses and loved the pedestrianization of the harbour in the summer. It was nice to be able to sit out and there be room to enjoy the space without the traffic. I understand that it is a working harbour but perhaps raise-able bollards could be installed to isolate and pedestrianize certain portions of the waterfront at specific times (e.g. summer evenings or when Quayside vents are taking place. This would reduce the need for stewarding at these times and increase safety for the public during these events. It would also allow for business access out of hours/when required and emergency service access (perhaps via a card or code entry) as the bollards could be easily/automatically raised and lowered.

The contra flow for bicycle would pose an unnecessary risk to pedestrians, and is unnecessary for this short section of the harbour.

The contra flow on road cycle lane will confuse pedestrians as they will believe that the road is a one way road

The contraflow cycle lane is confusing and dangerous not only to the cyclist but to pedestrians (who will walk into the road despite all signage). Entry to the cycle lane would be from under the Town Bridge (St Mary St is one-way) and cars would be entering St Mary St from both directions across the line of cyclists. The cyclists using the harbourside are often families with young children and the idea of them going in the opposite direction to traffic flow frightens me. Areas for cafes and restaurants should be designated and marked. On the continent this is done by brass studs in the pavement. The pavement is currently often blocked by A-boards. Otherwise I welcome this improvement.

The Council are removing two Car Parks in the harbour area plus now removing STREET PARKING Weymouth is predominantly elderly people can't walk from longer and longer distances to enjoy the harbour LET ALONE REMOVING RESIDENTS ONLY PARKING PLACES.

The Custom House quay area is a small unique and quirky area that has character and history. Why is it necessary to change this? Too much redevelopment, such as this will reduce what Weymouth stands for and change what is a working harbour area. The limitations that the space places on vehicles is calming traffic and providing a place of interest to visitors. There is already too much 'pavement occupation' by chairs etc to satisfy the demands of a small number of businesses. Do not add to this.

The cycle contra flow seems unnecessary as a nearby alternative route is available. People will step off the kerb, not expecting cycles to be travelling in that direction - very dangerous. The loading bays are essential for harbour vehicles and if a trade-off needs to be done then better to sacrifice the disabled bays (I say this as a blue badge user).

The cycle lane of 1.5 metres is too narrow for two cycles especially as cyclist ride in both directions sometimes disobeying traffic flows and use pavements as well. There does not appear to be any use of the wide old landing stage that has ramps at each end. There is no statement regarding any use of the water side pavement by the hospitality operators. If this happens they will be crossing a cycle lane and vehicle traffic - Hazardous. Security cameras/ loudspeakers should be installed to advise warn of misconduct to the traffic/ highway code/ signs applied in the area. Is the harbour side foundations for the wall suitable for these changes as areas have not been maintained for years. No mention of any street lighting scheme for this area? Where do the cyclist go at the St Mary's street end of this dedicated route? What happens when loading bays are full (fishing/ hospitality goods) and waste collection vehicles are operating?

The cycle way seems isolated is there plans to extend a dedicated cycle way beyond this? Otherwise what's the point of a stranded bit of cycle route that long? Coulc be better used to further enhance public space or more space for cafe / pub seating. It would be great to see that side of the harbour feel as good as the other side. The harbour could be such an asset to weymouth, it just needs some love!

The draft proposal seems to cover all bases with provision for local businesses and a vast improvement to pedestrian and bicycle access. At the moment pedestrians are squeezed in to two narrow paths either side of the road and inevitably spill in to the oncoming traffic on the road. Well done,

The existing road layout should be left as it is. Definitely NO CYCLIST LANES. This area remains a working harbour. Cyclists are very selfish road users, once given a Lane they take over!!! On the Towns shared paths I have been threatened and abused when walking by cyclists, and novice cyclists are very dangerous!!! Only yesterday I witnessed a cyclist using the new cyclist lanes on Commercial Road coming towards me the wrong way (ie: against the traffic). He obviously felt he didn't need to obey Traffic Regulations or Road Safety because he was in a CYCLE LANE !!!! A temporary 'Summer' road closure (ie: the 6 weeks of the summer holidays) similar to 'Eat Out to Help Out' may work, 11am-6pm with access for the commercial working boats - diving, angling, pot, and fishing boats. The anti-social drunken and disgusting behaviour of visitors, & some residents, during the 'Eat Out to Help Out' period was very detrimental to the area and cannot be allowed to dominate such a traditional and beautiful area. Most visitors say they love to sit on the harbour wall and watch a working harbour - this scheme feels like we now want to channel/control visitors behaviour as well as prevent residents from using useful parking facilities throughout the rest of the year. Leave the Quayside as it is and concentrate on sorting the Pavilion area and sea front as a priority!

The extra outdoor seating areas used by businesses along the harbour during the summer was brilliant and closing the road to cars for pedestrians was great. Please bring that back every season. It felt very continental

The failed experiment over the summer last year showed that this is totally impractical and created tailbacks thorough the town

The favourite thing to do for our family and friends is to sit on the harbour wall to eat take away fish and chips. It would be a sad to see only seating for restaurants that are catering for tourists rather than locals. I had hoped that it would be pedestrian only and that a small water activity (fountains) and park area could be added for young children.

The fishing industry plays an important role so every effort must be made to support the fishermen whose livelihoods depend on the harbour. Get rid of the cars, make the harbour a first class space for humans. It is noted that visitors sometimes compare Weymouth harbour to similar locations in Europe and they are dismayed and disappointed by the fact that this area with the potential to be spectacular is prioritised as a car park. It is also unsafe at the moment for pedestrians. The spacing for commercial (hospitality) companies has often overwhelmed the area, including anti-social behaviour etc. to add more tables to the pubs and restaurants might bring with it's own problems. The area by the bridge, both underneath and past the bridge towards the Marina also needs to be renovated and made use of. At present there are commercially owned dustbins parked in the road, which are not only unsightly, but are dangerous and unhealthy, and not taken care of by the "owners".

The free short term parking keeps locals with a convenient quick access for shopping. Without these spaces people in Broadway, Preston and Southill will go to Dorchester for shopping reducing demand and quality of shops (already poor) in Weymouth. It will also encourage yet more drinking and unpleasant behaviour on the harbourside. Trippers will come residents will avoid.

The free short term parking should remain in the town but moved somewhere else - into a car park?

The harbour is such a beautiful area.. seating and planting would be wonderful plus widening the areas outside the restaurant and cafe would be great ..it worked well 2019

The high stage (near fish loading) needs a set of steps in order for hotels and businesses such as ours, gallery/hotels/cafes for safe public access. At present people are jumping down off the wall causing accidents. We have on occasion witnessed people lifting pea sand bicycles down too. In order to give our restaurant a fair chance also of attracting more custom, living 1 car park space to install a set of steps would make a huge difference.

The hospitality businesses dominated the space last year and it wasn't pleasant as a place to promenade or sit and relax They have no interest in public amenity, only profit it seems The contra flow cycle lane is a recipe for collisions and misunderstanding. If it was just one cycle lane eg as by jubilee area would be much easier to understand and use

The imposition of a 15-20 mile an hour speed limit should be strongly considered to avoid accidents . Reprovision of the 1 hour free parking to reassure local residents of less loss of amenity. Improve the park and ride service during the holidays

The improvement scheme will only work with COMPLETE PEDESTRIANIZATION during daytime [say 10.00 am till 6.00 pm] as 2020 ! who wants to sit at a cafe table and have their Harbour view blocked by queues of traffic. The speed limit should be very low. this is a high 'jaywalking' area. Cyclists should dismount to pass through the area during crowded day times. The dedicated cycle lane against the traffic flow is a bad idea. Zone F residents/holiday parking permits should be allowed to use the Pavilion car park. I have owned residential and holiday accommodation in East Street / Governors Lane since 1976 and am familiar with the areas problems.

The integrity of the current layout should be maintained and not changed to meet various government initiatives.

The loading bays for businesses are not big enough and there should be some public parking remaining. I don't think there is any need for a contra-flow cycle lane - the alternative route isn't out of the way or massively traffic laden. Finally, I don't think there is any need for cycle parking in the area.

The loss of 39 public parking spaces is a serious concern alongside the loss of public car parking around the old WPBC Offices, the Weymouth Bowl (recently proposed developments) and Brewery Square (currently no new houses and no car parking!). It will have a major impact on the shopping habits of many elderly (but not disabled) residents and in turn result in a significant downturn in sales for town centre businesses. I and many others would be supportive of the draft proposal if, for example, 40 x 1 hour free spaces were made available in the Car Park opposite Debenhams. There is clearly a conflict in Council policy of encouraging residents not to take their cars into the town centre whilst at the same time withdrawing subsidies to bus companies and denying many alternative forms of convenient transport. Sadly this will encourage out of town shopping and accelerate the demise of shops and businesses already struggling to survive in Weymouth. Providing car parking to encourage in-town shopping/dining may be a small price to pay for the survival of the town centre. The proposed cycle lane seems ill-conceived and will almost certainly result in many accidents. Most people cycling to the Pavilion will prefer to enjoy the sea views and go along the seafront.

The loss of free one hour parking is disscusting At present the space works well for all. This is Weymouth not the South of France. This will only benifit a few buisenesses for a short period of the year.

The loss of parking spaces would be a great shame. Parking in Weymouth for a short period is difficult and expensive. When I bring my dog for a walk on the beach, I always use one of these hour-long parking places, if possible. I will also often buy a hot drink, thus supporting a local business. I am much less likely to visit if there is no possibility of free parking. This would be a great shame. I love the beach and being able to use it in winter. But if I knew I was going to have pay quite a large charge for parking, I will go elsewhere, where I can park free.

the loss of the 1 hr parking will have detrimental effect on the businesses not directly on the quay,

The loss of the 1hr parking spaces is significant - provision must be made for those spaces elsewhere to help support the high street. These proposals should be as well as the parking, not instead of which gives the best of both worlds. Secure cycle parking would be welcome so ebike owners feel more confident leaving their bikes unattended.

The loss of the parking spaces needs to avoided. We use these to shop and if they go so do we else where. The proposal to widen the pavement areas for wandering tourists is unnecessary as is any special provision for occasional cyclists. Any proposal should consider business needs rather than any other.

The lost one hour free parking spaces must be replaced nearby

The main problem with the changes in 2020 was that there was not ree flowing pedestrian access on either side of the road. This was caused by the restaurants and cafe's blocking the spaces with tables and chairs. The proposals set out above seem to cover this. Also, which was infuriating the bollards set in place to stop vehicles funnelled pedestrians into a tight gap- clearly not the intention when spatial distancing. Both these points were a real problem as a parent with a buggy. All the other ideas are great!

The main working harbour has already been run down, and this should NOT happen to what remains of the existing working harbour. This requires a workable transport solution: What exists is ideal. There is parking for visitors and local businesses, ample outside eating and drinking opportunities, which includes the harbour wall, where people sit a present. The road IS NOT wide enough for to further accommodate a separate cycle path, planters and other unnecessaries. The raised walkway provides a safe traffic-free area - this could be enhanced with benches. To reduce the width of the road so that two vehicles cannot pass each other is unthinkable. JUST LEAVE IT AS IT IS!!! enough damage has already been down to the character and road efficiency of Weymouth, without this totally unnecessary waste of money. The closing of harbourside to traffic last year caused absolute chaos to traffic, which includes public transport and those visitors you put before the interests of residents THIS IS NOT AN IMPROVEMENT

The major improvement needed is the additional space for the hospitality businesses. All of the other measures are unnecessary and the contra flow cycle Lane is the most ridiculous idea ever.

<p>The new plans look great and offers a more attractive and safer environment for walking and cycling whilst still maintaining access for local businesses and deliveries. The would definitely improve the area and attract more people to come and use the space - once it is safe to do so again.</p>
<p>The normal car parking spaces should be maintained.</p>
<p>The one hour free parking is essential for loading gear onto the boats in the morning of a trip and offloading again at the end of the day. My fishing club comes to Weymouth at least six times each year. Eight of us anglers stay at local B&Bs, eat and drink in the pubs, buy food from local shops and bait and tackle from the fishing shop. If Weymouth Council continue to make it more difficult for us visiting anglers we'll have to take our business elsewhere. I've recently visited Langstone harbour where they have dedicated free parking for anglers, trolleys to transport our gear from the car to the boat and affordable accommodation within minutes of the boats. The local bars and restaurants positively welcome visiting anglers.</p>
<p>The only problem is having cyclists in the road with the traffic. Always a problem, and you may find some cyclists will use the paved area to feel safer. Cars still tend to not give cyclists enough room, they go too close and, if they can, too fast. Is it not possible to have a wider cycle route to include two way. Some pedestrians will also use the cycle path anyway. Human nature I am afraid.</p>
<p>The outdoor seating that business were able to set up last summer was fantastic. Weymouth needs modernisation and this one step towards this .</p>
<p>The outside seating was fantastic last year and should be there every spring and summer, it is brilliant for weymouth.</p>
<p>The parking is more important</p>
<p>The parking should not be removed</p>
<p>The parking spaces are useful for residents all year round. Could they be winter only perhaps, and then pedestrianize the area in the summer season?</p>
<p>The pedestrian only access during the summer gave a feeling of being abroad and really added to Weymouth's strengths and enjoyment.</p>
<p>The pedestrianisation of the harbour in summer 2020 encouraged drunken offensive behaviour. I regularly cycle round the harbour and have done for 15- years, last summer was the most challenging year yet, in fact it was impossible to cycle, I often had to dismount and walk with my bike due to people walking all across the street from as early as midday with beers in hand. I am all for increased cycle lanes (which are lit because as of today none of them are and its dangerous and intimidating to cycle at night) but the harbour does not need it. The harbour needs to work and that means vehicular access for the fishing industry. The litter around the harbour (and the beach, and the entire town) last summer was unprecedented. The litter pickers did the best they could but the behaviour of people was appalling. The fishermen and the harbour users must have the ultimate say in propped plans to pedestrianise, local people who use the town and harbour 365 days a year. Why pedestrianise the harbour and not the esplanade? You are giving unfair advantage to a handful of pubs on the harbour. It is unfair to F&B outlets on other streets. More than adequate seating is in place already. More needs to be done to move Weymouth away from an alcohol led town. Gen z - the future - have an interest in health and wellness. Not getting mindlessly drunk. For Weymouth to thrive the opinions of the young and the locals must be heard and implemented. NOT a handful of pub owners. NOT a few councillors.</p>
<p>The period of pedestrianisation last summer has shown what a great space this could be. The 1 hr parking spaces will be a loss when popping into shops near the harbour but this could be replaced elsewhere for example the Alexandra Gardens. This of course would mean lost revenue for council parking but could be considered. Alternatively with the removal of tram lines on commercial road, is there scope for free spaces to be added on the other side of the bridge? Providing there is off peak access for deliveries etc as per last summer, this is a great plan and will be a positive investment for Weymouth.</p>

<p>The proposal around a dedicated contraflow cycle lane may cause issues. The proposed width of the road, at 3m, will not allow for a car to safely pass a cyclist. Cyclists would need to adopt a central position in the road to be safe. This would slow traffic flow (proposals make no mention of speed limits) and could cause conflict with motorists. The amount of space allowed for outdoor seating for cafes and bars will need careful thought. The new ebike cafe has outdoor seating and prior to lockdown was causing issues with pedestrians having to step into the road to get past.</p>
<p>The proposal is unworkable unless alternative free car parking can be provided in the immediate vicinity</p>
<p>the proposals look as though they solve the problem of pedestrians in the pathway of live traffic but what about the parking for the b&bs and the 39 one hour parking bays what are the proposals for relocating these</p>
<p>The proposals look great and can only be good for businesses when things get back to normal-ish. The cycle path idea, I don't think is absolutely necessary as there are other ways to cycle to the Pavilion.</p>
<p>The proposals seem sensible and wider walkways would solve many safety problems, cyclists could push bikes along these I think any contraflow would be dangerous. I think the traffic should flow to prevent the terrible choking of the town centre last year but possibly a low speed limit could be imposed along the quays. Provision of harbourside benches would be an excellent idea.</p>
<p>The proposals will be massively beneficial to the few businesses located on Custom House Quay during the summer months - to the detriment of other businesses in the area which will not benefit from these proposals. However losing the car park spaces will be detrimental to the town as a whole, particularly in the winter months, preventing people from parking near to the businesses on Custom House Quay and also from being able to pop into town without having to find an expensive car park space in the council car parks. The contraflow cycle lane seems to be not required as once at the other end by the pavilion, there is no further cycle lane for you to connect to for the rest of any journey you are making. Cyclists using this path would be very near to the opposing car traffic, with potential safety issues ensuing.</p>
<p>The proposals will greatly improve our iconic harbour side. Removing non-essential motor vehicle access completely would be an even bigger benefit. If motor vehicle access is to continue unchanged, the cycle lane should be physically segregated as per modern design standards for cycling infrastructure. Painted lanes don't protect cyclists. Overall though BRAVO! Well done!</p>
<p>The proposed changes are long overdue and bring a welcome change to an asset for Weymouth. The motor car currently occupies far too much of the public space in this area and is unsightly, polluting, and hazardous to those who share the space. The proposed changes should encourage much more efficient and productive use of the space and is especially welcome in the context of the covid-19 pandemic and the shift toward outdoor dining.</p>
<p>The proposed improvements look exciting and are very welcome. We must boost the business owners chances of recovering from the pandemic. If the road improvements have the benefit of increasing the number of people on the quay, I would be concerned about allowing cyclists along the quaysides. I can imagine more accidents caused by cyclists who would have to avoid pedestrians stepping off the pavements. Could cyclists be directed along St Edmunds St? Thank you.</p>
<p>The proposed layout will work opposite The George but not further along towards the Town Bridge where the road narrows. If contra-flow cycling is installed how long before someone is knocked over by a cyclist or a cyclist has to swerve (to miss a person stepping out with their beer in their hands) into the path of an oncoming vehicle. The Quay side gets extremely busy from midday onwards.</p>
<p>The provision of additional areas for hospitality businesses is a great idea. This worked well during lockdown periods. The loss of short term parking is concerning but if the pavilion parking is kept affordable, this is surmountable. The cycle pathway is presumably the way of achieving funding. I suspect the volume of cycle traffic could allow it to be both directions.</p>

The provision of short term parking is an essential part of making our town centre work. Surveys and detailed work by councillors and the town centre master plan have all backed retaining parking as well as ensuring there the road is not pedestrianised. Time and time officers have tried to ignore this and indeed the £50,000 consultancy undertaken by Fisher Associates was given the erroneous information that Custom House Quay was to be pedestrianised. This survey while accepting there is not going to be pedestrianisation still works on the basis the motorist is to be discouraged. This is first and foremost a road which allows cars to avoid the pedestrianised town centre and allows for quick shopping trips to the town centre and to the harbour. Weymouth Harbour is a statutory harbour authority and while it would be nice to unclutter the harbour uses should come first and sitting out for pedestrians a nice to have secondary issue. There are literally acres of pedestrian street areas in the town centre and these should be better utilised. Does no one even read the Town Centre Master plan or take advice from the harbour master and the harbour users????

The public have far too much space on the Harbourside as it is and many do not respect the harbourside area/boats. The priority should be that Weymouth is a 'working harbour' and we who work there should be the Council's priority.

The public space in Customs House Quay desperately needs improving for local residents, businesses and visitors to the harbour. It is important, however, to strike the right balance between the needs of these three groups. Businesses need facilities to operate but they also need visitors to support them - and the businesses around the harbour are very diverse. Residents need to be able to carry on their lives without too many restrictions, risks or disturbance. Whilst agreeing in principle with provision for cyclists I think the proposals for Customs House Quay are highly dangerous for cyclists, pedestrians and dogs. People already step onto or walk along the road when there are a lot pedestrians and this will happen more if there is less traffic. Widening the pavement on the buildings side of the harbour won't make a lot of difference as groups of people will still gather on and block the pavement. To have cyclists potentially approaching pedestrians from behind (possibly at high speed) when the road is otherwise one-way in the opposite direction is a recipe for accidents. I also agree in principle with improving access for people with disabilities but, in view of the limited parking that will be available for everyone, and the drop-off/loading bays that are proposed (which could be used by many people with disabilities accessing restaurants, etc.), I'm not sure that dedicated parking is appropriate and will only add to vehicle traffic as people cruise looking for parking spaces. The parking needs of residents and businesses need to be surveyed. As a resident myself, albeit on the other side of the harbour, I think that, where space is limited, priority should be given to businesses for operational purposes and not customer parking, BUT with adequate provision nearby for residents and guests in holiday accommodation. Careful consideration needs to be given for managing the potential for heavy drinking and anti-social behaviour if outdoor eating/drinking areas are extended and for better managing litter, recycling, etc.

the public space should be considered for all users of the harbour, not just pubs, or tourist and hospitality usage. Sometimes it feels as if the needs of the residents are not being considered at all. After all, hotels, residential properties and businesses are the lifeblood of the town and harbour area. As far as I can see the proposal to improve the area is a good idea in principle, but should not run roughshod over the needs of residents and fishermen, and other businesses. there is a way to ensure that this does not happen, and that is to talk to the harbour users face to face, remember that not everyone has access or time to complete surveys. We should of course, encourage tourism to our town, our economy is based on this, but not at the expense of our standard of life, and our economic needs, the harbour needs to remain vibrant, diverse and accessible to all, sometimes the hospitality route means that areas are no go for families, children and the working members of the harbour community. it can wreck a way of life, and cause huge problems for residents.

The public space would not be improved by providing privately owned hospitality venues with additional outdoor seating. Whilst the business owners would be more than happy to be handed such a bonus, unfortunately this would increase anti-social behaviour as evidenced during the temporary pedestrianisation and additional outdoor seating that took place in the summer of 2020. Regarding the removal of parking spaces, as a harbourside resident, it is already difficult enough to park without removing existing parking spaces. The current parking spaces provide easy access parking for visitors and shoppers to the town centre. We should be concentrating on supporting our town centre businesses, particularly so, given the current situation and longer term forecasts.

The public spaces work well as they are.

The quay is a special place for townspeople and visitors and can provide an excellent "destination" with safe circulation in the proposals whilst still allowing access.

The quay is a working quay, emphasis should be on the vessels that tie up not the pubs that cause so much aggro for the residents and workers.

The quayside area is perhaps one of Weymouth's best attractions and widely appreciated by residents and visitors. However, it's current use as a glorified car park and road to no where is undoubtedly a complete waste of its potential. I support its continued use as a working area for local fisherman although perhaps there may be scope for development of the quay area on the site of the redundant terminal area. It is certainly not required as a car park as there are numerous alternatives in the near vicinity although some lazy people will contend they are not convenient. I have visited countless towns that do not have areas as nearly as attractive as the Weymouth harbour area but have developed their waterfront areas to create a genuinely pleasant riverside attraction. I would go further than the proposals above and ban all vehicles other than those required for commercial purposes and certainly the car park cruisers who continually circle the quayside seeking a space in order to save themselves a 50p parking charge. Please do not be persuaded by the usual vociferous minority that appear to block almost all progress and development in Weymouth. Now of all times, the town needs to take action to improve the prospects of our young people. Massive amounts of public funds have been used to subsidise hospitality establishments, let's provide them with an environment where they can thrive and repay some of the public money through taxes and increased employment. Create a pleasant area with a family friendly ambience and people will come!

The removal of 39 free 1 hour parking spaces will have detrimental effect on businesses at this end of town. Assuming that each space is reoccupied each hour, probably more like every half hour, that is 390 less shoppers per day. If each shopper spent £10, that would be nearly £1.5 million in lost trade. Perhaps free parking or cheap short term parking (50p per hour only) could be provided beside the Pavilion.

The removal of parking spaces will cause a lot of problems for residents (I used to live there and the parking was horrendous even with those spaces being there). People parking for short periods of time will take the spaces that residents currently have access to. I hope that more spaces are being created elsewhere to compensate for the removal of these.

The removal of the parking spaces will increase the pressure on the parking where I live on Commercial Road by Cosens Quay. When the Covid measures were brought in last year it became next to impossible for residents with G/H permits to park as the people who were used to using the harbour parking were displaced to the next available free parking spots. i.e. outside Quayside Court on Commercial Road. There aren't enough parking spaces as it is. If you remove 39 spaces they will have to go somewhere. This could be alleviated by letting residents use Cosens Quay. If this scheme goes ahead then please think of the residents - we have to be able to park somewhere and it is bad enough as it is. It was disastrous in 2020 when the harbour was pedestrianised; this will have the same effect. Please don't do this. Cosens Quay parking for residents would help. This has been utilised while the railway lines are being removed so could be instigated on a permanent basis if you do go ahead with this scheme, However, on the whole, I'm opposed to this scheme,

The road too small Do not need paths both side of the road Need more parking not less!

