

Collation of Comments re One Way System/ parking (Drop In Event – Sep 2023)

As at 6th Oct 2023

- There's only a real problem during the peak summer – so about 6 to 7 weeks overall. Both proposals seem unnecessary to me. Why not leave things as they are but (a) lower the speed limit (possible throughout the whole town but definitely along the High Street, Queen Street etc to 20mph). (b) stop cars parking in the High Street (may be just for the summer).
- Speed limit needed and more police presence otherwise leave it as it is. Pity we couldn't see plans before meeting so we could take it all in.
- Pedestrian crossing in High Street. 20mph from Mights Bridge. Parking on York Road needs widening and charging plus pathway for safety for walkers. Extend car park onto common, Gardner/Godyll Road junction, verge parking on Gardner Road. All parking needs restricted times & pay machines.
- No permits.
- (1) Parking must be free to encourage visitors to the town. (2) Many houses have no drives/garages. Residents rely on being able to park nearby.
- Please take into consideration the choke point that will occur at the Godyll Road/York Road exit. A lot of cars go along York Road to the car park/down to the harbour. This is already an issue without the one way system. Please also consider the parking survey from 2017 . 465 people responded and it showed most workers park on side streets. If a 20mph speed limit could be implemented on the High Street that would help. Please also consider the RNLI volunteers. We can't disobey the traffic rules and need a quick route to the station often this is via Godyll Road. If traffic backs up down Godyll Road this also affects emergency service access. Particularly important for St Barnabas. Please also ensure future consultations be posted through doors. This helps to inform the "hard to reach" and obtain their opinions.
- It would seem more sensible to extend the one-way system from High Street, down Queen Street, South Green to turn at Ferry Road triangle into Gardner Road. Lorries cannot be expected to turn into Mill Lane, Lorne Road or Park Lane.
- Concern for increased traffic flow along Gardner Road. There are no pavements along this road. Lots of pedestrians coming from car parks and common. Some traffic already uses this road, but plans put all outbound traffic up this road.
- Possibly create a couple of one vehicle wide sections on High Street to encourage pedestrians to cross at those points and slow traffic.
- There is not a fundamental problem. Just for a small % of the year in the school holidays. No change please.
- The ideas are totally unworkable. The ideas will result in traffic using other residential roads in the town. If this goes ahead in an experimental form, it will NOT be removed. Problems in the York Road area will be greatly increased. This is a bad idea and should not go ahead.
- (1) Speed limit in town – say 15 – 20mph, (2) Speed humps in High Street, (3) Clearer identification of Millennium car park, (4) Sorry to say but parking wardens have improved situation in High Street.
- (1) Polite notices on website and entrance to town to suggest people unload their cars where they are staying and then park the car in car park. Exceptions for (A) elderly, (B) disabled. (2) 20mph speed limit.

- In my opinion, the greater need is for a strictly enforced 20mph speed limit along the High Street (and surely SCC's policy can be dealt with to allow this). I have no strong views about the one-way suggestions; is it really a current problem that needs any change?
- One-way system can become a racetrack.
- Living in an area that is very popular for parking, my observation is that the problem is not as severe as it used to be, so that plans for residents' parking are more trouble than they are worth. I know some individuals live in houses with no street parking nearby – they should be treated on an individual basis with some designated spaces in parking areas nearby. But for the most part, the problem is not as bad as often implied.
- Don't make things worse.
- (1) Restrict entry to Mill Lane from High Street to residents only. (2) 20mph throughout town. (3) Limit truck delivery from 10.30 – 3.30pm (in High Street).
- I think this scheme will bring more traffic into the High Street because anybody who is going to an address in Godyll Road, Mill Lane, Gardner Road, Park Lane etc has got to drive up the High Street.
- There needs to be a reduced speed limit, 20mph or less in the town centre especially with the increased traffic the one-way will put in the High Street.
- HGV's especially articulated lorries where will they exit the one-way system. Currently the biggest turn around in market. Gardner Road and Lorne Road are not ideally suited for this along with York Road.
- Limit whole town to 15/20mph. Make the High Street 15 or 20 miles an hour possible with humps to stop late evening speeding. Remove any parking from East Street. A one way system would really change the pleasant nature of the High Street. Raised crossings in the High Street.
- Instead of one way on High Street remove the on-street parking and provide more elsewhere (allow some disabled spaces only).
- 1. High Street should be 20mph; my experiences include many over 30mph cars and possible faster motorcycles. 2. Priority should be enforced for traffic entering York Road from car parking to STOP and give way to traffic along Godyll Road. 3. The short length of one-way traffic on York Road (behind shops) is not clearly marked enough, and illegal contraflow has been encountered (and at some speed) by dangerous drivers.
- 20mph for Southwold High Street. No to the one way system.
- This scheme is unworkable, totally unnecessary and a pathway to devastating our town. More parking is needed – use more of the common. Pedestrians should take the same care as drivers.
- Where is the report from 2017-2018 re parking? We filled in our views, but these are not taken into account 2023.
- 1. One way system agree proposed High Street and Godyll Road. Don't alter Gardner Road. 2. Parking – This is more complex. We agree to make East Street double yellow lines because we struggle to access our off street parking due to cars parked and narrow road. Enforcement is key. Parking for workers in Southwold is critical. Prefer second homeowners to have access to residential parking with extra charge?
- My preference is for Idea 2 as it gives more access to the parking on the corner of Godyll Road and Gardner Road. I found reading black type on a blue background very difficult. Also holding the consultation at the same time as the LionLink consultation has proved difficult as we are away tomorrow (Saturday).

