

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Corporate Director of Enterprise,
Tourism and the Environment
to

**Traffic & Parking Working Party
and Cabinet Committee**

on
12th February 2009

Report prepared by: Tim Totten, Traffic Engineer

**Shoebury High Street
Traffic, Parking & Environmental Improvement Proposals**

A Part I Public Agenda Item

1. Purpose of Report

To consider the results of public consultation on proposals for traffic, parking and environmental improvements in the vicinity of Stornoway Road and to seek approval to proceed to statutory consultation on the required traffic regulation orders and implement subject to no objections.

2. Recommendations

That approval is given for:

- The construction of a paved area between Rampart Street and Smith Street as shown in Appendix 6
- Narrowing of the carriageway & extension of the one way working between Rampart Street and Smith Street as shown in Appendix 6.
- Minor environmental improvements at junction of Hinguar Street, George Street & Gunners Road as shown in Appendix 6.
- The measures necessary to establish a cycle route on the High Street as shown in Appendix 6
- Proceed to Statutory consultation on the Traffic Regulations Order and Notices. If no objections are received the traffic orders should be implemented
- Mark out the location of parking bays along the entire length of the High Street as shown in Appendix 6, to facilitate a safe parking regime and in view of the feedback from consultation to re-consult on the timing and usage of the bays as part of the wider Shoebury Station Area Parking Review.

3. Background

- 3.1 Shoebury High Street has been identified as a priority for improvements to the environment and review of existing parking arrangements. There are problems with on street commuter parking due to the proximity to the train station which is located halfway along the High Street. There are significant parking demand issues between the residents, local traders and commuters. The layout of the High Street particularly at its junction with Rampart Street has not been reviewed since the change of use of the Garrison site to private residential usage. A number of other environmental issues have been identified, including condition of footways, carriageway, condition of street lighting & pedestrian links. Shoebury High Street also forms part of Southend Borough Council's Strategic cycle network. The High Street between Smith Street and Shoebury Station forms part of route no.S2 (Leigh on Sea to Shoeburyness) and the High Street between Elm Road and Shoebury station forms part of route no.S13 (Sutton Road to Shoeburyness.)
- 3.2 Parking occupancy surveys were carried out on Wednesday the 16th July & Saturday 19th July 2008. On each date the surveys were carried out between 7:00am and 4:00am in order to get a full picture of the parking situation. The survey indicates that there is a slight daytime parking capacity issue with up to 97 vehicles competing for 137 spaces. The survey also indicates that up to 49 of these vehicles are non resident vehicles.
- 3.3 Between 8th January 2004 and 08th September 2008 there were nine personal Injury accidents within the consultation area, four of which occurred between the junction of Smith Street & Rampart Street.
- 3.4 A speed and volume survey has been conducted which shows an 85thile speed of 30mph (Speed at which 85% of traffic are travelling at or below) and an average volume of 300 vehicles per hour
- 3.6 The scheme consulted upon is shown in Appendix 5 and includes the following elements:-
- Narrowing of the carriageway to one lane between Rampart & Smith Street, this also includes the extension of one way working from the junction with Rampart Street to the junction with Smith Street.
 - Cycle logos/ advanced stop lines/ cycle parking are proposed to protect the cycle route along the High Street.
 - Parking proposals include 1 hour (short stay parking in the High Street between the junction with Gunners Road and the junction of Rampart Street.
 - De markation of parking bays on the High Street for its entire length.
 - A number of minor environmental improvements are proposed including widening of footways at the junctions of George Street & Hinguar Street, improvements to footway and carriageway condition, improvements to signing, street lighting, and road markings as necessary.

- 3.7 It is proposed that, if the supported elements of scheme are supported for implementation and the formal statutory consultation processes do not give rise to objections then work may be able to be carried out during summer 2009.

4. Other Options

Option 1

Do Nothing- this would not be acceptable given that the scheme originated from requests for action from the local community and Ward members.

5. Reasons for Recommendations

A number of different minor permutations of scheme elements were considered but the option presented as a proposal and consulted upon offers the best balance of measures appropriate for all users of Shoebury High Street including residents, pedestrians local businesses, bus users and cyclists. Amendments and refinements to the scheme is considered as part of the feedback from this informal consultation as presented in this report.

