

Southend-on-Sea Borough Council

Department of the Chief Executive

John Williams - Director of Democratic & Legal Services

Our ref:

Telephone: **01702 215000**

Your ref:

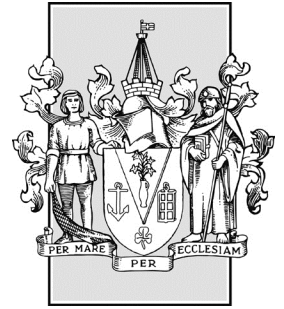
Fax: **01702 215994**

Date: 8 February 2018

E-mail: **committeesection@southend.gov.uk**

Contact Name: Colin Gamble

DX 2812 Southend



Dear Councillor

CABINET – SPECIAL MEETING - TUESDAY, 13TH FEBRUARY, 2018

Please find enclosed, for consideration at the special meeting of the Cabinet taking place on Tuesday, 13th February, 2018, the following report that was unavailable when the agenda was printed.

Agenda No	Item
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- | | |
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| 3. | Better Queensway (Pages 1 - 268)
Report of Deputy Chief Executive (Place) |
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Yours faithfully

Tim Row
Principal Democratic Services Officer

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Southend-on-Sea Borough Council

Report of Deputy Chief Executive (Place)

to
Cabinet

on

13th February 2018

Report prepared by: Emma Cooney, Director of Regeneration
and Business Development on behalf of
The Better Queensway Project Board

Better Queensway

**Executive Councillor: Councillor Ann Holland
Place Scrutiny Committee
A Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1. The purpose of this report is to seek agreement of the final parameters for the Better Queensway regeneration project, including the proposed highways alignment, so as to commence procurement to secure a partner(s) to fund, develop and manage the scheme.

2. Recommendations

- 2.1. **That the results of the public consultation be noted;**
- 2.2. **That the plan in Appendix 4 be approved as the preferred indicative highways alignment for the regeneration area to be included in the procurement process;**
- 2.3. **That the approach to the planning application is adjusted so that the application is made by the partnership formed following procurement;**
- 2.4. **That the site indicated in Appendix 5 be included within the redline boundary for the procurement and that continuance of the Council's income stream it derives from the site is placed as a requirement of the partnership;**
- 2.5. **That the site boundary, as per the plan in Appendix 6, be agreed as the regeneration area for which a partner(s) is sought;**
- 2.6. **That the level of affordable housing provided on the site shall be required to be above the current 441 affordable units and that tenderers are required to put forward their proposition to increase this provision, demonstrating how this is viable;**

- 2.7. That the updated procurement objectives, set out in section 7.3 of this report, are agreed in principle to be used as the basis for the procurement and that the Deputy Chief Executive (Place) and the Deputy Chief Executive (People) shall each be individually authorised, in consultation with the Portfolio Holder for Culture, Tourism and the Economy, to refine and confirm the final wording of the objectives;**
- 2.8. That the principle of a second lot “Lot 2” be agreed for inclusion in the procurement and that the Deputy Chief Executive (Place) and the Deputy Chief Executive (People) shall each be individually authorised, in consultation with the Director of Finance and Resources and the Portfolio Holder for Culture, Tourism and the Economy to agree its inclusion or exclusion in the procurement process and the final wording of the Lot 2 procurement documents;**
- 2.9 That the Better Queensway Project Board be authorised to approve a variation of existing professional consultant contractual arrangements in accordance with CPR 9.2 to 9.4 to accommodate additional in-scope work in support of the project up to the sum of £427k;**
- 2.10 That the Better Queensway Project Board be authorised to seek extensions of existing contractual arrangements under CPR 9.5 and 9.6 in 12 month increments up to a maximum of 4 more years in accordance with the terms thereof and subject to the approved financial resources;**
- 2.11 That the Better Queensway Project Board be authorised to purchase any further work necessary to support the Project which is either included in the scope or defined as out of scope of the current contracts from the contracted consultants via framework agreement call-offs in accordance with CPR8.3 in line with the approved financial resources available;**
- 2.12 That approval is given to commence procurement of a 30 year partnership to fund, develop and manage the Better Queensway regeneration project.**

3. Background

- 3.1.** The Better Queensway project is a transformational housing-led town centre regeneration project in the centre of Southend. It is focussed on delivering better housing and a better place.
- 3.2.** In March 2017 Cabinet approved a report setting out the procurement parameters in preparation for commencing a competitive dialogue process to secure a partner to fund, develop and manage the scheme (minute 892 of Cabinet meeting on 28th March 2017 and minute 1006 of Council on 20th April 2017 refer).
- 3.3.** The report established the Council’s minimum criteria for the scheme. As such bidders for the project must meet these requirements and failure to do so will result in their exclusion from the procurement process. The minimum criteria were:

- demolition of the towers;
- provision of a minimum of 441 affordable homes; and
- equivalent tenancy terms and conditions under an assured tenancy for existing Queensway tenants who return to the site.

3.4. The report also established a set of preferences which included:

- buildings of no more than 12 storeys;
- 1:1 car parking;
- a sustainable energy and environment approach;
- employment and skills benefits; and
- smart cities connectivity.

These preferences form part of the evaluation questions which are scored against the published evaluation criteria. Failure to deliver one or more of the preferences will not result in exclusion from the procurement process but will instead be reflected in lower scores.

3.5. Finally the report established a number of process and governance related matters such as:

- the principle that the Council may wish to become the senior lender for part or all of the scheme and reserves the right to do so,
- that competitive dialogue be used for the procurement of a partner(s),
- a set of objectives and related evaluation criteria, and
- that external funding be sought so support the project wherever possible and appropriate.

3.6. To support the latter objective, a £122,000 Estate Regeneration Fund was successfully secured from the Ministry of Housing, Communities and Local Government (MHCLG – previously DCLG) and Homes England (previously HCA) in April 2017 to support the progress of the Better Queensway project. A successful bid was also made to the National Productivity Infrastructure Fund (NPIF) which announced in October 2017 an award of £1.75m to support measures across the highway network in the borough including improved access in to town centre car parks from Queensway. In September 2017 a further bid was submitted to MHCLG and Homes England's Housing Infrastructure Fund (HIF) under the marginal viability strand aimed at projects at an advanced stage of development. The outcome of this was announced on 1st February with an award of £15m to the Council for Better Queensway thereby affirming Government's confidence in the project.

3.7. At Council on 20th April 2017 Members agreed that the highways alignment should reflect two lanes in each direction, that further consultation on highways should be undertaken and brought back to Cabinet for approval. This is addressed in paragraphs 4.9 - 4.17 in this report.

3.8. Since the report was approved and the resulting establishment of the minimum criteria, preferences and processes there have been some changes which affect the project such as policy updates, changes to market conditions, public consultation and progression of the project. This report only seeks to consider aspects which have been materially affected by the changes.

4. Consultation and Highways

- 4.1. Between October and December 2017 consultation was undertaken on the proposals. The approach to consultation was developed with advice from the Consultation Institute and led by the Council's consultation advisors, Copper Consultancy – a consultation organisation specialising in complex infrastructure and regeneration projects procured to lead the consultation. The interim consultation report is found in **Appendix 1** and sets out the process and findings of the consultation. A second consultation report from Copper will follow on approval of this report. This will set out the Council's agreed response to the consultation in relation to the feedback received.
- 4.2. The consultation was designed to meet the Gunning Principles – which set out the expected standards for public consultation - and included two public exhibitions (with two preview events), online provision of material and response mechanisms, freepost returns and face to face meetings. Two Member briefings specifically on the highways layout were also held during the consultation period as well as a number of individual briefings in response to requests from several Councillors.
- 4.3. The consultation sought views from all stakeholders including existing Queensway residents, town centre and seafront businesses, residents associations, emergency services, transport operators, and residents and businesses from across the borough. Stakeholders from across the borough were invited to respond recognising the broad ranging impacts of changes to this part of the town centre on residents, visitors, businesses, transport operators and other public institutions. Over 300 people attended the exhibitions and 120 written responses were received during the consultation period. The responses have been independently reviewed, analysed and reported by the Council's consultation advisors with all contributions, regardless of origin, given equal consideration.
- 4.4. In addressing the commitment to undertake further engagement on the highways scheme and to broaden engagement beyond the Queensway area consultees were asked for their views specifically on transport and access and the wider scheme including public space, housing, quality of life and wider socio-economic benefits. Free-text boxes encouraged consultees to comment on other aspects of the scheme that were important to them.
- 4.5. The results of the consultation have been analysed by the Council's consultation advisors and show that there is general support for the scheme with a range of views shared on specific aspects. This work concluded that *“The consultation has demonstrated support for the principle of development on the Better Queensway site and for improving the area through the provision of high-quality homes and building design, affordable housing and public space.”*
- 4.6. The report also identifies a number of aspects which featured strongly in the feedback including transport and access, access to affordable homes, safety and security, and impact on local services. A summary of the wider scheme consultation findings and how they are reflected in the approach to procurement can be found in table 1.

4.7. Table 1 Scheme Consultation

Theme	Comment Summary	Procurement Consideration
Housing	<p>Support for housing, particularly affordable provided it is genuinely affordable. There should be a mix of homes for families and single people and should reflect the way people now live in terms of layout and environmental standards. The housing should be of a style and quality that engenders community cohesion and a positive environment.</p> <p>Some respondents noted that an increase in homes will increase the draw on public services.</p>	<p>Minimum number of affordable units will exceed the 441 currently on the site and will use the national definition of affordable housing “<i>Affordable housing is social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.</i>” This is reflected in one of the objectives for the procurement. The procurement will also require a viable mix of homes in terms of size and tenure.</p> <p>Procurement objectives: 1 and 6.</p>
Public space	<p>Significant support for high quality public realm which is safe, secure and well maintained. Wide ranging suggestions for what it could include varying from green space to play and sports facilities, with an emphasis on physical activity. Respondents were keen to participate in conversations about such provision in the future. A minority felt that there was sufficient public space available nearby and not including it would reduce the risk of anti-social behaviour.</p>	<p>This supports the Council’s overarching objectives for the project and aspirations for quality of the development now and in the future. Council has also agreed to include the principle of an on-going community fund to maximise participative community development and integration through the scheme. The Council’s physical activity strategy will also be included for bidders to consider how space and design to encourage physical activity can be included in the scheme. Bidders will also be asked to express how they would propose to engage with communities over the lifetime of the project.</p> <p>Procurement objectives: 3, 7, 12 and 20</p>
Economic growth	<p>Respondents recognised the opportunities that the development could bring in terms of skills and jobs but inclusion of commercial space within the development was not as high a priority as other aspects. Local amenity retail and cafes/restaurants which connect well with the high street were generally considered to be welcome.</p>	<p>This supports the Council’s objective for the scheme to impact positively on the economic and social well-being of the community. The procurement process requires bidders to consider their Social Value on Investment – i.e. how the development will deliver greater social benefits such as those identified. Commercial space will not be a dominant feature of the development and will seek to complement the High Street rather than compete with it.</p> <p>Procurement objectives: 3 and 12.</p>
Community cohesion	<p>Community cohesion, integration and increasing the sense of safety in the area was a key theme running through all the responses to the consultation with the development considered a primary mechanism to address this and reinstate pride in the area.</p>	<p>This supports the Council’s objectives that the new area should be a safe, vibrant, sustainable community and that the scheme will impact positively on the economic and social well-being of the Community.</p> <p>Procurement objectives: 3, 12 and 20.</p>

Sustainable travel	<p>The responses showed significant support for sustainable travel with some recognising the location of the development lends itself particularly to modes of transport other than the car and others stating that car usage, or using one's own car rather than a car club, is decreasing so more space should be made available for safe bike storage and dedicated walking/cycling routes and less for parking.</p> <p>These were linked with the safety and security points above.</p> <p>There were concerns about carers, deliveries and emergency vehicles being able to access residents.</p>	<p>This support's the Council's objective to enhance walking and cycling permeability across the site and to the town as well as the development being safe, vibrant and environmentally sustainable.</p> <p>Access and turning circles for vehicles, other than residential cars, are a required and normal part of highways engineering and will be reflected in the design.</p> <p>Procurement objectives: 3, 5 and 8</p>
Environmental sustainability	<p>The need for the scheme to be environmentally sustainable was well supported in the responses ranging from the outdoor space – minimising concrete and introducing more green space – to the aspect of homes and right to light.</p>	<p>The Council has agreed environmental sustainability as part of the scoring criteria for the scheme. The quality of the public space and its environmental qualities as well as the impact and opportunities of the built environment are reflected in the Design Policy and Principles document which will be included for bidders to respond to. The new partnership will also have to secure planning permission and in doing so the scheme will have to be compliant with policies which also reflect some of these elements. The Council is also asking bidders to consider sustainable energy sources for the development.</p> <p>Procurement objective: 8</p>

4.8. The findings of the consultation will be shared with stakeholders and will show how comments are reflected in the procurement documents, or explaining why it is not feasible to do so. The report will also be made available to bidders through the data room as essential background information and context so as to inform their understanding of local views on the scheme and what the Southend community would wish to see the development deliver.

4.9. As set out earlier in the report the Council undertook to consult on the highways proposals as set out in the March 2017 Cabinet report. The proposals were developed as a result of a comprehensive modelling exercise using a traffic model which is WebTAG compliant¹. The model includes data from all known planning consents and other traffic assessments as well as including details of potential schemes. The highways consultation included an animated VISSIM model², developed by the Council's transport advisors, Mott MacDonald, using the Council's established multi-modal model.

¹ Transport modelling and appraisal methods that facilitate the appraisal and development of transport interventions. It is the recognised methodology used by Department for Transport to appraise impacts of highways schemes

² A microscopic multi-modal traffic flow simulation

- 4.10.** The model has been used very successfully in the past and has been the basis upon which Department for Transport (DfT) and South East Local Enterprise Partnership (SELEP) funding has been secured to deliver improvements schemes at Cuckoo Corner, Victoria Gateway, Progress Road, Tesco roundabout, City Beach and now the HIF bid. It has also been used to inform the Southend Central Area Action Plan (SCAAP) transport and highways proposals, and the resultant plan has been found to be sound by an Independent Planning Inspector. It has also been used to appraise the highways and traffic implications for planning applications submitted to the Council.
- 4.11.** The modelling demonstrates that with the proposed changes to the road network the traffic flows would not be adversely affected by the introduction of additional residents to the town centre and associated changes to the public highway to enable the regeneration of the area.
- 4.12.** The modelling used a 1:1 parking ratio as its basis. The consultation generated mixed responses on this with some being in favour of at least 1:1 parking but with other responses challenging the parking ratio and suggesting it be at a lower level as the site is in a sustainable location with alternatives available.
- 4.13.** Should the bidders respond with a 1:1 parking scheme the traffic volumes would be as per the model and without detriment to the town centre traffic flows. Should a lower parking ratio be delivered as a result of procurement and secures planning consent this will reduce vehicle movements and therefore pressure on the network.
- 4.14.** One existing public car park and one temporary car park are situated within the Better Queensway Opportunity Site in the Southend Central Area Action Plan (SCAAP) (to be adopted) and are located to the north of the Central Area, which is an area that is identified to have spare capacity even during peak times (Car Parking Study for the Central Area of Southend, 2016). Importantly, Better Queensway is located outside of Central Area South (see Map 4, SCAAP) and therefore SCAAP Policy DS5.2.b that seeks to ensure no net loss of key visitor parking in Central Area South does not apply.
- 4.15.** The consultation responses regarding highways were broad and full responses to transport comments are available in the consultation report. The main themes from this section of the consultation were:

Table 2: Highways Consultation

Theme	Comment Summary	Highways Consideration
General comment	General responses suggesting that the scheme would not work but without explanation as to why or suggestion of improvement.	Without the detail it is difficult to address these concerns specifically. The transport modelling work coupled with the Council's design work over the last year provide significant evidence that the scheme is robust.
Congestion	Either at specific locations or more generally across the area.	The highways layout for the regeneration area is not intended to adversely affect current traffic flows while enabling the provision of more, quality homes which the earlier section of the consultation recognised as a priority and for which the Council has a responsibility to

		deliver. As a densely populated urban area this will be busy, particularly on high volume days.
Data inaccuracies	Suggestions that the data used to undertake the modelling was inaccurate.	As explained in paragraphs 4.10 - 4.11 the data is robust and can be relied upon as it is compliant with national standards and processes and has been verified on multiple occasions for a variety of schemes by Government.
Suggestions for specific improvements	<p>A mix of location or approach specific improvements:</p> <p>a) Dedicated left turn from Victoria Avenue in addition to existing two left turn lanes</p> <p>b) Reduction in speed limits and treatment of roads in and around the regeneration area</p> <p>c) Reopening the Deeping</p> <p>d) Consideration of the wider network</p> <p>e) East-west connectivity</p>	<p>These have each been drawn, modelled and considered.</p> <p>Any change to the highway that reflects this would introduce an additional green phase at the eastern end of the existing bus lane to avoid conflict with the east bound A13 traffic and pedestrians crossing the north side of Queensway. In addition to this an on-demand pedestrian crossing would be required outside Victoria Station to provide for the considerable pedestrian and cycle movements from the station towards the High Street. For these reasons it is felt that this suggestion would increase traffic congestion at the Chichester/Queensway/Short Street junction and reduce pedestrian safety in the area.</p> <p>The Council has agreed to consider the roads around the area, excluding primary roads, for a home zoning or equivalent treatment. Home zoning is a living street (or group of streets) which is designed primarily to meet the needs of pedestrians, cyclists, children and residents and where the speeds and dominance of cars is reduced. Home zones can assist with a better balance of road space use for pedestrians and to create a high quality urban space.</p> <p>See paragraph 4.16</p> <p>Work is already underway to support the wider network having successfully secured funding from the National Productivity Infrastructure Fund (NPIF) last autumn. The modelling considered traffic reassignment across the borough which can be considered as the changes that individual drivers may make to their journey in reaching their destination. This illustrates the impact of measures planned for the road network such as smart signage and revised car park access as well regeneration schemes such as Better Queensway. It shows that the routes taken by vehicles in the borough will be within the capacity of the road network. This takes into account the road classification and the existing alignment constraints (e.g. width, number of side roads, private driveways, etc). The traffic reassignment drawing can be found in Appendix 2. It is important to recognise that traffic management will be an ongoing consideration and vehicle flows will be subject to change. Undertaking this assessment allows the Council to identify and address any potential issues so as not to create pinchpoints.</p> <p>See paragraph 4.17</p>

- 4.16.** The suggestion to consider reopening the Deeping was first made at Place Scrutiny in April 2017, and the Executive Councillor for Transport, Waste & Regulatory Services committed to this modelling being undertaken at Council in April 2017. It has helpfully generated a consideration outside the Queensway regeneration area which could benefit the scheme and has been subject to an independent assessment, which has considered and modelled reopening the Deeping. This was modelled as a traffic signalised junction and as a roundabout. The modelling shows that for either scenario the reopening the Deeping would not work due to traffic stacking on Victoria Avenue and at the Chichester Road/Southchurch Road junction. It is therefore not proposed to reopen the Deeping. The technical note for the assessment is found in **Appendix 3**.
- 4.17.** East-west connectivity in the borough is an important issue for the Council and the subject of discussion over recent years. Recognising the emphasis given to this by Councillors and through the consultation responses the Council's planning, highways and economic growth officers will explore this further through conversations with relevant Government departments, neighbouring authorities and designing possible solutions for funding and delivery in the future.
- 4.18.** The highways alignment was a common theme in the consultation feedback and in response it is proposed that the alignment found in **Appendix 4** is agreed as the preferred indicative highways alignment and is included in the procurement documentation with the Council's requirements from the procurement. It should be noted that this highways alignment is not a minimum requirement and bidders will not be excluded from the process should they fail to adopt the preferred alignment, in whole or in part. This would enable the highways alignment to be optimised and at the same time maximise land available for the development.
- 4.19.** The preferred indicative highways alignment will be subject to the dialogue process, allowing for refinements and evaluation of the result against the Council's preferences and requirements. One of the requirements will be that the detailed design, once the partner has been appointed, must be done in partnership and together with the Council's highways team so as to ensure close working on a key piece of infrastructure.
- 4.20.** In this way the final highways scheme would be considered by Development Control Committee as part of the overall planning application made to the Council as Local Planning Authority and Highways Authority, and thereby considered in the same way as other applications for regeneration schemes in the borough.
- 4.21.** This approach is beneficial to the Council as the risk associated with the highways design is shared with the selected partner.
- 4.22.** The Council has committed to retaining two lanes in each direction through the Queensway but is proposing that bidders be given the flexibility to consider the four lanes through the underpass for intelligent highway technology which can adapt to vehicle flows on that part of the network.

5. Planning

- 5.1. It is proposed to bring a planning application forward once development partner(s) have been appointed. This is a more expedient way to deliver the scheme. Bidders will be required to explain their approach to securing planning permission for the scheme and the appointed partner will be required to prepare the relevant planning application(s) in partnership with the Council. Any delays in submitting an application should therefore be reduced.
- 5.2. The scheme expectations will be set out in the Design Policy and Principles document to be included in the procurement documents for bidders to reflect and respond to in their submissions and therefore will be scored as part of the evaluation process.

6. Viability

- 6.1. The latest financial viability assessment was undertaken by the Council's specialist strategic, financial and property advisors in December 2017. As previously reported in February 2017, this used an example scheme which delivers the Council's minimum criteria and applied a sensitivity analysis in respect of the preferences.
- 6.2. The viability appraisal is based on a series of updates to the financial assessment of the scheme over the last 12 months. These changes fall into two categories – changes in the scheme, and changes in the assumptions that underpin the scheme:

Changes to assumptions

- The Council's property advisors have undertaken a study to ascertain the changes in the baseline assumptions since the previous viability analysis undertaken in February 2017. This has shown the following:
 - A 9% increase in build costs over the last 11 months
 - A 9% increase in sales values over the same period

Changes to the scheme

- The principal change to the scheme over the last year relates to the highways scheme which, as a result of the decision taken by the Council in April 2017, requires four lanes through the Queensway. This change has resulted in a need to change the engineering solution for the highways works that has resulted in an increase in costs to the scheme of between £12m to £15m.
- The site identified for inclusion within the regeneration area has also been reviewed by the Council's specialist advisors and project team following a strategic land acquisition made by the Council in August 2017. The site directly abuts the north-western edge of the Queensway area as identified in **Appendix 5**.

- 6.3. The Council purchased the site to meet two key objectives:
- To assist on the Council's desire to build a balanced, low to medium risk, long-term income stream through a property investment programme; and
 - The long term benefit the site might deliver to the BQ regeneration area.
- 6.4. Following the purchase of the site, its potential inclusion in the Better Queensway scheme has been reviewed to understand and assess the impact in regards to scheme quality, viability, development capacity and affordable housing, planning considerations and highways movements.

Affordable Housing Provision

- 6.5. Through increasing the regeneration area an increase in affordable homes to be delivered through the scheme should also be sought. The Council aspires to see Better Queensway as an exemplar in affordable housing, exceeding minimum requirements within a viable development.
- 6.6. The Council has previously set its minimum requirements for the Better Queensway scheme in terms of the affordable housing to be provided on site. This has been articulated as "a minimum of 441 units" being provided by the scheme, representing a replacement of the units that are currently on the site. With the inclusion of the site identified in **Appendix 5** within the scheme there is the potential for the site to deliver an increase in this number.
- 6.7. As a result the minimum requirement should be changed to "Delivery of an increase on the current 441 affordable units." Bidders will therefore be asked to exceed the 441 affordable units and put forward proposals as to how they would achieve a meaningful increase within a viable scheme. These proposals will vary but would effectively require an open book viability test run by the new partnership that would trigger increases in affordable housing provision. While it is therefore possible that the winning bidder may offer 442 affordable units and a proposal on how to achieve an increase in future, this is not expected to be the case as it will have been subject to the competitive dialogue process which will reflect the priority Members have given to affordable housing in the procurement objectives, as set out in paragraph 7.3 of this report.
- 6.8. The focus given to affordable housing is to be such that it is given greater emphasis in the objectives signalling to the market the Council's desire to deliver a significant number affordable homes with a viable scheme.
- 6.9. **Quality of the scheme**
The Council's strategic, property and financial advisors reviewed the potential impact on the quality of the scheme of including the additional site and concluded that its inclusion would significantly improve the overall development. The key reasons for this were:
- A significant improvement of the development potential of the north-western section of the site by improving the shape, scale and frontage of the development area;

- A more holistic approach to the provision of decant accommodation, energy provision and service based uses;
- Greater site depth provided by the combined site potentially provides for more outdoor amenity space for residents, thereby enhancing the environment and values;
- Potential conflicts between residential and retail uses are avoided; and
- More certainty over long term plans for the area.

Planning Considerations

- 6.10.** As detailed above, one of the Council's key considerations in purchasing the site was due to its potential as a strategic site to improve the development of Better Queensway. The 'quality' considerations in paragraph 6.9 above have reinforced this decision, demonstrating the significant impact on scheme quality, and value that would be achieved by its inclusion.
- 6.11.** A key consideration in achieving the best outcomes from the inclusion of the site is ensuring that it is developed as part of the holistic approach to the whole regeneration area. If the site is included within the redline boundary of Better Queensway, and, therefore, the Council's partner is procured to develop the scheme masterplan, achieve planning consent, and then implement the scheme, then one planning consent for the entire site can be achieved. The Council would require that the income received from the site and its growth is secured as income through the development partnership so that the investment value is not lost.
- 6.12.** This has significant benefits for the scheme, as in obtaining a single consent for the site a number of provisions can be addressed across the site in a linked way. For example, affordable housing provision will be assessed at one time, the Section 106 agreement is negotiated across the whole scheme, and phasing / deliverability approached holistically across the whole area. If the site is not included within the regeneration area, it is not possible to apply for planning for this site with one consent. This would necessitate a separate planning application including separate consideration of affordable housing provision and section 106 which will not provide the chance to approach the site holistically.

Quantum of Development

- 6.13** A series of studies were undertaken to examine the potential capacity of the new northern section of the regeneration area incorporating the site. This work showed that a sympathetic high quality development on the site could accommodate between an additional 120 to 200 units with associated retail development.
- 6.14.** As with all previous design work for the scheme, this is the Council's interpretation of an appropriate development for the site. As part of the procurement, bidders will develop their own plans for the site that could significantly differ from these proposals, and indeed potentially show additional capacity for the site, however, in order to test the sites potential, and viability, schemes needed to be developed.

Transport Modelling

- 6.15.** The Council's Highways team has been working with its specialist advisors to assess implications of the inclusion of the site within the regeneration area.
- 6.16.** Increasing the development area, and therefore housing numbers, tenure and vehicle movements, will have an impact on the highways network and has been modelled. This has taken into account the ambition to increase affordable housing numbers and feedback that car parking on a 1:1 ratio is considered to be over-provision by some consultees. The result is that the vehicle movements can be accommodated within the capacity of the road network.

Viability Summary

- 6.17.** Through the inclusion of the aforementioned site, and a requirement of the partnership to replace the income generated from it, the viability of the project increases and analysis concludes that a financially viable, planning compliant scheme could be developed on the site that meets the Council's stated minimum criteria and a mix of its preferences, depending on the design and delivery of the scheme.
- 6.18.** The increased regeneration area also creates conditions for the Council to require an increase in the volume of affordable homes delivered as explained at 6.5 above.
- 6.19.** The Council has been successful in securing funding of £15 million from the Housing Infrastructure Fund (HIF) for the scheme that has resulted in a further improvement in viability.

7. Procurement

- 7.1.** The suite of procurement documents which will be issued to potential bidders has been developed based on the 19 objectives agreed previously (minute 892 of Cabinet meeting on 28th March 2017 refers). These objectives form the foundation of the Council's aspirations and therefore of the procurement with detailed documents sitting below these reinforcing the principles and expanding on the detail. They should therefore reflect all those elements to be scored in the detailed evaluation process through competitive dialogue. Consequently it is vital that the objectives represent all the areas of the scheme which are to be considered and agreed as the basis of the procurement, recognising that detailed documents then expand on the explanations and implications of them.
- 7.2.** Since that report was agreed the consultation has taken place so some objectives are proposed to be amended in response to consultation feedback and to reflect the changes experienced by the project in that time. This will also assist potential bidders. Tables 3a and 3b below identify which objectives have been amended and which remain as previously agreed.

7.3. Tables 3a and 3b

No	UPDATED Scheme Objectives	
1	The Council requires a mixed use integrated residential and commercial use scheme on the site with mixed tenure housing development of private sale, private rent, and an increase on the 441 affordable units on the site, as well as a scheme that is in accordance with the Council's planning policies.	Updated – to be agreed
2	The Council aspires to the expeditious delivery of the scheme as soon as reasonably practicable in accordance with a robust and realistic proposal whilst managing and minimising disruption.	Updated – to be agreed
3	The Council is seeking the establishment of a safe, vibrant, sustainable community through the Better Queensway scheme that will impact positively on the economic and social well-being of the Community. This should include the establishment and operation of an on-going Community Fund.	Already agreed
4	The Council requires the delivery of a revised highways scheme serving the Better Queensway site in line with the requirements as set out in the Descriptive Document with all adopted roads continuing to be maintained by the Council.	Updated – to be agreed
5	The Council requires the scheme to provide enhanced pedestrian and cycling permeability across the site and links to the town centre.	Updated – to be agreed
6	The partnership will offer existing Council tenants on the site the chance to return via an Assured Tenancy. Although this will not be a direct Council tenancy, it will offer the same terms and conditions. The Council recognises that those seeking a secure tenancy will be offered Council housing elsewhere within the Borough as available. Resident leaseholders will be offered a shared equity unit, and the remainder of the affordable units must be genuinely affordable with rents at or below Local Housing Allowance levels on a continual basis. These units must remain affordable on the exit of the partnership. The Council's Residents Offer document must be adhered to when delivering the scheme.	Updated – to be agreed
7	The Council is seeking a sustainable development based on excellent design quality of homes, open spaces and supporting infrastructure delivered in accordance with the Better Queensway Design Policy and Principles document.	Updated – to be agreed
8	The Council requires the development to be environmentally sustainably delivered both during construction and its lifetime, taking into account the impacts of climate change.	Updated – to be agreed
9	The Council requires the scheme to further and contribute to the Better Queensway Smart Cities aspirations.	Already agreed
10	<p>The Council's design aspirations are reflected in the Design Policy and Principles document. The most important aspirations are, in descending order of priority:</p> <ul style="list-style-type: none"> • Increased affordable housing provision; • 1:1 car parking provision; and • Building heights not exceeding 12 storeys. • 	Updated – to be agreed

11	The partnership will obtain planning permission for the scheme and other consents as necessary.	Updated – to be agreed
12	The Council aspires to maximise all aspects of social value through the Better Queensway scheme in line with the Council's draft social value policy (policy to be finalized during the procurement).	Updated – to be agreed

No	UPDATED Approach Objectives	
13	The Council requires a long-term partner to work with it to fund and develop the mixed use scheme identified above on the Better Queensway site including associated highways infrastructure and to fund, manage and maintain all public realm and retained operational units on the site.	Already agreed
14	<p>The Council requires an on-going role in the governance of Better Queensway including equal say on, at least, the following areas:</p> <ul style="list-style-type: none"> • Community / Resident engagement; • Changes to tenancy agreements; • Rent levels; • Tenure changes; • Retaining the minimum number of affordable units; • Operation of the Community Fund; and • Management and maintenance of all affordable units <p>The Council requires a significant influence over, at least, the following areas:</p> <ul style="list-style-type: none"> • Design of the scheme; • Branding of the scheme; • Sales, operation and rental strategies of residential and commercial facilities; • Management and maintenance of all retained operational units and public realm; and • Procurement of contractors. 	Updated – to be agreed
15	Where the Council does not already own the freehold of elements of the site at the point of entering the partnership it will seek to obtain such freehold ownership through the partnership. Any costs associated with CPO will be funded by the partnership.	Already agreed
16	The Council will retain freehold ownership of the entire site throughout the development and operational periods.	Already agreed
17	The Council's only guaranteed investment into any partnership arrangement will consist of the value of the long lease of the land.	Already agreed
18	The Council has some appetite for risk. This could extend to investment beyond the land value and operation of the site. Any such investment must be balanced by commensurate reward. Any investment by the Council must be balanced by private investment. In addition the Council may provide senior debt funding for the initial development of the scheme.	Updated – to be agreed
19	The Council expects to receive meaningful financial returns which are to be delivered throughout the development and the life of the operation of the scheme.	Already agreed
20	The Council requires the partnership to keep all relevant stakeholders engaged and informed in an open honest timely and appropriate way.	Already agreed

- 7.4.** Objective number 12 refers to the Council's social value policy which is being developed. This will set out how the Council will, and will require its partners to, deliver additional social benefits through its activities, particularly procurement.
- 7.5.** The Public Contracts Regulations 2015 require that the OJEU notice and procurement documentation stipulate how long the partnership will last. As a result the exit arrangements at the end of the 30 year period must be considered at the outset and will be scored as part of the bidders' overall approach to partnership. Bidders are required, as part of their submissions, to detail the suggested partnership arrangements which, among other things, deliver on the Council's objectives, shows how risk and reward is shared, provides appropriate governance arrangements for the development and operation of the scheme, and how the partnership is planned to wind up in 30 years' time.
- 7.6.** The new partnership will potentially deliver a number of homes that will be sold to the market, a number of affordable homes, private rented homes, and commercial units. The bidders can decide, as part of their bid, what happens to these operational assets but the Council requires the affordable units to remain affordable at the end of the partnership. This ensures units remain affordable but looks at the "best" outcome financially in 30 years. It also does not stop the Council purchasing them at this point and the Council will seek an over-riding right of pre-emption in relation to affordable units at market value to keep this opportunity available.
- 7.7.** Given the scale of the procurement process for Better Queensway officers have been investigating whether the resource that has gone into the process to date could be used to leverage greater benefits – either for Queensway or other regeneration sites. The most beneficial and high impact option is to introduce a second 'Lot' into the procurement.
- 7.8.** This would mean that in addition to the Queensway procurement, the Council would also run a parallel procurement for a framework of delivery partners for future schemes. The procurement would therefore consist of two Lots. Lot 1 being the existing Better Queensway scheme, Lot 2 being the establishment of a framework of partners (suppliers) to meet the varying developing requirements outside of the scope of Better Queensway.
- 7.9.** Procuring a framework agreement under the Public Contracts Regulations 2015 means:
- The term of the framework agreement cannot exceed 4 years;
 - The Council can target a number of partners (suppliers) to be on the framework – any number is permissible, but it is considered that somewhere between 6 and 10 partners (suppliers) is ideal;
 - Once the framework has been awarded, the Council can either run mini competitions to award 'call-off' contracts, or directly place individual 'call off' contracts, as appropriate. The length of the individual contracts can exceed the 4-year term, but must be let proportionally (e.g. a 15 year contract could not be let on the last day of the framework term).

7.10. A separate descriptive document explaining the types of development sites that could be made available by the Council, as potential development scenarios in Southend would need to be developed. The details within the descriptive document would:

- a) Explain that the Council does not guarantee bidders any specific development site(s) in Southend or any income/work/schemes at any point; and
- b) Articulate potential development scenarios, i.e. the types of developments that the Council may think of developing in the future.

A corresponding set of evaluation criteria would also be developed.

7.11. In terms of evaluating potential framework suppliers, it should be noted that:

- The bidders would be evaluated against a narrower set of criteria than those used to evaluate Better Queensway. It is recommended that design and masterplanning, planning, legal, partnership and social value are all evaluated as part of Lot 2;
- The same, or a similar, scoring matrix (referred to as 0 to 5) developed for Better Queensway would be used to score bidders responses;
- The Council would appoint suppliers onto the framework with the highest overall scores in response to the published evaluation questions. The aim is to create a framework of mixed use partners.

7.12. Once the Lot 2 Framework has been established with a number of approved suppliers on it, a real site, or scheme, can be developed. At this point, a tender document will be developed detailing the site and specification or minimum requirements.

7.13. The approach, while believed to be a route to expedite other sites for a comparatively reduced cost, does represent additional work and therefore the delegation sought in paragraph 2.7 is to enable the benefit of the proposal to be fully assessed.

7.14. As part of developing procurement documentation for the project, the procurement work stream identified the need for specialist technical input and professional advice throughout the various procurement stages which is described as follows, Urban Planning, Strategic Property and commercial & Financial.

7.15. After running a compliant procurement process, contract awards were made to 3 suppliers (referred to as “specialist advisors”) to the value of £285,000 (excluding VAT) for an initial 12 month term and the opportunity to extend the length of the project. Developing the procurement documentation was broadly in accordance with the tasks and cost, but the project faced a number of unforeseen challenges in terms of changes to highways scheme development and options review, financial viability and public consultation. The delays had an impact on the original procurement timescales for tender publication in May 2017 and increased the scope of the third party advisors’ time, to help manage resolutions to the challenges. The procurement of a partner was delayed until these known

challenges were addressed and the procurement activities commenced again in November 2017.

- 7.16.** However, the period of time that lapsed before, during and post (forecast) agreed procurement activities has resulted in additional advisor costs. Some of these costs were varying the original scope of the procurement, but other costs incurred were outside of scope which can be summarised as follows:

Summary of activities	In Scope (a)	Out of Scope (b)
Cabinet, new administration overview and council		£68K (see 7.19)
Procurement activities to April 2017	£246K	
Project and consultation advisor activities		£70K (see 7.19)
Agreed procurement activities and additional advisor cost post November 2017	£231K	£23K
Estimated advisor cost to support developing LOT2 procurement activities in 2018 if delegation to proceed with this procurement is exercised		£55K
Total	£477K	£247K
Contract extension ceiling (recommendation 2.8 & 2.9)	£427K	
To be called off framework (recommendation 2.10)	£50k	£78K

Note:

- a) **“In Scope”** - means the total cost of activities that can be associated with those specified tasks with in the original procurement documentation
- b) **“Out of Scope”** – means the cost of activities **not** specified within the original procurement documentation that came about through evolution of the project, such as project workshops, project board meetings etc.
- c) **None of the above costs includes Legal support.**

- 7.17.** Although the total projected cost of activities (defined as “In Scope”) can be associated with the activities specified within the original procurement documentation, they are slightly in excess of the 50% tolerance of the original procurement (referenced within the Public Contracts Regulations 2015, Clause 72 (B) and (C)). The original procurement value for in scope work was £285k and the 50% tolerance level therefore sits at £427k and the anticipated ‘in scope’ costs are anticipated to reach £477k by the end of the project in December 2018. To ensure an open and transparent process any spend in excess of £427k will therefore be purchased through a compliant framework which is available via Bloom (NEPO). The current forecast for this is £50k. (see recommendation 2.10)

- 7.18.** The original tender documentation did not foresee such changes and didn’t allow for the ability to modify the contract precisely and unequivocally in their specific terms. Therefore, regulation 72 (A) cannot be used to deal with the total

modification required to complete the project which requires “out of scope” services. Therefore the remaining spend currently forecast at £78k will be purchased through a compliant framework which is available via Bloom (NEPO), as above. (see recommendation 2.10).

- 7.19.** In relation to the previous amount of £138k which was spent on “out of scope” services this remains at risk of challenge from the market in procurement terms. However the risk of challenge has been assessed by our Legal and Procurement teams as extremely low. All bidders that expressed an interest in this opportunity were awarded one of the Lots and so there were no unsuccessful bidders.

8. Next Steps

- 8.1.** Approval of this report will result in the conclusion of the development of procurement documentation and commencement of the procurement process. This is timetabled to be publicly launched before the end of March 2018.
- 8.2.** Once procurement is underway the process dictates the activity of the following 9-10 months or until conclusion of competitive dialogue. During this time Members will be informed of progress but will not be able to influence the dialogue. The Council will continue to communicate with stakeholders to keep them updated on the progress recognising that a statement as to who the preferred bidder is will not be able to be made until early 2019.

9. Reasons for Recommendations

It is critical that the Council has an agreed, robust and transparent position on each of the matters presented in this report in order to shape the procurement documents and to ensure that the ambitions for the Queensway site are delivered through the partnership and in the delivery of the scheme. Establishing the right parameters for the procurement optimises the Council’s influence on the procurement and development process. It is also necessary to demonstrate the potential for a viable scheme to the market. Not reaching agreement on any of these matters risks delaying the procurement process and incurring additional project costs or drawing the project to a close before commencing procurement.

10. Other Options

- 10.1.** The report sets out the agreed Council position for the proposed project. It also sets out the response to the consultation and specifically the highways scheme. If Members were to consider different options this would delay the procurement.
- 10.2.** The Better Queensway project could be brought to a close and not progressed further. This would limit the costs incurred to date in developing the project as well as the Council’s exposure to risk; though the grant funding secured so far would need to be repaid within the relevant terms and conditions. Alternative solutions would then need to be developed to improve quality and conditions within the area and to increase the borough’s housing delivery numbers. The impact on residents would also need to be addressed.

11. Corporate Implications

11.1. Corporate Priorities

This will be the largest regeneration scheme delivered in the town since the 1960's. The project has all the Council's corporate priorities at its core. **Safe** through improved quality of buildings, community space and public realm safety and security of the area will be significantly enhanced. Also through reconfigured transport layout improving connectivity and permeability for residents in and through the area. **Clean** through the introduction of new parks and open spaces and adhering to the principles of the Council's Low Energy and Sustainability Strategy in responding to climate change and energy generation opportunities. **Healthy** by seeking to improve the lives of existing and new residents through better quality accommodation and environment, including connectivity and transport methods. **Prosperous** by aiming to derive benefits from the development of the project through skills and employment for local people, reinforcing the town centre with increased footfall from greater numbers of residents living within a short distance of it, and securing outside investment in the town. **Excellent** through delivering a high quality regeneration project that everyone can be proud of, which is a sought-after location to live in, and which is recognised by Government for its innovation and impact.

11.2. Financial Implications

There are two key elements of the financial implications of Better Queensway.

- a) The scheme and its viability, as set out in section 6, paragraphs 6.1-6.18
- b) The project costs associated with development and procurement which are set out below.

To date the Council spend on the associated costs over the last three years and commitments to this stage of the project have been:

	£000's
2014/15	26
2015/16	345
2016/17	795
2017/18 (up to end of Jan 2018)	395
Committed not yet spent in 2017/18	255
Future capital programme	1,406
Total	3,222

In addition, a revenue contingency sum of £250,000 is held in the Better Queensway Earmarked Reserve.

The above budget has and is to be spent mainly on a project management team, external advisors, various surveys and a significant ground penetrating radar survey. This spend has been fully budgeted for in the Council's capital and revenue budgets over the last four years along with the use of some external funding secured specifically for the Queensway project. In addition, the Council has already approved a Capital budget of £1.4m to allow for the flexibility to purchase commercial and residential units to facilitate full ownership of the regeneration site. Therefore, in total the sum spent and allocated to the project currently stands at £4.872m.

The costs that will be incurred in 2018/19 and 2019/20 will relate to:

- External advisors to support the competitive dialogue process, financial advice and modelling, property advice and legal advice.
- Internal competitive dialogue team
- Project Management Team
- On-going Tenant and Stakeholder communications
- External advisors to support contract optimisation and final letting
- Commercial and residential leaseholder acquisitions.

The estimated spend on the above areas will enable the project to reach the stage of the selection of a proposed partner(s) by the end of 2018/19 and subsequent contract optimisation and letting to the successful bidder.

This will therefore bring the Councils commitment on the project to £4.872m by the end of 2019/20.

The project will require relevant land acquisition, both residential and commercial. Any acquisitions that are not resolved by the time of partner contract will need to be funded through the Partnership; for example there may be option agreements which provide certainty of cost and delivery but defer the bulk of the acquisition cost until a later date. Those costs incurred before this date will require funding by the Council. Currently the Council has a capital budget of £0.9m for commercial acquisition and £0.5m for residential acquisition. These sums are likely to be insufficient over the next year or so and therefore further requests to Cabinet for capital funding may be required depending upon the position of acquisition negotiations.

Over the past year various successful external funding has been secured to support the project and these are identified in paragraph 3.6.

Retention of the annual rental income currently generated from the site being added to the development will be a requirement of the procurement. As part of the tender submissions and competitive dialogue process the Council's position will be confirmed to ensure the full value of the strategically acquired site will continue to support the Council's Medium Term Financial Strategy, as was originally intended with the acquisition.

11.3. Legal Implications

This is a complex and challenging project which has legal implications throughout its development, procurement, delivery and operation. Specialist

legal advice has been procured to ensure that the Council complies with its procurement obligations and that the legal risks associated with such an exercise are suitably mitigated. The Council's specialist legal advisors will be retained through the procurement process.

11.4. People Implications

The project draws significantly on internal staff resource supplemented by procured specialist advisors.

The competitive dialogue process will be an intensive 9-10 month period for the staff directly involved, diverting them from other work and service delivery for large portions of time which will have an impact on those services and projects. The members of staff to be involved with the competitive dialogue process are currently being identified, implications for the relevant services understood and additional resources will then be sought so as to support ongoing service delivery. Internal staff development through this process will be supported as far as practicable.

Staff identified to be involved with the competitive dialogue process will undergo training prior to participation to ensure understanding, compliance and consistency of approach.

11.5. Property Implications

While much of the land and premises within the project area are owned by the Council it is proposed that those which are not but may be of strategic importance to the project are considered on a case by case basis. Specialist advice has been sought to develop an approach to land acquisition using all powers available to the Council.

11.6. Consultation

Wide-ranging stakeholder consultation was undertaken between October and December 2017, informed by the Consultation Institute and led by the Council's consultation advisors, Copper Consultancy.

This is comprehensively set out in **Appendix 1**.

This consultation builds on the preceding years of dialogue with Queensway residents and previous attempts to engage with businesses in the area, and this engagement will continue over the lifetime of the project.

11.7. Equalities and Diversity Implications

An Equalities Analysis has been undertaken for the current phase of the project. It identifies actions to be taken by the project to address gaps in data and analysis of the impact of the project. The Equalities Analysis will be revisited and revised at relevant points in the future.

Bidders will also be asked about their approach to equalities management as part of their submission documents.

11.8. Risk Assessment

There is a comprehensive risk register specifically for the project which has been developed through cross-organisational consultation, is owned by the Project Office and the respective workstreams, and is reviewed by the Project Board.

The procurement process and the preparation of the subsequent Development Agreement will be subject to a comprehensive due diligence exercise and financial appraisal of the consideration of the risk of insolvency by the potential partner at any time and the measures which can be put in place to protect against it as, starting with appropriate due diligence checks through the procurement process and then on into partnership. It is important to note that the risk of insolvency cannot be eliminated, it can only be mitigated.

11.9. Value for Money

By undertaking a fully competitive procurement process and ensuring the right evaluation scoring criteria within the procurement exercise this should establish value for money for the Council as well as the required outcomes.

11.10. Community Safety Implications

As the tower blocks and the surrounding area have been subject to some anti-social behaviour in the past it will be an important objective for the project to reduce such instances through the regeneration proposals.

