

Fairfield Road Improvements Consultation Response Report

Appendix 1: Comments

May 2023

The survey offered respondents to provide a statement once they had expressed their level of agreement / disagreement to each element of the proposal. This was structured as follows:

'If you have disagreed with an element of the proposal, please explain here.'

It was therefore not expected that comments generally in support of the proposal would have been received. 163 comments were received. The main themes have been summarised in the report.

Planters are not an efficient use of resources, nor are benches which are unlikely to be utilised. Street lighting does not require improving.
It provides access between Weymouth Way and the Maumbury road. It runs between two carparks why would anyone want to sit and take in the view. The road is wide enough to take way traffic if parking is stopped along it, it has a better flow than Great Western Road which is often choked because of parked cars preventing a smooth flow of traffic.
All of the parking should be removed from Fairfield Road and the cycle path extended the whole length of the road. Create a green corridor to both improve the air pollution and biodiversity and amenity value of this area.
I can't see any reason why there needs to be vehicle access here.
If you close Fairfield Road to through traffic, you are directing traffic to use Upper Fairfield Road which is a small, narrow road. You then have to contend with traffic coming along Weymouth Avenue from Tesco direction, then traffic and pedestrians coming from Copper Street & the other direction of Weymouth Avenue. As well as the trees blocking the view when looking for traffic which gets worse in spring when the plants at the bottom of the trees grow. I think if you are directing a lot of traffic this way, this junction needs major improvement. You could alternatively pedestrianise the length of the Market Car park that runs along Fairfield Road inside the short term car park which already has a cut through & pedestrians would be safe behind the boundary wall keeping Fairfield Road open for vehicles. Or, a row of car parking spaces along Fairfield road could be changed to a pavement and cycle path without having to close the road to vehicles.
Blocking access will only cause an issue nearby as access into the carpark is poor unless you majorly address this. Simple solution us to remove the unnecessary extra parking on the toad creating easy pedestrian access then look at improving use from there but the fact its taken so long to get this with brewery square shows how poor this council is with even a reaction response
This seems like an excellent plan - go for it!
I've never had a problem with using the road/car park. How many accidents have there actually been there that are because of the road layout as opposed to people not looking where they're going or drivers not following the arrows in the car park. I don't recall seeing reports of any accidents to warrant spending lots,of money on this. The money could be better spent elsewhere.
Please use heritage materials and design with any improvements. Rather than the cheapest street lamps, benches, bins etc.
Removing the parking and creating a footpath makes total sense and would make the area so much safer. Blocking the road is a terrible idea for anyone trying to access Fairfield by car from the brewery square side of Dorchester. It will increase traffic using the skate park end of the car park which is already too narrow, causes congestion and also has inadequate pedestrian provision.
1) Please allow vehicle access to Fairfield Road at both ends. One reason is that otherwise you will create extra traffic on Maumbury Road, where there is often a long queue of cars, going North (waiting to get through the traffic lights at the 5 point junction) and so blocking access to (and exit from) Fairfield Road. You then might have to sacrifice a few more parking spaces if you want to create a nice pedestrian area with benches and trees at the Weymouth Avenue end. 2) You should provide space for drivers to visit the Toilets, without having to buy a parking ticket. At present the wide area of road at this end allows drivers to stop briefly. You should consider the needs of older drivers who have to visit a toilet more frequently and urgently than when they were younger. There are free parking spaces under the railway bridge next to Fish 'n Chip shop but it's quite complicated to drive to them, and they might be full up.
The present street scene is casual, historic, comfortably mixed-use and quite easy to navigate in the evening, which is the time I use it. The street lighting at the time I use it could do with some improvement (ie not too bright, just to a moderate pedestrian value with attractive lamp standards. I support the shared use for slow-moving vehicles seeking to park and pedestrians, as it creates a sense of Place and freedom of movement, with no kerbs to slip down. In short, please don't over-do any work, just because you successfully obtained a budget. Spend wisely and maintain a sense of 'Dorchester', not just for the sake of bland compliant urbanisation according to a Central Govt standards Guide.
Closing the road to two way traffic will cause problems with local traffi flow due to the many obstructions that are to be found using Great Western Road. Paving proposed at the Brewery Square end of Fairfield Road should be smooth an not stone sets as used in patches in South Street as these patches are uncomfortable to walk on. If an entrance to the car park is inserted at the traffic light junction there is such a change in levels at this point that more than a few care parking spaces will b lost.
I cannot see tge heed for improved lighting as pedestrian traffic is very low in the hours of darkness
Have no parking in the road and a dedicated footpath

Consideration needs to be made to restrict cars turning right into Fairfield Road to prevent traffic backing up in Maumbury Road. It may be better if access is limited to Upper Fairfield Road for those travelling from the South. Are there any plans to address the lack of suitable crossing points to get to the skatepark if Upper Fairfield Road will see more traffic due to the closure of the Weymouth Avenue end of Fairfield Road?

I believe that Vehicle access to Fairfield road should be restricted at the MAUMBURY Road end not the Weymouth Avenue end. My reason is that the junction of Maumbury Road and Great Western Road is already one of the busiest and the proposed closure at the Weymouth Avenue end would mean that all traffic from the centre or town or the West of the town wishing to use the Carparks whether short or long stay, would have to go up Great Western Road turn left at the busy junction then turn into Fairfield. Traffic from the south if this was the only access to the Carparks would be trying to cross this busy North south route to get access the car parks. If as at present they can access from the Weymouth Avenue and and the other end is closed there would be no crossing traffic.

Not disagreed, but not too bothered either way. I use the car park normally to access Brewery Square and its facilities or the market. There is a tendency to use the parking at Fairfield because the parking on the other side of Weymouth Avenue is so punitive and is privately managed (in a way that does not appear particularly trustworthy). However, if we are at the restaurants we (my husband and I) normally have my mother with us who cannot walk very far (less than 100m) and we normally have to bring the wheelchair because we know that she won't be able to get very close to the restaurants. We come from Weymouth and so tend to enter Fairfield from Weymouth Avenue, partly because if we have dropped her around the back it is the nearest way from Copper Street. If that entrance is cut off, there will need to be a reasonable way to get back to be able to park at Fairfield from Copper Street, in a reasonable time. (ie she will be waiting in the restaurant while the car is parked. Trying to go around Great Western Road will be slow and so you will need to be able to turn right from Weymouth Avenue into Upper Fairfield Road (as you can't turn right at the Maumbury Road Lights. That may put more traffic on Upper Fairfield Road and displace some of the problem as that road doesn't have pedestrian walkways either. So not against it, not for it - possibly more against than for, but it needs to think about all of the issues for it not to cause more.

Just only issue, regarding the possibility of a bench at the Weymouth Avenue end, this is probably not required. I can imagine that youths will probably occupy this in the evening and potentially cause issues for people walking past.

Pedestrian crossing of Weymouth Avenue needs to be better aligned with Fairfield Road and Copper Street. Similarly there needs to be a better crossing for pedestrians from Fairfield across Maumbury Road. The balance of advantage lies in removing the remaining 10 parking spaces in Fairfield. This would allow for environmental improvements along the whole length and the creation of more of a linear green space. The retention of some car parking spaces will be confusing to all users with danger created by manoeuvring cars. May as well go the whole hog if the job is to be done at all.