- I'm not sure if this change would bring many benefits (and many people will be inconvenienced). However, it may be worth doing it for a short experimental period (12 months maximum). It is very difficult to turn into Mill Lane from Queen Street.
- Mill Lane is very narrow to enter particularly when vehicles parked outside Tesco. I like idea 1 apart from Mill Lane aspect.
- I am appalled at the lack of study and thought put into the proposal for this one way system. The consultants were unaware, at the presentation, that Mill Lane is a single track lane with no pavements and with many cottages opening directly on to the road. Only small vehicles can actually make the narrow turn at the Queen Street end and even that is usually difficult because of the huge Tesco truck parked opposite. The consultants were not aware that all large vehicles – delivery trucks, builders' lorries, emergency vehicles and dustbin lorries have no choice but to enter Mill Lane from Gardner Road and to reverse out. In our own case access to our drive and garage is only possible from the Gardner Road end. We would have to carry out substantial demolition and reconstruction building work to access our own drive and garage. It is also important to consider that Mill Lane is the principal pedestrian path from the Gardner Road car park to the town centre. During holiday periods especially there is a constant flow of pedestrians, especially children, making their way between the car parking and the town and vice versa. This would be exceptionally dangerous, effectively making Mill Lane the first opportunity for incoming traffic to turn right to the parking and for all traffic to exit the town. Mill Lane should be an Access Only route. The proposed system would produce not only impossible blockage for vehicles, but a real danger to pedestrians – the very people this scheme is intended to protect. Both 'ideas' put heavy pressure on Mill Lane. Turning for large vehicles at the top is next to impossible if delivery lorries are parked outside Tesco. Any vehicle parked on Mill Lane would block progress down Mill Lane. Residents' parking on Mill Lane would be literally impossible for our house without demolishing a boundary wall. Before implementing either idea consultants should measure width of Mill Lane.
- Still don't think we need one way for the very SHORT period of "busyness" in the High Street. No benefit to anyone! How many of the 800 residents (permanent) know about this consultation? 20 mile speed. 2 crossings. Same system as Bungay?
- (1) One way system risks increasing the speed of traffic around the town, (2) "sleeping policemen" are noisy, (3) visitors unfamiliar with the town would ignore 20mph limit and be able to speed more easily of one way, (4) risk that the character of town is spoilt.
- one way system – NO. 20mph on High Street – YES. Crossing at Marketplace – YES. Parking – NO. Reasons: (1) Why should we pay for something we now get for free? (2) Effect on local business's employee parking. (3) We survive on tourism. Make it easy for visitors. (4) It would have to be policed – at a cost/profit.
- Idea 1 and idea 2 are both good. 20mph in town would be a good idea. Raised crossing on High Street need. Avoid increasing noise pollution.
- Parking –Leave things as they are. It would only benefit the minority and affect the majority. Carers should be allowed to park as for disabled parking.
- Love the idea of a one-way. Better still pedestrianise High Street with exemptions for disabled drivers. Make High Street a 20mph zone and use a speed camera to enforce (not road humps!! Which create noise""")
- Very badly thought out! Godyll Road is very narrow and there will be gridlock with the junction with the road to the harbour. Sort out parking first please!