11.11. Environmental Impact

A development of this scale and nature will have a significant impact on the local environment. In this instance the project seeks to improve the environmental impact through the introduction of measures, technology and future-proofing capability which respond to climate change, water drainage and management, sustainable transport and energy generation as well as the introduction of more green space.

12. Background Papers

- Better Queensway Cabinet Report 28th March 2017 – item 892.
- Place Scrutiny on 10th April 2017 – item 951.

- Council on 20th April 2017 – item 1006.
- Equality Analysis.
- Southend Central Area Action Plan (SCAAP) (to be adopted)

13. Appendices

Appendix 1 – Consultation report.

Appendix 2 – Traffic reassignment plan.

Appendix 3 – The Deeping technical note.

Appendix 4 - Proposed indicative highways alignment.

Appendix 5 – Proposed site for inclusion.

Appendix 6 – Proposed regeneration area.

Better Queensway interim
consultation report appendices

February 2018

Contents

Appendix 1	2
Appendix 2	3
Appendix 3	4
Appendix 4	5
Appendix 5	7
Appendix 6	8
Appendix 7	9
Appendix 8	10
Appendix 9	11
Appendix 10	12
Appendix 11	14
Appendix 12	15
Appendix 13	16
Appendix 14	17
Appendix 15	18
Appendix 16	19
Appendix 17	27
Appendix 18	34
Appendix 19	38
Appendix 20	39
Appendix 21	40

Appendix 1

23 October 2017

Important letter from Southend-on-Sea Borough Council

Dear Sir/Madam,

As you may be aware, Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area, creating a new residential-led development made up of high quality housing, commercial space, improved public areas and a new road network.

We have held a number of resident meetings and design sessions with residents of Queensway where we discussed the broad principles for the development. The proposals are still at a very early stage and we would like to invite you to take part in a public consultation where you will be able to find out some more information and tell us what you think.

The scheme will transform the site into a vibrant community of around 1,300 homes, which will include a minimum of 441 affordable housing units, making life better for both existing and new residents. We are proposing to make changes to the road network that will benefit transport and access in the area. Our aim is to reconnect communities separated by the Queensway road and improve access to the town centre, sea front, jobs and shops, helping to boost the local economy.

We would be delighted if you could attend our **dedicated residents' exhibition preview** on Tuesday 7 November- please drop in The Storehouse Community Centre, Coleman Street, Southend-on-Sea, SS2 5AW any time between 6pm and 8pm.

This residents' exhibition preview is being held ahead of two drop-in public exhibitions where local people will be able to find out more about the proposals, including details on the transport infrastructure needed to bring the development forward, meet the project team and have your say:

- **Wednesday 8 November 2017** – public event - drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS;
- **Thursday 16 November 2017** – public event - drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS.

We hope to see you then and will keep you regularly updated throughout the process. If you are unable to attend or would like to arrange a one-to-one meeting to discuss your individual situation, please don't hesitate to get in touch either by emailing betterqueensway@southend.gov.uk, by calling our Freephone number 0800 046 3803 between 9.00am and 5.30pm Monday to Friday, or writing to us at FREEPOST BETTER QUEENSWAY (no stamp needed).

We will also regularly update our website www.betterqueensway.co.uk with plans and consultation materials, including an online feedback form.

Yours faithfully,

Councillor Ann Holland
Executive Councillor for Culture, Tourism and the Economy

Appendix 2

23 October 2017

Important letter from Southend-on-Sea Borough Council

Dear Sir/Madam,

Better Queensway public consultation

As you may be aware, Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area, creating a new residential-led development made up of high quality housing, commercial space, improved public areas and a new road network.

The scheme will transform the site into a vibrant community of around 1,300 homes, which will include a minimum of 441 affordable housing units, making life better for both existing and new residents. We are proposing to make changes to the road network that will benefit transport and access in the area. Our aim is to reconnect communities separated by the Queensway road and improve access to the town centre, sea front, jobs and shops, helping to boost the local economy.

We have previously written to you as the leaseholder or freeholder of your property and would now like to offer the opportunity of a one to one meeting to discuss how the proposals may affect you. If you would like to arrange a meeting, please contact Sarah Lofts at sarahlofts@southend.gov.uk or telephone 01702 534836.

The proposals are still at a very early stage and we would also be delighted if you could attend one of our drop-in public exhibitions where you will be able to find out more about the proposals, including details on the transport infrastructure needed to bring the development forward, meet the project team and have your say:

- **Wednesday 8 November 2017** - drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS;
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We will also regularly update our website www.betterqueensway.co.uk with plans and consultation materials, including an online feedback form.

Yours faithfully,

Councillor Ann Holland
Executive Councillor for Culture, Tourism and the Economy

Appendix 3

23 October 2017

Important letter from Southend-on-Sea Borough Council

Dear xxx,

Better Queensway public consultation

As you may be aware, Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area, creating a new residential-led development made up of high quality housing, commercial space, improved public areas and a new road network.

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- **Thursday 16 November 2017** - drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS.

We will also regularly update our website www.betterqueensway.co.uk with plans and consultation materials, including an online feedback form.

Yours faithfully,

Councillor Ann Holland
Executive Councillor for Culture, Tourism and the Economy

Appendix 4

Southend-on-Sea Borough Council

From Councillor: David Norman

Civic Centre, Victoria Avenue, Southend on Sea, SS2 6ER

Telephone: 01702 212897

Date: November 2015

Dear Property Owner/Occupier

YOU ARE INVITED TO ATTEND A BUSINESS BRIEFING ON THE BETTER QUEENSWAY REGENERATION PROJECT:

As a freeholder, leaseholder or occupant of premises on Southchurch Road I am writing to invite you to a **breakfast briefing to update you about the Better Queensway regeneration project to be held on Tuesday 17th November 2015, from 7.45am to 9am** taking place in the **Jubilee Room, Ground Floor, Civic Centre, Victoria Avenue, Southend-on-Sea, SS2 6ER**

As I stated when I wrote to many of you in September 2014, a project to look at regeneration options for land around the Queensway area is underway. This has also been widely publicised in the local media.

Our primary focus will be to look at how we could improve the environment, transport options and housing in the Chichester Road and Coleman Street areas which include the four town centre tower blocks and flats on Sutton Road. However, we also believe that as part of this long-term project there is an opportunity to talk to the business and property owners in Southchurch Road to discuss opportunities that could exist to regenerate this area of the town. We own a small number of properties in this area but have it within the project 'boundaries' as an area to be looked at, along with transport options for the Queensway Road and underpass.

A report has recently been agreed by the council's cabinet to progress the project further and we would like to invite you to meet with myself and Council Officers in order to update you and answer any questions you may have on the project.

I would be grateful if you could please confirm whether you will be attending to betterqueensway@southend.gov.uk and if you are the owner of your premises, also confirm the name, address and contact details of any businesses or persons occupying your premises.

Yours Sincerely



Cllr David Norman
Executive Councillor for Adult Social Care, Health and Housing

Southend-on-Sea Borough Council

Department for Corporate Services

Sally Holland Corporate Director for Corporate Services

Our ref: SH/sn

Telephone: 01702 212130

Your ref:

Date: 18 Nov 2015

E-mail: @southend.gov.uk

Contact Name: David Ubaka

DX 2812 Southend

Dear Landlord/Trader,

Better Queensway Regeneration Project

I am sorry you were unable to make this breakfast meeting on Tuesday (17th), where I outlined the Better Queensway Project and what this encompasses. For your information, I attach a copy of the presentation which I hope you will find useful.

Importantly, and as we said in our letter to you earlier this month, what you will see is that your property is included within the Better Queensway master plan and regeneration area, and therefore, it is very important that you are kept informed as we develop the proposals.

I will be arranging further meetings with residents and traders over the coming months, however, if you have any questions in the meantime, please do not hesitate to contact either;

Project Manager - David Ubaka on,
Email: davidubaka@southend.gov.uk
Tel: 01702 212130

or

Communications Lead - Adam Keating on,
Email: adamkeating@southend.gov.uk
Tel: 01702 215939

This is a very exciting time for Southend-on-Sea and I do hope that you will take the opportunity to participate in the regeneration of this area.

Yours sincerely



Sally Holland
Corporate Director

Appendix 5

Dear xxx,

Better Queensway public consultation

As you may be aware, Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area, creating a new residential-led development made up of high quality housing, commercial space, improved public areas and a new road network.

The scheme will transform the site into a vibrant community of around 1,300 homes, which will include a minimum of 441 affordable housing units, making life better for both existing and new residents. We are proposing to make changes to the road network that will benefit transport and access in the area. Our aim is to reconnect communities separated by the Queensway road and improve access to the town centre, sea front, jobs and shops, helping to boost the local economy.

At this early stage, Southend-on-Sea Borough Council would like to invite you to take part in a public consultation to find out more about proposals for Better Queensway and let us know what you think.

We would be delighted if you could attend a **drop-in preview exhibition** on Wednesday 8 November between 12pm and 2pm. If that doesn't suit, we are holding public drop-in events that afternoon and the following week:

- **Wednesday 8 November 2017 – preview event** – drop-in between 12pm and 2pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS;
- **Wednesday 8 November 2017** – drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS;
- **Thursday 16 November 2017** – drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS.

We hope to see you at one of our exhibitions and will keep you regularly updated throughout the process. In the meantime, if you have any further questions, please don't hesitate to get in touch either by emailing betterqueensway@southend.gov.uk or by calling our Freephone number 0800 046 3803 between 9.00am and 5.30pm Monday to Friday. We will also regularly update our website www.betterqueensway.co.uk with plans and consultation materials, including the addition of an online feedback form, once the plans have been unveiled at the public drop-in exhibitions.

Yours sincerely,

Councillor Ann Holland
Executive Councillor for Culture, Tourism and the Economy

Appendix 6

Dear xxx,

Better Queensway public consultation

As you may be aware, Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area, creating a new residential-led development made up of high quality housing, commercial space, improved public areas and a new road network.

The scheme will transform the site into a vibrant community of around 1,300 homes, which will include a minimum of 441 affordable housing units, making life better for both existing and new residents. We are proposing to make changes to the road network that will benefit transport and access in the area. Our aim is to reconnect communities separated by the Queensway road and improve access to the town centre, sea front, jobs and shops, helping to boost the local economy.

At this early stage, Southend-on-Sea Borough Council would like to invite you to take part in a public consultation to find out more about proposals for Better Queensway and let us know what you think.

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We hope to see you at one of our exhibitions and will keep you regularly updated throughout the process. In the meantime, if you have any further questions, please don't hesitate to get in touch either by emailing betterqueensway@southend.gov.uk or by calling our Freephone number 0800 046 3803 between 9.00am and 5.30pm Monday to Friday. We will also regularly update our website www.betterqueensway.co.uk with plans and consultation materials, including the addition of an online feedback form, once the plans have been unveiled at the public drop-in exhibitions.

Yours faithfully,

Councillor Ann Holland
Executive Councillor for Culture, Tourism and the Economy

Appendix 7

23 October 2017

Important letter from Southend-on-Sea Borough Council

Dear Sir/Madam,

Better Queensway public consultation

As you may be aware, Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area, creating a new residential-led development made up of high quality housing, commercial space, improved public areas and a new road network.

At this early stage, Southend-on-Sea Borough Council would like to invite you to take part in a public consultation to find out more about proposals for Better Queensway and let us know what you think.

The scheme will transform the site into a vibrant community of around 1,300 homes, which will include a minimum of 441 affordable housing units, making life better for both existing and new residents. We are proposing to make changes to the road network that will benefit transport and access in the area. Our aim is to reconnect communities separated by the Queensway road and improve access to the town centre, sea front, jobs and shops, helping to boost the local economy.

We would be delighted if you could attend one of our drop-in public exhibitions where you will be able to find out more about the proposals, including details on the transport infrastructure needed to bring the development forward, meet the project team and have your say:

- **Wednesday 8 November 2017** - drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS;
- **Thursday 16 November 2017** - drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS.

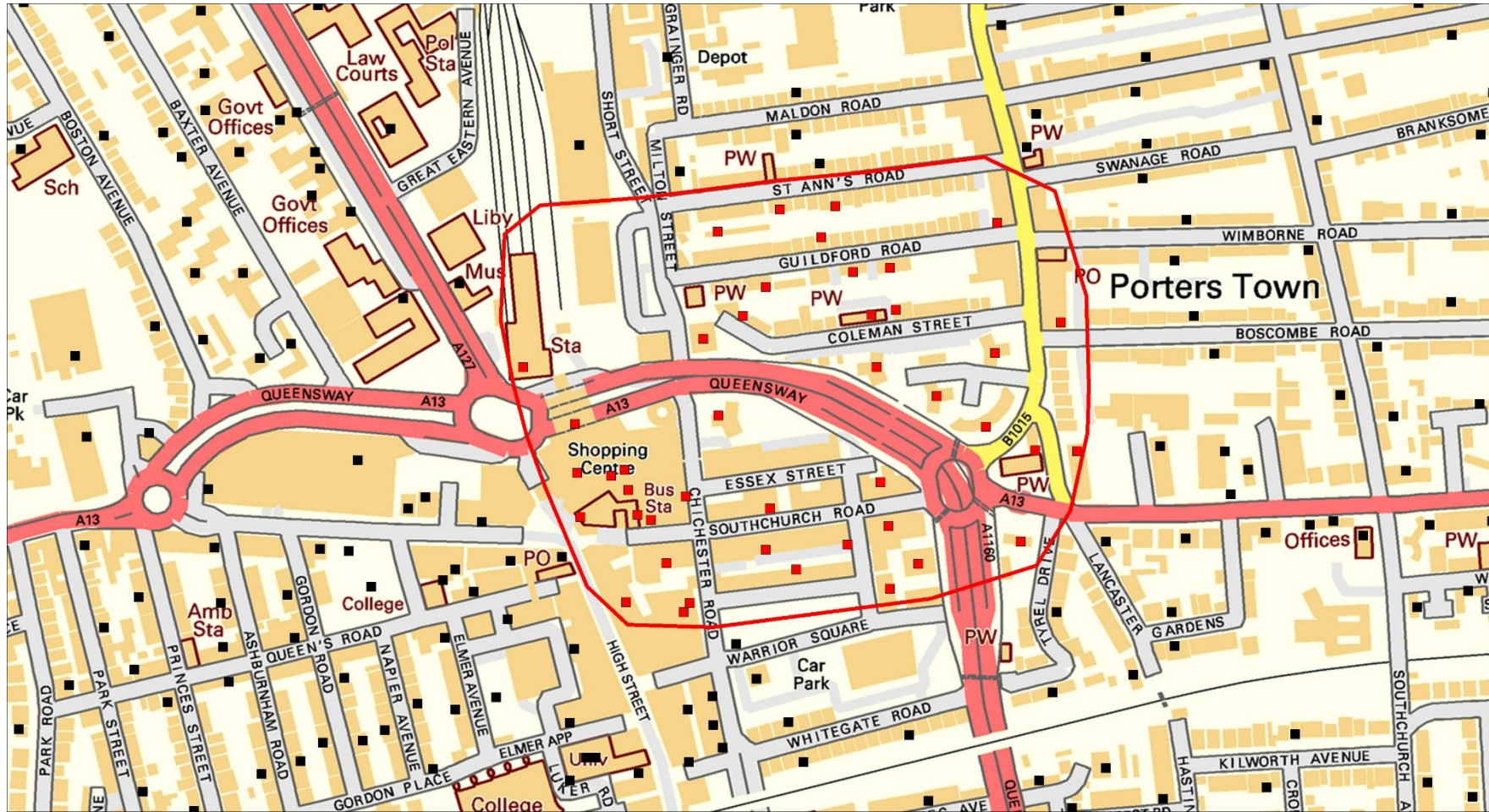
We hope to see you at one of our exhibitions and will keep you regularly updated throughout the process. In the meantime, if you have any further questions, please don't hesitate to get in touch either by emailing betterqueensway@southend.gov.uk, by calling our Freephone number 0800 046 3803 between 9.00am and 5.30pm Monday to Friday, or writing to us at FREEPOST BETTER QUEENSWAY (no stamp needed).

We will also regularly update our website www.betterqueensway.co.uk with plans and consultation materials, including the addition of an online feedback form, once the plans have been unveiled at the public drop-in exhibitions.

Yours faithfully,

Councillor Ann Holland
Executive Councillor for Culture, Tourism and the Economy

Appendix 8



Appendix 9

09 November 2017

Important letter from Southend-on-Sea Borough Council

Dear Sir/Madam,

Better Queensway public consultation

As you may be aware, Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area, creating a new residential-led development made up of high quality housing, commercial space, improved public areas and a new road network.

At this early stage, Southend-on-Sea Borough Council would like to invite you to take part in a public consultation to find out more about proposals for Better Queensway and let us know what you think.

The scheme will transform the site into a vibrant community of around 1,300 homes, which will include a minimum of 441 affordable housing units, making life better for both existing and new residents. We are proposing to make changes to the road network that will benefit transport and access in the area. Our aim is to reconnect communities separated by the Queensway road and improve access to the town centre, sea front, jobs and shops, helping to boost the local economy.

We would be delighted if you could attend our drop-in public exhibition which is taking place on **Thursday 16 November 2017** - drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS. At the exhibition, you will be able to find out more about the proposals, including details on the transport infrastructure needed to bring the development forward, meet the project team and have your say:

We hope to see you at one of our exhibitions and will keep you regularly updated throughout the process. In the meantime, if you have any further questions, please don't hesitate to get in touch either by emailing betterqueensway@southend.gov.uk, by calling our Freephone number 0800 046 3803 between 9.00am and 5.30pm Monday to Friday, or writing to us at FREEPOST BETTER QUEENSWAY (no stamp needed).

You can also access all of the consultation materials, including an online feedback form via our website www.betterqueensway.co.uk.

Yours faithfully,

Councillor Ann Holland
Executive Councillor for Culture, Tourism and the Economy



Under strict embargo until 00:01 on 24 October 2017

Local community invited to have their say on Queensway regeneration

Members of the local community will soon have the chance to have their say on proposals for regenerating the Queensway area in central Southend-on-Sea.

Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area, creating a new residential-led development made up of high quality housing, commercial space, improved public areas and a new road network.

The scheme will transform the site into a lively community of around 1,300 homes, which will include a minimum of 441 affordable housing units, and making life better for both existing and new residents.

The proposals will also include making changes to the road network that will benefit transport and access in the area with the aim of reconnecting communities separated by the Queensway road and improving access to the town centre, sea front, jobs and shops, helping to boost the local economy.

More details on the proposals will be unveiled at an upcoming public consultation, including two public exhibitions where Southend-on-Sea Borough Council welcomes the community to drop in, meet the project team and give feedback. The exhibitions will be held on:

- **Wednesday 8 November 2017** – drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS;
- **Thursday 16 November 2017** - drop-in any time between 2pm and 8pm in the Deeping Meeting Room, The Forum Southend, Elmer Square, Southend-on-Sea, Essex, SS1 1NS.

Councillor Ann Holland, Executive Councillor for Culture, Tourism and the Economy, said: “Better Queensway is the biggest, most ambitious regeneration project in the area and that’s why we are committed to involving the community of Southend at this early stage. We want to hear what people think of the initial proposals before we seek to procure a development partner next year and further develop the plans. We hope you can join us at our public exhibitions to have your say.”

For more information, visit www.betterqueensway.co.uk

- ENDS -

For more information, please contact Adam Keating on 01702 215939 or e-mail: adamkeating@southend.gov.uk

Appendix 11



Better Queensway Have your say

Southend-on-Sea Borough Council is seeking your views on a new and exciting development in the heart of Southend-on-Sea.

Drop-in public exhibitions

At this early stage, Southend-on-Sea Borough Council would like to invite you to take part in a public consultation to find out more about proposals and let us know what you think.

**Wednesday 8
November 2017**

2pm – 8pm

The Forum Southend,
Elmer Square,
Southend-on-Sea, SS1 1NS

**Thursday 16
November 2017**

2pm – 8pm

The Forum Southend,
Elmer Square,
Southend-on-Sea, SS1 1NS



**Better Queensway
Public exhibition**



Wednesday 8 November 2017
2pm – 8pm The Forum Southend

Thursday 16 November 2017
2pm – 8pm The Forum Southend

Appendix 12

 **Southend-on-Sea Borough Council**  

Sponsored · 


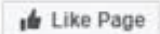
Better Queensway - have your say during our public consultation.




Better Queensway
At this early stage, Southend-on-Sea Borough Cou...
betterqueensway.co.uk


   14 7 comments 1 share

 Like  Comment  Share

 **Southend-on-Sea Borough Council** 




Sponsored · 

Better Queensway - have your say during our public consultation.



Better Queensway
At this early stage, Southend-on-Sea Borough Council would like to invite you to take part in a public consultation to find out more about proposals and let us know what you think.
BETTERQUEENSWAY.CO.UK

14 reactions · 3 Comments · 1 Share

 Like  Comment  Share

Appendix 13



Better Queensway Have your say

Southend-on-Sea Borough Council is seeking your views on a new and exciting development in the heart of Southend-on-Sea.

Drop-in public exhibitions

At this early stage, Southend-on-Sea Borough Council would like to invite you to take part in a public consultation to find out more about proposals and let us know what you think.

Wednesday 8 November 2017

2pm – 8pm
The Forum Southend, Elmer Square,
Southend-on-Sea, SS1 1NS

.....

Thursday 16 November 2017

2pm – 8pm
The Forum Southend, Elmer Square,
Southend-on-Sea, SS1 1NS



Contact us

www.betterqueensway.co.uk

BetterQueensway@southend.gov.uk

0800 046 3803

FREEPOST BETTER QUEENSWAY

Appendix 14



Better Queensway Have your say

Southend-on-Sea Borough Council is seeking your views on a new and exciting development in the heart of Southend-on-Sea.

Drop-in public exhibitions

At this early stage, Southend-on-Sea Borough Council would like to invite you to take part in a public consultation to find out more about proposals and let us know what you think.

Wednesday 8 November 2017

2pm – 8pm


The Forum Southend, Elmer Square,
Southend-on-Sea, SS1 1NS

Thursday 16 November 2017

2pm – 8pm

The Forum Southend, Elmer Square,
Southend-on-Sea, SS1 1NS

Contact us

 www.betterqueensway.co.uk

 BetterQueensway@southend.gov.uk

 0800 046 3803

 FREEPOST BETTER QUEENSWAY

Creating a better
Southend
www.southend.gov.uk



Better Queensway Public exhibition

Have your say during our public consultation

Wednesday 8 November 2017
2pm – 8pm

Thursday 16 November 2017
2pm – 8pm

The Forum Southend, Elmer Square, Southend-on-Sea, SS1 1NS



www.betterqueensway.co.uk

Creating a better
Southend
www.southend.gov.uk



Better Queensway Public exhibition

Have your say during our public consultation

Wednesday 8 November 2017
2pm – 8pm

Thursday 16 November 2017
2pm – 8pm

The Forum Southend, Elmer Square, Southend-on-Sea, SS1 1NS



www.betterqueensway.co.uk

Appendix 16



Welcome

Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area, creating a new residential-led development made up of high quality housing, a better living environment and better place for people to enjoy.

At this early stage, and before we seek a development partner next year, we would like to know what the local community thinks about our initial proposals, including details on the transport infrastructure needed to bring the development forward.

The scheme will transform the site into a vibrant community of around 1,300 homes, which will include a minimum of 441 affordable housing units, and making life better for both existing and new residents. Our aim is to reconnect communities separated by the Queensway road and improve access to the town centre, seafront, jobs and shops, helping to boost the local economy.

Please take a look at the information available and ask our team any questions you have. We are here to help.

Information leaflets and feedback forms are available, which can be posted in the feedback box or returned via the Freepost envelopes or via email.

Your feedback is important to us as it will help us to shape the proposals as the development progresses.

Thank you for coming to our public exhibition.



The site and surrounding area

The area marked for the Better Queensway development is situated at the northern end of the town centre and is split by the Queensway road.

On the one side of the Queensway road, there are three of the four high rise, residential tower blocks and 24 maisonette units, with the remaining tower block situated on the other side of the road. These will be demolished as part of the new development.

The site is in a well-connected area. It is a couple of minutes' walk from Southend Victoria railway station and is only half a mile from Southend Central railway station. The Victoria Shopping Centre is located immediately to the west of the site providing access to shops and restaurants, with the main high street shops, town centre and waterfront further to the south, making it an ideal place to live.



Red line denotes development site boundary



We have conducted initial viability studies on the site which have enabled us to create this plan. It is an indicative drawing that will change as our development partner develops detailed plans.

Our proposals

The proposals are high-level principles for the scheme that have been developed by the Council following engagement with local tenants and leaseholders.

They are being presented now so that we can hear what you think before we search for and select a development partner next year. Once that partner has been identified, we will develop more detailed plans before a planning application is submitted which will involve further engagement with local people and a statutory consultation.

The vision for the scheme is *Better Housing, Better Living, Better Place*. We want to create an environment that is an attractive place for people of all ages to live, socialise and play. It will be well-designed, fostering a sense of community spirit and giving a new lease of life to the area.

Many of these principles were consulted on as part of the development of the Southend Central Area Action Plan (SCAAP).

Key features of the proposed development are likely to include:

- Approximately 1,200 new homes
- A mixture of housing types and sizes that is likely to include studio, one, two and three bedroom homes
- A minimum of 441 affordable housing units
- A balcony or outdoor space for every property
- A car parking space for every property
- Secure cycle storage
- A significant amount of public, shared and private areas
- Commercial and retail space
- Establishing a community fund
- Safe, attractive pedestrian and cycling routes through the development, improving access to the town centre
- The demolition of the four existing lower blocks and Sutton Road malcones
- The delivery of improvements to the road network around Queensway
- An on site sustainable energy source



Social benefits

We believe that Better Queensway will be of benefit to the whole of Southend-on-Sea, not just those who will be living in the new development.

We want to create a high-quality, attractive environment that is designed to a high standard and improves people's quality of life.

Better Queensway will:

- Provide high-quality housing of all types
- Help contribute towards the town's future housing needs
- Bring significant investment and contribute to unlocking further economic growth in Southend-on-Sea
- Bring a largely vacant site into full use

- Be well-designed, leaving a long-lasting, positive legacy
- Provide public space and safe cycle ways and footpaths through the development, connecting residential properties to the town centre
- Improving access to the town centre and waterfront for communities neighbouring Queensway
- Provide local jobs for local people

Housing

Better Queensway will provide an attractive place for all people to live, driving further investment in the area.

Southend-on-Sea Borough Council has previously detailed its expectations for the scheme, which will be clearly set out in procurement documents to ensure they are delivered through a partnership with the private sector. These include:

- The demolition of the four existing tower blocks and Sutton Road malcoresites

A minimum of 441 affordable homes in the scheme

Assured tenancies, containing the same terms and conditions as existing secure tenancies, for current Queensway tenants moving into new accommodation on site

Retaining the 'right to buy' clause for returning council tenants

A preference for 11 residential parking

The principle of a community fund to maximise the development's integration into the community



Landscaping and environment

The proposals will include recreational space for public, shared and private use. As the development is currently in its very early stages no decisions have been made about what the public space could be. We are keen to hear your thoughts to help us develop our proposals.

By opening up the site and improving access through it, we hope to encourage a better sense of community and place.

Features are likely to include:

- Public space on the ground floor level
- Outdoor space for every property
- A new pleasant walk and cycle route through the site providing a link through the public space to the town centre
- A new children's play area or urban park for residents and the public to enjoy
- Attractive landscaping features, such as public seating or a water feature
- Public art

We also hope to enhance the ecology and environment of the site. This could be by planting new trees and flower beds, allotments or water features.

Protecting the environment

The buildings will be designed to meet the latest environmental requirements and we hope some of the development's energy demand will come from an on site renewable energy source.

New homes will have high levels of insulation to comply with the latest standards.

The development will not increase the risk of flooding in the area and we are actively exploring ways for the Better Queensway scheme to help reduce flood risk on the waterfront.



Transport and access

One of the main aims of the Better Queensway development is to open up the site and provide safe, attractive pedestrian and cycling routes through the development. This will improve access to the town centre for people living in St. Luke's ward.

Access

There will be several entrances into the development and these are likely to be off Coleman Street and Southchurch Road.

Car parking

We are hoping to include a car parking space for every property in the new development and will also include provision for electric car charging points to ensure the development is able to accommodate technological advancements.

Sustainable travel

The site's location actively encourages sustainable travel, with easy access to buses and trains. Both railway stations run regular and fast services to central London, and the new pedestrian and cycle route running through the site will act as a pleasant link to the town centre, improving access to jobs, shopping and leisure activities.

We will also be including safe cycle storage in the plans to actively promote cycling.



Road network

Before the Better Queensway project can move forward and we select a development partner, we are seeking your views on the detailed transport infrastructure required to support the scheme.

Our vision for transport and access for the scheme fits with the vision for the wider scheme of creating a *20 Minute Place*.

Key features of our preferred transport scheme are:

- Two lanes in each direction leading to and from the seafront
- Opening up the current one way Sutton Road slip to two-way traffic
- Widening Chichester Road and improving access to Southchurch Road to create a more attractive place for people to walk along
- Improving access to Tylene and Warrior Square car parks
- Reconnecting communities who neighbour the site with the town centre, creating better access to jobs, shops and the seafront by covering over part of the Queensway underpass
- Creating opportunities to improve public safety through new crossing and road configurations



Sharing your thoughts

Thank you for attending our drop-in public exhibition.

We will consider all feedback received during the consultation as we develop our proposals with a development partner.

To have your say, please complete a feedback form and post it in the feedback box provided today or return via email to BetterQueensway@southend.gov.uk or our FREEPOST address.

Simply place it in a plain envelope, without a stamp, and post it to:
FREEPOST BETTER QUEENSWAY
The address must be written in capital letters.

All of the information you have seen today is available on our website www.betterqueensway.co.uk, where you can also fill out a feedback form online.

If you would like more information, please get in touch:

☎ 0800 046 3803
✉ BetterQueensway@southend.gov.uk
✂ FREEPOST BETTER QUEENSWAY
🌐 www.betterqueensway.co.uk

If you, or someone you know, would like information in Braille, audio, large print or another language, please call us on our FREEPHONE number.

What happens next?

Once we have considered all feedback, we will incorporate it as we further develop our proposals once a development partner has been selected and inform you of the outcomes of the consultation. More detailed plans will be presented to you during a subsequent consultation before a planning application is submitted.



Better Queensway Better Housing, Better Living, Better Place

Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area, creating a new residential-led development made up of high quality housing, a better living environment and better place for people to enjoy.

At this early stage, and before we seek a development partner next year, we would like to know what the local community thinks about our initial proposals, including details on the transport infrastructure needed to bring the development forward.

The site and surrounding area

The area marked for the Better Queensway development is situated at the northern end of the town centre and is split by the Queensway road.

On one side of the Queensway road, there are three of the four high rise, residential tower blocks and 24 maisonette units, with the remaining tower block situated on the other side of the road. These will be demolished as part of the new development.

The site is in a well-connected area. It is a couple of minutes' walk from Southend Victoria railway station and is only half a mile from Southend Central railway station. The Victoria Shopping Centre is located immediately to the west of the site providing access to shops and restaurants, with the main high street shops, town centre and seafront further to the south, making it an ideal place to live.



Red line denotes development site boundary

Our proposals

The proposals are high-level principles for the scheme that have been developed by the Council following engagement with local tenants and leaseholders. They are being presented now so that we can hear what you think before we search for and select a development partner next year. Once that partner has been identified, we will develop more detailed plans before a planning application is submitted which will involve further engagement with local people and a statutory consultation.

The vision for the scheme is *Better Housing, Better Living, Better Place*. We want to create an environment that is an attractive place for people of all ages to live, socialise and play. It will be well-designed, fostering a sense of community spirit and giving a new lease of life to the area.

Key features of the proposed development are likely to include:

- Approximately 1,300 new homes
- A mixture of housing types and sizes that is likely to include studio, one, two and three bedroom homes
- A minimum of 441 affordable housing units
- A balcony or outdoor space for every property
- A car parking space for every property
- Secure cycle storage
- A significant amount of public, shared and private areas
- Commercial and retail space
- Establishing a community fund
- Safe, attractive pedestrian and cycling routes through the development, improving access to the town centre
- The demolition of the four existing tower blocks and Sutton Road maisonettes
- The delivery of improvements to the road network around Queensway
- An on site sustainable energy source



We have undertaken initial viability studies on the site which is how we are able to create this plan. It is an indicative drawing that will change as our development partner develops detailed plans.

Many of these principles were consulted on as part of the development of the Southend Central Area Action Plan (SCAAP).



Social benefits

We believe that Better Queensway will be of benefit to the whole of Southend-on-Sea, not just those who will be living in the new development.

Better Queensway will:

- Provide high-quality housing of all types
- Help contribute towards the town's future housing needs
- Bring significant investment and contribute to unlocking further economic growth in Southend-on-Sea
- Bring a largely vacant site into full use
- Be well-designed, leaving a long-lasting, positive legacy
- Provide public space and safe cycle ways and footpaths through the development, connecting residential properties to the town centre
- Improving access to the town centre and seafront for communities neighbouring Queensway
- Provide local jobs for local people

Housing

Better Queensway will provide an attractive place for all people to live, driving further investment in the area.

Southend-on-Sea Borough Council has previously detailed its expectations for the scheme, which will be clearly set out in procurement documents to ensure they are delivered through a partnership with the private sector. These include:

- The demolition of the four existing tower blocks and Sutton Road maisonettes
- A minimum of 441 affordable homes in the scheme
- Assured tenancies, containing the same terms and conditions as current secure tenancies, for current Queensway tenants moving into new accommodation on site
- Retaining the 'right to buy' clause for returning council tenants
- A preference for 1:1 residential parking
- The principle of a community fund to maximise the development's integration into the community

Landscaping and environment

The proposals will include recreational space for public, shared and private use. As the development is currently in its very early stages, no decisions have been made about what the public space could be. We are keen to hear your thoughts to help us develop our proposals.

By opening up the site and improving access through it, we hope to encourage a better sense of community and place. Features are likely to include:

- Public space on the ground floor level
- Private outdoor space for individual properties
- A new pleasant walk and cycle route through the site providing a link through the public space to the town centre
- A new children's play area or urban park for residents and the public to enjoy
- Attractive landscaping features, such as public seating or a water feature
- Public art
- Enhanced ecology
- Some of the development's energy demand coming from an on site renewable energy source
- High levels of insulation to comply with the latest standards

The development will not increase the risk of flooding in the area and we are actively exploring ways for the Better Queensway scheme to help reduce flood risk on the seafront.

Transport and access

One of the main aims of the Better Queensway development is to open up the site and provide safe, attractive pedestrian and cycling routes through the development. This will improve access to the town centre for people living in St. Luke's ward.

Access

There will be several entrances into the development and these are likely to be off Coleman Street and Southchurch Road.

Car parking

We are hoping to include a car parking space for every property in the new development and will also include provision for electric car charging points, to ensure the development is able to accommodate technological advancements.

Sustainable travel

The site's location actively encourages sustainable travel, with easy access to buses and trains. Both railway stations run regular and fast services to central London, and the new pedestrian and cycle route running through the site will act as a pleasant link to the town centre, improving access to jobs, shopping and leisure activities.

We will also be including safe cycle storage in the plans, to actively promote cycling.

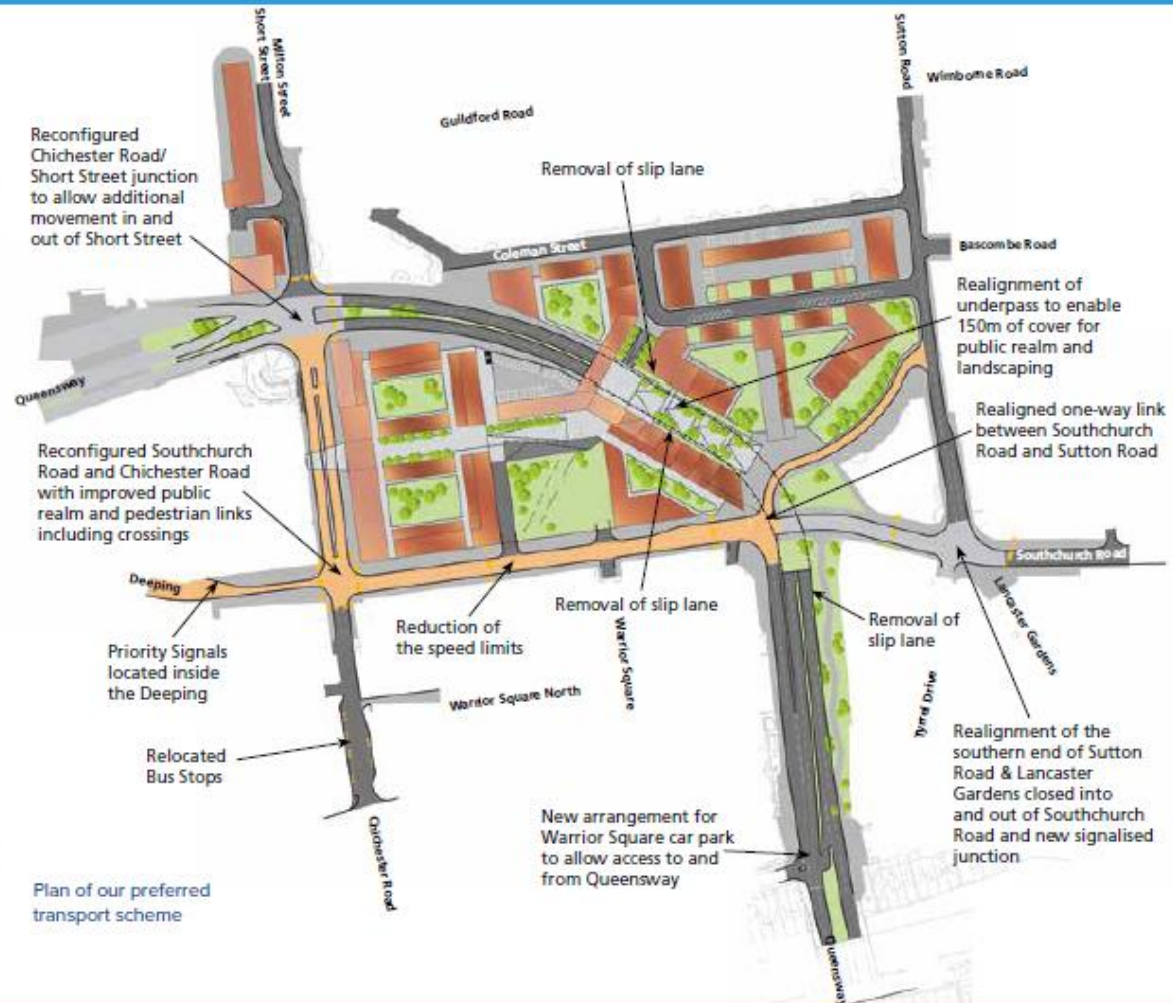
Road network

Before the Better Queensway project can move forward and we select a development partner, we are seeking your views on the detailed transport infrastructure required to support the scheme.

Our vision for transport and access for the scheme fits with the vision for the wider scheme of creating a *Better Place*. Key features of our preferred transport scheme are:

- Two lanes in each direction leading to and from the seafront
- Opening up the current one way Sutton Road slip to two-way traffic
- Widening Chichester Road and improving access to Southchurch Road to create a more attractive place for people to walk along
- Improving access to Tyler's and Warrior Square car parks
- Reconnecting communities who neighbour the site with the town centre, creating better access to jobs, shops and the seafront by covering over part of the Queensway underpass
- Creating opportunities to improve public safety through new crossing and road configurations

The map shows our proposals for improving the road layout around Queensway, including a plan of the land created by covering over part of the new road.



Plan of our preferred transport scheme

Sharing your thoughts





Southend-on-Sea Borough Council will consider all feedback received during the consultation as we develop our proposals with a development partner.

To have your say, please complete a feedback form and post it in the feedback box provided today or return via email to **BetterQueensway@southend.gov.uk** or our FREEPOST address.

Simply place it in a plain envelope, without a stamp, and post it to:
FREEPOST BETTER QUEENSWAY
The address must be written in capital letters

All of the information is available on our website **www.betterqueensway.co.uk**, where you can also fill out a feedback form online.

If you would like more information, please get in touch:

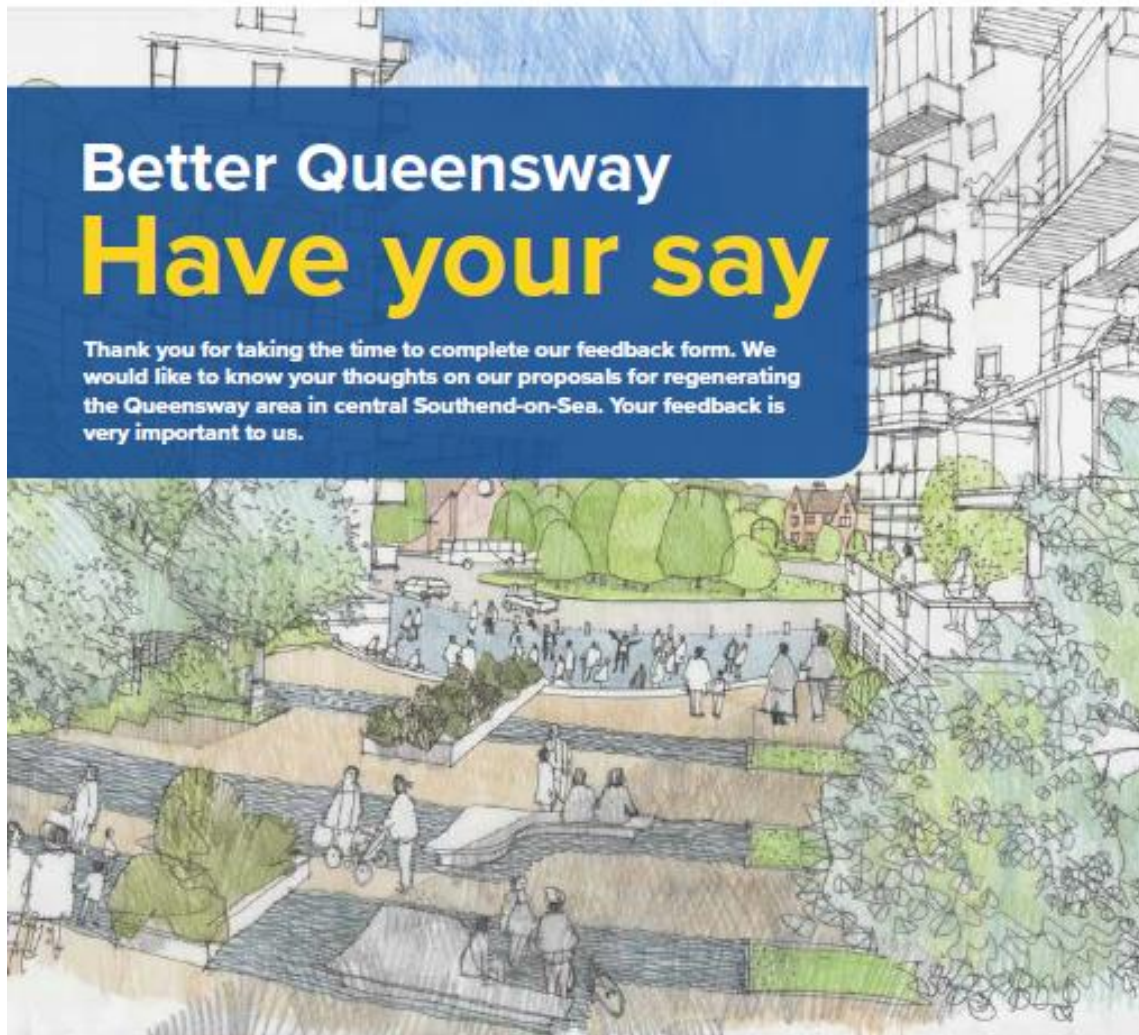
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-  **FREEPOST BETTER QUEENSWAY**
-  **www.betterqueensway.co.uk**

If you, or someone you know, would like information in Braille, audio, large print or another language, please call us on our Freephone number.

What happens next?

Once we have considered all feedback, we will incorporate it as we further develop our proposals once a development partner has been selected and inform you of the outcomes of the consultation. More detailed plans will be presented to you during a subsequent consultation before a planning application is submitted.

Appendix 18



Better Queensway Have your say

Thank you for taking the time to complete our feedback form. We would like to know your thoughts on our proposals for regenerating the Queensway area in central Southend-on-Sea. Your feedback is very important to us.

The deadline for providing feedback is Friday 15 December.

You can leave your comment form with us in the feedback box provided, or alternatively send it to the following free post address: **FREEPOST BETTER QUEENSWAY** (please write on the envelope in capitals; you don't need a stamp).

Alternatively, you can get in touch by phone **0800 046 3803** or email **BetterQueensway@southend.gov.uk** to leave feedback or ask us a question.

Contact details

Your details **will not** be shared with any third parties outside the project team and will be used only for the purposes of Better Queensway engagement and consultation.

Title	First name	Surname
Organisation (optional)		
Address		
		Postcode
Telephone	Email	

Section one: Better Queensway site

Question 1

What interests you about our proposals for Queensway? Please tick all that apply.

- Provision of affordable housing
- Provision of enhanced public space
- Provision of new homes in the heart of Southend-on-Sea
- Benefits to the local economy and attracting further investment to the area
- Reconnecting communities that neighbour the site with the town centre
- Sustainable travel options

Please provide any comments to support your answer.

Question 2

Please provide your thoughts on our proposals to redevelop the Queensway site.

Question 3

Our proposals will include recreational space for public, private and shared use. This could include balconies and terraces for individual properties, rooftop allotments, a multi-use sports area or pocket parks.

What kind of public space would you like to see as part of the development? What do you feel is needed? See section on landscaping and environment for more information.

Question 4

As part of the proposals, there is the opportunity to enhance the area, creating an attractive environment for people to enjoy. Landscaping features could include benches, public artwork or planted areas and trees. What might you like to see?

Question 5

How strongly are you in favour of the following?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Provision of new homes in the heart of Southend-on-Sea	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safe, attractive pedestrian and cycling routes through the development, improving access to the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial space in the development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provision of public, shared and private outdoor space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide any comments to support your answer.

Question 6

We are actively looking to promote cycling, walking and public transport as sustainable travel options as part of the development, as well as looking to provide a parking space for every property. What are your views? See section on transport and access for more information.

Question 7

In what ways do you think the development of Queensway could improve quality of life and create opportunities for people living and working in and around Southend-on-Sea?

Section 2: transport and access

Question 8

What are your thoughts on our transport scheme? See section on road network for more information.