I have ticked the "disagree" button to the "restrict traffic into Fairfield Road" only to question the effect this might cause to the volume of traffic in my street, Great Western Road. Having lived in this lovely town for nearly 40 years, I have responded to several public consultations, most of which have cost tens of thousands of pounds to produce, but have not lead to any significant changes. I would love to see radical restrictions to the domination of cars in what should be largely pedestrian space - towns are for people, not cars. Coupled with a greater provision of cheap (or free) public transport, many of the problems created by having to accommodate the primacy of car usage would simply disappear. And the town environment would be far more pleasant, healthier and much safer!

The volume of traffic will be the same but much more of it will have to negotiate the very awkward junction where Upper Fairfield Rd meets Weymouth Avenue. The "footway" is far worse here - damaged, extremely busy and with very poor drainage. It is already difficult for everyone trying to cross/turn at that junction and more traffic will clog up the Maumbury Rd/Weymouth Ave lights/crossroads. Distance facing high volumes if traffic does not solve pedestrians' problems. Has anyone noticed how many people try and cope with the awful arrangements between Upper Fairfield Rd and Edward Rd? It's narrow and very, very dangerous. Why no safe pedestrian bridge over the railway line? Your planters need adequate maintenance and they need planting with plants unless barren lumps of decaying timber are your aim, as in town.

I agree with a dedicated path for pedestrians but not for cyclists and I disagree with removing parking spaces.

Turning in and out of Upper Fairfield Road to access the car park by car is very restricted, therefore if a safe access can be created from Copper Street, then that would be preferable.

I am just concerned about safeguarding young people using the skate ramps and the increase of traffic using that access to the car parks.

The opposite, It is an excellent scheme.
Due to the low numbers of vehicles accessing the Fairfield North undercover car-park and the lack of visibility at the entrance between pedestrians and drivers. I would suggest a pedestrian priority dropped kerb crossing, thus making the drivers more cautious as they come through the gateway, including pedestrian priority warning signs on the carpark side of the gateway, we need to promote the pedestrian priority. At the Fairfield junction with Maumbury Road I would suggest a build out on the south side of the pedestrian crossing (toilets side), built out to the alignment of the parking bays to the east, thus making the uncontrolled crossing shorter at the junction. The tighter radius and footpath build out on the north side is excellent. The semi permanent Fairfield Road closure at the Brewery Square end improves pedestrian safety at very little detriment to traffic and is also an excellent idea, however care will need to be taken to ensure the side of the road does not become a drop off area for pedestrians and deliveries.

The restriction on vehicular access from Maumbury Road is a real issue for anyone coming from the west.

While not a disagreement, I have a concern that the proposed seating may prove to be an attraction as a meeting place for some undesirable elements of society.

<p>Observations on Fairfield Road proposal</p> <p>General</p> <p>The principle needs to be established that Dorchester can and should be an 'active transport' town. Most of Dorchester is within a twenty to thirty minute walk of the town centre and just minutes by cycle. It is time to ensure that 'improvements' to the public highway particularly in and around the town centre are clearly designed to encourage such active transport and make provision for mobility scooters and discourage the use of the private motor vehicle. To this end it is time to stop thinking about the public highway as separate spaces for cars, cycles and pedestrians which is a grossly inefficient use of the available space and instead to think about the public highway as one shared space where pedestrians and cyclist take precedence.</p> <p>Detailed comments</p> <p>It is to be welcomed that the eastern end of Fairfield Road is to become a pedestrian area.</p> <p>This principle of giving pedestrians/cyclists priority should however be extended to the whole length of Fairfield Road whilst recognizing that vehicular access from the western end is required to the car parks. The whole length of Fairfield Road should be surfaced in a way, along with the careful siting of street furniture, such that motorists entering Fairfield Road from the west immediately recognise that this is not a road for cars and a pavement for pedestrians but one shared space where vehicles give way to pedestrians. There is some concern in such communal spaces that blind or partially sighted people maybe put at danger. This clearly requires careful design to ensure that there is a 'protected' route which relates to the use of carefully placed street furniture and use of different surfacing materials.</p> <p>Such a design would also have the benefit of enabling the Wednesday market to make much better use of this space</p> <p>If the above is too radical for the highway engineers of Dorset Council then at the very least the car parking on the southern side of Fairfield Road must be removed so as to enable a much wider footpath/cycle way to be created on the northern side of Fairfield Road. The proposed layout just illustrates how far the highway engineer/motorist dominates thinking even in the town centre where it is 'necessary' to provide a 5.5m carriageway for vehicles which should be travelling at little more than walking pace along with a row of parked cars whilst pedestrians, including those pushing prams and pushchairs plus those on mobility scooters travelling in both directions can make do with a 2.5m wide pavement. Never mind making provision for safe cycling and the possibility in the near future of encouraging use of other e-mobility transport such as scooters</p> <p>Plans should include both footpath and vehicle access - maybe oneway</p> <p>Also to add, in front of dukes auction gates a no parking area, at present deliveroo type cars and bikes etc park in this area, making it very difficult for pedestrians and disabled to walk past without going into the road, this has been very dangerous for a very long time?</p> <p>I totally agree with the proposals. The current mixed use arrangements on Fairfield Road are dangerous. I especially agree with the provision of a planting strip to soften the environment. The provision of suitable trees would also be welcomed. Thanks for the consultation</p> <p>Entry from Weymouth Avenue onto Upper Fairfield Rd may be an issue given the increase in traffic right next to the Skateboard Park. Would need traffic lights on Weymouth Ave and improved access to the car park.</p> <p>I don't agree with blocking access from Weymouth Avenue. I agree that a footpath along Fairfield Road is essential.</p> <p>Closure of Fairfield Road at Weymouth Avenue end will change traffic flow in and out the car park. There's nothing in the proposal detailing the impact of the changes on traffic flow and whether a new entrance to the car park opposite Copper Street is the right solution. This could increase the volume of traffic on Weymouth Avenue causing more congestion to the detriment of the other car park entrances (via Upper Fairfield and Maumbury Road). All these entrances need improvements to help the traffic flow and prevent one entrance becoming the 'main' entrance. Better signage will also be needed.</p> <p>The proposal needs to be revised to include the traffic flow analysis/proposal and the improvements should then be resubmitted for public consultation.</p> <p>Vehicle access to the car park may need to be improved at remaining entrances.</p> <p>Improved pedestrian crossing of Maumbury Road should be included. The crossing at the 5-ways junction is slow and difficult when travelling towards the station and hospital. Cycle ways to join up with the new Fairfield Road proposal would also make the proposal more relevant.</p> <p>I am happy with the access as it is now, no change required</p> <p>Only a footway is really necessary -the rest are luxuries</p> <p>I agree with having a pedestrian pathway along the western part of the road, but wonder whether it would be better on the other side, ie the car park side instead of the market side. With your present proposal, in order to get to and from their cars in the main car park, pedestrians would have to cross Fairfield Road at the very place that cars are going in and out of the market part. Your plan indicates that this pedestrian crossing has not yet been finalised. It would not be needed at all if the path were on the south side of Fairfield Road, as walkers would already be in the right place to access the car park.</p> <p>The planters (why ?) would impede the market activities. The Market is the most important part of thi area.</p> <p>Forcing traffic to access the lower car [ark by driving on the other roads will increase pollution on these roads and make them busier</p>