The road will become faster because it will be less obstructed, please add speed limiting devices and a 15m/h speed limit.

The roads are in use all the time by local residents and businesses along the harbourside. The roads should stay as they are because there is nothing wrong with them. They are safe roads. Reducing traffic along the harbourside creates heavily congested areas in other parts of the town, namely Kings Street and the Esplanade as evidenced in Summer 2020 during the councils' poor management of closing the harbourside roads to traffic. Total gridlock was experienced by local residents and holidaymakers.

The short term parking bays are the life blood of many of the harbour side businesses. The proposals above would lead to the harbourside becoming even more of a haven for drunks at the detriment to all other local businesses. There is much more to that part of town than the few pubs. The "improvements" will be of no benefit if there is no working Harbour and associated businesses for the tourists to see. Not everything revolves around the drinking dens.

The summer of 2020 showed what can really be achieved by closing the harbour, it turned Weymouth into a must visit destination, providing outside dining opportunities was fantastic and as a local resident I enjoyed the removal of traffic and being able to walk and sit outside at venues in what felt like being abroad. The atmosphere felt fantastic and safe, I felt it really made Weymouth stand out as an alfresco destination. The above proposal is great, Weymouth should be looking to remove traffic as much as possible and encourage the use of park and ride as well as dedicated cycle ways and secure areas to leave cycles. Such a progressive idea, well done, I fully along with my family fully support this, thank you

The Summer was very good for the hospitality businesses on the harbour, especially during COVID. As a resident I would prefer if this continued over summer. Even if traffic did increase elsewhere in town it would only increase travel times by 5 minutes, the businesses should definitely take priority over people complaining about traffic. Also makes town more approachable for tourists.

The temporary changes made last summer improved the harbour area greatly. Allowing harbourside venues to extend/create outside eating areas was a huge boost to business and created a wonderful environment that encouraged us to visit the town. This was a very welcome addition to an otherwise pretty dire town centre.

The throughput of traffic if further constricted will only increase the bottleneck at the jubilee clock. There is no reason why the commercial enterprises on the Quayside should impinge on the use of road or pavement. Their premises which they purchased should be the limit of their operations. If inadequate tough. A narrow waterside path would be dangerous obviously and someone needs to get a grip! The provision of benches and plants sounds nice. As it was some idiot on a bike that caused all this I have to question the need. There is little or no cycling east west and the proposals would hazard the increased pedestrian throughput. I am aware of the view that cycling should increase but cycles and pedestrians do NOT make a good mixture (Rodwell Trail?) There is a need for short term free parking and the Pavilion carpark would be an adjacent alternative that could be easily policed. I can hear the smacked lips of the carpark mob at cutting out the free bays but anything over £2 makes Bridport and Dorchester a viable alternative for spending money a habit which is as easy in the winter. Please do not mention the "park and ride" at Sainsburys because I have no intention of driving 8 miles for 45 mins to catch a bus 3 back for an equivalent time!

The trial last summer was a disaster for local business and for traffic due to the closure of the road and removal of parking. With only one exit from the pavilion parking area the traffic was regularly backed up to Alexander Gardens which meant with the poor traffic control of one lane in place of the 2 lanes at the clock tower traffic lights that the wait was in excess of 30 minutes to get out of town. This wait for the numerous cars considerably increased the carbon footprint as well. A lot of people I know gave up using local shops due to the traffic and lack of parking spaces. and consequently local traders suffered. A local will not drive to the park and ride to get shopping from town and the car parks in town are always difficult to find a spot in summer and the bus service from the Preston area is inadequate in summer with all the visitors to the holiday parks Even some of the local hospitality businesses complained that the closure whilst helping a small minority meant the harborside became overcrowded with underage drinkers who had obtained their drinks from other sources than the pubs. It is always good to know that the council is prepared to make life even more difficult for local rate payers in the busy summer period.

The use of surfacing materials will be important to the quality of the area which falls within the Conservation Area. Investment should be made in quality, lasting materials with the view also that when repairs are required, works can be carried out using like for like materials, not cheaper equivalents that mismatch and age differently. The tramway lines where they exist should be retained as a nod to the historic routes used through the town by tram. Consideration needs to be given to the maintenance of planters/benches and who will be responsible for this as budgets need to be set aside.

The whole area felt safer as a pedestrian during the temporary restriction's and the outdoor seating was well used. It gave a lovely continental feel.

The whole area would benefit from some trees

The widening of footways should be limited to the harbour wall side only as that's where the majority of visitors and bystanders prefer to be.

The will have an impact of traffic flow from the Sea Front, and therefore should be modified as part of a review of traffic flows. In order to reduce queuing on the Sea Front past the Kings Statue to the Clock the flow of traffic along Belle Vue should be reversed, and traffic along East Street over that section and Mitchell Street, Maiden Street and St Edmund Street should be made two way. This will allow traffic parked at the Pavilion to escape in a different direction rather than the bottle neck on the sea front. This will enable Customer House Quay to cope with slower traffic

The working harbour and parking are the most important elements

There is insufficient parking as it is in Weymouth my Pilice club visit every month to go boat fishing and I am sure that you do need me to tell you how much revenue fishing brings into the town. With limited parking you will force us to look for an alternative venue which will have a detrimental effect on boat skippers hotels and tackle shops.

There are already far too many tables and chairs cluttering the roads and pavements in Weymouth, to the point that, as a disabled person, I no longer feel welcome. It is like an obstacle course trying to get around. I do like the idea of benches and planters, appropriately placed, but not furniture littered about.

There are benches already but a lot of people prefer to sit on the harbour wall. Flowers would be nice to enhance the appearance. Short term parking on the harbour is an essential asset for popping into the shops - that if removed should be provided in another area nearby - so if you give disabled parking - keep some for regular users Bollards are not needed and a waste of money. Additional seating for hospitality would be great but not on the harbour side - this area does not belong to restaurants as they seemed to think in the summer

There are enough drunks staggering around in the roads around the quay at all hour creating hazards and mess already.... this would encourage it even more and should be discouraged..... it's only a matter of time before someone goes into the river and doesn't get out....

There are enough outside eating/drinking areas already - for the tourists in summer. (Who needs them in winter?) Even if the pavements were widened, the pubs would soon fill them with tables and chairs. This would make the contraflow cycle lane dangerous especially as pedestrians would still be forced onto the road. Notice must also be taken of the flouting of social distancing which took place last summer. Traffic was banned to make it safer but it did not! People came in their droves, sat on the harbour wall in crowds, bringing their own food and drink so didn't benefit the local businesses at all and definitely, definitely did NOT socially distance. Disabled parking is essential and should be given priority, as should the fishing boats. We lucky to still have a working harbour. Is this proposal going to make it more difficult for boats to unload their catches? Heaven forbid that tourists should have to put up with smelly boats!! What happens if King's Street is closed unexpectedly due to an accident or emergency road works - eg. burst water or gas pipes? The seafront would be choked as it often was last summer. Whilst I am pleased that pedestrianisation is not being proposed I still have a nagging feeling that this plan may be the thin end of the wedge and that further changes may sneak in in the next few years. \ Please think about the local population year round, not just the tourists in the summer.

There are many local visitors and dog walkers who come to Weymouth in the off season to have a less crowded walk around Weymouth & the harbourside or to walk along the beach with their dogs in the months that this is allowed. Many of these people park in the free spaces on the quay side, go for a walk, purchase breakfasts, coffees, lunches etc from the local businesses. This is when there are very few holiday visitors to the town. If those free spaces are removed you will lose custom from those who are local enough to drive to Weymouth for a walk - there are numerous people in Dorchester and the surrounding villages who do this and to walk their dogs on the beach. The litter and amount of plastic produced from last summers opening of the quayside was a disgrace. Once some people have had several drinks they do not care about throwing plastic drinks containers into the water. Why do cyclists need a track to the Pavilion from that side - the cyclists all seem quite happy cycling to the Pavilion along the seafront road? Possible solutions: Leave the car spaces for use during the 'off-season' and allow only the restaurants and cafes to have tables outside during the holiday season (maybe matching the dog walking months) Only allow the restaurants and cafes to have tables so that people have to be eating/drinking coffees etc. Do not allow the pubs/bars to have extra seating outside. Take away the taxi rank parking and disability parking on the south side of the seafront, move not to the north side and then use the south side for a cycle track which could then (hopefully) be linked all the way back to Lodmoor. The cycle track along the harbourside would then not be needed. A question: Has a survey been carried out to give an idea of how many cyclists use the seafront to the pavilion at present? Also how many cyclists have been observed cycling along the road (in the wrong direction) along the harbourside? So what is the need for this?

There are too few cyclists in Weymouth to warrant special attention.

There is a chronic shortage of car parking spaces for local residents. More investment is needed to meet the needs of local residents car parking, so that they can continue to live within this an increasingly attractive tourist area. Park and ride is a good scheme for both sides of the harbour for visitors, however the local residents are in desperate need of parking spaces and within the proposals there was an adequate provision of underground, covert parking, this would immediately ease the current resident car parking crisis. Please consider the local residents, they are the ones that are left when all the visitors go home.

There is a fundamental need for indoor entertainment and activities for holidaymakers during bad weather. Weymouth is a wonderful holiday destination for families- when the weather is fine. There is very little for families to do in Weymouth in bad weather.

There is a reasonable amount of public space for the main Summer months, with the businesses which have seating outside probably having enough for most of the time.. Poor weather will also disrupt summer trade out of doors most years which could mean that the greater space allowed to a few businesses would be to the detriment of people who just like to walk around the quay and for the local drivers who wish to get into town briefly for the bank, or to quickly pick up some goods. This latter point will affect locals ALL YEAR ROUND, not just be an inconvenience for a few summer months. This will affect the number of people coming into Weymouth town Centre where they will have to pay to park; it will be easier to go to Dorchester and pay less for parking for may living outside of Weymouth town centre. Cyclists should not be given high priority in the centre of the town but catered for efficiently on various thoroughfares and arterial roads where traffic creates more dangerous conditions for them. The developing Pavilion area should have cycle parking, not the quayside where there will be a need for vehicular access and also people walking around, often in large groups, often not keeping to designated walkways.

There is already too much drunkenness and antisocial behaviour in and around Weymouth Harbour. Transforming this area of Custom House Quay into a giant beer garden will only make matters worse

There is another route for cyclists on a parallel road, so I don't think there needs to be special provision for them. I would like to see the tables and chairs for the businesses adjacent to their property leaving room for pedestrians and not with additional tables and chairs next to the harbour side. Disabled car parking could be allocated In the Pavilion car park as could the cycle parking which would otherwise clutter up the harbour side.

There is no need for a contraflow cycle lane. As a cyclist it is quite possible to use other routs with minimal inconvenience to get to the same place. Also I worry about the safety of such a narrow cycle lane in the face of oncoming traffic and pedestrian safety due to the cognisance of the road traffic but not the opposing cyclists.

There is plenty of parking elsewhere in town so totally support removal of the parking bays to improve the highway with more seating area.

There needs to be adequate discussion with harbour businesses about proper provision of loading bays These loading areas need to be properly policed Using Weymouth's jewel in the crown as a car park is wrong The space needs to be flexible for events such as the Sea Food Festival and music Bollards, benches and planters can add an unwelcome sanitized corporation feel that would be out of place Traffic speed must be limited, say 15mph Loss of parking will be the biggest cause of opposition. Introducing a residents' one hour free parking scheme following the recent consultation would allay such opposition Policing antisocial behaviour may be necessary Should there be consideration of walling for safety?

There needs to be more provision in the town for indoor activities for when the weather isn't so nice. Eg a fun leisure pool (flumes could go out over the harbour) and a bowling alley. Cafes etc could then be built around this both inside and out. This will give locals as well as tourists things to do when the weather isn't as good. When in Spain they had a culture where they had restaurant tables under wooden structures that had plastic curtains for bad weather, which were served by restaurants nearby. This worked well as you could choose your view and the restaurant came to you to serve you and the restaurants all had a level playing field if they didn't have a seafront view position or were a takeaway with no seating on site.

There needs to be suitable safety bollards etc. to segregate the contra-flow, on-road cycle lane from both the traffic AND pedestrians. Pedestrians do not mix well with cycle infrastructure unless there are physical segregation measures. I am keen to see improved cycling infrastructure in Weymouth but would rather see the contra-flow cycle lane removed and cyclists follow the one-way system than a half-measure job that neither works for cyclists, pedestrians or drivers. I am concerned that the increased pedestrianisation - which is a positive measure that I wholeheartedly support - may make this area not suitable for cyclists unless the contra-flow cycle lane is implemented very carefully. If it's not going to work, do not try to force it - cyclists would rather live with the one-way system than a dangerous, poorly conceived contra-flow lane.

there should be plenty of parking spaces available.

There should still be some parking. It is delightful to park and watch the activity. I do not think footpaths need to be widened on both sides. I also think cycle lanes are not necessary. It is a busy area and drivers are largely cautious when the drive there, so cycles do not cause a concern.

These are great ideas. Ideally, try to restrict traffic going down the road so it's access only and it's not used as a rat run. Potential use of traffic calming devices to keep the speed of vehicles less than 10mph.

These are mostly very positive changes to the public realm in this area and should be welcomed. Exceptionally clear signage, markings and enforcement would be necessary to ensure the safety of any cyclists using the contraflow, as well as pedestrians looking to cross the road where said contraflow is present. The loss of the one hour parking along Custom House Quay will be a shame but I acknowledge there is a net benefit - could short stay bays elsewhere perhaps be converted to hour parking (paid or unpaid) to partially make up for this loss?

These changes will make it more difficult for commercial boat charter businesses to operate and will make their businesses less attractive due to more problematic access to load and unload vessels and low level antisocial attitudes and behaviours. It is clear that this scheme is already yet another 'done deal' so I will make the following points with the hope of improving the situation for those who have water based businesses which have to operate from the quayside. 1. Four loading bays across the entire stretch of the harbourside is not sufficient to meet the needs of both harbourside and water-based businesses. 2. There needs to be provision to clear litter / cans / bottles / cigarette butts from the quayside in the evening and in particular the early morning (latest by 7am). The quayside pedestrianisation in 2020 led to increased littering. This scheme will do the same. It is utterly unacceptable and from personal experience embarrassing to have customers stepping through the debris from the previous evenings revelling in order to access boat businesses which can depart early in the morning, depending on the tide. 3. Café sitting out space needs to be clearly marked and preferably differentiated from the footways, and the sitting out licence granted must be visible from the outside of the premises. Typically, when a hospitality business is granted a sitting out licence, they take it upon themselves to add another third to the area they have been granted, throw a bunch of A boards in for good measure and do not display a copy of the licence. 4. Please could DC set up an on-line register of the sitting out licences granted which the public can readily access. Currently the public can view licence applications but do not have access to any of the actual agreed plans or licences. 5. Enforce the powers available to the council to eradicate low level antisocial behaviours.

These draft proposals are just not necessary, you risk killing the 'golden goose' of the ambience that has evolved over generations to provide the colourful Weymouth Harbourside we love as it is today. This is exactly what residents, tourists, parkers, motorists, pub goers, restaurant diners, vehicle access and gridlock-avoidance users, FISHERMEN, DIVERS, ONLOOKERS, Etc., want! They want the hustle and bustle and interest that exists! THAT IS WHAT MAKES IT WORK SO WELL, THAT IS WHAT MAKES IT INTERESTING! It has taken a long time to arrive at this utopia, and someone from The Authority thinks they can do it better! It cannot, or it would have already evolved differently. You have already raped the harbourside and Weymouth's heritage by the removal of the historic railway track! Absolutely appalling destruction on the grounds of safety... what a load of nonsense! The very feature that many wanted to see... what on earth are you doing? You seem determined to ruin the jewel in Weymouth's crown. And why does The Authority always think it knows better than what has evolved WHEN THE EXISTING STATUS QUO WORKS SO WELL for the many different interests that love it as it is. The English weather is NOT The Mediterranean, and for the one or two brilliant sunny days (that everyone remembers) there are many many mediocre ones with poor weather and temperature. So for goodness sake, get a grip, and STOP FEELING YOU CAN DO BETTER...you never have yet! We do not want piles of drinkers turning it into a massive beer garden. And once you've ruined it, you're then out of office blaming someone else for the atrocity! What did a Councillor on holiday from Surrey say on his visit to Weymouth (on Echo's Letters Page)...,He couldn't believe Weymouth's Heritage of the old railway track had been allowed to have been taken up, and thought it was very short-sighted of the local Authority here. I have to agree..."TOTAL SHAMBLES". YOU cannot improve it for the many different users and lovers.

These improvements are long overdue and the recent changes during this summer proved the need for a more safe environment for pedestrians and young children. Also the additional seating for business made the area very appealing and would enhance the overall attraction of the resort. I would suggest a total ban on none commercial/ delivery traffic between daytime hours to also improve safety and air quality.

These proposals are all a really good idea to maximise peoples' enjoyment of this beautiful harbourside. We are in favour of improving the ability to visit the harbour as well as some of the environmental considerations, intending to reduce pollution. Having traffic parking along the harbourside is not attractive and a poor use of such lovely views. To make sure that the traffic that does pass along the road has safe access we hope that the road will not be made too straight and as indicated, bollards protect pedestrians. To help those people who would like better parking, the parking available at the Pavilion, old council offices, multi story car park and swannery should be set at the lowest prices in our opinion. To help residents parking that is being removed we would strongly ask that the Pavilion parking that was trialled last summer be a more permanent resource, as it removed the endless problems of wasting petrol driving around and around looking for a residents parking space. This was also reported very favourably by our neighbours who were similarly concerned last summer about loss of residents parking. We primarily want to request we can have additional sitting out dining as well considered near our restaurant. If other businesses are being advantaged by more outdoor seating we have a strong claim for out door seating for our restaurant. Safest would be the existing parking bays next to the restaurant which had the most upmarket ambience last year, when we purchased teak wooden outdoor tables, chairs and umbrellas.

These proposals will make the quayside a much more pleasant place to visit and I feel will be safer for children and cyclists. I am in favour of further limitations to the use of cars in town centres generally. People who are genuinely unable to walk more than short distances will be able to access specific Disabled parking, so for everyone else other town parking provision (such as Debenhams Multistorey car-park and the Pavilion Car Park) are more than close enough for people to access all the businesses on this side of the harbour.

These proposed harbour improvements will cause a logistical traffic problem in the town, the 1 hr parking bays bring a extra 30/60 people per hour in the the town Center to quick shop and intern spending with the local shops. From the years I have been a charter skipper I've rarely seen cyclists spending any sort of money, they just cycle through the town with out spending a penny.

They appear well thought out by those who understand the limitations of this beautiful and historic space whilst providing a best solution for all users and businesses. There will be a contingent of opposers but this proposal benefits the majority. I can't wait until it completed.

Things are generally OK as they are now. Reducing parking spaces is a bad idea - both for short term parking and use for parts other than those immediately nearby. I believe that these proposals are not in the interests of fishermen or boat owners but are generally for the benefit of cafes etc immediately close. Weymouth has character in it's fishing industry and local boating and the interest of those people or anyone, other than the restaurants oposite. Weymouth should retain it's character in fishing and traditional businesses. NOT changes, just for the benefit of those nearby eating and drinking establishments.

Think it is important to keep the short stay parking to enable local businesses to trade

THINK IT IS OK AS IT IS. ALL THAT IS WANTED IS MORE AND MORE PLACES FOR PEOPLE TO SIT AND DRINK AND TO GIVE CYCLISTS EVEN MORE SPACE. SEE TODAY YET ANOTHER FISH KIOSK ASKING FOR LICENCE. JUST ENCOURAGES DRINKERS.

Think making it more space for pubs will affect the harbor use for other businesses down that way and Cause problems like it did in the summer with both being damaged He with your own bed struggling to use their boats and get to from loading equipment. I don't think the council needs to concentrate on the Harbourside at the moment It needs to work on the town centre and the seafront

Think these proposals will benefit the users and business's and attract more tourist business when the town will need it more than ever after current covid situation.

Think this is a great idea!

This does not go far enough vehicular traffic should be banned altogether except for access. If you must have one-way traffic please make sure that there is no seperates roadway as such but a single level surface with the carriageway defined with changes in material and/or the judicious siting of street furniture.The area immediately east of the town bridge between the quay side and the Rendezvous and Royal Oak public houses needs to be included in the pedestrian priority area. There is significant scope here for creating space for outdoor activities to attract people to the harbourside.

This is a complete farce and should be thrown out. The headline of this it to, and I quote; "redesigning the carriageway in Custom House Quay to improve drainage". Yet the proposal makes no further mention of drainage whatsoever. It is about pedestrianizing the harbour front and removing much needed free 1-hour parking bays. These bays are almost always occupied, and thus very much required. Compounding with the current questionable and recently suspended parking at the old Council Office Car Park, the parking for marina harbour facilities is being callously eroded. Where are people to park who need to use the harbour facilities, and are not simply coming for enjoying a beer on the quayside. And where is the background requirement for increased drainage, Proposal is a complete sham.

This is a great idea and will help our businesses on the Quayside. My only very personal concern is sufficient parking for blue badge holders as I love frequenting this area but, with impaired mobility, do need to park as close as possible,,

This is a great Idea that I have campaigned for for years. The harbour is too greater asset to be used for a free car park (at a cost to the council to maintain). Not only will it improve this area it will also help with traffic congestion over a much greater area as people will no longer drive around the area looking for free parking. If free parking or disable parking is needed it can be done on the existing car park in East Street

This is a great idea, however we need to include both sides of the harbour so we have the same 'look and feel' across the whole area.

This is a step in right direction. Removal of the higgledy piggedly parking is a must. There's enough parking round the Pavilion area to absorb this. I am not wholly convinced a dedicated contra flow cycle lane is worth the cost and valuable space for the amount it is likely to be used. Disappointed to see full seasonal pedestrianisation is not mentioned. This is a must, if the town wants to go forwards. As was highlighted by the summer 2020 pedestrianisation, which was a huge success.

This is a working harbour so should coexist with the leisure industry. The short stay parking bays are vital to the towns businesses so should be retained

This is absolutely fantastic! The best possible outcome for all - cars, pedestrians and cyclists. This is an amazing area generating year round commercial interest and revenue. We are very keen to be involved in the cycling element please.

This is long overdue, and I'm delighted to see proposals that actually do address the current Harbourside problems in a way that should make the whole area safer and more attractive to visitors, residents and businesses alike.

This is quite simply about generating revenues from Parking fees & increased charges for outside seating. 3 pubs will benefit as will the council who have an eye on the cash. The only reason that the council (probably a couple of un-named individuals) are putting in the cycle lane is that they need the grant money for this hair-brained scheme. The loss of 1 hour parking on the harbour will not benefit Weymouth town centre & will only further hasten its decline & make shopping & banking easier in Dorchester where parking is easier & cheaper. It will further destroy the Working Harbour & make life difficult for our Small but valuable fishing industry. Encouraging a mixture of Pedestrians, cyclists & Drunks will not make the Harbour any safer than it already is. Last summer traffic was backed up on all the approaches to the esplanade as the harbour was closed. This increased Pollution from the idling car engines which in turn had a detrimental effect on the environment around the seafront & its side roads as it became increasingly choked. In addition The increased pollution has a seriously detrimental effect upon some peoples health in Particular those people with Respiratory illness. Weymouths clean air has always attracted those people here for Holidays. The planners should take note of the recent court Rulings on the pollution levels surrounding the London south circular road & the Effects on the local residents from the idling traffic. The current situation is not ideal but at least it works, i would urge the Planners to think about this decision & its long term consequences very carefully.

This is supposed to be a working harbour not a theme park, most of the proposed changes will only benefit a small number of businesses to the detriment of the majority elsewhere, the removal of the free hourly parking will affect a lot of businesses in the town centre. As the harbourside is included in the current area where street drinking outside licenced areas is prohibited when will we see this being policed to prevent some of incidents which occurred last year including damage to boats and people's livelihoods?

This looks like a very good use of space

This only benefits the pubs and cafes. What about the quay side parking providing a benefit to the local shops that end of town. It is already difficult enough encouraging shopping into Weymouth town, why would you remove some of the only free parking?