Question 9

How strongly are you in favour of the following? See section on road network for more information.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
The location of pedestrian crossings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving access to Tylers and Warrior Square car parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Opening up the current one way Sutton Road slip to two-way traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Widening Chichester Road and better access to Southchurch Road to create a more attractive place for people to walk along	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reconnecting communities who neighbour the site with the town centre, creating better access to jobs, shops and the seafront by covering over part of the Queensway underpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide any comments to support your answer.

Question 10

Is there anything further you would like us to consider?

Thank you.

The information you provide will only be used for the purpose of this consultation exercise. The data will be held securely in accordance with the Data Protection Act 1998 and will not be published on an individual basis.




Better Queensway Have your say


Public exhibition inside today

The Deeping Meeting Room,
The Forum Southend

Contact us

 www.betterqueensway.co.uk

 0800 046 3803

 BetterQueensway@southend.gov.uk

 FREEPOST BETTER QUEENSWAY

Appendix 20



Name	Organisation	Address	Postcode	Telephone/Email

Appendix 21

	Question
Q1a.	What interests you about our proposals?
Q1b.	Provide any comments to support your answer
Q2.	Please provide your thoughts on our proposals to redevelop the Queensway site.
Q3.	Our proposals will include recreational space for public, private and shared use. This could include balconies and terraces for individual properties, rooftop allotments, a multi-use sports area or pocket parks. What kind of public space would you like to see as part of the development? What do you feel is needed? See section on landscaping and environment for more information.
Q4.	As part of the proposals, there is the opportunity to enhance the area, creating an attractive environment for people to enjoy. Landscaping features could include benches, public artwork or planted areas and trees. What might you like to see?
Q5a.	How strongly are you in favour of the following? Provision of new homes in the heart of Southend-on-Sea
Q5b.	How strongly are you in favour of the following? Safe, attractive pedestrian and cycling routes through the development, improving access to the town centre
Q5c.	How strongly are you in favour of the following? Commercial space in the development
Q5d.	How strongly are you in favour of the following? Provision of public space, shared and private outdoor space
Q5e.	Please provide any comments to support your answer
Q6.	We are actively looking to promote cycling, walking and public transport as sustainable travel options as part of the development, as well as looking to provide a parking space for every property. What are your views? See section on transport and access for more information.
Q7.	In what ways do you think the development of Queensway could improve quality of life and create opportunities for people living and working in and around Southend-on-Sea?
Q8.	What are your thoughts on our transport scheme? See section on road network for more information.
Q9a.	How strongly are you in favour of the following? See section on road network for more information. The location of pedestrian crossings
Q9b.	How strongly are you in favour of the following? See section on road network for more information. Improving access to Tylers and Warrior Square car parks
Q9c.	How strongly are you in favour of the following? See section on road network for more information. Opening up the current one way Sutton Road slip to two-way traffic
Q9d.	How strongly are you in favour of the following? See section on road network for more information. Widening Chichester Road and better access to Southchurch Road to create a more attractive place for people to walk along How strongly are you in favour of the following? See section on road network for more information.
Q9e.	Reconnecting communities who neighbour the site with the town centre, creating better access to jobs, shops and the seafront by covering over part of the Queensway underpass
Q9f.	Please provide any comments to support your answer.
Q10.	Is there anything further you would like us to consider?

Respondent 1

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea
Q1b.	N/A
Q2.	I really like all of the proposals
Q3.	Allotments would be great
Q4.	N/A
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	There is nothing about any proposals that seem less than great
Q6.	N/A
Q7.	N/A
Q8.	N/A
Q9a.	Strongly agree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	N/A

	Respondent 2
Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Reconnecting communities that neighbour the site with the town centre
Q1b.	Community reconnection
Q2.	Need to address; security of the family and individuals, quality of life
Q3.	Area's that can not be used for anti social acts (drugs, dumping etc)
Q4.	As stated before - the anti social part of life needs to be excluded
Q5a.	Agree
Q5b.	Neither agree nor disagree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	See before - these property (home) should be for Southend use only - have restrictions on resale/buy to rent etc
Q6.	N/A
Q7.	Improvements are only made by having to correct people and values that are placed in the environment
Q8.	The transport in Southend is currently dysfunctional. Outer areas (Shoebury) has restricted access to other areas such as Rayleigh (can take upwards of 3.5hrs)
Q9a.	Disagree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Agree
Q9e.	Agree
Q9f.	N/A
Q10.	In all - "humans" - live in Southend. Forward thinking - more than tomorrow - self indulgence of councillors must stop!

Respondent 3

Q1a.	Provision of new homes in the heart of Southend-on-Sea Reconnecting communities that neighbour the site with the town centre
Q1b.	How will you define affordable housing we already have good travel options in the area.
Q2.	Excellent plan and reasonable proposals, but why are you changing present tenancy to affordable. This concerns me.
Q3.	You talk of bringing community's together how if you do not provide community centre.
Q4.	A place where all residents can get together and use the facilities for all ages.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	When reaching Chichester road, traffic will still be flowing, is there provision for pedestrians to cross safely to access Victoria shopping mall directly.
Q7.	By opening up the town centre will bring the east of the borough be part of Southend. It will also create more homes for our young people to grow up in a better environment.
Q8.	I am surprised to see so much emphasis put into road travel not a lot of thought given to pedestrians. As I have not seen the location of crossings unable to comment.
Q9a.	N/A
Q9b.	Neither agree nor disagree
Q9c.	Strongly disagree
Q9d.	Neither agree or disagree
Q9e.	Strongly agree
Q9f.	I disagree with the two way traffic in Sutton road. I along with 99+ elderly residents have enough trouble crossing this bit of Sutton road. If they need to attend the doctors at Queensway or just go to the shops.
Q10.	As we are on the boundary of this development it does affect our safety as most of us walk or use mobility aids. Please consider those who are just outside and ensure that they do not become isolated.

	Respondent 4
Q1a.	<p>Provision of affordable housing</p> <p>Provision of enhanced public space</p> <p>Provision of new homes in the heart of Southend-on-Sea</p> <p>Benefits to the local economy and attracting further investment to the area</p> <p>Reconnecting communities that neighbour the site with the town centre</p> <p>Sustainable travel options</p>
Q1b.	N/A
Q2.	The Queensway site and the immediate surrounding area and it's local residents will benefit from the redevelopment of this site, which is long over due.
Q3.	A multi- use sports area would be a good idea.
Q4.	I would like to see planted areas and trees
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	There should be a parking space for every property.
Q7.	N/A
Q8.	I am concerned about the extra traffic on Sutton road, between No 22, Sutton road to No 44, Sutton road, where at the present time residents of seven of these properties are parking their vehicle on their front gardens. These properties have no dropped kerbs. This practice will be even more dangerous due to the extra traffic flows.
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	With further regard to my thoughts on question 8, the council should act now to stop the vehicular crossing breaches of the public foot path between no. 22, Sutton road and no. 44, Sutton road. The future layout of Sutton road and the extra traffic the redevelopment will bring to Sutton road means that vehicles driving out and reversing of their front gardens could cause traffic accidents on Sutton road.

Respondent 5

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	It would be lovely.
Q2.	It will be lovely to have this proposals to redevelop the Queensway site.
Q3.	Landscaping and pocket of parks.
Q4.	Planted areas and trees.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	It would be lovely.
Q7.	Yes could improve quality of life.
Q8.	OK
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	N/A

Respondent 6

Q1a.	Sustainable travel options
Q1b.	I regularly travel around central southend and traffic is already congested.
Q2.	Should not be on the scale shown. The extra homes should be in outlying areas. Not the centre of town. Council should be improving road network - not making it worse.
Q3.	Something that will not become a hang-out for street drinkers, drug dealers and nuisance youths.
Q4.	N/A
Q5a.	Strongly disagree
Q5b.	Neither agree nor disagree
Q5c.	Neither agree nor disagree
Q5d.	Strongly disagree
Q5e.	The volume of new homes on the site needs to be much lower. That will reduce issues, access to schools, doctors, etc
Q6.	N/A
Q7.	It won't once benefit a very small percentage of southend residents - namely those currently in the tower blocks.
Q8.	Ridiculous plan. Ill thought out - traffic chaos with far too many vehs being funnelled along a road of 'reduced speed' with no hope of enforcing. The junctions will not cope.
Q9a.	Disagree
Q9b.	Agree
Q9c.	Disagree
Q9d.	Strongly disagree
Q9e.	Disagree
Q9f.	N/A
Q10.	Stick with the current road layout, remove the tower blocks, build replacement homes on the original space. Build any extra homes on the outer parts of southend.

Respondent 7

Q1a. Provision of affordable housing
Provision of enhanced public space
Benefits to the local economy and attracting further investment to the area
Reconnecting communities that neighbour the site with the town centre
Sustainable travel options

Q1b. N/A

Q2. Seems ok
Why has it taken so long?

Q3. More parks

Q4. Benches planted areas trees playgrounds

Q5a. Neither agree nor disagree

Q5b. Strongly agree

Q5c. Neither agree nor disagree

Q5d. Strongly agree

Q5e. N/A

Q6. N/A

Q7. N/A

Q8. N/A

Q9a. Strongly agree

Q9b. Neither agree nor disagree

Q9c. Neither agree nor disagree

Q9d. Strongly agree

Q9e. Strongly agree

Q9f. N/A

Q10. N/A

	Respondent 8
Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea
Q1b.	We have a low-wage economy. How will this help? Poor shops and beggars discourage people from visiting. Bus service is not reliable, especially in the evenings. We are a down-market sea-side resort?
Q2.	Good to have people living in the centre with decent homes. Town needs more green space and trees. Need a fountain. Needs a town centre public toilet facility, and pocket-parks. Flats should be as low-level as possible, with sprinklers, and access for disabled residents.
Q3.	Important to minimise the amount of concrete use. Pocket-parks and grass areas with trees will improve the atmosphere. Need solar panels on roofs. Plenty of seating and plants will attract people, and possibly more up-market retail businesses.
Q4.	A central public toilet. Possibly tennis courts. The area will need grass, trees and flowers. A fountain or two would be good, and minimal use of concrete. Seating and waste-bins.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	Commercial space: avoid industrial space. Most commercial space in southend is low-waged. Too many shops and cafes already. Westcliff needs shoe-shops, post-offices and a bank! Possibly, office space for professional use would work.
Q6.	Good to promote walking. Cyclists need to be kept on a separate lane. Bus companies need to be lobbied to put the technology in their buses so that the electronic signage works in real-time. Any night-time economy needs more buses in the late evening.
Q7.	More decent homes. More open space. More welcoming environment. Easier links to town centre. Huge opportunity to improve the use of land. Stop the 'right to buy'.
Q8.	We should discourage car use in the town-centre. I rarely use the car in the area. Not sure we have enough car parks south of Queensway, near the beach. The key is to improve the bus transport, which is private, not public.
Q9a.	Neither agree nor disagree
Q9b.	Strongly agree
Q9c.	Agree
Q9d.	Agree
Q9e.	Agree

Respondent 8 (continued)

-
- Q9f.** We need pedestrian crossings urgently at the 'shared-space' areas outside this development. The greatest economic driver in southend is C2C and Greater Anglia Rail services. London is where people earn decent salaries. The quicker residents can get to London the better for our economy.
-
- Q10.** We need to stop the number of homeless and vagrants littering our pathways and public toilets. People here shop in Chelmsford, Colchester and France / Belgium. Southend needs to attract companies who provide average / above / average salaries! Bring back our famous 'illuminations'.

Respondent 9

Q1a. Provision of affordable housing

Q1b. N/A

Q2. N/A

Q3. N/A

Q4. N/A

Q5a. Agree

Q5b. Strongly agree

Q5c. Strongly agree

Q5d. Strongly agree

Q5e. N/A

Q6. N/A

Q7. N/A

Q8. N/A

Q9a. Strongly agree

Q9b. N/A

Q9c. N/A

Q9d. N/A

Q9e. N/A

Q9f. N/A

Q10. N/A

Respondent 10

Q1a.	N/A
Q1b.	N/A
Q2.	N/A
Q3.	N/A
Q4.	N/A
Q5a.	Agree
Q5b.	Agree
Q5c.	Strongly disagree
Q5d.	Agree
Q5e.	The town does not need any new shops. The town is already over supplied and more shops for retail or restaurant use will be detrimental. The space should encourage residents to use the towns existing facilities rather than new facilities.
Q6.	Due to it's location parking or car use should not be encouraged. Parking within the town is a premium and should not be provided to town centre residents.
Q7.	N/A
Q8.	I agree an element of parking is required but one space per resident is crazy!
Q9a.	Need to understand the wider link to an already comprimised road network.
Q9b.	N/A
Q9c.	N/A
Q9d.	N/A
Q9e.	N/A
Q9f.	N/A
Q10.	How the new scheme will interact and link with the High St. How the road network will cope with 1,300 cars and the potential new homes at Fossetts Farm? Who will be responsible for the upkeep of the environment?

	Respondent 11
Q1a.	Provision of affordable housing Provision of new homes in the heart of Southend-on-Sea Sustainable travel options
Q1b.	N/A
Q2.	N/A
Q3.	N/A
Q4.	There may be problems (re: too many benches) as encourages drunks to take over area - as has / is a big problem where Warrior Sq (green area) is busy with drunks / drug addicts.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	?
Q5e.	N/A
Q6.	As a non owner of a motor vehicle, more parking space is needed as considerable over crowding of cars causing walking space and often disputes heard about parking!
Q7.	Better conditions of living (maybe rubbish containers could be enclosed).
Q8.	N/A
Q9a.	Strongly agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Agree
Q9f.	N/A
Q10.	Maybe to move the storehouse to different location - as I often see from my windows - drunks / addicts use it as meeting place. Has had many complaints in past.

Respondent 12

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	N/A
Q2.	Queens Way is heart of southend so it would be great to have better view in this area and new houses with fashion style is wonderful.
Q3.	As a person who has special needs person to looking after, it is important that these new houses have sound proof and wet room facility.
Q4.	N/A
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	N/A
Q7.	N/A
Q8.	It would be great.
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	No, thank you.

Respondent 13

Q1a.	Provision of affordable housing Provision of new homes in the heart of Southend-on-Sea
Q1b.	N/A
Q2.	All the above are important but most concerned with the provision of social housing 'affordable' not always as 80% of market rate which can be very expensive. Did receive positive assurances from Jemma Webb and Andy Pack to my expressed concerns.
Q3.	Present Tower Blocks have been ran down for a number of years but it is essential that tenants and lease holders are offered homes that they can afford on the new development BEFORE their present homes demolished. They should be able to be assured with just a one local direct move.
Q4.	Proposals as listed seem very positive - green spaces and childrens play spaces most important. What is being proposed - an attractive green environment.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	A well balanced development not overly commercial.
Q6.	Very positive proposals
Q7.	By providing social housing as well as privately owned houses at a cost people - ordinary working class people - can afford.
Q8.	It seems to be very good.
Q9a.	Agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Agree
Q9e.	Agree
Q9f.	These proposals seem very positive.
Q10.	It is essential that the council find an ethical partner for the re-development and retain control of the project to ensure good social outcomes for the benefit of the people re- affordable - truly - social housing. Unethical companies concerned only with profit (for example GENESIS 'Housing Assoc') should be avoided.

Respondent 14

Q1a.	Provision of affordable housing Provision of enhanced public space Reconnecting communities that neighbour the site with the town centre
Q1b.	Q. What is affordable housing? Enhanced public space? - is this green space, including trees, flowers, seats, toilets etc + space for public art etc
Q2.	You need to include - as a matter of priority - a Community Centre - where locals can meet, share, celebrate, enjoy their locale.
Q3.	Q. What do the existing tenants think of these plans? - have you done a survey? - if not why not? And if yes what was the outcome?
Q4.	Q. Why not involve the residents in an interactive process whereby they can have - a say - in the the what, where and why public space can be creative.
Q5a.	Agree
Q5b.	Agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Everything will depend on what provision you will make for safe car-parking. What about cycle-ways!
Q7.	Why not incorporate creative /craft / art workshops where people can learn new skills? A major problem in SOS is litter about a litter free zone?
Q8.	N/A
Q9a.	Strongly agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	N/A

Respondent 15

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	As well as the above it is hoped that plenty of thought is given to the proposed allocation of commercial space in the plans. The types of units should be those that would attract companies to supply jobs. This could be retail units, workshops and similar rather than office space, much of which is empty already in Southend.
Q2.	Overall plan will benefit the area and its residents
Q3.	Sports centre that is either free or affordable. Keeping fit and active produces dividends for individuals and the community as a whole.
Q4.	All of the above but with a warden or park keeper in attendance at all times.
Q5a.	Neither agree nor disagree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Not sure how you are able to promote use of public transport without the council having a say in bus / train fares.
Q7.	Affordable housing is the main priority.
Q8.	Road plans seem reasonable.
Q9a.	Strongly agree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Agree
Q9e.	Agree
Q9f.	N/A
Q10.	N/A

Respondent 16

Q1a.	N/A
Q1b.	Social Housing On line shopping is the future
Q2.	Devastating. Where are the people already living in the area going to move to? Affordable Housing is only for wealthy people.
Q3.	N/A
Q4.	N/A
Q5a.	Strongly agree*
Q5b.	N/A
Q5c.	N/A
Q5d.	N/A
Q5e.	Shared space is dangerous and should be abandoned. *Social housing
Q6.	N/A
Q7.	I am not sure it can!
Q8.	N/A
Q9a.	N/A
Q9b.	N/A
Q9c.	N/A
Q9d.	N/A
Q9e.	N/A
Q9f.	N/A
Q10.	Yes think about the residents - not the consultancy companies and their profits.

Respondent 17

Q1a.	Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Sustainable travel options
Q1b.	N/A
Q2.	Fantastic and long overdue.
Q3.	Anything which greens the area will be beneficial. Improved public realm would be great, but be mindful of anti-social behaviour.
Q4.	All of the above (although not fussed by artwork - maybe locals can get involved in designing artwork?)
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	Commercial would be good to a certain extent, creating an area which is active 24 hours a day can create a safer environment to live in.
Q6.	Fantastic, sustainability is key. More traffic added to Southend's roads must be limited as much as possible. Develop sustrans further.
Q7.	Could make it a lot safer for residents and reduce anti-social behaviour.
Q8.	Shame the Deeping underpass was blocked off > could have helped massively instead of traffic going down Chichester Road. Generally happy with proposed scheme > Shot street access improvements also welcomed.
Q9a.	Strongly agree
Q9b.	Neither agree nor disagree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	Chichester Rd widening is necessary in this proposal. Queensway isolated at present, so agree with stitching Queensway estate back into the surrounding urban fabric.
Q10.	Make sure you explore all options for transport scheme. Keep underpass as dual carriageway though! (as in current plans)

Respondent 18

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	The above objectives will improve the quality of life in the town especially if supported by the people and the administration.
Q2.	It is time these proposals have been advanced and developed to their current state.
Q3.	It is important that the recreational areas are large enough to ensure that the project doesn't turn the complex to be a concrete jungle.
Q4.	Areas for public gathering and meetings to enhance the cultural setting.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	Provision of public space will enhance people involvement with each other
Q6.	Walking in particular is the best medicine and should be actively promoted.
Q7.	Its impact is likely to appeal to most people in the town centre and the nearby area.
Q8.	Improved flow of traffic and regard to public safety.
Q9a.	N/A
Q9b.	Strongly agree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	Not clear about the location of pedestrian crossings.
Q10.	The time scales: when will the project be completed its life time. What happens to the tenants during and after the completion of the project will then be guaranteed that no current residents will not be able to return as a result of being unable to afford the rent.

Respondent 19

Q1a.	Provision of affordable housing Sustainable travel options
Q1b.	Definition of 'affordable' housing is vague. Does it mean social housing, shared ownership or just cheap?
Q2.	N/A
Q3.	N/A
Q4.	Recreational facilities for young people (to keep them off the streets - skateboard park etc.
Q5a.	Agree
Q5b.	Agree
Q5c.	Agree
Q5d.	Agree
Q5e.	Also important to provide infrastructure - appropriate shopping, medical and social facilities and school provision. Also policing, security and emergency services access.
Q6.	Agree
Q7.	N/A
Q8.	N/A
Q9a.	N/A
Q9b.	N/A
Q9c.	N/A
Q9d.	N/A
Q9e.	N/A
Q9f.	N/A
Q10.	N/A

Respondent 20

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	I am concerned about crime, disorder, anti-social behaviour and road safety / infrastructure. Anything which improves this is good. I am concerned that traffic flow data is inaccurate. Its much busier than shown. Too many traffic lights - more r/abouts. Slip to S'Church Rd required.
Q2.	The site is fine. The proposed road network is really poor. It will add to congestion. The route from Vic Ave > seafront needs to flow. 70% of traffic will use this route. R/about at Vic Ave / Short St. Slip to S'Church Rd / Sutton Road. Consider less housing.
Q3.	Anything which is well lit. Has extensive CCTV and deters street drinking, ASB, drug dealing. Create a space for families.
Q4.	As per Q3.
Q5a.	Refused to answer as there is no question about road network for vehicles!
Q5b.	N/A
Q5c.	N/A
Q5d.	N/A
Q5e.	Nothing will over-ride the need to have a workable traffic infrastructure (network which improves traffic flow rather than increasing congestion).
Q6.	Good but road network needs to get rid of cars quickly - this scheme will increase congestion.
Q7.	Not with the current road network proposal.
Q8.	See Q1-7 poor and ill thought out.
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	N/A
Q9d.	Agree
Q9e.	Agree
Q9f.	No more traffic lights. Open it all up. Roundabouts and allow drivers to think for themselves. Box junction restrictions to allow bus routes to flow.
Q10.	Road network!!

Respondent 21

Q1a.	Provision of affordable housing Provision of enhanced public space Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	The Queensway area is currently rundown and is in need of a major overhaul. The tower blocks are unsightly and need to be replaced by low level housing.
Q2.	Very interesting and far far better than what is currently there.
Q3.	A space for public event, and park with play equipment and a skatepark.
Q4.	Green spaces with raised flower-beds, public art depicting the heritage of the town.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	It is more important to concentrate retail in the High Street more open space for the public should be provided.
Q6.	The car parking is vital, all on street parking should see restrictions to set times.
Q7.	Providing housing in the heart of Southend close to the High Street should provide the shops with a major boost in footfall this will hopefully have a knock on effect.
Q8.	No amount of modelling can truly predict what traffic will be like very careful though needs to be undertaken to road changes and forecast as to future changes to roads should the proposed road change cause major issues.
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	Pedestrian Access specially those in wheelchairs MUST be a priority Paving stones can be very uncomfortable to people who are disabled.
Q10.	Wheelchairs.

Respondent 22

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	N/A
Q2.	It is much needed for more housign in southend area. And the travel, will be safer for people walking.
Q3.	A walk way and cycle lanes, private outdoor space for each property.
Q4.	Flowers and trees, several benches.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	It is all much needed in Southend - more housing.
Q7.	Better housing for people in old flats (ie) high riseds And safer for people walking into town. And for the cars on roads, it should all be safer.
Q8.	I agree with the transport scheme, the roads should be safer. As things progress in the year, so much traffic is on the roads.
Q9a.	Strongly agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	N/A

Respondent 23

Q1a.	Provision of affordable housing Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	N/A
Q2.	Improve other routes in and out of town to ease congestion around Queensway.
Q3.	N/A
Q4.	N/A
Q5a.	Neither agree nor disagree
Q5b.	Agree
Q5c.	Strongly agree
Q5d.	Agree
Q5e.	Bikes on pavements is a big issue and should be controlled not ignored. [illegible] culture should be adhered and not allowed on new development, will be ruined as the town is now.
Q6.	Cycling, as above, is an offence and should be treated as such. Long term investment in trams more environmentally friendly. This is a Victorian town and always will be, modernise, yes but keep its culture.
Q7.	Easier access. Clean up the High St, make Business rents realistic to attract more shops like it used to be, stop trying to change the town into the 21st century.
Q8.	Take a look at other town with [illegible] park and ride. Take a look at Tremorway we are at a dead end geographically, need more routes out to cope with growing population.
Q9a.	Strongly disagree
Q9b.	Strongly agree
Q9c.	Neither agree nor disagree
Q9d.	Agree
Q9e.	Neither agree nor disagree
Q9f.	More parking near sea front, the Queensway [illegible] [illegible] is a dual carriageway that goes nowhere. You're not going to get rid of the car so accept it. If you want more visitors cater for them. Look @ other seaside towns.
Q10.	Yes traffic lights on Cuckoo Come and Leico roundabouts. Only need to work at peak time I've sat at Red lights when there is little or no traffic. Originally the idea of a roundabout was to dispense with traffic lights.

Respondent 24

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	I live in St Ann's Road s all of the above is of interest to me to make it a better area to live in.
Q2.	I am very pleased to learn about this I just hope it comes to fruition and make this area better to live in.
Q3.	N/A
Q4.	Planted areas and trees around the Sutton road streets kept cleaner too.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Any development you promote will be welcome especially where business and traffic [illegible] past Argos. It's so dangerous.
Q7.	N/A
Q8.	I think the Queensway transport area is very dangerous at the moment and the speed the cars drive down short street is horrendous.
Q9a.	Strongly agree
Q9b.	N/A
Q9c.	Disagree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	Just get it right.
Q10.	The people living in this area and make sure it is kept clean and free of continuous fly tipping.

Respondent 25

- | | |
|-------------|---|
| Q1a. | Provision of affordable housing
Provision of enhanced public space
Provision of new homes in the heart of Southend-on-Sea
Benefits to the local economy and attracting further investment to the area
Reconnecting communities that neighbour the site with the town centre
Sustainable travel options |
| Q1b. | All of the above proposals are needed urgently for Queensway. |
| Q2. | The area needs to be modernised. |
| Q3. | A play area / garden would be useful for residents. |
| Q4. | I would like to see planted areas and trees. Possibly a garden play area. |
| Q5a. | Strongly agree |
| Q5b. | Strongly agree |
| Q5c. | Agree |
| Q5d. | Strongly agree |
| Q5e. | The proposals would make the area safer and family friendly. |
| Q6. | Walking areas and good public transport is essential to public welfare. |
| Q7. | Creating a strong neighbourhood watch committee. |
| Q8. | Sounds interesting, hope it will genuinely work. |
| Q9a. | Strongly agree |
| Q9b. | Strongly agree |
| Q9c. | Strongly agree |
| Q9d. | Strongly agree |
| Q9e. | Strongly agree |
| Q9f. | All of the above are vital. |
| Q10. | Ensure all the improvements are carried out. |

Respondent 26

Q1a. Sustainable travel options

Q1b. A frequently used route.

Q2. Access from Sutton Road to the car park on Chichester Road / York Road.

Q3. N/A

Q4. N/A

Q5a. Strongly agree

Q5b. Strongly agree

Q5c. Strongly agree

Q5d. Strongly agree

Q5e. N/A

Q6. N/A

Q7. Improvement to area might be a good idea - subject to the residents' views.

Q8. See Question 2.

Q9a. Strongly agree

Q9b. Strongly agree

Q9c. Neither agree nor disagree

Q9d. Strongly agree

Q9e. Strongly agree

Q9f. N/A

Q10. N/A

Respondent 27

Q1a.	Provision of enhanced public space Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	N/A
Q2.	Much needed and the town has waited a long time for this change will be much more enthused once visible change begins to occur.
Q3.	Multi use space needs to be a priority. I like the ideas of pocket parks Green is best, more trees, grassed areas. Maintenance of public areas (costs etc...)
Q4.	Seating important - public artwork created by local artists! Trees, flower beds, etc... All add to the softening of the environment.
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Parking capacity needs to be right, to stop knock on effect into neighbouring streets. Any changes that promote cycling are welcome.
Q7.	Better access to the centre of town, better transport infrastructure, less pollution and an estate area built for modern society.
Q8.	N/A
Q9a.	Strongly agree
Q9b.	Agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	If the above are achieved this will make a huge impact on central Southend and allow better journeys on a day to day basis.
Q10.	N/A

Respondent 28

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	Concern over building high rise - will we have the same social / anti-social problems that we currently experience. How will this be resolved?
Q2.	Need for more housing, particularly social + affordable facilities for: children + young people, elderly, isolated.
Q3.	Safe play space. Sports + recreation for young people Plenty of seating - covered. Community square Community centre Arts centre
Q4.	Useful space. Playground equipment. Outside fitness facilities. Space to rest. Cycle paths. Lighting.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	How will you provide parking adequate for the tower block residents - underground?
Q7.	A new vibrant community - safe + fit for 21st century. Wifi. Big screen to advertise news, events, information.
Q8.	Needs much thought as the current system is not adequate.
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	Need for as much pedestrianisation as possible.
Q10.	An activities / education based centre for all age groups. Has, sport, social - cultural centre. Information + support available.

Respondent 29

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	New homes to buy and rent would be good. Also, affordable rented homes would maybe help some of the homeless people in Southend.
Q2.	I would be in favour of all of the above.
Q3.	I would love to see a multi sports centre, including a public swimming pool. My husband and I would certainly use it, I think a lot of people would.
Q4.	I would love to see planted areas and benches providing the planted areas are regularly looked after. There should be tough fines for people who throw litter.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Providing a parking space for every property would be excellent as there is always problem parking.
Q7.	If all the proposals are carried out, it would make Southend a more pleasant and safe place to live.
Q8.	We already have excellent transport links to and from Southend so any additional public transport would be a bonus.
Q9a.	Agree
Q9b.	Strongly agree
Q9c.	N/A
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	The section opposite the multi storey car park in Chichester Road where pedestrians cross the road should be a proper pedestrian crossing. This would be a lot safer than at present.
Q10.	I would like to see the area made safer for cyclists. My husband is a cyclist!

Respondent 30

Q1a.	Benefits to the local economy and attracting further investment to the area Sustainable travel options
Q1b.	The area is run down and would benefit from improvement.
Q2.	Good idea although given the number of additional homes that will be built what about car parking locally, school provision, doctors etc. Will the local infrastructure cope?
Q3.	Muti sports area to give children somewhere to go.
Q4.	A natural landscape so include features such as planted areas and trees.
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Agree
Q5e.	A variety of benefits being retail units, new homes, open space etc would enhance the area.
Q6.	The reduction of cars can only benefit the area.
Q7.	If more commercial space was created this will create more jobs.
Q8.	Moving the walkway to above the roundabout would result in mroe use as the current walkway is dark and many are reluctant to use.
Q9a.	Agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	A number of the surrounding side roads, in particular off Sutton Road, would benefit fromt raffic calming measures. Have seen cars significantly exceed speed limits in the area and is dangerous.

Respondent 31

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	N/A
Q2.	Please arrange some ping-pong (table-tennis) table around
Q3.	Table tennis table
Q4.	Table tennis table
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	N/A
Q7.	N/A
Q8.	N/A
Q9a.	N/A
Q9b.	N/A
Q9c.	N/A
Q9d.	N/A
Q9e.	N/A
Q9f.	N/A
Q10.	N/A

Respondent 32

Q1a.	Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	Short St should have further access via Guildford Road. Remove small amount of barrier.
Q2.	Access to Sutton Road + south church Roads are very confusing.
Q3.	N/A
Q4.	Child friendly parks with decent equipment.
Q5a.	Neither agree nor disagree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly disagree
Q5e.	N/A
Q6.	N/A
Q7.	N/A
Q8.	N/A
Q9a.	N/A
Q9b.	N/A
Q9c.	N/A
Q9d.	N/A
Q9e.	N/A
Q9f.	N/A
Q10.	Area of compulsory home purchasin not clear. Not clear sort of or amount of buildings residential or commercial, being proposed for Short St, car park.

Respondent 33

Q1a. Provision of enhanced public space
Provision of new homes in the heart of Southend-on-Sea
Sustainable travel options

Q1b. N/A

Q2. N/A

Q3. N/A

Q4. N/A

Q5a. Agree

Q5b. Disagree

Q5c. Agree

Q5d. Agree

Q5e. N/A

Q6. N/A

Q7. N/A

Q8. N/A

Q9a. Agree

Q9b. Neither agree nor disagree

Q9c. Agree

Q9d. Agree

Q9e. Strongly agree

Q9f. N/A

Q10. N/A

Respondent 34

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Sustainable travel options
Q1b.	Existing area is horrible. Small scale buildings constructed with the best bricks, stone and design are needed. People are more important than cars.
Q2.	Open spaces might mean less pollution but will demand scrupulous maintenance.
Q3.	A very high quality leisure centre with swimming pool, exercise studios and gym / cafe.
Q4.	Thoroughly well maintained planted areas. No traffic noise.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	Action needs to be taken on compulsory renovation of existing housing in residential streets beside High Street.
Q6.	There have been many cycling accidents in London. Cycling routes must be safe.
Q7.	Currently the area is awful. Buildings and public areas will need scrupulous management. People deserve better.
Q8.	Cars should be on the periphery but deserve multiple, inexpensive opportunities to park.
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Neither agree nor disagree
Q9e.	Neither agree nor disagree
Q9f.	N/A
Q10.	The new museum project to shore up the cliffs must be realised. It precedes the Queensway scheme. The existing Victorian museum building is precious and deserves restoration and proper gardeners.

Respondent 35

Q1a.	Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	I travel into southend and use shops and amenities
Q2.	Bus servcies will they be afforded in anyway
Q3.	I [illegible] though of more green areas. Will they be accessible to all. Parks.
Q4.	Drainage under the tunnel area of roadway. It floods during bad weather.
Q5a.	Neither agree nor disagree
Q5b.	Neither agree nor disagree
Q5c.	Disagree
Q5d.	Disagree
Q5e.	N/A
Q6.	Where will parking be provided for outside users to park. We need parking in southend.
Q7.	N/A
Q8.	Parking. Will there be mroe access for buses. Chichester Road does get blocked.
Q9a.	Neither agree nor disagree
Q9b.	Agree
Q9c.	Neither agree nor disagree
Q9d.	Agree
Q9e.	N/A
Q9f.	N/A
Q10.	N/A

Respondent 36

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	It is important to get this right. Please look at ways of making Southend a place to live for everyone. Not just a street of empty shops with no concern for enhancing the quality of life for everyone please top hiding the neds of he homeless and the increase of violence in the town.
Q2.	It is enourgaing to come to this consultation. Please help us to identify the questions to ask. Please increase access to consultations. Please consult taxi drivers and workers in s/end and listen to constructive comments.
Q3.	More open areas giving safe access to homes being built. Why are there only 441 houses being built for social housing and over 1,000 for other people.
Q4.	Facilities for sports - another swimming pool. More community conscious activities for all people to share.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	Smooth transition means controlling the flow of traffic amidst new housing and homes. People who are used to London Traffic manouver at higher speeds when back in s/end. Public transport should keep to times and eta's better to improve usage and reduce stress to all who use Public vehicles.
Q6.	People feel dubious as to how this can be utilised. Bad road planning has seemed a bad waste of public money and people feel that the council is in an ivory tower.
Q7.	People need to feel safe in the area no matter what time of day it is. Businesses need to be less vulnerable to anti-social activities and there should be no - no go - areas. Policing needs to helpful, approvable, friendly and affective by constructive interaction with everyone.
Q8.	Smooth transition in between surrounding towns and places that is respected by all users. Especially pedestrians and cyclists too many accidents due to overloaded Roads and Blind spots.
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree

Respondent 36 (continued)

Q9f. Again care should be taken to avoid creating no go zones by under utilizing spaces. We don't want any more bedsit lands with 6month tenancies rule by overprice renting systems.

Q10. Consideration for the shopping centre in Queensway as it still seems under utilized.

Respondent 37

Q1a.	Provision of enhance public space Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	See my letter enc.
Q2.	See my letter enc.
Q3.	A skatepark
Q4.	Better smoother well maintained pavements
Q5a.	Neither agree nor disagree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	N/A
Q6.	An outside lane cycle / buggy path on pavements - 3 lanes.
Q7.	Not sure time will tell.
Q8.	I have difficulty using trains but buses do not always stop when hailed front of [illegible] Coleman St.
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	See my letter one.

Respondent 37 (continued)

Q10.

See my letter
PD makes handwriting difficult / illegible.

Letter:

Dear Sir / Madam,

As a disabled person with parkinsons disease, the thing that upsets me most os the boken and uneven pavements in South end. I have to negotiate, with the help of a four wheeled walker from 'careline' whic has no rubber on the plastic wheels. Navigating this trolley over the pitted and cracked surfaces is very difficult and they are in such a bad state as to be dangerous in the extreme.

I feel that pavements ought to have no less than three lanes. One for bicycles and motorised wheelchairs and buggies, skates and skatelbaords etc. and the second land for people who can walk without difficulty or haing to resort to the dreaded walker and a third lane (inner lane) for people who have to use this contraption, alos mums with baby buggies. This inner lane should be tarmac, without those detestable little they add to the tarmac mixture. Whoever thought that was a good idea is sorely mistaken.

I have fallen over the pavement many times and hurt myself badly, losing a front tooth and injuring my back.

Pleas, please please, let us have smooth tarmacked pavement without fissures, stones, bits of gravel, holes etc. etc. I think that the number of pensioners admitted to A and E due to tripping on pavements would halve if something was done to correct this flaw.

WEEDS

People complain about weeds, but I would like to point out that one man's weed is another man's native fauna/herbal remedy and general pick me up.

Allowing our native plant species to thrive in our midst would greatly enhance the environment in terms of bees and butterflies as well as looking good. However, the fact that people allow their dogs to foul everywhere, I think any planting o herbs for medicinal pruposes is best done on top of a roof, where bee hives can also be kept.

A dog loo would also be a good idea because the toxicara virus that is in dog faeces is not removed by picking up he doggy do's. It can still cause blindness.

I am very disappointed that we are nt going to get a skate park. I think that it would be no noiser than football at the end of the day, kids must be allowde to make a noise. However, whereas a football patch can be destroyed by vandalism and possible overuse, no kid could vandalise a skate board and BMX area because it is made of concrete. they might liket o daubgraffitti over it but I think that should be encouraged, bearing in mind that street art is now coming into its own and is very popular, especially in the states.

Having a skate park would go a long way to solving the juvenile crime and anti social behaviour that broedom creates among teenagers. Of course it would attract kids from other areas, but they will be doing something that older people can watch and be entertained by as opposed to 'causing trouble'.

Do hope the council would change its mind.

Respondent 38

Q1a.	N/A
Q1b.	<p>*Provision of affordable housing needs to be higher proportion</p> <p>*Sustainable travel options travel options are not sufficient</p> <p>Dissapointing the council will spend a lot on a consultation of the nature without being able to correctly spell the names of all the streets. (Boscombe Road not Bascombe Road).</p>
Q2.	<p>While the proposal to replace the older high rise blocks with low level accommodation is a good idea I am strongly opposed to increasing the housing in the area by over 3 times what is already there, with the majority not affordable housing doing nothing for housing issues in the area.</p>
Q3.	<p>Community allotment with provision for [illegible] and composting.</p> <p>Wildlife ponds / loospiles (insect habitats)</p> <p>Bird + butterfly feeding stations</p>
Q4.	<p>Local art walls (as seen on the seafront, BHS and Londa Road)</p> <p>Seating with adequate bin provision including recycling stations.</p>
Q5a.	Strongly disagree
Q5b.	Agree
Q5c.	Strongly agree
Q5d.	Agree
Q5e.	<p>I am opposed to commercial space in the development as this has already failed on other recent developments, [illegible] stood empty and then been changed into additional housing units. Safe cycling provision on the estate is a good thing, however cyclists would still face dangerous conditions on the roads after leaving the estate.</p>
Q6.	<p>Opposed on the following grounds:</p> <p>Insufficient parking provision for residents as many homes may have more than 1 car.</p> <p>Removal of car parking spaces from the town centre discouraging shoppers.</p>
Q7.	I have seen no evidence it will
Q8.	<p>Nothing suggests there will be any improvement to public transport. Existing bus routes limit destinations that can easily be reached.</p>
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Strongly disagree
Q9d.	Strongly disagree
Q9e.	Strongly agree

Respondent 38 (continued)

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- Q9f.** The plans will restrict access from the town centre to Sutton Road and from south church to the sea front adding to the congestion caused by the failed design at Victoria Circus. Stationary traffic will cause increased air pollution.
-
- Q10.** The proposals are introducing 859 additional homes into a small area with no details of how the local education system and health system will cope. With a number of large developments (south point - sutton road / new development at college site sutton road) but there are no new schools and a lack of investment in past 16 education. There are also no provisions for any new doctors surgeries.

Respondent 39

Q1a.	Provision of affordable housing Provision of enhanced public space Benefits to the local economy and attracting further investment to the area
Q1b.	Cleaning the area up - making it mentally well and positive for users.
Q2.	We are concerned with traffic build up and site access during redevelopment. We are also expecting a surge in local residents accessing our services through the stress and anxiety of the relocation.
Q3.	Investment in wellbeing-locations - leaving yoga dharma where it is, build around the church so it is not demolished.
Q4.	Work with us to create a mindfulness garden!
Q5a.	Neither agree nor disagree
Q5b.	Strongly agree
Q5c.	Strongly disagree
Q5d.	Strongly agree
Q5e.	Focus on fixing the commercial space in the high street. New commercial space could force rents up which we cannot afford. We would need to relocate.
Q6.	We are concerned of all staff access to the back of our building. Our volunteers park in Baringtons so they will also need access,
Q7.	No comment.
Q8.	I dont think the transport scheme will handle the traffic loads people use sutton road to bypass congestion at Victoria Plaza, I think it will create even more of a bottleneck.
Q9a.	Neither agree nor disagree
Q9b.	Disagree
Q9c.	Strongly disagree
Q9d.	Disagree
Q9e.	Disagree
Q9f.	N/A
Q10.	Please consider our charity and the impacts on us in this development.

Respondent 40

Q1a.	Provision fo new homes in the heart of Southend-on-Sea
Q1b.	The road layout of the scheme will cause heavy traffic congestion. This will detract from the scheme, harm the local economy and ensure investment into the area will fall further than it already ahs due to Victoria Gateway and SBC's parking policy.
Q2.	Good idea to develop the site however the highways department are using this as an opportunity to force more of its 'anti-car' policies on resients + businesses. The obsession with sustainable transport options continues and is evident within the scheme.
Q3.	Open spaces that do not act as meeting spaces for drunks, homeless people and drug addicts / dealers. Ones which are safe after dark. Ones which are not used as toilet areas for dogs.
Q4.	N/A
Q5a.	Agree
Q5b.	Strongly disagree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	The last thing the central area / Queensway area needs is more cycle routes. There is a need to improve traffic flow. Reduce congestion and pollution. Residents lives are being blighted by congestion caused by Victoria Gateway, cycle lanes, pedestrian priority junctions and insufficient parking spaces.
Q6.	You should be actively promoting free flowing traffic movement and easy access for the car. In the UK it rains and is cold for much of winter / autumn so people will not walk or bike. The public transport system is poor and expensive. This obsession with sustainable options by SBC is causing heavy traffic pollution and congestion, damaging the economy and causing stress to southend's residents.
Q7.	The transport side of the development should be used as an opportunity to correct the disaster that is Victoria Gateway. Put back the roundabout and open back up the deeping. Reducing congestion and activity promoting the car will imporve the economy and create more opportunities and jobs for residents.
Q8.	It is a disaster waiting to happen. It won't work.
Q9a.	N/A
Q9b.	Strongly agree
Q9c.	N/A
Q9d.	N/A
Q9e.	Disagree

Respondent 40

-
- Q9f.** Turning Sutton Rd + southchurch road traffic into chcihester road will cause tailbacks back to Victoria Gateway and Victoria Avenue. This will further enhance the chaos caused by Victoria Gateway. The volume of traffic will be too high for this junction to cope with. This is a disaster.
-
- Q10.** Reconsider the whole road network plan. It wont work just as Vicotria Gateway doesnt work. It would be nice if you would consdier listneing to the residents and businesses of the town for a change.

Respondent 41

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	The central area of southend leaves much to be desired - it gives a poor impression to visitors arriving at Victoria Station, for example. The proposed development area is currently a concrete waste land and there needs to be a better balanced environment where ruins do not dominate the scene.
Q2.	Will the 'affordable housing' really be affordable? In light of the Grenfell tower tragedy, the highest standard of fire protection must be adhered to. Disabled access throughout the site is non-negotiable.
Q3.	Generally, much more greenery than we have at present. However will this be accessible if we insist on having so many parking spaces? (Please see my answer to question 6). I think that the environmental aspirations of the scheme could be seriously compromised if parking spaces are included to the extent proposed.
Q4.	A childrens' play area is essential. Could small allotments - type areas be included to encourage local food production? Outdoor fitness equipment - as now provided in priory park
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	There needs to be some commercial space. Particularly a convenience store and some restaurants / cafes. Could some [illegible] premises be run on a community basis by volunteers etc. This could help provide a sense of community spirit. Are there any proposals to include a community centre?
Q6.	There are indications that car ownership and usage may be declining. Is it therefore really necessary to provide each property with a parking space? Such a policy might [illegible] to be at odds with a policy of having sustainable travel options. I fully support the provision of electric vehicle charging points, providing there is an ample number of such points.
Q7.	Hopefully it will greatly improve the general environment in a rather unattractive part of the town. I would like to think that it will encourage re-generation in adjoining areas.
Q8.	I think that this needs more explanation. I am however generally pleased that the present southchurch road roundabout and painted [illegible] [illegible] pedestrian underpass are to be removed.

Respondent 41

Q9a. Strongly agree

Q9b. Agree

Q9c. Agree

Q9d. Strongly agree

Q9e. Strongly agree

Q9f. Chichester Road and the western section of southchurch road are unattractive thorough fares. In addition to the proposed alterations to the road system, will these roads be generally upgraded with seats, flower beds etc?

Q10. Can we have further 'roadshows' as the proposals are refined and developed? Thank you.

Respondent 42

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	Go for it
Q2.	Sounds fantastic, much needed changes which will enhance our town
Q3.	All above I like trees
Q4.	All above sounds wonderful
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Cycling, walking and public transport vital for fitness etc. we need to rely less on private cars.
Q7.	It can do nothing but good for my town. I was born in Southend 72 years ago go for it.
Q8.	N/A
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	I don't drive but the motor car is a vital part of modern life and must be catered for but not at the expense of a healthy safe environment
Q10.	If this comes about it can only improve Southend which is already a great place to live but give every body a chance to have a roof over there head which is a basic right in 2017.