- Concern about speed on one way roads if no speed limit imposed. Mil Lane would be vulnerable, give few pavements. Consider using speed humps – they really do work.
- This is not a good idea!
- The traffic does need to slow down 20mph enforced. Problem for a short amount of the year. Not sure what the benefits of one way would be – would make traffic faster. If you want to go to the common, you have to drive through town!? Madness!! It's a seasonal problem. One way will add many more problems.
- Tarmac parking bays on diagonal on Gardner Road so more car parking spaces.
- No it will displace traffic & cause harm. This is a poorly thought through scheme which should be scrapped immediately. It will displace traffic from the High Street onto residential roads and will increase traffic speeds on the High Street and other roads. There will be harmful consequences which are impossible to foresee at this stage, but once it's in place the Council will never agree to remove it. Very sad to see this poor governance in Southwold.
- Let's have a resident parking scheme.
- No to one way system of traffic – leave things as they are!!
- Some of the problems on East Street are caused by people queuing for food. If the fish and chip shop had a better queuing system, then some of the pedestrian/vehicle problems would not arise.
- 20mph limit needs inputting High Street/Victoria Street.
- Great idea. Go for it and get the ETO in place as soon as possible.
- Whilst looking at traffic in Southwold could 20mph zones be considered for Victoria Street and St James Green. Pavement area is non existent and loss of pedestrians.
- You are not mentioning the route out of town – clogging residential area – creating jams/displacing traffic.
- One way system does not solve issue just moves it around. Require cars to park at Millennium car park. Have a 20mph speed. Have speed cameras.
- The one way roads other than the High Street are mainly residential and not suited to large volumes of traffic.
- No to one way traffic scheme – leave things as they are. Same applies to parking – things should stay as they are.
- No to scheme. Put in a speed limit for the High Street.
- One way systems generally encourage higher speed at times. Would this be as safe as two-way traffic with care and lower speed limit?
- How will all this affect all the emergency services.
- The traffic is a summer problem – the solution does not need to be one that is permanent all year round.
- Think it will create more problems that it will solve!
- How will you ensure safety of sports people (children) and spectators using sports fields and crossing out from traffic on Godyll Road?
- No to ill thought out traffic displacement.
- A sledgehammer to crack a nut. The sole problem is idiot pedestrians who do not observe the highway code. Leave it as it is.
- Nice to see some imaginative proposals for an age old problem. Its worth an experiment if it improves safety and traffic flow.

- One way system I believe the only option is Option 1 with traffic going down Lorne Road. But the issues would be loss of parking between St Barnabas and the York Road junction. A few extra parking spaces could be created opposite the Cornish Bakery. The York Road junction would also need the priority changed with give way junction from the harbour to allow traffic flow.
- Unintended consequence of increasing speed: risk to pedestrians? Pedestrians need 'help' to know how to use paths? Not sure what 'problem' is trying to be fixed? Yes it can get busy, but it is fairly 'organised chaos' and risk is creating bottle necks etc – shifting issues?
- 20mph speed limit for the WHOLE of Southwold please. Smiley face reminder will help but only a fine will ensure compliance, probably an "average speed zone".
- High Street can be chaotic at times, but with slow moving traffic, a one way road will allow faster traffic and be more dangerous for pedestrians who will still wander into the road without looking.
- Mill Lane – should be closed to through traffic. Speed limit should be 20mph.
- One way system – proposed you build out temporary seating areas on High Street. Temporary furniture to enhance community cohesion/joy etc.
- The one way should only operate during holidays.
- Is this a 12 month problem? Have you considered the 'flow' for delivery lorries – is the turning circle enough. How will ambulances get quickly to St Barnabas residents.
- Pedestrianise East Street.
- Mill Lane is impossible to turn into even in a small car. Are the pavements in the High Street going to be widened – I would like this. I would like to see parking in the High Street banned for better safety and a lane given for bikes.
- Swap the parking to the opposite side of High Street. Put in 2 speed humps. Job done.
- Directions to car parks on entry into town would be helpful – a distinction between long stay and short stay . Also ensure that shop owners and workers have somewhere to park. It would have been useful to have had the ideas sooner.
- No Permits – we do not need parking permits. Its just another way to get more money out of local people. Permit parking does not work – there is plenty of parking. Locals just need to be tolerant during tourist season – its not all the time. In 5 years I have always got a space near my home on East Green. Cheaper car parks.
- I like Idea 1 slightly better than Idea 2. Not sure that Gardner Road needs to be one way. Would prefer a pedestrianised High Street. Concerned that people will still not look and traffic will be faster. My proposal originally drawn in 1990s is on opposite side of this response.
- One way system seems attractive on paper but residential streets will become intolerable for those living there long or short term. If parking is increased in the High Street then traffic will be slowed and frustrated drivers will use residential roads to avoid bottlenecks – speaking as someone who is not brilliant at parking.
- I think Idea 2 makes more sense as it makes it much easier to exit the car park. I also think that parking in the High Street should be stopped except for disabled and deliveries
- How do we stop cars/vans idling outside Tesco and Co Op.
- I strongly support and would opt for Idea 2 with two changes/ additions; 1) High Street pavements should be widened, 2) Mill Lane should be blocked off at High Street with 2 way access for residents from Godell/ Gardner Road