This plan needs to restrict the ad-hoc driving around for parking spaces, reduce traffic to access only on Custom House Quay to try and remove vehicles from using it as an alternative cut-through route south over Town Bridge. The proposals shown are excellent This process should start at the Jubilee clock junction with simple physical carriageway deflections to encourage non-essential traffic to use King Street. Roadside parking on the lower area of the esplanade past Kings statue convert spaces to permit only for hotels and guest houses provide coach drop-offs reduce the carriageway width to minimums.

This process has been set about the wrong way once again. Consultation should have been sought prior to a draft proposal being produced. The cycle lane is on the wrong side of the road as it crosses each intersecting junction joining custom house quay. Cyclist going towards town bridge will naturally use the cycle lane and not stick with the traffic. This will pose a natural hazard with cyclists travelling towards the pavillion. Cyclists should not be permitted to travel towards the pavillion going against the flow of traffic. Loading bays for harbour businesses should be considerable larger.

This proposal does not reflect the working nature of the harbour and benefits a few bar and restaurant businesses at the expense of many other businesses who work in and around the harbour along with a number of town centre businesses who will lose local trade due to loss of free short term parking. There is no need top widen footpaths on both sides of the road. Some widening on harbour side would be appropriate to enable visitors to walk there but no need on building side, certainly not to the width proposed. The 4 loading bays proposed would not be enough for harbour users and are too widely spaced to be useful, particularly to mobile fuel business and loading of vessels. Far more sensible would be to reduce width of pay on building side, remove contra cycle lane and have parking parallel to road. This would reduce parking but retain a reasonable amount. A contra flow cycle lane would be extremely dangerous. Pedestrians will not look both ways when leaving shops, restaurants and more particularly bars and accidents will be caused if this proposal is introduced. In addition there is no need for this as there are one way streets which allow cyclists to get to the same destination, namely St Edmunds Street, Mitchel Street and East Street which could be improved with a contra flow in Bell Vue. Provision of cycle lanes in these streets would make more sense. I note you have not indicated where proposed disabled bays would be. There is however no need for disabled bays. Blue badge holders are able to park for up to 3 hours on double and single yellow lines and often do so on harbour side yellow lines currently. There should be no provision of outdoor seating space for hospitality at the cost of other Harbourside businesses. By providing seating space at the cost of parking town centre, Harbourside and harbour using businesses will lose trade. I have to assume if this is implemented considerable rent and rate increases will be charged to those businesses that take up outside seating. I note yo have not shown in your proposal where cycle parking would be placed. There is plenty of unused space in car parks and if cycle parking is provided it should be in unused spaces such as these. Installation of benches, planters and bollards would be appropriate for protecting harbour side walkway.

This proposal loses 39 car parking places. They are not just for one hour, you can park overnight! These will be lost! What alternative is being arranged? There needs to be adequate disabled parking. Also it will encourage more to buy cheap drinks from the supermarkets and street drinking. Needs careful consideration. You need to ensure traffic is able to flow and get over the bridge. Finally, contra flowing cycles is very dangerous and accidents will happen.

This proposal seems a very good use of the space for all interested parties. We will lose parking spaces under this proposal. Will more parking spaces be provided within comfortable walking distance elsewhere in the town? Although I do appreciate that we are trying to reduce the use of personal motor transport.

This proposal will greatly improve the area whilst still allowing important access for local businesses and the fishing boat owners. Hope this is implemented quickly.

This road can be hard to get down as it is and when the road was closed the traffics was at a standstill and it was not long before there was a deadlock in and around Weymouth this road is used for fishing boats to load and unload the money would be better spend else where for something like this to happen weymouth would need roundabouts as the traffic lights are not helping things I would like to see Weymouth retuned to it's real Beauty were a sea side town not a city and with the pandemic I feel this will help kill Weymouth

This road should be pedestrianised, with the exception of loading bays for local business deliveries as this road has a lot of hospitality associated with it. The idea of increasing the size of the public walk ways is a good idea as those areas can become very busy. Removing the parking spaces will be one of the best safety improvements that area has seen in a long time. There have been so many motorists irresponsibly parking down there, blocking the public walk way closest to the harbours edge. Allowing more room for business to provide outdoor seating is also a good idea. I think the idea of a contra-flow, and disabled parking contradicts the other plans you have, mostly the one to increase the walk way. It invites more people and more traffic, which can pose a higher risk, being so close to the waters edge. Safety bollards are a good idea, but I also think railings will be something that should be considered when more and more people eventually come to this area. Allowing more space for the public to sit, eat and drink (and drinking is an issue in that area) is good for those businesses, but I think more safety precautions need to be applied to that area if you're looking to increase and encourage more people to use that road.

This seems a sympathetic and well considered plan that caters for the major users of the quay. It would be worth complimenting this proposed activity with a drive to increase use of the park and ride facilities and a reminder to locals who want to park centrally that other parking options are available that are less used on the south side of the harbour eg next to the old council offices which are nearly as close as the quay. Contrary to some nay-sayers, I believe a family friendly and sociable harbour will bring additional trade to the rest of the town, not kill it!

This seems like the best compromise to really take advantage of one of Weymouth's most attractive outdoor spaces and views while not entirely removing access for businesses and boats on the quay.

This should be strictly a summer-only (April to October) scheme, during the winter there should be short-term parking spaces for residents as there were previously. Otherwise local residents will be tempted to go to Dorchester or Poundbury and get free parking there instead of using Weymouth shops to pop in and pick up a few things. In the winter Weymouth shops need locals, not tourists. Of course, you could make all the car parks free over winter instead! The cost of using buses means that few apart from OAPs use them - Portland and back from Wyke for two people is about £15! So cheap parking can help keep local shops open. It seems to many of us that since the Dorset merger everything seems skewed to favour Dorchester rather than Weymouth. There seems little awareness of the fact that Weymouth is a completely different place in the winter and the summer. No one wants to sit outside cafes in the winter.

This will be a great boost to the area and well over due. Please ensure seafront and king street traffic remains to flow, which it should as you are not closing the road completely. Will there be a reduced speed limit in this area too ?

This will enhance the area considerably. I am concerned about the contraflow cycle lane, though, as this does not seem necessary; cyclists use the Esplanade to get to the Pavilion and contraflow systems are confusing for pedestrians who don't know the area. Last summer too much space was given to the restaurants so this looks a better allocation of space. You need to think about anti-social behaviour, though, as these are primarily drinking establishments and this was a problem in the summer. I like the use of the harbourside with seating and planters. Although there is a loss of parking spaces, giving parked cars the best view of the harbour never made much sense! Good to keep through traffic and avoid the jams of last summer and good to see support for harbour businesses and vessels. Well done for steering a sensible path through the differing needs of harbour users.

This would be a major improvement, the only traffic which should use this area is harbour users and business deliveries. Too often used as a rat run and detrimental to one of Weymouth's Pearls!

Though you suggest this isn't about pedestrianising the Custom House Quay area, I firmly believe this should be part of the planned improvements, providing good eating out facilities across the road - as was the case in 2020. The 2020 relaxation for the hospitality businesses was undoubtedly a major success, drawing in visitors from near and far when they were permitted to during relaxed restrictions due to Coronavirus. Businesses that benefit from this would be quite willing to pay extra for the privilege. During the summer of 2020 my family were able to see other towns that had also been permitted to have closed-off streets, but Weymouth was by far the most popular and most successful.

Thought must be given to the local businesses that need parking

Thus is a brilliant compromise that will hopefully silence critics who made a fuss about the closure last year. One thing to note is that this will have an impact on resident parking which is already under a huge strain in the summer. To mitigate this please offer residents in F zone parking at the pavilion car park as this worked really well last year. I think disabled parking and bike parking should be provided near by but not actually on the harbour.

To do this you would have to get rid of the traffic lights at the clock through to swannery bridge so traffic flows through the town instead of grid locking it up just like we seen last summer when the quayside was closed to traffic. Perhaps put a one way system through the town so no need for lights. Either way the road system must be sorted out first before putting into place planning for this on the quayside.

To give hospitality venues to install outside roof shelter and patio heaters.

To lose all of the parking spaces that will affect residents as well as visitors is wrong. The only people benefiting are a few pubs,

Town centre businesses are dependent upon local trade during the winter. Retaining easy access to parking is essential for the survival of our small town centre businesses during the winter months. Whilst these proposals sound great for the primary 6 week peak holiday period, they will have a significant adverse effect on the town centre during the winter and low season periods. A good compromise would be to widen the pavement adjacent to the buildings for outside seating and to retain the parking on the water side of the road

Traffic calming measures to keep vehicles slow

Trees. Bars. Restaurants. Quality retail. Artisan workspace.

Two points. I think the contraflow may be confusing and dangerous, and may very well be ignored. Also, it will have to be very well signed that there is no parking along that road, or there will be hundreds of cars every day driving down 'just in case there's a space'. If the parking is hugely increased behind the Pavilion where the buildings are being demolished, then there will be loads of parking space. I am hugely in favour of this scheme. We walk there every day and it's one of Weymouth's assets, study can now be properly developed.

Unfortunately the consultation does not include pedestrianisation as that would be my preference. However, the proposals do look good, but I would like to see all traffic (including bicycles) prohibited from the area, apart from loading/unloading and access to some disabled parking spaces.

Unless DCC intend to allow 1 hour free parking in their car parks the removal of the harbour parking will have a detrimental effect on the shops and business' in the town. During last years experiment of closing that section of Commercial road some of the landlords complained of people bringing their own alcohol which defeated the object of helping local business. This section of road is wide enough to increase the pavement width keep the road and the parking spaces. If you intend to keep the road anyway, which I sincerely hope you do, you will cause an additional problem of people wandering over to the harbour wall in front of moving vehicles. The Council do not seem to realise the attraction to a lot of people, including holidaymakers, is to watch a working harbour, working. The fishing boats, the rise and fall of the bridge, are of great interest to visitors and locals alike. Your proposal will make this section of town one large beer garden and the subsequent problems that will bring. This would ultimately drive decent people away from the area, rather self defeating. Far better to amend the North Quay proposal, so the road goes behind any new development, the ground floor of which, facing the inner harbour, can be cafes and restaurants with plenty of outside space. Any flats above or behind can still be high end, with balconies and or terraces to make the most of the views. This proposal must indeed be on the understanding that the affordable housing and maybe some social housing, does take place, in both the St Nicholas Street site and elsewhere if possible. My suggestion regarding the roads would be a one way link from Asda traffic lights, right along New Road, up to a new junction that then would run behind any new development, that being 2way. But a continuation, 1way along High West St. in front of the Old Town Hall and link up with Boot Hill. Please don't waste this opportunity, the old council offices have cost this town far too much already.

UNSURE ABOUT RESERVED DISABLED PARKING - DEPENDS ON IT'S LOCATION. ALSO DISABLED BADGES ARE WIDELY ABUSED BUT THAT'S ANOTHER ISSUE.

Until last year the system worked quite well as it was. The pedestrian walkway along the side of the harbour was adequate and the ill thought out free for all caused by the Covid works led to chaos and anti social behaviour.

Using the custom house quay/harbour area as an outside safe space for people to use for leisure/eating etc is long overdue. With the removal of the rail lines and the recent roadworks gives Weymouth the opportunity to utilise one of the top selling points of our town - our beautiful harbour. Regarding the 1 hr parking spaces. This is primarily only used by locals who need to pop into town. Spaces beyond the town bridge, by The Ship Inn can still be used. Suggest removing any disabled parking spaces from on road parking and allow all blue badge holders to have free parking in council car parks. Also consider using the spaces at the rear of North Quay as free 1 hr parking whilst it is still available. Local residents will know where it is and use it if they need to pop into town. Keep the harbour side for leisure purposes.

Vehicles should be restricted to access only. Residents, business, taxis etc.

Very clear lines need to be drawn so that the use of the area can be controlled correctly. Last summer the businesses along the harbourside tended to try to grab more and more space leading on many occasions, and in several areas, to the pavement being unsafe because it was blocked by tables, chairs, A-boards etc. Pedestrians were forced in to the road including prams, mobility vehicles etc. The marked lines then need to be 'policed' by licencing and significant penalties imposed for any operations outside of the allocated areas. The starting point for the design is having clear pavements of the correct size. The businesses that get increased seating outside need to have their business rates re-assessed to reflect the greater potential they are given. Last year saw some individual businesses generate significant returns at the expense of the council tax payer who covered the costs of security, traffic control measures etc. The re-sale value of the businesses will also be increased. No consideration should be given to allow businesses to place tables etc. on the water side of the road. The carrying of drinks, trays etc. across an active road should never be permitted if risk-assessed correctly. I am a regular cyclist but I would not use the proposed 2-way cycle path intended. I would continue to use the road as there is too much potential for an accident on the cycle path with pedestrians stepping off the pavement and other such confusion. At best a one way route alongside of and in the same direction as the road may be acceptable especially if it was separated from the pavement by barriers etc. The local fishermen have got in the habit of landing their fish wherever they like around the harbour. This scheme should not cater for all their individual requests. A new Fish Landing Quay is being installed as part of the Quayside Re-generation and so there should be a tightening of working practices so that there are only defined areas where fish can be landed. The current landing routines are often unsafe within the guidance for access to commercial vessels. Weyfish may have to transport their landing from the new Landing Quay.

Very positive move, especially for outdoor hospitality users and providers. The current parking bays are statistically insignificant, and if dedicated disabled bays are retained, not needed. If the cycle contraflow works (I'm glad to see the cycle lane on the INLAND side!) then it could be a pleasant and useful addition, and might avoid the current dangerous and uncomfortable cycling situation.

Very positive to make more of the amenity here and reduce pollution.

We are a working fisherman's harbour, this would help the pub industry not those that rely on our harbour for work, such as the fishermen, the 1hr parking is fab in the winter of out of seasons months. No one has spoken to the businesses who will be affected and there really is no need for a cycle lane. This seems like an unnecessary way of spending tax payers money, and I simply don't agree with the proposed changes. Who is to say that in a few years you won't make it fully pedestrianised. It caused carnage last year with people out drinking in the streets, causing damage to vessels, and a crazy amount of rubbish everywhere, not to mention that most pubs actually lost some money as people went to the shops and bought alcohol to consume on the harbour wall.

We are happy for the Council to improve this space but last year the traffic was absolutely horrendous because of the shut down of the road then I am very much against any improvements. People will not visit Weymouth if the traffic is like this or the parking is non-existent.

We are not in favour of a cycle lane (contra flow or otherwise) as it will give cyclists free reign to speed along without due care and attention to pedestrians and cars in the immediate area. A speed limit for ALL wheeled vehicles would be better. No parking other than for business and vessel user purposes. If there must be disabled parking spaces, place a few bays away from the hospitality venues. They are regularly abused anyway. Same applies to cycle parking - a few, away from hospitality venues. Seating space for hospitality venues to put out tables can be made wider by incorporating the proposed cycle lane in to it. This will generate more income for the area as there will always be more pedestrians than cyclists.

WE DESPERATELY NEED MORE LITTER BINS - FREQUENTLY EMPTIED. AND OF COURSE EDUCATE THE PUBLIC!

We do not have the climate for a 365 day a year pavement culture. The short term free parking is of much more beneficial use to customers of the local town centre businesses, not just the few harbourside cafes. The town centre businesses need all the help they can get for the next few years to recover from the CV19 issues. There is already plenty of room for pedestrians on the harbourside, clearing the pavements of seats and tables would increase the area available to them. If the cyclists can't use the proper routes then they should walk, pushing their cycle. The exercise would give them a break. So there is no confusion, I do NOT agree with the proposal.

We do not want this area given over to the bars and restaurants at the expeence of being barred from sitting anywhere on the harbour wall because the vendor has turned it into part of his/her eating area. The 39 free car parking short stay slots must be provided for in town. Park and ride, bus fares and parking fees are already very expensive. People need to be able to pop into town for a quick errand now and again. The town is dying ! I am against you leasing off the area to the bars, for example The Royal oak at the town bridge and closing off the road (bank holidays) prohibiting people from entering the area unless they pay,by over zelous door men. It is OUT OF ORDER. This is my main concern that it will happen all along the quay. Most importantly you need to bring the shops back to town.

We have a business adjacent to the harbour and many of our customers use the parking bays to visit us and other businesses near the harbour. The parking at this end of town is horrendous to loose these bays is a further nail in the coffin for non hospitality businesses. The proposals only help 4 or 5 pubs what about all the other businesses. We see the problems drinking alcohol around the harbour causes. This will help hospitality businesses for 3-4 months what about all the rest of the time when we can encourage people to park and visit the local shops.

We have a responsibility to reduce our dependence on private cars because of air pollution and its impact on public health and the urgent need to decarbonise. I appreciate that local businesses need access. It is also important to facilitate access for those with disabilities. Private cars are not necessary and the reason why I have put don't know against the item about a contra-flow system. Is vehicular access going to be restricted? All active travel should be encouraged and charging points for electric bikes and scooters (I am sure they will be legalised at some point) could be provided. We run a B&B and guests are encouraged to use the bus or walk into town. We always walk or cycle and during the first lock down enjoyed being able to have an ice cream and coffee on the wall in the sun without breathing in traffic fumes. There was more space for the children to play and less concern about them in relation to moving vehicles and better visibility all round without a row of parked cars.

We have visited Weymouth several times a year for over 20 years. The area you are proposing to improve has suffered from traffic, fumes and limited space for disabled scooter so this will make it much more user friendly for everyone. the inclusion of extra benches for sitting and additional space for the lovely cafes to have outside tables a real bonus.

We need free parking and areas where people can park their cars for small shops or 5 minute tasks. It's impossible as it is in Weymouth to park in the town centre for free or a reasonable price for locals at least. The car parks get full in the er as it is at the moment and thats with the free parking. The harbour is a nice route to get out of town easily without clogging up the esplanade to king Street. In the summer you can be queuing for up to 30 or 40inite at a time just to got down the esplanade and then to king Street. The cycle lane is counter productive too as there isn't a good cycle lane to the harbour, so qhats the point of having one down there. I'm only 22 years of age but 'the future resident' of Weymouth and I can see these proposals being troublesome for the future. There must be a better solution. There is already a path on the harbour and it functions fine, maybe spend the money of just placing new paths and renewing the road on the harbouring rather than reconstructing it. We need to sort the problems with the esplanade before tackling the problems with the harbour.

We need to stop pub owners who have area outside treating the area as there own that why I do t agree with the extra seating as this with pro.te anti social behaviour which will have effect on a number of agencies.

We should remember that the harbour is a working harbour, and we should not be making it difficult for loading and unloading, after all this is what the tourists come to see. There will also be a serious detrimental effect on the town if 39 free parking spaces are removed, these one hour spaces are where people park to go the the bank and post office and then spend the rest of the hour SPENDING in town centre shops. Also please remember that these free parking spaces are ALL year round, and the tourist season is relatively short in comparison.

We visit & stay in Weymouth on a fairly regular basis - we are both divers. Love the Quayside and are always amazed that the old harbour survived the planning nightmares of the 1960s - you only have to look at the old Council Office buildings to imagine what could have happened to the harbour. Weymouth harbour has the charm of the Cornish Harbours but is much more practical and user friendly than some of them. We can appreciate the aims to make the area safer for holidaymakers and residents alike but take care no to make to many changes to the area. Just because you can, doesn't mean you should. Take a long hard look at that empty Council building - a real blot on the beautiful harbour area. We see the need for more seating and wider pavements (like the opposite side of the harbour), but do so enjoy the scope to be able to park and watch the busy harbour working on a cold sunny day. Something we know we can do in Weymouth, which is why we so enjoy visiting the area. Please think long and hard before making such drastic changes to this magical working quayside area. No doubt decisions have already been made as plans seem to have been drawn up ... but just thought we would give our time to the survey in hope that we might be listened too.

Well done for these proposals. The contraflow for cyclists is a brave step. Would any bollards be put in place to stop lorries and cars encroaching onto the lane? What will the speed limits be?

Weymoouth harbour is a major attraction because its a working harbour. Its not a park, its a working harbour. The cycle lanes dont get used to the extent that warrants installing them. At the moment I have to avoid weymouth when there is one of those ridiculous music festivals held by the Rendevous Pub to maximise beer sales. Its. working harbour that works. You have one of the biggest charter fleet in the UK. Think of ways to maximise revenue and visitor numbers in the groups of people that will visit ALL YEAR ROUND

Weymouth has more business in the whole town that need help not just the few on the harbour side. Cycles should not go against the flow of traffic so I do disagree against that. If you are going to take away free parking there, then this must be replaced somewhere else within the town centre , because people can get quite a lot done within the 1 hour free parking. There should also be some disabled parking bays along the harbour side. The harbour road is a important part of the flow of traffic in Weymouth so should only be closed for special events for charity based projects. Weymouth does have major road problems and because of the width of most roads around the harbour they can't easily be transferred into two way traffic.

Weymouth needs to increase the number of 1 hour free parking bays. This would mean more people use town for shopping, which means more businesses on the high street and more business tax for the council. Expensive parking for residents is killing Weymouth shops.