Respondent 43

Q1a.	Provision of affordable housing Benefits to the local economy and attracting further investment to the area Sustainable travel options
Q1b.	There is not enough affordable housing in southend. There needs to be more better payign jobs in the area. There are now a lot of cars, with most people expecting to be able to have and use one. Parents want one to carry their children about in! Girls want their boyfriend to have one!
Q2.	Will those purchasing homes want to be on the same site as council tenants? Will their expensive cars be safe from damage? How will you keep 'druggies' away?
Q3.	Obviously somewhere where the children can play safely, and away from 'druggies'!
Q4.	Obviously a nice area where people can go and sit down and have their packed lunch, or rest from shopping. Benches a must.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Agree
Q5e.	What sort of commercial space. Shops in town centre are closing down. There are small shops in southchurch road.
Q6.	Where are all the parking spaces going to go? The initial plan shows open spaces, will they be safe for expensive cars? (Those buying flats will probably be of a high financial status).
Q7.	Hopefully stop the 'druggies' that bring down the neighbourhood at present. Have an area in central southend for visitors to sit down whilst shopping?
Q8.	The junction at Chichester road / short street will be a bottleneck for the whoel area. Unless traffic is allowed down short street to join sutton road by milton street, how will traffic to the greyhound shopping area get there? Are you [illegible] more traffic around priory park?
Q9a.	Disagree
Q9b.	Agree
Q9c.	Disagree
Q9d.	Agree
Q9e.	Agree
Q9f.	How are you going to light the underpass. Pedestrian crossing at southchurch / chicester will provide another 'bottleneck'. Turning slip road to / from warrior square into two lane traffic is an accident waiting to happen!
Q10.	Traffic from shoebury will go which way? Which car park should they aim for? If junction at Chichester / short street proves to be a bottleneck, will they be forced along southchurch road, causing more traffic tailback?

Respondent 44

Q1a.	Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Sustainable travel options
Q1b.	The four tower blocks being demolished is very welcome. They have, for a long time, been an eyesore and a magnet for anti-social behaviour.
Q2.	Until final plans are available then I can't really comment but am hopeful that it will enhance the area.
Q3.	I don't believe that pocket parks work. A larger community area similar to the park St Vincents Road / Milton Street would be preferable. Trees and planted area are always welcome.
Q4.	Planted areas and trees are great! A few benches too.
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Agree
Q5e.	I believe that the development wouldn't benefit from commercial premises...The High Street struggles to attract businesses and this wouldn't help - although a replacement pub would be welcome!
Q6.	Parking permit control as well as one dedicated space per house would be preferable - if on street parking was allowed it wouldn't eliviate traffic coming into Southend.
Q7.	Demolishing the flats rather than what replaces them is my main issue! They need to go...
Q8.	Main concern is junction with sutton road - southchurch road, the small part by church eneds to be two way. Small concern on how ti will effect me getting out of Tyrell Drive.
Q9a.	Agree
Q9b.	Neither agree nor disagree
Q9c.	Strongly agree
Q9d.	Agree
Q9e.	Agree
Q9f.	To make the walk into Southend more pleasurebaley is great! The underpass roundabout as it currently is, is greatly underused. People prefuring to walk over the roads! I would like to seet he pedestrain underpass that links grange gardens to warrior square stay.
Q10.	Concerns about public services - will there be another doctors surgery open or the current one expanded? Ditto with schools. Would be good to have solar panels on the properties.

Respondent 45

Q1a.	Provision of affordable housing Provision of enhanced public space Sustainable travel options
Q1b.	N/A
Q2.	These are long overdue but the needs of existing needs of existing tenants should be protected. The quota for affordable/social housing should be increased
Q3.	I suggest that there is a need for children's play area plus attractive landscaping
Q4.	All of the above examples should form part of the plan to enhance the area
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	We must wean people away from the use of cars towards walking, cycling and the use of public transport. However, the public transport component must be fully funded and [illegible].
Q7.	The existing properties look as if they are past their sell-by-dates. The new development will be a positive contribution to enhancing the area.
Q8.	See my answer to question six
Q9a.	Strongly agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Agree
Q9f.	N/A
Q10.	N/A

Respondent 46

Q1a. Provision of affordable housing

Q1b. Isn't good enough already

Q2. Leave well alone

Q3. N/A

Q4. The above sounds good to me

Q5a. Neither agree nor disagree

Q5b. Strongly agree

Q5c. Strongly disagree

Q5d. Agree

Q5e. Safety is very important

Q6. Don't understand the question

Q7. Housing for the homeless

Q8. No need to widen Chichester Road

Q9a. Strongly agree

Q9b. Agree

Q9c. Neither agree nor disagree

Q9d. Strongly disagree

Q9e. Agree

Q9f. N/A

Q10. Further consultation

Respondent 47

Q1a.	Provision of affordable housing Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	Ensuring that all members of the community are housed. We need more income to sustain Southend. The present community of Queensway is effectively not part of the town centre. Ensure bus and train services can be supported
Q2.	Regrettably there is too little information about the future road system to comment satisfactory. We need more detail.
Q3.	As described above
Q4.	All of them
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	[illegible] to ensure that [illegible] of Southend becomes alive again at night
Q6.	There is too little information to make a satisfactory judgement. How many cars will the proposed development take? [illegible] cycling, cyclists and pedestrians do not mix well.
Q7.	It is likely to make the Queensway area a live place in the evening provided there are restaurants and other entertainment available.
Q8.	Sounds reasonable
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Neither agree nor disagree
Q9e.	Neither agree nor disagree
Q9f.	Without more detail it is important to make a satisfactory comment. We need to know more about the area surrounding the development and the traffic problems this will cause.
Q10.	Providing a total viewing of the Queensway development including all adjacent areas

Respondent 48

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	Loaded questions. What you want to hear? Provision of housing for affordable rent (tick) Effects on local services (NHS, schools, etc) (tick) Effects on traffic congestion (tick) Effects on infrastructure, pollution, noise etc (tick) What's best for Southend residents, not the egos of councillors who dont live in town centre We need homes for affordable rent (council housing) for local residents. What do you mean by 'affordable housing'? "200k? £300k? Nothing in the booklet. N.B. 1441 affordable housing units: not much more than existing provision in Queensway rest sold on open market, being snapped up by investors and out-of-towners? Original proposal since increased for more homes (to appease greedy developers?) can the town cope?
Q2.	A absolutely stupid idea - [illegible] dream for property developers and the tory-supporting owners of buy-to-let property. Who owns the Queensway land? SBC? Will this still be the case, or will it effectively be privatised? This scheme is being considered at a time of economic uncertainty and unsustainable housing bubble. What if there's a crash after blocks demolished, but before a new build completed? Where will existing residents live in the meantime - and who will pay for what will almost certainly be private rented accommodation thanks to RTB and lack of council house building? What about these residents' access to schools [illegible] max attend?
Q3.	All well and good, but without housing that is affordable to local residents it's so much 'feely goody' nonsense! Anyway, we already have allotments, parks, sports grounds etc. Money should instead be spent on bringing these up to scratch!
Q4.	Less congestion, pollution and noise so we can enjoy existing facilities like priory park! All this stuff is well and good, but our homelessness problem and young adults still living at home with their parents well into their 30s is proof that homes for affordable rent (council housing) should take priority.
Q5a.	N/A
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	N/A
Q5e.	[Changed first bullet to 'Provision of affordable rented accommodation in the heart of Southend-on-Sea' to strongly agree] [Added 'Not to see out-of-towners coming in!' strongly agree] Existing cycle tracks [illegible] designed by non cyclists / can you force residents to give up cars and cycle/walk exclusively? No - of course not! We have a high-street thats dying. Shouldn't you be giving that your attention? More concrete details requested please [relating to 'Provision of public, shared and private outdoor space] Self-explanatory! How much redeveloped property is owned by those who don't live in Southend!

Respondent 48 (continued)

Q6.	See point 1 above! As it stands, inviting more people to live in an already overcrowded town thanks to greedy developers turning old shops, offices and warehouses etc. into flats / will increase traffic and put people off cycling, walking etc. Public (private!) transport too expensive and routes limited! Are you monitoring air quality?
Q7.	It won't unless radically re-thought and the developer (almost certainly not a local resident and thus unlikely to face consequences of the project) it will make life in this town worse for local residents and businesses - far beyond the inconvenience etc. during the demolition/building phase.
Q8.	Complete balderdash! The ARUP partners computer model is a complete joke - telling what SBC wants to hear? - as anyone can see, merely looking down Victoria Avenue on a weekday morning! Traffic congestion and pollution already bad and that's before Victoria Avenue flats are occupied! Affordable public transport anathema to myopic Tories!
Q9a.	N/A
Q9b.	N/A
Q9c.	Neither agree nor disagree
Q9d.	Agree
Q9e.	Agree
Q9f.	[comment on 'The location of pedestrian crossings' Read this. It makes no sense!] [comment on 'Improving access to Tylers and Warrior Square car parks' because they're lucrative!] Points 1-3 above indicate that you do admit traffic to be a problem? Isn't cramming >1000 new homes - in addition to all the other opportunistic development - going to make problems much worse? 'gilding the turd' is not going to fix the problem! You don't even have plans for a park-and-ride scheme.
Q10.	<ol style="list-style-type: none">1. I get the impression that the scheme is all about getting more council-tax payers into the town (admitted to me by Julian Ware-Lane)2. Has a report on structural integrity of existing towers (and potential for refurbishment fire risks etc.) been commissioned and placed in public domain?3. Like the ARUP traffic model, this questionnaire has been loaded to tell councillors what they want to hear - so they can earn their place in history by forging ahead with a lunatic scheme that is all about ego and more money (for the [illegible]) - and not about what Southend needs.4. Development needs to be out of town (on green belt land) so theres space for new roads, schools, hospitals etc.

Respondent 49**Q1a.** N/A**Q1b.** N/A**Q2.** N/A**Q3.** N/A**Q4.** N/A**Q5a.** N/A**Q5b.** N/A**Q5c.** N/A**Q5d.** N/A**Q5e.** N/A**Q6.** N/A**Q7.** N/A**Q8.** N/A**Q9a.** N/A**Q9b.** N/A**Q9c.** N/A**Q9d.** N/A**Q9e.** N/A**Q9f.** N/A

Respondent 49 (continued)

Q10.

Vehicles

- Reduce speed limit.
- Stop cars from stopping in the middle of crossings.
- Provide bay parking outside shops and doctors surgeries. This would stop cars parking up on the pavement.
- Cars have priority over people walking.
- Have a no stopping/parking design.

Pedestrians

- The waiting times for crossings (near the range) are too long and change too quickly. If this crossing was made into one larger crossing instead of two separate crossings that work on alternative crossing times.
- More crossings could be added.

New proposed area

- If the area is open people will be more visible reducing the risk when cars are also using the space.
- No uneven pavements.
- Not having too many high built buildings to allow as much light to the area as possible.
- Have fruit tree's and fruit bushes to allow people to eat free fruit while travelling through the area.
- Have roof top gardens that allow community engagement and inclusion.
- Have veg patches that can be used by different organisations like Project 49.
- Have good lighting. Feature lights as well as a lot of open space to avoid any dark and potentially dangerous areas.
- London style feature gardens that are roofed and contain wildlife.
- Have lots of seating areas and picnic/barbeque areas.
- Water fountains and statues
- Enough bins so the area does not become littered
- Hold social events
- Live theatre in the middle
- Open air cinema. Integrated by a feature wall that is permanently there and can have films projected onto it as a social event.
- Make sure that it is structurally safe.

Cyclists

- More cycle lanes
- Well lit areas for cyclists
- Interconnecting/ segregated cycle paths
- Individual lanes that don't run along side traffic

General ideas for the town

- Easy access to the high street
- Open more shops so that the town is more appealing
- A new swimming pool area
- Join Kenway road to Short Street to avoid the long route to get into town.

Respondent 50

Q1a.	Provision of enhanced public space
Q1b.	Easier access
Q2.	Good idea but needs to consider the environment and make it accessible for everyone.
Q3.	<ul style="list-style-type: none">• An outside gym• Dog waste bins• Specific dog walking areas• A water feature• A healthy eating/ drinking café• Comfortable seating• Access for wheelchairs• Public security 24/7• Well lit at night• Shared space needs to consider all peoples needs
Q4.	<ul style="list-style-type: none">• Fruit tress• Community allotment• Designated spot for street art• Lockers
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	Outdoor space - as long as its green space
Q6.	<ul style="list-style-type: none">• Well sign posted and advertised.• Cheaper buses• Park and ride• Well marked and well lit• Cameras
Q7.	Create an opportunity for 1st time buyers to get on the property ladder. Create job opportunities
Q8.	We think it will become even more congested for vehicles. But better transport for pedestrians and cyclists
Q9a.	Agree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Strongly agree
Q9e.	Agree

Respondent 50 (continued)

Q9f. N/A

- Q10.**
- An area that isn't 'no ball games'. Give some where for those to play football/other games.
 - A community youth centre
 - More public toilets, including disability.

	Respondent 51
Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	Housing situation is at crisis within Southend so this will provide accommodation to those that are in desperate need as well as replacing the existing tower blocks that are not fit for purpose.
Q2.	The plan as it is looks very pleasant. This site has always been an area that anti-social behaviour has existed and problems with drug dealing etc. so I feel it is imperative when designing the outdoor spaces and walkways to make them as safe as possible no underpasses etc.
Q3.	Multi-use sports area, community hall to provide youth centre, childcare, workshops for parents, a centre the area can use for children's events family gatherings etc. As well as green space and a sensory garden.
Q4.	An area that is useable all year round for all including elderly and disabled wide pathways no stairs, attractive and appealing.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	My only concern would be visitors/professionals parking to be available without a permit within walking distance to the homes.
Q7.	I believe it will re-energise the local area and community. Many residence have lost pride/ownership of their homes/community due to the accomodation they are living in being run down, damp, overcrowded as well as anti social behaviour happening daily so they also feel extremely unsafe.
Q8.	Better
Q9a.	Agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Agree
Q9e.	Agree
Q9f.	N/A
Q10.	We need many more of those developments across Southend as well as supported living accomodation for the many young people with learning difficulties and their families.

Respondent 52

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	An integrated approach to development should always be considered rather than offering an isolated provision to one specific element. The fact that I can tick all these boxes make it an attractive option.
Q2.	In principle, I fully support the proposals. Consideration should also be given to making the area disability friendly, with a specific emphasis on being dementia friendly. See also Q10.
Q3.	Trees and plenty of green space, accessible to all. Consider for younger people particularly allocating them their own 'food and garden' space to encourage them to take pride in the area.
Q4.	Any benches etc should be durable, bright, warm and ecofriendly NOT stainless steel. Consider Realise Futures for products. Artwork should be provided by local schools and local residents, not purchased from external sources. Consider a specific Graffiti Art area that local youth have responsibility for looking after.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	Commercial space should be limited. Small, local enterprises / start-ups should be considered.
Q6.	Very important, but also consider impacts on people with disabilities e.g. blind, dementia etc.
Q7.	Less pollution. Better living conditions for people living in the flats. More green space. Improved community cohesion.
Q8.	Seems fine. A personal concern is potential parking issues in the Christchurch Road end of Wimborne Road. I believe the residents, myself included, should be considered. Perhaps arrange a meeting at the bowling green.
Q9a.	Agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Agree
Q9e.	Strongly agree

Respondent 52

Q9f. N/A

- Q10.**
1. This area is already known for ant-social behaviour. I think it is essential to implement some form of street warden sytem to ensure any issues are addressed from the inset, particularly in the evening. S106 maybe?
 2. The Co-cop on Sutton Road is grossle underused with a couple of floors no used at all. Consider discussion to bring the Co-operative in to the development in an appropriate way.

Respondent 53

Q1a.	N/A
Q1b.	<p>*Improved travel options*</p> <p>Whilst I applaud the efforts to provide more affordable housing, my main interest in this proposal is to maintain / improve east / west traffic flow through this area. This development will only result in squeezing the traffic out of Queensway in the hope it will go elsewhere - an unrealistic view to my mind.</p>
Q2.	If this development was to proceed it would cause unprecedented road jams as a result of more traffic lights and pedestrian crossings. All this would lead to increased pollution which will work against the councils clean air targets.
Q3.	<ol style="list-style-type: none">1. This proposal will result in housing too densely packed - it will become a ghetto!2. Visitor parking opportunities (and public parking opportunities) are lost it seems.3. The council should fund its own development and not profit opportunities for developers looking for a return (yes, I know getting funding is not easy more effort req'd).
Q4.	<ol style="list-style-type: none">1. Make current pedestrian bridges more inviting to use - use more creative designs.2. Provide more housing in alternative areas of the town.3. Create an attractive pedestrian overpass from Vic station to the town centre. Stop pedestrian crossing the road!
Q5a.	Strongly disagree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly disagree
Q5e.	<ol style="list-style-type: none">1. A nice idea but not workable in densely populated areas.2. The development will only provide more opportunities for the homeless to sleep on the benches (I wish it wouldn't but it will sure to end up this way).
Q6.	A nice vision but not at the expense of squeezing out east / west traffic to other roads north and south of the town (and down nearby side roads) that won't be able to cope.
Q7.	<ol style="list-style-type: none">1. I don't think it will improve the quality of life - too dense.2. Housing will be too densely populated3. New employment opportunities are greatly exaggerated with a lying town centre owing much to high business rates and over-priced parking charges! (The latter will encourage more to shop on-line).
Q8.	With the higher traffic volumes, nowadays we need to move away from this 'shared space' idea and separate pedestrians from the traffic in high volume areas. A serious pinch point is opposite Vic Station. An attractive bridge for pedestrians will allow safer access to the high street, improve traffic flow and cut pollution from jammed vehicles.
Q9a.	Strongly disagree
Q9b.	Strongly disagree
Q9c.	Neither agree nor disagree

Respondent 53 (continued)

Q9d.	Strongly disagree
Q9e.	Strongly disagree
Q9f.	<p>A turn right junction for fast moving traffic for access into warrior square car parks will be an accident waiting to happen.</p> <p>The current sutton / southchurch road roundabout generally works well for the east / west and vice versa traffic. How will ambulances get easy access to southchurch road?</p>
Q10.	<p>A. This proposal is all about pedestrians at the expense of road traffic.</p> <p>B. The housing is too dense.</p> <p>C. There will be few jobs - always exaggerated by developers.</p> <p>D. Traffic needs to be freed-up not further restricted - i.e. needs more creative thinking for this to happen not more traffic lights and pedestrian crossings.</p>

Online respondent 1

Q1a.	N/A
Q1b.	None of the above... The councils plans are flawed Do any councillors live in Southend?
Q2.	You can't polish a turd... The whole area needs looking at but as anybody who lives and knows Southend this area including North, Central and South roads has always been a poor area as has Porters Grange school
Q3.	Why? We have the seafront and Warrior Square... Any public space will just become an area for the druggies to congregate
Q4.	That would be nice - But it would be vandalised in days rather than weeks
Q5a.	Strongly agree
Q5b.	Disagree
Q5c.	Agree
Q5d.	Disagree
Q5e.	Why are the council wasting money on more cyclepaths - The one along the seafront is rarely used by cyclists - They prefer to hold up the car traffic by continuing to use the roads. Shared space is useful providing it doesn't hold up traffic leaving. Wakering/Shoebury/Southchurch and isn't set at 20mph like the seafront
Q6.	You will need to provide a minimum of TWO parking spaces per household as most people have two cars also provisions for visitors parking or an already congested area will become a complete nightmare. This is compounded during the week with commuters looking for free parking and the weekends by shoppers looking for the same
Q7.	It won't because the council will use contractors from outside the area who will bring staff into Southend. This is a folly - The council needs to rejuvenate the Town Centre and needs to look at parking charges and fines and extortionate business rates... Why are people travelling to Lakeside and Bluewater when they had decent shops in Southend - Rip off parking for one
Q8.	Should have built an underpass at Cookoo Corner before shutting off a major route out of Southend. Remember most people commute to other places of work outside Southend...
Q9a.	Neither agree nor disagree
Q9b.	Disagree
Q9c.	Disagree
Q9d.	Disagree
Q9e.	Strongly disagree

Online respondent 1 (continued)

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- Q9f.** Nobody uses the underpass... They walk across the road to the zebra crossing - It's dangerous Pop diwn at lunchtime or after work and have a look Whatever you do - You'll hit the abortion created by Southend/Victoria after they took a perfectly good roundabout away at a huge cost to me the rate payer
-
- Q10.** Sort out the infrastructure before creating road chaos for commuters and sort out the town centre and parking Southend used to be a great place to visit and shop - I wouldn't and haven't bothered for years since I got a parking ticket...

Online respondent 2

Q1a.	Benefits to the local economy and attracting further investment to the area Sustainable travel options
Q1b.	It is important to allow people to move across Southend. These proposals are an utter disaster for that. Closing off the Queensway exit to Southchurch Road and Sutton Road? Do any of you people actually use Southend roads? Queensway's eastbound exit to the southchurch road roundabout is one of the most used segments of road in the town centre!
Q2.	Stupid. Ill-conceived. Short sighted. Where is the parking for shoppers and visitors? Where is the ability to actually get to Shoebury? We're residents of the borough too, these proposals make it HARDER for us to get home!
Q3.	Consult a property lawyer on balcony proposals. Lovely in concept, terrible when it comes to leases.
Q4.	Something that is actually maintained, and now allowed to break and then be dumped like the Lifelines or Millenium Clock.
Q5a.	Disagree
Q5b.	Disagree
Q5c.	Strongly disagree
Q5d.	Neither agree nor disagree
Q5e.	Why is building up the town centre so important? Roads struggle to cope now and you want to make them harder to use. too many people in the borough and you want to add more. Terrible, short sighted, profiteering nonsense.
Q6.	Thats great. Assuming you convince the bus company to actually run buses to where people live, say, North Shoebury. or cyclists to stop riding on the pavement. Hey, while we're at it, why don;t you give everyone a pony? Makes about as much sense.
Q7.	Opportunities for people in Southend? It'll make money for about 4 of them, from the sale of housing. The rest of us will have to spend 15 minutes longer every day just trying to get anywhere.
Q8.	Ridiculous. There is no other word. Closing Queensway to Southchurch Road access? Clearly the works of a hermit who has never been in charge of anything bigger than a micromachine. A vital section of road, always busy, that you want to close? Nope.
Q9a.	Neither agree nor disagree
Q9b.	Agree
Q9c.	Agree
Q9d.	Neither agree nor disagree
Q9e.	Neither agree nor disagree
Q9f.	Reconnecting blahblahblah. There are plenty of crossings, or had you forgotten those?
Q10.	Throwing this entire stupid plan in the bin and trying again.

Online respondent 3

Q1a.	N/A
Q1b.	You say affordable housing. I say more homeless. You say there will be 441 homes. There must be more than 441 flats in the tower blocks. so where will the rest go.
Q2.	I have been to your meeting at the forum. (Which the Deeping Room was not easy to find), and asked what happens to people like myself who own a flat. To which the reply was I DON'T KNOW. its in the early stages. It may be in the early stages but that's when people need to know not after its all over. TO MANY DON'T KNOWS FOR MY LIKING. I think you should go away and do a lot more homework before confronting people with this bomb shell.
Q3.	Nothing this site should be for housing real people, and not the ideal rich.
Q4.	As I have had quoted at me "It's early days yet". Lets see the cost of all this first.
Q5a.	Neither agree nor disagree
Q5b.	Strongly disagree
Q5c.	Disagree
Q5d.	Strongly disagree
Q5e.	You have come up with this idea, but have nothing to back it up. There needs to be much much more work to be done.
Q6.	You have a cycle path down the seafront which nobody uses. In fact cyclists tend to use the road. because there are to many people on skates and skateboards using the cycle path. Which defeats the object. Also the public transport ie. Buses not Trains are a joke in this town. The buses only run to there timetable not the public one, and the majority of driver are exceptionally rude and uncaring.
Q7.	Nothing for the people only the rich again. It's very sad to say this but I'm afraid of where this is going.
Q8.	It's a bottle neck at Vic Station, and the only way around it is to build a underpass from the London road to Southchurch road.
Q9a.	Agree
Q9b.	Neither agree nor disagree
Q9c.	Agree
Q9d.	Neither agree nor disagree
Q9e.	Agree
Q9f.	None
Q10.	I'll probably think of something the more this idea develops

Online respondent 4

Q1a.	Provision of affordable housing Provision of new homes in the heart of Southend-on-Sea Sustainable travel options
Q1b.	We need affordable housing more than anything else in this town, there are sufficient private homes for sale ,and far too many flats in this town.The infrastructure is too poor to serve more flats/homes at this level.
Q2.	Far too dense such a small acreage for 1300 homes, will be a considerable cause for concern to manage.
Q3.	It must include as much green area as possible and trees. However, unless these are going to be cared for and serviced properly it will become the slum of tomorrow.
Q4.	Trees trees and trees, in my opinion people will not want to sit in the middle of a housing estate. If there is going to be hard areas please make sure that they are not loose stones the whole scheme must be thought through from a management point as well as a living point
Q5a.	Disagree
Q5b.	Strongly agree
Q5c.	Disagree
Q5d.	Agree
Q5e.	I disagree with housing in the centre of town at this level the density is such a huge volume, I also think to put commercial space on a small development area will only use up valuable space. Where possible private space for people, but shared space is often neglected and abused unless well tended and cared for.
Q6.	Well you may say providing access to public transport but most people use their cars particularly if they have employment at a distance or need the car for their job for local jobs then the more transport and cycle ways as possible. One parking space of course would not be sufficient as most families have 2 or more cars and they will have visitors. You will have to ensure that the development is not used for people shopping in the town or parking whilst they go to work some sort of entry system.
Q7.	I do not, I think the present homes should be refurbished and the area improved, and the properties managed properly.
Q8.	Regrettably I think the schemes that have been carried out in southend already are pretty appalling and have made no benefit to the traveller, I do not think the traffic will be able to flow freely.
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Agree
Q9e.	Neither agree nor disagree

Online respondent 4 (continued)

Q9f. As I do not agree to this development because of the density it is hard for me to either agree or disagree with the proposals.

Q10. In order to provide more homes in our town one should look at brownfield sites , whilst I fully appreciate the need for more social housing this scheme is not going to provide more,. We do not have the infrastructure , and do not see this being provided.

Online respondent 5

Q1a.	Provision of enhanced public space Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	The improvement or removal of the under underpass footpath.
Q2.	More of an open area
Q3.	Safe cycle paths and foot paths
Q4.	More fluidity between the new and the existing area
Q5a.	Neither agree nor disagree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Agree
Q5e.	N/A
Q6.	N/A
Q7.	Making a safer Connection between the town itself and southchurch high road
Q8.	An improvement
Q9a.	Agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	No

Online respondent 6

Q1a.	Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre
Q1b.	a mixed development to improve the economy of town, town centre has to have a vibrant local financially sound local community to sustain high street and create an upward spiral. It has to generate a destination people want to live and work.
Q2.	the exterior view along the Queensway route has to be attractive so visitors can see a vibrant town and attract attention, not like the current view from Victoria station of solid brick walls. with no indication of what is beyond.
Q3.	spaces have to be big enough to be of a practical use. trees a must .. pocket parks must not be so enclosed that they generate areas of anti social behaviour by accidental design.
Q4.	at least one proper play park for families - green open spaces that are flexible in use... not formal gardens more like meadows
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	additional commercial space should not drag away the opportunity to allow additional communities to help improve the high street experience.
Q6.	natural routes through development for walking and cycling will help . unfortunately cars are here to stay and a family will have more than one. remember the era of electric cars is dawning so everyone needs a charging point.
Q7.	regeneration removes the blight of a poverty ghetto in the centre of town. Mixed development will hopefully improve the whole social structure and create a better environment. Hopefully will create a destination where people want to live and work which then generates more income into town. town centre locations have to become more economically buoyant and need a thriving local community.
Q8.	seems to work in principle, proof in pudding.. cannot be any worse than now
Q9a.	Neither agree nor disagree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree

Online respondent 6 (continued)

Q9f. looks like well though out plan , without removing that important link to sea front traffic. making tylers and warrior square car parks more accessible will help the town generally.

Q10. in the discussion document it is not readily obvious that this is a mixed development of social housing and private housing, whilst I appreciate the existing residents and their needs need to be acknowledged. The papers don't give enough emphasis on the total redevelopment. this isn't about provision of additional social housing which some might think it is missed opportunity not to relocate bus station and create a transport hub near Victoria station

Online respondent 7

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	anything to sort the stinking subways out is good
Q2.	anything to sort the stinking subways out is good
Q3.	anything to sort the stinking subways out is good
Q4.	anything to sort the stinking subways out is good
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Disagree
Q5d.	Strongly agree
Q5e.	already got lots of commercial space in the high street which is empty, don't need more
Q6.	anything to sort the stinking subways out is good
Q7.	anything to sort the stinking subways out is good
Q8.	as long as buses don't get held up it's good
Q9a.	Agree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Agree
Q9e.	Agree
Q9f.	N/A
Q10.	no

Online respondent 8

Q1a.	Benefits to the local economy and attracting further investment to the area
Q1b.	N/A
Q2.	To be honest your plans remind me of the way the area was before it was demolished to build the tower blocks. My Daughter lives in Chiltern flats and to date has had no information regarding this project. Maybe it would be a good idea to send a information packs to the tenants.
Q3.	What is needed is more parking for tourists, and places for youngsters to go and have fun.
Q4.	It would be good to have trees and benches so the elderly residents have someone to rest when they are out.
Q5a.	Neither agree nor disagree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	N/A
Q6.	The cycling paths would encourage more people to cycle rather than use their cars.
Q7.	We can only hope that knocking the tower blocks down will get rid of the drug problem that the town has. Southend has changed for the worse since I was young. Lets hope this development changes this.
Q8.	To be honest when you did the queensway gateway it made things worse. The traffic flowed better when the roundabout was there. Now your thinking of getting rid of the roundabout near the subway. I think this would be a mistake.
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Neither agree nor disagree
Q9e.	Neither agree nor disagree
Q9f.	Well I remember how it was before the underpass was built. It was really good. I feel making Sutton Road slip way two way would be dangerous, Sutton Road traffic flow has increased over the years, this needs to be taken into consideration before planning goes ahead. As for cutting off Warrior Square to the High Street..why when it has worked this way for years.
Q10.	Just sending an information packs to the tenants of the tower blocks so they know where they stand.

Online respondent 9

Q1a.	Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Sustainable travel options
Q1b.	N/A
Q2.	Good affordable housing with memorable architecture
Q3.	Social and good park like areas
Q4.	Costs should go into housing elements and sustainability
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Good transport links - east - west and with the main Station area
Q7.	Clearly good housing is an incentive. Emphasis Must be given to Homes that meet the need of Single people as well as families. Respecting The circular economy is important and creating An environment that draws from the coast and Can be award winning without extra costs. I would certainly Like counsellors to travel and see what Urban Splash In Manchester and surrounds have created.
Q8.	Better integration to the airport and circular routes
Q9a.	N/A
Q9b.	Strongly agree
Q9c.	Neither agree nor disagree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	Not qualified but certainly supportive of inner city Initiatives. I think slough could be a template as They have worked wonders with part of the town.
Q10.	I attended a superb lecture sponsored by Southampton University on the future of sustainable cities. I wonder if that could be of interest to the council? Kind regards David Rauch M 07949 780515

Online respondent 10

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	We need affordable housing. And that area strongly needs reorganising. It's currently an area best avoided for so many reasons.
Q2.	In one word? Awesome. Redevelopment is long overdue in that area.
Q3.	Maybe a community garden? Fruit trees. A small community centre. Make it as green as possible... this will aid the environment, and create happiness for humans and havens for wildlife.
Q4.	Chess tables like they have in American parks. A pond. A small oasis of calm just minutes from the hubbub of the town centre.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	The proposals look marvellous
Q7.	In so many ways. As it currently stands, it's an eyesore. It's unsafe. It's the first thing people see when they arrive to visit Southend if they come via Victoria Station. Better surroundings create better mindsets.
Q8.	Looks brilliant
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	That area is currently a bit of a traffic nightmare. From the looks of things, your proposal will ease a lot of that.
Q10.	You know what would be amazing, bearing in mind the college being full of art, music and drama students? And this is a college with very illustrious alumni...in a town that's produced some amazing talent in the arts... An outdoor community theatre space. Like a mini amphitheater. Picture it... afternoon concerts...Shakespeare on Sundays...crafts markets... An outdoor hub of culture.

Online respondent 11

Q1a.	Provision of enhanced public space Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	Sustainable travel options are key to areas that will neighbour any redevelopment and ensure that traffic is not redirected to an already very busy highway (i am unsure how traffic that usually accesses the A13 from Sutton road and Southchurch Road east of Queensway, using the roundabout and dual carriageway will be redirected without adding impact to Southchurch road west of Queensway and Chichester road). Linking/blending new with old is also key. the current properties neighbouring the redevelopment site are old and often run down/undesirable. these areas will also need some focus to ensure one problem area doesn't simply move to another.
Q2.	the proposals are welcoming and exciting, however i am unsure whether all can be achieved within the space available, for example, a parking space for every property. to achieve the number of properties to move existing and provide more affordable housing seems unrealistic to also have a parking space. That said the proposed social benefits, housing and landscaping/environment are all positive changes. further detail is needed to identify how the sewage infrastructure will sustain these changes in an area that already floods and where drains are continually blocked with sewage stench coming from the Warrior Square East/Southchurch Road junction for months. additional planning is also needed regarding the current shops/eateries on the Southchurch Rd and the clientele they attract (its more than just housing). there is also a significant rat issue in the town centre areas which is specifically identified by members of Warrior Square residents, more open space may encourage this further and so needs addressing to reduce to problem.
Q3.	although there is green space in Warrior Square, there are no safe play areas for young children, which is needed. this doesn't have to form the traditional swing and climbing frame but could be clever landscaping that allows play/climbing alongside living art/architecture. allowing more opportunities for growing plants, inviting wildlife (although not the rats) and self sufficiency through allotments would be exciting, welcoming and good for mental health, which sadly is an area of need in Southend. encouraging safe spaces for children and adults to enjoy the outside and take part in exercise, learning and respecting the environment and becoming involved in the environment around where you live is very desirable but may need investment in communities to encourage. roof allotments sound an amazing use of space - can this be achieved? i shared the consultation with my daughters friend who lives in one of the tower blocks, her response was that she could finally explore the night sky from her roof and fulfil aspirations of exploring astronomy - an unexpected outcome from a conception phase that filled a young mind with hope and joy! connecting cycle routes from the seafront to Victoria Avenue are also key.
Q4.	everything! plants/trees/grass and benches to enjoy the surroundings in well lit areas that do not invite anti-social behaviour. art work from natural materials that children can climb on, play around, inspire imagination etc. thinking is needed to avoid the town clubs and pubs clientele continuing their party in the area via their walk home. therefore inviting during the day but not so inviting that people (and kids) want to stay well into the night (i don't have the answers here an unsure if this is achievable). however increasing owned properties not just rented/social accommodation, will help to enhance this as the community will hold each other to account
Q5a.	N/A
Q5b.	Agree
Q5c.	Disagree
Q5d.	Strongly agree

Online respondent 11 (continued)

Q5e.	this area does not need more commercial space if anything reduce what we have, unless it relates to the projects/environment that the project is trying to promote
Q6.	the proposals for pedestrian access, car parking and sustainable travel are positive however my concern that thsi may not be achievable (parking) and increasing road traffic to Southchurch road west and Chichester road from Sutton Road and Southchurch road East are a significant concern. how will this be managed, how will cars not increase around warrior square by cars dodging the lights etc
Q7.	if completed successfully it could reduce anti-social behaviours (youth behaviours/substance misuse/ crime). it could also enhance/improve mental health of residents and people using the area to access other parts of the town. new developments will always increase working opportunities but how can this be linked with schools, colleges etc to increase needed skills and ensure a positive impact on the local workforce - not large companies that bring workers in from out of area.
Q8.	although i am pleased that the junction to Chichester Rd from Queensway and Milton Street will be enhanced this will make the junction very busy and could have a negative knock on effect to traffic flow for Victoria Avenue and traffic coming from the seafront. i am however very concerned by the increased traffic flow from Sutton Rd and Southchurch road into the new development and Chichester Rd. traffic calming will be essential and possibly another way of accessing the dual carriageway as current from these roads?
Q9a.	Neither agree nor disagree
Q9b.	Agree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	1) i couldn't locate any pedestrian crossings on the image, hence response? safe crossings are essential but cant comment on what has been proposed.
Q10.	Please consider existing areas and ensure that any redevelopment enhances these areas i.e. expands beyond the redevelopment site. Take account of traffic (pedestrian as well as cars/bikes) at all times of the day when developing the roads and throughways improve access to the seafront and town car parks to ensure these changes enhance rather hinder already challenging access to areas of the town

Online respondent 12

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	this project looks nice one
Q2.	its will be fantastic job
Q3.	everythings is nice but be careful do not use any thing like grenfell tower
Q4.	bench trees
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	good
Q6.	good
Q7.	good
Q8.	leave it to the councillors
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	that is very very important
Q10.	we live in a nice part of essex we have all nice primary schools high schools college university hospital southend airport and 9 railway station and beautifull sea side with that all new development our town will be nice and good for tourism and economy i love all the mps and councillors my humble request to every one please bring back our air shows i come from bangladesh because of all that and good law and order and nice student finance fasilities four of my childrens born in southend and i am father of four graduate childrens i am very very proud to be british and i am very very proud father my childrens will not damage the communitys image or respect i love southend md rofique ali 18 juniper road leigh on sea

Online respondent 13

Q1a.	Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre
Q1b.	I shop in Southend Town Centre and currently travel home via Queensway to Sutton Road/ Bournemouth Park Rd.
Q2.	It does need changes, because the Tower blocks aren't very sociable in today's world.
Q3.	Queensway should be an integral part of Town Centre access, but trying to limit the volume of traffic going to Southchurch/Shoebury may isolate those in the east of the Town and cause traffic queues back to Victoria Avenue.
Q4.	Sensible access for all persons/cyclists/cars/buses. This is a Town Centre, which needs access. It's not a Park!
Q5a.	Agree
Q5b.	Neither agree nor disagree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	Shared Spaces' are confusing for road users and pedestrians alike, and should be avoided.
Q6.	People coming to Southend need cars to carry their shopping. Restricted car access to the Town Centre or Seafront will discourage people visiting. Yes, parking spaces for every property is essential.
Q7.	The Queensway development will be key to the future of the Town Centre's survival. Also to that of the seafront. If you get the access wrong, it may be bad for everyone.
Q8.	I am concerned that the Milton Road intersection will become very congested and that routing more traffic down Chichester Road, isn't a good idea, as traffic will likely to be tailing back along the Victoria Gateway. If people can't easily drive to Southchurch from the Town Centre, then business in the east of the town may suffer. I don't think the associated plan is detailed enough to really understand the traffic flow. I'm wondering how I will get home, from the Town Centre, as I often go the Queensway/Sutton Road route?
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Neither agree nor disagree
Q9e.	Neither agree nor disagree
Q9f.	N/A
Q10.	Please don't do any 'shared spaces' they are confusing and unsafe.

Online respondent 14

Q1a.	Provision of enhanced public space Reconnecting communities that neighbour the site with the town centre
Q1b.	N/A
Q2.	A big current issue is getting from one side of Southchurch road to other without using the horrendous subway or overpass!
Q3.	.?
Q4.	Sounds good
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	N/A
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Any walking and cycling improvements would be fantastic
Q7.	Making it a safer place
Q8.	Looks good
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	Provision of secure points for bicycles and also charging points for electric cars.

Online respondent 15

Q1a.	Provision of enhanced public space Benefits to the local economy and attracting further investment to the area Sustainable travel options
Q1b.	N/A
Q2.	Excellent idea, key area of town to make 'look right' its almost always the part that everyone passes to get into town/the seafront and its old and tired
Q3.	N/A
Q4.	N/A
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Parking Spot for every property essential. Improving Southends pavement and road quality (for example Sutton Road) should be a priority over cycle lanes.
Q7.	N/A
Q8.	N/A
Q9a.	Strongly agree
Q9b.	Strongly agree
Q9c.	Neither agree nor disagree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	I think the development should go ahead as quickly as possible its a key part of town that looks old and tired. Alongside this development I believe pavements and roads especially Sutton Road top to bottom need refreshing. I also think shop fronts should be 'standardized' so that they all have the same smart surround, de clutter (Obviously individual shops will have their own signage and window space to do as they wish.

Online respondent 16

Q1a.	Provision of affordable housing Reconnecting communities that neighbour the site with the town centre
Q1b.	Affordable housing? Never quite sure what that means, affordable to whom? And have I misunderstood , the new 1300 homes, are they social housing or private?
Q2.	I have lived in Southend most of my life, and until a year ago, in South Avenue. The area had become a really intimidating place-dark and feeling isolated, some real no-go places. I don't know many who use the underpass as most walk around the outside on the road. Southend needs lifting up out of the mire-it has a reputation of being a place for 'druggies' and 'asylum seekers' by those who don't know what a beautiful place it can be. I would like to see more details of what will be in place for those that do have problems, ie some of the current residents in the tower blocks. Where will they go? Who will be monitoring to ensure that the situations are not just moved from a vertical position and replaced in a horizontal lever!? Let's really invest in our people, help them feel valued, give them opportunities, bring Southend back to be a name of repute not a broken place.
Q3.	Definitely a water feature of some kind, perhaps like the fountains along the front but a smaller scale, have places/features named after those who have cared for Southend, like Teddy Taylor.
Q4.	Trees, benches, bins!!!
Q5a.	Neither agree nor disagree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	More housing is good, if it will be available to those who cannot get mortgages or afford private rents. And good standard, good infrastructure on roads and parking. What about school places, Drs availability etc? Queensway surgery able to cope?? And the local schools, are they good enough, Cecil Jones for example??
Q6.	Excellent, if it can be delivered
Q7.	Less dark unwelcome places, less places where people are dumped and left to their own devices, at the expense of other's freedom and security, but also continuing detriment to themselves. Areas that show life, can be monitored and policed effectively, well managed.
Q8.	Looks good
Q9a.	Strongly agree
Q9b.	Agree
Q9c.	Disagree
Q9d.	Strongly agree
Q9e.	Strongly agree

Online respondent 16 (continued)

Q9f. Yes-joining up to create positive community as opposed to segregating the good and bad areas

Q10. As before, am I misunderstanding about social housing not being on the plan, I mean real social housing?

Online respondent 17

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Reconnecting communities that neighbour the site with the town centre
Q1b.	What is the definition of “affordable housing”? Do you mean the proper provision of social housing for the current tenants of the tower blocks you propose to tear down? It is very important that PEOPLE come first.
Q2.	I welcome improvements to the area, provided that people are taken care of.
Q3.	Some green space for everyone’s use is very important, as is smooth, level, transit surfaces for wheelchairs, baby buggies and prams - these are not catered for in the High Street; whoever thought of putting the cobbles down should be shot!
Q4.	Trees would be excellent, as long as someone clears away falling leaves. Benches are essential, especially for frail or elderly people.
Q5a.	Strongly agree
Q5b.	Neither agree nor disagree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	I am very ambivalent about cycling routes. You will need to be sure that cyclists are not a danger to pedestrians or people in wheelchairs, and will not ride on pavements. Current experience is that cyclists go anywhere they want to.
Q6.	Safe access for pedestrians to walk and good public transport are essential. See above for my comments on cycling.
Q7.	If done properly, with PEOPLE and their needs considered first, this could be a major improvement to the area. It might make the High Street look shabby though!
Q8.	I don’t drive, so do not have a view. Although I travel everywhere by taxi, so I’m not looking forward to the disruption while this is done.
Q9a.	Neither agree nor disagree
Q9b.	Agree
Q9c.	Neither agree nor disagree
Q9d.	Agree
Q9e.	Agree
Q9f.	N/A
Q10.	No

Online respondent 18

Q1a.	Provision of affordable housing Provision of enhanced public space Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	Southend is a growing town with ageing housing stock . Also peoples way of living is changing and this project gives the opportunity to shape the future of living spaces in the town
Q2.	This is the biggest regeneration project since the 1970s
Q3.	It would be good to have event spaces we need to avoid areas which will just become places where young people or others hang out with nothing to do we need youth /family / projects
Q4.	attractive lighting, some form of running water , benches an imaginative planting
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	The key to town centre regeneration is to get people living and using the high street if the new development is not welcoming and shared use it will become a ring fenced community
Q6.	We should be looking at modelling new forms of transport , trams ,light rail and encouraging perhaps car share schemes
Q7.	The scheme offers to regenerate areas of the town which are the mostly densely populated this will in turn lead to regeneration of areas around it and increased job opportunities
Q8.	I am not sure its radical enough if we offer alternative travel options then car usage will be reduced also I am not sure that for traffic to access southchurch road via Chichester road will work - how about re opening the deeping this would offer a by pass of the Queensway for traffic heading east - leaving only seafront bound traffic to use the Queensway underpass
Q9a.	Agree
Q9b.	Disagree
Q9c.	Agree
Q9d.	Neither agree nor disagree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	we have an opportunity to future proof this development and to create a model for 21st century living lets cease the opportunity

Online respondent 19

Q1a.	Provision of new homes in the heart of Southend-on-Sea Sustainable travel options
Q1b.	i am only impacted by potential traffic chaos. however, there is an opportunity to address homelessness in the town that the council should not miss.
Q2.	for road users, the plans are a disaster. The town has only three major routes going east-west or west-east, and that includes the seafront. these proposals plan for southchurch road to be accessed via chichester road just off the town centre. this is a terrible idea that will result in jams backing up along southchurch road, sutton road, queensway itself towards the seafront, and will impact the victoria gateway, victoria avenue and london road. by tearing down the queensway roundabout you're destroying a multi-directional flowing junction, which serves traffic into and across the town.
Q3.	Wont be using these facilities as the dregs who live locally will remain in the estate. however, much attention should be paid to providing older children with worthwhile places to be, as this could reduce anti-social behaviour in the area. skate parks work well, and would be used instead of the empty wasted space outside victoria station. plenty of covered seating the kids can use to socialise in the evenings. basketball courts are small and well used, but add football goals to encourage different groups to use the facilities. public toilets.
Q4.	dont fill the area with stuff people cant use like fountains etc - it's fine when you're strolling along the clifftops but will take up valuable space that could be used to engage youngsters who would otherwise cause anti-social problems. there are plenty of attractive parks in the town but little for the kids to do.
Q5a.	Strongly agree
Q5b.	Disagree
Q5c.	Strongly disagree
Q5d.	Agree
Q5e.	cycle routes are of limited value, as they will be isolated unless the routes are expanded to offer proper cycle travel (such as the prittlebrook cycleway). commercial space is abundant around southend with a high empty level. why add more? the provision of space is fine but not at the cost of traffic gridlock for this important through-road area.
Q6.	as the estate is central to town, the public transport options already exist. easy pedestrian access to the station and town centre is important, but not at the cost of traffic chaos.
Q7.	existing residents will appreciate better housing and a better estate to live in.
Q8.	the roads are going to go to pot in the current plans. do not force traffic for southchurch road/sutton road into chichester road, as this does not have the capacity and the gridlock will impact all major routes around the town centre. this in turn will impact shops and the seafront as visitors continue to stay away.
Q9a.	Neither agree nor disagree
Q9b.	N/A
Q9c.	Agree

Online respondent 19 (continued)

Q9d.	N/A
Q9e.	Strongly agree
Q9f.	<p>your above questions are heavily loaded because they ask simplistic questions and ignore the impending traffic impact of the plans. also, how do you propose to re-connect communities to the town centre, given they only have to walk a few minutes as it is? the idea that neighbouring 'communities' need reconnecting to a dying high street is farcical and is levered to push the planned road redesign which will cause chaos across town. how are the plans going to provide better access to southchurch road or the car parks? we all want to see better access, but the plans do not offer that.</p>
Q10.	<p>any traffic plans need to take into account the problems caused by the victoria gateway junction, which was very poorly planned and causes traffic misery to visitors. increasing the number of lights in the area will have detrimental effect on traffic. no matter how nice the open spaces or new flats are, folk wont want gridlocked roads which cause high pollution and misery for the wider public.</p>

Online respondent 20

Q1a.	Provision of enhanced public space Benefits to the local economy and attracting further investment to the area
Q1b.	Southend is in desperate need of regeneration - how ever whilst some of the proposed plans are exactly whats needed, others are just going to cause chaos in the town center which can already be a nightmare.
Q2.	Removal of the roundabout at the top of the Queenways will only cause more congestion. Currently emergency vehicles have options on routes in/out of town via this round about. Removal of the roundabout will mean those living off of the Queensway will have to follow the road through and be unable to take alternative routes during busy periods. Demolishing of the high rise will make the area much more aesthetically pleasing. Removing the carpark currently sitting on the corner of Chichester and Southchurch roads is going to cause more congestion and "dodgy" parking in the area.
Q3.	I feel sports areas and pocket parks will bring trouble to the area especially in the evenings/late at night. It will be nice for those living in new housing to have access to balconies and rooftop allotments.
Q4.	I feel more green space is needed in the area in general
Q5a.	Agree
Q5b.	Neither agree nor disagree
Q5c.	Neither agree nor disagree
Q5d.	Agree
Q5e.	N/A
Q6.	More safe crossings are needed in the area. Parking is needed desperately in the area also.
Q7.	Regeneration of the Queensway area could have amazing benefits for central Southend. However, with unnecessary changes to road layout i feel there will be more chaos and uproar than necessary - as was with the removal of the roundabout at vic station. As someone living on a one way road off of the queenways I now have to go all the way up to the Sainsburys roadabout and come back on myself to get to the doctor surgery.
Q8.	I feel these changes are unnecessary changes to road layout i feel there will be more chaos and uproar than necessary - as was with the removal of the roundabout at vic station. As someone living on a one way road off of the queenways I now have to go all the way up to the Sainsburys roadabout and come back on myself to get to the doctor surgery.
Q9a.	Agree
Q9b.	Agree
Q9c.	Neither agree nor disagree
Q9d.	Neither agree nor disagree
Q9e.	Strongly disagree

Online respondent 20 (continued)

Q9f. N/A

Q10. PLEASE consider the disruption this will cause to those living in the area. I am currently looking into the new flats off of the town center as a first time buyer and this is putting me off!!!!