<p>Making an (additional) car park entrance opposite Copper Street reduces parking spaces, with no benefit. I cannot envisage a need for cars coming from Copper Street to drive directly into the car park, as numbers would be negligible/nil. Access continues from Upper Fairfield Road</p>
<p>Accessing car park from railway station/Copper Street - have concerns about traffic flow and potential need to remove trees along Weymouth Avenue.</p>
<p>Accessing the car park from Maumbury Road is fine, but only being able to leave it onto Maumbury Road would be unacceptable for many older drivers with limited neck mobility because of the angle of the roads in relation to each other. This problem could be resolved by installing traffic lights there, which might be necessary anyway because of the increased volume of traffic using that exit.</p>
<p>The junction of Fairfield Road and Maumbury Road is already a nightmare to turn out of without vehicles turning right in from Maumbury Road. It is also not easy to see traffic coming from the Great Western junction. Both ends of Fairfield Road must be available to traffic.</p>
<p>I have not disagreed with any element of the proposal....long overdue. However, Great Western Road is always congested with traffic, at any time of the day. Something should be done to mitigate the inevitable increase in traffic in this road, and the knock-on effect to the bottom of South Walks, Trinity Street junction. Has a small roundabout here been considered to ease traffic flow?</p>
<p>Better lighting or car park and better pedestrian access from main roads, required.</p>
<p>Not sure where to put this comment - at present, pedestrians tend not to use the crossing by Dukes when they cross to Brewery Square, preferring to exit Fairfield car park and cross the road opposite Pizza Express. Could the crossing be moved up? The road lighting is very poor too. I dislike driving on Weymouth Avenue in the dark as people chose not to use the designated crossing and just step out into the road.</p>
<p>Just eliminate parking on the road, there is plenty in the long & short stay carparks, and install a pavement for pedestrians using the freed up road area.</p>
<p>Not sure where to put this - pedestrians existing Fairfield car park tend not to use the designated pelican crossing by Dukes and cross the road where ever they fancy. The road is also poorly lit making spotting them trickier. Could the crossing be moved further up? Opposite Pizza Express?</p>
<p>I am not sure about the planters: they need regular and careful upkeep (weeding, replanting etc) and quickly become messy if this is not adequately carried out, which has longer-term funding implications. Has thought been given to the possibility of planting some small trees (such as cherry) which, though having some longer-term funding requirements, would not require the same constant upkeep, would be attractive and add visual depth which planters would not supply?</p>
<p>Totally disagree about the current level of use by pedestrians using the whole length of Fairfield Road. The vast majority come from the car park entrances. Your report is unfairly slanted against the current vehicle usage. The increased use of Upper Fairfield Road with its accesses to the car parks will lead to even more congestion at its junction with Weymouth Road and create a significant hazard. It will make the market car park even more inaccessible and further put people off coming to the town. Are you further determined to kill the town as a shopping centre. This proposal certainly gives me that impression. Your alleged safer pedestrians will have even less reason to come into the town.</p>
<p>No disagreements.</p>
<p>This consultation should have taken place before Grant. How many accidents with pedestrians justify the proposal and loss of parking places. The car park is full during summer/holiday times, where is the replacement parking? Electric car chargers? We are a rural town with poor public transport so cars are needed. You can't carry bulky purchases in a bike or carry them far. How many people actually go from one station to the other especially with train fares as expensive as they are? If you want a route then have pedestrian access direct from station with a hatched crossing across car park and rearrange the parking like they have in supermarkets? As planned no one going between stations will use the new pathway! It's more dangerous to cross between parked cars than having to walk a bit further as currently.</p>
<p>Although I agree with all of the principles of the plan, I do not feel there is enough detail about the other aspects (as these are not shown on the plan). Using Great Western Road as an alternative for vehicular transport would force more traffic towards the centre of town and towards another junction (The Junction) which is difficult to get out of (especially when turning right) and would put pedestrians and cyclists at greater risk there, essentially moving the problem. For the proposal to be effective the other road (Upper Fairfield?) that runs between the two roads should be widened and the corners smoothed off. If this is not done, those travelling from Corwall Road towards Weymouth Avenue who need to turn left but are perhaps unaware of the area will be stuck as they cannot turn left into Weymouth Avenue at the traffic lights.</p>
<p>Blocking off the road will add to further congestion and pollution around Great Western Road, where it is already difficult to turn right or move the problem to Upper Fairfield Road. Not sure the point of benches and planters, who wants to sit in the middle of a busy car park. A waste of my council taxes</p>

