

Public Document Pack
SOUTHEND-ON-SEA CITY COUNCIL

Place Scrutiny Committee

Date: Monday, 30th January, 2023

Time: 6.30 pm

Place: Jubilee Room, Civic Centre, Southend on Sea

Contact: Tim Row - Principal Democratic Services Officer

Email: committeesection@southend.gov.uk

A G E N D A

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Questions from Members of the Public**
- 4 Minutes of the Special Meeting held on Thursday, 10th November, 2022**
- 5 Minutes of the Meeting held on Monday, 28th November, 2022**

****** ITEMS CALLED-IN/REFERRED DIRECT FROM CABINET HELD ON THURSDAY 12TH JANUARY 2023**

- 6 Use of Section 106 Contributions (Pages 13 - 30)**
Minute No. 616 (Cabinet Book 3, Agenda Item No. 9 refers)
Called-in by Councillors Cox and Davidson
- 7 Grassland Management Policy (Pages 31 - 66)**
Minute No. 621 (Cabinet Book 4, Agenda Item No. 14 refers)
Called-in by Councillors Cox and Davidson
- 8 Southchurch Park Lake - Removal of Post and Rail (Pages 67 - 78)**
Minute No. 624 (Cabinet Book 5, Agenda Item No. 17 refers)
Called-in by Councillors Cox and Davidson

****** ITEMS CALLED-IN/REFERRED DIRECT FROM CABINET COMMITTEE HELD 21ST DECEMBER 2022**

- 9 Thorpe 20mph Neighbourhood (Pages 79 - 198)**
Minute No. 593 (Cabinet Committee Agenda Item No. 3 refers)
Called-in by Councillors Woodley and Cowdrey

****** ITEMS CALLED-IN FROM THE FORWARD PLAN**

None

****** ITEMS FOR PRE-CABINET SCRUTINY**

None

****** OTHER SCRUTINY MATTERS**

10 In-depth Scrutiny Project - Preparing Southend for the EV Revolution - Update

TO: The Chair & Members of Place Scrutiny Committee:

Councillor J Courtenay (Chair),

Councillors J Warren (Vice-Chair), M Berry, M Borton, K Buck, S Buckley, M Davidson, M Dent, L Hyde, D Jarvis, A Jones, M Kelly, J Moyies, A Thompson, N Ward, P Wexham and R Woodley

SOUTHEND-ON-SEA CITY COUNCIL

Meeting of Place Scrutiny Committee

Date: Monday, 28th November, 2022

Place: Council Chamber - Civic Suite

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Present: Councillor J Courtenay (Chair)
Councillors S Buckley, B Beggs*, M Berry, M Borton, T Cox*,
M Davidson, M Dent, L Hyde, D Jarvis, A Jones, M Kelly, J Moyies,
A Thompson, P Wexham and R Woodley
(*Substitute in accordance with Council Procedure Rule 31.)

In Attendance: Councillors S George, C Mulroney, M Terry, S Wakefield (Cabinet Members) and K Evans
J Burr, S Dolling, J Gay, S Harrington and T Row

Start/End Time: 6.30 pm - 11.10 pm

500 Apologies for Absence

Apologies for absence were received from Councillors Buck (substitute: Councillor Beggs), Warren (substitute: Councillor Cox) and Ward (no substitute).

501 Declarations of Interest

The following interests were declared at the meeting:

(i) Councillors George, Mulroney, Terry and Wakefield (Cabinet Members) - Interest in the items referred direct; attended pursuant to the dispensation agreed at Council on 19 July 2012, under S.33 of the Localism Act 2011;

(ii) Councillors Berry, Dent, Hyde and Mulroney Minute No. 502 (Public Questions) – One of the questioners is known to them;

(iii) Councillor Borton – Minute No. 504 (Parking Strategy), Minute No. 507 (Annual Parking and Enforcement Report 2021/22) and Minute No. 508 (Highways Update Report) – Husband is a blue badge holder;

(iv) Councillor Cox – Minute No. 507 (Annual Parking and Enforcement Report 2021/22) – Daughter attend Richmond Avenue Primary School which was mentioned in the debate; and

(v) Councillor Anne Jones – Minute No. 504 (Parking Strategy), Minute No. 507 (Annual Parking and Enforcement Report 2021/22) and Minute No. 508 (Highways Update Report) – One of her sons works in Passenger Transport).

502 Questions from Members of the Public

The Committee noted the responses of the Cabinet Member for Highways, Transport & Parking to two questions from Donna Richardson and the responses

from the Cabinet Member for Public Protection and the Cabinet Member for Environment, Culture and Tourism to questions by David Webb.

503 Minutes of the Meeting held on Monday, 10th October, 2022

Resolved:-

That the Minutes of the meeting held on Monday 10th October 2022 be received, confirmed as a correct record and signed.

504 Parking Strategy

The Committee considered Minute No. 460 of Cabinet held on Tuesday, 8th November 2022, which had been called-in for scrutiny, together with the report of the Interim Director (Neighbourhoods and the Environment) which presented the Southend Parking Strategy 2022-2032 and Southend Parking Implementation Plan 2022-2032 and action plan.

The Committee discussed the report in some detail and asked a number of questions of the Cabinet Member for Highways, Transport and Parking. The Committee noted the low level of response to the consultation and questioned why the consultation had been undertaken solely via the “Your Say” facility on the Southend on Sea City Council’s website. It also expressed its concern at the inclusion of policies listed in paragraph 3.5 of the submitted report, particularly in relation to the potential partial pedestrianisation of the seafront, within the strategy.

The Cabinet Member explained that the Strategy, Implementation Plan and action plan were live, working documents and that the policies referred to in paragraph 3.5 of the submitted report were prioritised concepts that had been identified through the public consultation exercise for the highways department to progress. By way of clarification, he offered to amend the wording of the decision to reflect this and gave assurance that any proposals to progress these would be subject to reports through the Council’s decision-making process and public consultation where necessary.

The Committee concluded, however, that the wording of the report and documents and the decision of Cabinet were misleading and confused and should therefore be reconsidered. The Committee offered its support in the preparation of a new strategy or the amendment of the existing draft documents by way of the pre-Cabinet Scrutiny process.

Resolved:-

That the matter be referred back to Cabinet for reconsideration for with the following recommendations:

- further clarity to be given in respect of the policies referred to in paragraph 3.5 of the submitted report and resolution 2, what the proposals are and how they form part of the finalised Southend Parking Strategy; and

- the knock-on effect of any changes of this based on the approval of the Southend Vision for Parking, Southend Parking Strategy 2022-2032, Southend Parking Implementation Plan 2022-2032 and Action Plan as detailed in resolution 3.

Note: This is an Executive function
Cabinet Member: Councillor Wakefield

505 City of Culture Bid

The Committee considered Minute No. 461 of Cabinet held on Tuesday, 8th November 2022, which had been called-in for scrutiny, together with the report of the Executive Director (Adults and Communities) setting out the implications of a possible bid for the UK City of Culture competition.

Resolved:-

That the following decision of Cabinet be noted:

“That the potential benefits of developing a City of Culture bid in the future, be noted. However, as a fledging City, which alongside the City’s residents and businesses, is faced with the cost of living crisis, inflation and significant pressures in adult and children’s social care, it is considered inappropriate to incur any expenditure in relation to a bid in the 2029 competition.”