Online respondent 21

Q1a.	Provision of affordable housing Sustainable travel options
Q1b.	I have seen many planning applications for large developments be granted approval without any regard to improving the opportunities for the first time buyers, looking only to support the developer, rather than the struggling public. What is the point of the government coming up with rules to assist with failing processes, when councils are ignoring them, just to please the developers. Planning rules in Southend are not consistent and seem to change at every meeting, where one application will obtain approval, another similar application is refused. If we are going to drastically increase the number of houses in Southend, then the total infrastructure must be considered before or at least alongside the development, otherwise traffic, hospitals, surgeries, schools etc, will become gridlocked. Once this happens, it will not create growth, but destroy existing businesses in our area, who will then move elsewhere.
Q2.	The basic design, to remove the 3 Tower Blocks and create an open space, low rise development, seems sensible, but this must first be offered to all sections of our community, like the police, ambulance, fire, disabled associations, charities & businesses, to ensure that every possible avenue is considered, before the development starts. The Kursaal Estate is a typical example of bad architectural design, where the properties are totally enclosed, making them a haven for crime & drugs. I am also concerned that going into partnership with a Developer, will be designed around profit, rather than the local community. This is already a deprived area, so you need to look at ways of including these people into the design and solve the problems which occur at present, rather than just move the problem elsewhere.
Q3.	Open spaces are essential in bringing together the local community, not only just within, but from surrounding areas. Security needs to be in the forefront, to ensure local people feel safe and avoid any possible vandalism, social disorder and alike. "Open" balconies & terraces will help to reduce this sort of behaviour and CCTV will help record any events. Under passes should be avoided. With reduced police support, you must look at modern ways of protecting vulnerable members of our society.. I would like to see public routes specifically designed to encourage "overhead" pathways from the Town to the Station etc. If we are going to increase traffic flow, then the sensible way would be to take existing pedestrian crossings ABOVE the busy roads. This would drastically increase traffic flow.
Q4.	It would be nice to see a water feature included. Even a small children's playground would enhance the area & increase public use & awareness, which in turn would reduce antisocial behaviour.
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	Although we need new homes, this must include upgraded road routes.to cope with the increased number of cars. This time we must link the pelican crossings with any traffic lights, so we are not forced to stop for pedestrians when the traffic lights ahead are green. A survey should be carried out to ascertain which businesses in the area would be prepared to employ and how the development will increase employment. With other developments in the area (Seaway, Victoria Avenue etc) you should link with other forms of public transport (trains, buses, taxi, bikes etc) to ensure adequate transport is available.

Online respondent 21 (continued)

Q6.	Many existing developments going through planning at the moment have insufficient car parking spaces included, so we are fast running out of spaces available or roads with any spaces left. The seafront is already a prime area for walkers & cyclist, but shared spaces have proved to be dangerous to members of the public. Cycle tracks are provided, but bikes continue to use the roads. Local residents need their car for shopping, especially when you agree to major planning applications outside the town centre, where you are encouraging private transport, as most public transport routes are not available.
Q7.	Being an area of deprivation already, anything you do will improve the quality of life, but the design needs careful consideration with all the stakeholders to sustain future growth & prosperity. We already know which developments work & which do not & yet we continue to design housing projects, which we know will fail, so the first question is to ask, is why we never learn from the mistakes of the past? Visits to other local towns to ascertain areas of success will at least offer a good chance of success, rather than continue with the same old designs.
Q8.	We have local residents & visitors that use their cars, bikes, trains, buses or taxi and everyone has a reason for using that mode of transport. Instead of using Consultants to provide statistics & tick the box, we should be providing council staff on the ground, to survey the general public at train stations, bus stops, car parks & taxi ranks to see what their views are and what you need to change, which would encourage them into a different mode of transport..
Q9a.	Strongly agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Agree
Q9e.	Strongly agree
Q9f.	It is a proven fact that motorways are the fastest form of travel in the UK, because they do not have shared spaces or pedestrian access. Underpasses do not work for security reasons. We already know from the Victoria Gateway project that it is the pedestrian crossings that are delaying traffic flow. Pelican crossing not linked with traffic lights etc. If we can route the pedestrians OVER the traffic flow, both modes can reach their objective unimpeded. If the two are not allowed to mix, this must also be a much safer & quicker way of travel.
Q10.	We need experts to design buildings & build roads, but the use of Consultants to provide basic or essential information, has proven to be both expensive and inadequate. They seem to ignore the logical approaches & common sense ideas. Consultants are experts at using standard charts, generic graphs, computer generated mindless facts & seem to be used to offset Council responsibilities. Please look at previous records to see how many hundred thousand pounds have been wasted on such procedures, when you have residents with greater experience & facts to provide professional information & support. £7m was spent on the Victoria gateway with no improvements - You first need an enquiry

Online respondent 22

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	As a shopping centre that sits along side the development we have a keen interest in most / all aspects of it as it will impact upon the centre in the short, medium and long term.
Q2.	Supportive of the development, however ensuring the access to the centre car park is maintained is important as would be ensuring that tenants on Chichester road are not adversely affected during the works.
Q3.	Happy with the proposals in this area
Q4.	Whatever is installed it would be important to maintain these. the current underpass for example has poorly maintained landscaping and many lights that don't work and is very off putting. The council also has 'issues' with cleaning and maintaining the high street.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Agree
Q5e.	Additional quality housing in the town centre would improve many aspects of southend and would benefit the centre, better access to the town centre by bike and walking would also be an improvement.
Q6.	While walking and cycling is supported it must be recognised that people will drive into town and will need to park, also residents will have cars and will need to have parking available.
Q7.	Better housing will be a benefit to the town, improved access and landscaping will be an enhancement to the town
Q8.	Access into the town is difficult along Victoria avenue with the traffic lights and the 'Victoria gateway' and so anything that can be done to improve this would be welcomed. Anything that makes access into the town by car, bike etc easier would be welcomed & supported.
Q9a.	Neither agree nor disagree
Q9b.	Agree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Agree
Q9f.	N/A
Q10.	Ensuring that access into the Victoria car park and loading bays are maintained and ensuring that access into the town by car is made easier

Online respondent 23

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	Is it all going to be less 'concretey'? Are we going to have grass & trees incorporated around the new buildings? Are the new buildings going to be (as usual) boring & ugly????
Q2.	Good, as long as it is not just ALL flats?
Q3.	People need their own private gardens! Not everyone wants to live out their leisure time in the public eye!
Q4.	Outdoor exercise equipment & 'game' areas for all, such as a baseball park, outdoor bowls (for all ages.) Running track!
Q5a.	Agree
Q5b.	Agree
Q5c.	Disagree
Q5d.	Strongly agree
Q5e.	What's wrong with residents own gardens? Why does Southend Council only appear to be building flats now? Going the same way as London!!!
Q6.	Agree
Q7.	All residents must have privacy in their own homes, NOT being overlooked from all angles into their homes! I've noticed how all flats nowadays seem to have lounge-kitchen areas to live in? This seems very unappealing for residents too not be able to live separately from their kitchens??? It just means builders can cram more flats into one space making people live in tiny little boxes with no gardens?
Q8.	More pedestrianisation of town centre areas, stop cars in centre of town.
Q9a.	Agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Agree
Q9e.	Agree
Q9f.	Keep greenery as much as possible & plant more trees in built up areas, after all we need trees/ greenery to survive!!!
Q10.	Southend & surrounding areas? or are old people only allowed/ forced to live in flats?

Online respondent 24

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	Replacing the tower blocks with lower level affordable housing is a massive step in the right direction for helping young people onto the ladder and creating improved social communities
Q2.	The housing aspect is most welcome. The impact on roads appears to be a disaster waiting to happen with the impact to Priory Crescent. Especially considering the new football stadium and the development of Fossett's Farm. Added to that is the major housing development off Priory Crescent. I can just imagine the gridlock and tailbacks past Rayleigh Weir on a match night!"
Q3.	Definitely a balance of green space and no 'concrete jungle'. The area between Victoria Station and the Odeon was a horrible example of concrete expanse
Q4.	Trees and benches around an iconic central feature such as a bandstand or fountain or sculptured water feature would be great.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Disagree
Q5d.	Strongly agree
Q5e.	This should be a community and does not need to include commercial development. The high street is on the doorstep and that is where commercial improvements need to take place. Find a way with perhaps lower rates for innovative business to open interesting shops again in our high street and not an endless stream of banks & coffee shops
Q6.	Strongly agree with these ideals
Q7.	The carbuncle tower blocks will be missed by no one. Affordable homes (if they really are affordable) so close to the town and the seaside are a very attractive proposition to young career minded people. The development of the business/science park offer at Cherry Orchard Way will attract young talent to the town and into new jobs. This must be thought about in terms of the road network which is my most serious concern. If access through Victoria Avenue is restricted because traffic get gridlocked getting across Southend and around Priory Park it will be a disaster and you will spend millions more in future years correcting a horrendous mistake.
Q8.	Covered above. Must improve traffic flow around Priory Park to support this, This would need at least a dual carriageway, which was ruled out years ago
Q9a.	Agree
Q9b.	Agree
Q9c.	Neither agree nor disagree

Online respondent 24 (continued)

Q9d. Strongly agree

Q9e. Strongly agree

Q9f. N/A

Q10. Continue to support resident parking in the roads surrounding the development. I welcomed the resident parking in Guildford Road Monday - Friday but weekends are still a nightmare when people park for the town or to commute from Victoria station. These restrictions should apply at weekends too as the council provide plenty of parking. Short street is often less than half full at weekends yet i cant park at my own home

Online respondent 25

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	All of the above interests Southend BID
Q2.	Whilst we agree that a solution is needed to reconnect the town we are very concerned over the transport infrastructure shown on the plans especially seeing that there is provision for 1:1 cars for each residence! Also we have not seen any models of transport on how this development impacts on the wider area.
Q3.	All items suggested are great however must be future proofed as it is essential that everything implemented is properly maintained after the project is complete and on a suitable maintenance regime. Well lit and safety
Q4.	All items suggested are great however must be future proofed as it is essential that everything implemented is properly maintained after the project is complete and on a suitable maintenance regime.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	N/A
Q5d.	Strongly agree
Q5e.	Commercial space in the development - Not sure more shops/cafes would be great in a shrinking retail environment.
Q6.	Always happy with sustainable transport however 'maybe' 1:1 parking maybe a little challenging.
Q7.	Better connection to all services in and around Central Southend - better public spaces that have safety built into them will help
Q8.	Concerns of the impact of Better Queensway on the wider area - mentioned on previous sections of this feedback.
Q9a.	Neither agree nor disagree
Q9b.	Strongly agree
Q9c.	Neither agree nor disagree
Q9d.	Neither agree nor disagree
Q9e.	Strongly agree
Q9f.	Concerns over re:routing of traffic into the wider area.
Q10.	Southend BID are very happy to see investment into the town centre therefore overall happy with this development however have concerns on the traffic impact on the town and the wider area especially in light of other developments either at planning or due in soon!

Online respondent 26

Q1a.	N/A
Q1b.	N/A
Q2.	do not foul the rest of Borough by mad ideas
Q3.	no idea
Q4.	plenty of greenery
Q5a.	Neither agree nor disagree
Q5b.	Agree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	N/A
Q6.	Public transport is inadequate so we must use cars
Q7.	probably needed but most Southend people do not use centre of town.
Q8.	This is a crazy idea to remove the roundabout at Sutton Road/Porters Civic House. It will prevent driving from Westcliff and Leigh to Southchurch & Thorpe Bay. Only alternatives are congested Alexandra Street and often blocked Seafront. Keep roundabout as it is but still open underpass. at Victoria gateway get the pedestrian crossing with red/green lights co-ordinated with the traffic lights, present situation causes great confusion. Paint yellow and red lines right across shared space as nobody understand the strange conception which might work in a small town with no visitors
Q9a.	Neither agree nor disagree
Q9b.	Agree
Q9c.	Strongly disagree
Q9d.	Neither agree nor disagree
Q9e.	Agree
Q9f.	N/A
Q10.	If the cash strapped council has funds for road improvements and repairs please fix potholes,, repaint white lines, increase proper parking spaces remove unneeded yellow lines and build outs and generally make Southend Borough friendly to Residents and ratepayers

Online respondent 27

Q1a.	Provision of affordable housing
Q1b.	The area at present needs to modernise and the tower blocks are half empty. New sustainable housing required to prevent energy poverty.also for proper safety for residents as most rented property in Southend has poor ventilation, electrics and structures at an inflated price.
Q2.	The provision of low rise development is good but the lack of particle absorbing trees and shrubs- all around the site, makes for high pollution levels especially around tunnel vents.
Q3.	Playgrounds for children are essential but must be pollution protected
Q4.	Planted areas are essential particularly shrubs and trees. However all paths and walkways must have good lighting and CCTV. Otherwise “ hidden areas” are magnets for crime,vandalism and violence. The same arguement would go for any underpasses. No pedestrian or cycling underpasses should be built more crime and antisocial magnets we can do without.
Q5a.	Agree
Q5b.	Agree
Q5c.	Disagree
Q5d.	Disagree
Q5e.	THE SPACE SHOULD BE FOR RESIDENTS ONLY AND SECURE SYSTEMS PUT IN PLACE
Q6.	I do think it rather naive that you expect residents to stick to one car per property - the rows will be continuous.over spaces No visitor or careworker parking? Also you make no mention of service and delivery vehicle parking, Surely the development will be serviced! or it will quickly become a slum.
Q7.	It will improve quality of life for residents but not for others especially motorists.
Q8.	1.No link Sutton Rd to Queensway (removal of slip road) Means congestion and difficulty reaching Warrior car parks - dangerous right turn to car park also creating congestion, 2, all traffic from south on Queensway channelled into one tunnel this will not cope with volume - gridlock. Also dangerous if there is an accident inside - no sliproads or system for escape and access for emergency vehicles. 3. Signal junction at Lancaster Gdns will slow traffic (signals slower than roundabouts) = gridlock east - west. Does everyone have to go onto the often stopped/gridlocked A127- to have only one road is not realistic and prevents people visiting the town. 4.The plan prevents a good flow of traffic across town it will freeze up public transport and commercial traffic. 5. Access and egress from the developed area - to the South a left turn onto Southchurch Rd only! Otherwise Coleman St onto an already congested Sutton Rd?
Q9a.	Neither agree nor disagree
Q9b.	Disagree
Q9c.	Disagree
Q9d.	Neither agree nor disagree
Q9e.	Agree

Online respondent 27 (continued)

Q9f. No good improving car parks if dangerous or difficult to reach them. The slip road to the Sutton road remains narrow and thus easily congested People walking along Chichester Rd apart from use of bus stops is counterproductive for the footfall along the High St - Or do you wish to close the High St down.

Q10. Rethink the road network re access for emergency vehicles and pollution reduction

Online respondent 28

Q1a.	Benefits to the local economy and attracting further investment to the area
Q1b.	N/A
Q2.	Road layout and capacity needs to be increased, not reduced. Chichester Road cannot cope with the current flow of traffic, directing all eastbound traffic this route will cause significant jams
Q3.	Open landscaped areas without roadworks
Q4.	Trees and vegetation native to the area. Well established health trees and greenery.
Q5a.	Agree
Q5b.	Agree
Q5c.	Agree
Q5d.	Agree
Q5e.	Traffic flow at Victoria Gateway needs significant improvement, particularly eastbound, and back from queensway. The current traffic lights system is flawed, consider replacing with a 2 lane roundabout.
Q6.	Freeing up the flow both in and out of town needs to be a priority. Public transport is poor at best. Late transport to the east, Southchurch and Gt Waking isn't available.
Q7.	N/A
Q8.	Road layout and capacity needs to be increased, not reduced. Chichester Road cannot cope with the current flow of traffic, directing all eastbound traffic this route will cause significant jams
Q9a.	Strongly disagree
Q9b.	Strongly disagree
Q9c.	Agree
Q9d.	Strongly disagree
Q9e.	Strongly disagree
Q9f.	Freeing up the flow both in and out of town needs to be a priority. Public transport is poor at best. Late transport to the east, Southchurch and Gt Waking isn't available.
Q10.	Traffic flow at Victoria Gateway needs significant improvement, particularly eastbound, and back from queensway. The current traffic lights system is flawed, consider replacing with a 2 lane roundabout.

Online respondent 29

Q1a.	Sustainable travel options
Q1b.	working and living in the area and access to town, doctors, family members using public and private transport.
Q2.	access to church via public and private transport and parking areas next to church, where is this in your proposals? roads around the church are already used heavily by traffic into and out of town, adding the traffic changes seem to me to increase the traffic already here and making access to and from town and into southchurch much harder, also where is the parking facilities?
Q3.	trees
Q4.	trees
Q5a.	Agree
Q5b.	Neither agree nor disagree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	agree with demolishing tower blocks to make way for new housing. If commercial space is needed again where is the parking?
Q6.	public transport is vital but how can double decker buses come down sutton road via the church in the small road that is presently 2 way into sutton road and no entry from southchurch road and parking down one side? even if widened where is the parking especially for the church if changed?
Q7.	quality of life could improve if new housing is provided for tower block tenants, but have you taken into account people already working in the area using the church hall, the local shops, pub etc. where is the parking? local streets already used for parking.
Q8.	transport scheme needs rethinking.
Q9a.	Disagree
Q9b.	Disagree
Q9c.	Disagree
Q9d.	Disagree
Q9e.	Disagree
Q9f.	didnt like the change for victoria station roundabout to the chaos now in place, so to change another roundabout to again another chaos area is lunacy. Have lived in this area for over 50 years changes to roads have not made any improvements it just causes more chaos
Q10.	N/A

Online respondent 30

Q1a.	Provision of enhanced public space Sustainable travel options
Q1b.	The idea of increased public space in the centre of town is appealing but this would need to come with the necessary, lighting and monitoring ie./ CCTV/policing to ensure that people are safe when using this area.
Q2.	The idea seems to be well thought out in regards to the development of the housing and public space but I do have concerns regarding the new traffic layout for the area and the ease of access to the surrounding areas of the town. It seems like the proposed plan could cause congestion especially during the summer and bank holidays with people coming into the town for the day. As a local resident this is already a major issue and the plans for the road network appear that this has not be appropriately addressed. A major worry for me would be that the traffic/congestion on such days could impact the wider centre of town.
Q3.	All the proposals you have suggested for the recreational spaces seem positive the ones that are particularly appeal to me would be the multi-use sports area and pocket parks as this would be something for the wider community to use. Although it would need appropriate monitoring and up keep not just in the initial faze but on going into the future.
Q4.	Benches and trees would be appropriate in my opinion as they would be easy to maintain at a low cost. I feel that public artwork and planted areas would not be cost affective and are not needed to make the area attractive and appealing. If you take the Queen Elizabeth Olympic Park for example they have used initiative designs for seating and therefore do not need to waste money on artwork or flower. nicely planed and blossoming trees are just as effective.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	Commercial space in the development would need to be carefully considered and the types of 'commercial' business would need to be beneficial to the residents living on the estate. For example a corner shop would be useful but a clothing shop, betting shop ect. would no be a requirement for the higher proportion of residents and people visiting the development.
Q6.	Cycling, walking and public transport should be positively promoted but carefully consideration and thought into the advertisement to people visiting the area should also be considered.
Q7.	It is a know fact that living in tall tower blocks can be detrimental to individuals physical and mental health and social wellbeing so the introduction of small blocks and the incorporation of green spaces is a welcomed approach
Q8.	I think this needs further explanation and the information provided is not clear and easy to access. Me initial feeling is that it doesn't take into account the amount of traffic that passes through that part of the town on school holidays and bank holidays when we see and increased number of day trippers coming into the borough to access the facilities on the seafront. Me concern would be that this would cause congestion into the neighbouring parts of the town.

Online respondent 30 (continued)

Q9a.	N/A
Q9b.	Strongly agree
Q9c.	Strongly agree
Q9d.	Neither agree nor disagree
Q9e.	Strongly disagree
Q9f.	<p>I think this needs further explanation and the information provided is not clear and easy to access. Me initial feeling is that it doesn't take into account the amount of traffic that passes through that part of the town on school holidays and bank holidays when we see and increased number of day trippers coming into the borough to access the facilities on the seafront. Me concern would be that this would cause congestion into the neighbouring parts of the town.</p>
Q10.	<p>I feel that further consideration and clearer information needs to be provided on the transport and road access part of the development plan.</p>

Online respondent 31

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	While it's one thing to ask the community for input as this is mainly about the road - the residents who will ultimately live here should have more say (than developers or even the council!) on what it eventually should look like and have for amenities. Already you are leasing the area for shops, etc. Nice money spinner at the expense of the residents as they will inevitably sell alcohol and well that will help tremendously won't it?!?!
Q2.	I dislike the road layout - both from Victoria Avenue - this is not viable given you want to divert traffic down Chichester Road to accommodate traffic from the roundabout. I spoke to the road person and he said one lane would be for bus traffic and the other for cars - this is woefully inadequate for the current traffic never mind for the future. Yes, we want less traffic but for the time being we do not have a congestion charge and it's hardly going to work if you've taken their only option away. I know he said better signage was going to be put up but your signage is terrible and never thinks of people who are not familiar with the area - your signs always give the last indicator rather than other bits in-between that people might want to go to. Perhaps you should have others look at them so that they make sense to them rather than the boffins in the ivory tower decide for us!
Q3.	Why are you asking this? We the residents have had a say - now we have to have all of Southend's wants too? I mean honestly - it's not a place they will live but might use if it's got something interesting or whatever but it's for the residents and should be BY the residents.
Q4.	All of the above - except it needs to be ordered and something where we do not have large groups congregate to create havoc or cause anti-social behaviour. To be fair though, most of that is from people outside the community
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Strongly agree
Q5d.	Agree
Q5e.	Provision of public space should be limited - it is a home area after all and why do they need to be around it - it will be a rabbit-warren after all the homes are built so needless to say little left for outdoor activities for the residents much less others. Alcohol should be limited or not sold at all via any shops being put in - this is a no brainer but I suspect it will fall on deaf ears like everything else that is said!!
Q6.	To have over 1200 parking spaces is unrealistic but if you do have this many you better re-think your roads as how will that amount get out and back in each day? As you have to think if they have them they will use them. Better local transport is also needed so while what is available is OK - it could be much better. The sea front is not well catered for and neither is Kent Elms/Leigh area as far as buses are concerned. Trains - well Victoria station is crap and C2C is much better but that's not saying a lot!
Q7.	What opportunities? You are building housing - not a lifestyle. Such lofty ideals - just build already instead you talk, talk, consult, talk. It gets old after a while and just words. ACTION means more! NIKE!

Online respondent 31 (continued)

Q8.	I think you need your heads examined. First, the cross-walk from Short Street is a death trap and you now want to do away with the roundabout which means even more traffic. Pedestrians will never use the 'correct' lights and cross walks to get to the other side so they'll be cutting through and over areas you never even dreamed they'd do. Either force traffic via Cuckoo Corner and dead-end Sutton Road or figure another route around. It seems silly to keep the traffic going around every which way because our leaders in the 1960's hadn't thought the car would become ubiquitous. Improve public transport and actually have some better ways to get in and out of Southend and you wouldn't need to worry about this.
Q9a.	Neither agree nor disagree
Q9b.	Strongly disagree
Q9c.	Agree
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	Where would these phantom crossings be? I cannot see anything on the drawing to indicate this?!?! People will invariably cross where they want - you need to ensure that there isn't a way to cross by putting up fences/bushes that make crossing impossible. Moving the bus services further down is not ideal - the sidewalk is barely passible in busy times - now can you accommodate that there? The current stops in Victoria Plaza are chaotic at best - perhaps breaking them up - some further down, others at Victoria would be better?
Q10.	GET ON WITH IT! You are making people sick to death with what will their lives be while you shuffle paper and do consults. Isn't it enough you are wrecking our lives but you make us wait, and wait and wait and yet more wait. I'm tired of your talk - ACTION.

Online respondent 32

Q1a.	Provision of affordable housing Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	It maybe a wonderful plan for town centre but how will it affect an already clogged road system. Im concerned about knock on effect of changes regarding traffic on southchurch road CAUSING pollution because of slow moving and standing traffic and increaseing travel time for workers morning and evening & other busy times.
Q2.	See above comment
Q3.	Walking into Southend via southchurch road is scary due to several pawn shops and unsavoury characters that hang around them and the dodgy underpass where members of public are hidden from view whilst releaved of their belongings by drug addicts. Thank goodness you are sorting it by regenerating the area this is long overdue.
Q4.	Planted areas and trees sound nice and benches where you can sit on a nice day and eat a packed lunch.
Q5a.	Neither agree nor disagree
Q5b.	Agree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	N/A
Q6.	Agree with above especially safe walking routes. Also cars will always be with us so ample parking is good.
Q7.	N/A
Q8.	No particular thoughts as map very basic and does not give much..... An artist impression of the junction at southchurch rd and Sutton road would be rather helpful
Q9a.	Neither agree nor disagree
Q9b.	Agree
Q9c.	Strongly agree
Q9d.	Strongly agree
Q9e.	Agree
Q9f.	Sorry looked at road network map can't find any pedestrian crossings ???.
Q10.	Please open up routes across the town you have a tendency to close routes and file everything into one single direction causing traffic congestion.

Online respondent 33

Q1a. Provision of affordable housing
Provision of enhanced public space
Provision of new homes in the heart of Southend-on-Sea
Benefits to the local economy and attracting further investment to the area
Reconnecting communities that neighbour the site with the town centre
Sustainable travel options

Q1b. N/A

Q2. good redevelop

Q3. good open parks

Q4. a nice place to sit down

Q5a. Strongly agree

Q5b. Strongly agree

Q5c. Strongly agree

Q5d. Strongly agree

Q5e. N/A

Q6. good

Q7. yes I do

Q8. good service for the bus

Q9a. Strongly agree

Q9b. Strongly agree

Q9c. Strongly agree

Q9d. Strongly agree

Q9e. Strongly agree

Q9f. N/A

Q10. no

Online respondent 34

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Reconnecting communities that neighbour the site with the town centre
Q1b.	My interest is that there are people in the borough who are unsuitably housed, because their Autism/ LD causes them to be destructive to a "regular" environment - better queensway offers an opportunity to potentially build a few units from scratch with specialist design (for example no exposed pipework or radiators, wetroom with concealed furniture etc) rather than the prospect of trying to retro-fit existing units.
Q2.	See above. Mostly I would wish to see mixed communities supported, including those with LD and/or physical disabilities.
Q3.	we lost Focus Youth Centre, something like the megacentre in Rayleigh where young people can have a space, but also with rooms which can be used by other community groups, to promote cohesion.
Q4.	what I DONT want to see is "No ball games" signs everywhere - instead, spaces that people can use and enjoy, including cyclists, skaters and kids with basketballs.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	consideration for where domcare providers might reasonably leave their cars to deliver services
Q7.	community cohesion by mixing residence types
Q8.	well, right now I am simply not sure, If I drop off someone at Southen vic and turn left towards sutton road, do I have to turn right and head towards warrior square, or can I go stright ahead to the queensway roundabout - it is currently so unclear, I would welcome a more straightforward passage. Also, If I come up from the seafront and need to pick up a parcel from short street, I have to go out as far as the Homebase roundabout to turn round... maybe not important in the grand scheme of things, but there is an opprtunity to make north of the high street easier to navigate which would perhaps impact congestion!
Q9a.	Agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Agree
Q9e.	Neither agree nor disagree

Online respondent 34 (continued)

Q9f. N/A

Q10. if you want to consult with people with a learning disability and/or autism over design, please contact me, I can help facilitate this.

Online respondent 35

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	This project is exciting as redeveloping an area of this size offers so many opportunities to help create a space that connects communities in a way that is inclusive for all.
Q2.	I love the covering over of the Porters Grange roundabout and the creation of more open spaces for transport and recreational use.
Q3.	I think a skate park would be brilliant. Seated areas, sport areas and places for people to walk their dogs. Food growing is important for the residents. I also think that the trees should also provide fruit that is free for everyone to pick.
Q4.	I think the landscape you be pleasant to walk or cycle through. Routes through the area should be away from roads if possible.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Agree
Q5e.	I'm concerned about the amount of fast food outlets we already have in Southend, this area should be free of them. If there are commercial outlets then please choose carefully. We already have a high street that has many empty shops, perhaps this area shouldn't try and compete with it but be a nice journey into it.
Q6.	Segregated cycle lanes is a must. Put in an alternative network of paths and cycle lanes away from roads. Parking is always an issue but please do not let it encroach upon cycle or pedestrian ways. Roads/cars should give way to cycle lanes and pedestrians and not the other way round. Communities are not built by people sitting in the their car
Q7.	This development isn't just about those that live there but about everyone who has to travel through it. By making this a non car centric area people will connect better with the area.
Q8.	The road network is better than what currently exists, which acts as a divider within the town. Communities are made of people not cars and if people can be encouraged to leave their cars and travel sustainably then the benefits are many.
Q9a.	Strongly agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Strongly agree

Online respondent 35 (continued)

Q9e. Strongly agree

Q9f. N/A

Q10. Incorporate 'active design' when planning this area

Online respondent 36

Q1a.	Benefits to the local economy and attracting further investment to the area
Q1b.	N/A
Q2.	Regeneration is good, but please lose this mentality over playing with the roads. You keep removing road space and no-one outside of the Council believes the "gateway" improvements done at the junction of the A127/A13 near to Southend Victoria make the town better. All this has added numerous additional traffic lights, where I have to sit through each set (sometimes at a crossing, with the next light on green). Removing the roundabout at the end of Sutton Road/Southchurch Road and the underpass route will be a disaster. There is not enough access around the town and please, stop being hell-bent on making it more difficult. LEAVE THE ROADS ALONE!
Q3.	Don't mind, although it needs to be open to avoid giving the local alcoholics, druggies and muggers someone to hide.
Q4.	Natural features - trees, bushes etc
Q5a.	Disagree
Q5b.	Neither agree nor disagree
Q5c.	Agree
Q5d.	Neither agree nor disagree
Q5e.	The middle of the town should be for commerce: we need more business and more routes to enable it. Fanciful ideas of "sustainability" just do not create real, well-paid jobs I'm afraid.
Q6.	Allowing people options for travel is fine; however, the term "sustainable" is wrong. My car is very sustainable! We do not live in Holland and do not have lots of open space and flat land for cycling - stop taking road space for this - apart from a few avid and hard-nosed cyclists - no-one really wants to do this every day and certainly not when it's cold! Why don't you start to put in "travelators" across the town? This would speed up walking and make it more attractive!
Q7.	Removal of those tower blocks can only improve health and wellbeing. As part of the development, there must be business opportunities there too, to help foster a working culture and provide more employment.
Q8.	Mentioned above. Stop playing with the roads!
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Agree
Q9d.	Neither agree nor disagree
Q9e.	Strongly disagree
Q9f.	As above... you don't have a good record with the roads. Leave well alone!
Q10.	Only increase road space - don't restrict it!

Online respondent 37

Q1a.	Provision of affordable housing Provision of enhanced public space Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	N/A
Q2.	There is a desperate need for traffic reduction in the area. Space needs to be taken away from the drivers of motor vehicles and given back to people whose means of transport do not pollute - pedestrians and cyclists especially. It is also vitally important that any reduction in motorised traffic does not lead to a build-up of traffic on other cross-town roads. As a resident of East Street I can vouch for the dangerous, dirty nature of our road. There are far too many cars and lorries providing constant pollution, it can take a very long time to cross the road and the pavements are far too narrow. This last point means that passing vehicles are very close to pedestrians and in wet weather pedestrians often get soaked from the splashing of cars. This is why any development at Queensway should not lead to increased traffic elsewhere.
Q3.	Whatever public space is provided, it needs to be properly public. There have been far too many developments in recent years where the land is handed over to a private company but the public is given access, eg Westway in Stratford. We do NOT want a private police force operating in Southend, which is what happens in far too many new developments in London.
Q4.	Whatever public space is provided for recreational use, it will not be recreational if subject to the constant noise and fumes associated with motorised traffic
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	It is vital to reduce the number of polluting vehicles in Southend. I would be in favour of a proper park and ride scheme, preferably on land obtained outside the borough (eg in the "Fairglen" area where the A127 and A130 meet). This should be coupled with a low emissions zone in which the driver of any vehicle which enters that zone is charged for coming into the town.
Q7.	People's quality of life could be improved by the reduction of motorised traffic.
Q8.	the guiding principles for any urban transport scheme should prioritise the following:- 1. Pedestrians and cyclists should have priority over polluting means of transport. Any press-button crossings should instantly respond to pedestrian requests so that people's journeys on foot are not delayed by motor vehicles. 2. Any scheme should have traffic reduction as a main priority, so that the lethal levels of pollution that exist within our town can be reduced. People's well-being should be placed ahead of the minority's desire to travel from A to B as rapidly as possible in the polluting vehicles.
Q9a.	Neither agree nor disagree
Q9b.	Strongly disagree

Online respondent 37 (continued)

Q9c. Strongly disagree

Q9d. Strongly disagree

Q9e. Neither agree nor disagree

Q9f. N/A

Q10. Put traffic reduction ahead of everything else

Online respondent 38

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	The SEE FoE (South East Essex Friends of the Earth) group vigorously supports the provision of new high quality, well insulated, carbon neutral homes on brownfield sites. By building carefully planned new homes within the heart of towns, councils can improve the quality of life of residents, improve the local economy, reduce car use by increasing other modes of transport and reduce pollution and greenhouse gas emissions. Here in Southend there is a pressing need to provide more homes for local residents and particularly affordable homes. Too often the focus upon development has been directed at the wealthier section of the community and has been designed in such a way as to encourage greater car use and car dependency. The Queensway development should be modified to ensure it fits with best practice; incorporating features that encourage lower levels of car ownership and use.
Q2.	The SEE FoE (South East Essex Friends of the Earth) group vigorously supports the provision of new high quality, well insulated, carbon neutral homes on brownfield sites. By building carefully planned new homes within the heart of towns, councils can improve the quality of life of residents, improve the local economy, reduce car use by increasing other modes of transport and reduce pollution and greenhouse gas emissions. Here in Southend there is a pressing need to provide more homes for local residents and particularly affordable homes. Too often the focus upon development has been directed at the wealthier section of the community and has been designed in such a way as to encourage greater car use and car dependency. The Queensway development should be modified to ensure it fits with best practice; incorporating features that encourage lower levels of car ownership and use.
Q3.	Recreational space, balconies and terraces are essential for flats. Rooftop allotments would be an exciting addition.
Q4.	All of the above
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Disagree
Q5d.	Strongly agree
Q5e.	The Queensway area has suffered terribly for decades. Residents deserve something far better and so we call for the provision of a high quality residential area with commercial space allocated to the High Street and adjacent streets.

Online respondent 38 (continued)

Q6.	<p>SEE FoE is very critical of the Local Authorities (LA) approach to transport. The LA claims to want to promote public transport, walking & cycling and it claims to want to tackle toxic air but its policies do not support the claimed objectives. The plans for the Queensway development underscore that fact. The LA should do as is being done in London and provide far fewer car parking spaces in new high density housing schemes. This is an essential part of managing demand for car use and road space. We recommend that only half the homes should be allocated car parking spaces, with the homes without parking spaces being offered at a greatly reduced price. All car parking should be provided with electric car charging points. The streets around the Queensway development should be designated for residents only parking. Resident's permits should only be provided to those occupiers who have paid for car parking spaces thereby ensuring that residents who occupy the homes without designated spaces are deterred from owning cars and parking them elsewhere. The LA should support lower levels of car ownership and usage. Those who do not own cars should be rewarded with a lower price of home, to rent or buy and should be supported with a proper safe cycle path network that links to every part of the town. The LA must not expect cycling to end at the boundary of the Queensway development - safe cycling must be assured throughout the town. As part of a commitment to encouraging high quality/high density housing in the centre of the town the LA should:</p> <ul style="list-style-type: none">- Create a safe segregated cycle route across the entire borough;Make the 20 mph speed limit the norm in all residential areas;Make the 30 mph an absolute maximum limit within the town, including the Queensway underpass;and Make an absolute commitment to abolish all 40mph limits within the town. 40mph speed limits should only apply to the west of the borough on the A127, outside of the borough boundary. Such changes are not only essential in support of the Queensway development but will be essential in making a liveable town, where housing density has to increase to meet the needs of our expanding population.
Q7.	<p>The development must be refined to deter car use, and to lower car speeds. The development must ensure children can walk and cycle in complete safety. The development must ensure residents find it easier to access and use public transport than use cars.</p>
Q8.	<p>Create a safe segregated cycle route across the entire borough; Make the 20 mph speed limit the norm in all residential areas; Make the 30 mph an absolute maximum limit within the town, including the Queensway underpass; Make an absolute commitment to abolish all 40mph limits within the town. 40mph speed limits should only apply to the west of the borough on the A127, outside of the borough boundary; Allocate electric car charging points to those properties that are allocated car parking spaces; Allocate car parking spaces to no more than 50% of the homes; Introduce an ultra low emissions zone in the centre of the town; Introduce more sections of bus lane to encourage greater use of the bus network; and Make the land use policies fit-for-purpose (ending the practice of building shops and other facilities on the edge of town, bring the swimming pool back into the centre of town, undertaking to never build an edge of town football ground, cinema complex, shopping centre, etc.).</p>
Q9a.	Agree
Q9b.	Strongly disagree
Q9c.	Agree
Q9d.	Neither agree nor disagree
Q9e.	Strongly agree
Q9f.	The scheme should be refined to ensure a lower level of car use and car ownership.
Q10.	<p>The scheme has the potential to make high density, town centre living an attractive proposition. But that is impossible if the LA persists with the notion that high levels of car ownership and use should be maintained. The scheme needs to be refined to ensure lower levels of car ownership and use.</p>

Online respondent 39

Q1a.	Provision of enhanced public space Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	N/A
Q2.	They look really exciting!
Q3.	a variety of gardens and tiered public plazas
Q4.	All the above - art installations sound really good
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Cycling should be a key design consideration
Q7.	I can envisage the new green space being a really popular area of the town
Q8.	The transport scheme looks like a massive improvement
Q9a.	Strongly agree
Q9b.	Disagree
Q9c.	N/A
Q9d.	Strongly agree
Q9e.	Strongly agree
Q9f.	N/A
Q10.	Bus lanes, possibly?

Online respondent 40

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea
Q1b.	N/A
Q2.	I think replacing the tower blocks is good in theory
Q3.	skate park - there are none in central Southend or its parks
Q4.	greenery but without creating risk
Q5a.	Strongly agree
Q5b.	Neither agree nor disagree
Q5c.	Neither agree nor disagree
Q5d.	Agree
Q5e.	N/A
Q6.	It is not safe to cycle on Southend roads due to the aggressive driving, and shared cycle/walk spaces only work to a degree. It is not safe to walk around this area after dark
Q7.	Ensure effective traffic flow into and from Southchurch
Q8.	I welcome being able to turn right from the east into Short Street, currently a significant detour is necessary. Not being able to directly enter Southchurch Road from the west will create congestion in Southchurch Road and by the Seaway roundabout
Q9a.	Neither agree nor disagree
Q9b.	Agree
Q9c.	Disagree
Q9d.	Disagree
Q9e.	Agree
Q9f.	N/A
Q10.	Southchurch is slowly becoming grid-locked as more housing is developed in central and East areas. Efficient travel is crucial to residents, the work to create this project and the current design are likely to severely hamper this

Online respondent 41

Q1a.	Provision of enhanced public space Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre
Q1b.	The area is quite an eyesore and also a road that is not so easy to cross for pedestrians.
Q2.	I think if the architecture and landscaping is aesthetically attractive than I think it's a great idea.
Q3.	Gardens and landscape
Q4.	All of the above
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Cycling should become a big part of the town and to do so there should be more cycle lanes. Southend has been let down over again Over the years when it comes to planning and new builds.
Q7.	It's depressing to see bad architecture and bad landscaping. If some is built for the community and their wants rather than just Comercial reasons I think the end product will be something that everyone would agree to and support.
Q8.	I'm not really sure exactly what these plans are but the current road is too dominant and hard to cross.
Q9a.	Strongly agree
Q9b.	Agree
Q9c.	Agree
Q9d.	Agree
Q9e.	Agree
Q9f.	N/A
Q10.	I hope that the end product is something that everyone in Southend can be proud of and not another eyesore that blights the landscape.

Online respondent 42

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Reconnecting communities that neighbour the site with the town centre
Q1b.	It is important that the social/council housing portion of the future estate is maintained at the current level, to avoid any further deterioration in the availability of housing to rent for those who cannot afford private rent levels. We certainly need more housing in Southend and the building of these new homes will enhance the feeling of community in the centre of the town. The redevelopment of the estate should enable a better use of public space than is currently available, and this will make it possible to create more attractive and natural areas of public space with the use of flowerbeds, trees and places where the new community can enjoy the chance to meet their neighbours, where children can play, and where community events can be staged. The Queensway road has effectively separated the northern part of the estate from the town centre, and the covering over of the road will be a welcome means to make the estate more connected, and to make better use of the available space currently taken up by roads.
Q2.	I am in favour of the redevelopment and would hope that it will create a pleasant and attractive environment in this part of the town. I would like to see a unique and village-like atmosphere planned as a goal of this development in order to give the residents the feeling that this is a small community within the town, rather than simply an area of new housing. I have seen some of the developments created by Countryside in East London where they have given an environment that makes residents feel comfortable with where they live. I feel it is important that residents feel they have privacy in their own homes, but that the public space makes them feel able to mix with their neighbours. This is what is lacking on the current Queensway estate, because the public areas seem desolate and unwelcoming.
Q3.	I think it is important that all flats have some outside space, such as a private balcony, where residents can sit and enjoy some fresh air. I also like the idea, if the development can be so designed, that there is a lot of roof space for communal use, which could be used for allotments or areas where residents can do outside activities or exercise. I would also like to see as much use of green areas as possible to make the public spaces attractive and pleasant to walk around. It would be useful if there were several "pocket parks" around the new estate, but it would be a good focal point if there is a larger central area in the estate where people could meet, say for summer events to help bring the community together. I have thought of the idea of a small amphitheatre, perhaps, where summer musical events could be held.
Q4.	I think it would help to make the new estate interesting if there is quite a lot of diversity between the buildings: a water feature with seating nearby would be a restful place to sit, but other areas may be planted with trees and bushes to encourage some birdlife to the area.
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Strongly agree

Online respondent 42 (continued)

- | | |
|-------------|--|
| Q5e. | I am not sure whether there is a place for commercial development within the new estate, although that would perhaps be more appropriate along the Chichester and Southchurch Roads. I think adding new homes close to the town centre will make the town more vibrant and this should give a boost to the local businesses who cater for the local needs. I would also hope that the other local population will find the new development attractive and somewhere they can come to share in the facilities we will have on the site. One of the features I believe we need on the new estate is a multi-use community centre: for holding meetings, and to provide rooms and facilities where residents can engage in a variety of activities to help build the community spirit. This would also be a place to locate a youth club, which is something that will help to give young people somewhere to go. This community centre could also include a cafe and a place where people can meet, including somewhere that mothers can take their babies and old people can socialise. |
| Q6. | I think it is important that the estate is a safe place for residents to walk and cycle, but with designated areas where residents have access to public transport, and where those with cars can arrive and leave the estate without causing a nuisance or danger to anyone. With the need for access by taxis, home delivery trucks, carers and emergency vehicles it is essential that some areas are available where such vehicles can enter and park. |
| Q7. | I would hope that the new Queensway Estate will be a vibrant and friendly community and that it will aid the reputation of Southend as a great place to live and work. I can imagine that local people would come and sit in our gardens to eat their sandwiches at lunchtime and to feel that this will be a pleasant place near the centre of the town. |
| Q8. | I am a little concerned at how well the junction will work at Chichester Road/Queensway to keep traffic flowing at peak times. This is also aggravated by the delays at the junction outside Victoria station, and perhaps that also requires some redesign to make the traffic flow smoother. |
| Q9a. | Strongly agree |
| Q9b. | Agree |
| Q9c. | Agree |
| Q9d. | Agree |
| Q9e. | Strongly agree |
| Q9f. | It is likely that Southchurch Road and Chichester Road will be more busy with the new road layout and so it is important to provide adequate places to cross these roads. Perhaps some thought should be given to crossings at first-floor level as was previously possible between the Taylor Centre and Victoria plaza? |
| Q10. | I think I have included all my points above |

Online respondent 43

Q1a.	Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea
Q1b.	N/A
Q2.	<p>Sport England and Public Health England have an established Active Design guidance to ensure that design will encourage and promote active lifestyles through sport and physical activity (http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/). The emerging Essex Design Guide will be embedding the principles of this guide into its policies, therefore Sport England would encourage consideration of the principles within this guide when developing detailed designs for the site. Sport England is encouraged that the key development features look to provide a network of multifunctional open space which will include safe, attractive pedestrian and cycling routes through the development, and improvements to the access of the town centre. We would recommend that care is given to the design of these routes within the development to ensure they connect to existing walking and cycling routes outside the site. Where commercial space is being included onsite, it would be beneficial if consideration was given to co-location for any community facilities, concentration of retail and associated uses as this will support linked trips by creating multiple reasons to visit the destination which will minimise the number and length of trips needed and help to increase the awareness and convenience of opportunities to participate in sport and physical activity. We would also encourage the internal and external layout, design and use of buildings to promote opportunities for physical activity eg; the internal layout of a building can promote the use of stairs by making them prominent, easy to access and attractive to use. Active travel can also be supported by providing appropriate and secure cycle parking, lockers, showers and changing rooms.</p>
Q3.	<p>Sport England is encouraged that recreational space is a consideration as part of the proposals as development of this size will generate a significant increase in demand for indoor and outdoor sports facilities. Due to the limited scope to make on-site sports facility provision, Sport England would look to ensure that the development provides for this type of recreational space in the form of CIL or S106 contributions. The level and nature of provision should be determined locally and should be informed by the emerging South Essex Playing Pitch Strategy and Built Facilities Strategy that the Council are preparing with neighbouring local authorities. Reference should be made in the Queensway document to the need to make this form of provision.</p>
Q4.	N/A
Q5a.	Neither agree nor disagree
Q5b.	N/A
Q5c.	Neither agree nor disagree
Q5d.	N/A
Q5e.	N/A
Q6.	See comments in response to question 2 with regard to encouraging active travel
Q7.	N/A
Q8.	N/A

Online respondent 43 (continued)

Q9a. Neither agree nor disagree

Q9b. Neither agree nor disagree

Q9c. Neither agree nor disagree

Q9d. Neither agree nor disagree

Q9e. Neither agree nor disagree

Q9f. N/A

Q10. Thank you for consulting Sport England on the Better Queensway Proposals. Sport England would be willing to discuss any of the comments made in response to the questions or provide comments on any draft proposals in advance of formal consultation.