Weymouth was gridlocked last summer - would the new proposals also look at keeping the traffic moving. There's not much point of making more room for visitors on the quay if they spend most of their day in a traffic queue - and it gives the impression that Weymouth isn't very organised

What a great use of the space around the harbour. More football=more business for the pubs in the area. Give people a place to enjoy Weymouth without traffic and with lots of space. Well done!

what about the other side that needs improving

<p>What are the council going to do about limited parking around Weymouth if the harbour side 1hr parking is removed. The availability of shopping short term parking is going to affect shopkeepers in the town. I would also like to see disabled parking permits checked where they are being blatantly abused around the town, as most of these have new large vehicles and should pay for parking as all other residents who come into town to park.</p>
<p>What ever is decided, needs to be a compromise. We have a wonderful historical working harbour. Efforts to maintain and improve its economic potential should be paramount whilst taking into account it is a working harbour however as a town we are reliant on the tourism and hospitality industries.</p>
<p>what will happen to the parking ??? this proposal will only be advantages to the business in this area while at the same time affecting the same business that is out of this area while at the same time also affecting business within the town centre by reducing parking</p>
<p>Whatever happens there should be outdoor seating provided for all businesses along the harbourside, Weymouth needs to move towards the continental relaxed style of dining and drinking.</p>
<p>Where are the disabled parking spaces ? What will replace the lost free spaces, free parking elsewhere ?</p>
<p>Where are you planning to re-site the 39 1hr free parking spaces? There is no mention of replacements, so I assume you are not planning on this. Business in town will suffer (as if they haven't suffered enough), as popping into town for a quick shop will not be possible without paying your exhorbitant prices to park. Dorchester will gain the business instead.</p>
<p>where do cyclist go after this part of CHQ ? Towards the pavilion the road is not wide enough for a cycle lane contra flow and also cars</p>
<p>Where will locals park for free just to run to the bank, post office etc? Any new site proposed for short term parking for free? I cycle into town all the time and I have never felt the need to cycle along the harbour towards the pavilion. It's already easy enough to cycle along the esplanade and come back along the harbour following the one way system. This summer when the harbour was closed to traffic, the traffic congestion on the seafront was horrendous. How will this be avoided? At the moment many cars continue along the harbour to commercial road and the traffic lights without touching the seafront. This will push all traffic onto the esplanade.</p>
<p>Whilst accepting that full pedestrianisation is not part of this proposal I would prefer to see the road designated access only and a strict low speed limit imposed. This would hopefully reduce the casual flow of traffic creating a calmer and cleaner environment for all to enjoy. Overall I am in favour of this proposal and would like to see it approved and implemented as soon as practicable.</p>
<p>whilst agreeing that extra planters are always attractive I don't think extra seating is needed. This is a working harbour and why so many tourists find it attractive.</p>
<p>Whilst it would be nice to improve the harbour having a cycle lane that doesn't link up with anything is a pointless waste of money and will end up being a race track like the Rodwell trail. It's not possible to walk along there without constantly looking over your shoulder. Pedestrians will still have to negotiate racing cyclists and cars. If you make it difficult for cars to go round the harbour and park for free it will cause no end of congestion in surrounding roads and will mean people will be unable to park and have a coffee or pop to shops detrimental to the businesses. It's fine in the busy summer months but traders need local off season.</p>
<p>Whilst Weymouth is a working harbour then the proposals will simply obstruct and restrict harbour activity. The public have demonstrated their inability to to sensibly enjoy the cafe culture seemingly proposed . The problems caused by restricting or closing the traffic access to the area have been well demonstrated during the removal of the railway lines. Given the poor public transport, especially from The Western side of the borough, the loss of the free parking slots will badly affect access to town for locals especially during the winter. This is a plan which will benefit the few at the expense of the many.</p>

<p>Why are the council proposing to provide seating for private hospitality businesses? They already block pavements and ignore planning and building regulations and will encroach on wider pavements as there is no enforcement.</p>
<p>Why do you need a cycle lane against the traffic flow? Adequate access towards pavilion using alternative route</p>
<p>Why don't you move the fishing fleet up towards the landing station and have all the visiting vessels outside the pubs and clubs by doing it that way commercial vessels can access the boats better and can park nearby the pavilion</p>
<p>Why no pedestrianisation plans ? ? Apart from delivery , access and emergency vehicles. Is that so hard?</p>
<p>Why not pedestrianise?</p>
<p>Why take away 1 hour parking? We need that facility to encourage people to use the town, not go out of town.</p>
<p>Widening footpaths on both sides of road I can't see would work as pedestrians would still have to battle with traffic to access the harbour wall side. Cyclists tend to go fast down there too. I would like to see cars banned from area but only if traffic on esplanade /king street is sorted too. Cyclists won't stick to the contraflow cycle pathsmany don't use the cycle lanes now as it is. Feel it would cause more confusion. Also I wouldn't feel comfortable eating outside with cyclists bombing past me.</p>
<p>Widening Footways - our business operates 2 fishing vessels which moor up in this area but does not have pontoon facilities. This means that we need space on the harbourside walkway to allow for safe usage of mooring bollards & ropes. During last summer's pedestrianisation we encountered difficulties with access to the vessels/mooring points which raised serious health & safety issues. If this proposal goes ahead, pontoons would help alleviate these issues. Loading Bays - necessary for uninterrupted access to the moored vessels providing they remain available and not mis-used. Contra-flow Cycle Lane - cycle lane would be welcomed, but have concerns regarding the risks which will arise due to the contra-flow. Disabled Parking Bays - location of these need to be carefully considered due to the nature of a working harbour. Additional outdoor seating spaces - good idea if they are contained next to the hospitality businesses rather than adjacent to the harbourside. The harbourside walkway should remain clear of tables/seating etc. Cycle parking - located away from harbourside. Benches, planters & safety bollards - likely to get absorbed by customers using pubs/restaurants etc. rather than by general public (walking/resting etc). Will the hospitality businesses which will benefit from these enhancements be required to pay additional business rates over similar businesses located away from the quayside? Significant effort is required to contain and clear up the daily litter etc.</p>
<p>Widening of the walkways and sitting out area would be a great improvement. I think the new cycling arrangements would need to be very clearly marked as they could be confusing</p>
<p>Will short term free parking spaces be offered elsewhere? They are very useful if you just need to pick up one or two items in town. I would not want to see local businesses suffer without these parking spaces.</p>
<p>Will there be enough space for cyclists to go in both directions safely ? I feel mean about saying don't know about disabled parking only because I know sometimes badges are used by non disabled people I feel these changes will really Enhance this area greatly!</p>
<p>With exception of harbour residents', commercial and disabled vehicles would probably ban all traffic from this and the other side of the harbour!</p>

With regard to cyclists how are they going to be policed I have recently seen young cyclists frequently ride in the PEDESTRIANISED town centre sometimes doing wheelies on several occasions I have nearly stepped in front of one. ARE YOU NOT AWARE that the vast majority of cyclists are YOUNG persons that DO NOT shop or spend much money in Weymouth Shops. Nobody seems to take any notice when they ride up one way streets the wrong way so how are they going to be policed? For the past 40 years I have continued to shop in Weymouth Town Centre because I can park my car for 30-40 mins. I have just checked my computer records I have spent least £5k annually (and often more) in the town centre. At my age riding a cycle is not an option. HOW DOES ONE carry a large and heavy bag of shopping on a cycle and ride up Boot Hill? If this scheme is implemented as proposed I shall join many of my neighbours and shop at out of town supermarkets and/or travel to Dorchester. The town CENTRE is dying and will soon be completely DEAD inhabited by young cyclists and beggars. Finally, it is an absolute DISGRACE that nothing is happening to the old COUNCIL office block.

Working harbour

Would be good to have similar on the other side of the harbour and by the old council building too

Would like to add a speed limit of 5mph down the harbour as it's only a matter of time before a serious accident happens with traffic and hospitality.

Would love to see some uniformity with the outside business areas so that the harbour looks more professional and becomes more of a destination. Think Camden in London, with lots of pop ups that all look very sleek and work well together whilst still being individual. Great for the local economy and perfect for the new staycation seen across Britain.

Would preferably be completely pedestrianised area in the summer months at least (with access for deliveries possibly with retractable bollards). Move disabled parking into town/side streets off the harbour side so still close walking distance but dose not impact the view of the harbour. As a visitor to the Dorset coast I have always been disappointed with the Weymouth harbour side due to the beautiful harbour views being ruined by cars and have thought for many years the pedestrianisation of this area would greatly improve the overall atmosphere of the town. If these improvements are made then I will certainly be coming to Weymouth frequently.

Would really hit the angling and boat community hard. Which is an all year round sport

Yes - just wish this had been done years ago, spent many hours as a child and teenager navigating the dangerous harbour side as a pedestrian and cyclist.

Yes use the pavement space ,maybe enlarge . Must keep Parking , its a must for the town & town centre , with car use & foot fall , with out it the town will be totally dead & killed off. Keep parking spaces , look at the mess & traffic problems it caused last year & it was quiter with covid about . Road was still open to East street & the bars still on other side of road being used , crossing a used road, lots of people this year taking own booze & just sitting about , lots under age , not policed at all . Keep the road open and let all the bars have tables outside as most of them do any way, keep road open & parking spaces. 100 spaces at least one person from car going into town to spend money , maybe more , 100 cars over a busy day 9 hours plus per day , changing every hour , thats over 900 cars per day , spending at least £5 i'm sure in town , thats roughly £4,500 daily , spending in and around town, which of course last year 2020 , was lost. Please keep road open & car parking spaces .

Yes, it looks great, but not ambitious enough in length. It could have started at the ferry terminal and continued under the town bridge, but it does look very good

Yet again, an attack on businesses and residents by Councillors who do not live or work in the Town Centre. The last closure of the Quay destroyed my business, and made it almost impossible to find parking. The loss of these parking spaces will further damage businesses and make things harder for those of us who live next to the quay.

You appear have made no provision for delivery vehicles during the day. You have decreased the width of the road so it looks that if a vehicle is parked no traffic will be able to pass !!,

You have destroyed the ferry port now you want to destroy the free parking for town are you lot mad are you being bankrolled by the pubs & the alcoholics going in them. You tried cycle lanes into town years ago, underpasses to nowhere get real listen to the tax payers. No more lies no means no & wheres our trees along Dorchester Road as promised after the Olympics. As promised by Olympics £950,000+ for a street scene on dorchester Road all monies seen to EVAPORATE. Not impressed by the awful Council waste you lot are horrific & useless!!!!

You should not 'municipalise' the harbour. Its a working environment and should retain that character No 'naff' planters (eg South St in Dorchester) or plastic bollards. Instead look around for maritime themed artefacts (eg old anchors); chunky benches that look like wooden piles etc. No concrete kerbs; use granite instead and sympathetic traditional paving. You have removed the railway tracks on the grounds of safety for cyclists;yet you are proposing a contraflow cycle lane which will be equally dangerous-going against the flow of traffic with pedestrians etc stepping out from cafes, restaurants and walking in the street during the summer months. This is a very silly idea and should be scrapped. There are lots of safer alternatives to get cyclists from re Radiploe Park DRive to the Esplanade and Ferry Terminal area eg a cycle lane down Westham Rd or Gloucester St I am opposed to the removal of the free short stay parking spaces on Custom House Quay. They are important for locals especially during the winter months eg for people who want to pop to the bank or go some quick shopping. That was why they were put there and their importance is even more vital at a time when the prosperity of town centres is under so much threat. You should keep the fee parking (except for July and august).

Q14 Any other comments

"Many of these proposals will require removing the 39 on-road 1hr parking spaces in the area" to do some shopping most people use a car because that is the most CONVENIENT way to get the goods home. The loss of 39 1hr parking spaces is UNACCEPTABLE in a town centre that already has too few footfall to maintain viable real town shops and you want to turn away the people who use those 39 on-road 1hr parking spaces as well which does not make sense. Do the people designing this scheme cart their shopping home on public transport or on their cycle, I suspect NOT. To get a thriving town centre you need to welcome people and provide a nil cost burden on accessing the town centre. Having to pay high parking fees or any parking fees is NOT welcoming as is losing free parking spaces or having to few parking spaces. People vote with their wallets that is why they shop at supermarkets where there is FREE parking, not at a town centre that does not welcome you and your car and cost money to park.

1) Stop those music festival that block the road , cause mess , and are not fitting of a working harbour 2) Think of ways to attract people that will use the harbour all year round and not try and make it seasonal by relieving ing on the weather

10mph speed limit would be good.

A changes that affects the ability of your angling charter boats or anglers using these boats to be able to off load at the boat or park at the harbour will seriously affect Weymouth as a holiday destination. I fish at Weymouth and holiday at Weymouth with my family. This will change if you make any restrictions that affect this facility.

A contra cycle lane is ridiculous with a mix of vehicles going the other way, pedestrians and drinkers and people serving them milling about or even crossing the road and proposed cycleway.

A general comment would be a strategy to keep cars away from centre of town and the sea front and all places where people are out and about. Re-instate park & ride and ensure park & ride is part of any further development. Electric shuttle buses facilitating the movement of people from parking areas into shopping and leisure areas.

A great idea which will enhance the area and be great for visitors and locals.

A great opportunity to reform the space! It's a great spot not for cars but you need to find that extra parking somewhere else

A more holistic plan would be useful that covered North Parade, Trinity Road, the Cove and Hope Square. Also what impact is the implementation of flooding defences going to have?

A real asset for Weymouth.

Absolutely great idea.

Absolutely ridiculous.... You'll be met with a strong riot if these go ahead.

Access only between certain times, unless you live or are delivering there, why do you require to drive along there. Poole Quay is a prime example

After last summer I think the behaviour of people says it all

AFTER LAST SUMMERS FIASCO WITH PEOPLE JUST HANGING ABOUT DRINKING , URINATING WHERE EVER THEY LIKE, IT DOES NOTHING FOR WEYMOUTH AND CERTAINLY DOES NOT ENCOURAGE FAMILIES TO COME TO WEYMOUTH.

After the debacle last summer with people getting slightly inebriated/ ott/noisy please think of all residents. Sitting & actually impeding pedestrians just going for a walk was a nightmare plus disabled & elderly who may become nervous with alcohol fuelled behaviour (yes shouldn't happen but does in the real world) Businesses need help but thought to all residents please

Again the proposals create a loss of parking and this, coupled with the north quay development add up to a bigger problem which needs to be addressed. Another car park in this area is essential.

Again this has already been planned without proper communication and thought for ALL harbour side businesses

aim towards pedestrianisation
All good .
All good proposals except contraflow of cycle lane - that is dangerous
All I think is it's a working harbour and this should stay top of the list.
<p>All members who sit on our executive board were contacted asking their views to these changes from a business perspective. We support all businesses in Weymouth & Portland whether they are a standalone fishermen or someone who owns a large restaurant. The board members were asked to think objectively on that basis and not for their personal views. The first thing that they asked back was were the businesses in and around the harbour who this change effects asked to put any input into the new layout being proposed? Having consulted a large amount of Harbour users none were asked pre-design if it would affect their business in either a positive or negative way. We would expect that if such a major change was to happen then to prevent clashes if nothing else speaking to those who operate around and use the harbour would be the best course of action as they have the most experience. We feel that before projects are pushed into the local press and a consultation begins to the general public, specific research into the impact a major change might have into local businesses good or bad should be implemented. The following was noted with this particular design. - Almost every member could not see the need for a specific cycle lane and felt there simply wasn't enough space along the harbour and would cause a hazard if anything. It is important to note that Cycling should of course continue to be permitted on the highway but agreement was as is stated in the proposal that the traffic be slowed to at least 20mph - It is yet to be seen if the removal of the car parking spaces and the narrowing of the road will work for everybody. We can obviously see it will hinder some fisherman with loading etc and it could be greatly beneficial to the pubs and restaurants to have extra space for the locals and tourists that eat and drink there. - We are keen that if this does go ahead, and looking at the design the survey below we do feel that everything looks a little tight, that the vehicular access remains as is shown. So a compromise for pubs etc rather than full pedestrianisation - Lastly we would say that if any benefit is given to the harbour and increasing the business there it needs to be balanced out by looking at options to help the centre of town and the businesses who operate there. We will continue to see how this develops and would hope that a progressive but welcome to the majority result can be sought.</p>
All sounds good, if we can resolve the parking issues for residents.
All the businesses on the other side of the harbour should be included in the redevelopment,.
All you councillors' are bonkers. Or are you aliens, not considerate for fellow humans. Its just a game. the people should decide via a vote.
Allow seated only drinking
Already covered in the previous comments area.
Already covered.
ALREADY RUINED BY REMOVING RAILWAY LINES. JUST MEANS CYCLISTS CAN GO EVEN FASTER, NOT CARING ABOUT PEOPLE WALKING
Although it is difficult if its as car free as possible
Although the hospitality industry needs some changes, especially with the national lockdown, I feel that the local industries ie fishermen, boat trips are being ignored. They need space for parking, for fish deliveries, tourists embarking/debarking for boat trips. Parking for locals going to the town centre. It would be lovely if changes could incorporate for the good of locals, local businesses and holidaymakers, but this plan does not do that. More input from the local traders must be taken into consideration.
Altogether, the changes would make the harbourside a much more pleasant and usable space than at present. However, sensitive planning and execution will be needed to avoid spoiling the current rather charming higgledy-piggledy quality. If it's too modernised and cleaned-up, it will lose some of its distinctive atmosphere.

another bad idea to persecute the car drivers
Any changes should be for the good of the town overall. There will always be winners & losers in any scheme. But if overall it should improve our community for the better. I want the town to thrive.
Any changes should take into account effect on the businesses on the harbour and nearby streets.
Any ideas that enhance what is an attractive traditional working' quayside should be considered. It must be remembered that it should remain a working area.
Any plans need to think about the traffic situation, we cannot have what happened last summer, when it took me an hour each day to get home after work, and made it nearly impossible to get supplies in as it would take too long to get out of town again.
Any proposal has to be mindful of the accumulative impact on residents and industry in and around the harbourside. Little to no consideration was given to the impact on residents during summer 2020, with a massive spike in wholly unacceptable anti social behaviour. I believe banning drinking outside the boundaries of licensed premises needs to be considered. And unless a family friendly cafe culture can be encouraged, additional hospitality facilities will lead to a persistence of anti social activities. The residents of Helen Lane and surrounding areas experienced a relentlessness of drinking, drug taking, verbal abuse and intimidation, defecating outside their premises, damage to vehicles and property, theft, noise pollution and more. In terms of industry, harbour businesses, fishing fleet, water activity business and land based business owners complained of being overlooked and under supported around the rushed changes to useage of the roads adjacent to the water way. These people's perspectives MUST be taken into consideration. Hospitality and the Nighttime Economy cannot keep dominating the tourism pull in Weymouth. We are rich in culture and heritage and this feels rarely explored in any proposed 'improvements' to the town. There is a long overdue need to 'up the offer' and to draw more than the generic bucket & spade brigade or stag/hen do parties to Weymouth.
Any proposal to reduce traffic and increase outside public dining/drinking area will definitely be an enhancement Would prefer No through traffic
Anything that improves the harbour side for pedestrians can only benefit the town
Anything that is going to improve the air quality and give locals and tourists alike a more relaxed experience of the harbour is always going to be welcomed. However if the seating is taken up by restaurants and bars and means you will have to buy something in order to enjoy the view then that wouldn't be the best idea. But overall I think it is a very good plan and it will tidy the whole area up
As a frequent (almost daily) user of the town centre, I think it would be great if the additional pedestrian space could be extended a bit towards the town centre along St Mary Street and East Street.
As a frequent visitor and angler i am quite disgusted at tje carnage left after a friday and saturday, chip paper and smashed bottles and glasses left on the quay side The amount of bottles in the harbour itself is unbelievable. All the vessels using pating to use and moor harbour in the harbour need to fuel, load an unload, these newnproposals will make it extremely difficult and dangerous for them Stupid idea dreamt up by someone in an office who hasnt a clue about the needs of the working boats but is more focused on degradung weymouth further into a drunks paradise. This town is going down hill so fast. The amount of rubbish in the morning is staggering. I spoke to a bin collector on why he wasnt pickjng up the overflow of chip papers around the bins, his response " we are not allowed to, we have street cleaners for that" ... Unbelievable! Open your eyes weymouth council.
As a regular visitor to this lovely Town, why try and fix something that isn't broken. I have visited as a tourist and as an sea angler and it's the latter that I can see would cause me immense problem. Where would you park to unload fishing tackle when you first report to your boat? There are many reasons why this idea should not be approved but one question is ' where is the money coming from to finance this project?' In the current climate under COVID-19 rules there is surely better projects to be looked into.
as above

As above.		
as before		
As in previous comment.		
as long as the tables and chairs for the outside eating areas do not stray onto the walkways as they often did last summer.		
Ban 1hr parking making all pay		
Basically it will turn into one big beer garden. Will you provide extra council staff to clean the aftermath each weekend?		
Be great to enhance this area and make more of a tourist attraction of it.		
Be nice see the old railway tracks being used instead of left forgotten. Part of Weymouth history.		
Being a harbour side resident in 2020 (since the 1960's) was horrendous with the changes the council brought in with No dialogue with the residents who had to live with the hoards of visitors walking in the roads which when driving through caused no end of difficulties There must be NO pedestrianisation considered at Any point.		
Best seen for many years		
Better bins with recycling facilities..		
Better than nothing but a pedestrian area, with the historic railway lines preserved would have been amazing.		
Better toilet facilities up the Pavillion end of the quayside		
Better use of the Council land for all the harbour customers - Parking for Berth holders both leisure and commercial is very inadequate especially around the pontoon entrances and Commercial berth areas. This causes cars to be parked up "unloading" for considerable amounts of time around the Westwey Road pontoon gatehouse. Better CCTV coverage around the harbour generally, providing security and safety for all harbour users.		
Brewers Quay should also be completely pedestrianised, with only residential access by way of automatic barriers, Trinity Road should be made into loading only area to service the few businesses there.		
Brewers Quay should be incorporated in the revamping process huge opportunity sitting there doing nothing for years I noted you have warned the owners but how long before action is taken against them.		
Brighten it up.... any council run buildings or empty properties should be made to decorate the fronts in keeping with the harbour/town. More greenery/planters/lighting - it's a very well photographed prt of Dorset! Especially from the bridge etc!		
Bring back a Ferry Service to suit the Channel Island Trade and generate funding to maintain the Harbour. Local Ratepayers should NOT have to pay funds to dredge the harbour, and town flooding will occur in the future unless proper harbour maintenance is carried out		
Bring back Brewers Quay.		
Bring back ferries to Channel islands, what a bonus for Weymouth and in addition to proposals. Future generations would benefit as well as all of us Weymouth fans.		
Bring back the trains. The channel island trips etc.. No more pubs..		
Bring the harbour to life with outside seating for restaurants so all future generations can enjoy the view.		
Can you just leave it alone please		
CAR PARKING. STREET PARKING. STREET PARKING.	CAR PARKING. STREET PARKING. CAR PARKING.	CAR PARKING STREET PARKING STREET PARKING
Cars take up too much road with parking, residents living alongside the harbour could be given dedicated spaces at the ferry end of the harbour (opposite the guest houses) up to the start of the changes and in the area between the harbour and Alexander Gardens please make the area feel clean and cared for, something to boast about and send visitors to		

<p>Cars will not disappear anytime soon, and drastic reduction in parking capacity will hurt residents and businesses who need Weymouth to economically prosper. The current plans do not balance economic realities fairly across different business sectors and the proposals do not maximise the value of the amenity for the greatest number of people possible, as demonstrated by the disproportionate emphasis on a cycle lane that would only be used by a minority of people who do not particularly need it in the first place.</p>
<p>Changes are ok by why do disabled people like myself have to suffer if you take away all the parking spaces. Maybe have some designated disable spaces?</p>
<p>Changes will be detrimental to the the future of Weymouth.</p>
<p>Charge the businesses of they are to have all this extra seating , why should they get a free garden when others are struggling so much</p>
<p>Closure of this area for business during daylight hours should not be aloud. It kicks all the traffic onto A354 there bye jamming up the road from the Swannery bridge to ASDA traffic lights. Allowing both to flow with traffic keeps congestion down and traffic flows much better.</p>
<p>Cobbles?</p>
<p>Comments as before</p>
<p>Compared to other harbours within Dorset and along the British coast income generation from mooring needs to be dealt with. The low mooring charges for highly expensive boats should be increased in order to provide for better marine development. Following on from this Pandemic, I believe that there will be a huge increase in marina needs with more people buying motor and sailing boats; the Weymouth Marina will be a prime location in the UK and along this famous coastline. The fees need to reflect an international clientele, as well as supporting local sailors. The Marina is an extension of the harbour side, and an important tourism factor in Weymouth. The harbour side changes MUST include this area.</p>
<p>Complete pedestrianisation of the entire road. Only access to Fishman a business owners. Pave the road to note where the old railway used to run, this intern or add character back to the Harbourside. This will also transform it from the abysmal Job of removing the railway tracks, and Bring back some character to that area of the town. Or do nothing and let the town completely fail and died. At the moment you are doing a bang up job of this.</p>
<p>Completely support the additional seating area and widened walkways.</p>
<p>Congestion last summer with the closure of the harbour was horrendous, how will the road system change to make traffic flow easier through and into town. This could endanger the air pollution on the esplanade and beach. Reducing of parking is a risk especially with removal of permits in other areas. Lack of parking will deter visitors from the town. Last year the council used awful orange bollards, changes need to be enhancing. The new harbour wall is ugly, therefore someone with creative ideas and historical knowledge needs to be involved with your decisions.</p>
<p>Consider partial pedestrian in summer months for more room for tables and chairs etc but don't get rid of all the parking spaces.</p>
<p>Consideration should be given to moving commercial vessels away from this area - perhaps to the old pavilion area? Particularly during the busy summer months. This would free up harbour moorings for the visiting leisure vessels, closer to amenities.</p>
<p>Contra flow cycling ? Very dangerous proposal . Elderly pedestrians won't be able to deal with it .</p>
<p>Contraflow cycle lane presents more hazards to pedestrians and cyclists as former not inclined to look BOTH ways when crossing between townside and harbourside walking/s8tting/leisure areas</p>
<p>Could some overnight motorhome spaces be made in the pavillion carpark to welcome this modern form of holiday style. This would bring in revenue to otherwise empty carparks?</p>
<p>Councils both town and county have, over the years, tried hard to make it difficult to live,work and holiday in Weymouth.</p>

Covered previously
Create a mixture of pub, cafe and coffee shop seating. Make some all weather outside seating areas by the harbour side (seated shelters) not owned by the businesses. Install comfortable seats not cold stone benches. Create the area with consideration for its history - to reflect the trains and cross channel ferries.
Custom house Quay must stay open to traffic or chaos will ensue each time there is a closure. the whole town in grid lock.
Cycle parking facilities should be limited, those already in the town are mainly empty & unused. More free seating/benches required, these are used all year round and there are not enough. One with a roof for rainy days would also be useful for families/those eating fish & chips. Public bins to be increased. Always lots of rubbish from the takeaways/fish & chip shops, particularly in the summer. Can you path the dining area with more attractive flooring to make it look nicer. Don't charge the local business more business rates for the outdoor seating area! Is the seating area wide enough?
Cycling on the footpath is a danger to people walking so they should have a cycle lane
Cycling provision is great. New e-cycle cafe where Sharkeys was has been doing great business (or was until lockdown #3). Speed limit should be reduced to 20 - yes, most people won't be doing much more than that but it reinforces the need to go slow by having visible signs.
Definitely would like to see maximum benefits for the hospitality industry improved re outdoor dining and drinking.It is a fantastic site.Would like to see similar on South Quay side as well.
Developing the areas to increase local and tourist business and a sense of community will be a great improvement. Change is good!!!
Disappointing that the proposals are so limited. Outside seating will be very popular in fine weather only.
Discourage, large roudy groups bringing there own crates of beer down and using quayside pub toilet facilities!
Do away with all vehicular access on thsi part of the quay and make it fully pedestrain.
Do it ASAP
Do it 😊
Do not close the road to vehicles at any time.
Do not money grab and let the bars and restaurants take it over.
DO NOT PEDESTRIANISE THE HARBOUR!! DISCOURAGE DRINKING, ENCOURAGE HEALTHY LIVING!!
Do Not remove the 1hr free parking
Do not stop traffic using Custom House Quay as the traffic then builds up along The Esplanade and it can take 90 minutes to travel from the clock at King st to properties around Alexandra Gardens. Problems with the lights at King Street with The Esplanade and the one lane only desperately need sorting anyway.
Do not use dark tarmac, make it light (light gray or red) per continental resorts, it has a brighter and uplifting effect, instead of dark morose black.
Do the same Brewers Quay side
Don't do it.
Don't forget the businesses that are not pubs, restaurants and cafes in the area.
Don't allow hospitality to digress over to the waterside footpath.
Don't do it!!!
DON'T DO IT!!!!
Don't do it. Parking is crucial for businesses
Don't do it...
Don't for get the fishing boats, dive boats and tour boats
Don't forget the working fishermen
Don't hate the motorist, he is our cstomer Look for ways of improving parking not removing it we need more costumers and visitorsm to the harbour