<p>The proposals will increase the vehicular use of the Maumbury Road junction. Right turns here are difficult because traffic lights cause queues for northbound traffic beyond the junction. Left turns are difficult because of the sharp angle of the junction.</p> <p>Access to Lower Fairfield from the new junction will need to be very good to encourage most car park users to come this way.</p> <p>The Council should not be doing anything to increase the amount of traffic using Maumbury Road which is already busy and frequently congested around Setyres and the entrance to the trading estate. Can you do anything to improve that?</p> <p>Do you really need to close Fairfield Road completely to vehicles? The proposed new footpath plus safe crossing points for pedestrians would alone be great improvements, and better value for money.</p>
<p>When travelling from Weymouth Avenue to get to Cornwall Road you are unable to turn right at the lights from Great Western Road and therefore have to either go through the town centre or use Upper Fairfield Road. The entrance to UFRd is very close to the traffic lights into Brewery Square (which has become much busier with buses, deliveries and cars all using it not to mention pedestrians crossing the road) and an increased use of this road to get to/from Maumbury Road will cause congestion at this junction. Also UFRd is narrow in comparison to FRd with the skatepark on one side. Sadly, many young people these days do not have the road sense that we of an older age had drummed into us and this is another road that has no proper footway, just a grassy verge. On the whole I think the proposed plans for FRd are good, and as someone who walks into town when possible I certainly welcome the footway, but I don't agree with closing the Weymouth Avenue end to traffic.</p>
<p>I would love to see more pedestrianised areas in Dorchester, but this one would be small and sandwiched between a busy road and car park, and would likely contribute to congestion alongside the skate park (Upper Fairfield). With air pollution such a major problem, I wouldn't use the proposed pedestrianised area. Rather, I would prefer to visit a larger green space, like Borough Gardens or Mambury Rings. I do, however, agree with the installation of an accessible path along Fairfield and a better crossing to Dorchester South.</p>
<p>While you're digging it all up, why not add electric charging points in car park.</p>
<p>Forcing all traffic via Maumbury road will cause even more congestion at Great Western Traffic lights. The lights are already badly designed in their use and operation and I see this as only getting worse with this proposal Surely it would be better to put the pedestrian walkway along one side of the road all the way along and not fill the road with flowers. I can see no reason why the traffic could not use both ends of the road to enter the car parks just stop it being used a cut through. This would keep the traffic limited to only the cars partaking entering but at least they could enter off of both roads as they do now</p>
<p>The existing system is not suitable for purpose and creates dangers for pedestrians.</p>
<p>Cost?</p>
<p>I cannot see the benefit of changing the access point to the car park unless obviously you pedestrianise the current access. Are you looking at the entrance being managed by the current traffic light system? This would make sense so the traffic was managed properly and gave access in a timely manner via their control. I do like the idea of the cycle lanes and walk ways and aesthetically it is nicer for the area. My concern is that there will be more traffic congestion as it is such a busy area for traffic.</p>
<p>N/A</p>
<p>My only grumble is that the 'direct' walking/cycling route from the South Station is not clear... infact it doesn't seem to exist. A LOT of people change trains here, and I have often tried to explain how to make the simple journey on foot. The signing is bad, and the route from Copper Street onto Weymouth Avenue's topsy-turvy pavement surfaces and tricky crossings is terrible. But the Fairfiled Road bit is very good. State of the art.</p>
<p>I remain unconvinced of the need for traffic from one side of the Weymouth Avenue to cross the carriage way to use the car park. I see no benefit to those arriving by train if a walkway has been installed.</p> <p>I do think planters are only useful in an aesthetic way, if maintained with interesting and preferably ecologically useful plants. The ones in South Street do not I'm afraid meet a standard which enhances the appearance of the town.</p>
<p>none</p>
<ol style="list-style-type: none"> 1. Dedicated footway along the western end of Fairfield road unnecessary, if through traffic prevented and car parking restricted. Far more important to have a dedicated footway along upperfairfield road (South, off your map) which is very dangerous to pedestrians at the moment: especially if illegally parked car(s). 2. Is the proposed car park access from Copper street for vehicles? If so it will replace the access from Fairfield Road and is likely to be used by motorists in preference to the Upper Fairfield Road entrance. It will therefore need proper design and pedestrian traffic lights. If pedestrian only OK, but it is only a short walk round to the pedestrian entrance on Fairfield Road if signposted. 2. These changes less important than there being no pedestrian traffic lights across Maumbury Road - Weymouth Avenue cross roads into town along Weymouth Avenue. Fast traffic and restricted visibility make this very dangerous (we have experienced!). It should be possible to add a pedestrian traffic light without restricting traffic flow periods by the addition of a pedestrian refuge.
<p>Just stopping parking on one side and converting the parking bays into a footpath, plus the car park entrance by Copper Street will do fine.</p> <p>Also, will be a lot cheaper to do.</p>

<p>The entrance to the road from Weymouth avenue often floods in heavy rain making it very difficult for people to cross that road opening. Also due to the entrance to dukes auctions being right on that junction it can be difficult to see cars coming from maumbury road to Weymouth avenue. Having a footpath along that side of road should help. Bit concerned about having a bench,planting etc there as kids seem to vandalised the market car park listed buildings at present in the evening with other anti social behaviour taking place and it could be intimidating encountering youth groups hanging around if you need to use that route to get between stations or hospital. Stopping the cars driving through May increase the risk of anti social behaviour in that area. At busy times of the day the maumbury road end gets extremely busy and to have exit and entry to car park only at this end would make this situation worse and it is a tight left hand turn. At least by having both ends open to traffic you are spreading the exits cars can use.</p>
<p>The whole of Fairfield Road needs to be mainly pedestrian/cycle with the remaining car parking spaces removed. This will enable a greater degree of enhancement and avoid the danger of retaining a few parking spaces. It would enable a truly 'green route' to be created. Thought needs to be given to the whole route between the two stations ie improved pedestrian facility between Dorchester West and Maumbury Road [it is presently very poor]and the crossing of Maumbury Road. Similarly the route from Dorchester South, possibly using the pedestrian route between the pub and the Brewery Square buildings, and a better crossing of Weymouth Avenue. The whole scheme needs to be better 'joined up' from station to station.</p>
<p>My suggestion is to ban parking on Fairfield Road, create a footway down the north side and allow vehicles, but one way only - probably from Maubury Way.</p>
<p>Would say stop parking on fairfield road. put a pavement up one side. dont send all taffic to carpark along Monbury Road it will come to a halt trying to turn right to get into the carpark as traffic going to Weymouth or Monmouth Rd area will block the road when queueing for the traffic lights especially in the summer or going home times.</p>
<p>The closure of Fairfield Road at Weymouth Avenue end will have consequences at the junction of Maumbury Road and Weymouth Ave. This is already a lethal junction for pedestrians heading from the railway bridge, crossing Maumbury Road by the traffic lights and heading down down Weymouth Avenue. It is a blind corner, and vehicles speed round it to head down Maumbury Road - I have already had one narrow escape there. The proposed scheme will increase this kind of blind corner traffic and reduce the more visible (to the pedestrian) traffic sticking to Weymouth Avenue. PLEASE INCLUDE PROVISION AT THIS TERRIBLE CORNER AS PART OF YOUR SCHEME.</p>
<p>Not sure it is an issue. Do we need to spend the money when it's the town centre that needs help</p>
<ol style="list-style-type: none"> 1. Ban parking on Fairfield Road - with ca parks either side it is not needed 2. Footpath alongside wall, entire length between Maumbury Road and Weymouth Avenue, not next to longterm carpark 3. Single crossing at entrances to both car parks 4. Pedestrian access to car park from Weymouth Avenue/Copper Street is good idea. Vehicle entrance is not. 5. A narrow footpath in Upper Fairfield Road, adjacent to the long-term car park is also needed (for safer access to car park, recycling bins, to garages on Maumbury Road and to the Skate Park. 6. Do NOT remove access to either car park from Weymouth Road, forcing more vehicles onto Maumbury Road and Upper Fairfield Road. More vehicles on Upper Fairfield Road will present greater danger to youngsters using the Skate Park 7. The through route on Fairfield Road is used sometimes because of congestion on Great Western Road in either direction 8. NO to benches and planters in Fairfield Road unless they are actually in the car parks not the road (horse trough excepted). People do not go there to sit and chat - they have Brewery Square to do that.
<p>It's simply not necessary and will cause problems at the the lights with long tailbacks on the two main roads not just during peak times but ALL the time. The traffic is bad enough on Weymouth Avenue and this will make it worse. If your trying to find ways to spend money (and this appears to be one of those schemes) take it off council tax!</p>
<p>Seems sensible approach with minimal disruption</p>
<p>I see no reason to cut access from Weymouth avenue, surely this will just exacerbate traffic in surrounding roads if people cannot access from an existing. Entrance / exit, particularly on market day when it will be more difficult for stall holders to access due to fewer access points</p>
<p>I've never felt unsafe when walking along the road or found it difficult to turn in to when in my car. Save money and leave alone.</p>
<p>Dorchester's newest one way system (i.e. no turning left from South Walks into Prince of Wales Road, and no turning right from Great Western Road junction) already makes any car journeys around the town and to and from home unnecessarily longer. To restrict vehicular access from Weymouth Avenue onto Fairfield will be a further inconvenience. I am not aware of any accidents involving pedestrians in this area that would support this change. That said, the addition of better lighting and softer landscaping in the form of planters or verges will help improve personal safety this area.</p>