Online respondent 44

Q1a.	Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Sustainable travel options
Q1b.	N/A
Q2.	An important opportunity for walkability in the town center, but could increase traffic on Chichester Road, harming town-center air quality and increasing the cost of bus travel.
Q3.	Recreation space should be available to all, otherwise it will be under-used and a waste of valuable town center space.
Q4.	Adding benches creates a walking route accessibility to all
Q5a.	Strongly agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Neither agree nor disagree
Q5e.	I support additional housing development. Please make sure there are more housing than the tower blocks this replaces.
Q6.	Path alongside A127 - good. Could be improved by having cycle track alongside (no cycling along high st, so opportunity here). Should be straight - you wouldn't needlessly add curves to road, pedestrians' time is valuable too. Happy about improved E-W access.
Q7.	A direct walking route across the a127 means improved travel times for many people.
Q8.	Small road between Sutton road and southchurch road looks like local access road but will be heavily used (ie: a rat run). To avoid confusing users, the design of roads should match their function. Please decide if this is a distributor road (make wider) or local road (add access controls).
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Strongly disagree
Q9e.	Strongly agree
Q9f.	Chichester road is mostly used by busses. Encouraging more cars along this road will cause congestion, increasing delays and cost of bus travel. To make best use of the improved walking route, pedestrian crossings could be improved in Sutton Road.
Q10.	The site is very well connected to two train lines, a major shopping district and many jobs. Little or no car parking is needed. Requiring 1:1 parking is excessive. Space allocated to cars increases cost of housing, makes active travel less attractive, and makes town-center congestion worse.

Online respondent 45

Q1a.	Provision of affordable housing Provision of enhanced public space Sustainable travel options
Q1b.	N/A
Q2.	Much needed but needs to very carefully thought out and future proofed.
Q3.	Public art – from local artists please to give connectivity to the local community “The development will not increase the risk of flooding in the area and we are actively exploring ways for the Better Queensway scheme to help reduce flood risk on the seafront.” Can we have some proof the development will not increase the risk of flooding. It would be nice to see the seafront flood risk addressed by improved drainage along the seafront and generally throughout the town.
Q4.	The word hope is mentioned twice here in the area I feel are the most important. The ecology and environment of the site and the energy demand. Planting new trees, flower beds, allotments and water features are essential features to enhancing well-being and improving mental health to all the residents and can encourage their sense of pride in their living environment. The development’s energy demand SHOULD come from an on-site renewable energy source, not hope to be.
Q5a.	Neither agree nor disagree
Q5b.	Strongly agree
Q5c.	Neither agree nor disagree
Q5d.	Neither agree nor disagree
Q5e.	N/A
Q6.	Can I suggest swapping this around to accommodate technological advances by providing electric car parking charging point for every property in the new development and limit fossil fuel car parking spaces. Let’s be far more forward thinking here and work towards encouraging electric car usage future proofing the development instead of having to alter the whole development at a later stage.
Q7.	Public art and residents involvement in that. Huge amount of green space to improve mental health and well being. Outdoor yoga classes in the green spaces.
Q8.	Can I suggest swapping this around to accommodate technological advances by providing electric car parking charging point for every property in the new development and limit fossil fuel car parking spaces. Let’s be far more forward thinking here and work towards encouraging electric car usage future proofing the development instead of having to alter the whole development at a later stage.
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Neither agree nor disagree
Q9e.	Neither agree nor disagree

Online respondent 45 (continued)

- Q9f.** To me, widening a road negates a way of making somewhere more attractive for people to walk along. More green spaces would be making it more attractive for people to walk along and hopefully be quieter and provide space for increasing well-being for the community and visitors. A good idea would be to have fewer cars on the road therefore negating the need for new road configurations for pedestrians and cyclists to learn. Less cars, less risk, increasing road safety.
-
- Q10.** ACCESS Can we ensure all access points, shared spaces (concrete and green spaces) and dwellings are fully accessible for all users including those with physical disabilities as per BS8300 (2009) and Building Regs M4.

Online respondent 46

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	N/A
Q2.	Good proposals - don't agree there should be a parking space for each property.
Q3.	Green, safe and durable - Not something that looks good for 1-2 years and then falls apart. Scheme needs to design out crime as much as possible, so well lit with CCTV - avoidance of places for anti social behaviour, drug taking etc...
Q4.	There should be some stand out public art, that becomes a feature and brings others to the area.
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	Scheme should promote less use of cars. Major priority should be to promote cycling. There should not be 1 parking space per property.
Q7.	Creating a safe, pleasant place to live and pass through.
Q8.	Difficult to assess the impact.
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Neither agree nor disagree
Q9d.	Neither agree nor disagree
Q9e.	Neither agree nor disagree
Q9f.	N/A
Q10.	Promotion of public art, green/sustainable options and community safety.

Online respondent 47

Q1a.	Provision of affordable housing Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Sustainable travel options
Q1b.	It seems obvious to me that Southend needs a spine of business between the Pier and Southend airport. Building residential sites along that spine greatly reduce the ability of Southend to attract business and jobs What Southend needs is an overall plan that meets needs of town, people, community, business and growth/ sustainability. That takes imagination! This plan is just a commercial & political cop-out I realise Counsellors might find backhanders attractive but at least take them towards a proper plan that doesn't kill this beautiful town
Q2.	It ill thought through in a desperate attempt to provide more affordable housing. The thinking behind it is not connected with other needs but, more importantly, the effects of it have not been thought through. It will just attract more needy people to the area increasing ratio of needy to substantial and make us much poorer. We need a plan based around the strengths of the town and opportunities for economic growth, which we'll badly need if finance jobs in London go post-Brexit.
Q3.	The architects are naive if how people will behave in confined spaces. Look at estates such as Broadwater Farm and even the Kursaal Estate to see how it's a bad idea when applied to ACTUAL people.
Q4.	Our town gardeners are brilliant. Show them off! Look at similar areas in places like Germany, Switzerland, etc for great ideas and see what works and what doesn't.
Q5a.	Agree
Q5b.	Agree
Q5c.	Strongly agree
Q5d.	Strongly agree
Q5e.	Look at the Thames Path project. What it shows is that longer term planning decisions would have kept ground floor and river front areas as public accessible areas. Look to the long term and pkey it out to see what we'd think of it looking back from 10 years in future.
Q6.	A light railway would allow people that don't need cars to travel about easily. Encouragement of schemes like ZipCar would reduce need for car ownership but allow people to have access to cars when actually need it.
Q7.	It wouldn't. It would create a nightmare. Ask the police what chance of controlling it. Shame though because it could if it was changed a bit.
Q8.	See answer to Q6
Q9a.	Neither agree nor disagree
Q9b.	Strongly disagree
Q9c.	Neither agree nor disagree

Online respondent 47 (continued)

Q9d. Agree

Q9e. Strongly disagree

Q9f. Communities are connected by churches, community halls, sports and business. NOT by living on top of each other in too-small rooms with too-thin walls and shared areas that subject them to anti-social behaviour

Q10. Have a plan for the whole of Southend. Test it against housing requirements, economy, growth, beauty, and how we want our town to be. Then modularise it and offer modules to developers. This piecemeal approach has failed again and again. Examples: Victoria Circus The Royals The Forum Greyhound Estate

Online respondent 48

Q1a.	Provision of enhanced public space Provision of new homes in the heart of Southend-on-Sea Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	N/A
Q2.	N/A
Q3.	N/A
Q4.	N/A
Q5a.	Neither agree nor disagree
Q5b.	Agree
Q5c.	Neither agree nor disagree
Q5d.	Agree
Q5e.	N/A
Q6.	N/A
Q7.	N/A
Q8.	The transport proposal, while benefiting in many areas, has not thought of every single traffic movement that occurs at this location. The re-routing of roads to allow for more public realm involves the removal of slip roads. If travelling west-bound along Southchurch road and a left hand turn is desired onto Queensway, then in order to perform this manoeuvre after the proposal is complete, one will have to travel straight along Southchurch road, perform a right turn onto Chichester road and a further right onto Queensway before proceeding under the underpass. Directing these cars along this route seems bizarre and likely to create unnecessary traffic along an already busy route. The diversion of many cars along a newly widened Chichester road will create a new barrier to people and an unsafe environment in an already undesirable area.
Q9a.	Neither agree nor disagree
Q9b.	Neither agree nor disagree
Q9c.	Disagree
Q9d.	Strongly disagree
Q9e.	Neither agree nor disagree
Q9f.	Additional; traffic should not be encouraged along Chichester Road, regardless of improvements, forcing additional traffic along this road creates a strong physical barrier from the high street to other areas such as any retail establishments to the east of chichester Road. Improvements can be made to Queensway in terms of improving the permeability of this road to pedestrians, however i strongly believe the millions of pounds that will be used altering the roads at this location will achieve nothing more than a new traffic issue. The money could be better spent elsewhere.
Q10.	N/A

Online respondent 49

Q1a. Reconnecting communities that neighbour the site with the town centre

Q1b. N/A

Q2. N/A

Q3. N/A

Q4. N/A

Q5a. Strongly agree

Q5b. Agree

Q5c. Agree

Q5d. Agree

Q5e. N/A

Q6. N/A

Q7. N/A

Q8. N/A

Q9a. Agree

Q9b. Agree

Q9c. Neither agree nor disagree

Q9d. Agree

Q9e. Strongly agree

Q9f. N/A

Online respondent 49 (continued)

Q10. While I welcome the redevelopment of the Queensway area I feel that the traffic scheme is flawed. Forcing all traffic coming into the town centre and wishing to access Southchurch Road to progress to the east to turn right into Chichester Road and then left into Southchurch Road and then encounter further multiple sets of traffic lights will only encourage traffic to progress further down Queensway towards Seaway. This traffic will then turn left up any available side roads to then access Southchurch Ave and Bournemouth Park Road thus creating 'rat runs' in the side roads and will lead to congestion in Southchurch Avenue and at the Bournemouth Park Road/Southchurch Road/Southchurch Avenue junction. Forcing all traffic coming from the east on Southchurch Road and wishing to access Victoris Avenue or travel westwards to London Road/A13 into the town centre via multiple traffic lights to the Southchurch Road/Chicester Road junction where it will be required to turn right to access the Victoria gateway junction will result in considerable congestion in Southchurch Road. I understand from the consultation event that it is anticipated that traffic will be 'discouraged' from using these routes and will find other, alternative routes to traverse town. When pressed the traffic officers present were unable to give details of which routes it was anticipated that this 'discouraged' traffic would be likely to take and admitted that the impact of increased traffic levels on both of the likely junctions, East Street/West Street/Victoria Avenue (Blue Boar) and Cuckoo Corner/Priory Crescent had not been considered as part of their remit. There also appears to have been no study of any potential increased 'rat-running' through the streets of North and Central Avenues by traffic trying to avoid the gridlocked Southchurch Avenue route. All in all, although I fully support the, much needed, redevelopment of the Queensway area I feel the traffic planning needs to be very seriously reconsidered as, in its present form, it is not fit for purpose nor fit for the future of through traffic in the immediate and surrounding areas.

Online respondent 50

Q1a.	Provision of affordable housing Provision of enhanced public space Benefits to the local economy and attracting further investment to the area Reconnecting communities that neighbour the site with the town centre Sustainable travel options
Q1b.	We support the rebuilding scheme principles generally but have particular comment on the road network
Q2.	Whilst the scheme sets out from the premise of providing greatly improved housing, which is very welcome, this appears to be without consideration to the overarching urban design in the context of the wider town. The site is dominated by the underpass, one of the ugliest and most unloved features of our town and arguably an aberration of 1960-70's town planning. As shown there is a lost opportunity in resolving this part of our town centre design. Most great towns and cities in Europe manage without underpasses close to the central business district and in an age when vehicles will become electrically driven, changing the relationship between car and pedestrian, shouldn't we be considering this as a great opportunity to lose the underpass.
Q3.	No particular comment at this stage
Q4.	No particular comment at this stage
Q5a.	Agree
Q5b.	Strongly agree
Q5c.	Agree
Q5d.	Strongly agree
Q5e.	N/A
Q6.	We support this generally
Q7.	The development needs to link not only with the town centre but improve connection to and experience of the Sutton Road neighbourhood. Moreover the development needs to be seen in terms of the larger, macro planning scale, where the development improves the experience on entering our town centre for visitors.

Online respondent 50 (continued)

Q8.	<p>The big issue not described but evident from the drawings is the loss of east-west connection, traffic curiously being directed into Chichester Road. Why would this be a good idea, adding to town centre congestion? We would like to float another idea. If the underpass was filled in (or imaginatively it might be turned into a new below ground public building space with glass roof at the roundabout) with Queensway only at ground level, there is an opportunity to make the Southchurch Road roundabout a really beautiful urban circus, an eastern gateway to the town centre. This would maintain the dual carriageway to the seafront and the east-west Southchurch Road link. But it would avoid unnecessarily diverting east-west traffic into the town centre and create a beautiful arrival point for visitors, before moving onto the seafront. It would slow traffic otherwise rushing through the underpass (surely this is desirable) and could signal an urban transition between Southchurch and the town centre. The underpass does afford the opportunity described to slab over it and improve linkage for residents to the north but, we suggest, this is wrong thinking. Queensway should not be maintained as a racetrack but instead humanised at ground level with beautiful urban design and slower vehicle speeds. This way road crossing for residents can be designed to be an interactive part of town centre living, as it is in most beautiful town centres and not somehow disguised below ground - an acceptance of the 1960-70's status quo. It is not difficult to see how this could be mirrored in future years by gateway improvements to the roundabout at the western end of the ring road. Surely this is too good an opportunity to rid the town of the awful underpass, a symbol of past failed planning, and beautifully modernise the east of our town centre.</p>
Q9a.	Disagree
Q9b.	Agree
Q9c.	Neither agree nor disagree
Q9d.	Agree
Q9e.	Agree
Q9f.	As described above we agree with the design intentions but not the methods adopted
Q10.	No further comment at this stage

Email respondent 1

I would like to know if any changes are going to be made to the right hand turn at the traffic lights at the Southchurch Road/Chichester Road junction, passing Warrior Square, through to the right hand turn into Tylers Avenue, crossing the High Street to Clifftown/Scratton Roads, as I use this always to avoid the terrible traffic build up at the totally unusable 'new' traffic junction at Victoria Station.

Email respondent 2

Hi,

Thanks for the map showing the proposed new Queensway arrangement. Here are a few comments and questions please:

1. Can you explain to me what 'Public realm' is please?
2. As a result of re-routing traffic to and from the Southchurch area of the town via Chichester Road and the western end of Southchurch Road I don't think these roads will be able to cope with the volume of traffic. It seems to me these proposals just introduce more tortuous routes for east/west traffic in this area.
3. Closing off the slip road currently going to the sea-front from the Sutton Road roundabout will mean that traffic would have to go via Southchurch Road/Chichester Road to then go south via the bus station to the sea-front – I don't see how this is practical.
4. Providing a crossing from the Queensway Road into the Warrior Square sounds a good idea but it looks to me like an accident waiting to happen given the often fast moving traffic both ways along Queensway.
5. What has happened to the car park currently opposite the Victoria Plaza centre, it looks as if this has been reduced by half, surely not?
6. Are there any traffic flow figures available for these areas please?

No improvement

Whilst I welcome some new ideas for the town I'm not convinced that this new Queensway proposal really is a viable one. It appears to me to be totally focused on improving pedestrian access and leisure areas at the expense of squeezing traffic through the Chichester and Southchurch roads. Traffic queues around this area, particularly at peak times, are horrendous and, try as I might, I cannot see how this new proposal will improve things.

Separating pedestrians from the traffic is key

As far as I experience, much of the horrendous traffic queues at the moment appear to be caused by the pedestrian crossings opposite Victoria station and Short Street. I believe the key to helping to improve both traffic and pedestrian flow and access would be to separate pedestrians from the traffic with raised pedestrian areas.

This means being brave enough to let go of the 'shared space' concept. I'm convinced a raised garden sloping from the Victoria Avenue T junction and over the road towards Chartwell Square could work well.

I look forward to your comments.

Email respondent 3

Thank you for meeting with my mum and I on Friday 10th November, regarding our concerns about the options offered to me, as a leaseholder within Quantock.

34 Quantock has been our home since 1996 and I purchased my property outright in February 2014, under the Right to Buy Scheme.

I live at the property with my mum. Both my mum and I have issues with mobility, so having everything local was a major reason for buying my property.

I have multiple sclerosis, and in August 2015 I had the beginning of a relapse (which I am still currently having), that I could no longer go to work (and will be returning to job, once my symptoms have calmed down). This had a domino effect on my finances, meaning I had no choice but to give up my independent life and move back to my property in Quantock, because I could not cope on my own, and needed the support of my mother financially, physically and mentally.

My mum, who is 60, has Osteoarthritis. Earlier this year she had a course of steroid injections due to foot pain caused by plantar fasciitis. She struggled with work until she was unable to cope any longer and in June 2017, she was signed unfit to work by her doctor. Having had various examinations and consultations, she was diagnosed with Fibromyalgia and since has been taking various painkillers to deal with her pains every day. In September 2017, my mum was put on antidepressants as she is feeling very anxious about our future and has days where she feels like there's no light at the end of the tunnel.

My mother and I both have health conditions which are greatly affected by stress. I was also on medication to help me deal with panic attacks and depression up until recently. The lack of communication as to what is going to happen to our home, and the uncertainty of where we will be housed in the meantime, whilst our homes are being rebuilt. Are very hard to ignore and are affecting both of us mentally.

Especially worrying as we both have issues with our mobility and do not want to move out of town. We don't feel informed enough, or listened to. Nor has SBC offered leaseholders some support on deciding what to do if we don't agree with the options offered. We're just given 3 options, all of which are in favour of the council's pocket. We are on the lookout in the media for information, because it seems that they are able to force out more information from SBC regarding project updates. But even in the press, there isn't much talk of residents, other than they're getting moved out and moved back.

I feel like leaseholders are being punished for trying to better ourselves by owning our property. It'll look great for SBC to say look what we did with this government grant. When in actual fact, SBC are using this as an exercise to take part ownership of my home.

It's us (residents) who are going to have to pack our home and move, twice... There is a hand full of leaseholders within Quantock, Chiltern, Pennine and Malvern and I do not see why we're being treated this unfairly when £300,000,000 has been granted for the project. Including my property, which is part of the said project!?!

In the early days, when talks of the project began, I have on several occasions spoken to South East Essex Homes to raise my concerns. I was told the same on Friday's meeting by you, that I was being told then; "it's still at a very early stage".

Email respondent 3 (continued)

The presentations that were given to residents, which my mum attended, are project focused. Rather than what the residents are going to endure in the making of your project. I feel that SBC should be providing more information, support and some reassurance for residents.

I also mentioned to you, that I am unaware of my leasehold agreement stating that I will be forced into a shared ownership should SBC decide to regenerate the town. SBC are dealing with £300,000,000, so why is the council focused on bullying a handful of leaseholders for their gain, it's so wrong! I am unsure of who all the leaseholders are, but I am assuming mostly, these people are like me. Myself and my mum don't have a big household income and we're just about managing to get by. To be fair, would be, once works on the property are complete, for SBC to put me the position I am in today and hand my property back to me and not force me into a shared ownership with them.

We live here and will be affected directly by the project, and I feel it's very inconsiderate of SBC not to consider how stressful it'll be for the residents to move. I didn't ask for my property to be demolished and updated. SBC decided on this project, and they have funding for it!

This project would end up costing me massively, mainly mine and my mum's health, because neither of us would choose to do this at this point of uncertainty with our health conditions. Financially, I would be out of pocket because SBC want to own a share of my property, which I own solely outright, now.

To sweeten the deal for SBC, I would be held accountable for paying ALL the service charges TO SBC for the whole property (which have already increased at a drastic rate since my purchase). When I mentioned this concern to you; you told me that the service charges would not go up. I am finding this very hard to believe. Are SBC guaranteeing this to residents?

SBC have said they'll give residents £5000 to cover expenses of moving. Please find attached copies of receipts for carpets and blinds which were purchased in 2014, along with other items, to improve our property. This is to demonstrate why we feel that £5000 is not a sufficient amount of compensation. These cost a total of £2917.63. My mum is still paying for the carpets on finance. These will be wasted because, they are made to order items, so can't be taken with us. I mentioned this to you, and you said that it would be looked at case by case. But what about the impact of this project is having on our well-being and the disruption this will cause in our lives?

Since our meeting on Friday, my mum and I have spoken about our concerns raised above. We strongly feel that we would like to appeal to the council to consider our individual case. I would like to think that SBC will consider that this has been our home since 1996 and when I purchased it, it was not with the intention of sharing it with the council, but our forever home.

I hope that you can raise our concerns on our behalf, and should anyone need any further information from me.

Email respondent 4

Good Evening,

Having recently received your postal communication with regards to the proposals for the Queensway regeneration, I would like to offer my full support for the project as a wonderful idea and furthermore would like very much to offer practical assistance as a tradesman. If you have an idea of the contractors you are likely to use in development please do let me know whom you have shortlisted so my company can get involved in the project.

Kind Regards,

Email respondent 5

Hallo,

Further to the letter I received and reading the proposals I am astounded that Southend Council thinks it is somehow possible to put 1,300 homes on the existing area which houses Penine, Chiltern and Malvern in one area and Quantock in another, across the road.

I know this area and would be very surprised if they could even manage to squeeze in 300 homes let alone 1,300 as there simply doesn't look like there is nearly enough space to do it !!

I think the council made a complete hash of the whole of Queensway (Spaggeti Junction) in the first place when they put up these monstrocities and created misery for many people who found it much harder to get directly into Southend, particularly old people or mothers pushing prams as well as the underpass being a place for muggers, addicts ect and all at the taxpayers expense! Now they want to pull it all down again, well better late than never, but please explain how the council can achieve their stated objective of 1,300 houses/ homes, I just don't see it as possible.

I look forward to your reply.

With kind regards,

Email respondent 6

Dear councillor Ann Holland

Just to notify you that I would of joined your meeting about the new development you are proposing for housing units, but it was impossible as I did not receive my letter dating 9th November until the 17th November, as you can understand it was impossible to join it , as people also have Work , family etc so do need some notice , hopefully this has come to you notice that you might of had more interest if more organised with forwarding the important letters from Southend council.

Yours sincerely

Email respondent 7

Hello. I have visited the exhibition and can broadly support the need to improve the housing, the environment and other benefits but the word "car" only appears followed by the word "park". The impact that these proposals will have on the journeys of private motorists and their passengers is ignored. Nor is there any attempt to show the impact of changes to the road pattern on the individual roads and more importantly the residents who live on them. So far despite asking, no traffic figures have come forward. The policy of airbrushing the use of the private car from existence (car ownership seems acceptable, plenty of parking spaces) is short sighted. We will have within two decades noiseless, pollutionless and driverless cars. This will happen well within the lifetime of this development so what is it now that the transport planners don't like about the car.

Hello Tom, I have been anxious to establish the impact that the changes in traffic arrangements proposed as part of the Queensway development will have on the surrounding road network. I did ask for this information at the public exhibition and subsequently from a Council officer but without success. I am spurred on by the comment of Cllr Cox reported in the local paper that "motorists will use Priory Crescent rather than Victoria Ave." Anybody that uses Priory Crescent will be horrified by this prediction. Consequently it would be beneficial to have available the existing and predicted traffic flows for those roads where change in traffic volume is likely to take place. This information is essential if one is to make a meaningful response to the consultation process. Kind regards,

The public consultation exercise is a sham. Despite several attempts no one is able or willing to provide any information on the existing or predicted traffic flows on those roads which are likely to experience changes as a consequence of revised traffic arrangements. It is therefore impossible to assess the impact of the redevelopment on the wider community or indeed the impact on the immediate surrounding area. The extreme reluctance to release any information suggests that there is something unpalatable to hide and therefore this public consultation is flawed.

Dear Tom, thank you for your reply. You appear not to understand my request. In order to assess the impact the rearrangements of the road network will have on travel patterns and hence make judgements about the implications on accessibility, safety, etc. one needs to look at existing and predicted traffic flows in the area and that is what I am asking for. It's a simple request and that is why as of yesterday I sent a freedom of information request to the Chief Exc.

Email respondent 8

Dear Andy,

I spoke to you briefly during the Better Queensway consultation in the Forum Southend recently and mentioned the Live/Work scheme for artists we have been running very successfully in Tower Hamlets in partnership with Poplar HARCA. I hope this was of interest to you, maybe with a view of doing something similar in the high rise blocks when tenants are starting to relocate?

I know it is very early days, but I would like to take the opportunity to mention another successful scheme we are running across East and South East London, which is the provision of affordable artist studios. There is a huge requirement for those spaces, not just in London, and a strong creative presence will kick start interest in an area in a wide range of ways – a sure way to aid regeneration.

We work together very successfully with a number of different councils and property developers, creating artist spaces both in disused buildings and, more and more, in new developments. One of our partners, Notting Hill Housing, has just won the silver award for best regeneration scheme in the What House? Awards for their development in Royal Albert Wharf in East London. At this site we manage artist studio spaces, a café and creative hub as well as other commercial spaces. Besides from managing the spaces we carry out a number of placemaking activities, from talks and film screenings to yoga and life drawing classes, to community art commissions. These draw in both residents of the development and visitors who come especially to take part in the activities.

I could very easily see something like this being very successful as part of the Queensway regeneration and it would be great to talk to you further about this at some point. In the meantime you could see more of what we do on our website, www.bowarts.org.

If any of this is of interest to you, I hope you will get in touch! While our office is in London, I live in Southend and could very easily come to meet you at a convenient time.

Kind regards,

Email respondent 9

Hi Tom

That's just a link to the website, not to the actual consultation proposals with details of what the scheme looks like which I was I was looking for.

The site is not particularly navigable

Many thanks

Tom

The consultation is neither engaging nor informative. It is not very clear what you are asking for.

Its not a very good means of consulting online (I understand that you ran public engagement activity but I was unable to make these).

Best wishes

Email respondent 10

I wish to protest most strongly at the proposed road alterations for this scheme. Whilst I understand the desire to “connect” the area north of Queensway with the town centre, no proper consideration has been given to the east-west traffic flows across the town centre, especially for those of us living locally and trying to make local trips as well as longer distance traffic.

Forcing all traffic moving from Queensway (Victoria Station area) to Southchurch (via Southchurch Road) and vice versa to use Chichester Road and the west end of Southchurch Road instead of Queensway is completely bonkers. It creates additional pinch points with additional traffic lights that will all slow down what is already an appallingly slow journey. And residents north of Queensway still have to cross the traffic lanes, whether at signal controlled junctions or just where they like.

The addition of traffic light controlled junctions on Southchurch Road at Queensway and at Sutton Road, added to the Victoria Station set, Queensway/Chichester Rd junction, Chichester Rd/Southchurch Rd junction, the pelican by the Sutton Arms and Bournemouth Park Road/Southchurch Road junction will completely destroy any free flow of traffic and it is likely that for much of the day, queues will merge from one set of lights into the next. Southend is already plagued by far too many lights, these can only make the situation far worse!!

I have seen comments suggesting that through traffic will somehow magically reduce as it diverts via Cuckoo Corner/Priory Crescent or East St/Blue Boar/West Road. That is a fantasy and ignores the fact that these roads are already at capacity with significant delays for the current levels of traffic, let alone any diversion of other traffic.

In my opinion, the slip road from Queensway to Southchurch Road eastbound must remain open, along with equivalent access going west.

Chichester Road already carries too much traffic, following the stupid decision to allow all traffic (not just buses) to turn right from Queensway into Chichester Road (and to then turn right into the Victoria Plaza shopping centre car park – a recipe for disaster). Chichester Road was established in the 1960s/1970s to allow the High Street to be pedestrianised, with Queensway taking traffic away from the town centre, but the existing layout simply encourages more traffic to use Chichester Road, abetted by the complete failure to enforce the bus/taxi only restriction on the section of Chichester Road southbound alongside the Travel Centre (and the similar failure to enforce the same restriction westbound/northbound on Church Rd/Heygate Avenue). The eastern arm of Queensway is supposed to be a ring road but that concept appears to be completely lost on the planners.

So called traffic improvements in recent years are strangling the town, this ill-thought out scheme can only make matters much worse!!

Please think again!

I have copied this e-mail to my ward councillors.

Email respondent 11

Dear Colleagues

Better Queensway? A safe, pleasant route for Porters Grange? Better Queensway is a potentially exciting project that should remedy the legacy of past planning decisions and reunite separated communities in an area blighted by two outdated pedestrian underpasses. Arguments for the closure of Queensway and the provision of a safe, attractive, modern and acceptable route apply equally to Porters Grange. However, on 16th November, we learnt that there are no plans for its closure, or for a pedestrian crossing between Grange Gardens and Whitegate Road, as confirmed by your email of 1st December. This email directed us to the final question on your feedback form, which doesn't provide enough space for a response based on over 30 years of living within 25 metres of the underpass, and using it daily. Omission of a much needed safe, attractive route is against the interests of communities on both sides of Queensway, and we need to know if the following issues were considered in developing the proposals, and why planners seem to consider that Porters Grange underpass is a safe, attractive route, and fit for purpose?

1. Disability and mobility: We believe Porters Grange underpass is inadequate for people with impaired mobility, for whom there is no reasonable alternative. There are 18 steps to negotiate at entrance and exit, plus ramps that are shared by cyclists, scooters and skaters -and excited toddlers racing adults down the ramps towards blind corners. It is therefore unfit for people with protected characteristics - the very young; elderly; people in poor health or with disabilities. Both steps and ramps are difficult at the best of times and dangerous in adverse weather and after dark. Neighbourhood health statistics should help to identify the extent to which the underpass limits access to activities on the opposite side of Queensway, and increases the risk of social isolation for those who cannot drive or be driven the short distance to town and rail stations. We're not alone in having to take taxis after dark rather than risk the underpass, and we were recently 'marooned' on the wrong side of Queensway until we were well enough to drive and park in town – a choice made by many others that inevitably impacts Southend's congestion and pollution targets.

2. Absence of reasonable choice: Southend promotes easy access for visitors and potential retirees, with pedestrian friendly choices everywhere except Porters Grange where the high street is within sight but out of reach except via the underpass. There are lifts or steps at the seafront, Pelican crossings or underpass in Victoria Avenue, a bridge and Pelican crossing at Kent Elms and a Pelican crossing at York Road.

We were told there is greater risk of accidents at pedestrian crossings, but surely this is outweighed by the risk of pedestrians exercising 'choice' by crossing the carriageways? There are no reasonable alternatives - have the planners walked from Grange Gardens to the high street via Queensway, York Road and Chancellor Road? If today's snow heralds a hard winter, icy steps, ramps and puddles will make the underpass too hazardous and York Road too steep, leaving only the long route of Chancellor Road. Many locals already avoid the high street and drive to shops elsewhere, but bad winters deny us that choice. Queensway turned Grange Gardens into a cul-de-sac; we share access for cars with Tyrell Drive. However, snow and ice quickly turns our shared junction into a skid pan and banked snow and abandoned cars can create an impassable barrier for several days (sometimes longer). Queensway created this problem. How will Better Queensway remedy it?

3. Health & Safety and Community Wellbeing: Better Queensway promises pedestrians and cyclists safe, attractive routes to reunite communities. It was observed that few local people have responded; implying lack of interest. But it's much more likely that residents assume that, since Porters Grange is so clearly within the development area and the underpass is neither safe nor attractive, that a new route is proposed without them needing to respond, petition or campaign. To pinch a phrase: It's not rocket science!

The construction of huge public projects also imposes an enormous burden on those living in its vicinity, made tolerable by assurance of future improvements, but the legacy of the Seventies fell dramatically short of these promises at Porters Grange. It separated established communities, destroyed the pleasant environment of Whitegate Road and Grange Gardens and delivered an underpass that has never been safe or attractive. Failure to remedy this historical unfairness would make a mockery of Better Queensway.

Email respondent 11 (continued)

Removal of the slip lane will create space for a pedestrian crossing, whether or not the underpass is closed, and this will also protect drivers from pedestrians who risk their own and others' lives by crossing the carriageways. We were given hypothetical costs with no indication of whether they take account of 'whole system' costs for community, crime and health sectors that must deal with the impact of the illegal and antisocial activity only metres from local homes.

Most is related to drugs, alcohol and homelessness, but the underpass also acts as a dealing space, a refuge and an escape route for goods stolen from shops, homes, cars and individuals. Inadvertently witnessing this activity generates fear of intimidation or worse. Both underpasses must close at the same time: media reports about phone and bag thieves on bikes generates anxiety and suspicion, since it's hard to tell if friend or foe is approaching in the gloom, or if occasional blood trails are caused by nose bleeds, accidents or violence. This already undermines community wellbeing and quality of life: please do not allow Queensway's illegal and antisocial activity to migrate here.

4. A Cycling Town: safer for everyone? This underpass was not designed to be shared by pedestrians and cyclists. Southend aims to be a 'Cycling Town' - we need routes that are properly designed and safe for everyone. Our own recent experiences include being knocked flat by a bike (BF), being mugged (KF) and helping an older man who misjudged the steps and broke his arm in the fall. How will you make it safer to cross Queensway?

5. A Public Health hazard? We welcome recently improved cleaning standards, but this doesn't make the underpass acceptable. It's 'munching distance' from takeaways and schools, maximising the potential for trips and slips on discarded food (and the wildlife that feeds on it), snack wrappers, cans, bottles and broken glass together with rubbish dumped or blown in on the east wind. Inadequate drainage leaves large puddles that are too deep to jump over, and which like the steps and ramps, are hazardous when frozen. And as if this were not enough, add the disgust and anxiety caused by witnessing antisocial or illegal activity in full view of pedestrians, including schoolchildren, and the frequent public health hazards including faeces, urine, vomit, condoms and evidence of drug use. It's by no means unusual for discarded mattresses and sofas to be used as beds in an underpass without toilet facilities. And the proximity of the underpass to local bars and nightclubs makes it an obvious checkpoint for the 'Don't Cross the Line' Campaign. What sort of example is this for local children and young people?

6. Reuniting (and integrating) communities: This diverse and constantly changing neighbourhood should be an important part of Better Queensway, but the underpass is a barrier to community cohesion. It separates friends and families, impedes access to amenities on the opposite side, and limits opportunities for people to get together informally to discuss issues of common concern (such as Better Queensway).

- Children live in the town centre but attend schools on the opposite side of Queensway.
- There is no alternative to the underpass and parents may resort to driving to and from school, with the inevitable impact on child health, congestion and pollution.
- School friends on opposite sides of Queensway may be denied the ability to socialise independently unless they're escorted through the underpass. Few children seem to use it to get to Warrior Square playing field because parents are afraid to allow children to disappear underground on their own! A surface crossing makes it more likely that they, and others, will benefit from the proposed new leisure facilities.
- We welcome the growth of new residents, many of them commuters who work, shop and socialise elsewhere. We must make it easier and safer for them to integrate with our community and contribute to Southend's economy and culture.

Email respondent 11 (continued)

Listening to local voices: In 2004 I spoke with people who were crossing over, under or across Queensway and recorded some of their comments. I hoped to take this further, but 'Developing Community Champions' ran out of funding. However, I sent a 'work in progress' to Cllrs McMahon and Garne in hope it might be useful at some point. At Neil Hoskins' suggestion it is now attached: incomplete and dated and needing some changes of terminology, but with comments that echo down the years. In 2004 everyone here wanted a pedestrian crossing, and if we could interrupt mobile phone conversations to ask the same question in 2017, we'd undoubtedly get the same response. Many conversations are now in languages other than English, but it's easy to guess what people would say from their 'subway grimaces'. 'Pooh' and 'Ugh' don't need translation, whatever language they're in!

Communities on both sides of Porters Grange have waited far too long for a safe, attractive and practical route for pedestrians and cyclists. We look forward to hearing that there will be a pedestrian crossing as soon as possible, while we wait for closure of the underpass.

Yours sincerely

Chameleon Academy
Development plan Developing Community Champions Level 2
Module 2: Listening to local people
Underground voices

Pedestrian Access under Queensway: Clean, Green and Safe?

Background

Kursaal Ward is separated from the town centre by Queensway, a busy and fast moving multi-carriageway that acts as an arterial for the seafront, lorry park and town stores. The central dual carriageway carries 'through' traffic under a major roundabout with six traffic entry/exit points at surface level and four 'double entry' pedestrian subways equipped with a combination of steps and ramps. The walkways merge in a bridge over the busy underpass. The planting scheme is relatively attractive, but does little to reduce the noise or the heightened exposure to the elements that is the result of its location. A planner's dream but a pedestrian nightmare: a dangerous traffic concertina whose lanes first run parallel, then double in size before re-converging into dual carriageways. Safe pedestrian access is vital since, for much of its length, the road overlooks the deep, fenced traffic underpass, rendering it impossible to cross on foot. A second pedestrian subway links Warrior Square/Grange Gardens, and a pedestrian controlled surface crossing is provided at York Road. However, judging by the numbers of people who choose to cross at unofficial sites, where it is technically possible but very dangerous to do so, it appears that official provision for pedestrians is not acceptable or convenient for many people. Is this due to deliberately risk taking behaviour, or are there underlying reasons that must be addressed?

My main focus is the use and misuse of the pedestrian subway connecting Warrior Square and Grange Gardens, since this is my route, and it is also the route used by most of the parents and primary school children who live on the Warrior Square side of Queensway to schools on the Grange Gardens side (Porters Grange and Sacred Heart) and by pupils from Thorpe Bay High and South end High School, workers, walkers, worshippers and others moving between the town centre amenities and the newly improving Southchurch Road area, including Lloyds TSB, rail and bus services, Porters (the Mayoral House), Warriors Swim Centre, Warrior Square gardens, GPs, public car parks, casino and hotel, library, Civic Centre, colleges and seafront.

This unstructured study does not attempt to identify who would or would not use the subway even if improvements were made: it simply records the mostly negative views of a minority of users, mostly during the middle of the day and never after dark, but these views may well represent those of the majority of users who never get asked these questions. At best, therefore, it suggests that more structured engagement with subway users could stimulate greater participation on issues such as:

Email respondent 11 (continued)

- Community safety, reducing crime and fear of crime
- Promoting safe exercise and Healthy Schools
- Environmental issues including fly dumping, safer pavements and landscaping

Everybody who took part, without exception, asked for a pedestrian crossing to replace the subway and this will be shared with Cllrs Judith McMahon and Dennis Garne in anticipation their co-operation on any further work on improving crossings under and over Queensway. .

Warrior Square Subway – a public amenity or a necessary evil?

For many people in the area the underpass seems to be a necessary evil: frequently soiled by human and animal excrement, used as a dumping ground for rubbish, inhabited by groups of problem drinkers, and made dangerous to older people and small children by cyclists, skateboarders, fear of muggers, etc. It's a favourite place from which to set off 'bangers' because the tunnel amplifies sound – especially during the early hours of the morning when nightclubs and late bars are closing!

And when, as sometimes happens, it is left dark for lengthy periods because broken lighting is not replaced, it then becomes dangerous. Fear is the greatest menace, but there is also the very real possibility of accident or attack. Southend's Walking Bus has a special place in the government's new white paper 'Choosing Health' but what price are children in Kursaal paying for the 'healthy bonus' of walking to school in such conditions?

First steps 'eyes and ears' exercise – listening to local people

The author has lived in Kursaal for almost 20 years, and engaged in conversations with local people throughout that time. However, a series of 60 or so informal but more directed conversations in November 2004 reveal some of the reasons why so many pedestrians – including some with young children – opt to risk all and dash across the dual carriageway. Very few wanted to share their reasons, and I am grateful to those who did. In the interests of confidentiality no names were recorded and with their permission participants' comments were recorded as an aide memoir, and deleted after transcription. .

All conversations were informal and non-judgmental. The aim was to find out why people chose their route; what, if anything, would convince them to use the subways, and what improvements were needed to improve access to people, schools and services on both sides of the Warrior Square subway. No account has been taken at this stage of any traffic accidents or incidents as a result of pedestrians crossing the carriageway, but these would be essential to a more structured study that aims to resolve the problems associated with Warrior Square subway.

1. Crossing the carriageway at Queensway: Q. Why not use the subways?

Queensway subways link north, south, east and west pedestrian routes. However many people – including older people, carers with prams or wheelchairs and family groups cross over the busy road junctions, which necessitates walking on the road as traffic passes, or balancing precariously on the narrow cobbled ledge that houses the traffic barriers. A few commented on their hazardous journey:

- I'd sooner risk this than get smacked in the eye as I go round the corner (blind corners in the pedestrian subways). Anyone could be waiting round there and you wouldn't stand a chance! Remember the girl who got raped down there! (older man)
- I've had my bag snatched once – I'm not letting it happen again (middle aged woman).
- Have you ever tried to get a pushchair with two kids down the slope, get blown to bits over the road, and then get up there? (young mum)
- My boyfriend had a broken leg and we had to use the subway but it was horrible. Now he's better we're crossing here again. I slipped once (pointed to cobbles) I nearly fell into the road (laughed) but it's better than traipsing through there. Take your life into your hands whatever you do. Need a crossing don't we! (young woman)

2. Crossing under the railway bridge. Q. Why risk it!

Few people stopped to talk, but some acknowledged with facial or hand gestures that they realized it was dangerous to cross both carriageways and the slip road, and illegal to damage or breach the traffic barrier.

Email respondent 11 (continued)

Answers included:

Q, Why not use the (Warrior Square) subway?

- It's even worse than that one (Queensway) and it's too far (about 300 metres)
- Sod that. Have you ever been down there.....? (Dad with small child)
- Too **** dangerous, mate. You're better off crossing over – at least you can see what's coming at you (two young men)
- Dirty, smelly, and why should I? If I fancy a walk it would be there. (one of three women, two of them with babies in pushchairs)
- It stinks! B***disgusting. (Mum with children of 11 and 7) They shift the ***** graffiti off the walls but leave the crap on the floor. Why don't they put a camera in and catch the buggers.
- I'm alright here - **** horrible there (nods towards subway) (young man)
- Wouldn't touch it! Too **** dangerous! (Adult man)
- Wouldn't go there to save my life! (my hairdresser!)

3. Do you ever use the York Road crossing?

I only asked this question of a small number of people, but no one crossing under the railway bridge would even consider using the York Road pedestrian controlled crossing:

- Why? That thing (subway) is bloody horrible. You use it if you want to. I just want to get home. (Older couple who had to stoop to get through broken middle barrier).
- It's OK – they (cars) haven't got me yet! (Laughter from young man and companions who had vaulted over the barrier)
- Gotta be fast! I don't bother with that (subway) now she's OK (younger child) but we're alright now ((mum climbed over barrier, two children crawled through)

4. Pedestrians entering or leaving Warrior Square/Grange Gardens subway, (including regular users):

How do you feel about using the (Warrior Square) subway?

This question elicited the most responses, not all of which are shown here. Many responded by pulling 'the subway grimace' - conveying a mix of emotions including resignation, frustration, anger and disgust at the state of the subway. Sometimes actions do speak louder than words! Sometimes they must, if user's first language is not English. Typically, people said:

- I dread it, especially when it stinks to high heaven. I've done York Road instead (pedestrian crossing) but it's a drag with the kids especially in the rain. You get blown off your feet! (Mum with four children)
- It's a total bloody nightmare!
- I'd go to York Road but I'm frightened the kids might run into the traffic or a car will mount the pavement or something. I've seen cars drive through the lights. This place (the subway) is horrible but at least it's safe provided they don't tread in something. (Mum with three children)

• You know what it's like. Always rushing to get the kids to school so you want to gozoom, - straight there, even when it stinks. I hate it, especially on a Monday during the summer. The boozers throw up and some of them use it as a toilet. I'm frightened of my kids falling on broken bottles or the dog making a beeline for stuff – and then throwing up. But what's the choice? I've got no choice really. (Mum with primary and nursery age children and family dog)

- We need a proper crossing don't we. Not rocket science!
- Just take a deep breath and don't breathe out till I'm through but the poor kids can't hold their noses. Disgusting. (Mum with baby and toddler).