6. Corporate Implications

6.1 Contribution to Council's Vision and Critical Priorities

Implementation should add to customer satisfaction by reducing concerns about road safety. Implementation will also support the Council's priority to improve Community Safety through improved road safety.

6.2 Financial Implications

This is a Council Capital project to be implemented during the financial year 2009-2010. The funding allocated for this scheme is £200,000 and the works are proposed to fall within this budget.

6.3 Legal Implications

The Traffic Regulation Orders and Notices will follow the statutory legal processes.

6.4 People Implications

The proposal put forward will create improved environment for residents of Shoebury High Street by improving road safety, improved street lighting and provision of a civic space at the bottom of the town. Health could also improve by the increased cycle usage as a result of measures to be provided for cyclists.

6.5 Property Implications

There are no property implications as a result of this project.

6.6 Consultation

6.6.1 Public Consultation

A public consultation was held between 03rd December 2008 and 05th January 2009.

226 consultation leaflets & questionnaires were delivered to High Street residents within the defined consultation area as agreed with the portfolio holder. 90 questionnaires were returned which equates to 40% of the circulation. This is considered an excellent response rate for a public consultation of this type.

There was a problem with delayed deliveries to Cannon Court, off High Street in that their deliveries were made on 16 December because of difficulties gaining access to the building on 3 December. The late delivery prevented residents from attending the drop in sessions however there were posters on street advising of the drop in sessions and proposals. These were placed on every lamp column on 3 December and gave a telephone number advising where individuals could obtain further information, attend drop in sessions and consultation documents. Also the plan showing all the scheme proposals was on permanent display from 3 December in the window of the Pharmacy on the High Street. It is felt therefore that all residents had sufficient opportunities to gain access to the material and provide a response to the consultation. A few consultation responses were received from Cannon Court.

Of the questionnaires returned

- 45% showed support for the provision of 1 hour short stay parking on the High Street between Gunners Road and Rampart Street.
- 41% supported the provision of parking bays in the High Street.
- 58% supported the proposal to provide a new paved area between the junctions of Smith Street & Rampart Street.
- 72% supported the proposal to improve safety at the junction of the High Street and Rampart Street.
- 42% supported the proposal to improve facilities for cyclists in the High Street.

An analysis of the consultation appears in Appendix 1.

The results of the consultation shows clear support for the proposal to create a new paved area between Smith Street and Rampart Street and the proposal to carry out improvements at the junction of Rampart Street and the High Street by extending the one way system and narrowing the carriageway.

The consultation results clearly show that residents are uneasy about the proposal to provide marked out parking bays and 1 hour parking in the High Street.

47% of residents are opposed to marking out parking bays and 50% opposed the proposal for the provision of 1 hour parking in the High Street.

In view of this result it is recommended that the timing and usage of bays for parking would be better dealt with as part of the wider parking review proposal which is due to be consulted upon in 2009/10. This will include proposals for the residential roads off the High Street. There is clearly a need to provide a turnover of spaces on the High Street to invigorate businesses and these prime parking spaces may need to be seen as a priority for short term usage. Unfortunately this will not leave a facility for residents who park on the High Street between Gunners Road and Rampart Street and therefore until a resolution to the parking situation can be treated holistically it is recommended that this element is delayed for further consultation.

47% of residents responding to the consultation also opposed the measures to improve facilities for cyclists. It must be noted that some residents have misinterpreted the proposal and assumed that the proposals included installing cycle tracks on the High Street. That is not the case, the proposal included marking out cycle symbols on the carriageway to mark the cycle route only.

Finally, the council has also received significant representation from one resident of Cannon Court who has expressed concerns about visibility when exiting the Court by car. Officers have addressed the issue by including a yellow line restriction to improve visibility. One further consultation comment was received raising the matter from another resident of Cannon Court.

A permanent display of the proposals was exhibited in Shoebury Pharmacy between 03rd December and 05th January 2009.

Street notices detailing the proposals and drop in session details were erected on lamp columns within the consultation area for the duration of the consultation (See Appendix 4).