<p>As a owner of one business already established in Brewery Square and another opening in May, I would like to see the flow of people directed through Brewery Square to increase the footfall to businesses within the Square and surrounding areas. Diverting the flow of people via Copper Street seems to limit the business and what the people will see.</p>
<p>I would like to see the crossing on Weymouth Avenue fixed, this doesn't work at the moment. People (Including myself) tend to just walk out of Fairfield Road and onto Weymouth Avenue and not take the trip the the traffic lights that are available.</p>
<p>pedestrians walking about car park dangerous . so no entry at Copper St . travellers from railway station should walk along pavement to newly created Fairfield walkway</p>
<p>If there were an entrance at Copper St, when I walk between the stations I would walk, or at least be very tempted to walk, through it and cross the car park itself. This might knock a minute off what Google maps says is a 7 minute walk between the stations. Since there are traffic lights there this could be dangerous. I could propose to make a entrance pedestrians only at the end of Copper Street, with a dedicated walk between the parked cars. A few spaces left in the car park would be made up of leaving Fairfield road as it is. Lighting and planters too. With a minute saved more people would be encouraged to change trains in Dorchester. But I realise this is a radical and probably expensive new suggestion so far more practically please just go ahead with the pedestrianisation of Fairfield, but remove the temptation for pedestrians to cross the car park, by leaving the metal fence as it is.</p>
<p>Very pleased to see something being done. Dangerous for pedestrians. Inadequate lighting (I'm always phoning the company re broken lights) Dark when walking home from station at night-not pleasant when alone. Better lighting required in car parks due to number of people using them in evening to go to Brewery Square. Cars don't need to use the road other than to access short stay car park(and that could be accessed from main car park. Could be used for stalls on market day.</p>
<p>Providing a junction into the car park from Copper Street would be a disaster. There are four sets of traffic lights down Weymouth Ave. traffic flow is very bad as it is, To put a junction there would caused huge back up of traffic wanting to turn right into the car park. There is no room for a filter lane. A right filter would still cause a waiting issue. There is a level difference and access through there would be very costly and would not work. Please take this idea out of the proposal. The existing entrance by the skate park works well and should be retained.</p>
<p>It has seemed unsafe to have families and groups of young people visiting the restaurants and other facilities at Brewery Square always having to compete with the traffic. Much needed to add to the ambience and safety of the area.</p>
<p>Not a disagreement as such, but a concern that extra work will be needed to alleviate pedestrian/vehicle interactions at the entrances to Upper Fairfield near the skate park and in general through the upper car park.</p>
<p>The option of using the Upper Fairfield Road is narrow and would create more problems than it solves. Better to stop vehicles turning right out of Fairfield Road, if they wish to go to Dorchester South Station, then they can use the Upper Fairfield Road to turn left.</p>
<p>I think closing access from Fairfield Rd to Weymouth Ave is the wrong thing to do. It will greatly increase the number of cars using the access onto Maumbury Rd, and Upper Fairfield Rd. Both of these are difficult to negotiate and would require road improvements (widening Upper Fairfield Rd and improving corners from there). Access from Fairfield Rd to Maumbury Rd is already extremely difficult due to the traffic lights at Great Western Road - traffic jams/tailback there will increase making it difficult to exit the car park unless significant alterations are made. While you're improving lighting how about adding more lights where people cross from Brewery Square to Fairfield Road? Sometimes driving down Weymouth Ave you cant see the people crossing at night - they wear dark clothes and don't use the crossing much of the time.</p>
<p>I strongly support the proposal</p>
<p>May I suggest to improve pedestrian safety make access into Fairfield one way with exit into Weymouth Road . Keeping the few parking spaces in Fairfield is fine but if it's two way you run risk of passing cars running over the pedestrian path</p>
<p>Agree with pavement along Fairfield Road. Remove road parking slots. Car park spaces only. Retain access from both ends of Fairfield Road. Although planters and benches could look nice, I do not believe that it is an attractive space for people to feel inclined to sit there. Its too busy and needs to be considered with a more practical "eye". It is a coming and going area. You are wanting to make changes because it is too busy and not safe enough for pedestrians. A pavement wide enough for a wheelchair with nearby safe crossing would answer the problem. Don't spend money on landscaping.</p>

This seems half measures, the changes cover half the street and still leaves a significant amount of cars etc travelling in and out of the Fairfield Road exit /entrance to the car park still not a true safe pedestrian zone.

Pedestrianise the whole street, use it for market stand stalls and pop ups make it pay for its self and be an addition to the Brewery Sq area and a safe place to walk, meet, eat.

Make the entrance / exit to the market area and the covered parking from the Maumbury Road end with emergency exit only into Weymouth ave from the Auction house gate.

Close the Fairfield car park entrance totally,

Install pedestrian crossing over Maumbury Road for safe onward walk to stations.

I do oppose 15 minute cities however and hope this to never be implemented locally!

There is too much disadvantaging of driver residents occurring. Some people need to use their car for travel and adding to a journey has both a time and financial cost. Yet again the council is trying to disadvantage residents who need to use their cars for whatever reason.

I do not feel like restricting vehicle access to the junction on weymouth avenue is a good idea, I think the cycle/walking path is enough on its own. Also the planters and seating is an unnecessary addition considering the seating available at brewery square.

Suspicious of latent intent.

Getting rid of the market for a multi storey car park.

The market is precious Dorchester is a market town. It needs protection an enhancing.

By removing vehicular access through Fairfield Road it will increase traffic use of Upper Fairfield Road which can hardly cope with traffic now and access to it from Weymouth Avenue is not easy when there is a lot of traffic using it e.g. on Market Day

I do not see why vehicles should not continue to use Fairfield Road if there is a safe pedestrian walkway and improved streetlighting.
The area will never be attractive so there seems little point in making it pedestrian only and adding planters and benches.
I would have thought that losing one side of parking on Fairfield Road would be sufficient (and cheap) although there may also be an argument for making the road one-way for cars (two-way for bicycles) and / or making it left turn only out of Fairfield onto Weymouth Avenue to improve traffic flow with cars queuing up behind a car trying to turn right.
I did email my Councillor January 2020 stating how unpleasant / dangerous I thought that it was for pedestrians using Fairfield Road in the dark and pointing out that this was the primary route between the 2 railway stations - I suggested removing one side of parking. My Councillor replied to say that no changes were necessary...

As a pedestrian this route is miserable to use in it's current state. The junction with market cafe is too wide with vehicles entering at speed and one has to be in a constant state of alert for car doors opening and meandering pedestrians. Add the night-time jeopardy of an unlit street and it's a poor welcome to Dorchester.
Opening a pedestrian access into the car park from Copper Street is a sensible idea. As I want to get from A to B in the most efficient manner, my desire line will be diagonally through the car park. I suspect it will be the same for most Station users. This will put me into conflict with cars but that will be my choice!

A dedicated cycle lane is pointless when the rest of the cycle infrastructure is non-existent; for me a shared space will suffice.