Note: This is an Executive function
Cabinet Member: Councillor Mulroney

506 Minutes of the Public Protection Working Party held Thursday, 6 October 2022

The Committee considered Minute No. 467 of Cabinet held on Tuesday, 8th November 2022, which had been called-in for scrutiny. This concerned the recommendations of the Public Protection Working Party from its meeting held on Thursday, 6th October 2022.

In response to questions, the Council’s Interim Head of Waste and Climate Change undertook to investigate the possibility of reporting levels of fly-tipping, misrepresented waste and associated enforcement action on the Waste Dashboard more frequently and preferably on a monthly basis.

Resolved:-

That the following decisions of Cabinet be noted:

“1. That the Notice of Motion seeking the establishment of an online ‘Wall of Shame’ to highlight incidences of flytipping and environmental crime across Southend, be noted.

2. That the Interim Executive Director (Neighbourhoods and Environment) work with the Council’s current waste management contractor to identify opportunities for the enhancement of the current approach to the tackling of incidences of flytipping and environmental crime.

3. That a report be made to a future meeting of the Cabinet setting out fully costed and evaluated options for the enhancement of the Council's current approach to the tackling of incidences of flytipping and environmental crime, including the potential establishment of a 'Wall of Shame' as proposed by the Notice of Motion and the possible expansion of the Council's CCTV infrastructure.

4. That in the meantime:

(a) Officers continue to provide appropriate education for councillors and the public on flytipping and mispresented waste and associated enforcement action.

(b) Officers continue to provide councillors with the quarterly 'Waste Dashboard' reporting levels of flytipping and mispresented waste across the City."

Note: This is an Executive function

Cabinet Member: Councillor Terry

507 Annual Parking & Enforcement Report 2021/22

The Committee considered Minute No. 445 of Cabinet Committee held on Monday, 7th November 2022, which had been called-in for scrutiny, together with the report of the Interim Executive Director (Neighbourhoods and Environment) that provided an overview of the annual parking report and performance for 2021/22 which must be published publicly in accordance with the requirements of the Traffic Management Act 2004 (TMA).

In response to questions the Cabinet Member for Highways, Transport and Parking, undertook to:

- investigate the possibility of reporting the parking enforcement information on the monthly service area dashboard for Councillors;
- provide the Committee with the details of the number of Southend Passes that had been issued;
- investigate whether there was any signage for the Gas Works Car Park for traffic travelling east to west and to erect some if required; and
- confirm when the Greenways School Streets scheme would be re-instated.

Resolved:-

That the following decision of Cabinet Committee be noted:

"That the report be noted."

Note: This is an Executive function.

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The Committee considered Minute No. 446 of Cabinet Committee held on Monday, 7th November 2022, which had been called-in for scrutiny, together with the report of the Interim Executive Director (Neighbourhoods and Environment) that provided an annual update on the implementation of the highway asset management approach to managing the City's highway infrastructure.

In response to questions, the Cabinet Member for Highways, Transport and Parking gave his assurance to investigate why only a short section of Delaware Road had been resurfaced when it had been listed for the entire length to be done and would confirm when this would be completed.

Resolved:-

That the following decision of Cabinet be noted:

"That the report be noted."

Note: This is an Executive function
Cabinet Member: Councillor Wakefield

509 In-depth Scrutiny Project 2022/23 - Preparing Southend for the EV Revolution - Update

The Committee noted an oral update on the progress that had been made in respect of the in-depth scrutiny project entitled "Preparing Southend for the EV revolution."

Resolved:-

That the report be noted.

This is a Scrutiny function.

510 Council Procedure Rule 44.2

During the consideration of Minute 505 (City of Culture Bid) and upon the hour of 10.00 p.m. having been reached, the Committee:

Resolved:-

That, in accordance with Council Procedure Rule 44.2, all remaining items of business be dealt with at the meeting.

Chair: _____

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SOUTHEND-ON-SEA CITY COUNCIL

Meeting of Place Scrutiny Committee

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Place: Council Chamber - Civic Suite

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Chair: _____

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Southend-on-Sea City Council

Report of the Executive Director for Growth and Housing

to

Cabinet

On

12th January 2023

6 Agenda
Item No.

Report prepared by: (1) Kevin Waters, Director of Planning and
(2) Giles Gilbert, Director of Legal Services

Use of Section 106 Contributions

Place Scrutiny Committee

Cabinet Member: Councillor Carole Mulroney

Part 1 (Public Agenda Item)

1. Purpose of Report

The purpose of this report is to consider the motion of the Opposition Councillors ("Opposition Business") and its legality and wider implications, as moved at the meeting of Council on the 15th December 2022. The Opposition Motion is appended to this report (Appendix 1). The Amendment to this motion is appended at Appendix 2

2. Recommendation

- 2.1 That the Council acknowledges that it cannot become involved in relation to decisions relating to individual planning applications presented to Development Control through conflict of roles and that the Development Control Committee is a quasi-judicial function, not a political function.
- 2.2 That the Council continues to support the provision of public art through the long established, policy and legal framework, of, where appropriate, seeking contributions to funding public art through Section 106 Agreements, and that

where a planning application is required in relation to public art this is progressed through the Development Control process in accordance with the procedures in the Council's Constitution.

- 2.3 That a review of the policy framework for securing contributions to public art be considered as part of preparing the new Local Plan, when all Councillors, residents and other stakeholders can have input into any changes.

3. Background

- 3.1 On the 14th December 2022 Councillors Cox and Davidson submitted an Opposition motion to be debated at Council on the 15th December 2022.

- 3.2 The motion read as follows:

This Council resolves that it should:

- 1. Never seek to use Development & Control as a means of implementing Council policy.*
- 2. As the applicant of the above planning applications, withdraw these planning applications*
- 3. Consult with members of this Council to reprovise spending on these art commissions to vital infrastructure projects.*

- 3.3 In response Councillors Mulroney and George proposed:

The Council continues to support the provision of public art through the established, policy and legal framework and the development control process. The policy framework for securing contributions to public art will be considered as part of preparing the new Local Plan when all members and residents will be able to have input.

- 3.4 In considering the merits and legalities of the Opposition motion:

- 3.5 *Never seek to use Development & Control as a means of implementing Council policy.*

- 3.5.1 Policies for obtaining planning obligations should be set out in a Council's Development Plan documents and are expected to be clear about what is required. Councils should then consider whether otherwise unacceptable development could be made acceptable using planning obligations.

- 3.5.2 Planning obligations, often referred to as Section 106 Contributions, are legal obligations entered into to mitigate the impacts of a development proposal. They can, where appropriate, be used to require the payment of financial contributions for a range of purposes, secure the direct delivery of mitigation and to control development in a variety of ways, for example to manage the phasing of large-scale complex schemes.

- 3.5.3 Southend's current Development Plan, in Policy KP3 of the Core Strategy (adopted in 2007), sets out that the Council will enter into planning obligations with developers to ensure the delivery of a range of potential contributions,

including, where appropriate, the provision of public art. Many councils have such policies in their Development Plans.