6.6.2 Drop in Sessions

Drop in sessions were held at Hinguar Primary School on Saturday 06th December 2008 between 10.00am & 12.00 noon and on Friday 12th December 2008 between 5.30pm and 8.30pm.

The drops in sessions were reasonably well attended. 27 residents signed the attendance book although it is estimated that at least 50 people were in attendance across both events. There was concern from some residents about the movement of parking areas to the opposite side of the street from that which they live. There was also concern about the provision of short stay parking and its impact on the

section of the High Street between Gunners Road and Elm Road. The perception was that more commuters may be attracted to parking at that end of the High Street. Some attendees did not support the proposal to provide cycle markings as this was perceived to be at the expense of on street parking. Officers did make best efforts to inform these attendees that the on carriageway cycle markings are not part of a cycle track, but are symbols to advise cyclists of the route.

6.6.3 Petition

Two petitions were raised by the residents at 94 High Street, The reliability of the information provided at the doorstep cannot be verified however the information provided by the Council to residents is documented and reproduced in this report.

The first petition contained the following proposition:

“We the undersigned residents of Shoebury High Street, oppose the proposal for short stay (1 hour) parking in the High Street as we believe this will prevent commuters from parking there and force them to occupy the already very limited parking space used by residents.”

55 residents from the High Street signed this petition; as being opposed to this proposal. 19 of those signing the petition also recorded objections as part of the consultation process and forms part of the analysis.

The second petition contained the following proposition:

“We the undersigned residents of Shoebury High Street, oppose the proposal to include cycle markings, direction signs, cycle parking stands and cyclist advanced stop lines in the High Street, Shoeburyness as we believe they will be dangerous to cyclists and reduce the already very limited parking space for residents.”

56 residents from the High Street signed this petition. The reliability of the information provided at the doorstep cannot be verified, and it has been noted that the perceived loss of parking space indicated on the second petition is inaccurate as there is no loss of parking on the High Street as a result of the cycling proposal.

It was noted that the petition was in some cases signed by more than one resident at each property.

6.7 Equalities and Diversity Implications

The proposal will not adversely affect those with certain limitations on physical mobility. The proposal will improve the passage for visually impaired pedestrians by the provision of tactile paving at all the junctions to be treated. The raised surfaces across the junctions will also provide improvement for the users of mobility scooters.

6.8 Risk Assessment

The principal risks to the Council from the outcome of this report are a negative impact on Customer Satisfaction and failure to implement the project. Negative effects on customer satisfaction are mitigated through being able to respond to customer concerns in the first instance and subsequently consulting on the proposals. Following a comprehensive consultation local residents have an expectation that a scheme will be implemented this financial year.

6.9 Value for Money

The scheme would provide a much needed improvement to the area by increasing the turnover of parked vehicles at the commercial end of the High Street which could result in a revitalisation of business in the High Street. Increasing cycle trips would have a positive effect on commerce, public health, street scene and congestion. Improvements to street scene by environmental improvements could increase leisure visits to the High Street which would also have a positive impact on local commerce. The cause of four of the existing injury accidents which have occurred on the High Street would be directly removed as a result of the scheme.

6.10 Community Safety Implications

Community safety will directly benefit through the improvement to road safety. Improved Street lighting will also provide a safer environment for pedestrians at night.

6.11 Environmental Impact

There will be a local environmental improvement through, Improvement to pedestrian crossing points & improved road and public safety by the provision of improved street lighting

7. Background Papers

All background information is held within file no. TH/P/14000

8. Appendices

Appendix 1: Consultation Results

Appendix 2: Consultation Leaflet

Appendix 3: Questionnaire

Appendix 4: Street Notice

Appendix 5: Plans of Consulted proposals

Appendix 6: Plans of Recommended proposals following Informal Consultation

Appendix 1: Consultation Results

Questionnaire results

Q1. Do you support proposals to provide 1 hour parking in the High Street between the junction of Gunners Road and Rampart Street.

Location	Yes	No	Unsure
High street	27	41	6
Gunners road	5	1	0
Blackgate road	1	0	0
Rampart street	1	0	0
Hinguar street	0	1	0
Eagle way	1	0	0
Raphael drive	1	0	0
Church road	1	0	0
Ashanti close	1	0	0
Frobisher way	1	0	0
Anon	1	1	0
total	40	44	6
%	45%	50%	5%

Q2. Do you support proposal to mark out parking bays in the High Street between the junction of Elm Road and Rampart Street.