• The kids go swimming (to Warrior swim pool) through this shithole with all the teachers shouting 'is careful'. Not much of an example to little kids is it? (Mum with two children)

- No choice is there! (37 similar responses)
- There were three blokes here last week – two sitting there and one on a bike. It was pretty obvious what they were going to do – one runs up and grabs your bag and the other buggers off with it. I was frightened, but you can't turn back can you, so I just said 'Eh, lads' and they didn't do anything. Pity the poor sods who come next. (Elderly man)

Email respondent 11 (continued)

- It's worse in the summer when the drinkers and druggies are down there. I've seen them sorting out shoplifted stuff, too. They dump the hangers down here. I'm scared stiff walking past them, just don't catch their eye. (Young woman)
 - I've got a bad hip, but you've just got to march past the gangs and things as if you're not bothered. It's a relief just to get past them without getting mugged. Why the hell didn't they let them stay in Warrior Square? At least they (groups of drinkers) were out of the way (older woman)
 - I've always got to pick my way through a crowd of them – men and girls, all drunk and swearing and rolling fags. The stench was terrible. When I went through the next morning there was human mess in the middle of the subway. It's absolutely disgusting. We need cameras like they've got in town. That'd stop them. They should knock this place down and let us cross over properly. (middle aged couple)
 - I don't come down here on my own, or at night. I wait at the top till I see someone coming and go down with them. I pretend I've got a stone in my shoe or something! Better to take a taxi at night – I wouldn't risk it down here. (middle aged woman)
 - It's terrifying when there are no lights working. Sometimes it's left in the dark for ages so you can't come down here. I walk up to Queensway which makes me mad but I'd never come down here in the dark. You never know what might happen. (middle aged woman)
 - It's when they use it as a toilet makes me sick (middle aged man)
 - Bikes are not supposed to come down here but I'm away having to dodge them. And those kids on skateboards and scooters; they're damn dangerous. (older man)
 - We live up top and we've been burgled a couple of time. I bet they've just buggered off down the subway – off the road and out of sight before you know what's happened. It's really frightening ...I can't sleep for worrying (elderly couple)
 - Bleak isn't it? All over. And you get to the top and what do you see? Broken pavements, no trees, load of rubbish. They wouldn't get away with it in Thorpe Bay or Leigh but we pay our Council Tax, the same as them. (Young family)
 - Ugly as sin those tiles! It looks like a giant toilet. No wonder they piss down here. (young skateboarder)
 - I dread it every time I go – never know what's down there till you get there! (Middle aged woman)
5. If you could choose, what sort of crossing is needed to stop people crossing over the roadway? Everybody who was asked (including others not recorded here) wanted to see the end of subways and for them to be replaced with pedestrian crossings. However, despite one comment of 'It's not rocket science!' it is! There's no obvious way to provide a pedestrian crossing at the Queensway subway but one could be provided under the railway bridge, which is where I saw an alarming number of people, including children and less mobile people, risking their own and drivers' lives by dashing through gaps in fast moving traffic.

6. Conclusion: This was a first attempt to explore local views on the problems of crossing Queensway, and the overriding message is that the majority want and would use pedestrian controlled crossings. The only suitable site for such a crossing is close to the Warrior Square subway with none at the Queensway subway. However, people should be able to exercise choice and none exists at present unless they 'choose' to cross over the carriageways. Therefore, in the interests of public safety, I hope that future Community Champions will consider building on this exercise.

BF 11.12..04. Retrieved 20.11.17.

Email respondent 12

To whom it may concern,

I am writing to put forward a request in the planning of the Better Queensway project.

Two weeks ago there was an incident in the high street outside McDonald's where a fight broke out between two teenage boys and despite there being two security in McDonald's I had to run out (leaving my 6 year old son inside) to break it up. One of the boys had a huge group of friends with him (maybe around 15) and the other boy had just one. It was a deeply distressing and disturbing incident for me as I could see that the boys were really hurting each other and I was shocked at the lack of help or sense of community responsibility there was from the many other people that were around.

I presume that the security guards are not allowed to intervene in anything that takes place outside of the premises but still was shocked at their ability to just stand by and watch it play out. What if one of the boys were seriously hurt? I am a mother of two teenage sons and as I reflected on what happened it occurred to me that our young people have absolutely nowhere that they can go where they don't need money! The only place they can hang out together is in the streets and this makes me fearful for my own sons but also for all our young people in the town. Being in the street leaves them vulnerable, to drugs, to fights, to gang culture and who knows what else.

This is why I would like to put forward a request for the better Queensway project to take into account the need for a safe space for our young people to be. Not just somewhere safe but somewhere fun! The provision for our young people is non-existent now and I genuinely feel that we are failing them by not taking their needs into account.

I was recently made aware of the work that the mega centre in Rayleigh provides. It has activities for teens in the evenings (such as quasar and film screenings) but acts as a family centre in the day time with a large soft play area for younger children but also provides family support, mediation, counselling and all sorts of other things that meet the needs of the families in the area. I would like to propose that we consider a similar model in Southend as I feel our young people really need that. As a mother I would be relieved to know that if my sons wanted to hang out with their friends they would have somewhere safe to go. I would be very happy to discuss this further and would really appreciate a response to this email.

Email respondent 13

Better Queensway

Comments from Gareth Weir 51 Wimborne Road Southend SS2 5JG

I am interested in these proposals because I live in an adjacent area and travel into and through this area several times each week and wish to see how the development will affect me.

I welcome the idea of enhanced public space and affordable new homes in this area only so long as the infrastructure (schools, doctors and public utilities etc.) is in place to support it.

I think that the development should better consider the impact it will have on the adjacent area particularly on the removal of the two car parks in Short Street and the one in Essex Street, will this drive the existing users out of Central Southend?

The effect of the proposed scheme on the traffic flow through the area has also not been realistically been accessed and the plan would appear to result in a gridlock at the end of Southchurch Road, Chichester Road and Queensway even with Chichester being two lane. I feel you need to forget the provision for cyclists which we don't have in the town and concentrate on the motorists that we do.

By far the worst affect of the plan is upon the isolation of only remaining community hub in the Queensway site namely All Saints Church. This is used at the moment on a daily basis with parents in cars dropping off children at a variety of times during the day as well as being utilized for those wishing to attend events at the Church and the hall and your proposals take out the only local public car park (Essex St) as well as the adjacent dropping off points. Where is a Bridal or Funeral car going to pull in? Or just block the road for 10 mins?

regards

Email respondent 14

A couple of questions for you re the above.

1. What is your definition of 'affordable housing'?
2. what is the 'Community Fund' how will it be administered, and who will be responsible?

Thank you for your reply. I was looking for a house price that you would describe as affordable. 80% of local rents is still a lot more than one could pay as a mortgage repayment.
Thanks

Thank you for your reply, its just that 'affordable' depends on your income and whether or not you can obtain a mortgage. This needs to be set by the council with its knowledge of the local labour market.

Email respondent 15

Dear Sir/Madam,

I represent the interests of ENGIE Regeneration (formerly Keepmoat), part of the ENGIE Group. We are a leading provider of property and regeneration services in the UK. We design, build, refurbish and regenerate places where people want to live. We operate in a diverse range of markets and sectors including community regeneration, refurbishment, repairs and maintenance and housing development.

The following represents ENGIE Regeneration's feedback on the proposed masterplan for the Better Queensway project which forms part of the consultation exercise being conducted by Southend-on-Sea Borough Council.

We trust the attached is helpful and would be happy to arrange to discuss any of the points we have raised in more detail.

Kind regards,

ENGIE Regeneration - Response to Better Queensway Masterplan

Overall

We have reviewed the masterplan information for the Better Queensway project. The following comments represent ENGIE's considered response to the Council's consultation process. We welcome the Council's approach to the ongoing consultation with the public and housing market about the proposed development and look forward to seeing further details about the project's timescales for the procurement and delivery programme as the project progresses.

Comments on the Masterplan

The proposals will generate a high proportion of north-facing single aspect homes, and we feel that greater consideration should be given to aligning the north-south to give aspects east and west and southwards towards the sea. The proposals suggest approx. 150m of cover over Queensway which will be expensive. There are less expensive ways to achieve better connectivity between the sites and the town centre. The proposal includes removing another of the slipways down to the Queensway (southbound) which has limited benefits and Queensway remains a major impediment to integration across the site. The option to lift Queensway should be considered, as this would be more cost effective and improve connectivity. The proposals include buildings directly over Queensway which would introduce a number of complicated constraints adding cost. The site has been extended south and west, principally it would appear to include the next road junctions so that the highways and traffic management proposals are more cohesive and deliverable. The transport principle refers to the new cycle route across the site, with the Queensway in a cutting this will be a challenge. It is important that the masterplan should include better integration and permeability with the Victoria Shopping Centre.

The proposals include demolishing the four tower blocks and re-providing the affordable housing which is costly and does not necessarily represent good value for money. The tower blocks (some or all) could be retained and refurbished to a high standard thereby saving on the costs for decanting, CPO, re-housing and demolition costs. Much of the proposed public open space on website proposals will be in shade.

In response to the proposals ENGIE has prepared some high level scheme concepts that address many of the challenges identified above. These scheme concepts support an alternative approach and create further opportunities for the residents of Southend and involve the retention of some of the existing structures and propose an alternative approach to integrating the areas to the north and south of Queensway. We would like to discuss these alternative proposals with the Council.

Email respondent 16

Dear Sirs,

The project is very exciting and will have huge benefits to the centre of Southend.

However, living east of the development, we have considerable concerns about the probable negative effect of the new road layout which is likely to cause even worse traffic delays on Queensway and surrounding roads. Firstly, we would like to see improvements to the layout at the junction of Victoria Avenue and Queensway included in these plans as this would help to reduce [current and] future traffic delays likely to occur due to the new layout.

We wish to make three suggestions;

1/ Make a left turn lane for traffic coming south down Victoria Avenue into Queensway to avoid the traffic lights.
2/ Remove the bus stops for buses going west along the London road and replace them with stops under the bridge at Victoria Station i.e. where the number 9 etc stop. Possibly remove the stop for buses going east on Queensway and also move it under the bridge.

3/ Make an additional 4th lane through the traffic lights from the east to the west so that there will be two straight ahead and two for traffic turning right into Victoria Avenue.

These suggestions would help the traffic flow and make the area under the bridge a bus station for almost all buses.

Secondly, and with regard to the BQ plans, the worse pinch point will be the junctions of Short Street and Chichester Road. The new traffic flow from Short Street and considerably more traffic from Victoria Avenue and the London Road turning right from Queensway is likely to result in huge delays to this west-east, north-south traffic as well as causing major delays to traffic from the seafront. One idea to relieve this bottleneck would be for light traffic exiting Short Street to be directed though Milton Street into Sutton Road leaving only buses and large vehicles having to cross over Queensway.

We are concerned that the junction of Southchurch Road and Chichester Road will be unable to cope with all the traffic using this route and cannot see the point of reducing speed limits as vehicles will no doubt crawl along this stretch for much of the day.

All traffic lights must be 'traffic flow recognising' lights i.e. programmed to change timings to allow for clearance of the longest tailbacks.

We wonder why there is a one way link between Southchurch Road and Sutton Road when the plans are trying to create a traffic free area and the end of Sutton Road will be changed to bi-directional?

Finally, where are the planned cycle routes?

Yours sincerely

PS Almost all of our members have encountered significant delays on an all too regular basis when driving in this central area with the worst journey we have heard being almost an hour last December just getting from Southchurch to Short Street!

Email respondent 17

WE believe that SBC aspiration to create space above the underpass/around the Queensway roundabout is dictating the transport scheme, rather than looking at what would genuinely work for the benefit of business, visitors and residents!

The aims and objectives of the scheme overall are commendable and we are supportive but the design aims and objectives do not take into consideration the road alignment and there is little consideration given to the overall impact on the flow of traffic through Queensway both North to South and East to West. These routes are critical to bringing visitors into the town, towards the Seafront and into key visitor carparks. We do not believe it considers the impact on the wider town, and therefore the local economy in the broadest context, certainly does little to support the vitality and viability of the central seafront area. Stockvale employs 1000 staff wants to be part of a town that has a strong local economy and can provide high quality jobs and housing for people in the borough, but if we don't make the most of these key strategic developments we are not optimistic for the future!

We accept there are a number of other developments that will have an impact on central Southend such as Fossetts Farm, Seaway, and Western Esplanade etc but Southend is a primary tourist destination in the South East and this should be 'front of mind' in any modelling for major central Southend developments (we are not convinced with the modelling data, as shown at the consultation which appeared to underestimate the amount of traffic on potentially very busy days when the sun shines!)

There are some specific comments on transport and access to the town, linked specifically to the Queensway scheme and other area:

- Thousands of vehicles per day travel along the A127 and along Victoria Avenue. If these road users are then re-directed along Priory Crescent and Bournemouth Park Road, both of which have challenges already in terms of width and congestion, then it will have negative consequences. Priory Crescent has a very long history of problems in terms of the width of the road and the ability to create extra capacity and to push further traffic along this route appears to be
- The Deeping is currently closed off and, while there is a possible traffic safety concern linked to reopening this, it should be looked at as part of a wider strategy to alleviate congestion in the town centre.
- Short Street will become even busier if traffic is directed right from Queensway here which will have a knock-on impact on where traffic builds up elsewhere.
- At Victoria Gateway, 70% of the traffic turns left and the rest turns right. This causes difficulties with overall traffic flow due to the volume of traffic going one way and not the other. As part of this transport scheme, major work to this junction should be considered, for example by introducing an additional lane for people wanting to turn left.
- Turning right off Queensway, down Chichester Road and on to Southchurch Road will be very busy. Could this be a roundabout to help with traffic flow?
- Directing traffic into Southchurch Road and Sutton Road will only cause traffic pinch points elsewhere.
- Junction Chancellor Road and Chichester where currently there is a no right turn for cars and motor cycles needs consideration to allow cars to access Tylers carpark and warrior square to stop the traffic circulating back up Queensway and towards the Short street junction.
- VMS can assist traffic flows and certainly signage at various junctions needs improving and will assist, but should not be seen as the panacea for very necessary infrastructure!

We believe the scheme should look at a wider area – the main changes will be carried out on Short Street and this is too narrow a focus. It is our belief and concern that the housing scheme is driving the infrastructure, when the infrastructure is actually critical to supporting the wider economy and tourism. An opportunity to look at a borough-wide strategy that moves traffic around as efficiently as possible is being missed.

We believe this scheme and others are an opportunity to get things right and we want to work with SBC to achieve this. The Stockvale Group wants to input in a formal and constructive way.

Email respondent 17

Everyone recognises that there are transport challenges and SBC is working on a range of projects, not just Queensway, to address these issues. The consultation on the Queensway scheme is one of a number of measures, for example Whitegate Road will be turned into a two-way road (work will start on this later in 2018) and SBC is also looking at what improvements can be made to York Road.

We are not confident in the data or the transport modelling system that SBC uses there is no indication as to the estimated numbers of visitors coming into the town or the purpose for their visits, either coming entering via Victoria Avenue or via Priory Crescent! They would state it is extremely detailed and when the Council is looking to make a change in one area (however small) it flags any benefit, or dis-benefit, that could occur and what else needs to be looked at. Any changes that appear to offer a local benefit could have an impact elsewhere.

Council has employed Steer Davies Gleave to support with developing a parking and access strategy for the borough which looks at how people from the borough boundary get to where they want to go, including parking signage. It is clear such an important document should be shown to key stakeholders at the earliest possible opportunity (and taken into consideration in any major development in the central Southend area) and we ask when it would be available to view. The council's position is it is too early a stage to share externally at present – the draft is still being development and then it needs to be passed through SBC governance and through Cabinet.

We would like the opportunity to input in to this strategy. We appreciate that we may not agree with everything but would like to be involved ensuring to get it right for everyone. Our business would like a constructive relationship with SBC and to have a two-way dialogue in order focus on driving our business forward and not having to focus on potentially bad transport decisions that impact on our business.

We are a business that wants to invest in Southend but there needs to be an understanding that the infrastructure car parks are vital organs that keep our business alive. There are 90 -100 days per year where Southend has the potential to attract lots of people, but queuing traffic and parking frustrations cause big problems for his customer bases – especially when the traffic problems go right back to the A127.

If other schemes that improve the flow of traffic can be incorporated into Queensway that would be welcomed, such as Whitegate Road being opened up to two-way traffic, adding that the Queensway roundabout with its current layout works at the moment. SBC would say it works well for vehicles but not for pedestrians and residents – We agree with the safety issues facing pedestrians using the underpass. We understand the need there is a challenge SBC faces as they need to balance the needs of all road users – both motorised and otherwise, but surely the access for visitors into the town which is a key factor for the future prosperity of the town is paramount.

We strongly believe one of the challenges there are resulting from the current scheme is that all of the traffic will culminate at Victoria Gateway, whereas currently there are three pause points along the route, not just centring around one. We are concerned about the access to the seafront and stated that if road users are trying to be pushed towards taking a certain route the signage must be in place to keep people on the right road to get to where they want their final destination to be which for the tourist visitors, is the seafront.

Stockvale believe that despite the commendable aims and objectives that schemes like Queensway bring they can offer a threat to business and therefore it makes decisions around continuing to invest in Southend more challenging. Stockvale wants to work with SBC to make the best of the opportunities we have to improve things and ensure they are not a blocker for tourism in the area and give businesses confidence to invest and grow for the benefit of the Southend economy and future regeneration. SBC needs to send a strong message to businesses that tourism is still the most important factor in wanting to grow the local economy or be clear what the priorities are for SBC so businesses can make the decisions they need to!

Better Queensway interim consultation
report

**Produced by Copper Consultancy for Southend-on-Sea
Borough Council**

February 2018



Contents

1. Executive Summary	2
2. Introduction	3
2.1. About Copper Consultancy	3
2.2. Southend-on-Sea Borough Council Statement of Community Involvement	4
3. Overview of engagement and consultation activity	5
3.1. Briefings with members	5
3.2. Consultation promotion	5
3.3. Contact centre	7
3.4. Public exhibitions.....	7
3.5. Signage	8
3.6. Participation	8
3.7. Follow-up meetings with stakeholders	9
3.8. Overview of the feedback received.....	9
3.9. Process for analysing feedback	9
4. Feedback analysis – Section one: Better Queensway site	10
4.1. Question 1	10
4.2. Question 2.....	11
4.3. Question 3.....	12
4.4. Question 4.....	13
4.5. Question 5.....	14
4.6. Question 6.....	15
4.7. Question 7.....	16
5. Feedback analysis – Section two: transport and access	19
5.1. Question 8.....	19
5.2. Question 9.....	21
5.3. Question 10.....	23
6. Conclusion.....	24

1. Executive Summary

Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area of central Southend-on-Sea, creating a new residential-led development made up of high quality housing, commercial space, improved public areas and a new road network.

Consultation activities included: press activity; social media and print and digital advertising to promote the consultation; posters around the town centre; mass-mailed letters; a dedicated project website with a feedback facility; a contact centre with a dedicated project email address, Freephone number and Freepost address to gather comments; a stakeholder preview reception; and two drop-in public exhibitions.

The public exhibitions were held at The Forum in the centre of Southend-on-Sea, and were attended by 300 people including political stakeholders, residents, local businesses and community organisations.

120 people provided written feedback on the proposals, doing so at the public exhibition, via post, online and email.

Southend-on-Sea Borough Council is grateful to those who took the time to engage with and respond to the consultation. Where people expressed concerns or made suggestions, the Better Queensway project team will take these into account before seeking and selecting a development partner for the site.

Respondents of the consultation were largely very positive about the Better Queensway development and its potential for transforming this area of the town centre.

There were, however, a number of concerns noted during the consultation, especially in relation to the proposed changes to the road network.

2. Introduction

Southend-on-Sea Borough Council is developing proposals to regenerate the Queensway area of central Southend-on-Sea, creating a new residential-led development made up of high quality housing, commercial space, improved public areas and a new road network.

The plans include around 1,300 new homes with a minimum of 441 affordable housing units. The area marked for the Better Queensway development is situated at the northern end of the town centre and is split by the Queensway road. The site includes four high rise, residential tower blocks and 24 low rise maisonettes, two car parks (Essex and Short Street), and businesses on the northern side of Southchurch Road.

One of the main aspirations of the scheme is to reconnect communities separated by the Queensway road and improve access to the town centre, seafront, jobs and shops, helping to boost the local economy.

This report is an interim report, providing an overview of the consultation that was undertaken from 8th November 2017 to 15th December 2017 and the feedback received during that period. This report will support Southend-on-Sea Borough Council with responding to the consultation findings in advance of its February 2018 Cabinet report. A full consultation report, which includes details of Southend-on-Sea Borough Council's response to consultation comments, will be developed, published and shared with the community in due course.

Feedback from the consultation will be included in the suite of documents provided by Southend-on-Sea Borough Council to potential development partners for the scheme. A copy of the final consultation report will also be made available to them.

Appendices referenced during the course of this document can be found in the Better Queensway interim consultation report supporting documents.

2.1. About Copper Consultancy

Copper Consultancy (Copper) was commissioned by Southend-on-Sea Borough Council to support with the communications and consultation for this stage of the Better Queensway scheme.

Copper delivers effective community and stakeholder consultation and engagement programmes to support planning, development and regeneration projects. Copper's experience spans both the private and public sectors for development projects of all sizes across the UK.

Copper has undertaken consultation on many projects over the years and always aims to exceed basic consultation requirements, seeking to deliver thorough and robust public consultation and engagement with communities.

2.2. Southend-on-Sea Borough Council Statement of Community Involvement

Southend-on-Sea Borough Council adopted its Statement of Community Involvement (SCI) in July 2013 subject to a public consultation in March 2013. The document sets out how the public and other interested parties may be consulted and become involved in the planning application process and key stages in the preparation of planning documents.

The document makes clear that Southend-on-Sea Borough Council expects engagement to exceed the minimum legal requirements for public consultation as set out in the Planning Acts and Regulations. In doing this, the SCI provides some general principles to apply to consultation, which include:

- Involvement will be open to all regardless of gender, faith, race, disability, sexuality, age and social deprivation;
- We will continue to co-operate with neighbouring boroughs and public bodies to ensure that strategic matters are appropriately addressed;
- We will seek views of interested and affected parties as early as possible;
- We will choose consultation processes which balance appropriately: cost and time constraints; community impact; and available resources;
- Consultation publications will be clear and concise and avoid unnecessary jargon, without understating the complexities of any decision;
- We will inform those who respond to a consultation of later stages in the process.

Southend-on-Sea Borough Council advises effective community involvement to ensure members of the public are informed about development proposals and enabled to influence them as part of consultation process. The SCI advises that applicants should:

- Consult the local community on overall and specific aspects of the proposal;
- Consider the consultation responses received, and take them into account before making their planning application.

Southend-on-Sea Borough Council, with Copper's support, has gone above and beyond the recommended level of engagement set out in the Council's own SCI to ensure maximum community involvement in the Better Queensway consultation.

3. Overview of engagement and consultation activity

3.1. Briefings with members

Ahead of the launch of the consultation, Southend-on-Sea Borough Council arranged face-to-face briefings with elected members.

A briefing meeting was held with Victoria Ward councillors on Thursday 2nd November 2017 and was attend by:

- Councillor Ann Holland (Executive Councillor for Culture, Tourism and the Economy)
- Councillor Margaret Borton (Victoria Ward)
- Councillor David Norman MBE (Victoria Ward)
- Emma Cooney (Southend-on-Sea Borough Council)
- Gemma Webb (Southend-on-Sea Borough Council)
- Andy Grant (Southend-on-Sea Borough Council)
- Annabel John (Copper Consultancy)

Immediately after this meeting, a briefing for all Council members took place to ensure that the full Council understood the proposals, the parameters of the consultation and had an opportunity to ask the project team questions in advance of the consultation launch.

3.2. Consultation promotion

Invitations

On Monday 23rd October 2017, an invitation letter (appendix 1) was sent to residents who live within the Queensway site to outline the proposals, invite them to a dedicated residents' preview of the public exhibition, the public exhibition events, and to offer an individual briefing meeting.

The letter was sent to each of the four high rise, residential tower blocks (Chiltern, Quantock, Malvern and Pennine) and the maisonettes on Sutton Road, which totalled 441 properties, and the residential properties on Southchurch Road, which totalled 42 properties.

On the same day, an invitation letter was sent to leaseholders of the tower blocks and Sutton Road maisonettes (appendix 2) to offer them a one-to-one briefing and invite them to the public exhibitions. A similar letter was sent to leasehold and freehold owners for properties situated along Southchurch Road (appendix 3) and included correspondence about the Better Queensway scheme that had previously been sent to the same properties (appendix 4). These were enclosed to remind freeholders and leaseholders of the previous correspondence they had received about the project.

A total of 51 letters were sent to the leaseholders of the tower blocks, and a combined 111 letters were sent to leaseholders and freehold owners for the properties on Southchurch Road. In some cases, more than one letter was sent in relation to a particular property to ensure that letters reached all relevant correspondence addresses.

On Monday 23rd October 2017, Copper posted an invitation to the public exhibitions (appendix 5) to local MPs and community stakeholders (see list below). A copy of the letter was also emailed (appendix 6) to stakeholders on Thursday 26th October 2017.

The political and community stakeholders invited to the consultation include:

- **Political representatives**, including all Southend-on-Sea elected Council members, MP for Rochford and Southend East, James Duddridge, and MP for Southend West, Sir David Amess.
- **Key community groups**, including The Business Improvement District; Southend Seafront Traders Association; Stockvale Group; Southend Tenants and Residents Federation; Queensway Residents Association; Victory Action Group; Victoria Tenants Association; The Royals Shopping Centre; University of Essex; South Essex College; Southend Tourism Partnership; Southend Ethnic Minority Forum; National Federation for the Blind; Essex Chamber of Commerce; South East Local Enterprise Partnership; Southend Business Partnership; Miller School of Dance; Southend Vineyard; Greater Anglia; c2c; Southend Youth Council; Southend Zimbabwe; Southend Community-in-Harmony; Southend Association of Voluntary Services; Essex and Southend Link; and Southend Transpire.

An additional letter was prepared for the wider community to introduce the plans and invite members of the public to the exhibitions (appendix 7). This was issued on Monday 23rd October 2017 to 1,057 properties around the boundary of the Better Queensway site (appendix 8).

Additional invitations

After the first public exhibition on Wednesday 8th November 2017, Southend-on-Sea Borough Council wrote to all South Essex Homes tenants (a total of 5,476 properties), to invite them to take part in the consultation and attend the next public consultation event (appendix 9).

An invitation was also sent to groups and organisations registered on Southend-on-Sea Borough Council's consultation database.

Media

On 31st October 2017, Southend-on-Sea Borough Council issued a press release to the local media (appendix 10). The purpose of this release was to announce the plans and raise awareness in the local community about the upcoming public exhibitions. It included details of the events and invited participation in the consultation. The release was issued to:

- Southend Echo
- BBC Essex
- Yellow Advertiser
- Essex Enquirer
- Heart Essex
- Radio Essex
- Leigh and Southend Times
- Your Southend social media site and a number of other hyper-local community sites

A media release was also issued on 7th November 2017 to promote the consultation events and process and on 8th December 2017 to further promote the consultation process with one week to go.

Advertising

The consultation was advertised using paid for print and digital adverts in the Echo (appendix 11). Three full colour quarter page print adverts ran in the Southend Echo on 25th October, 31st October and 7th November 2017 to promote the consultation, along with digital leaderboards online (www.echo-news.co.uk) for two weeks starting on 25th October 2017.

A targeted Facebook advertising campaign (appendix 12) ran from 25th October 2017 until 16th November 2017. It reached a total of 58,671 people during the duration of the campaign, generating 441 unique clicks through to the website.

Posters

Posters advertising the public exhibitions were put up around central Southend-on-Sea (appendix 13), including in:

- Local businesses
- Notice boards in Chiltern, Quantock, Malvern and Pennine
- The Victoria Shopping Centre
- Local cafes
- The Storehouse
- Southend Civic Centre.

Electronic copies of the posters were displayed on local bus stops to further advertise the public exhibitions (appendix 14).

Social media

The consultation was also heavily promoted via Southend-on-Sea's social media channels (Facebook, Twitter and Instagram). Special graphics (appendix 15) were created to ensure that content was as engaging as possible to target a wide range of audiences.

3.3. Contact centre

Copper operated a contact centre, consisting of a dedicated Freephone number, Freepost address and email address, throughout consultation so that members of the public and key stakeholders could get in touch, ask questions and leave comments easily. Details of these were included on all public facing materials. All enquiries were promptly and comprehensively responded to.

3.4. Public exhibitions

A dedicated residents' preview exhibition was held on Tuesday 7th November 2017 for people who live within the Better Queensway site boundary, including the four tower blocks, Sutton Road maisonettes and Southchurch Road properties. The residents were invited to this preview session so they could see the materials, speak to members of the project team and ask questions ahead of the wider community.

Two, one-day public exhibitions were held at The Forum on Wednesday 8th November 2017 and Thursday 16th November 2017, from 2pm until 8pm. Between these times, members of the public could drop-in to view the plans, speak to the project team and leave feedback.

The events were held across different weeks and on different days to ensure people were able to attend at least one of them.

In addition, on the first exhibition day (8th November 2017) between 12pm and 2pm, a preview event was held for invited stakeholders to see the plans before opening the event to the wider community.

The Forum was chosen as a venue to ensure maximum participation from the local community. It is close to the Better Queensway site, well-known in the town and has good public transport links, being next to local bus stops and Southend Central and Southend Victoria train stations. The exhibition room was fully accessible and a risk assessment was undertaken ahead of the exhibition.

Members of the project team, including representatives from Southend-on-Sea Borough Council, South Essex Homes, Mott MacDonald (traffic consultants), 31ten Consulting (financial consultants), IBI (design consultants) and Copper Consultancy (community relations) were on hand to talk to people directly about the proposals, listen to feedback and answer their queries.

A series of exhibition banners (appendix 16), as well as plans and images on A4 laminates were on display around the room for attendees to view. Every attendee was handed a 12-page leaflet (appendix 17) which explained the proposals, included copies of the plans, provided contact details for the community relations team and instructions on how to leave feedback.

Although many attendees discussed the project with the team on the day, people were encouraged to submit feedback officially by completing a feedback form at the event or at home (appendix 18). The feedback form was also accessible online via the Better Queensway dedicated website (www.betterqueensway.co.uk).

3.5. Signage

On the day of the exhibition, an A-Board (appendix 19) was put up outside The Forum to direct attendees to the exhibition room. A second A-Board was placed on Southend High Street, close to the venue, to encourage additional footfall to the consultation. There was also signage throughout The Forum and outside the exhibition room, which included directional arrows pointing people towards the destination.

3.6. Participation

People who attended the public exhibitions were asked to provide their contact details as part of the voluntary signing in process (appendix 20).

The consultation events were attended by 113 people on Wednesday 8th November 2017 and 162 on Thursday 16th November 2017. The dedicated residents' exhibition preview on Tuesday 7th November 2017 was attended by 25 people, totalling 300 people across all

events.

3.7. Follow-up meetings with stakeholders

Although representatives/members of the Stockvale Group attended both public exhibition days, a meeting was arranged to further discuss the project in response to an offer of an individual meeting to key stakeholders. Copper facilitated the meeting, which took place on Wednesday 13th December 2017. Given that the date of the meeting was so close to the end of the consultation, an extension to Friday 22nd December 2017 was granted to the Stockvale Group to ensure they had sufficient time to collate a response.

Attendees included:

- Two members of the Stockvale Group
- Gemma Webb (Southend-on-Sea Borough Council)
- Neil Hoskins (Southend-on-Sea Borough Council)
- Martin McCrink (Copper Consultancy)
- Annabel John (Copper Consultancy).

The main topics discussed at the meeting included:

- Support for the principle of developing the Queensway site and boosting the local economy
- Concerns over the impact of the changes to the road network at Queensway, and the wider impact it will have on traffic in Southend-on-Sea
- Concern that the road scheme looks at too narrow and that the housing development is driving the infrastructure, when the infrastructure is critical to the wider economy, especially tourism.

3.8. Overview of the feedback received

Respondents were invited to submit their feedback about the proposals and the consultation process in a number of ways:

- At the exhibition via a feedback form
- By email to the dedicated email address (betterqueensway@southend.gov.uk)
- By phone to the dedicated project number (0800 046 3803)
- By post to the dedicated Freepost address (FREEPOST BETTER QUEENSWAY).

A total of 120 people provided feedback as part of the consultation. This was split between 53 hardcopy feedback forms, 50 feedback forms submitted online and 17 emails. A full list of all comments received to date during the pre-application consultation period can be found in appendix 21. This does not include verbal discussions held with members of the project team at the public exhibition – everyone who attended was encouraged to submit their ideas formally via a feedback form.

3.9. Process for analysing feedback

The feedback form was split into two parts. The first was seven questions about the Better Queensway development and the second was focused on the transport infrastructure linked to the development. All feedback was treated equally, regardless of where a person lived or what organisation they represent.

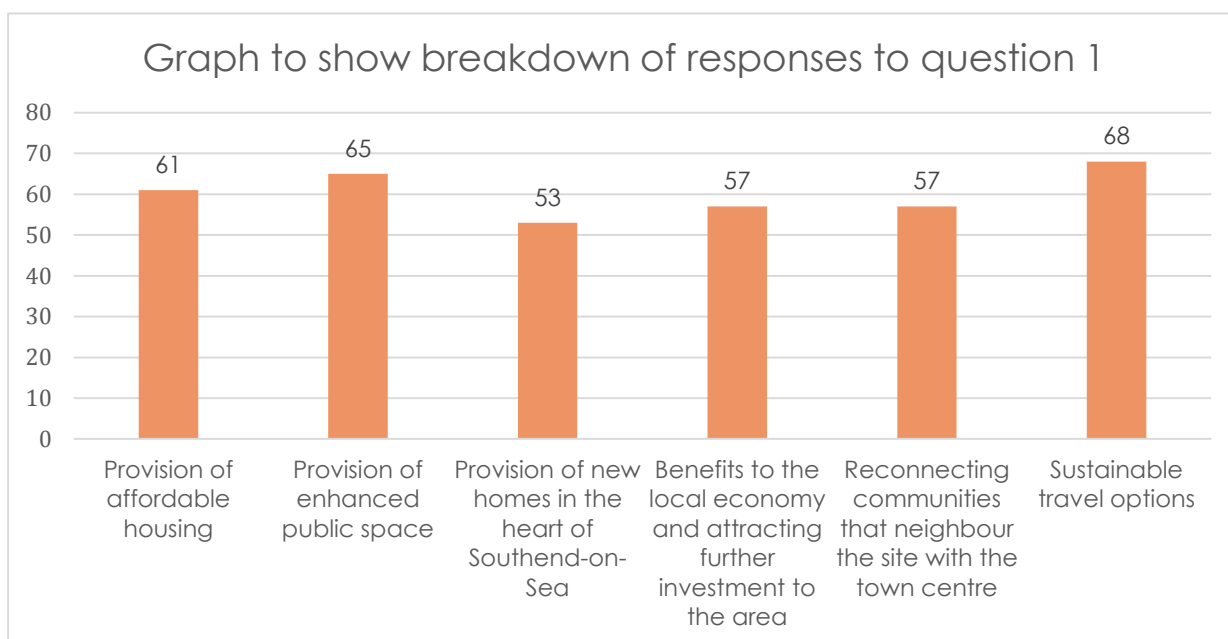
The next two sections provide a breakdown of responses to each question, categorised into recurring themes.

4. Feedback analysis – Section one: Better Queensway site

4.1. Question 1

Question 1 of the feedback form asked participants to indicate their views via a tick box chart of what interests them in the Better Queensway proposals. Respondents were able to tick multiple boxes. The table and graph below outlines the results of this question:

	Total
Provision of affordable housing	61
Provision of enhanced public space	65
Provision of new homes in the heart of Southend-on-Sea	53
Benefits to the local economy and attracting further investment to the area	57
Reconnecting communities that neighbour the site with the town centre	57
Sustainable travel options	68



The reasons respondents gave for choosing their answers is summarised below:

- Will benefit the community
- Will improve quality of life
- Will improve the local economy
- Will look more attractive than the existing area
- Improve pedestrian access
- Hopeful the project will increase safety.

Some respondents also stated some immediate concerns linked to the development:

- Transport scheme will cause congestion
- Affordable housing – what is meant by this? Will it actually be affordable?
- Profit put before people
- Scheme will divide up the business areas (pier-Southend)
- How will anti-social behaviour be addressed.

A number of people also suggested improving the overall area by including green space, trees, flowers, public toilets and public art, as well as CCTV, lighting and policing to ensure people are safe in the area. Using sustainable energy sources for the development was also suggested.

4.2. Question 2

Question 2 asked for people's overarching thoughts on the proposals to redevelop the Queensway site.

Overall, respondents were positive about redeveloping the site in principle, especially in relation to:

- Support for affordable housing
- Support for improving the aesthetics of the area
- Improving people's quality of life
- Boosting the local economy
- Support for carbon neutral homes and less pollution.

Some respondents also support Southend Borough Council's aspiration for making it safer for people to walk in the area and the provision of cycling routes.

There were, nevertheless, many concerns about the development, spanning a range of issues. Respondents were worried about:

- The strain a largescale new development would put on schools, doctors' surgeries and parking in the town
- The number of parking spaces being unrealistic (*context suggested it was too many*)
- Sewerage concerns and encouraging rats
- Outdoor space not being properly maintained
- What affordable housing means, questioning if it will really be 'affordable'
- The level of social housing – it should be increased
- The density of housing on the site
- Security in the development, including drug users, anti-social behaviour and vandalism, especially towards cars being damaged or stolen
- The impact on current Queensway residents, for example when they are moved into temporary accommodation which may be stressful. Protecting the needs of existing residents was noted as important.

A number of specific comments linked to transport, access and parking were also raised:

- There is a lack of car parking for shoppers and visitors, and removing the car parks will result in illegal and dangerous parking
- Victoria Avenue to the seafront needs to flow and access to Sutton and

Southchurch roads is very confusing

- The development will result in increased journey times, congestion, pollution and the cost of public transport
- Increased congestion will cause delays for emergency vehicles
- Removing the Queensway roundabout will destroy a multi-directional junction
- Improving access in and out of the town will ease congestion around Queensway.

In response to this question, there were also a number of suggestions from respondents for Southend-on-Sea to consider as it moves forward with the scheme and the process of selecting a development partner. This includes:

- Low-level flats and design which encourages a village-like atmosphere
- Disabled access, that is also dementia and learning difficulty friendly
- An environmentally friendly development
- Features that encourage lower levels of car ownership and car sharing
- Providing secure cycle storage, lockers and changing rooms
- Designing buildings to promote physical activity, for example making the stairs prominent, easy to access and attractive to use
- A community centre.

There were also suggestions for outdoor space which included small parks, table tennis tables, trees, fountains and public toilets. People wanted the space to be attractive and sociable, without using underpasses which creates safety and security issues.

There were also some comments linked to the consultation, including:

- There being a lack of enough detailed information to comment on the proposals at this stage
- There being a need to increase participation in consultation to include taxi drivers, local workers, all council tenants, the emergency services, disabled associations, charities and businesses.

4.3. Question 3

Question 3 asked for people's thoughts on what kind of public space they may like to see as part of the development.

There was clear support for creating an attractive environment, with benches, trees, water features, parks or pocket parks, dog walking areas, ponds and bird and butterfly feeding stations all referenced as ideas for the outdoor space. However, a number of respondents also referenced the need for ensuring that outdoor space did not encourage anti-social behaviour. People suggested installing CCTV or having 24/7 security. A minority of people were completely against the provision of public space because it causes anti-social behaviour, for example it was felt that there was sufficient provision from the seafront at Warrior Square.

In addition, there were suggestions for including public and community facilities:

- A community centre/facility
- Sports facilities, such as a swimming pool, chess tables, table tennis, tennis courts, a basketball court with football goals or a gym
- Safe play areas for children

- A skate park
- Space for public events, such as a small amphitheatre for summer music events or an arts centre
- A café
- Some commercial space, particularly for a convenience store and some restaurants / cafés. There was a suggestion that some commercial premises be run on a community basis by volunteers to help provide a sense of community spirit
- Public toilets.

Some people thought it was important that whatever is included in the development as public space must be well-maintained and is open to everyone. It was also noted by some respondents that any outdoor space needed to be fully accessible, with wheelchair access and smooth, level transit surfaces.

4.4. Question 4

As part of the Better Queensway proposals, there is the opportunity to enhance the area and create an attractive environment for people to enjoy. Question 4 asked for people's thoughts on what landscaping features they may like to see as part of the development.

Some of the responses were similar to Question 3, for example linked to preventing anti-social behaviour, including the removal of the underpasses, and community or sports facilities and public toilets.

Nature and landscape was very important to people, with suggestions including planted areas and flower beds, trees, a mindfulness garden, allotments and an environment that would encourage birdlife in the area.

Public art was also suggested, including art walls, street art and artwork made from safe materials that is suitable for children to climb and play on. One respondent suggested a graffiti art area which young people could be responsible for looking after. Another would like an iconic feature to be part of the landscaping, such as a bandstand or large water feature. Some respondents, however, felt that fountains would take up valuable space that could otherwise be used to engage young people. A key theme was making sure that whatever is included is child-friendly and accessible to all.

People also suggested:

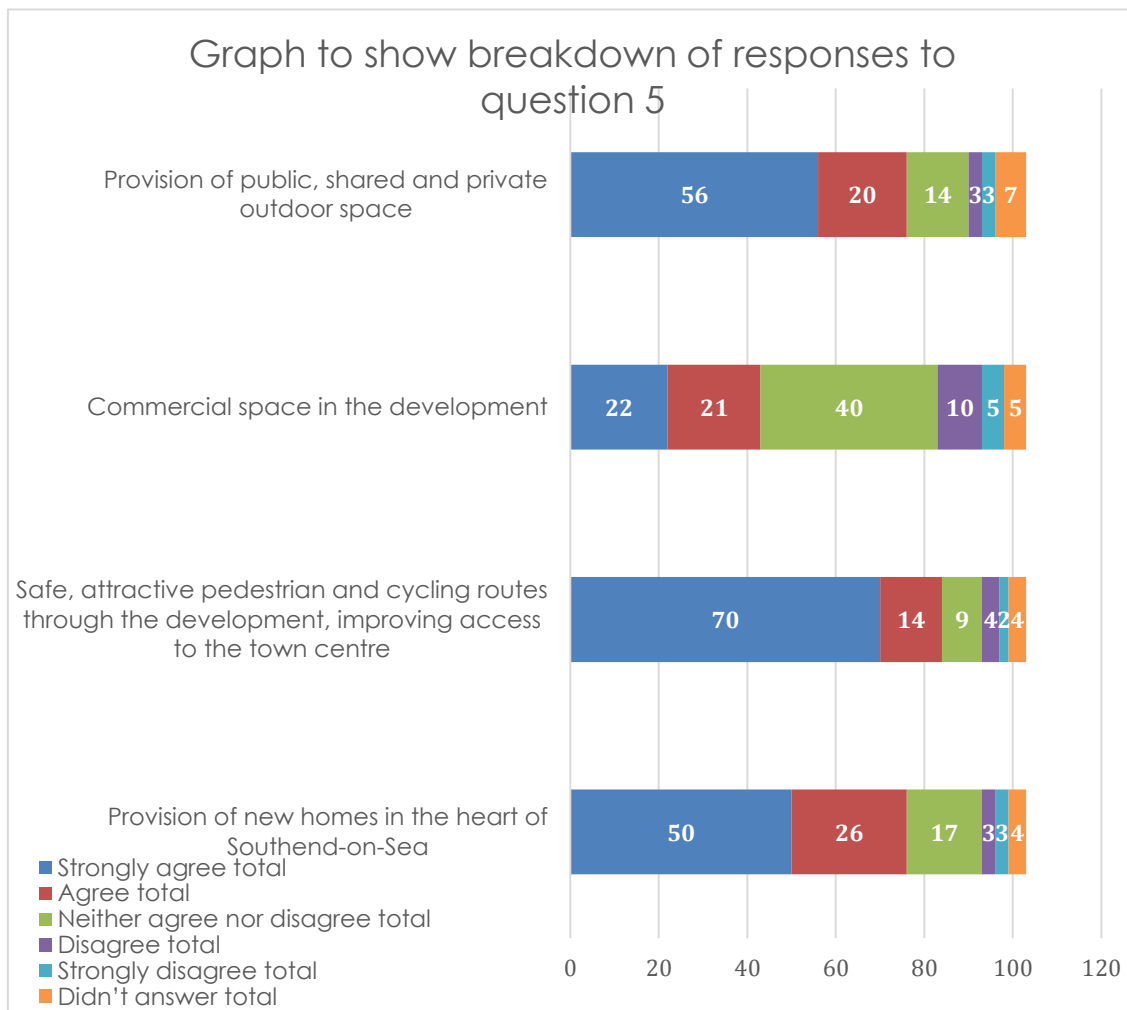
- Using minimal concrete in the outdoor space
- Involving local people, including schools and residents, in designing artwork
- Smoother and improved pavements
- Fines for people dropping litter
- Ensuring that maintenance of public spaces is a priority – there was some concern about any landscaping features becoming run down or vandalised and not repaired.

Well-lit public walk and cycle ways through the development were also referenced as important and it was felt that this would encourage integration and fluidity between the new and existing areas in Southend-on-Sea.

4.5. Question 5

Question 5 of the feedback form asked participants to indicate their views via a tick box chart (options ranged from strongly agree to strongly disagree) on key features of the development. The table and graph below outlines the results of this question:

	Strongly agree total	Agree total	Neither agree nor disagree total	Disagree total	Strongly disagree total	Didn't answer total
Provision of new homes in the heart of Southend-on-Sea	50	26	17	3	3	4
Safe, attractive pedestrian and cycling routes through the development, improving access to the town centre	70	14	9	4	2	4
Commercial space in the development	22	21	40	10	5	5
Provision of public, shared and private outdoor space	56	20	14	3	3	7



The reasons respondents gave for choosing their answers is summarised below:

- Affordable housing for the people of Southend
- Proposals will make the area family-friendly and safe
- Proposals will enhance the area
- Support for cycle and pedestrian routes

Some respondents also referenced a number of concerns relating to the development proposals:

- Roads are more important than this development – roads won't cope with the amount of congestion
- Security concerns linked to the outdoor space
- Excessive number of homes will cause strain on amenities

There were also a number of suggestions for Southend-on-Sea Borough Council to consider as it takes the development forward:

- Commercial space – shoe shops, post office, bank, convenience store, restaurants, pub
- Space for local enterprises and start-up businesses
- Community centre or community run spaces
- Homes should be for the people of Southend – place restrictions on resale and renting

4.6. Question 6

As part of the Better Queensway development, Southend-on-Sea Borough Council is actively seeking to promote cycling, walking and public transport as sustainable travel options, and provide a parking space for every property. Respondents were asked for their views on this.