3.5.4 The Council therefore has a long standing adopted policy of, where appropriate, seeking contributions to public art through the use of Section 106 Agreements and the Council's approach to adopting this policy is consistent with national guidance.

3.5.5 Where the delivery of a piece of public art results in an application for planning permission needing to be submitted to the Council it may, under the terms of the Council's Constitution, be required to be determined at the Council's Development Control Committee. That is therefore the forum in which it must receive a decision.

3.6 *As the applicant of the above planning applications, withdraw these planning applications*

3.6.1 Planning permissions have now been granted for all three applications submitted by Focal Point Gallery. In accordance with the procedures set out in the Council's Constitution two of the applications, with reference numbers 22/01511/BC3 and 22/01976/BC3, were determined respectively by the Council's Development Control Committee on the 2nd and 30th November 2022. The third application, with reference 22/01512/BC3, received no objections and was determined under delegated powers in October 2022. The decision notices for these applications are attached at Appendix 3.

3.6.2 The three planning applications concerned are no longer under consideration by the Council, as Local Planning Authority, and have all received a decision granting planning permission. They are therefore not able to be withdrawn by the Council or the applicant. In each case the applications were determined on the basis of the relevant material planning considerations alone, as required by national planning policy and legislation, and there were no valid planning grounds to justify a refusal of planning permission.

3.7 *Consult with members of this Council to re-provision spending on these art commissions to vital infrastructure projects.*

3.7.1 Where planning applications have received a decision already and the associated planning obligations have secured the delivery of financial contributions to public art, the obligations require the sums provided to be spent on public art only. If the contribution is not to be spent on public art it must be returned to the applicant. It cannot be spent on any other purpose.

3.7.2 This situation is not specific to public art contributions and all sums paid to the Council through planning obligations are for clearly specified purposes and only those purposes. The Council is not legally able to secure financial contributions for generic purposes using planning obligations.

- 3.7.3 When planning applications are determined, either under delegated powers or at Development Control Committee, they must receive a decision only on the basis of policies in the development plan and other material planning considerations. This can include a wide range of factors such as design, character, amenity and safety matters. However, it is difficult to envisage circumstances where the funding arrangements for a piece of public art could be seen as a material planning consideration, when the funding is from an entirely separate application determined some time previous to the application to deliver the public art itself.

4. Reasons for Recommendations

- 4.1 The recommendations ensure that planning applications continue to be determined in accordance with the requirements of national legislation and policy and the Council's own Constitution and adopted policy framework. It also makes certain that contributions to public art which have already been received are not returned to the developer, that new contributions continue to be sought for public art in accordance with our adopted policy framework and that any change to that framework goes through the appropriate route, allowing all relevant stakeholders to input into the process.

5. Other Options.

- 5.1 The Council could decide to no longer seek planning obligations requiring contributions to public art from developers. However, it does, through policy KP3 in the Core Strategy, have a development plan policy basis to do so in certain circumstances. This is why such sums have been collected previously.

6. Corporate Implications

- 6.1 Contribution to Southend 2050.

- 6.1.1 The delivery of public art through the securing of funds using Section 106 Agreements contributes to meeting a number of Southend 2050 outcomes, particularly those under the themes of pride and joy and active and involved. It is unclear what other sources of funding would be available for delivering public art in the absence of those delivered through the use of Section 106 Agreements.

- 6.2 Financial Implications –

- 6.2.1 The Executive should not be trespassing into matters for Development Control Committee, which are matters for the Council's quasi judicial role in appropriately dealing with planning applications. So long as Section 106 funds are secured and spent lawfully and as specified in the agreement then this is a matter dealt with through that process.

- 6.2.2 Where Section 106 Agreements have identified sums for public art they are required to be spent as such and cannot be spent on other matters. The alternative is to return the funds to the developer. Should the council decide to stop seeking

contributions to delivering public art from development, it is unclear what other sources of funding might become available for such work.

6.3 Legal Implications – as contained in this report and:

6.3.1 Section 316 of the Town and Country Planning Act 1990 refers to planning authorities considering applications made by themselves (there are also regulations made under that section) – the provisions clearly envisage that a planning authority can consider and determine an application made by itself. The usual procedures apply, including requirements to advertise and consult on the application, and an application must be decided in accordance with the development plan and planning policies unless material considerations indicate differently. Central government considers that these requirements contain sufficient safeguards to protect against potential misuse of the system.

6.4 People Implications – None

6.5 Property Implications – None

6.6 Consultation – None required

6.7 Equalities and Diversity Implications – To be considered in relation to each individual planning application.

6.8 Risk Assessment – Not required

6.9 Value for Money – Section 106 funds identified for public art are required to be spent as such and cannot be spent on other projects as explained in this report. The alternative is to return the funds to the developer.

6.10 Community Safety Implications – None

6.11 Environmental Impact – The benefits of public art to the built environment are well recognised and there is support for its delivery in the Council's adopted planning policies. It is unclear what other sources of funding could be utilised to deliver public art in absence of sums secured through Section 106 Agreements.

7. Background Papers

8. Appendices

Appendix 1 Opposition Business Motion of the 14th December 2022

Appendix 2 Administration Amendment of the 15th December 2022

Appendix 3 Planning Decision Notices 22/01976/BC3; 22/01511/BC3 and 22/01512/BC3.

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To Full Council

Opposition Business Motion

Use of Section 106 Contributions

A section 106 agreement is an agreement between a developer and the Council about measures that the developer must take to reduce their impact on the community.

A section 106 agreement is designed to make a development possible that would otherwise not be possible, by obtaining concessions and contributions from the developer. It forms a section of the Town And Country Planning Act 1990.

They can be used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

It was surprising to find in a recent planning applications, submitted by the Council, at a recent meeting of the Development & Control Committee that section 106 contributions were being used to commission pieces of art at the junction of Lynton Road and Thorpe Esplanade, Junction of Thorpe Hall Avenue and Burgess Road and land at Southchurch Park East in Lifstan Way.

In times of constraint and when there are various infrastructure improvements urgently required, we believe that these art commissions are inappropriate. Therefore,

This Council resolves that it should:

1. Never seek to use Development & Control as a means of implementing Council policy.
2. As the applicant of the above planning applications, withdraw these planning applications
3. Consult with members of this Council to reprovise spending on these art commissions to vital infrastructure projects.

Proposed By: Cllr Cox
Cllr Davidson

Seconded By Cllr Beggs
Cllr Buck
Cllr Buckley
Cllr Boyd
Cllr Courtenay
Cllr Dear
Cllr Evans
Cllr Folkard
Cllr Garston
Cllr Habermel
Cllr Harland
Cllr Jarvis
Cllr Jones

Cllr Lamb
Cllr Moyies
Cllr Nelson
Cllr Salter
Cllr Walker
Cllr Warren

Council – 15th December 2022

Agenda Item 25: Opposition Business (use of Section 106 Contributions)

AMENDMENT:

The Council continues to support the provision of public art through the established, policy and legal framework and the development control process. The policy framework for securing contributions to public art will be considered as part of preparing the new Local Plan when all members and residents will be able to have input.