- I always find Southwold a very easy as a place to shop and park. It is just a busy seaside town like any other which has an influx of visitors on summer days. Providing drivers are courteous there should be no problems. I cannot see what the problem is that these ideas are seeking to remedy. Recommend NO Change.
- Smaller roads should be no entry – e.g. Church Street/ Mill Lane and others where pavements are narrow or non existent
- Mill Lane is not sensible for any increased traffic too narrow and blind corners at both ends. Would Lorne Road not be better alternative – much as it is when the fair is on in town. Is a one way system really needed at all? Both ideas would be too long for everyone. Leave well enough alone.
- This may prove counter productive – increasing speeds e.g. will become a through route. Is there such a great problem during most of the year? Pedestrians can be thoughtless – and so can drivers. Why encourage potential higher speeds? Bigger safety issue is at junction off Victoria Street/ High Street. Strongly urge a rethink.
- More restricted parking on North Parade. 2 hour max. Parking meters on North parade – more control over illegal parking on pavements and yellow lines and junctions. Traffic wardens here on regular basis. Residents parking essential.
- Interesting information – thank you. I am sure more questions will arise for everyone. I look forward to the next stage – gathering questions/ comments/ responding to them and form a consultation event- evidence of taking valid input in to account – revisions where they make sense and potential to scrap or change the scheme if that’s what makes sense. Please no permits – we live in a town – we are not guaranteed personal spaces. Main issue is pedestrian behaviour not traffic (though our streets are not designed for multiple SUV’s). Consider through town 20mph and other traffic movement limiting schemes.
- Need parking at entrance to town
- Encourage visitors who are able to use the car parks and walk 5 mins. Retain some bays for disabled residents. Introduce a low cost resident parking scheme
- This consultation needs to be on a bigger scale – questionnaire should be delivered to all houses in Southwold. I gather that such a survey was carried out some years ago – did you refer to the results?
- Not a problem even in high summer – don’t want to end up like Woodbridge etc
- What do you hope to achieve – more parking? More cars? More for businesses? Other policies or lack of, contribute to parking v traffic movement issues. More building/ homes – affordable or otherwise – more cars. How many on the electoral role? How many empty houses? Policies for the future – not greed – not more cars.
- Its ok 360 days of the year.
- Some kind of residents permit would be good and appreciated – not all streets. Carers and essential workers blue badge type permits – including cleaners for holiday lets.
- Its not a problem
- Would it not be better to look at congestion points. East Street – limit parking to the winter months – this worked much better in covid. Make the Market Place a no stopping zone even for disabled. People stopping outside the Swan and Co Op cause problems so do people parking on the double yellows in East Street. Take out a few parking spaces in the High Street by the post office so that people can pull in allowing people to pass- this again could be just in summer months. 20mph for High Street.