Location	Yes	No	Unsure
High street	25	40	9
Gunners road	5	1	0
Blackgate road	1	0	0
Rampart street	1	0	0
Hinguar street	1	0	0
Eagle way	1	0	0
Raphael drive	0	0	1
Church road	1	0	0
Ashanti close	1	0	0
Frobisher way	1	0	0
Anon	0	1	1
total	37	42	11
%	41%	47%	12%

Q3. Do you support proposal to create a new paved area in the High Street between the junction of Smith Street and the junction of Rampart Street.

Location	Yes	No	Unsure
High street	38	24	11
Gunners road	5	1	0
Blackgate road	1	0	0
Rampart street	1	0	0
Hinguar street	1	0	0
Eagle way	1	0	0
Raphael drive	1	0	0
Church road	1	0	0
Ashanti close	1	0	0
Frobisher way	1	0	0
Anon	1	0	1
total	52	25	12
%	58%	28%	14%

Q4. Do you support measures to improve safety at the junction of Rampart Street and the High Street by narrowing the width of the junction and providing improved no entry signs.

Location	Yes	No	Unsure
High street	54	12	8
Gunners road	4	0	2
Blackgate road	1	0	0
Rampart street	1	0	0
Hinguar street	1	0	0
Eagle way	1	0	0
Raphael drive	1	0	0
Church road	1	0	0
Ashanti close	0	0	1
Frobisher way	1	0	0
Anon	0	1	1
total	65	13	12
%	72%	15%	13%

Q5. Do you support the proposal to improve facilities for cyclists.

Location	Yes	No	Unsure
High street	26	40	8
Gunners road	3	1	2
Blackgate road	1	0	0
Rampart street	1	0	0
Hinguar street	1	0	0
Eagle way	1	0	0
Raphael drive	1	0	0
Church road	1	0	0
Ashanti close	1	0	0
Frobisher way	1	0	0
Anon	1	0	0
total	38	41	10
%	42%	47%	11%

Summary of Questionnaire Comments

No.	No. of times raised	Comments	Response
1	18	1 hour parking will displace commuters to residential end of the High Street and will things even worse for residents	It is now proposed to include 1 hour parking proposal along with the wider parking review which will be subject to a further informal consultation
2	10	Resident parking/ parking permits should be provided	Parking permits would form part of the proposal for a wider parking review that will be consulted on soon
3	3	Speed limit should be reduced on the High Street	Would only be considered if the High Street were traffic calmed to meet necessary speeds for a 20mph speed limit.
4	3	Better enforcement of parking restrictions would need to be carried out	Enforcement team would be made aware of the new regulations
5	3	Cycle route on the High Street would be dangerous. Cyclists should cycle through Gunners Park and along East Beach	Approximately 300 vehicles per hour use Shoebury High Street, which makes it a perfectly acceptable route for cycling on under current DFT guidelines
6	2	Paved pedestrianised area would result in loss of parking outside Shoebury Hotel	Parking survey indicates that the majority of parked vehicles at this end of the High are commuters
7	2	Terminal Close Should be used for commuter parking	This is to be investigated as part of the wider parking review.
8	1	Reduction of road width will create hazard	Reduction of road width will reduce hazards as the road will be changed to one way working between Smith Street and Rampart Street. This will remove most of the conflict locations in this areas
9	1	Pedestrian crossing required at the junction of Smith Street	Narrowing of the carriageway between Smith St & Rampart Street will make it much easier for pedestrians to cross the road at this location.
10	1	Parking bays should be provided along George Street	This will be investigated as part of wider parking review
11	1	Visibility impaired exiting Canon Court double yellow line is required	Double yellow lines are proposed at the access to Canon Court and 8 metres either side of the access
12	1	Blackgate Road entrance to East Beach should be opened to the public in the summer	Could be investigated as a separate project
13	1	CCTV required at East beach & by Bus stops on Rampart Terrace	Request to be sent to SBC CCTV team
14	1	Shoebury Should have bypass	This is not within the scope of this project
15	1	The paved area will just provide somewhere for youths to congregate	It is hoped that this would provide a civic space that could be used by the whole community
16	1	Cycle Parking on East Beach would be useful	Request sent to Cycling Southend Programme manager
17	1	Too Many houses have been converted to flats	Some houses in the High Street have been turned to flats but the proportion is generally lower than in other areas of Southend. New Purpose built flats all have their own dedicated car parks
18	1	Speed humps are required down the	Vehicles exceeding the speed limit are not