Proposers: Cllrs Mulroney and George

Seconders: Cllr Terry, Wakefield, Mitchell, Burton, Collins and Gilbert

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Miss Laura Bowen
Focal Point Gallery
The Forum
Elmer Square
Southend On Sea
Essex
SS1 1NB

Our ref: 22/01976/BC3
Dated: 30th November 2022

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) **TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992**

Proposal:

**INSTALL PERMANENT SCULPTURE COMPRISING OF A BRICK COLUMN
SCULPTURE (B) AS PART OF THE "MADE FROM THIS LAND" SCULPTURE
TRAIL (SITE 4)**

Location:

**PAVEMENT JUNCTION AT LYNTON ROAD WITH THORPE ESPLANADE THORPE
BAY ESSEX**

Applicant: Miss Laura Bowen

Southend-on-Sea City Council, as the Local Planning Authority, having considered the application described above and specified in the application received on 18th October 2022 has reached the following decision:

Grant Conditional Permission

- 01 The development hereby permitted shall begin no later than three years beginning with the date of this permission.

Reason: To ensure the development is carried out in accordance with the consent sought, has an acceptable design and complies with Policy DM1 of the Development Management Document (2015).

- 02 The development hereby permitted shall be carried out in accordance with the following approved plans, inclusive of the materials annotated: Location Plan; A010 Rev A; A201 Rev G.

Reason: To ensure that the development is carried out in accordance with the provisions of the Development Plan.

- 03 The development hereby permitted shall be carried out and maintained solely in accordance with the details contained in the submitted document "Made from this Land", Emma Edmondson, Section 106 Southchurch Art Commission".

Reason: To ensure that the development is carried out in accordance with the provisions of the Development Plan.

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The detailed analysis is set out in a report on the application prepared by officers.

PLEASE NOTE

- 01 You are advised that as the proposed development equates to less than 100sqm of new floorspace, and does not involve the creation of a new dwelling (Class C3), the development benefits from a Minor Development Exemption under the Community Infrastructure Levy Regulations 2010 (as amended) and as such no charge is payable. See the Planning Portal (www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy) or the Council's website (www.southend.gov.uk/cil) for further details about CIL.
- 02 You should be aware that in cases where damage occurs during construction works to the highway in implementing this permission that Council will seek to recover the cost of repairing public highways and footpaths from any party responsible for damaging them. This includes damage carried out when implementing a planning permission or other works to buildings or land. Please take care when carrying out works on or near the public highways and footpaths in the city.

YOU ARE ADVISED THAT THE DEVELOPMENT HEREBY APPROVED MAY REQUIRE APPROVAL UNDER BUILDING REGULATIONS. OUR BUILDING CONTROL SERVICE CAN BE CONTACTED ON 01702 215004 OR ALTERNATIVELY VISIT OUR WEBSITE http://www.southend.gov.uk/info/200011/building_control FOR FURTHER INFORMATION.

If this application relates to a new residential development or a residential conversion, you are requested to contact Street Naming and Numbering at Southend-on-Sea City Council, Victoria Avenue, Southend on Sea, Essex SS2 6ER Tel: 01702 215003 email: council@southend.gov.uk regarding the approval and registering of new addresses and the issue of new postcodes.



Kevin Waters
Director of Planning (Growth and Housing)

Miss Laura Bowen
Focal point Gallery
The Forum
Elmer Square
Southend On Sea
Essex
SS1 1NB

Our ref: 22/01511/BC3
Dated: 2nd November 2022

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992

Proposal:

**INSTALL PERMANENT SCULPTURE COMPRISING OF A BRICK COLUMN
SCULPTURE (A) AS PART OF THE "MADE FROM THIS LAND" SCULPTURE
TRAIL ON FOOTPATH AT THORPE HALL AVENUE (SITE 2)**

Location:

PAVEMENT ADJACENT TO THORPE HALL AVENUE THORPE BAY ESSEX

Applicant: Miss Laura Bowen

Southend-on-Sea Borough Council, as the Local Planning Authority, having considered the application described above and specified in the application received on 11th August 2022 has reached the following decision:

Grant Conditional Permission

- 01 The development hereby permitted shall begin no later than three years beginning with the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990. (R01A)

- 02 The development hereby permitted shall be carried out in accordance with the following approved plans, inclusive of the materials annotated; Location Plan Rev B '11/08/2022'; A002B; A200G

Reason: To ensure the development is carried out in accordance with the consent sought, has an acceptable design and complies with Policy DM1 of the Development Management Document (2015).

- 03 The development hereby permitted shall be carried out and maintained solely in accordance with the details contained in the submitted document "Made from this Land", Emma Edmondson, Section 106 Southchurch Art Commission".

Reason: To ensure that the development is carried out in accordance with the provisions of the Development Plan.

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The detailed analysis is set out in a report on the application prepared by officers.

PLEASE NOTE

- 01 The site is owned by the Council and therefore a formal installation licence/lease will be required on the land. This will be subject to obtaining all necessary statutory consents and internal approvals. Please contact Antony Daniels antonydaniels@southend.gov.uk This needs to be completed prior to installation.
- 02 The applicant is advised to contact the Parks Team to agree reinstatement works where damage may have occurred e.g. to grassed areas. Please contact pauljenkinson@southend.gov.uk
- 03 You should be aware that in cases where damage occurs during construction works to the highway in implementing this permission that Council will seek to recover the cost of repairing public highways and footpaths from any party responsible for damaging them. This includes damage carried out when implementing a planning permission or other works to buildings or land. Please take care when carrying out works on or near the public highways and footpaths in the city.
- 04 You are advised that as the proposed development equates to less than 100sqm of new floorspace, and does not involve the creation of a new dwelling (Class C3), the development benefits from a Minor Development Exemption under the Community Infrastructure Levy Regulations 2010 (as amended) and as such no charge is payable. See the Planning Portal (www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy) or the Council's website (www.southend.gov.uk/cil) for further details about CIL.

YOU ARE ADVISED THAT THE DEVELOPMENT HEREBY APPROVED MAY REQUIRE APPROVAL UNDER BUILDING REGULATIONS. OUR BUILDING CONTROL SERVICE CAN BE CONTACTED ON 01702 215004 OR ALTERNATIVELY VISIT OUR WEBSITE http://www.southend.gov.uk/info/200011/building_control FOR FURTHER INFORMATION.

If this application relates to a new residential development or a residential conversion, you are requested to contact Street Naming and Numbering at Southend-on-Sea Borough Council, Victoria Avenue, Southend on Sea,

Essex SS2 6ER Tel: 01702 215003 email: council@southend.gov.uk
regarding the approval and registering of new addresses and the issue of
new postcodes.


A handwritten signature in black ink, appearing to read 'KW', enclosed within a large, loopy oval shape.