Don't waste money
Dorset Council seem to have covered everything, please go ahead with it. Tourism is the only real future of this town and the proposals make Weymouth so much more attractive.
Drinking, if areas are increased, would need to be policed properly after last summer's fiasco with urination in the street and the vandalism to boats.
Enable local business to have sheltered outdoor seating during winter. Have a regular link to beach. Tourist train. Invest in traditional warm street lighting not cold led. Will need human investment to look good and attract tourists. Regular litter pickers, bin emptying, dedicated pcso.
Encourage and support to local businesses. They are key to the character of the area
Encourage out of town parking in the Swannery car park. The esplanade without cars was a great feature of the Olympics and I am keen to see this made permanent. A few car parking spaces could be made available for a short time to collect/ visit shops.
Even though short lived in the summer of 2020, the use of outside eating and the extra space along the harbour side was only positive in my opinion. Long overdue and seems a no brainier if the only consequence is losing 30 plus 1 hr parking slots.
Excellent proposals. The harbourside should be for leisure, pleasure and tourism .. NOT on-street car parking and a rat run short cut for motorists !
Expectations are high but reality is very low. Seen it all before, harborside/Pavilion/ Ferry terminal all with BIG plans, then fell at first fence with losses of finance to the council & nothing to show for it - except Pavilion that has flourished under private ownership, something the council could never do
Extend restrictions to the Pavilion. Completely pedestrianise the harbourside. Improve the south harbourside.
Extend to South side too
extra public toilets
Fantastic opportunity to improve the harbourside for visitors and residents alike. It's a stunning part of Weymouth and has been a wasted opportunity for many years (I was born and lived in the town for many years) with beautiful views across the harbour used for nothing more than parking since the 80's. It's great to see this finally being corrected - and at the same time outdoor seating bringing much needed revenue to the local businesses, and visitors the perfect place to sit to enjoy the views! Please please go ahead with this and more schemes around Weymouth like this to try and get visitors coming back to the town. Perhaps the same people that came up with this fantastic idea can be re-tasked with sorting out the mess that W&PBC left with Brewers Quay and the Council Offices?
Feel that it is a bad idea to make it test for night throughout the holidays. Why Concentrate on the harbour side when the town centre first needs to be brought up to date with lower business rates so people can open shops again otherwise we won't have any holiday makers to do enjoy anything anyway because they're will come down See that there is nothing here and go away Won't come back
Fishermen more important than a few selected pubs getting a free beer garden
Free parking in the town is already very sparse and extremely hard to come by in busier months. The harbour shouldn't be encouraged to be used as a constant pub garden
From Easter to end September consider no cars Saturday & Sundays. The changes made last year to restrict traffic to local residents created a much improved atmosphere for visitors and locals to enjoy the harbour. I would like to see that return but I suspect closing the harbourside to traffic every day of the week would generate too much opposition.
Full pedestrianisation at certain times eg after 4pm between April and September?

Fully agree with it but it is CRITICAL that the town centre is prevented from becoming a set of barren streets or WORSE filled with MORE charity and phone shops. We need an indoor market filled with local produce sellers (fishmonger, butchers, green grocers, bakers etc like many northern towns have which are always busy. Otherwise these measures will be for naught as there will be nothing bringing people to the town

Further detailed consultation to be carried out prior to any decision being made. Please ensure good quality CCTV cameras linked to CC4 are installed in the area as part of this project. Public safety should be considered, and perhaps bigger bins provided as the current bins are often overflowing in the summer. Needs careful consideration about people drinking outside using glass/bottles, as often lots of broken glass around the harbour area. Please consult with Dorset Police and the community safety team and licensing team as their comments will be very beneficial. Please be aware the ASB PSPO covers this area and will need to be considered as part of the sitting out/dining/drinking culture!

Generally like the idea of the main proposals but feel that trying to cater for a mixture of pedestrians, cyclists, disabled people, vehicles, and people eating and rinking all on what is really a relative narrow harbourside is a tad over-ambitious and could be a recipe for chaos in the high season

Generally, with the exception of the cycle lane, this is welcome and the measures of last year enhanced an essential part of Weymouth.

Get on with it before summer

Get rid of all office and council blocks. This is a prime location as needs to be as pretty as possible, to attract quality visitors.

Go for it, don't talk about it. Good luck.

Go for it.... we always cycle or walk to town and there are too many cars parked along the harbour... let cars use the car parks not the harbour side.

Go for it....brilliant idea will bring sustained life and pride to this amazing assetlet's be more creative than parking cars.....plenty of space for them....encourage people to walk cycle socialise and safe access ability for all

Good initiative but the wider traffic issues must be addressed

Good luck with securing these changes.....

Good luck!

Great idea

Great idea

GREAT IDEA !!

Great plan which I support

Great scheme, well done to all that have worked to bring this progressive proposal together.

Great to see positive changes being made. I look forward to the Quayside Regeneration easing the conflict between fishing boats refueling and offloading on Custom House Quay and therefore would suggest not making the fishing boat loading bays too permanent.

Great to see these changes, you just need to make it a safe plan and then it will be great!

Great to see this extension of cycling route/facilities

Great!

Having lived here for a couple of years I have found the harbour area a dangerous place with traffic and pedestrians fighting for the same space. There was such a good feel during the Covid restrictions giving space for people to sit and linger and enjoy, and bringing in good trade to the harbour area.

Having spoken to a couple of residents in that area they do not seem to be very happy with these plans. Will Dorset Council actually take any notice of the public's comments or is this just a usual tick box exercise?

<p>How is the council protecting, nurturing and providing for yachting? Weymouth is not a Monaco of gin palaces. The Government planning active encourages yachting. As it should based on our history of sea faring and being an island. Free parking should be guaranteed for Marina and Harbour Vessel users in the immediate area or at the old council office car park. Shame on the council for sliding this through as, and I quote once again; "to improve drainage". Destroy yachting. Destroy the marine use of the old harbour, and you are left with a cess pit of drinkers on the quay side.</p>
<p>How soon will it take place?</p>
<p>Hurry up! Summer is coming! XxX</p>
<p>I agree with the proposal and fell it should be applied to Weymouth as a whole, perhaps a thought could be applied to further vehicle access around the town in the design of these proposals?</p>
<p>I am a cyclist but see no need for the provision for cyclists to be allowed to cycle in both directions.</p>
<p>I am a keen cyclist but I am not sure that a cycle track going against the one way system is a good idea. Surely better to have a specified cycle track in the same direction as other vehicles</p>
<p>I am a regular visitor to go fishing and have been coming to Weymouth since 1998. Without 1 hour parking bays it will be very hard to unload to fish so we might move our trips away from Weymouth. For shops in the front, such as the Weymouth Angling Centre, which is the hub of the fishing in Weymouth and drives a large amount of footfall and revenue, rely on the 1 hour parking for their business.</p>
<p>I am baffled by the need to put in a cycle lane. I have never had any issues using that stretch of road as either a cyclist or pedestrian unless of course you mean having to avoid the drunks from the pubs and bars who turn that area into a slalom course trying to avoid them as they stagger around or a place to vomit and drop food...especially during the Summer. There is no need to widen the pavement on both sides and I have no idea who would have thought that doing both sides was a good idea - how would the emergency services get through if they needed to ...they can at the moment. Getting rid of the parking spaces would act as a deterrent for me to go into the shops along that area, something which is really useful...I would just have to go somewhere else and probably not in Weymouth. This seems to be a very short term plan with little thought to the medium or longer term good of the business in that area...and I am thinking about more than the pubs here. There are no where near enough loading bays in the plans, there needs to be at least one other near East Street</p>
<p>I am concerned about what the proposed speed limit may be and the proposed width of the roadway. With that in mind I would like to analyse a scenario, A large ish car is 1.9m wide and would be driven approximately 0.6m from the kerb, therefore the other side of the car is 2.5m from the kerb. If a cyclist is travelling the other way in the centre of the cycle way then they would pass with a gap of 1.25m which is less than the recommended/legal 1.5m. Alternatively if the car is following a cyclist in the same direction the car could not overtake the cycle without 'transgressing' onto the cycle way. Therefore the car, and any following traffic must follow the cycle at a low speed. Have you taken these 2 points into account? P.S. apart from that it looks good.</p>
<p>I am enthusiastic about these proposals. Let's get it done and make it the start of really enhancing Weymouth so that it meets the needs of this century and allows us to catch up with other seaside towns/resorts that have done so much more to improve their environment and make them more appealing.</p>
<p>I am in support of the proposed changes especially seating and wider footpaths</p>
<p>I am totally in agreement with these proposals to hopefully make the most of our beautiful space this summer!</p>
<p>I am very keen for the outside seating and improvement of the appearance of the area eg planters, and safety eg bollards</p>
<p>I believe there should be a greater promotion also for hope square which once a bustling local focal point but is now just sad.</p>

<p>I believe this can only add value to our ghost town as many businesses are struggling this will attract many more tourists to Weymouth with a (abroad/ holiday) enjoyable time and will make people want to return time and time again</p>
<p>I commend the council for looking at this carefully and for carrying out a consultation. There will always be those who are dead against change but it would be wise to listen to genuine concerns.</p>
<p>I disagree with the proposals for the Harbourside on the loss of parking spaces. The chaos it causes around the town traffic wise when the Harbourside is closed as such things as the seafood festival the music festivals also the Covid closures of last year. The only people to benefit are a few businesses on the Harbourside not all businesses at the bottom end of St Mary St and St Thomas St are in favour in fact some have closed altogether after the Covid closure.</p>
<p>I do feel that with a bit of tweaking, the traffic around the seafront and harbourside could be better managed. As an owner of a local taxi company, our drivers were severely impacted on their ability to get around the town during the summer season. I appreciate that to make permanent changes, would be very costly. Therefore, maybe seasonal diversions could be implemented to drastically improve the traffic flow around the town to avoid unnecessary gridlock and air pollution. I would be more than happy to offer suggestions to how this could be achieved with the relevant people.</p>
<p>I do not believe there has been sufficient thought gone into this idea. The council must remember that it relies on the local population to function in a democratic way. This has not always been the case with public consultation in the past. You ask for our feedback and then completely ignore it and do your own thing. I believe that the Dorset Council will do the same here. The Council is too big and deaf as a post. I know that Weymouth & Portland is considered a tourist resort and there is a need to help the hospitality industry but not to the detriment of its residents.</p>
<p>I do not support removal of all the car parking spaces. I hope there can be a compromise regarding this with, say, 25 being retained and other sections reduced in width accordingly by the area with parking. If this is the case, there is no need for dedicated spaces for people using a disabled parking permit. This particular area of town will not need many planters because it is attractive anyway and they will take up precious space. Is there somewhere near to this area that is appropriate for cycle parking? I hope that you will remember that this is a working area, not only an area for people to sit/stroll and enjoy.</p>
<p>I don't think this survey will make any difference to how us locals feel. The council have had this planned for years.</p>
<p>I don't see any need to increase the use of outdoor seating for current establishments. It is more than adequate. The current one way traffic system works well. I am disabled and need more distance to use this route safely. If you make the planned changes then my safe route will be reduced drastically. I visit Weymouth several times each year and this will make me think again. Sorry but I strongly disagree to these proposals.</p>
<p>I don't think we need a dedicated cycle lane. It would be a shame to lose all the free parking, as a resident I often use them just to nip into town.</p>
<p>I feel perhaps the winter free parking hour could be restated as a fair few people from Weymouth outskirts use this and any help cafes and smaller shops can get out of season is a help to them</p>
<p>I feel that only minor changes are needed. Not to give a few traders more excuses for causing more drink related problems. Just needs the parking along the harbour sorting out perhaps a few more disabled parking spaces. Perhaps move the fishermen up towards the pavilion end where there is a lot more space.</p>
<p>I for one look forward to see these improvements for us as locals but also to cater for our tourism industry as this is the way we bring more prosperity to the town.</p>

<p>I grew up in Weymouth and I think this summer opening up the quay with the facility for restaurants, bars and cafes to have tables outside enhanced the resort and I will make it more attractive for people to visit. This is especially important for businesses while they try and recover from the pandemic.</p>
<p>I have a number of concerns we had a lot of anti social behaviour in 2020 concerned about cycles on the narrowed road using both directions the designated cycle lane should be only in the same direction as traffic and keep them in the designated lane ... last summer was a nightmare</p>
<p>I have no objection to public social seating and safer pedestrian access to this area. More private seating for pubs and restaurants is a non starter and should be thrown out.</p>
<p>I hope people back this!</p>
<p>I hope this scheme is an endeavour to compromise between the working and recreational elements of our harbourside and not a prelude to a future pedestrianisation and therefore displacement of our commercial marine businesses.</p>
<p>I hope you can do this for this year's coming season.</p>
<p>I know it's not about pedestrianisation but I'd like to see that. It would create a lovely area, safer for sitting out and visiting. This all needs to be linked up with the development at the peninsula.</p>
<p>I like that there could be more outside seating for the businesses along the Quay, I enjoyed the atmosphere this created last summer. I am concerned though that the path being widened along the harbour wall will encourage larger groups who take their own alcohol and congregate near the town bridge.</p>
<p>I look forward to no longer needed to worry about a railway line grabbing my front wheel!</p>
<p>I really think most people will agree that something has to be done for residents and holidaymakers. I totally agree with the removal of parking spaces as long as drivers can use the Pavilion or old council building for parking. Most people want to walk and take in the views.</p>
<p>I regret the removal of the railway lines, which were part of the heritage of Weymouth. Weymouth is a unique harbour, and I believe these proposals are a scheme to by stealth move away from a working harbour to one towards a "cafe culture and tourist orientated environment which will be detrimental to the future of the town. It is clear that the high street is changing, so why not allow for sitting out areas within the town centre, instead of ruining a perfectly good balance between the harbour customers (not "users"), and businesses which exists now. As usual, I fear that these decisions are taken by people who never visit the harbour to see how the harbour operates at its busiest times, and have little concept of the impact their proposals would have on Weymouth as a working harbour.</p>
<p>I think a proper fuel station should be installed and better commercial fishing station like ice machines and somewhere better to land their catch and store equipment and that would hopefully invite some of the mid channel boats to come and use the harbour even if its just for fuel</p>
<p>I think I have covered all my points</p>
<p>I think it will be a shame to lose all the parking from the harbourside, so many of our elderly find it beneficial, as do local residents and businesses. We are already struggling in terms of parking. Sometimes I think you try to change things for the sake of changing and I think the money would be best spent elsewhere. The main beneficiaries here is local hospitality.</p>
<p>I think that the proposals don't take into account all the many different types of business. At the end of the day this is a working harbour I feel the proposals will make life difficult during the holiday periods. For most of the people that make their living from the sea.</p>
<p>I think the dining out worked really well last year and brought a classy element and lovely feel to our beautiful harbour. Would love to see those businesses do well again.</p>

<p>I think this needs careful thinking because this could have an affect on other hospitality venues In the sea front area. Giving the harbour area an unfair advantage in the summer months while not improving the harbours overall feel. I just think the whole thing last summer was not very well thought out and just ended up as area where there was a lot of people drinking far to much alcohol which didn't make the harbour a great family friendly area.</p>
<p>I think this would be a great asset to Weymouth.</p>
<p>I think to try and make it very appealing to visitors. I think people sitting on the road drinking lots of alcohol shouldn't be allowed and people bringing their own drink. It should only be tables and chairs you can sit with alcohol. You need to have it like a continental feel with plants, seats etc which would attract visitors.</p>
<p>I think we need to help are fishing boats but using the old car park behind the pavilion for loading and unloading and if we can open up room for them we can have bigger boats it would also mean that there road would not need hgv bays the is loads of unused space down there so a fish mark it would boost the local economy and boost jobs</p>
<p>I think widening walkways is a good idea, but not if they just get filled up with yet more tables and chairs from harbour side cafes etc yet again sending pedestrians into the roadway as current is the case. A good example is the bike cafe on the harbour side which in "normal" times has tables outside and lots of people with bikes milling around and you have no choice but to walk in the road.</p>
<p>I understand that complete pedestrianisation is not possible due to the need to load and unload from the harbour, but the more cars can be restricted, the better the space will be for both residents and visitors to enjoy the harbourside</p>
<p>I will miss being able to park for free along side the harbour so I could nip to the shops, Weyfish and the bank.</p>
<p>I would ban traffic except for commercial and disabled vehicles between 10.00 and 22.00</p>
<p>I would like to see dog waste bins</p>
<p>I would like to see more emphasis on pedestrians than cyclists, such as safety,</p>
<p>I would like to see no traffic along custom house quay</p>
<p>I would love to see a reduction in traffic levels in the centre of weymouth, and only hope that this will help achieve that.</p>
<p>I would prefer there to be no vehicle access (including cars) at all during day light hours, with deliveries/loading only allowed before 8am/after10pm. Cycles only with secure cycle parking would be ideal and would encourage locals to leave their cars at home.</p>
<p>I would prefer to see as much of the harbour side (snd area south of The Pavilion) used for cafes, restaurants pubs. The use it (for example) for office space/training is a a total misuse of the opportunity the space affords. I would propose a temporary (eg 10 mins) Drop off, free, parking area to service those with boats in the harbour; & use as much of the scenic spot for hospitality</p>
<p>I would question if there a need for traffic along this area other than commercial vehicles for deliveries , to support the fishing vessels etc. Would it be better to have the area pedestrianised. In this way it would be safer, quieter for those dining , walking etc.</p>
<p>I would suggest diverting traffic from the seafront along Belle View>left on East St>right along Mitchell St & make St Edmunds St two way. You could then make Market St one way from Maiden St to East St. Then make the harbourside restricted to commercial deliveries and access only and not have all traffic coming down the harbourside and up lower St Mary St to get to the town bridge as they will come along St Edmunds St.</p>
<p>I would welcome similar proposals for the south side of the harbour, taking account of the needs of residents and businesses.</p>

<p>I'd like to see similar business such as those the other side of the bridge (ie sailors return or restaurants and pubs on other side of harbour) having opportunities rather than a selected few. Parking will also be an issue and an alternative short stay free parking alternative as well as residents parking needs to be considered. We have relatively few shops but some people only need a limited time and residents shouldn't be expected to walk miles from their houses.</p>
<p>I'm from Brighton and we have encountered all sorts of issues with dedicated cycle lanes along the sea front. Collisions between pedestrians and cyclists seem to be daily events and a new cycle lane introduced on the sea front at the cost of one of the two lanes for traffic had to be withdrawn within 3 weeks of it being introduced due to the carnage it caused to traffic in the area which backed up to the outskirts of the town.</p>
<p>I'm not sure why the plan incorporates one way cycling lane against the flow of traffic but also allows cycling in the other direction with other vehicles. It would be good to hear a bit about the thinking behind this. Would it not be possible to have a slightly wider cycle lane allowing two way cycling.</p>
<p>I'd like to see a more radical 're think of traffic in the town centre</p>
<p>If 1 hr free spaces being lost there, perhaps the old Westham bridge could be made free parking instead of pay and display. It is useful to have some one hour parking near the town centre.</p>
<p>If any of the councillors involved in this actually spoke to the businesses and residents who live here, they wouldn't even have proposed it.</p>
<p>If cyclists are following cars, a low speed limit is probably advisable no more than 10mph? There could be a lot of people milling around, especially if the new plan encourages greater footfall to the area. People on the other side of the quay, Trinity Road, often seem to forget that cars have access.</p>
<p>If removing parking spaces they will need to be provided elsewhere.</p>
<p>If the plan is to do away with the free parking spaces, motorists would have no reason to go there so the council should make the whole harbour side pedestrian only.</p>
<p>If the proposal goes ahead I think the council should erect speed awareness signs eg: SLOW watch for Pedestrians or similar.</p>
<p>if this scheme goes ahead i would like to suggest that there are permits given to harbour users so that we can get parked possibly pavilion site ? i would also ask that harbour users are told of decisions on this asap so that we can help by arranging our business accordingly .</p>
<p>If two-way traffic is unviable, one way could work, travelling from the pavilion towards the Town Bridge and it would be possible to maintain parking spaces similar to the ones available now. It would just mean not having a cycling lane heading towards the Pavilion.</p>
<p>If we lose the Car spaces on the harbour ,could they not be replaced on westham Bridge . It's a great idea !!</p>
<p>If we lose the option of free parking along the harbour side, I believe it'll have a detrimental effect on a lot of local, independent businesses. It's a massive draw for people visiting the town centre. Parking and loading bays for both working and visiting boats are essential. I would hate to see Weymouth's fishing fleet compromised for the sake of tourism alone. Angling and sightseeing charter boats need not be forgotten about during all this. They're a massive part of our local economy</p>
<p>If we want to encourage visitors to come back to Weymouth for their holidays we need to become more European in our thinking So yes we need plenty of room for tables and chairs outside from April - Sept as their will be very little left in the way of shops left in our town! Also there is no need for parking along the quayside in the summer months, traffic moving slowly is not a problem but parking is!</p>
<p>If you are going to make the area pedestrian then make it pedestrian don't do it half cop. I am disabled and I've voted for no disabled parking as people will abuse this as they do everywhere else. Give more disabled parking in town. But if you are going for no cars except for the fishermen then keep it as that as tourists will see a car going down the harbour and follow suit regardless of signs.</p>

<p>Important to ensure that local fishing is supported as this is a working harbour and needs to remain so. That would benefit local businesses and is of great interest to visitors too</p>
<p>Important to maintain vehicle access for local businesses and the atmosphere of a working harbour but no need for any other vehicles except disabled drivers.</p>
<p>Improve Public transport infrastructure. Land trains (Include wheelchair carriages) and Taxi bikes. Possibly additional water taxis for along the harbour as well as those currently transiting the harbour. Anything that will reduce the need for traffic in the area especially during the busy tourist months. Unobtrusive (Glass?) barrier along the harbour wall to improve safety.</p>
<p>Improved paving and surfacing. Avoid cluttering with signage</p>
<p>Improving this area will help not only the local businesses but also increase footfall in this area. Widening the pavement will help avoid accidents between pedestrians and traffic. Unfortunately although the improvement recently made it safer for cyclist the traffics speed has increased making enjoying a walk by the harbour quite dangerous at times</p>
<p>In principle the whole idea is a really good one. We should become more like cafes abroad and cater for outside eating. Far more civilised.</p>
<p>Increase the capacity of the loading bay for boat users, very often at present there is not enough space in the only dedicated loading bay by the mooring entrance.</p>
<p>Invest in replacing derelict channel customs building. It seems any investment in south Dorset goes to Dorchester? Consultation only has a value if the funds are available, less than a half million pounds is not going to make any real difference,</p>
<p>Is it the best way to spend public funds considering that many families are struggling to find money for food in the current situation? I would rather see the money spent to support these struggling families. What will be done to reduce the amount of traffic along the seafront and the stationary queues that were a regular occurrence last summer? How will social distancing be accommodated? If the parking spaces are removed will it increase congestion elsewhere? If people can't park for free along the harbourside will it reduce trade for some of the businesses?</p>
<p>Is there a strategy to link wider pedestrian and cycle ways all along the water side in weymouth. It would be great in the long term if that could be achieved.</p>
<p>It can only be an improvement. There is too much traffic around the harbour area, always looking for free spaces. More pedestrian areas are a must.</p>
<p>It does need a face lift but be careful of trying to be something your not. Weymouth to me is a past working habourside it is quaint old fashioned with alot of history. Somewhere to stroll, sit eat fish and chips, watch the boats, Boulster that.</p>
<p>It is a valuable asset to the town. It is lovely. It needs to be more family friendly so you also need to discourage anti-social behaviour.</p>
<p>It is and always has been a working harbour..... looks like your trying to make that as hard as possible</p>
<p>it is essential that any proposals do not take away the ability of the small fishing boats to continue to operate from this part of the harbour. their presence is part of the charm/draw of Weymouth. Please consult properly with the relevant people involved in these businesses. As presently configured there does not seem to be adequate provision in the linear spacing of loading/unloading bays. Servicing of all businesses along the quay will be essential going forward. However Green and Environmentally friendly the Council would like to become (which is admirable and certainly necessary to combat climate change) to totally pedestrianize this area (which I'm aware this proposal isn't suggesting) would not be a desirable objective</p>
<p>It is essential to keep open a route away from the pavillion area that does not pass the clock tower, particularly for traffic heading in the Portland, and wyke direction.</p>

It is good that there has been no suggestion that the area should be totally pedestrianised. I am concerned about the withdrawal of 39 car parking spaces. These are useful in that if one lives to the south of the town - as I do- they enable one to visit the town centre without driving round in circles (contrary to some views) make purchases (thus providing a necessary and much needed boost to the town centre economy) and return home. The contra flow cycle lane is nonsensical and is likely to cause as many accidents as the harbour tramway, especially in view of the behaviour of many cyclists. The majority of these were caused by the cyclists themselves when, in my local authority career I dealt with aspects of claims against the local authority.