Regarding motorised access, I prefer to use Great Western Road and Upper Fairfield road to avoid right turns, so the restriction would mean no loss.

Looking forward to seeing the improvements; they should make a pleasant welcome to Dorchester for our visitors and Residents alike. Thank you for identifying the need and taking action.

I'm not sure why you have to spend tons of money and over complicate everything. Get rid of the parking on fairfield road both sides, allowing 2 way traffic and ample space for pedestrians. Seems rather simple to me, allowing residents, locals & visitors to get on with life.

Most people do not use the current crossing to get from Copper Street to the car park. instead they cross the road ad hoc and make a more direct route. This should be addressed with a separate pelican crossing and access point to the car park (for pedestrians).

As regards the proposal itself I offer the following comments:

1. This scheme should be seen in context as part of the walking/cycling route between Dorchester South to Dorchester West station
2. I would put a cycle path through the whole of Fairfield Road and remove the remaining parking spaces on the Western side which are redundant with the car park next door
3. I suggest the cycle path is not raised or sunken but at the same level as the walkers pavement as otherwise this causes all sorts of trip hazards
4. I would question whether the entrance to Dukes (and indeed the centrally located entrance to the market) should remain as they can use the alternative Western entrance instead and make it much safer for pedestrians.
5. There is a case for pedestrianising the whole of Fairfield Road - although maybe this is a step too far right now ?
6. I like the benches, lamp posts and planters and I would like to see the whole of the car park screened from Weymouth Avenue by a nice green hedge and some flower beds. Just be careful about positioning the planters at the entrance to Weymouth Avenue where they could obstruct cyclists.

It is a loss of parking spaces, which are well used and needed.
I'm not sure from your plans how cars exit the car park it's really quite a busy spot and to have only one entry and exit from the same place doesn't seem sensible to me.

I can see that the people who are going from Dorch South Station to the Hospital or Dorch West are not likely to have a car and if you have children in a buggy or pram or elderly people who use a rolater then the new scheme could be very helpful .

Not sure of the safety aspects of the entrance from Copper Street which in effect will make this a sort of crossroads.

As a resident of Victoria Road we have already seen a significant impact from the junction changes by The Range and feel pushing more traffic to this junction is a mistake. Simply removing the car park spacing to the left and right of the Fairfield entrance from Weymouth Avenue would create a safer entrance to the road and allow traffic to flow freely that side of the carpark. It would also encourage more people to use the very narrow road alongside the skate park as an entrance, not only will this cause congestion closer to the Maumbury Rings junction but pose a risk to the number of children using that road to access the skate park.

As a business on Weymouth Avenue not only do we pay for annual permits to use the car park entering from Weymouth Avenue but our clients use that car park to visit us. The ability to load and unload supplies from our van to office is important and having to drive around with the restrictions at the junction near the Range will impact that. We also benefit from traffic that needs to pass the office to enter the carpark. Rerouting the traffic to the other side of the carpark will have an effect on our business as well as Brewery Square as a whole. Simply removing the car park spacing to the left and right of the Fairfield entrance from Weymouth Avenue and replacing it with pavements would create a safer entrance to the road and allow traffic to flow freely that side of the carpark. I can not see any changes suggested to the small road near the Skate Park and so I would expect the proposal to encourage more people to use the very narrow road alongside the skate park as an entrance, not only will this cause congestion closer to the Maumbury Rings junction but pose a risk to the number of children using that road to access the skate park.

None

If the aim is to make Fairfield Road safer for pedestrians, why not simply ban parking along the road and use the parking spaces for pavements? It will be a lot cheaper and achieve the desired outcome without inconveniencing local residents who use Fairfield Road as a through route. Also, bikes are likely to use the area closed to vehicles, which will be dangerous to pedestrians.

The area is already busy and as resident driving from home in Brewery Square the closure of this road will make things even more congested.

Don't put planters in just get rid of all car parking spaces on either side and then put road marking in for cars then pedestrian walk ways on either side where the car parking spaces are! Maintain access to the road for both cars and pedestrians

Fairfield Road is important to keep traffic flowing and avoid congestion. With Poundbury becoming more and more populated, also the number of cars on Dorchester's road is increasing. Although I like the idea of a pedestrianised Fairfield Road, this will create havoc to the traffic in Dorchester.

It will be necessary to build up the kerb across Fairfield Road at the Weymouth Avenue end, to prevent "hovering".

The access to Dukes Auction House will need to be clearly marked as priority for pedestrians.

The cycle lane must be at the same level as the walkway.

Parking should also be removed from both sides of the Western end of Fairfield Road.

I think mixed pedestrian and vehicle access onto Copper street will be difficult to achieve safely. A planting strip sounds nice in theory but would need maintenance or it just becomes a litter dump unfortunately.

<p>I disagree with cutting vehicle access to and from the road at the bottom end. Narrow it by all means but let's keep it open to traffic or you'll further clog up the horrible B3147 / Weymouth Rd junction by Maumbury Rings and the junctions at either end of Great Western Road.</p>
<p>Can you not use any of the land that runs immediately to the east of Fairfield road, that is currently used only for the edge of the market, to either divert traffic so it winds it's way (traffic calming) out onto Weymouth Avenue through the brick gates, or alternatively pedestrianise that route, with lighting and planters etc?</p>
<p>Vehicles use this as a short cut to minimise traffic in other areas. If it was closed off as a through road it would create more traffic around the car parks. But I totally agree it is has been unsafe since Brewery Square was opened.</p>
<p>I honestly don't believe the road is dangerous or needs a pavement or restricted access. It's simply a matter of being sensible and aware of what is around you. How many actual accidents have occurred? I'm not aware of any. It is far more dangerous trying to cross maumbury road at the junction with weymouth avenue.</p>
<p>I think your ideas are great and will be lovely to see especially on market days I hope this will stop disabled people parking at the Weymouth avenue end in front of the gates next to dukes there's around 3 cars every market day that block the way and pedestrians have to walk around them on the road also when they park on Weymouth avenue opposite the station pub it's dangerous for pedestrians so maybe you can put this in with the planning and make it safe for all pedestrians and drivers that have to go around these cars so unsafe</p>
<p>I feel that the money would be better spent improving pedestrian crossing points around the Maumbury Rings junction. It is very hard to cross the road safely here when the traffic is busy and I have had some near misses here. I have never experienced a problem walking through the area you are proposing to alter, whilst there is no dedicated path I have always been able to walk along here without feeling unsafe. The Maumbury Rings junction is potentially used by travellers for the train stations as the south station itself is not accessible so anyone with a wheelchair/pushchair or with mobility issues and so they are forced to walk the long way down Monmouth Rd.</p>
<p>All traffic forced to emerge on Maumbury Road only is not ideal if wanting to turn right towards top of town. Traffic Lights at top and bottom of Maumbury Road will have increased load rather than being shared onto Weymouth Ave.</p>
<p>On e again the car driver is being penalised. Car park spaces are being removed. This is supposedly to create safer spaces for pedestrians. How many accidents/ incidents involving pedestrians have actually occurred on this road?</p> <p>Or is this just one step to using the market space for housing?</p>
<p>Is there any point in having cycle paths along part of the route? Pedestrianise the entire closed end - surely cyclists can push their bikes those few metres.</p>
<p>Vehicle access should still be maintained along Fairfield Avenue</p>
<p>This route is will be used more when the outpatient assessment centre is completed at South Walks House later this year.</p> <p>Enforcement of crossing points should be undertaken if/when the new layout is completed.</p> <p>Lighting improvements are needed both on the road and more so in the car park itself.</p> <p>Very much in favour of the proposals.</p>
<p>Great idea, I can't county how many times I've been people nearly be hit by cars due to very poor visibility walking towards brewery square</p>
<p>I don't thnk Fairfield road should be blocked in any way. Just put a pavement in and stop parking on it</p>
<p>Pedestrians should also take responsibility for themselves when using Fairfield Road I.e. pay attention to their surroundings.</p>
<p>I feel this road should be vehicular access only</p>
<p>I would normally access Fairfield Carpark from Copper Street via Upper Fairfield road.</p>
<p>Planters and benches a waste of money and add no value.</p>
<p>N/A</p>
<p>As a resident on Eldridge Street, mews, I am one of the expanding brewery square community, we do not exclusively use copper street to aprk or access our homes. I commute from Eldridge Street / mews to a local business in Poundbury 2-6 times a day by car. As a road user I see the traffic load on the east bound b3417 and Weymouth Avenue in both directions seeming a negative impact from the closure of the Weymouth Avenue end of Fairfield road to vehicles. As a resident I am also increasingly limited to my exits on the often congested Weymouth road and will need to pass through the cooper Street turning and travel on what would become the a congested primary carpark ntrance on lesser Fairfield, in order to pull onto the b3417, or the already congested great Western road. This set of lights at is already at capacity around the times schools close, and adding a point of congestion by closure of a Fairfield at Weymouth Avenue end, I oppose in the strongest possible way. Meeting and exceeding the capacity for the current load would place too high a limit on the lesser Fairfield road entrance and significantly congest our Dorchester police station and emergency vehicle access. The current situation at Weymouth Avenue entrance to Fairfield road, is enough distance away from the police station for heavier traffic to exit.</p> <p>The change in load to the current system of roads would burden the smaller distribution that overflows would block Weymouth Avenue and b3417, slowing the throughout from eastbound b3417.</p>