- Tarmac the parking bays along Gardner Road to create more space – park on diagonal bays
- Keep parking bays to 30 mins on High Street – important for disabled persons
- The problem of High Street summer congestion needs to be ameliorated/solved. Routing the vast majority of heavy vehicles / delivery out of town via Godyll Rd will completely change the tranquil and safety at this side of town. Godyll Road is too narrow and not suited to this traffic level.
- If there is a consultation please ensure that all council tax payers are consulted – not just electoral role voters.
- Parking is fine as it is . No to CPZ, no to residents used as cash cows, no to council fining, no to infrastructure, no to overreach of power
- More parking needed first – disagree with proposal
- There is limited parking in the town. There are 3 very good car parks for visitors – near the pier/ opposite millennium hall, on the common. There is no advantage to residents encouraging visitors to drive round a one way system in the town before they almost inevitably have to go to one of the 3 car parks. Why create the largest roundabout in Suffolk. Direct visitors to the 3 car parks – limit entry to the town to residents, deliveries and carers etc. Consider parking for those who work in Southwold but do not live here against the wall near the catholic church. Have a public meeting before any steps taken. The real problem is only in the school holidays – no need to change anything for these 2 months.
- The current proposals raise serious concerns. Mill Lane is effectively a narrow pedestrian throughfare between Godyll Road car park and the town. It has no pavements and is regularly used by families. The proposals invite traffic to turn into Mill Lane to meet up with Godyll Road one way system or to use the car park. It is totally unsuitable to accommodate a constant flow of motor traffic much of which will be heavy – and would result in a hazard. These problems could be largely addressed with a ‘vehicle prohibited – access only’ notice at the Queen Street end of Mill Lane. To implement these would cause a dangerous rat run.
- Intrigued how the large lorries/ Tesco etc will manoeuvre into Mill Lane. A long way round to car parks. Used by workers. 7.30am – who will police it? Speed and pedestrian awareness of traffic isn’t being addressed.
- Idea 1 is tantamount to being ridiculous – the lives of residents in Mill Lane will be horrendous. The problems are caused by ignorance of pedestrians. Lack of awareness of car width by drivers. 20mph might help – and limiting access for deliveries.
- High Street – 20mph limit max. Raised crossing points. East Street – remove parking.
- Both Idea 1 and Idea 2 are unworkable, dangerous and impractical. Mill Lane will become a rat run and expose pedestrians to more hazards than the current High Street. Similarly Gardner and Godyll will become congested and dangerous. Both plans will simply displace the problem from one place to another. Worse both will make road safety, especially pedestrian safety worse not better.
- One way system a great idea. Do cars have to park on the High Street? Could the High Street be pedestrian only on weekends in the summer? I believe that the shops would benefit being a nicer environment to amble and enjoy
- High Street – left/ right side all along would need to be devoted to half parking/ loading bays all the way along. Godyll Road would need a designated walkway as people always walk on the road. Lorne Road would need proper pavements all the way along and a centre line.

- Mill Lane will become a rat run – no pavements . Pedestrians have to walk in the road to get from Godyll car park to the town centre. Large vans/ dustcarts reverse up the lane because they cannot enter the lane via Queen Street. Dangerous junction at the bottom of Mill Lane, Gardner Road and Godyll Road. If the 2017 survey didn't work why are you trying it again? Congestion at the Godyll Road, York Road junctions will be horrendous. One way down the High Street will enable drivers to typically exceed the 30mph limit for speed. Main flow of traffic down the High Street will be closer to the narrow pavements on the east side of the road. Needs a rethink please – listen/ read the residents comments.
- Mill Lane is impossible to turn into even in a small car
- One way in High Street would be good if pavements could be widened and speed reduced to 20mph or less and no parking allowed. Pedestrians attempting to cross between parked cars are in danger.
- Godyll Rd and York Rd junction would be a bottleneck – St Barnabas ambulance access?
- York Road is a nightmare for traffic at the moment – queues of traffic most of summer – to make it one way round common would make it triple problem
- If Idea 2 goes ahead there will be a huge bottleneck junction of Godyll Road and York Road – traffic there at the moment is horrendous most of time. Just leave the High Street as it is – its just an 8 week summer problem.
- One Way system – proposed plan - make all exit roads Mill Lane , Park Lane, Lorne Road one way. East Street no parking at all. This will enable all the one way streets to have extra parking spaces where safe and put double yellow lines on other side to avoid double parking after 6pm. Widen pavements on one side
- Is there really a problem in Southwold? Streets are no busier than any other small seaside town which has a large influx of visitors in the summer – which keeps an income stream going for shops and hospitality businesses. Recommend NO Change!
- One way concerns – emergency services – access to St Barnabas lengthy. Mill Lane becomes a major route not a lane. Need to remove parking in East Street completely.
- Ideas for parking – Leave as is !! Change parking in High Street to opposite side of road. Widen pavements on right hand side going down.
- I feel there is no need for a one way system. The current situation offers a natural calming scheme where cars have to give way to get past the parked cars. If it is one way the cars will speed up. I suggest it is left as is.
- Parking – why haven't the results of the 2017 parking survey been used to inform this scheme. Introducing a residents parking scheme will mean less space for people working in Southwold and for visitors – both the life blood of the town
- I think any parking restrictions to sole current summer holiday pressures will create new problems. So on balance I favour leaving things as they are. Essential aims – keep short term parking in High Street. Look for more off street parking where/ if possible.
- Think before you buy a property. Ownership of property does not entitle you to a parking space outside your house on a public road.
- Leave things as they are. Don't destroy the High Street. Can't see the rationale. No No No . Busy just for 8 weeks of year but workable. Introduce 20mph – no one way – no boy racers. Easier for pedestrians.