Kevin Waters
Director of Planning (Growth and Housing)


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Southend-on-Sea Borough Council

Director of Planning (Growth and Housing): Kevin Waters

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

 01702 215000

 www.southend.gov.uk

Working to make
lives better
www.southend.gov.uk



Miss Laura Bowen
Focal point gallery
The Forum
Elmer Square
Southend On Sea

Our ref: 22/01512/BC3

Dated: 6th October 2022

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992

Proposal:

INSTALL PERMANENT SCULPTURE WALL FOR PART OF THE "MADE FROM THIS LAND" SCULPTURE TRAIL

Location:

**LAND AT SOUTHCHURCH PARK EAST LIFSTAN WAY SOUTHEND-ON-SEA
ESSEX**

Applicant: Miss Laura Bowen

Southend-on-Sea Borough Council, as the Local Planning Authority, having considered the application described above and specified in the application received on 11th August 2022 has reached the following decision:

Grant Conditional Permission

- 01 The development hereby permitted shall begin no later than three years beginning with the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990. (R01A)

- 02 The development hereby permitted shall be carried out in accordance with the following approved plans, inclusive of the materials annotated; A030C; A003B; A100D

Reason: To ensure the development is carried out in accordance with the consent sought, has an acceptable design and complies with Policy DM1 of the Development Management Document (2015).

- 03 The development hereby permitted shall be carried out and maintained solely in accordance with the details contained in the submitted document " 'Made from this Land', Emma Edmondson, Section 106 Southchurch Art Commission".

Reason: To ensure that the development is carried out in accordance with the provisions of the Development Plan.

PLEASE NOTE

- 01 You are advised that as the proposed development equates to less than 100sqm of new floorspace, and does not involve the creation of a new dwelling (Class C3), the development benefits from a Minor Development Exemption under the Community Infrastructure Levy Regulations 2010 (as amended) and as such no charge is payable. See the Planning Portal (www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy) or the Council's website (www.southend.gov.uk/cil) for further details about CIL.
- 02 You should be aware that in cases where damage occurs during construction works to the highway in implementing this permission that Council will seek to recover the cost of repairing public highways and footpaths from any party responsible for damaging them. This includes damage carried out when implementing a planning permission or other works to buildings or land. Please take care when carrying out works on or near the public highways and footpaths in the city.

YOU ARE ADVISED THAT THE DEVELOPMENT HEREBY APPROVED MAY REQUIRE APPROVAL UNDER BUILDING REGULATIONS. OUR BUILDING CONTROL SERVICE CAN BE CONTACTED ON 01702 215004 OR ALTERNATIVELY VISIT OUR WEBSITE http://www.southend.gov.uk/info/200011/building_control FOR FURTHER INFORMATION.

If this application relates to a new residential development or a residential conversion, you are requested to contact Street Naming and Numbering at Southend-on-Sea Borough Council, Victoria Avenue, Southend on Sea, Essex SS2 6ER Tel: 01702 215003 email: council@southend.gov.uk regarding the approval and registering of new addresses and the issue of new postcodes.



Kevin Waters
Director of Planning (Growth and Housing)

Southend-on-Sea City Council

Report of Executive Director for Neighbourhoods and Environment

To Cabinet

On

12 January 2023

Report prepared by: Paul Rabbitts, Head of Parks & Open Spaces

Agenda
Item No.

7

Bee Happy – A Grassland Management Strategy for Southend-on-Sea 2023-2027

Relevant Scrutiny Committee(s): Place
Cabinet Member: Councillor Carole Mulroney
Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 To present Cabinet with the Grassland Management Strategy which provides a framework for Southend-on-Sea City Council to improve the overall status and reduce losses in the diversity of pollinator species within the City and is recommended for adoption by the Council to allow delivery of the actions within.

2. Recommendations

It is recommended that:

- 2.1 That Cabinet adopt the Grassland Management Strategy as attached Appendix A.
- 2.2 Areas to be identified in advance and greater engagement with Ward Councillors, and residents' associations, with wider publicity.
- 2.3 Greater City-wide publicity to change 'minds and hearts' and encourage a culture change. This is not about saving money, but about our changing environment;
- 2.4 Greater onsite notices advising of why there have been changes; and
- 2.5 That Officers continue to engage with Members and communities in areas proposed for grassland management regime changes.

3. Background

- 3.1 In 2020 the Parks and Open Spaces Service commenced a piece of work as a response to the Global Climate Crisis we are all facing. As early as 2010, the Council carried out a Local Climate Impacts Profile ('LCLIP') to find out the effects that climate change could have on Southend.

3.2 The LCLIP found that the City is likely to feel the effect of:

- warmer and wetter winters
- hotter and drier summers
- an increased risk of coastal erosion
- more severe weather, such as coastal flooding and flash floods.

3.3 This helped us to identify 5 priority actions to reduce the most serious threats to the City. One of these priorities was to:-

- Manage natural resources sustainably:
 1. by using water more efficiently;
 2. by helping other species adapt and move as the climate changes;
 3. by making space for water along rivers and the coast.

3.4 As the evidence nationally and internationally has now indicated, the climate is changing considerably at an unprecedented rate. Local authorities are tackling this in many ways, including here in Southend-on-Sea. We have been investigating ways in which the Parks and Open Spaces Service can deliver this, through Grassland Management and increasing the number of pollinators in the City.

3.5 The parks, fields, gardens, open spaces, allotments and farmland across our City rely on the service pollination provides. Pollinators including bees, butterflies, hoverflies, wasps, beetles and flies are vital contributors to our landscapes, our economy and our food industry.

3.6 Evidence has shown that one-third of pollinating insects have seen population declines in parts of the UK from 1980 to 2013, which is particularly the case among rarer species, such as solitary bees (Powney et al., 2019). Action must be taken to promote the conservation of all pollinators.

4. Grassland Management Strategy

4.1 We must act now to ensure that we leave our environment in a better state for future generations and therefore Southend-on-Sea City Council has chosen to adopt the Government vision on bees and pollinators.

“...to see pollinators thrive, so they can carry out their essential service to people of pollinating flowers and crops while providing other benefits for our native plants, the wider environment, food production and all of us.”

4.2 By adopting the Government vision, the Council aims to deliver across four key areas:

1. Supporting pollinators across the town and countryside;
2. Enhancing the response to pest and disease risks;
3. Raising awareness of what pollinators need to survive and thrive;
4. Improving evidence on the status of pollinators and the service they provide.

4.3 By delivering on these aims, the Council is committed to delivering on the following outcomes:

- More, bigger, better, joined-up, diverse and high-quality flower-rich habitats (including nesting places and shelter) supporting our pollinators across the City;
- Healthy bees and other pollinators which are more resilient to climate change and severe weather events;
- Enhanced awareness across the City including a greater public understanding of the essential needs of pollinators;
- Evidence of actions taken to support pollinators.

4.4 The Parks and Open Spaces Team are therefore proposing to expand on the changes to Grassland Management Maintenance regimes across the City. From 2022, the service has gradually been looking at areas where grasslands can be managed where pollinators can be encouraged. Several areas have changed over the last 2 years within parks, on verges and in open spaces. The full rationale for doing so is highlighted in the strategy (see Appendix A).

4.5 This has been met in many cases, favourably and positively and we have seen areas of grassland flourish, wildflowers begin to become more established and because of this, more pollinators. However, in some instances, there has been localised opposition, partly due to ineffective consultation and in some cases, a lack of it, with Members and residents.

4.6 Looking ahead, to mitigate this, we are recommending the following:-

- The adoption of the strategy by Cabinet so this becomes a Council approved policy;
- Areas to be identified in advance and greater engagement with Ward Councillors, and residents' associations, with wider publicity;
- Greater City-wide publicity to change 'minds and hearts' and encourage a culture change. This is not about saving money, but about our changing environment; and
- Greater onsite notices advising of why there have been changes.