In terms of responses, there were a number of suggestions and support for making sustainable travel an easier choice:

- Pedestrian routes away from roads that provide easy access to the town centre and station
- Separate, safe cycle lanes away from vehicle traffic and to prevent cyclists cycling on pavements where pedestrians, buggies and wheelchair users are
- Increase cycle lanes throughout Southend more generally
- Public transport can only be promoted if Southend-on-Sea Borough Council has a say in bus and train fares / cheaper buses
- Buses need to run to where people live, for example North Shoebury
- Long term investment in trams as they are environmentally friendly
- Modelling new forms of transport, including trams, light rail, and car sharing schemes
- Make it safe to walk after dark
- Well sign-posted, well lit with cameras
- Consider the impact on people with disabilities
- Encourage schemes like ZipCar to reduce car ownership.

There were 22 references in responses to the importance of including provision for a parking space for every property, with some respondents suggesting that a ratio of one to one parking was not important. There were, however, a minority of comments suggesting

that people tend to own more than one car and therefore a space for every property was not sufficient.

Comments included:

- Agree an element of parking is required but one space per resident is crazy (*context indicates it is too high*)
- Indication car ownership and usage is declining
- Unrealistic to provide one to one parking
- Follow London and provide fewer parking spaces in high density housing schemes – only half of homes should have a parking space and those without one offered homes at a reduced price
- Need two parking spaces per household
- Need visitor, care working and service/deliver parking
- Removing car parking spaces from the town centre discourages shoppers.

There were also a number of comments linked to parking on the development more generally:

- Safe car parking with an entry system to prevent people going to the town centre from parking on the development
- Parking capacity needs to be right to prevent a knock-on effect on neighbouring streets
- Support for electric vehicle charging points and limiting space for fossil fuel cars to park
- Visitor parking to be available within walking distance to the homes and consider access for emergency services and domestic care providers.

There were also a number of comments linked to the road network and crossing in the context of sustainable travel:

- Safer pedestrian crossings are needed, especially from Chichester Road to the Victoria Shopping Mall
- Make 20mph zones in residential areas, 30mph limit throughout town, including underpass, abolish all 40mph speed limits, which should apply to west of the borough on the A127, outside the borough boundary
- Concern about increased traffic to Southchurch Road West and Chichester Road from Sutton Road and Southchurch Road East
- Need to get rid of cars quickly – this scheme will increase congestion
- Obsession with sustainable travel options is causing heavy traffic pollution and congestion, damaging economy and causing stress to residents
- Stop taking road space for cycling
- The plans claim to want to promote public transport, walking and cycling, and tackle toxic air, but policies do not support these objectives.

Two respondents felt that they had insufficient information to comment at this stage.

4.7. Question 7

Question 7 asked respondents how they thought the development of Queensway could improve quality of life and create opportunities for people living and working in and around Southend-on-Sea.

The majority of people were positive about the development, with comments centred around six main themes:

Quality of life

- Create better living conditions and a vibrant community fit for the 21st century
- Encourage community cohesion and improve social structure
- Re-energise the local area
- Smaller blocks can help with physical and mental health and social wellbeing
- Quality of life could be improved by the reduction of motorised traffic
- Create a destination where people want to live and work
- Build something for the community rather than for commercial reasons.

Housing

- Better quality housing appropriate for a modern society
- Opportunity to create more homes for young people and for first time buyers to get on the property ladder
- Affordable housing must be a main priority
- Opportunity for social housing and privately owned houses that ordinary working class people can afford
- Homes must be for single people, as well as families
- Opportunity to provide housing for the homeless
- Many residents have lost pride/ownership of homes/community due to accommodation being run down, damp and overcrowded
- Residents must have privacy in their homes and not be overlooked
- Flats have lounge/kitchen areas which are unappealing for residents who wish to live separately from their kitchens. Builders cram more flats into one space
- Proposals will generate a high proportion of north-facing single aspect homes, and we feel that greater consideration should be given to aligning the north-south to give aspects east and west and southwards towards the sea.

Environment

- Opportunity to improve the environment in an unattractive part of the town and make it more welcoming
- More green space and landscaping
- More open and improved land use.

Connectivity

- Opportunity to open the town centre up, helping people in the east of the borough become part of Southend
- Create easier links and better access to the town centre
- By making a non car centric area people will connect better with the area
- A better road network with more effective traffic flow
- Important the masterplan should include better integration and permeability with the Victoria Shopping Centre.

Safety

- Opportunity to improve safety and reduce anti-social behaviour
- Create a strong neighbourhood watch committee
- Opportunity for less dark, unwelcoming places
- Businesses need to feel less vulnerable to anti-social activities
- Policing needs to be helpful, approvable, friendly and affective by constructive interaction
- People need to feel safe at all times during the day.

Economic

- Opportunity to create job opportunities, especially if commercial space is included as part of the development
- Development is key to the future of the town centre and seafront's survival
- Regenerating this area will lead to regeneration of the surrounding area
- Help boost the economy in the local area
- Reducing cars and congestion will improve the economy and create more opportunities and jobs for residents.

However, some respondents felt that the development would not improve quality of life in the area, or that there was insufficient evidence to show how it would improve people's lives:

General

- The development will make life worse for residents and businesses in the town, far beyond the inconvenience during the demolition and building phase
- The Council needs to rejuvenate the town centre and look at parking charges and business rates.

Housing

- Existing homes should be refurbished, the area improved and properties managed properly
- It won't benefit those living in the existing tower blocks.

Opportunities for people in Southend-on-Sea

- The development won't create opportunities for people, just the rich
- What opportunities? It's about building housing, not lifestyle. Lofty ideas – just get on and build it.

Road network

- No opportunity to improve quality of life with the current road network proposal
- Unnecessary changes to the road layout will cause more chaos and uproar
- Development of the business/science park at Cherry Orchard Way will attract young talent to the town. This must be thought about in terms of the road network; it will be a disaster if access through Victoria Avenue is restricted and traffic is gridlocked across Southend and around Priory Park. Will spend millions in the future correcting a horrendous mistake
- The transport side of the development should be used to correct the disaster that is Victoria Gateway. Put back the roundabout and open the Deeping.

5. Feedback analysis – Section two: transport and access

5.1. Question 8

Question 8 asked for people's general thoughts on Southend-on-Sea Borough Council's proposed transport scheme. Overall, 14 respondents generally support the proposals, with five opposing it and three stating that there was not sufficient information to be able to comment.

There were a number of comments linked to the current road arrangement:

- The existing road arrangement is not fit for purpose and is dangerous
- Overloaded roads and blind spots cause accidents for pedestrians and cyclists
- The current transport links are adequate
- Chichester Road gets blocked
- There is currently a bottle neck at Victoria station and the changes at Victoria Gateway have made the situation worse.

Some respondents could see benefits with the proposals, although there were significantly fewer references to this than concerns about the plans. These include:

- The road scheme will be good for traffic and safety
- The removal of Southchurch Road roundabout and the pedestrian underpass is a good idea.

Relating to the transport proposals, people felt that there were many issues with it and each of the comments below were noted by multiple respondents:

- The scheme should look at a wider area – the main changes will be carried out on Short Street and this is too narrow a focus
- Concerns about parking issues that could be dangerous on Sutton Road and the Christchurch Road end of Wimborne Road
- Directing traffic into Southchurch Road and Sutton Road will only cause traffic pinch points elsewhere
- Congestion will increase and the traffic model is inaccurate (multiple comments from respondents linked to this issue)
- Objection to closing Queensway to Southchurch Road access
- Removing the Queensway roundabout will cause problems
- Chichester Road improvements will have negative knock-on effects on Victoria Avenue and traffic coming from the seafront
- Concerns about traffic accessing Southchurch Road via Chichester Road
- Concerned that the Milton Road intersection will become very congested
- Not being able to directly enter Southchurch Road from the west will create congestion in Southchurch Road and by the Seaways roundabout
- Concerned at how well the junction will work at Chichester Road/Queensway to keep traffic flowing at peak times. This is aggravated by the delays at the junction outside Victoria station
- Concerns that the plans will increase bottlenecks, especially in Sutton Road as traffic tries to avoid congestion at Victoria Plaza; and the junction at Chichester Road/Short Street will be a bottleneck for the whole area. The plans will prevent a good flow of traffic across town it will freeze up public transport and commercial traffic and there is no slip road or access for emergency services vehicles.

Respondents provided a range of suggestions as to how the transport scheme could be improved or changed. Many of these related to perceived wider issues in Southend-on-Sea, for example more car parks, improved bus services and access for buses, and improvements to the wider road network in the borough (not just Queensway). While all of these comments have been noted by Southend-on-Sea Borough Council, they are not included in this document as they do not link directly to this consultation and the Queensway development.

Suggestions include:

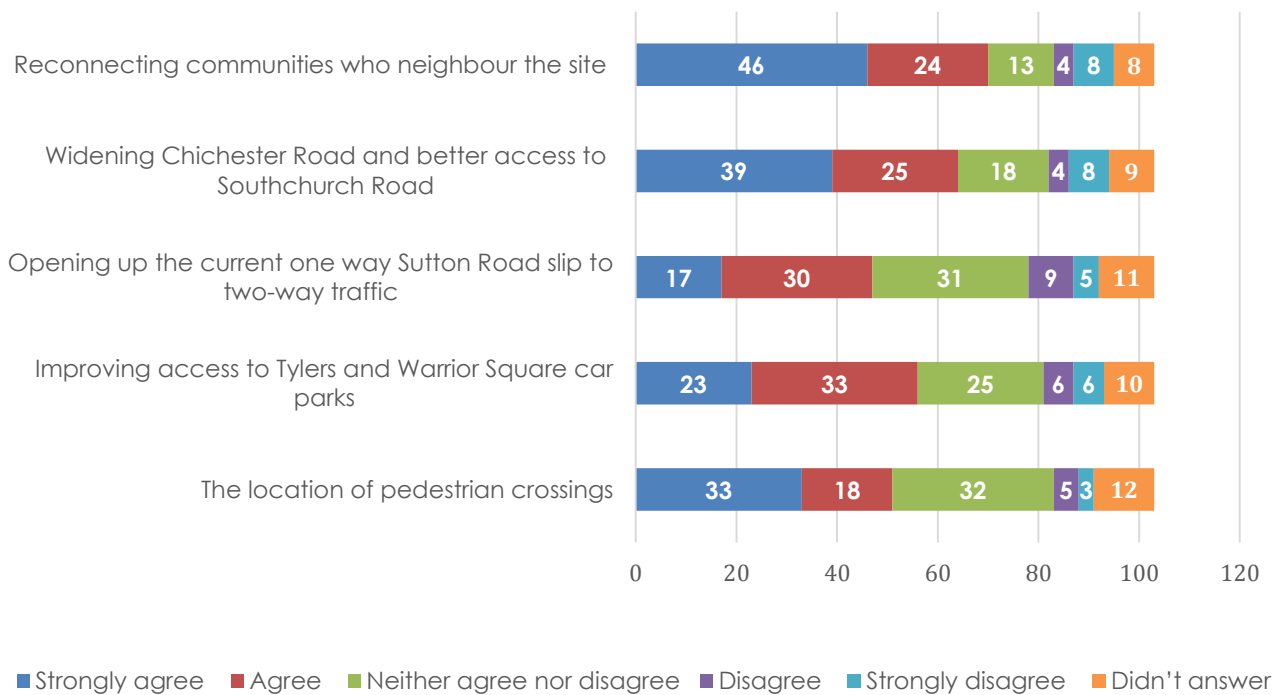
- The Deeping is currently closed off and, while there is a possible traffic safety concern linked to reopening this, it should be looked at as part of a wider strategy to alleviate congestion in the town centre
- Open up Whitegate Road to two-way traffic to improve flow of traffic
- Re-opening the Deeping would offer a bypass of the Queensway for traffic heading east - leaving only seafront bound traffic to use the Queensway underpass
- Introducing traffic calming and possibly another way of accessing the dual carriage way from Sutton Road, Southchurch Road and Chichester Road.
- Making the Sutton Road - Southchurch Road junction by the church two-way
- Adding in a second lane to turn left at Victoria Gateway to ease traffic flow here and move it along the free-flowing Queensway road
- Improving the flow of traffic at Victoria Gateway and get the pedestrian crossing with red/green lights co-ordinated with the traffic lights, present situation causes great confusion
- Trying to force traffic via Cuckoo Corner and make Sutton Road a dead end or consider an alternative route
- Considering slower speed limits along Queensway and make the 20 mph speed limit the norm in all residential areas. Make the 30 mph an absolute maximum limit within the town
- Allocating no more than 50% of car parking spaces to the homes
- Improving traffic flow around Priory Park by making it dual carriageway
- An opportunity to make the Southchurch Road roundabout a really beautiful urban circus, an eastern gateway to the town centre. This would maintain the dual carriageway to the seafront and the east-west Southchurch Road link. But it would avoid unnecessarily diverting east-west traffic into the town centre and create a beautiful arrival point for visitors, before moving onto the seafront. It would slow traffic otherwise rushing through the underpass (surely this is desirable) and could signal an urban transition between Southchurch and the town centre.

5.2. Question 9

Question 9 of the feedback form asked participants to indicate their views via a tick box chart (options ranged from strongly agree to strongly disagree) on key features of the transport infrastructure linked to the scheme. The table and graph below outlines the results of this question:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Didn't answer
The location of pedestrian crossings	33	18	32	5	3	12
Improving access to Tylers and Warrior Square car parks	23	33	25	6	6	10
Opening up the current one way Sutton Road slip to two-way traffic	17	30	31	9	5	11
Widening Chichester Road and better access to Southchurch Road to create a more attractive place for people to walk along	39	25	18	4	8	9
Reconnecting communities who neighbour the site with the town centre, creating better access to jobs, shops and the seafront by covering over part of the Queensway underpass	46	24	13	4	8	8

Graph to show breakdown of responses to question 9



The reasons respondents gave for choosing their answers is summarised below:

- Welcome new ideas for the town but this is focussed on improving pedestrian access and leisure areas at the expense of squeezing traffic through Southchurch and Chichester Roads
- Support for pedestrian crossings, enabling residents to get to train stations faster
- Opportunity to create a positive community and doesn't segregate good and bad areas
- The underpass is currently underused and people prefer to walk over the road.

Some respondents also referenced a number of concerns relating to the development proposals:

- Roads are already at capacity and the effect of the proposed scheme on traffic flow has not been realistically assessed and appears to result in gridlock at the end of Southchurch Road, Chichester Road and Queensway
- Opposition to two-way traffic on Sutton Road – it is already difficult to cross the road and the slip road is narrow, meaning it will easily be congested
- Traffic will back up to Victoria Gateway and Victoria Avenue due to Sutton Road and Southchurch Road traffic coming via Chichester Road
- Points 1-3 indicate you admit there is a traffic problem. Cramming in over 1,000 homes will make the problem worse
- To change another roundabout is lunacy – Victoria Gateway caused chaos
- Opposition to the road network – the plans will restrict access from the town centre to Sutton Road and from Southchurch Road to the seafront
- Opposition to pedestrian crossings – there are already plenty, more will create a bottleneck
- Improvements need to be made in terms of permeability to pedestrians – spend money elsewhere as it will cause a traffic issue.

There were also a number of suggestions for improving the transport infrastructure:

Junctions

- No more traffic lights and open up the road with roundabouts
- Box junction restrictions to allow bus routes to flow
- Freeing up the flow both in and out of town needs to be a priority
- Bus stops in Victoria Plaza are chaotic at best – break them up and move further down towards Victoria.

Pedestrian crossings

- Opposite multiple storey car park in Chichester Road should be a proper pedestrian crossing
- We know from the Victoria Gateway project that pedestrian crossings delay traffic flows, so routing over the traffic flow is a safer and quicker way of travel
- Likely Southchurch Road and Chichester Road will be busier so thought given to crossings at first-floor level as was previously possible between Taylor Centre and Victoria Plaza
- Improve crossings in Sutton Road
- Would like to see the pedestrian underpass that links Grange Gardens to Warrior Square stay.

5.3. Question 10

The final question provided a free-flowing comment box for respondents to share any other thoughts that they would like Southend-on-Sea Borough Council to consider.

Many of the comments reflected those which had already been raised. There were 42 mentions of traffic, parking and road-related comments, including:

- Reconsidering the entire road plan
- Undertaking further consultation on the road plan
- More pedestrian crossing, bus lanes and cycle-friendly facilities
- Reducing speed limits and considering traffic calming measures, especially along Sutton Road
- Congestion concerns resulting from the road changes, especially on Southchurch Road, Chichester Road, Bournemouth Park Road and Southchurch Avenue
- No requirement for one to one parking.

The importance of public facilities, including a community youth centre, an education centre, sports facilities, a new swimming pool and an outdoor theatre were all referenced, along with water fountains, public toilets and seating. There were, however, concerns about the development's impact on health and education services in the borough as a result of the development.

The overall environment was important, and, as in questions 3 and 4, people reiterated their concerns about the maintenance and upkeep of outdoor space. Allowing natural light, preventing dog fouling and fly tipping and planting fruit and vegetable patches were all referenced as important.

Keeping the existing residents of the Queensway development informed, especially around the compulsory purchase process was noted as an important consideration as the development progresses.

There were also positive comments about the development as a whole, with people believing it is something the town can be proud of and that there should be more developments of this nature. There was also the suggestion that Southend-on-Sea Borough Council should get on with the development as quickly as possible.

6. Conclusion

A full and thorough public consultation exercise in line with the Southend-on-Sea Borough Council's Statement of Community Involvement has been undertaken to involve the community at this early stage of development for the Better Queensway project.

The consultation and associated events were well-publicised, and those interested have had the opportunity to provide their feedback in person, online, by post and email.

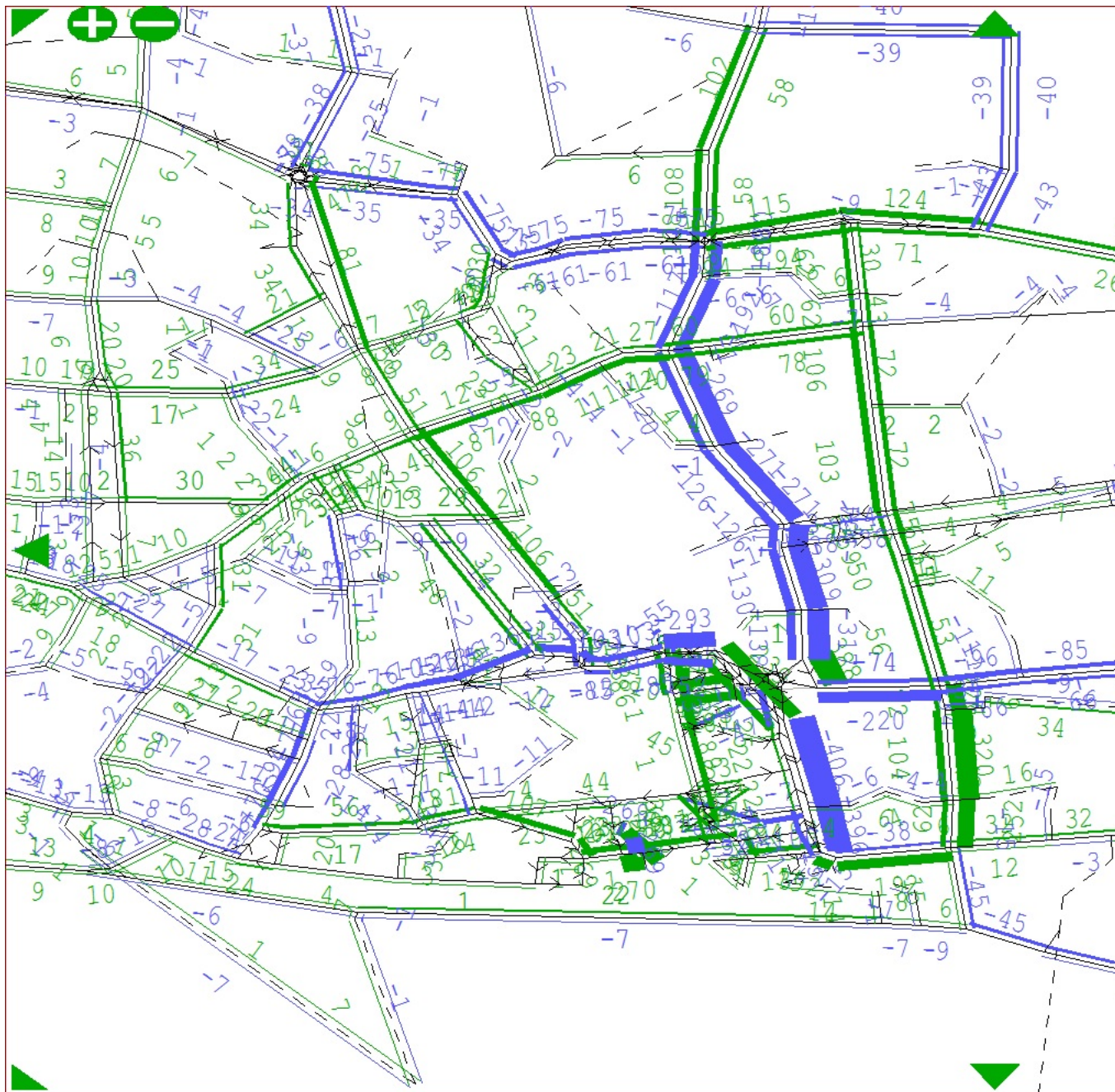
Key local stakeholders, residents and local businesses were all given the opportunity to meet the project team and discuss the plans.

The consultation has demonstrated support for the principle of development on the Better Queensway site and for improving the area through the provision of high-quality homes and building design, affordable housing and public space. Members of the community are, however, deeply concerned about the implications of the changes to the road network and their wider impact on the town.

Furthermore, as Southend-on-Sea Borough Council continues to develop plans in partnership with a developer (once appointed), there is clear appetite from the community to get involved in further shaping the plans.

This report is an interim consultation report to support Southend-on-Sea Borough Council with responding to the consultation findings as part of its February 2018 Cabinet report. A full consultation report, which includes details of Southend-on-Sea Borough Council's response to consultation comments, will be developed, published and shared with the community and potential development partners in due course.

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SoSMMM - Forecast Yr DM 2021 AM Peak (8-9)

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Project: Better Queensway
Our reference: 358222
Prepared by: Matt Hall **Date:** 26th January 2018
Approved by: TBC **Checked by:** Mike Brodrick
Subject: Reopening The Deeping – Model Assessment

1 Introduction

This technical note follows on from a report entitled “Southend Queensway Traffic Modelling” dated 12 May 2017 and should be read in conjunction with this technical note. The original work reported the assessment of six different proposed scheme options.

Following the Better Queensway consultation events in November 2017, Southend-on-Sea Borough Council (SBC) requested an assessment of scheme options to reopen The Deeping one-way access in the southbound direction. Following the development of five options for the Better Queensway study, the following two options are now to be considered:

Option 7 – Add a new access to the Deeping integrated directly into the current signalised layout. This involves adding a right turn from the west and a left turn from the east just west of the current central pedestrian crossing. A screenshot from the LinSig model with the new Deeping access is shown below in Figure 1.

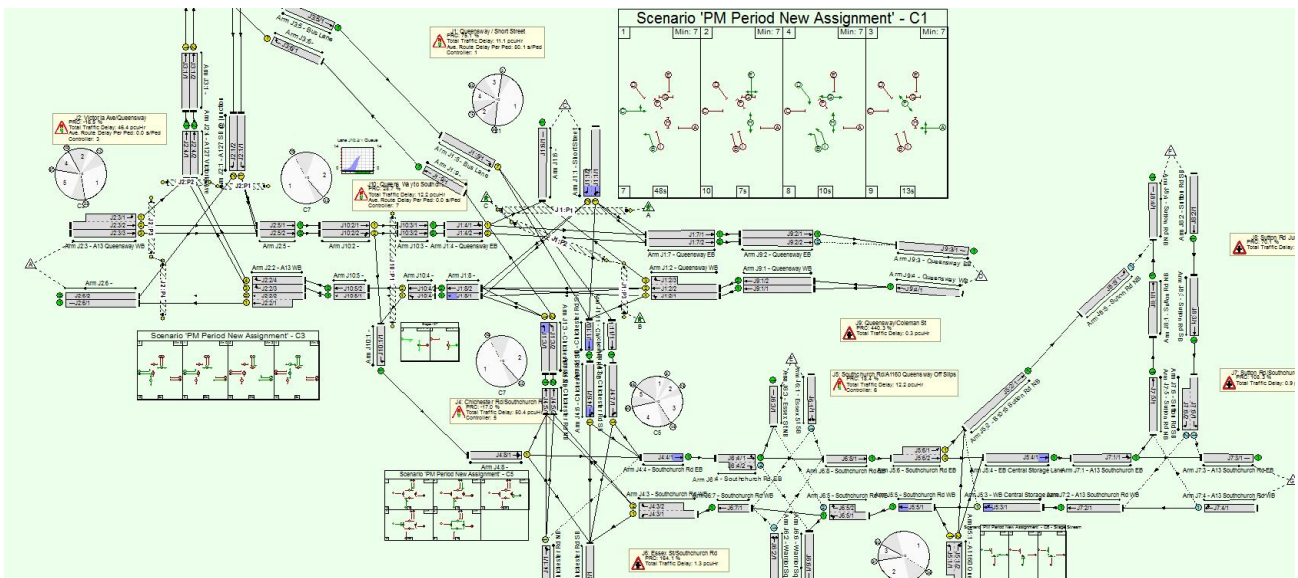


Figure 1 - Option 7 LinSig Model

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Option 8 - Revert back to the old roundabout layout with the old access to Deeping reinstated and a new access to the bus interchange area added in front of the station. A screenshot from the model of the Option 8 layout is shown below in Figure 2.



Figure 2 - Option 8 Layout

The following sections summarise the assessment of the new options 7 and 8 which has been undertaken for the base year of 2016 only.

2 Option 7 Assessment

The Option 7 model has been developed within LinSig only. The previous preferred Option 5 LinSig model was used as the starting point with the new access to the Deeping added. The traffic flows were manually reassigned so that any traffic that currently turned right to Chichester Road was reassigned to turn right to the Deeping. The staging at the Chichester Road/Southchurch Road junction was amended to incorporate a new stage for The Deeping traffic.

A comparison of the overall Practical Reserve Capacity (PRC) and overall delay are shown in Table 2.1 below for the previous preferred Option 5 and the new Option 7.

Table 2.1 - Comparison of LinSig Results (Option 5 vs Option 7)

Junction	AM Peak				PM Peak				Saturday Peak (1-2)			
	PRC		Overall Delay (PCU hours)		PRC		Overall Delay (PCU hours)		PRC		Overall Delay (PCU hours)	
	Opt 5	Opt 7	Opt 5	Opt 7	Opt 5	Opt 7	Opt 5	Opt 7	Opt 5	Opt 7	Opt 5	Opt 7
A13 WB Right	52.5%	59.9%	15.48	12.33	54.0%	75.1%	13.19	10.71	20.7%	27.5%	23.48	14.22
A127 SB Ahead Left	29.2%	-1.2%	19.05	25.90	-0.7%	-16.0%	25.53	45.99	-16.0%	-32.0%	54.28	129.5
Chichester Rd SB Ahead Left	117.0%	117.0%	3.48	3.60	188.0%	71.6%	3.34	3.94	83.7%	81.2%	5.25	5.37
A1160 Queensway On Slip	21.7%	10.8%	8.32	12.89	-0.6%	-17.0%	16.17	50.20	0.7%	-9.3%	15.50	35.11
A1160 Queensway On Slip Ahead	16.7%	18.9%	11.12	11.26	28.5%	18.4%	11.10	11.71	-16.0%	-17.0%	63.31	54.01
Queensway/Southchurch Ped Crossing	-	59.8%	-	9.90	-	28.7%	-	12.22	-	15.2%	-	16.06

The results indicate that the following:

- Victoria Gateway junction is predicted to be over capacity in the AM peak with -1.2% PRC (compared to well within with the previous Option 5 assessment with 29.2% PRC);
- Similarly in the PM peak the Victoria Gateway junction is predicted to be over capacity with -16.0% PRC (compared to -0.7% PRC with the previous Option 5);
- In the PM peak the Chichester Road / Southchurch Road junction is predicted to operate over capacity with -17.0% PRC (compared to -0.6% with the previous Option 5);
- Similarly in the Saturday peak the Victoria Gateway junction is predicted to be over capacity with -32.0% PRC (compared to -16.0% PRC with the previous Option 5); and,
- Similarly in the Saturday peak the Chichester Road / Southchurch Road junction is predicted to operate over capacity with -9.3% PRC (compared to +0.7% with the previous Option 5).

In summary the provision of reinstating the right turn into the Deeping is predicted to lead in a loss of capacity at both the Victoria Gateway junction (through blocking back) and the Chichester Road / Southchurch Road junction through the need for an additional stage for the Deeping traffic.

Given that Option 7 was predicted to operate so poorly within LinSig, it was not assessed further within VISSIM.

3 Option 8 Assessment

As Option 8 reverts back to give-way control, the roundabout layout from the original Town Centre model was imported and adapted to fit into the previous preferred Option 5 VISSIM model including the new signalised layout at the Chichester Road junction. The layout is shown in Figure 2. The signal timings for the revised 4 arm Chichester Road layout were derived from the Option 7 LinSig model. The right turn from Queensway to Chichester Road was removed and the dynamic model was converged using the same methodology and parameters as the other VISSIM models. The results comparing back to the preferred Option 5 are presented below.

3.1 AM Peak

The comparison of network performance between Option 5 and 8 are shown below in Table 3.1. Cells highlighted in blue indicate the optimal performing option for each measure.

Table 3.1 - Network Performance Comparison AM Peak

Measure	DS5	DS8
Remaining Vehicles in Network	528	1391
Processed Vehicles	33989	30848
Total Distance Travelled (mi)	17984.7	15480.3
Total Travel Time (h)	1325.2	2088.3
Total Network Delay (h)	627.5	1480.8
Average Travel Time (mins)	2.30	3.89
Average Delay Time (mins)	1.09	2.76
Total Stopped Delay (h)	428.5	1213.3
Average Stopped Delay (s)	44.7	135.9
Number of Stops	56153.7	76359.0
Average Number of Stops	1.63	2.37
Average Network Speed (mph)	13.6	7.5
Latent Demand	39	1560
Latent Delay (h)	25.8	902.0
Latent Delay per vehicle (s)	2389.3	2081.1

The network performance is significantly worse in Option 8 compared to Option 5 with higher travel times, delays and slower speeds. The latent demand is also significantly higher in Option 8.

A comparison of the junction performance is shown in Table 3.2 below. Table 3.2 shows that the vast majority of junctions operate worse in Option 8 than in Option 5 with higher queues and delays, particularly in the last hour and a half of the simulation.

Table 3.2 - Junction Performance Comparison AM Peak

Time	Junction		Volume		Avg Q (m)		Delay (s)		LOS	
	Node	Description	DS5	DS8	DS5	DS8	DS5	DS8	DS5	DS8
0700 - 0730	2105	Queensway/Victoria Avenue	588	631	3	1	29.5	6.9	C	A
	2081	Queensway/Chichester Road	520	439	9	11	30.9	58.8	C	E
	2083	Chichester/Southchurch	258	326	6	9	28.0	33.2	C	C
	2093	Southchurch Rd / Warrior Square / Dev	281	303	0	0	1.2	1.5	A	A
	2094	Queensway/Sutton Rd	514	520	4	4	9.2	9.8	A	A
	1102	Southchurch/Sutton Rd	248	277	0	0	1.4	1.0	A	A
	OVERALL NETWORK TOTALS			5469	5413	2	2	9.3	9.7	A
0730 - 0800	2105	Queensway/Victoria Avenue	773	842	5	2	31.3	10.5	C	B
	2081	Queensway/Chichester Road	657	553	10	12	28.0	54.8	C	D
	2083	Chichester/Southchurch	318	430	9	13	36.2	35.3	D	D
	2093	Southchurch Rd / Warrior Square / Dev	356	383	0	0	2.2	3.1	A	A
	2094	Queensway/Sutton Rd	673	682	6	6	11.1	11.5	B	B
	1102	Southchurch/Sutton Rd	336	366	1	0	3.4	2.0	A	A
	OVERALL NETWORK TOTALS			7924	7869	3	4	10.8	12.2	B
0800 - 0830	2105	Queensway/Victoria Avenue	861	906	6	7	32.0	19.3	C	B
	2081	Queensway/Chichester Road	747	592	14	17	30.3	69.4	C	E
	2083	Chichester/Southchurch	384	505	12	33	43.0	61.7	D	E
	2093	Southchurch Rd / Warrior Square / Dev	452	462	0	1	4.7	10.0	A	A
	2094	Queensway/Sutton Rd	863	820	10	12	13.9	16.5	B	C
	1102	Southchurch/Sutton Rd	416	416	1	5	6.3	5.9	A	A
	OVERALL NETWORK TOTALS			10130	9792	5	9	13.4	19.4	B
0830 - 0900	2105	Queensway/Victoria Avenue	1059	961	11	20	37.3	35.1	D	D
	2081	Queensway/Chichester Road	864	570	22	28	36.0	88.2	D	F
	2083	Chichester/Southchurch	422	501	15	56	46.6	88.8	D	F
	2093	Southchurch Rd / Warrior Square / Dev	507	475	1	4	6.5	21.5	A	C
	2094	Queensway/Sutton Rd	962	848	15	24	16.8	29.0	C	D
	1102	Southchurch/Sutton Rd	480	440	20	28	30.1	40.7	D	E
	OVERALL NETWORK TOTALS			11850	10644	9	20	17.5	32.0	C
0900 - 0930	2105	Queensway/Victoria Avenue	1100	852	15	62	40.0	102.6	D	F
	2081	Queensway/Chichester Road	918	507	32	44	44.6	180.5	D	F
	2083	Chichester/Southchurch	370	343	12	109	45.0	207.8	D	F
	2093	Southchurch Rd / Warrior Square / Dev	530	265	0	19	4.6	126.7	A	F
	2094	Queensway/Sutton Rd	1025	586	15	71	17.1	104.1	C	F
	1102	Southchurch/Sutton Rd	493	225	17	118	27.0	214.7	D	F
	OVERALL NETWORK TOTALS			11365	9040	8	32	17.5	54.4	C
0930 - 1000	2105	Queensway/Victoria Avenue	1078	632	17	69	39.7	170.0	D	F
	2081	Queensway/Chichester Road	891	334	34	42	46.4	200.0	D	F
	2083	Chichester/Southchurch	405	274	13	122	45.0	196.0	D	F
	2093	Southchurch Rd / Warrior Square / Dev	563	207	0	28	3.6	137.0	A	F
	2094	Queensway/Sutton Rd	1057	447	16	135	17.2	202.5	C	F
	1102	Southchurch/Sutton Rd	514	174	9	156	15.8	229.5	C	F
	OVERALL NETWORK TOTALS			10962	7272	7	41	16.0	68.6	C

3.2 PM Peak

The comparison of network performance between Option 5 and 8 are shown below in Table 3.3.

Table 3.3 - Network Performance Comparison PM Peak

Measure	DS5	DS8
Remaining Vehicles in Network	421	1882
Processed Vehicles	34343	30430
Total Distance Travelled (mi)	17168.1	14581.5
Total Travel Time (h)	1334.3	3144.7
Total Network Delay (h)	663.1	2561.0
Average Travel Time (mins)	2.30	5.96
Average Delay Time (mins)	1.14	4.88
Total Stopped Delay (h)	458.3	2235.7
Average Stopped Delay (s)	47.5	256.9
Number of Stops	57670.2	94400.5
Average Number of Stops	1.66	2.92
Average Network Speed (mph)	12.9	5.2
Latent Demand	247	2766
Latent Delay (h)	486.3	2472.3
Latent Delay per vehicle (s)	7092.0	3218.2

The network performance is significantly worse in Option 8 compared to Option 5 with higher travel times, delays and slower speeds. The latent demand is also significantly higher in Option 8.

A comparison of the junction performance is shown in Table 3.4 below. Table 3.4 shows that the vast majority of junctions operate worse in Option 8 than in Option 5 with higher queues and delays in all periods.

Table 3.4 - Junction Performance Comparison PM peak

Time	Junction		Volume		Avg Q (m)		Delay (s)		LOS	
	Node	Description	DS5	DS8	DS5	DS8	DS5	DS8	DS5	DS8
1600 - 1630	2105	Queensway/Victoria Avenue	1048	1022	27	17	44.9	37.5	D	D
	2081	Queensway/Chichester Road	915	529	19	29	29.3	81.8	C	F
	2083	Chichester/Southchurch	501	568	12	43	27.6	69.2	C	E
	2093	Southchurch Rd / Warrior Square / Dev	517	573	0	1	3.5	6.9	A	A
	2094	Queensway/Sutton Rd	921	980	10	14	13.6	18.8	B	C
	1102	Southchurch/Sutton Rd	457	543	1	2	2.5	5.3	A	A
	OVERALL NETWORK TOTALS			10499	10924	5	11	13.4	18.1	B
1630 - 1700	2105	Queensway/Victoria Avenue	1021	916	28	50	46.2	72.3	D	E
	2081	Queensway/Chichester Road	889	473	16	35	25.6	124.5	C	F
	2083	Chichester/Southchurch	496	542	14	76	29.9	98.8	C	F
	2093	Southchurch Rd / Warrior Square / Dev	524	539	0	6	4.8	21.1	A	C
	2094	Queensway/Sutton Rd	921	917	9	29	13.1	32.7	B	D
	1102	Southchurch/Sutton Rd	461	499	1	26	3.8	32.7	A	D
	OVERALL NETWORK TOTALS			10057	10041	5	20	15.2	31.5	C
1700 - 1730	2105	Queensway/Victoria Avenue	1074	883	29	76	48.9	105.4	D	F
	2081	Queensway/Chichester Road	920	469	19	41	27.0	187.3	C	F
	2083	Chichester/Southchurch	516	457	17	106	34.3	155.6	C	F
	2093	Southchurch Rd / Warrior Square / Dev	523	418	1	13	7.2	51.2	A	D
	2094	Queensway/Sutton Rd	914	758	11	79	15.8	105.7	C	F
	1102	Southchurch/Sutton Rd	413	350	1	79	3.4	114.7	A	F
	OVERALL NETWORK TOTALS			10687	9588	6	30	16.2	47.9	C
1730 - 1800	2105	Queensway/Victoria Avenue	1081	762	30	76	57.3	130.5	E	F
	2081	Queensway/Chichester Road	969	413	27	41	30.5	175.6	C	F
	2083	Chichester/Southchurch	541	415	15	98	31.3	140.9	C	F
	2093	Southchurch Rd / Warrior Square / Dev	579	398	0	13	5.5	43.9	A	D
	2094	Queensway/Sutton Rd	970	697	11	94	14.7	120.7	B	F
	1102	Southchurch/Sutton Rd	479	340	1	92	4.2	128.2	A	F
	OVERALL NETWORK TOTALS			10505	8108	7	40	17.1	62.9	C
1800 - 1830	2105	Queensway/Victoria Avenue	995	616	28	78	50.8	371.5	D	F
	2081	Queensway/Chichester Road	869	313	17	43	25.2	154.0	C	F
	2083	Chichester/Southchurch	510	327	10	110	26.1	109.8	C	F
	2093	Southchurch Rd / Warrior Square / Dev	533	318	0	17	3.1	30.8	A	C
	2094	Queensway/Sutton Rd	832	542	7	95	10.8	301.4	B	F
	1102	Southchurch/Sutton Rd	439	274	1	115	3.6	94.9	A	F
	OVERALL NETWORK TOTALS			9237	6154	5	54	16.1	146.4	C
1830 - 1900	2105	Queensway/Victoria Avenue	936	430	27	75	51.2	769.4	D	F
	2081	Queensway/Chichester Road	831	206	22	44	31.1	246.5	C	F
	2083	Chichester/Southchurch	479	206	9	128	24.3	87.1	C	F
	2093	Southchurch Rd / Warrior Square / Dev	497	194	0	22	2.7	22.9	A	C
	2094	Queensway/Sutton Rd	781	334	6	90	9.8	679.7	A	F
	1102	Southchurch/Sutton Rd	389	161	1	139	3.0	49.2	A	E
	OVERALL NETWORK TOTALS			8431	4213	5	68	15.8	309.8	C

It is immediately apparent in the PM peak that the Chichester Road/Southchurch Road junction operates over capacity and the congestion blocks back to the Victoria Gateway junction as shown in Figure 3 below.

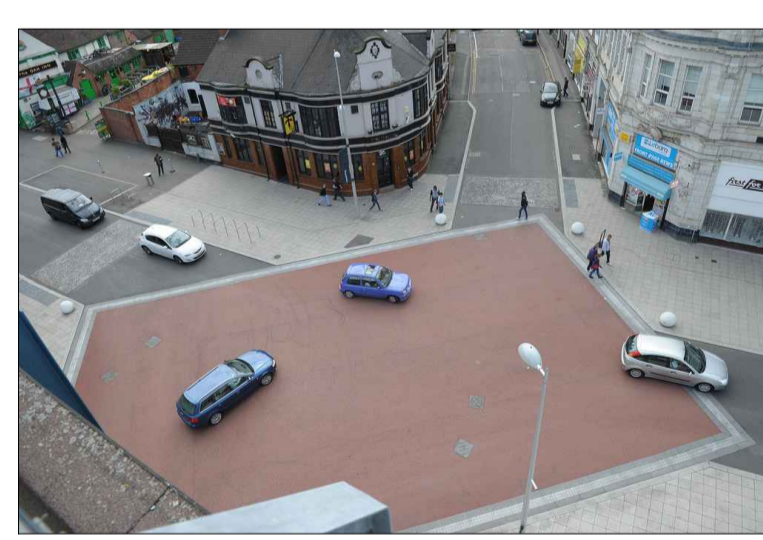


Figure 3 - PM Peak Congestion in The Deeping

4 Summary and Conclusion

In summary the provision of reinstating the right turn into the Deeping is predicted to lead in a loss of capacity at both the Victoria Gateway junction (through blocking back) and the Chichester Road / Southchurch Road junction through the need for an additional stage for the Deeping traffic.

The analysis of both the LinSig and VISSIM models shows that the network and junction performance is deteriorated with the opening of The Deeping.



Revisions			
Rev	Details	Auth	Date
A	Original Issue	NH	30/01/17
B	Design Development, Plan Updated	NH	30/03/17
C	Alignment changes to Queensway	NH	01/11/17

- Key
- Area of Carriageway
 - Area of Public Realm
 - Area of Transition from Public Realm to Existing Street-scape
 - Area of Hard Landscape
 - Area of Soft Landscape

Southend-on-Sea Borough Council

Department for Place

PO Box 5560, Civic Centre
Victoria Avenue, Southend on Sea,
SS2 6ZQ

Quality Project No. : _____

Project Title

Queensway Regeneration

Drawing Title

Queensway Benefits Plan

Designed by	S.C.STYLES		
Drawn	Date	1:1000	
CDS	12/01/17		
Checked	Date		
JMS	30/01/17		
Approved	Date	Issued	Date
NH	30/01/17		

Drawing Status	
Preliminary	<input checked="" type="checkbox"/> Construction
Tender	<input type="checkbox"/> As Constructed

Drawing Number
SBCC10384-126-SBC-OW-P-0005

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For continuation refer to Drawing Number
SBCC10384-126-SBC-QW-P-0011

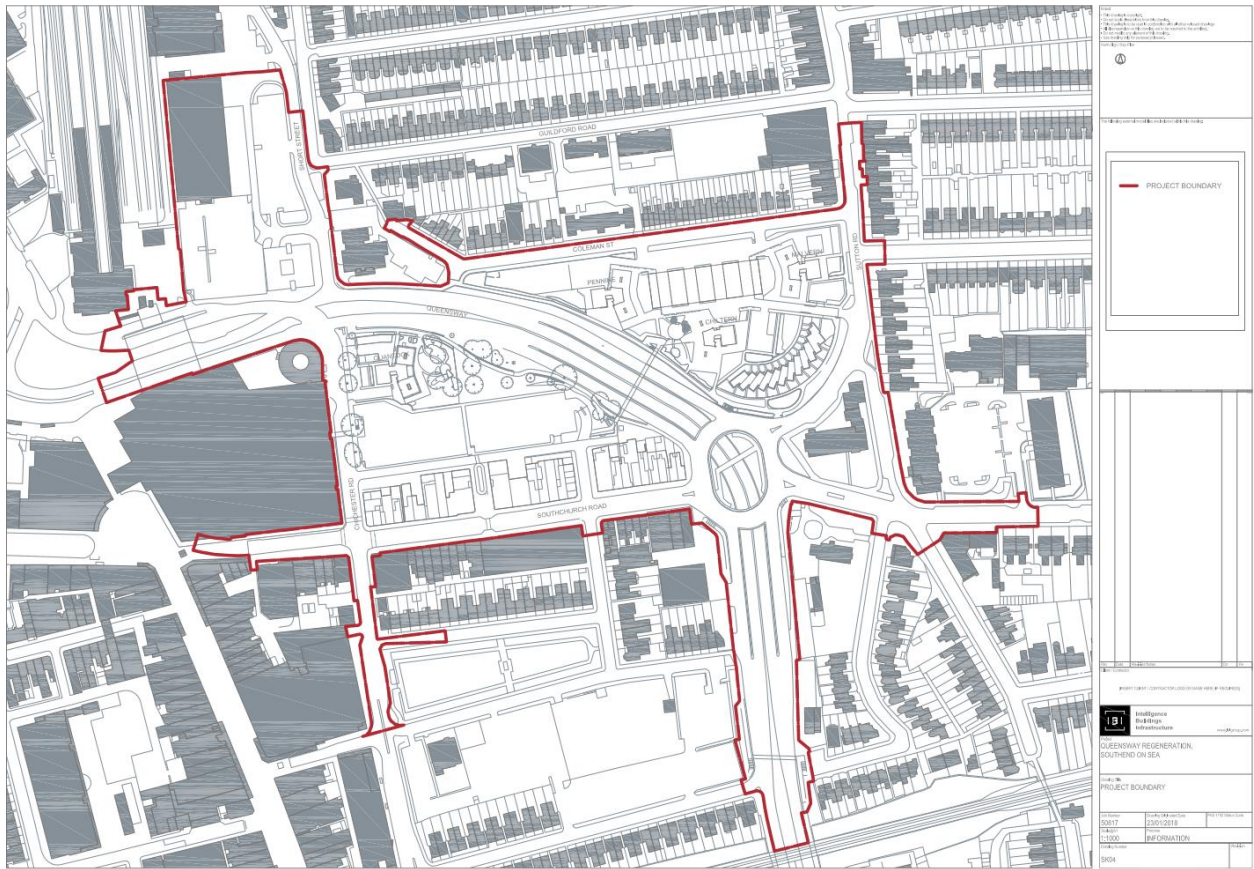
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Appendix 5 – Proposed site for inclusion



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Appendix 6 – Proposed Site Boundary



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