It is important to maintain a route for vehicles along Custom House Quay, even in the height of summer. Closing that off totally, as was tried last summer, was grossly inconvenient for local residents and produced traffic jams back along the Esplanade. Broadly the plan is an improvement. However, I have two reservations: A) The contraflow cycle lane is right next to pedestrian walkway. Pedestrians will see oncoming car traffic and assume that ALL traffic, including bikes, comes from that direction. I predict that pedestrians walking away from the town bridge along that walkway will step out in to the path of cyclists, not realising that cyclists are coming up behind them. B) The 39 one hour car parking spaces are vital and must be found elsewhere. Why not in the area to the side of The Pavillion in that disused area between The Pavillion and "Building B", the old ferry terminal building?

It is not in the scope of these proposed changes, but this respondent would like to see similar changes brought across the other side of the harbour to complement them; the temporary changes during the summer were extremely welcome.

It is very sad to lose the rail tracks and will be sadder still to lose the whole character of the Harbour side. Many films have used this as a backdrop which must have brought some income to the town. If Weymouth loses it's 'quaint' areas then visitors, filmmakers etc will go further west and only the worst of holidaymakers will remain. Weymouth needs to keep its heritage and not turn into a Blackpool of the South, bringing with it discount shops, budget hotels etc. it has one of the most spectacular beaches and views. Don't ruin it!

It seems a strange idea having traffic heading towards the Pavilion as likely to cause more congestion than flowing in the other direction where there can be easy access up to and over the bridge as we have now. Agree wholeheartedly with single direction idea.

It seems again that a proposal has been made without the consultation of residents and those who work in the harbour. The council seems to forget that the majority of visitors find watching the working boats (fishing, trip, charter etc) and pleasure boats, along with the lifting of the bridge is one of the draws for the town. Why then does the council seem set on prioritising a drinking and bar culture on the quayside at the expense of those who work and use the harbour and the Harbourside residents? One last thought, please consider in any improvements the many families and others who enjoy catching crabs and sitting on the quay wall. Please don't build fencing or other 'improvements' that restrict the ability to access the harbour from the wall.

It should help business and if motor traffic is considered positively and allowed to move easily along other adjacent roads there should be no downside.

It was a rare delight of last year to be able to sit outside on Customs House Quay enjoying afternoon tea in the summer sun. Make this permanent and our regular visits to Weymouth can only increase.

It was fabulous last year so for it to become a permanent feature is great. The idea also needs to be continued around the inner harbour (marina) to replace some of the dreadful buildings around there

<p>It will be fantastic to see Weymouth regenerated it's a crying shame the harbour tramway has gone now and the ferry is missed in my view it needs a rethink on the peninsula and hopefully to bring a ferry link back where it belongs Weymouth has lost so much with this the navy and everything what it does have is amazing beaches attractions and puts a smile on everyone's face at lovely holidays and a wonderful place to live and visit we love coming now three generations since 1962 from The west Midlands The harbour is a major cultural and heritage asset and this will make it live and grow and be proud of hope my comments are useful DL Russell</p>
<p>It would be better to completely pedestrainise if possible, it can be quite hard to drive down here anyway with all the pedestrians</p>
<p>It would be brilliant if the quality of this projects delivery could set a high bench mark for further improvements of the harbour side and town in general.</p>
<p>It would be good to remove all moving traffic from the region but I don't suppose that is feasible.</p>
<p>It would be lovely to be able to sit on the harbour and enjoy the environment in the summer months without the worry of traffic. The summer of 2020 proved that this can be done and was welcomed by everyone who used the additional space, business and customers alike.</p>
<p>It would be nice for trees to be planted along the rout which would eventually provide shade in the summer months and make the area more ascetically pleasing.</p>
<p>It would be nice if there was use of colour, the buildings, plants, trees and the boats. Make it a space people want to visit and sit and watch the world go by. Seats for people who want to sit but may not want to purchase from the current businesses.</p>
<p>It would be nice to cycle around weymouth safely in the summer. It would be nice to be able to cycle safely from Sutton Poyntz to Weymouth, especially in summer. St. John's roundabout nightmare for young cyclists.</p>
<p>It would be nice to have proposals like this as the first step in an integrated strategy aimed at significantly improving public transport (and reducing pollution) around Weymouth. The harbour should be able to be a fully pedestrianised zone, if the whole town could have significant traffic reduction and it became the norm (with proper mitigation for businesses, as managed in so many other comparable-sized towns with large pedestrianised centres), but it's really hard to imagine that at the moment because it's such a car-dependent town.</p>
<p>It would be really good to see this both sides of the harbour</p>
<p>It would be so beneficial to the town to have traffic access more limited and available public seating and cafe areas in its place.</p>
<p>It would be wonderful to see the area developed as it should be the heartbeat of the town. It is a beautiful area and there isn't a need for general traffic to drive down there. The area should be dedicated to the hospitality that is based there for residents and travellers alike as well as to work specifically for the vessels that based in our harbour, after all we are a seaside town and whether it is for fishing, day trips or other water based activities we have a fabulous harbour that should be custom made to allow people to enjoy it.</p>
<p>It would make a good social area</p>
<p>It's misleading to imply; in order to deliver on the proposals, 39 free spaces must be removed. The impact of the removal of these should be fully investigated and a location for possible replacement of these considered (eg; adjacent to the Pavilion by the ex-Condor buildings where cars are rarely parked presently other than a few weeks in the summer</p>
<p>It's bringing the harbourside up to date, modernising it. It's what you see abroad.</p>
<p>It's the 1 chance to make or break it so listen. Commercial harbour users should have opportunity to comment specifically in their area. Poor gossip from them can damage public perception.</p>
<p>Its the right thing to do and this is an opportunity to do it that shouldn't be missed.</p>

Just because you have some funding probably on a use it or lose it basis don't waste it on a glorified drinking area. The harbourside is the Jewel in the Crown for Weymouth locals and visitors, don't ruin it. Previous councils have done enough damage, passing this proposal would ensure you are all remembered for killing our town.
Just carry out minimal work to improve demarcation of the multi users space and attend to deteriorating road and pavement surfaces.
Just leave it alone!!!!
Just motorhome parking this year and next you will be looking at a 75% increase in these vichcles with home vacations
Just pedestrianize the whole area.
Just reinstate it as it stands, consider temporary closures for the summer and review in 5yrs
Just the lighting as an addition and great the tracks have been removed. This area is a real asset to weymouth that is under utilised. If this was abroad they would not have this area as a parking area and loads of traffic constantly going up it. Really hope it happens Not too much tarmac and nice surfacing for walking and different colour for cyclists - please make it clear on who should be where as people don't like sharing space!
Keep bikes off this area if possibe and put them on the roads, contra-flow cycle routes sound confusing and hazardous for walkers expecting traffic from one direction
KEEP IN GOOD ORDER ; NO VACANT LONG TERM PROPERTIES. GROUP OF VOLUNTEERS E.G . HARBOR GUARDIANS TO LITTER PICK, NURTURE PLANTS, GUIDES ETC
Keep it family and dining orientated, not an area for drunken yobs upsetting the people who holiday here, after all we barely have a police force these days and what we do have is overstretched.
Keep it pedestrianised in the summer months, it worked very well and much better for business.
Keep it safe for the fishing trade
Keep Parking Spaces. Use all pavement areas (as it is now any way) for tables & chairs , for eating & drinking out. Keep road open 100% There is already a walk way next to harbour tidy it up , sign post it & get is used.
Keep the drunks and drug dealers away, they give Weymouth and surrounding area a bad name.
Keep the free parking spaces, without the free parking spaces local people will not visit the town centre to shop they will go elsewhere that is why there is no Sainsbury, Morrisons, Lidl, Toolstation, Srewfix, EuroCar Parts, etc in the town centre because they give their customers what they want which is enough free parking.
Keep the hour parking spaces to help the local businesses!
Keep the same number or increase free car parking slots. There is a reason why there are so many empty shops in the town centre, one to the major ones is that the Council makes it AWKWARD and EXPENSIVE for locals to visit the town centre by car. I choose to shop where I am welcomed and parking is free as do many other people. I like the provision of cyle ways.
Last summer the harbourside did become a bit of a beer garden. Not nice.
Leave as it is. Oh your next set of options. Colour, race or ethnicity does not matter. Completely irrelevant. Another rant. Lets keep it a dog free zone. They are also a nuisance, pooing everywhere when you are having a meal or drink.
Leave it as it is
Leave it as it is and spend the money on fixing potholes.
Leave it how it is
Leave the harbour alone
Leave them as they are.
Leave well alone.

Leave well alone. there are more pressing things to be done with the town than titivate the road system round the harbour.
Less traffic, more walking/seating the better (with working harbour at it's heart).
Let's do it !
Let's get the Ferry services back .that's how to make money in a working harbour
Let's have no motor traffic.
Like the dace more pedestrianised. Parking removed would be good
Like the idea of cycle paths and parking. Lots of seating should be made available
listen to the people who work there.
Little train service. That would be brilliant if it could link the Pavilion with all major car parks and key visitor site and during the summer (hopefully) pedestrianisation have it stop at pavilion end and then magically reappear in Maiden Street, near Weyfish, and/or near the Marlborough fish and chip shop. If this was free for Blue badge holders would eliminate the need for disabled parking during August.
Local residents have always said more pedestrian ways, more cycle routes to link up with existing routes to get you across to the other side of town and improved planting and seating. You get this right and people, in the main, would be happy.
Look at berth holder parking facilities
Look at Trinity Street and remove vehicular traffic at peak holiday times.
Look for the benefits for the hole town not just a handful off pubs and look at the summer off 2020 on how much trouble it cause
Looks good.
Looks positive
Lots more sitting, permanent sitting and undercover tables, similar to Mediterranean coastal resorts. It worked so well last summer but needs to be permanent and some undercover with vines and lights up
Love going to the harbour it's a lovely resource.
Loved the eating out extensions, wish cars could be banned from parking between April and October.
Make it as safe as possible
Make it happen
Make parking for quick trips into town somewhere else.
Make provisions for Sea wall height increase due to climate change/ works for replacement of wall/Pilling
Make some parking for divers cars, If the new proposal for the old municipal offices go ahead that's even less parking ,there doesn't look like the apartments have any. Stop closing the road for music festivals that only make Weymouth look like a party town. Move the fish festival to the seafront or the nothe.
Make sure there are sufficient litter bins to accommodate the extra rubbish that will ensue. Police the homeless and alcoholic who already sit around all day drinking swearing and smashing bottles around the whole harbour area and Radipole lake.
Make think about total pedestrianisation allowing access to commercial users and residents only.
Make use of the road for local access only and police with cameras, if user not local warning letter, fine on repeat offence, whilst at deploy cameras to police bottom of St Thomas St by Tesco. No entry sign ignored by too many, every time I walk up the road I witness private cars which want to mow me down.
Many events use harbourside. Permanent leases and licences should not prevent them taking place .
Maybe it's time to sort out the fire traffic before embarking on poorly thought out window dressings.
More disabled parking near the pavilion.
More hour 2 hour parking
More litter Bins

More live music events. More stalls - weekly artisan food market Weymouth has potential to be more classy. Use Padstow as an example.
More outdoor eating provision. For the safety bollards look to what London has done on regent street. Having planters is much better looking than some boring old bollard.
More public benches overlooking the harbour.
More rigorous policing would be required to prevent drivers from encroaching on the cycling areas
More seating on South side
More should be put into place to support our fisherman! There is enough disability parking plus the fact they are able to park on double yellow lines! Businesses do not need outside seating it will only add to the drink issues in the town as individuals will be sat outside pubs in the summer all day posing great risk to oncoming traffic and never mind the major risk of falling into the harbour.
More space for families to stop, relax and eat their picnics and their own provided food and drink.
Much more walking space as A boards always seem to take over, not just the harbour side
Must have greenery. Maybe no traffic between certain hours.
Need more parking
Need parking after 6pm for the visitors staying in nearby guest houses with families.
Need to listen to all businesses on the harbour... not just the ones that want changes!
need to make sure there is plenty of space for fishermen loading/unloading
Need to regenerate the other side of the harbour where the old gas storage tanks were
Needs to be kept clean and safe for all using
No
No
No
no
no
No
No
No
NO CYCLE LANE!!!
No cycle lane. Take that bit out and you would be surprised how much support this will get.
No further comments. Good thinking with these proposals except for two way cycling,
No just get on with it!
No just more disabled parking, must be terrible for residents in the harbour area to lose their parking, but all comes down to money money
No provision should be given to cyclists until they improve their behaviour on the road. Do not reward poor/dangerous road use. If you take away the free parking along Custom House Quay you will severely disadvantage small businesses in the area.
No see earlier other than the questionnaire appears to be designed to get buy in to what officers want not what has already been decided by councillors and earlier consultation. There is no provision in this area for selling fish or boat rides and scant acknowledgement of the needs of the Harbour users.
No thanks
No traffic is key so ensuring access can be maintained but only at certain times. This is why I'm not sure about disabled bays - there are a number of disabled bays in Pavilion (rear) and Governors Lane. Maybe increase disabled spaces at the front of the Pavilion (the ones that are currently coaches could be dual purpose)

No, however as a side note I've always thought that the area by Sainsburys would make for a great water park/leisure center something like Coral Reef in Bracknell. Could boost winter tourism.
No. The current proposals are astonishingly thorough and apposite.
No. Think it will be great and should have been carried out a long time ago.
No. Think it will be great and should have been carried out a long time ago.
None
None
None
None, I like the new proposal.
None, I think it is a good plan.
Not at the moment
Not really, a great idea and you have my full support.
Not sure how the licensing of outdoor sitting is regulated in Weymouth. I support the outdoor sitting but maybe there could be an obligation for the pubs to install a barrier between their allocated sitting area and the "outside", and that they should point people away from their sitting areas (to encourage them to use the "harbourside" areas instead. Similar as along the esplanade. Make sure that there are enough seagull-proof bins. Take away-containers from pubs/bars should be recyclable only, ban the use of plastic trays, straws, cups etc. Provide clearer signs to the public loos (or install new ones). Consider making the harbour wall sitting friendlier, eg put wooden or recycled plastic planks on them. Also, install a seating-friendly harbour wall where this is currently missing to allow both sides of the pavement to be used for sitting. Consider providing arrangements for small group sittings, e.g. curved benches or 2 smaller benches that face each other. The road is sometimes used for events eg seafood festival; consider providing "mobile sitting arrangements" that could be moved in case of such events. Consider putting up designated busking areas
Not WANTED!!!
Now that the railway lines have been removed making the road safer there is no need for a separate cycle lane which will take up space for other users and uses.
Offer some kind of concession to attract visiting leisure boats. Example: discount voucher to harbourside restaurants. By attracting people with pleasure boats who like to eat at restaurants I believe will be an added attraction for more residents and tourists to spend more time and money in the area.
OKay

On the downside: - Loss of parking. - Contraflow cycle lane is an accident waiting to happen. - Lack of consideration towards behavioural impacts after 10pm. Which do not fit the alfresco vision for the harbour. - Potential for considerable ASB after hospitality venues have closed, up to 3am (as happened last year). - Potential for Helen Lane and the surrounding area to be the public toilet of choice for aggressive, intoxicated revellers (up to 100 urinating and defecating on busy nights) against resident's front doors, garages, cars, and personal property. Not helped by emerging off-sales culture and distancing from licensed venues because of the ASB last year. Community toilet scheme not welcomed. Public toilets closed too early. This caused significant distress to residents and their families. - Potential for the harbourside to be a venue of choice for off-sales drinking and revelling after 10pm. Intimidating atmosphere. - Potential for revellers to bring their own sound systems and use them to support their own entertainment at nuisance levels after 11pm. - Lack of council enforcement for the PSPO, for alcohol and ASB, with no council enforcement after 10pm. - Lack of reactive enforcement for considerable nuisance noise and ASB issues. Residents get passed around the houses. - Lack of police enforcement for use of and selling of drugs with ASB on the doorsteps of resident's homes, into the early hours. - Lack of police enforcement for considerable public toileting, public order that was amounting to ASB given the distress being caused. - Extensive litter, including broken glass and drug paraphernalia. - Potential for the harbourside to become lovely up to 10pm, and a hot spot for intimidating ASB after. Not in keeping with what's being supported by the highways proposals. And not enforced or managed. Feels like a hidden and ignored problem. - New PSPO to be updated with condition for public toileting, as most other PSPOs have across the country. - New PSPO to be updated with stronger, more effective and practical measures to actually deal with ASB from visitors who do not fall into the homeless and other similar categories. It seems the council do not think this is an issues outside these groups. NOTE: Police statistics will not reflect the seriousness of the issues experienced here. Residents have lost faith in the system. And have given up on reporting because of no response or conflicting advice. The ASB and licensing issues have been so significant that 10 families were forced to move out of the area last year. Residents support the construction changes in the highways, but are extremely concerned about the increasing and unresolved impact of escalating ASB. Exacerbated by limited resources and enforcement, especially after 10pm. Some of these issues are being constructively looked at now in a small group with council and police representatives.

Only comments I have already said

Only the comments above.

Outside amenities must have a reasonable curfew. The topography of the area creates acoustics which results in nighttime noise drinkers, buskers etc creating disturbance for families on the highly residential south side of the harbour.

Parking for residents needs to be taken into consideration

Part of the charm is having it as a working harbour. Surely if you want a party area that's what brewer's quay is for

Past overdue

Pedestrian safety is important, as is access for the local fisherman and businesses.

Pedestrianisation of both sides of the harbour and make Hope Square more of a focal point

Pedestrianisation of the whole area

Pedestrianisation whenever possible

Pedestrianisation worked last year in spite of the forecasts of the doom mongers.

Pedestrianisation. Pedestrianisation Pedestrianisation. Surely something could be worked out? The harbourside is crying out to be pedestrianisation

PEDESTRIANISE BOTH SIDES AND MAKE IT GREENER!

<p>Pedestrianise the area with no vehicles , plenty of disabled parking already in the town, so allow businesses to expand their outdoor areas without vehicles interrupting the views- also support our fishing industry with loading bays at sensible points to allow our local fishermen to work successfully. Cycle lanes ok if adhere to the rules- not convinced contraflow great idea though - be dangerous to walk down the harbour with cyclists everywhere</p>
<p>Pedestrianise this area - allow business/fishermen access</p>
<p>Pedestrianised harbour worked last year. This is what Weymouth needs to encourage visitors.</p>
<p>Perhaps loading bays can be multi purpose and provide seating areas for restaurants and cafes in the evening, day once deliveries completed.</p>
<p>Perhaps some restrictions on traffic at some times of day/ seasons of the year. Developing the quayside up towards the pavilion will also benefit this area. Residents parking In the summer season very difficult, use of the pavilion car park? Not issuing hotels on road parking permits to be considered.</p>
<p>Perhaps take the opportunity to stop traffic here altogether in the future and review one- way traffic rules in town?</p>
<p>Perhaps there needs to be more proactive engagement with those directly affected. Respect Weymouth could assist with this.</p>
<p>Plans look good</p>
<p>Planters, bollards etc need to in no way hinder the access to load/unload vessels at the harbour wall. Our customers do not just walk on and off via the access ramps they load fish and tackle over the wall as it is the safest way to do so especially on the larger tides. This must not be hindered in any way.</p>
<p>Please add more safety precautions.</p>
<p>Please align this plan with a review of South side eg pedestrianisation of Hope Square, enhanced seating as happened this summer and perhaps a single lane road rather than 2 lanes and make 1 way?</p>
<p>Please can we let restaurants/cafes have more outside seating. The pub at the end that already has outdoor space can get overcrowded and as it is mostly a drinking pub, it can get rowdy. The other venues, where eating is popular, having outside space would positively change the whole feel of that area. It would feel safer and accessible to a much wider range of people.</p>
<p>Please consider my comments on the previous page. If really love to see some changes but would much prefer if they reflected better improvements for all, including local people.</p>
<p>Please contact us sows can offer any input you might need. Fantastic news! Very well done</p>
<p>Please do whatever you can to create free 1hr parking spaces elsewhere nearby. These are very useful to residents & business and encourage people to pop to the shops when they wouldn't otherwise if they have to pay.</p>
<p>Please don't change it</p>
<p>Please don't think that this proposal needs to be permanent 365 solution. Think of a flexible solution that will best fit summer v winter usage as well as daytime v evening usage in the summer. Why deprive locals in the winter from parking for a hour to do a quick 'pop shop'. If you want to continue to decimate the town then keep taking the 1 hour parking slots away or convert 39 pay and display slots to 1 hour free slots local to the quay side (around Alexander Gardens) for example as compensation.</p>
<p>PLEASE DON'T KILL THE GOLDEN GOOSE. YOU'VE JUST RAPED THE HARBOUSIDE WITH THE CRIMINAL REMOVAL OF THE HERITAGE RAILWAY TRACKS. PLEASE STOP NOW BEFORE YOU TOTALLY RUIN WEYMOUTH'S JEWEL...THE HUSTLE & BUSTLE OF IT'S COLOURFUL MIXED USE WORKING HARBOUR THAT IS LOVED FOR WHAT IT IS NOW, AND CANNOT BE IMPROVED.</p>
<p>Please don't put in cycle lane going against flow of traffic sounds awful.</p>
<p>Please ensure that there is space for the fish festival and live music events such as the Quayside music festival to continue as they draw in the crowds.</p>
<p>Please ensure the choice of paving is aesthetically pleasing</p>

Please get on with it asap.
Please give this some serious consideration as we anglers bring needed revenue into the community especially during the winter months when needed most
Please make this happen, Weymouth needs this to become a foodie destination and one working towards a green future
Please pedestrianise both sides of the harbour.
Please please don't do it. You've destroyed our heritage already by ripping up the train lines instead of making a feature of them. Improve yet, but it doesn't mean destroy
Please review the traffic movements from the Seafront at the same time.
Please see comments on earlier page. It is important to keep some of the character and history of the area in any new design and be sympathetic to both the working harbour and other waterfront restaurants and businesses. The inclusion of a few key features (such as the original route of the tramway) is a way that this could be achieved. Modernising without character detracts from the appeal that draws people to visit the area and makes Weymouth unique.
please see previous
Please see previous comment! No parking on quay means loss of business to the town centre!!!!
Please sort the resident parking you already sell more permits than spaces in zone f. That coupled with the pay and display means we're not getting what we pay for. Allowing parking at the pavilion on f permits will be a big help.
Please stop all cars
Please stop pampering to and encouraging the regular drunken behaviour and vandalism towards the working harbour and its vessels.
Please try to make it a pedestrian area only as most harbour areas are in other parts of the country and world - it can be done and improves the businesses in the area at the same time. Yes you have to have loading bays for the boats and businesses but not on street parking. At the moment the view from outside seating is usually of a parked car and the pollution and fumes as the cars change does not encourage an enjoyment of the meal etc.
Pontoon for visiting day boats to grab food and drink? 1 hour waiting time?
Presumably the council is also thinking about how to upgrade the Cove side of the harbour to match these new improvements?
Provide replacement short term FREE parking to replace the removed parking spaces. Ensure that boat users do not use the footways as storage areas for fishing gear etc. Provide plenty of seating on the waterside along with information panels explaining the contribution Weymouth harbour made to D day. Most important of all make it a welcoming area for visitors.
Provided our small fishing industry is supported and given the parking/loading, unloading areas it requires then I think it's a good move forward. Removing the parking, except for disabled, is a great idea. Presumably motorcycles are included in that? We have plenty of parking around town. Will the (possible) planters be permanently fixed and who will maintain them, i.e. keep them free from litter and looking decent all year round? If there are to be cycle racks, where might these be situated?
Provision needs to be included for events, for example, the Dorset Seafood Festival and similar events or potential new ones. This proposal could deter events or prevent them by not including provision for space to hold events if business outside seating takes priority. Many areas elsewhere include provision for so many events each year that use the additional areas and businesses cannot prevent this or expect financial compensation.
Public toilets even if small fee charged.