4. Other Options

4.1 Do nothing and retain the current management and maintenance standards – the impact would be that mowing regimes would not be conducive to enhancing local biodiversity.

5. Reasons for Recommendations

5.1 To allow the delivery of the Strategy and its wider action plans, with the outcome that we have a more sustainable environment in Southend-on-Sea and: -

“To see pollinators thrive, so they can carry out their essential service to people of pollinating flowers and crops while providing other benefits for our native plants, the wider environment, food production and all of us.”

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

6.1.1 The delivery of the Grassland Management Strategy contributes to the Southend 2050 Road Map through 'Pride and Joy' and specifically: -

- *"We act as a sustainable and green City, embracing the challenges of the Climate Emergency Declaration made in 2019".*
- It also contributes to the Council's Corporate Plan as 'A city rising to the climate change challenge' where we will tackle climate change. We will become a greener city. We will make Southend-on-Sea a national example of good flood and coastal erosion risk management.

6.2 Financial Implications

6.2.1 There are limited financial implications for adopting new management regimes, but will result in some savings through lesser mowing regimes. These will depend on the size of the areas changed and the scale of the area adopted. A number of financial savings have been proposed as part of the councils intention to reduce the current deficit. This includes a significant proposal to reduce mowing regimes on grass verges on highways, central reservations and boulevards.

6.3 Legal Implications

6.3.1 There are no Legal implications associated with this report.

6.4 People Implications

6.4.1 The strategy highlights the misconception that re-wilding does not affect health in relation to those with breathing difficulties or suffering from hay fever.

6.5 Property Implications

6.5.1 There are no Property implications associated with this report.

6.6 Consultation

6.6.1 The initiative was widely consulted upon as part of the development of the strategy. Early issues have indicated support, as well as those that do not agree and tend to favour 'neat and tidy'. The Strategy highlights how we need to engage better as well as promote and encourage a 'change in culture'.

6.7 Equalities and Diversity Implications

6.7.1 There are no Equality and Diversity implications associated with this report.

6.8 Risk Assessment

6.8.1 There are no Risk Assessment implications associated with this report.

6.9 Value for Money

6.9.1 There are no Value for Money implications associated with this report.

6.10 Community Safety Implications

6.10.1 There are no Community Safety implications associated with this report. There have been some comments from residents with regards to dogs and impact on their health, with ticks and seeds in ears. This has been noted.

6.11 Environmental Impact

6.11.1 These are highlighted in the strategy with many positive environmental benefits for the wider city.

7. Background Papers

7.1 These are highlighted in the Strategy

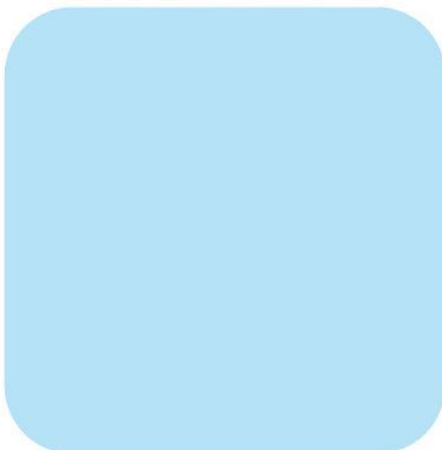
8. Appendices

8.1 **Appendix A:** Bee Happy – A Grassland Management Strategy for Southend-on-Sea 2022-2027

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Bee Happy - A Grassland Management Strategy for bees and other pollinators – 2023 - 2028

Southend-on-Sea City Council



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The parks, fields, gardens, open spaces across our City rely on the service pollination provides. Pollinators including bees, butterflies, hoverflies, wasps, beetles, and flies are vital contributors to our landscapes, our economy and our food industry.

Evidence has shown that one-third of pollinating insects have seen population declines in parts of the UK from 1980 to 2013, which is particularly the case among rarer species, such as solitary bees (Powney et al., 2019). Action must be taken to promote the conservation of all pollinators.

This strategy provides a framework for Southend-on-Sea City Council to improve the overall status and reduce losses in the diversity of pollinator species within the city.

2. The Council's Vision and Commitments

We must act now to ensure that we leave our environment in a better state for future generations and therefore Southend-on-Sea City Council has chosen to adopt Central Government's 2014 vision on bees and pollinators and how this can be delivered through a new 'Grassland Management Strategy'. Our vision is:-

"...to see pollinators thrive, so they can carry out their essential service to people of pollinating flowers and crops while providing other benefits for our native plants, the wider environment, food production and all of us."

The Government vision set out in the National Pollinators Strategy for Bees and other Pollinators in England 2014 its aims to deliver across five key areas:

1. Supporting pollinators across the town and countryside
2. Enhancing the response to pest and disease risks
3. Raising awareness of what pollinators need to survive and thrive
4. Improving evidence on the status of pollinators and the service they provide
5. Supporting pollinators on farmland

In Southend-on-Sea, the Council is committed to delivering on the following outcomes:

- More, bigger, better, joined-up, diverse and high-quality flower-rich habitats (including nesting places and shelter) supporting our pollinators across the City, improving air quality and reducing the heat island effect
- Healthy bees and other pollinators which are more resilient to climate change and severe weather events
- Enhanced awareness across the City including a greater public understanding of the essential needs of pollinators and how we deliver a 'change in culture' - tidy versus 'good for pollinators'
- Evidence of actions taken to support pollinators

3. Why are pollinators important?

Globally, pollinators and animal pollinated plants contribute to a wide range of socio-cultural values including aesthetic value, air quality, heat reduction, cultural symbolism, existence value, health and undiscovered economic and non-economic value (Steele et al., 2019).

Bee Happy - A Grassland Management Strategy for Bees and Pollinators 2023-2028

3

What is pollination?

Pollination is a keystone process in both human managed and natural terrestrial ecosystems. It is critical for food production and human livelihoods and directly links wild ecosystems with agricultural production systems (FAO, 2015).

In short, pollinators eat pollen and nectar from flowers, it sticks to their bodies, it transfers between flowers they visit, and this fertilises the plants visited and allows the plants to reproduce and grow fruits and seeds. There are at least 1,500 species of insect pollinators in the UK (for example, bees, moths, flies, wasps, beetles and butterflies) (Defra, 2014). Some vertebrates can also carry out pollination, such as birds, bats, mice and squirrels (Ratto et al., 2018).

Crops and the Economy

The economic value of pollination to crop production in the UK is estimated to be approximately half a billion GBP a year (Steele et al., 2019). However, these estimates are based on generalisations of global literature, and do not include the benefits to consumers, therefore are likely to be underestimated. Pollination provides economic benefits in the UK which include the following:

- Market production – pollination directly increases the quantity and quality of yield in many crops such as raspberries, apples and pears (Smith et al., 2013 and Ollerton et al., 2016). Reduction in pollinator numbers would make it more difficult and expensive for farmers to produce some crops on the scale they do today (Steele et al., 2019).
- Producer profits – by increasing production, farmers can gain a greater degree of net profit (Garratt et al., 2016).
- Waste reduction – pollination can increase the storage life of some crops, reducing the economic costs for farmers and supermarkets in managing waste (Wietzke et al., 2018).
- Consumer surplus – by increasing the supply of a crop relative to demand, pollinators help reduce the costs for consumers (Bauer and Wing, 2016).
- Costs avoided – alternatives to wild pollination services are available, such as mechanical methods and paid services (Allsopp et al., 2008).