- Idea 1 – all the parking on Godyll Road near St Barnabas would have to go to allow longer vehicles to get through. Idea 2 – how cars cutting through Mill Lane which would be very dangerous.
- One way experiment – 18 month duration – but only objections during first 6 months of operation? It should be backed by data re safety concerns – how many accidents have occurred in past 5 years?
- Like parking in Southwold there is no solution. The High Street works tolerably well and all alternatives present greater problems. Therefore Leave Alone Enforce current restrictions. 2 cars parked outside when I arrived.
- Resurface road to Water Tower – mark parking spaces. All in all will give more spaces.
- Car parking – more spaces needed. Understand about residents permits but need to be for full time residents and workers otherwise Southwold will die.
- 20mph on High Street . Junction York Road Godyll Road is already a nightmare to get to our parking. Parking would need to be reduced in York Road to help ease congestion. I would be forced down High Street every time I wanted to access drive in Godyll Road/ York Road.
- The road surfaces in the town are already in a very poor state. The return roads would be cratered with pot holes in a few weeks.
- Looking at the plans either Idea 1 or Idea 2 would look viable. Please take into account rat running by locals. Also look at additional car parking to support easy flow through of other retail traffic
- Please do not pedestrianise the High Street – you will kill it. We need more parking spaces – why not charge premium for central parking
- 20mph from Might's Bridge enforced by cameras. Pedestrianising High Street will kill it. The proposed one way system will put pressure on the return route around the common so no real benefit
- Leave as is – introduce 20pmh – problem is just 6 weeks of school holidays.
- Most of the year it just is not necessary. Can parking be improve for visitors and those local. How much town will be left
- Make parking cheaper further out. Parking for workers to be free as we struggle to get workers
- York Rd junction is very bad now – if all traffic is going this way town will be gridlocked. Will the removed parking spaces be replaced. We need more not fewer.
- Charge for parking on designated marked out areas
- One way means most traffic down High Street – more traffic down Godyll Road – we will have to go round the system to get to our drive – More frequent jams down York Road trying to get out onto Station Rd. Charge for parking.
- Gardner Rd should not be one way. No parking in East Street. Restrict parking in Godyll Road.
- ESC Parking scheme – very poor maps. No logic to zone system. Little or no benefit over current system
- Make 20pmh as you cross Might's Bridge. Remove cars parking in East Street during school holidays. We don't need one way majority of year. Cars will use short cars i.e., Marlborough Rd/ Victoria St.
- Lifeboat crew accounted for. Can we confirm delivery timings?
- Try 20mph throughout town.
- ESC - What has happened to last traffic report.

- Esc Parking permits too difficult to organise fairly. ESC scheme needs much more careful thought rather than generalised areas.
- No No No – Leave things as they are. Don't destroy High Street. No more shop closures please. Can't see the rationale behind these proposals. Busy for 6 weeks of the year and very manageable. Don't deter visitors and tourists. Introduce 20mph. No boy racers. No to one way.
- Re parking – Ensure that those working in Southwold can park easily for free. Hospitality and shop workers are low paid and hard graft. On another note enforce taxes – I am a second home owner and pay full tax – neighbours are second home owners, do not let their house out, and do not pay full tax.
- Re parking – Restrict resident parking permits as not that many full-time resident. More parking for second homeowners and visitors by looking at e.g., North Parade – get rid of grass on sea side and introduce marked bays at an angle. Review all yellow lines – get rid of single yellow if parking can be opened up safely. Put in double yellow lines to prevent people parking on both sides after 6pm.
- I would like to register my objection to the one way scheme – I feel that it is unnecessary, unworkable, and costly to implement. I trust that the council will see sense and abandon this proposal.
- Please no one way – this solution is far worse than the problem. Dangerous – cars will drive faster down High Street and massively disrupt Mill Lane which is too narrow.
- No one way system please – Mill Lane is totally unsuitable for heavy traffic. 2 way in High Street is by nature a natural traffic management system and works well. Consider using the Millenium car park more effectively by providing a small bus into town.
- One Way – I am a Southwold resident – I do not think that this is a good idea. The roads in both schemes are not suitable for increased traffic – they are not wide enough especially for goods vehicles. There will be problems with large and goods vehicles turning out of these roads. There will be more traffic using the High Street. It will be very inconvenient for local residents for shopping and generally moving about the town., It will not be an improvement and indeed will cause problems. I prefer the current system.