		High Street	a major contributor in the accidents which have occurred on the High Street
19	1	Parking bays should be provided on Gunners Road	Will be considered as part of the wider parking review.
20	1	More Bus shelters should be provided	To be considered as part of the programme to upgrade shelters across the borough
21	1	The road is too narrow between Elm Road and the Goslings to have parking installed.	The carriageway width is 7.3m and vehicles are unable to park on one side of the road during the day
22	1	Council should allow residents to have off street parking	Off street parking would only be permitted where vehicles are able to access and leave the property in a forward gear.
23	1	There should be no parking on the High Street for 1 hour each day	This would cause considerable disruption to all users of the High Street including the residents.

Summary of Letters Received

No.	No. of times raised	Comments	Response
1	3	1 hour parking will encourage more commuters to park in the northern part of the High Street.	1 hour parking proposal will be re consulted as part of the overall parking review which will include a proposal for residents only parking
2	2	Proposed cycle way seems to be ill conceived as road is too busy for cycling on	Shoebury High Street currently carries approximately 300 vehicles per hour under current Department for transport guidance this is an acceptable level of traffic to allow a cycle route to be integrated with other traffic.
3	2	Cycle route will take the place of parking which will increase the misery.	The cycle route does not involve the removal of any parking. Any changes to the parking are as a result of the need to rationalise the parking on the High Street.
4	1	Encourage more vehicle crossovers	Vehicle crossovers are only permitted on distributor roads where vehicles can drive on and off their drive in a forward gear.
5	1	Traffic wardens to be on patrol all day	Enforcement of the restrictions will be conducted in line with the current regime for parking enforcement.
6	1	New parking bays will allow single file traffic down the High Street	New layout will allow the same width of carriageway that is there at present. The road centre line will be relocated to suit.
7	1	Cycle racks will only be used for vandals to play on	Cycle racks will be provided for cyclists to lock bicycles too. Stands will be placed in strong concrete footings to avoid any potential damage by vandals
8	1	One hour parking cannot be enforced	1 hour parking would be enforced by Civil Enforcement officers on a regular basis.
9	1	I have handicapped children visiting my house, I have created an off street parking space to make it easier to get off the road.	Property is not suitable for the purpose for which it is being used. Proposed parking bays would be moved to the same side of the street as the objector's property, making it easier for them to access the property. Reversing a vehicle with handicapped children in it onto a distributor road is potentially dangerous.

10	1	The carriageway is not wide enough for a cycle route	It is not proposed to provide dedicated cycle tracks on the High Street. It is only proposed to provide cycle symbols to advise cyclists of the route.
11	1	Reduce the parking tariff on East Beach to encourage people to park there.	A review of the parking arrangements on East Beach is currently underway
12	1	Proposal includes cancellation of a larger amount of kerbside parking	The proposal includes a formalisation of on street parking in order to encourage vehicles to park in more suitable locations
13	1	Cycle route will be dangerous, especially along the northern end of the High Street where the carriageway is narrower	Carriageway at the northern end of the High Street is only made dangerous by inconsiderate parking on the footway. Carriageway is more than wide enough for cyclists.
14	1	Accidents at the junction of Rampart street are due to new residents (The Garrison) assuming priority over other residents	Only one of the four accidents at this location involved a vehicle travelling into the Garrison. Vehicles travelling in and out of the Garrison do have priority over vehicles exiting Rampart Street under the current road layout
15	1	Residents should be provided with Parking permits	Parking permits would form part of the proposal for a wider parking review that will be consulted on in the near future.
16	1	Trees will be vandalised	Measures will be taken to protect trees from vandalism, which shall include tree grilles

Would you like to see Highway & Traffic Improvements in Shoebury High Street?