I feel this area is dangerous to pedestrians at all times of the day, especially down at the Weymouth avenue end, we're there is a lot going on both pedestrians and vehicle traffic,

The road is used as cut through and some drivers have no regards for space or hazards awareness

I strongly agree with the plans in making this a safer pedestrian area,

And keeping traffic slower

I have not disagreed, and am writing on behalf of our members who have a learning disability, and sometimes a physical disability, and many of whom will use this area to get to the train station or bus stops and to our events. Although I have not been able to consult with our members, I am confident that they would be very supportive of the new plans, and also some clear guidance as to routes. It's currently quite dangerous, the route from Dorchester West to Dorchester South train stations, in particular the road along Fairfield, and especially for those with disabilities. If you would like to further consult with our members, please let us know and we would welcome you to come to one of our Dorchester Speaking Up groups to talk with people with a learning disability about the proposed changes.

Planters and benches unnecessary cost and maintenance and possible vandalism targets

Closing the weymouth Road area to traffic is not a good idea, because it will cause extra traffic on the neighbouring roads as folk have to drive around to the Maumbury Road side in order to access parking. Any plans, in any situation, to shut roads and cause additional traffic flow in the surrounding, already busy, roads is never a good plan. In this Dorchester situation I think it is definitely a very bad idea, causing congestion problems elsewhere and inevitably raising pollution levels in the areas where the increased traffic will have to flow. The wide footpath is an excellent addition, very much needed, as are the crossings and tactile paving, but take it the whole length of Fairfield Road and keep the existing through road to Weymouth Ave. too. I do not understand the need for retaining the 10 parking bays on the Fairfield Car Park side of the road when plenty of parking is available in Car Parks on both sides - it seems unnecessary, and that it would be better to have the whole width of the road for traffic flow in and out of the Car Parks with no road parking allowed.

The market areas provide important parking for the area. Removing the additional parking and access to Fairfield will cause congestion. A path already exists along the main roads - please improve signage and maintain this area, instead of creating more problems in a busy area.

DTASG Have submitted a detailed response to [redacted] at Dorset Council. This survey response is simply to show we have registered our views as an organisation.

It is not made clear whether vehicular traffic would be able to access the car park via the new Copper Street entrance from Weymouth Avenue, or just from Copper Street. I think that it is crucial that access be made available to traffic from all directions at that point, as Maumbury Road is already very heavily used and would easily become blocked if all traffic for the car park had to proceed along it.

I have reservations about 'improving street lighting' as this can mean excessive light pollution. Minimal low level lighting for the footpaths would be acceptable.

It is useful being able to access the car parks from Weymouth Avenue.

Let's share the road mate

Put pedestrian way inside the undercover side of the carpark past the cafe and exiting by Dukes with a crossing at the entrance into the carpark from Fairfield road.

Remove parking spaces on Fairfield road.

Thus keeping Fairfield road clear for cars to travel.

Improve crossings at each end of the pathway.

Weymouth Avenue is currently the main access route into the Fairfield Road car parks. I don't consider accessing the car parks from other roads is viable. Accessing the car parks from the other end of Fairfield Road from Maumbury Road is not safe. The junction of Fairfield Road with Maumbury Road is not sufficiently wide, and the visibility is greatly reduced by the buildings (toilet building and market buildings) on either side of the road when pulling out of Fairfield Road onto Maumbury Road. Maumbury Road is also much too narrow when pulling out of Fairfield Road onto Maumbury Road to go towards Weymouth, the width of the road is much narrower than Weymouth Avenue and increases the risk of accidents when traffic pulls on onto Maumbury Road. Getting onto Maumbury Road from Fairfield Road is also difficult due to the proximity of the junction with the traffic lights at the end of Great Western Road. It is often difficult to get out of this junction now due to the flow of traffic through these traffic lights along Maumbury Road. I would also question whether Maumbury Road residents would be happy about their road being the main access/exit route from the car park. Continuing to access the car parks from Weymouth Avenue would not have a detrimental impact on any current residents. Weymouth Avenue is the main route into Dorchester town centre and I strongly feel all car parks should be easily accessible from this route.

I would also question how many people actually need to link between the two train stations in Dorchester. The train lines serve different routes and crossing between the stations is never something I have needed to do. I would argue most rail passengers would need to swap trains further along the lines, at Westbury or Southampton, and do not need to travel between the stations on foot. This seems to be another scheme for people who don't actually live in the area.

Whilst I don't dispute the need for safe pedestrian access along Fairfield Road, this could easily be put in place along the existing walls of the market without the need to block vehicular access along Fairfield Road. This area will still be located next to busy car parks so I can't see that benches and planters are necessary - there are sufficient safe seating areas in Brewery Square already.

I have not had any problems using the road as a pedestrian or driver and I think it is unnecessary to make such changes.