Health and Wellbeing

Pollinators are essential to the production of many of the micronutrient rich fruits, vegetables, nuts, seeds and oils we eat (Chaplin-Kramer et al., 2014). Close to 75% of the world's crops producing fruits and seeds for human consumption depend, at least in part on pollinators (FAO, 2015). Global evidence indicates that pollination is important in underpinning the supply of micronutrients that are necessary for good quality of life. There is also no evidence of any reported negative impact on health from this new approach to 'rewilding' in urban conurbations, in particular sufferers from hay fever or breathing issues.

The process of pollination also contributes to the beauty of our wider environment. Rich and diverse parks and open spaces contribute to our mental health and wellbeing by providing natural views and places to get away from the stresses of urban living. This can be an important factor in reducing stress-related illnesses and the consequent social and economic impact of mental ill health (Public Health England, 2020). Biodiverse parks also promote social cohesion by providing attractive places to meet, taking part in sport and walking the dog as well as increasing air quality and reducing urban heat island effects.

Bee Happy - A Grassland Management Strategy for Bees and Pollinators 2023-2028

4

Biodiversity

Pollination is a keystone process in terrestrial ecosystems, and without it, many interconnected species and processes functioning within an ecosystem would collapse (United Nations, 2020). Pollinators contribute to the diversity of wildflowers and support healthy ecosystems, which improves biodiversity (DEFRA, 2014). Pollinator populations also have intrinsic biodiversity value, in addition to the ecosystem services they provide (Vanbergen et al., 2013)

Key Facts and Figures:

- Insect pollinators are vital for the maintenance of ecosystem health and global food security, with 75% of crop species, 35% of global crop production, and up to 88% of flowering plant species being dependent on insect pollinators to some extent (Powney et al., 2019).
- 3 out of 4 crops across the globe producing fruits or seeds for human use as food depend, at least in part, on pollinators (FAO, 2015).
- Improving pollinator density and diversity boosts crop yields – pollinators affect 35% of global agricultural land, supporting the production of 87% of the leading food crops worldwide (FAO, 2018).
- Safeguarding pollinators safeguards biodiversity: the vast majority of pollinators are wild, including over 20,000 species of bees (FAO, 2018).

4. Threats and reasons for decline

Pollinators are under threat. Present species extinction rates are 100-1000 times higher than normal due to human impacts (UN, 2020). Insects will likely make up the bulk of future biodiversity loss with 40% of invertebrate pollinator species – particularly bees and butterflies – facing extinction (FAO, 2015).

Land Uses

- Habitat loss and fragmentation paired with intensive land management practices have led to reduced food and nesting resources for pollinators and simplified pollinator communities which are now dominated by common, generalist species (Steele et al., 2019). For example, in the UK we have lost 97% of our wildflower meadows since the 1930s (Kew, 2017) and 50% of our hedgerows since WWII (PTES, 2019).
- Specialist pollinators, including some bumblebees and solitary bees, have specialist diets and so collect pollen from a limited range of plants (often wildflowers) and garden plants are not of benefit to them (RHS, 2019). Where suitable habitat remains, such as flower-rich meadows, it is often fragmented, making it difficult for populations to expand and colonise new areas (RHS, 2019).
- Urban insect pollinator communities are dominated by common, generalist species with some groups being more affected than others by urban development e.g. hoverflies are more affected than bumblebees (Steele et al., 2019).
- Some pollinators have specific requirements for nesting and breeding sites and loss and fragmentation of suitable habitats has reduced nesting and breeding opportunities (RHS, 2019).
- Herbicides and pesticides have a range of unintended direct and indirect effects on both wild and management pollinators. There may be synergistic effects of mixtures of these chemicals (Steele et al., 2019).
- Despite the restrictions imposed in 2015 to ensure correct use, neonicotinoids (e.g. clothianidin, imidacloprid and thiamethoxam) persist in soil leading to uptake and exposure to pollinators through wild plants, and plants sold for garden use (Wood and Goulson, 2017). They have negative sub-lethal effects on bumblebees, solitary bees and honeybees.

- Other pesticides, including weed killers, can remove potential foraging sources and prey species for those pollinators that have herbivorous or predatory larvae (RHS, 2019).

Invasive Alien Species

- Abundant alien flowering species (e.g. Himalayan Balsam), can dominate pollinator diets. The effects of this may be subtle, chronic (and possibly undetected) or act in combination. Invasive alien flowering plants can dominate pollinator interactions leading to a substantial modification of plant-pollinator networks (Vanbergen et al., 2017).
- The Asian hornet, if it establishes in the UK as in Western Europe, could gain high population density within ten years, and would be an additional threat to honey bee populations (Steele et al., 2019).
- Currently, in the UK the impact of invasive alien plant and predator species on pollinator and pollination is considered to be less profound than other pressures. However, their importance as a driver of pollinator status may rise with climate change creating new opportunities for invasive alien species, alongside more confounding pressures from climatic or other stressors (Steele et al., 2019).

Climate Change

- Human activities are estimated to have caused approximately 1.0°C of global warming and is likely to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate (IPCC, 2018). This has associated impacts including increases in droughts, floods, sea level rise and biodiversity loss (IPCC, 2018). The summer of 2022 saw record temperatures reached across the UK.
- Climate change has altered the range and seasonal activity of some pollinator species, and is likely to continue to do so in the coming decades (Steele et al., 2019).
- It has contributed to spring advancement, especially in the Northern Hemisphere (Settele et al., 2014). Seasonal advancement and extreme climatic events could potentially lead to mismatches in plant and pollinator life cycles, to the detriment of both (Thackeray et al., 2016).
- A diverse assemblage of pollinators, with different traits and responses to ambient conditions, is one of the best ways of minimising risks due to climate change. The “insurance” provided by a diversity of pollinators ensure that there are effective pollinators not just for current conditions, but for future conditions as well (UN, 2020). Resilience can be built in agroecosystems through biodiversity (Oliver et al., 2015).
- Higher temperatures, droughts, floods, other extreme climate events, and changes of flowering time hinder pollination largely by desynchronizing the demand (flowers in bloom) with the supply of service providers (abundant and diverse populations of pollinators) (FAO, 2018).
- The combination of climate change with other global change pressures (e.g. land use changes and invasive alien species) are likely to pose significant future threats to pollinator communities (Steele et al., 2019).
- Future pollination service to crops will be vulnerable where climate change creates a mismatch between optimal growth area, and pollinator distributions (Polce et al. 2014)

Pests and Diseases

- A major threat to honeybee populations is the mite Varroa destructor and the many bee viruses it transmits, such as the Deformed Wing Virus (DWV) (Wilfert et al., 2016). V. destructor is a parasitic mite that sucks fat and hemolymph (the blood equivalent for invertebrates) from the bodies of honeybee larvae, pupae, and adult bees (Ramsey et al., 2019). A new, more virulent strain of DWV is currently spreading through honeybee populations in Europe and the UK (McMahon et al., 2016). Neglect by beekeepers can cause levels of V. destructor building up (RHS, 2019).