Take part in the Consultation on proposals for Shoebury High Street

Come along to the Drop-in Sessions being held at St Peters Church Hall, Hinguar Street & Hinguar Primary School, Hinguar Street

On 6th and 12th December 2008

Have Your Say



Closing date for questionnaire is 5th January 2009



Shoebury High Street Improvement Proposals

We would like your views on a range of improvement proposals along Shoebury High Street between Rampart Street and Elm Road.

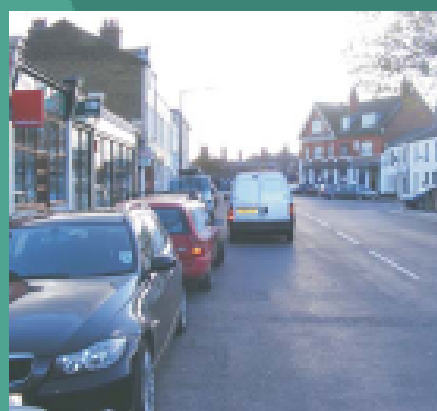
We would like to address a number of issues relating to the highway layout of the High Street at present, including parking layout, bus stop layout, road safety, condition of roads and footways, and street lighting.

During the five years up to the end of April 2008, there have been nine traffic accidents which resulted in injuries. The main accident locations are Rampart Street junction with the High Street, High Street junction with Smith Street and the High Street junction with Elm Road.

We are currently proposing the following:

Parking layout Improvements

Short stay parking (1 hour) and marking out of parking bays along the High Street. In addition there will be slight changes to the road layout and marked out parking bays between the junction with Elm Road and Rampart Street. It is important to note that the Council will in the Spring/Summer 2009 be consulting on an area wide parking scheme and a separate consultation will take place.



Extension of One way System

It is proposed to narrow the carriageway and make the section of the High Street between Rampart Street and Smith Street one way northbound to reduce the potential for accidents in this location. See Diagram opposite.

Footway widening

Footway widening is proposed in various locations to make it easier, safer and more pleasant to walk along the High Street.



Public Space area

It is proposed to provide a paved area at the junction of Rampart Street and the High Street, which could provide an opportunity for trees, benches and Public Art in the future.

Proposals for Cyclists

Shoebury High Street forms part of Southend's strategic cycle network and it is proposed to provide improved facilities for cyclists in the High Street including cycle markings, direction signs cycle parking stands and cyclist advanced stop lines at the junction with Elm Road and Blackgate Road

Bus Stop Improvements- extended/adjusted

Bus stops are to be extended/adjusted to provide a better layout for buses to pull in/out. Raised kerbs will be provided to help passengers board and alight more comfortably.

Zebra Crossing Refurbishment

It is proposed to improve the condition of the zebra crossing at the junction of Hinguar Street, by replacing poles and re-marking the lines.

Improvements to traffic signs

Location and condition of traffic signs will be reviewed.

Replacement of Street lighting

Replacement of existing lamp columns with more efficient steel lighting columns is included on the High Street between Elm Road and Rampart Street.

Footway and carriageway repairs

Footway and road repairs will be undertaken near the junction of Gunners Road, paved footway near the junction with Smith Street.

What Happens Next?

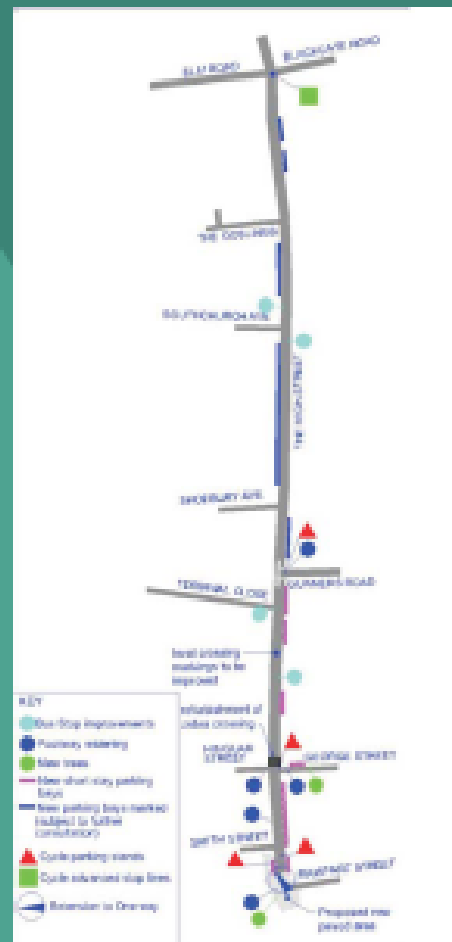
Drop in sessions will take place at St.Peter's Church Hall and Hinguar Primary School where you can discuss the proposals. A plan of the proposals will be on view in the window of Shoebury Pharmacy for the duration of the consultation.