Public toilets might need to be considered in this area. Also recycling bins. Keep it simple. Let the businesses speak for themselves and just keep it family friendly and pleasant with the atmosphere it already has. Keep it as a place to relax and watch the world go by.
Put more seating in the pedestrian area to stop vehicles parking over the white lines separating the parking area from the walk area. Maybe add more of the wooden beams along the length of the area. Vehicles constantly block the path making it difficult to walk pass. It seems drivers do not know the length of their vehicles!
Putting more effort into Hope square would be productive where there is more space and less demand by different users.
Re the fishermen Enough room should be also made for the fishermen that work down there. Soon there could be even more fishing boats using the harbour. Or the fishing boats could be moved up towards the pavilion end and new landing stages put in where the old condor ticket office was As there is a lot of mooring space there that could be used by fishermen for loading and unloading equipment. More disabled parking bays that are needed for disabled people to use when shopping in town
Really supportive of this initiative and look forward to seeing it implemented. Trinity road side also could do with something similar, less cars, more space for walking.
Reduce ASB from the carry in drinking culture that seems to have developed
Reduce road traffic for as long as possible to enable safe pedestrians usage. Also, need to improve vehicle egress fro Weymouth along The Esplanade . This is causing extremely bad traffic jams and lots of pollution making life unpleasant.
Reduce speed limit to 20 mph or less from the pavilion onwards
Reduced traffic has to be a good thing!
Re-install the speed bumps along the harbour side.
Removing the only free parking in town would disadvantage the town from locals spending when the town needs it the most during the winter periods. There is ample disabled parking already available in the town and disabled users don't use it, they will still park where ever they want to. Cyclists do not use the cycle parking or lanes already in Weymouth so why provide more. The working harbour works well already, extra loading bays would not be needed and money could be saved by leaving the working harbour to work as well as it already is. Closures during the summer 2020 proved problematic for fishermen and increased traffic issues along the rest of the town's sea front. Business already have outdoor seating and this would only benefit the harbour businesses encouraging antisocial drinking and behaviour. Extra seating for these businesses would not benefit the rest of the town and would not be used during the winter months. As a working harbour benches and planters are not necessary. These proposed works would come at a huge cost with not much gain.
Removing the parking spaces will have a knock on effect for the whole area. Parking is at a premium. Traffic jams along the length of The Esplanade are regular feature numerous times during the day in the height of the season. Cars can be seen doing regular laps of Alexandra Gardens looking for a place to park. With the removal of these harbour side parking bays cars, usually local, will be joining the rest looking for a place to park. How about sorting the traffic management and parking for this part of the town whilst improving the Harbour side. Everybody would benefit from that. Locals, visitors and businesses alike.
Reopen the short well cared for beautiful path from the stone pier cafe up to the Fort whilst you're at it. Closing it for safety reasons is quite ridiculous and increases footfall along the longer path from each venue.
Re-site the 39 free 1hr spaces close by (the car park In front of the Pavilion would be ideal) and all the changes will be great.
save the money for something we actually need

Seating, any bollards to help protect the harbour walkway edge and bins need to be in keeping with the environment. Also low maintenance or vandal proof. Not so sure on planters in a sea/ harbour area. Plants could end up in the harbour or over boats.
See above. Done well it could make Weymouth.
See other comments.
See previous
See previous answer
see previous comment
See previous comments
See previous comments
See previous comments
See previous comments ref cycle lane. Assuming these are fully considered I think this is an excellent move from the council and they should be commended for this forward looking initiative. There are plenty of parking spaces in car parks close to the harbourside and the Council must commit to reducing car usage if they are to achieve the climate emergency goals.
Shame about the history destruction. In removal of tram lines...
Shame cannot stop all traffic apart from loading and unloading
Shame the historic train tracks had to go
Shame the railway lines couldn't have remained.
Small improvements are required, please don't make the mistake made last year by pedestrianizing the harbourside during the peak holiday, causing gridlock throughout other parts of the town, pandering to the greedy business along the harbourside, who already get the lions share through location anyway. Bike parking could be set up at he Pavilion car park easily enough, plenty of room for bike shelters there. Also if traffic is one way from pavilion, shouldn't this apply to bicycles as well???
So it as soon as possible!
So nice not to have heavy traffic , while locals and holiday makers can sit and dine in peace and pollution free !!
Some thought will be needed about how cyclists JOIN the contraflow lane (from under the town bridge and ultimately from Westham bridge)
Some very good ideas here. Can you look at other river-side towns and steal some of the better ideas?
Sounds excellent
Sounds good 🙏 to me.
Sounds like a plan. Don't make special provision for cycling and the disabled, it's not like they don't have other options. Make the most of the view.
Speed restrictions/ humps to stop boy racers going to fast with the increased foot traffic and families.
Stop disbaled parking on double yellow lines all along harbour
Stop meddling. Listen to the locals and harbour users not the pubs.
Stop pandering to cyclists. The harbour is an important vehicle route around the town. Many others routes are badly designed. We already have the other side of the harbour pedestrianised why ruin this side? I would expect businessess to be charged for using the outside public space. Too many businesses clutter pavements. They should pay for this space. Weymouth just about has a working harbour. More restrictions could see this go. Disabled drivers park where they like anyway causing chaos in the town. There are few places locals can park for free short-term in the town. I presume the council wish to cash in more by taking away these free parking spaces presently on the quay.
Stop trying to turn it into a drinkers paradise and think of the people that are trying to earn a living there
stop wasting tax payer money. Our council taxes are high enough.

Suggest introduce residents parking scheme to offset loss of parking places. Also introduce residents reduced price parking arrangements in town centre during peak summer periods.

Suggest it should be possible to attract two different types of tourism now. Seafront: day trippers, fish & chips, arcades, families on the beach. Harbourside: upmarket, cafe culture, independent shops, laid-back vibe. But please get rid of the old council building facing the Marina. It's an embarrassment.

Support these much needed changes

Tbh we have one side of the harbour that caters for everyone, businesses with outside seating and pedestrians, I don't see it working on side in question. It's an essential route out of town as was proved when it was closed and this proposal caters mostly for businesses that only use it for 3 months of the year not the main users like fishing boats who use it every day. There are not enough loading bays and the contra flow cycle path would be an accident in the making. I'm reluctant to get rid of any parking, it's already so difficult but it would enhance the area and give more room but again inconveniencing residents who use the town for the 9 months the tourists don't. This plan is geared for a few weeks of sunny days, not for the reality of months of rain. Like today, who is down there, workers trying to earn a living feeling like they are being pushed out of town in favour of drinking establishments.

Temporary pedestrian use only in peak summer holiday months? Allow traffic through other times. Allow additional waterside seating for eateries during peak season as crossing traffic would not be an issue.

Thank you for considering the improvements!

Thank you for the chance to continue to comment. As I have alluded to earlier, I think it vital to change the entire traffic flow system at the pavilion end of the harbour. Remove all meter controlled parking along the harbour side and effectively block all access for reason other than access for business or emergency. There is more than adequate parking behind the pavilion which can be used for resident permits also. While it is quaint to see active fishing boats in the town centre it is and will continue to be a catalyst for disagreement. On the one hand fisherman say they want easy access to unloading, which is as far into town as possible, yet the same boat owners are the first to complain when revellers board their boats under cover of darkness and cause damage. I cant help but suggest all fishing activity is moved to the outer harbour where it is contained within what is now the fenced custom area. This would be secure and would provide the opportunity to build a proper fish market which in turn would allow for the development of other related activity such as tourism, wharf side markets and restaurant's etc. Whatever the collective decision please don't delay and please don't be side-tracked by ludicrous campaigns such as the return of a ferry operator. This money has to be spent within the timescale and grand-standing should not be tolerated, please.

The free 1hr parking i feel is essential for business at that end of the town if only a short visit is required , popping to get takeaway food , drink or using one of the many shops where it doesn't warrant a longer walk or the purchase of a ticket. Additional pavement space for hospitality would only be beneficial for summer months , British weather is to unpredictable for this to be an all year round option thus the addition space will be wasted.

The harbour side needs to keep its character, especially now the train lines have gone. Could the train lines be painted back in. All properties need to keep their original frontage, no modern changes. Colour schemes need to be mellow and match each other. No brightly coloured shop/restaurant signs, window dressings. The area should look like it is still in the early 1900s, not a tacky mismatch. (If you look at the shop fronts in the high street, tacky, multi-coloured, not matching, yet if you look above the shops some looked as if they were beautiful buildings). Regeneration of areas should be to enhance the 'oldy world' of the area, like they do with so many towns across europe and give Weymouth its characterful harbour back, with no traffic.

The businesses that the council are helping by giving them extra seating areas are large companies and breweries, such as The Rendezvous and The Ship and The George. Where is the help for the small local businesses??????

The contra flow on road cycle lane will confuse pedestrians as they will believe that the road is a one way road

The contra-flow cycle lane is totally bonkers and if it must happen, should be on the harbour side of the road. There is no valid reason why cyclists should have such a high priority route to the Pavilion - why? If coming from the back of Debenhams direction, they can so easily turn left and right through the back streets as per now. Likewise if they are coming over Town Bridge - no need to go down to harbour - just carry on as per now.

THE CONTRA-FLOW CYCLEWAY IS A BAD IDEA. IT WILL INEVITABLY LEAD TO ACCIDENTS AND CONFRONTATION. HAVING ELIMINATED THE HAZARDOUS RAIL TRACKS (PERSONAL EXPERIENCE HERE!) WHY INTRODUCE A NEW HAZARD?

The council should push to help all of the business' around the quay and listen to their worries and concerns, what was steam rolled through last year was wrong, local businesses are struggling and this will be another nail in the coffin, support them don't ruin them

The current layout has been in place for many years and should be maintained as part of the heritage of this beautiful Dorset harbour.

The downside to this proposal will be an increase to Esplanade traffic levels. The traffic issues that were experienced in 2020 were not a good advert for the town. A beautiful beachfront clogged with stationary vehicles, poor air-quality and dangerous pedestrian crossing conditions should be addressed and avoided in 2021 The Seafront experienced gridlock for long periods of time. Whilst visitors were encouraged to use out of town parking the area at the rear of the Pavillion Theatre remained open for visitor parking and was a major contributor to the gridlock. Local drivers sought back-street, sometimes illegal, short cuts and diversions to avoid the chaos. Many of these drivers (including our taxi driver fleet) were working to a demanding schedule. There has been a huge increase in the number of delivery drivers on the road. Supermarket home deliveries, online deliveries and takeaway food deliveries are now an increasingly large percentage of urban traffic. These vehicles are all carrying time-sensitive cargo. Drivers will take unnecessary risks to deliver their loads if they find their route compromised. I have previously offered an alternative southern route out of the town centre over the Town Bridge, a route that will alleviate some of the gridlocking, to the relevant Council officials and would be happy to offer my advice and feedback further if required.

The fishing industry plays an important role so every effort must be made to support the fishermen whose livelihoods depend on the harbour. Get rid of the cars, make the harbour a first class space for humans. It is noted that visitors sometimes compare Weymouth harbour to similar locations in Europe and they are dismayed and disappointed by the fact that this area with the potential to be spectacular is prioritised as a car park. It is also unsafe at the moment for pedestrians. Compared to other harbours within Dorset and along the British coast income generation from mooring needs to be dealt with. The low mooring charges for for highly expensive boats should be increased in order to provide for better marine development.

The free parking is an asset to the town. You can buy a lot in 1 hour. Lunch, food provisions of not wanting to go to large supermarket. And all the other small independent shops the town offers. Also Weymouth is a working harbour.you need to protect the now very small but important fishing community. Maybe encourage more people into the industry in one form or another.

The Harbour is a fantastic attraction for Weymouth the outdoor bars are working well possibly more boat trips would be good for Buisness.

<p>The harbour is a massive draw for the town and with vision could become an amazing attraction for tourists and locals alike. In summer making the area pedestrians only from 10.30am onwards would also be good. Allowing all hospitality venues to have outdoor seating with canopies only would ensure their survival through winter months also.</p>
<p>The harbour is a wonderful attraction as a FISHING HARBOUR. Please, please prioritise the fishing boats, and leisure craft when considering all access.</p>
<p>The harbour is still a working harbour. Without the dive/fish/working boats having access throughout the day (i.e. relating to tides, not off-peak hours in the hospitality sector) you will be stifling their income, and reducing the variety of tourists/charters/private and commercial trade that comes in via these businesses. The harbour isn't a marina or a dining court, it is a working harbour first.</p>
<p>The harbour side is already a magnet for the drunk and disorderly, these measures will only ensure it is a no go area for decent families.</p>
<p>The harbour side should be the focal centre of Weymouth and therefore attracting visitors to it should be maximised</p>
<p>The harbourside parking provides business through the winter months for small businesses but would be if better use for the businesses through the summer. Maybe look at some short stay free parking elsewhere. Maybe 20 mins in the council harbourside carparks to help locals use the small businesses throughout the year</p>
<p>The harbourside should be left as it is - a working harbour. Businesses along this area already thrive. Visitors enjoy the area, there is easy parking for visitors and shoppers to the town centre which needs support. Custom house quay is an arterial road and helps to ease the traffic in the summer.</p>
<p>The improvement scheme will only work with COMPLETE PEDESTRIANIZATION during daytime [say 10.00 am till 6.00 pm] as 2020 ! who wants to sit at a cafe table and have their Harbour view blocked by queues of traffic. The speed limit should be very low. this is a high 'jaywalking' area. Cyclists should dismount to pass through the area during crowded day times. The dedicated cycle lane against the traffic flow is a bad idea. Zone F residents/holiday parking permits should be allowed to use the Pavilion car park. I have owned residential and holiday accommodation in East Street / Governors Lane since 1976 and am familiar with the areas problems.</p>
<p>The loss of 39 1hour free parking spaces is going to impact on businesses in town. With the removal of the railway lines, more short term free parking spaces could be created further round the corner under the bridge, by making echelon free parking spaces to enable locals to pop into town to do banking etc.</p>
<p>The loss of 39 one hour parking spaces will lead to a significant decline in the convenience of popping into town and supporting local independent businesses. Particularly when making only one or two quick purchases, collecting larger goods, or when the weather is foul. Council tax payers need to be compensated for this loss with a like for like facility being provided a similar distance from town. A suggestion would be a matching number of spaces on Westham bridge, or in one of the other town centre car parks, being converted and clearly identified as one hour free of charge, no return in one hour. There is ample disabled parking provision in the streets immediately behind the harbour side. Having disabled parking on the harbour, above that which is already there, should come second to providing additional loading bays for harbour users.</p>
<p>The loss of the 1hr parking spaces is significant - provision must be made for those spaces elsewhere to help support the high street. These proposals should be as well as the parking, not instead of which gives the best of both worlds. Secure cycle parking would be welcome so ebike owners feel more confident leaving their bikes unattended. The 1hr parking spaces could be moved to the pavilion car park or the other side of the bridge, but please do not just remove 30+ 1hr spaces as that will negatively impact locals wanting to support the high street.</p>
<p>The lost one hour parking spaces spaces must be replaced nearby</p>

The more pedestrian and seating areas the better.
The more that the harbourside is made pedestrian-friendly, the better
The move would in general spur an increase in outdoor drinking and by virtue anti-social behaviour by those who would look to exploit this. The proposal looks at, and prioritises, the benefits to the quayside businesses in isolation to the negative impacts that it would have on the wider businesses within the town centre who are already struggling. How many vacant shops are there currently in the town?
The new road is an improvement but please reduce the speed limits right down along the whole stretch
The only people to benefit with be the half a dozen restaurant business and the local drunks that gather in the busy summer days. To most other users it's just an inconvenience
The other side from town bridge to Brewers Quay should be 1 way, narrowed lanes, increase pavement areas. Stop businesses blocking the pavement. Bennett's chip shop customers constantly block the pavement outside its premises and over near the benches.
The outdoor space to allow people to eat around the harbour was a fantastic ideal. Should be pedestrian only
The outside space for business which was provided summer 20 was excellent! The public had more choice and opportunity to sit outside and eat and drink. The businesses had greater space to accommodate people, surely resulting in better profit for local businesses
The parking spaces along the harbour are used by locals to pop in to town and quickly get jobs done such as banking etc, if you are going to remove these spaces could you provide some alternative spaces? Working locals do not always have the luxury of the time to walk into town to complete their necessary tasks so quick & easy short term spaces work well.
The pavements are in need of being widened, a better option for safety than a dedicated cycle lane against the flow of traffic.
The priority here MUST be the businesses that actually use the harbour for gaining access to the waters, the fishermen, the charter boats etc. They are the heart and history of the working harbour and they need to benefit from changes, not have things made more difficult for them.
The proposed changes appear to provide very limited access to the harbour side for both commercial boat operators and visiting vessels. There appears to be a very near danger of developing the harbour side totally for the benefit of drinking and eating to the detriment of the actual operation of a harbour. These plans will likely cause a reduction to the commercial operations of the harbour unless greater allowances are made for those engaged in marine activities
The provision of generous public seating (the current timber beams are very popular and could be replaced by a more permanent design) to take advantage of the harbour scene together with sympathetic landscaping would contribute significantly to the overall scene.
The provision of more bird secure waste bins which are regularly and consistently emptied should be a priority in order to reduce the amount of refuse and food wrapping that is routinely discarded and scavenged on the harbourside.
The removal of parked cars and stopping the space hunting is a great idea. A skilful blend of Cafe culture and working port will be tough to achieve but surely possible. A bold and innovative opportunity exists to create an enhancement to a treasured environment. It is surely not always required to pander to cyclists, disabled everywhere. Smooth, level and agreeable environment from Pavilion to town bridge should be just as accommodating for all mobilities. Cyclists can walk too, from the pavilion - having accessed via our magnificent sea front. Slow single lane traffic flow will safely transit cyclists through the area as now. I am a Driver and regular Cyclist.
The removal of the one hour parking spaces will be detrimental to harbourside businesses. Local people wanting to use these businesses are likely to be put off by the high Weymouth parking charges less convenient locations. Are there any plans to make more parking available out of season?

The residents of Custom House Quay currently have no dedicated residents-only parking bays. The current proposals will reduce even further the parking options for residents and so dedicated bays for residents should be part of the scheme
The road will become faster because it will be less obstructed, please add speed limiting devices and a 15m/h speed limit.
The scheme seems well thought out and should enable the harbour area to attract new businesses whilst protecting the interests of existing businesses including the fishing fleet. Overall the plans should make the area more attractive to both visitors and residents with more seating, planters etc.
The seating and planters sound lovely; the harbour would benefit massively from small touches like this!
The speed limit should be reduced to 10mph to help reinforce the people centred environment that is being created. Given the harbourside is used for festivals and events it may be that having a uniform surface level, excepting there may be some need to distinguish between footway and non-footway space, would make it easier for pedestrians and stall holders rather than tripping up against different levels. It is important therefore in considering how the space is laid out that sight is not lost of all the events that and other activities that could take place along the harbourside. The choice of materials is important. These should reflect the heritage of the area. Also when considering what supporting features are needed that the use of artists is involved to help improve the cultural identity of the harbourside. It is appreciated that the money available wont actually go too far. Therefore, it is better to focus on getting the layout and approach right and implement with the longer term aim of improving the quality as funding becomes available.
The very best thing you could have done is keep the tramway for trams, possibly horse-drawn, but too late now
The working harbour needs support I would like it if you consult them
Theoretically, the ideas sound good, but as I've already said you need to sort out the traffic first
There are inherent safety risks, not just for cyclists but also for pedestrians and other road uses, in contra-flow cycle lanes. In the case of Harbourside, there are other routes available which negate the need for this.
There is absolutely no need for them. Other road infrastructures could make use of much needed funding I.e huge potholes and road damage at Dundee Road/Dumbarton Road requiring repairs before further damage to vehicles is caused
There is more to the harbour our than accommodating more seating space for pubs and trying to force changes under the green cycle thinking. Hopefully the charter fishing boat industry can bounce back from Covid and the changes would affect visiting anglers. The harbour gets used throughout thr year and the changes will be of little use in the winter, but anglers will still be fishing
There needs to be some nearby free or cheap parking. The area around the Anchor/Royal Oak pub pub is not a comfortable area to walk through with a large amount of people drunk and behaving antisocially in the summer is there someway this area can be restricted/reduced in outside seating its not a very nice family area on a busy sunday afternoon
There should be an overall plan for this side of the harbour so that the community can see where this fits into the scheme.
There should definitely be outside seating for eatery's and cycle lane going to the pavilion
These are exciting proposals which, if implemented, would transform the area - one of Weymouth's greatest assets. Too often in the past Weymouth Council has been unimaginative and too slow-moving; please, PLEASE don't repeat this.
These are great changes and will really help all local businesses.
They look balanced and well thought out.
Think it's a great idea!

Time should be taken to review the effects of removal of the rails from the harbourside. There is also the need to wait to see what long-term restrictions will remain in place, or be periodically re-imposed, due to COVID-19.
To do this you would have to get rid of the traffic lights at the clock through to swannery bridge so traffic flows through the town instead of grid locking it up just like we seen last summer when the quayside was closed to traffic. Perhaps put a one way system through the town so no need for lights. Either way the road system must be sorted out first before putting into place planning for this on the quayside. Last summer proved the current road system did not work for this Quayside plan you had..
To ensure the traffic keeps moving - if cycling allowed as a contra flow, motorists and pedestrians need to be aware!
To reduce traffic flows in the area and associated pollution by making the Governor's Lane car park for residents and hotel guests only, perhaps with some residential accommodation facing East Street.
Traffic free . More bins for recycling of rubbish especially all these takeaway cups . More planters with flowers / greenery
Traffic must still be able to use the harbour to avoid the gridlock caused in 2020.
Trees, shrubs or flowers in planters.
Try and incorporate some additional seating in the raised area that was previously the storage area for goods (at the Pavillion end of the harbourside).
Try and keep the natural beauty and style of the original buildings. Reduce the pointless and unsightly street furniture and ugly signs. There are too many lamp posts street signes and plastic bollards, which pollutes the look of Weymouth in general including the harbour area.
Trying to do it sympathetically so that it can be used all the year round and not just for three months in the summer for visitors
Turning the harbourside into a predominantly outdoor dining area must be avoided , this is a working harbour , both must work together .
Two way ctcling could be permitted without the need for a dedicted lane. The vast majority of the area should be of mixed use.
Unfortunately you have not gone far enough and made it a predestrianised area with "permit holders" access for affected business and households in the area. Last years temporary changes greatly improved the environment and enjoyment of the area which should be encouraged. However this is an improvement on current arrangements. Cyclists should be treated the same as drivers and made to use the one way system and that a contra flow should not be introduced as there is potential for this to lead to increased number of cycle on car accidents
Very good idea
Very positive changes
We have to do everything we can to get businesses prospering in this area, generating great places to meet, greet and eat!
We should all work together to ensure that the changes are effective, well managed and of no detriment to harbour users.
We still need a smart upmarket hotel and coffee shops. I don't want this town to become just a beer drinkers paradise.
We think this would greatly improve the appearance of the harbour side and attract more visitors
We will miss the parking, but we will all adjust, and the improvements more than compensate.
We would love to see more of the harbour area without traffic and parking, and ideally pedestrianised. It is a key asset for the Town and moving traffic is very detrimental to the area.
We're not all tourists in Weymouth, and in the winter we're hardly tourists at all!