Not sure planters and benches are needed but better lighting is a must, pedestrians wander all over the road and don't use the crossing to brewery Square. Need to stop some of the random obstructions caused by disabled drivers parking and blocking the road, it's unnecessary and dangerous, especially on market day.

<p>Reducing vehicle access at the Weymouth avenue entrance would reduce footfall into Brewery Square especially as a business that you can see from the entrance so that people can spot us when they arrive.</p>
<p>sorry I found your map confusing without being able to see skate-park on my device..I'm sure you have thought of all scenarios, Inc market days, car boot sales, fun fairs, shoppers, party-goers, as well as your declared list for train travellers and hospitals visitors..</p>
<p>The comments are offered by the CRP. It is hoped the works on Fairfield Road will be accompanied by more prominent signage to demonstrate to passengers who may not be familiar with Dorchester that, in each direction, the road forms the route between the stations.</p> <p>Easy access to the car park is more significant from Dorchester West than from Dorchester South as there is no car parking at Dorchester West.</p>
<p>In the present economic climate grandiose schemes should be at least shelved for a while. If it isn't essential, use the money for something that is. Travelling between rail stations must be minimal. Making Fairfield Road traffic free loses one more crossing road, of which there are few now that a right turn at the Maumbury Road lights into Gt Western Road has been banned.</p>
<p>Access to the car park from Upper Fairfield Rd is very tight and could cause more backing up of traffic onto Weymouth Ave as it is difficult to have two cars pass on upper Fairfield Rd. It is much easier when on Weymouth Ave to access the car park onto Fairfield Rd.</p> <p>Removal of parking on Fairfield Rd and using the space that the parking spaces used as a walk way would be good</p>
<p>I disagree with the on street parking being retained - it's next to a car park for heaven's sake!</p>
<p>N/A</p>
<p>Put the footpath the other side of the wall and leave the road layout how it is</p>
<p>Please also put some seats/benches next to skate "park" so somewhere for friends, parents and g/parents to sit.</p> <p>Re Fairfield Road I am concerned at the traffic flow practicalities & safety of just one entrance at Maumbury Rd end, that has restricted sight lines on exiting, and is never easy due to congestion of closeness of traffic lights at Cornwall Rd Junction. Ideally my opinion is that there should be a new, wider and more open entrance to carpark further along Maumbury Road. This could also allow closure of Fairfield Road - with safer access to public toilets - and with barrier railings to be removed for a safer, more clearly designated footpath to be provided along the side of the old Market wall.</p>
<p>Not a disagreement but a suggestion, having heard many train guards trying to describe how to get from one station to the other - why not have a painted line between the two so people can follow the route easily and quickly.</p>
<p>I agree with one way traffic only, entry via Maumbury Rd but exit on to Weymouth Ave. There would be too much traffic exiting on to Muambury Rd otherwise. There could then be a pedestrian walk through. As much as planters, seats etc are admirable really not the best use of the space .</p>
<p>I see no point in stopping traffic driving along Fairfield Rd, it will create unnecessarily longer journeys for drivers for a number of routes they are trying to travel and does not help pedestrians or the environment. Creating safe walking spaces will be good but that does not mean cars have to be excluded.</p> <p>Given the area proposed for the future seating etc, who in their right mind would chose to sit in an area between car parks and 2 main roads with no facilities or as far as I can see reason to want to sit there when a short distance away is Brewery sq with no traffic</p>
<p>Taking out access to yet another road in an already congested town is just madness. Traffic is phenomenal and to increase traffic by removing yet another road will lead to greater air pollution along the roads left taking up the same amount of traffic, and will greatly increase traffic along these routes.</p> <p>Yet another stupid idea from our out of touch town planners!!</p>
<p>Stupid idea by out of touch planners. Ludicrous, traffic is bad enough as it is, with out restricting vehicle traffic to another road which will cause more carnage at peak traffic times!!</p> <p>This will increase traffic cues which will inturn increase traffic fumes along the alternative routes and add further delays.</p>
<p>If you cut off access the only way across is the road by the skate park - unless you are going to improve that road it is not suitable.</p>

The proposal for Fairfield Road appears over complicated and there are other solutions to the issue. However, firstly, although the proposal states that Fairfield Road is the only signposted route between Dorchester South and Dorchester West stations, there are other existing routes, already with pedestrian footways and crossing points between the two stations that could be signposted and minimise the disruption and inconvenience that the proposal would cause. According to Google maps, the signposted route via Fairfield Road is 0.3 miles and takes 7 minutes to walk, but an alternative route via Great Western Road is 0.4 miles and would take 8 minutes to walk. Hence there is in reality little difference between the two routes. Again, the routes to the hospital via Fairfield Road and Great Western Road are practically identical to each other in both distance and time. The number 6 bus also departs from directly outside Dorchester South station and the route is via the hospital. The council has not provided any data on the number of pedestrians travelling between the South and West stations nor between the South station and the hospital, but I suspect that very few pedestrians travel the former route. I do not see the value of the proposed closure of the eastern end of Fairfield Road. If the proposal were to go ahead I would advocate continuing the footway along the length of Fairfield Road and keeping the road open to vehicular traffic. The proposal states that only a few hundred cars use Fairfield Road as a through route - a guess or the result of a survey? – but also states that the car park generates substantial levels of vehicular traffic. Most of that substantial level probably passes via Fairfield Road, and closure of the Eastern end of the road will surely lead to pinch points in the circulation of traffic into and out of the car park. At present drivers leaving the station and travelling to the Top 'o Town roundabout to access the Yeovil Road or Bridport Road can travel along Fairfield Road, turn right into the B3147 (Maumbury Road) and travel directly to the roundabout. If the Eastern end of Fairfield Road was blocked off, vehicles would need to turn right out of the station and drive into the town centre via Trinity Street and High West Street to access the roundabout and Damers Road, thus adding to the vehicular traffic in those already congested areas. The alternative would be to travel along Great Western Road and Williams Avenue increasing both journey times and fuel usage. The proposal also describes making an access point into the car park from the station via Copper Street. Why would a driver want to enter the car park after visiting the station? Drivers going to the station would drop off or pick up passengers and then leave the station for an onward journey. Only a tiny minority might want to visit the car park after visiting the station, so that access point is expensive and unnecessary. The proposal also states that funding has already been awarded specifically for this proposal, suggesting that funding was sourced well before this consultation. Can residents be assured that points put forward in the consultation will be considered, and that the consultation really is that.

This is not a particularly desirable area for planters and benches. I would rather the council spent money on existing pavement maintenance and having safe cycling lanes.

Closure of Fairfield Rd for cars will increase problems due to increased use of Upper Fairfield & Great Western Rd. Loss of pick up point for local coaches taking residents on day trips. Alternative difficult for those with mobility problems who would need to use car/bus/taxi to access increasing carbon footprint and increased cost for a day out. Benches are useful but don't need to close road. The road needs to function.

- A dedicated footpath is good unless it has a camber or cobbles which is difficult for some pedestrians / wheelchairs / mobility scooters.
- Better crossing points are good in principle but the proposal for Maumbury Rd end still leaves a dangerous place to cross.
- Restricting access to Fairfield Road is good but creates problems for cars / pedestrians at Upper Fairfield and Maumbury Road.