A questionnaire has been included for you to complete and return by 5th January 2009.

It would be useful if you have a look at the proposals on display before completing the questionnaire.

Once feedback from the consultation has been collated, Traffic and Parking Committee will decide if the scheme is to proceed.

If you have any further questions please call us on 01702 215712



Your views are important to us

The Council would like to hear your views on these proposals

Two 'drop in sessions' are being held to give you the opportunity to meet and speak with Council representatives before completing the questionnaire.

The sessions will be held on

Saturday - 6th December 2008 - 10am till 12 noon at Hinguar Primary School
Friday - 12th December 2008 - 5.30pm till 8.30pm
At St Peters Church Hall

Larger plans of the proposals will also be on permanent display during the consultation period from 3rd December 2008 until 5th January 2009 in the window of

Shoebury Pharmacy
High Street
Shoebury

Calendar of Events

6th December 2008 - drop in session at Hinguar Primary School between 10am - 12 noon

12th December 2008 - drop in session at St Peters Church Hall between 5.30pm - 8.30pm

5th January 2009 - End of consultation and return of questionnaires

12th February 2009 - Traffic & Parking Working Group and Cabinet Committee to consider report on feedback from consultation and decide whether scheme should proceed.
2009 if supported possible scheme implementation



This leaflet can be translated into alternative languages and can be provided in alternative formats. Please contact 01 702 21 5408



Appendix 3: Questionnaire

Consultation Questionnaire

Closing date
5th January 2009

Name

Address

Are you a resident local business other (please state)

Q1. Do you support proposals to provide 1 hour parking in the High Street between the junction of Gunners Road and Rampart Street? Yes No Unsure

Q2. Do you support the proposal to mark out parking bays in the High Street between the junction of Elm Road and Rampart Street? Yes No Unsure

Q3. Do you support the proposal to create a new paved area* in the High Street between the junction of Smith Street and the junction of Rampart Street? Yes No Unsure

Q4. Do you support measures to improve safety at the junction of Rampart Street and the High Street by narrowing the width of the junction and providing improved no entry signs? Yes No Unsure

Q5. Do you support the proposal to improve facilities for cyclists? Yes No Unsure

*Please consider the detailed proposals shown in window of Shoebury Pharmacy or at Drop in sessions.

Do you have any other comments?

Thank you for taking the time to complete this questionnaire

Data Protection Act 1998

Under the Data Protection Act 1998, we have a legal duty to protect any personal information we collect from you.

We will only use personal information you supply to us for the reason that you provided it for.

We will only hold your information for as long as necessary to fulfil that purpose.

We will not pass your information to any other parties (including other Council departments) unless this is made clear to you at the time you supplied it.

All employees and contractors who have access to your personal data or are associated with the handling of that data are obliged to respect your confidentiality.

Fair Processing Notification

This authority is under a duty to protect the public funds it administers, and to this end may use the information you have provided on this form for the prevention and detection of fraud. It may also share this information with other bodies responsible for auditing or administering public funds for these purposes.



Shoebury High Street Highway Improvement Proposals

Proposed Improvements including parking, cycling & bus stop improvements, replacement of Street Lighting, footway widening, public space area & extension of one way system.

Drop in Sessions

Saturday 6th December 2008 at
Hinguar Primary School from
10am - 12 noon

Friday 12th December 2008 at
St Peter's Church Hall, Hinguar Street
from 5.30pm - 8.30pm

For an information leaflet &
questionnaire
Telephone 01702 215712 (between
9am-5pm)

Closing date - 5th January 2009