Weymouth Harbour is full of character and unpretentious charm. It has frequently been called the most beautiful harbour on the South Coast. The South side, (Trinity Road etc) is primarily residential (for permanents and visitors) and sensitive to 'the quiet enjoyment of their environment'. These proposals will tempt the council to permit late licencing and an expansion of the 'music festival' theme. For the majority of residents and visitors alike these permissions will be experienced as an imposition. They will, as always increase the likelihood of anti-social behaviour, they will force the entire surrounding area to endure loud, 'one size fits all' music, the sound of bottles being cleared in the early hours, all amplified by the acoustics of the harbour. These things and more will lead to the disappointed exodus of good families to other climes, driven away by the problems that will build for our town.

Weymouth harbour side and marina are a potential 'jewel in Weymouth's crown', a tremendous asset which we are not making the most of at present, the current arrangement being a legacy of former commercial use which largely no longer exists. This scheme will make it far more attractive and boost the leisure / hospitality industries around the harbour side whilst maintaining access for the remaining commercial interests, namely fishing and the leisure industry. I also believe that thought should be given to how this scheme could be extended in the near future to include the marina / inner harbour area which has huge potential to be modernised and become far more attractive for both locals and visitors to the area. One only needs to look at how towns like (relatively) nearby Exmouth have transformed previously commercial harbours and I believe this could and should be an aim for a forward looking Weymouth council.

Weymouth is a beautiful town and we do need to encourage tourists, but taking away a very important facility that allows locals to pop down and do their business is ridiculous. Plus it is a working harbour. As much as certain factions are trying to edge out the working boats to accommodate pleasure craft, it remains a very important centre for commercial fishing of all types, not to mention charter fishing. Weymouth is the prime angling port in the country and access is needed at all times for loading on and off. When the various vessels moor up and unload their catch, it seems just like the olden days when many people stopped and watched, If people can't park then you will find less and less people using the town. Online shopping is killing the trade already, why enhance the problem for 3 or 4 months of the year.

Weymouth is not just the harbour - it's an important part, but not the only part. This scheme will benefit the harbour businesses for a few weeks but make life a misery for residents all year around. I beg you, Don't do this,

weymouth requires the decision making ability of the dcc. For to long the town has suffered from indecisiveness in respect of developing the leisure and work opportunities of local people and a strategy for a general economic revival. With no ferry income and a diminishing fishing industry within the town, new thinking is needed. listen to the views a non representative minority of harbour uses views but we should not loose sight of the need to develop the general area for the good of all. last year the harbour distancing measures were, apart from a small unrepresentative sample, were enjoyed by residents and visitors alike. Commercial users such as sport diving and fishing are currently using the inner harbour where there is adequate parking. There are many examples where the removal of traffic has resulted in a general trade uplift. Having travelled i have seen many examples of the benefit available to local businesses of made possible by plans such as those suggested by DCC. koscikiewicz@outlook.com

What ever is decided upon, a return to the free-for-all drinking of last year must be avoided. Maintaining some access for traffic would be a disincentive for this and is worth considering for this reason alone. I am an elderly, but tough and fit woman, but last year's behaviour destroyed all pleasure in walking along the harbourside.

<p>What every is decided I would like to see a 'joined up' approach to the rest of the harbour I.E. Brewers Quay, Trinity Road, North Quay, Town area around to Commercial Road and the old Ferry Terminal up to and including the removal of the Ferry Terminal site. I presume that there is little evidence of a return of the Ferry if that is the case then all the Ferry Terminal is a large unloved car park.</p>
<p>what happens to the car parking ? These nose- to- harbour spaces spaces are invaluable to the town shoppers as well as visitors . As a resident the parking here is at best a nightmare especially in summer.</p>
<p>Whatever happens, our council tax will increase. I believe that we pay far too much council tax,with very little (if any) assistance for those of us that face financial difficulties. If these new proposals are for the benefit of tourism, at the cost of local residents, i strongly object. Furthermore, these proposals would potentially help some of the harbourside businesses, but what about the hard working fishing fleet that operates from the harbour? Any potential negative impact upon the fishing industry should be avoided.</p>
<p>Whatever you do the road MUST remain open to traffic at all times.</p>
<p>When it suits traffic is barred and rerouted so why not be permanent? Many drive there to obtain parking spaces instead of using car parks. Disabled spaces could be in the side roads and not in the main area which would create less traffic so less danger of accidents along that stretch.</p>
<p>Where would people visiting the cafes etc park? Parking in Weymouth is a real problem, especially in the summer. (Though it's not a problem for me as I walk into town!)</p>
<p>While I agree with outside dining which does enhance the area, businesses and customers further infringe on walkways. This can clearly be seen along Custom House Quay and along the sea front. Could this be restricted in any way? I would mostly like to see a much stricter "local" residents parking scheme as every resident finds it most difficult finding a parking space during the summer months and removing the one hour parking along the Quayside would only make the situation worse.</p>
<p>Whilst I fully support the proposal, I still believe that full pedestrianisation of the area would be better for the town.</p>
<p>whilst i understand you would like to remove the free parking it needs to be understood that one hour free keeps a regular turnover of parking spaces because of the one hour restrictions, which during high season doesn't happen in the paid spaces. i personally use thes spaces to pop into the shops bank etc but would not do so if i have to pay for just a few minutes and would probably take my business else where to the detriment of the already dying town center</p>
<p>Why change this area at all. It is a valuable handy parking area for quick shoppers and the disabled.</p>
<p>Why does it have to be about cyclists? The ability to park for free for an hour benefits the local business'</p>
<p>Why don't you put free parking on the esplanade for 1 hour to allow people to access the shops? I assume you will be charging a massive fee for the additional seating for the few businesses that will prosper and use the funds to support those in town that will go bust due to lack of footfall caused by locals not going into town. I guess you will be providing extra policing at the expense of the businesses that will gain from this and not from the usual source the local council tax payer.</p>
<p>Why isn't there plans to improve Weymouth town overall? The whole town is dying especially with Debenhams closing. The space behind the Pavilion is wasted land that has space to pull the tourists in with restaurants/cafe etc. The train station lets the town down with its appearance. There is far more improvements that can be done in our town to improve its foot fall and tourism. What about the old council building by the harbour Side? What is happening to that?</p>
<p>Why? Why do we need to pay for wider pavements so that people can sit at tables on the pavement? Why do we need a cycle path where there's virtually no cycle traffic? Don't do it. Just don't.</p>
<p>Widen the water sure pavement if necessary, put benches on them so people can sit and gave a picnic etc .Should not have to pay the pub prices to sit on a bench and pay premium prices for something they are getting for free .</p>

<p>Widening the footpaths is going to make a big issue for cars to get through, during the summer pedestrians already walk all over the place. Not having the road wide enough will also cause hold ups, as grockles like to slow down and look at the harbour. Lovely you want to improve the town, shame the town is only filled with charity and coffee shops</p>
<p>Will cause traffic flow problems</p>
<p>Will there be limited times for deliveries?</p>
<p>Within the council last year there was a strong move to turn the area into a vehicle free zone, to then create a so called "cafe culture". Whilst part successful for a few businesses, the value to most locals and visitors was limited. We also had a large increase in harbourside heavy drinking groups, many supplying there own alcohol bought from shops elsewhere. It was the feeling among many locals that the Councillors pushing this plan were not from the area being affected. This plan would appear to acknowledge that total traffic free Harbourside is not the way forward. Can I please emphasise that if you were to allow me just one change to the scheme, it would be to "do away with the cycle lane". This is my only major objection.</p>
<p>Without local replacement short term free parking in that area, business and trade WILL be damaged. The location is very convenient which entices people to buy in the town, if this area goes people like me will just use out of town shops or shop in other towns, or Poole where it's possible to park for 2hrs for free! This gives enough time for a decent shop-up without having to worry about parking...</p>
<p>Working harbour users, along with commercial businesses, hospitality, local residents and general Weymouth residents should all be included in regenerating the harbour (seems from the outside its specific groups having and say, when it should be all of us). It's been the same grey space for so many years and with stay-cations on the rise, we could transform our area into a prime unique hot spot for tourist and locals.</p>
<p>Would be good to do some improvements to mirror these on the Trinity Road side of the harbour.</p>
<p>Would be good to have a car free area outside restaurants & pubs, so eating would be a quieter and healthier experience. This could be permanent or seasonal? Could the fishing have a dedicated area just for them down where the old ferry port was so they have unrestricted accessibility at all times. Plus that would clear the area where the fishing stuff is stored now for more planters and benches. All for cycle paths and parking.</p>
<p>Would only benefit a few but harm many businesses</p>
<p>Would prefer for it to be pedestrianised, except for business access at necessary hours</p>
<p>Would prefer no cars at all, enjoyed last Summer being able to walk & sit around the harbour without having to keep an eye out for traffic. I find cyclists the worse as you can't hear them coming. Would be nice to be traffic free from about 12.00-7.00 so that people can sit out for meals. Eating a nice lunch with cars driving by is not something I would consider. No need for cycle path they can get off & walk like the rest of us. If cars are to be allowed then a speed limit of a maximum 20mph is a must.</p>
<p>Yes as soon as the train lines are lifted leave alone for twelve months. This is a harbour why change the look of what is been there for so long and enjoyed by everyone.</p>
<p>Yes if you are looking at making fewer parking spaces please think about installing electric charging points to encourage only low poluting cars can park there. Bollards and planters along the pathway outside our restaurant would be really welcome to reduce the chances of an accident. If the highway is more along the sea wall outside the restaurant then these safety measures reduce the mixing of pedestrians and the road. So would raising the height of the pathway for safety - that wold also reduce any flood risk. Please don't forget our business in these plans. The two parking spaces next to us are away from the highway and could easily be considered for pedestrianisation. This would make a huge difference to our survival as a business. We have already consulted with our neighbours about having seated diners outside and they were very happy last year. It raises the ambiance and value of the area for them too.</p>

Yes, Lower St Edmund Street is a dangerous alleyway and does not serve any real purpose apart from allowing locals to speed through a narrow junction. Close it and then traffic would naturally slow down to make the left turn at the Sailors Return Public House. This is a public/pedestrian safety issue, which should be urgently addressed

Yes, take on board what people are actually saying. There might be some good ideas from those who have no particular axe to grind (eg business interests, cyclists, 'environmental warriors' etc.)

Yes: how soon can you follow up with necessary improvements on the South side, Hope Square and Barrack Road - particularly in relation to traffic and parking reduction, much more space for pedestrians and a safe cycling route to the stone pier and Nothe?

You need to erect some Interpretation Boards explaining and illustrating the history of the Tramway.

You refer to "additional seating" for the businesses which appears to be exclusively abutting the actual premises rather than on the other side of the road which I entirely agree with. However, this should not necessarily mean that all premises have outside seating, nor should seating be crammed together. This would result in the frontages of the harbour premises being very cluttered and hence detrimental to the character of the harbour I am not sure about disabled parking because of doubts about there being room rather than being against disabled parking. Disabled parking might well be better sited in the car park in front of the Pavilion. As with the cycle lane you run the risk of trying to tick all of the boxes of what ideally should be at the expense of a truly workable and enhancing scheme. Some short term free parking in another convenient part of the town should be provided and Weyfish as the only truly retail business should be provided with several parking spaces nearby on the Quay itself.

Background

Weymouth residents are being asked to have their say on proposals to enhance the harbour area for families, hospitality businesses and active travel.

Dorset Council will be redesigning the carriageway in Custom House Quay to improve drainage. This gives an opportunity to review the public realm to improve conditions for walking, cycling and areas for sitting out, while retaining access to businesses in the harbour.

These proposals do not include pedestrianisation of the harbourside.

How could Custom House Quay better work as a mixed-use environment?

The proposals aim to improve the public space along Custom House Quay to create a safer space for walking and cycling, enhance the area for outside dining and improve air quality by reducing traffic along the route.

There are a number of proposals being suggested to create a better mixed-use area along Custom House Quay between South Parade and St Mary Street.

Many of these proposals will require removing the 39 on-road 1hr parking spaces in the area

The proposals include:

- ~ widening footways on both sides of the road
- ~ providing loading bays for harbour businesses and vessels
- ~ installing a contra-flow, on-road cycle lane (towards Pavilion)
- ~ provision of dedicated disabled parking bays
- ~ providing additional outdoor seating space for hospitality businesses
- ~ provision of cycle parking
- ~ installation of benches, planters and safety bollards

This work will be funded by the £438,000 Department for Transport Active Travel Fund money awarded to Dorset Council.

The Survey

The survey is open from Wednesday 13 January to 2021 Wednesday 24 February.

The survey will take approximately 5 minutes to complete.

Your views are important to help us better understand residents, visitors and businesses views on these proposed changes.

Alternative formats of this survey are available by contacting the communications department at comms@dorsetcouncil.gov.uk

Are you responding as...?

- A local resident in the harbourside area
- A local resident
- A visitor
- A representative of a business
- A local council/organisation/community group
- Other (e.g. Councillor)

If other please specify

Are you providing your business/organisation's official response?

- Yes
- No

Name of the business

Name of council/organisation/community group

What type business are you?

- Hospitality (e.g. cafe/pub/restaurant etc)
- Harbour business (e.g. fishing charters)
- Retail (e.g. Chandlers etc)
- Other business (please specify below)

Other (please specify)

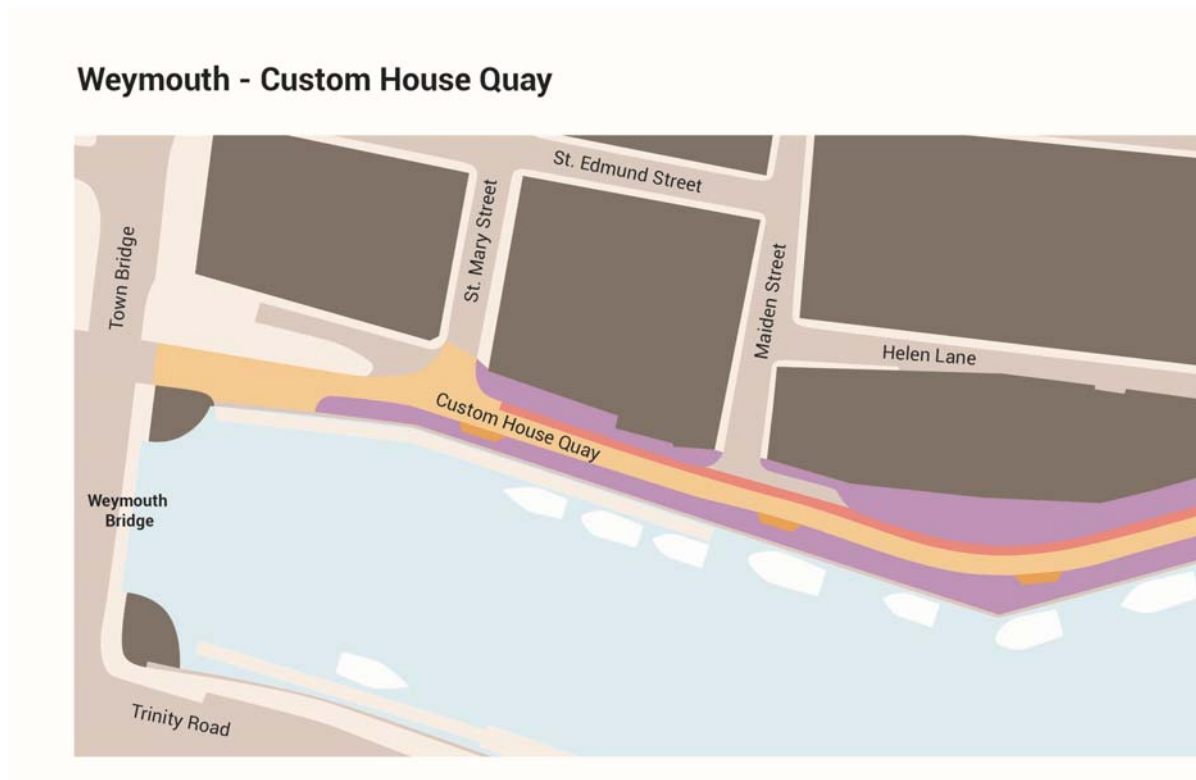
Your name

Your contact email/phone if responding on behalf of council/business/organisation/community group (optional)

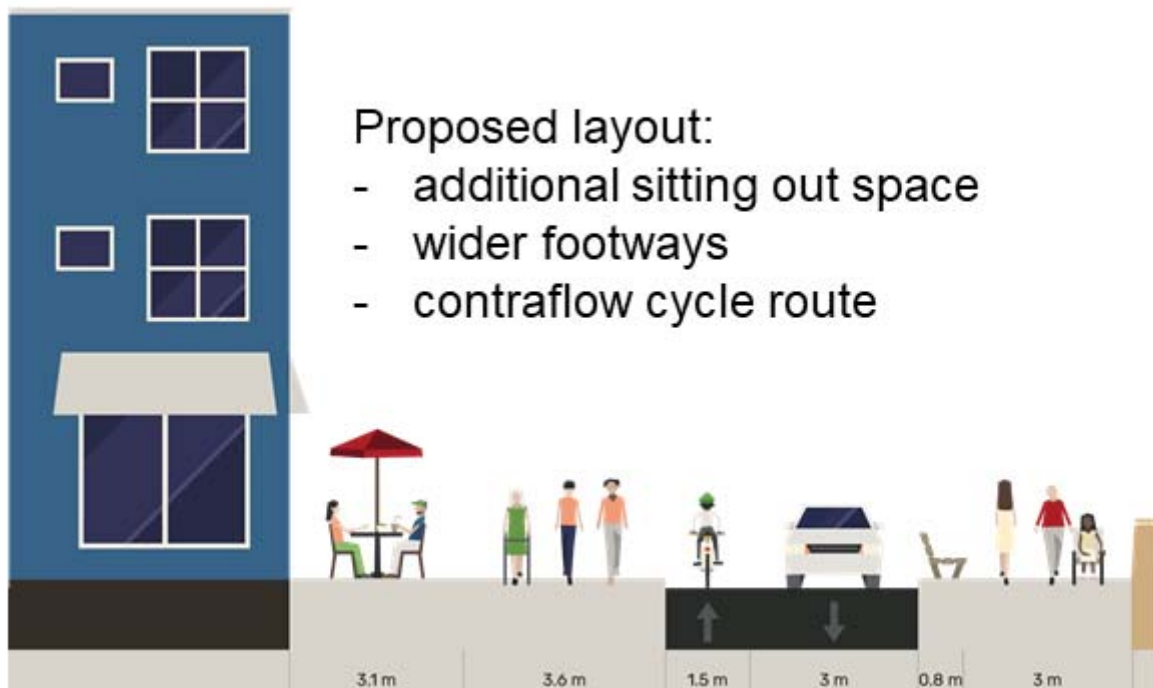
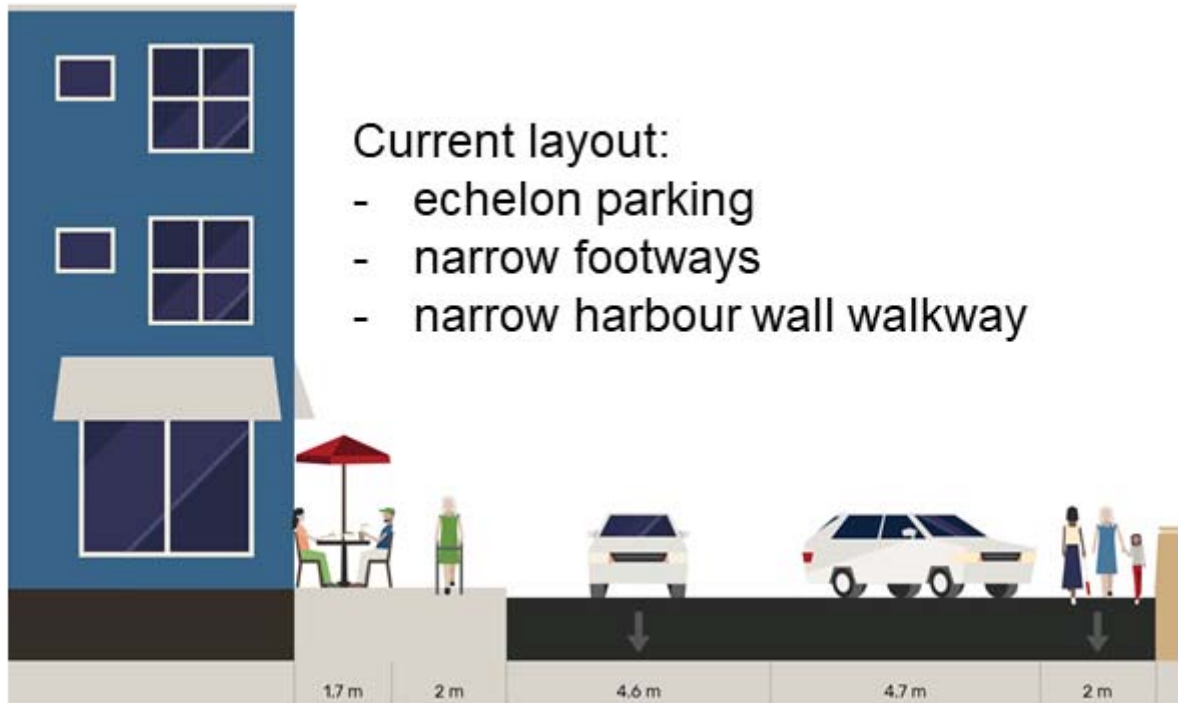
Your details will only be used for the purposes of this survey and will be held in accordance with our Data Protection Policy. This can be found at www.dorsetcouncil.gov.uk/data-protection

What is your postcode? (mandatory field)

For the area on Custom House Quay from the Town Bridge to South Parade



The above diagram gives an idea of the proposed layout of the public space improvements. The diagram below shows a cross section of how it could change.



Below are some of the proposed main features of the public space improvements. Do you agree with the following?

(Note: many of these proposals will require removing the 39 on-road 1hr parking spaces in the area)

	Agree	Disagree	Don't know
widening footways on both sides of the road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing loading bays for harbour businesses and vessels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
*installing a contra-flow, on-road cycle lane (towards Pavilion)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
provision of dedicated disabled parking bays	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing additional outdoor seating space for hospitality businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
provision of cycle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
installation of benches, planters and safety bollards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*Cyclists heading towards Town Bridge will be in the road with the one-way flow of traffic. Cyclists heading towards The Pavilion will use a dedicated cycle lane, which will be against the flow of traffic.

Would you like to see measures to improve the public space in the Custom House Quay area similar to the draft proposals shown?

Yes Possibly No

Any comments on the draft proposals to improve the public space?

Any other comments on the possible harbourside changes?

About You

We collect diversity information, not only to ensure any changes do not unfairly impact on specific sectors of the community, but also to try to make sure our consultation response comes from a representative sample of local residents. We would appreciate if you can complete the following details.

Which age group do you belong to?

- | | |
|--------------------------------|---|
| <input type="radio"/> Under 18 | <input type="radio"/> 45 - 54 |
| <input type="radio"/> 18 - 24 | <input type="radio"/> 55 - 64 |
| <input type="radio"/> 25 - 34 | <input type="radio"/> 65 or over |
| <input type="radio"/> 35 - 44 | <input type="radio"/> Prefer not to say |

What is your gender?

- | | |
|------------------------------|---|
| <input type="radio"/> Male | <input type="radio"/> Prefer to self describe |
| <input type="radio"/> Female | <input type="radio"/> Prefer not to say |

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted, or is likely to last 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS for example) are considered to be disabled from the point that they are diagnosed.

Do you consider yourself to be disabled as set out in the Equality Act 2010?

- Yes
- No
- Prefer not to say

If yes, please tell us which type of impairment applies to you. You may have more than one type of impairment, so please select all the impairments that apply to you

- Physical disability
- Learning disability / difficulty
- Long-standing illness or health condition
- Mental health condition
- Sensory impairment (hearing, Sight or both)
- Prefer not to say
- Other (please specify)

Please specify your ethnic group?

- White British
- White Irish
- Gypsy/Irish traveller
- Any other White background
- Asian/Asian British - Bangladeshi
- Asian/Asian British - Chinese
- Asian/Asian British - Indian
- Asian/Asian British - Pakistani
- Any other Asian background
- Black/Black British - African
- Black/Black British - Caribbean
- Any other Black background
- Mixed ethnic background - White and Asian
- Mixed ethnic background - White and Black African
- Mixed ethnic background - White and Black Caribbean
- Any other mixed background
- Prefer not to say
- Any other ethnic group (please specify)

Any other ethnic group

Thank you for your time completing this survey. Please now click submit.