- European foulbrood (EFB) is a disease caused by the bacteria *Melissococcus plutonius* in which affected larvae starve and turn a brownish colour, often appearing contorted (FAO, 2015). Despite Statutory control for 70 years, the incidence of EFB in the UK remains high (University of Sussex, 2010).

- Colony Collapse Disorder occurs when most worker bees in a colony disappear and leave behind a queen, food and a few nurse bees to care for the remaining immature bees and the queen (EPA, 2018). It's caused by a combination of factors including parasites, agricultural chemicals and poor nutrition (The Guardian, 2013).
- Wild bumble bees share viral and fungal pathogens with managed honeybees in the UK, and these pathogens have been shown to negatively impact bumble bees in the lab (Fürst et al., 2014).

5. Actions

Southend-on-Sea City Council will take actions across different areas to support pollinators in our City. We will be flexible and adapt to new data and understanding as they emerge by reviewing this pollinator strategy annually and how it links to the Councils developing Heat Strategy. We will consult, engage, encourage residents, partners and stakeholders the benefit of supporting pollinators in our City and the reasons why.

Allotments

Allotments form habitat mosaics and wildlife corridors, creating green infrastructural connectivity between parks, hedgerows, waterways, and other green spaces. Although their main purpose is to grow food, they can provide pollen and nectar resources for pollinators. Research by the Insect Pollinator Initiative found allotments to be one of the most important land use types for pollinators in urban areas, with a modelling approach study predicting that increasing the area of allotments resulted in the greatest increase in the plant-pollinator community robustness (Baldock et al., 2019). Allotments are a win for pollinators, a win for people and a win for sustainability.

However, allotments are usually the least abundant land use in urban towns and cities. We will be acting on this new evidence to create new allotment plots. Within our allotment locations we will create shared orchard areas which will be populated by dwarf trees, to the benefit of pollinators and the community. We will also create an 'Allotments and Biodiversity' booklet for new and existing allotment holders which gives ideas of how biodiversity can be enriched in allotments. Finally, as part of the annual allotment awards, we will be awarding points for planting of pollinator-friendly species which encourages allotment holders to act for pollinators.



Parks and Open Spaces

Research has shown there are lots of opportunities in parks and green spaces in urban areas – they have a high potential for improvement in terms of pollinators.

We will:

- Manage council land and properties with consideration to providing food, shelter and nesting sites for pollinators and engage with park users and residents on a site by site basis.
- Restrict the use of pesticides (herbicides and insecticides) to the council nursery, fine turf sports pitches and highways. However, alternative options will be explored before considering pesticide use.
- Not kill pollinators or destroy nests, including wasps.

As part of this process, we will liaise with residents and park users and engage with them on issues such as impact on dogs (ticks, dog fouling), impact on hayfever and the perception of 'untidiness'.

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Opportunities include:

- Nest boxes – These are for cavity nesting bees and have been successful in increasing numbers of solitary bees in their locality over time, particularly where nests are provided in the same place in subsequent years.
- Bare soil – Artificially exposed areas of bare soil can be successfully colonised by ground-nesting solitary bees and wasps in the first or second year.
- Mowing regimes – Mowing will be altered and reduced in some areas to create naturalised areas and maximise floral resources in parks for pollinators. This will include appropriate signage.
- Living roofs – Green roofs and brown roofs can attract native bees. Bee hotels on green roofs are more successful on lower buildings and in areas with increased areas of green space. We will support the development of living roofs across the City where possible.
- Wildflower meadows – The addition of meadows and naturalised areas to public greenspace areas can provide large quantities of additional floral resources in the form of pollen and nectar. Perennial native meadows have been shown to produce up to 20 times more nectar content and up to 6 times more pollen than annual meadows of equivalent size (Hicks et al., 2016). Native plant species growing in these meadows contributed high quantities of pollen and nectar, with dandelions being one of the most important pollen and nectar contributors among species commonly considered as weed (Hicks et al., 2016). A diversity of floral species is needed to provide adequate nutrition to bees at different life stages. The absence or presence of particular nutritional components, and their balance, can confer particular health benefits for bees, for example, reduce parasite loads (Steele et al., 2019).

Working with Local Groups

We will continue to work with the Essex Wildlife Trust, Parks Friends groups, local beekeepers, allotment societies, local schools, community gardeners and nature reserve volunteers. We will also engage with ward councillors and residents' associations where appropriate.

We will continue to provide volunteering opportunities to encourage good practice to help pollinators. Regular volunteer activities that we carry out with the community includes whip planting, tree planting, and bulb planting in our parks and open spaces.

We will spread awareness across the City by celebrating Bees' Needs Week (coordinated by Defra), Pollinator Awareness Week, the Big Butterfly Count and UN World Bee Day.

Road Verges

Road verges include highways verges, cycleways, pathways and shrub verges. Improving road verges for pollinators on a broad scale is a priority of ours, as even modest improvements can provide widespread benefits. Road verges can act as a food source, shelter, nesting and hibernation sites (for example, strong evidence exists that butterflies and moths breed along road verges) (Buglife, 2019). This land type provides a significant opportunity to support pollinators due to their widespread nature in Southend.

Road verges have been shown to be particularly important for pollinators in florally-poor landscapes due to limited availability of other resources (Buglife, 2019) hence the importance of road verges in our City. Research results suggest that having a regularly-mown strip along the edge of road verges, whilst maintaining high floral abundance in the rest of the verge, may reduce pollinator mortality through traffic collisions (Buglife, 2019). This also gives the appearance that the verge area is being maintained rather than abandoned. Appropriate signage will be displayed where adopted and sponsorship opportunities investigated. Leeds City Council have recently adopted such an approach.

Naturalised road verges can act as wildlife corridors and improve connectivity between our parks and open spaces. We will begin to naturalise some road verges across the town.

Another way in which we will manage road verges to the benefit of pollinators is considering pollen and nectar rich species when planting shrub verges or adopting a higher percentage of floral displays.

The suitability of certain road verges managed for the benefit of pollinators will be assessed on a case-by-case basis. Factors that determine suitability include, but are not limited to, width of the verge, occurrences of dog fouling, proximity to busy main roads and safety concerns.

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It is also worth noting that there are many examples of highly 'floriferous' wildflower verges that capture the headlines and the imagination of the public. Cities like Sheffield and Rotherham have invested in such areas that are high impact and visually stimulating. Southend will investigate the impact of such management regimes. However, many of these are short-lived displays and become untidy in appearance. These mixes are usually high in floral content, whereas the preferred option is to look at verges that are managed in a way that encourage wildflowers to establish naturally along with an appropriate grassland which in the longer term, is more suitable for pollinators.

Biodiversity Net Gain

Biodiversity net gain (BNG) is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand. Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures.

The most recent State of Nature report, published in 2019, suggests there has been a 13% decline in the average abundance of wildlife in the UK since the 1970s. This is despite legislation and policy to protect biodiversity and wildlife. Although certain sites and species are protected, there are limited mechanisms to value, maintain, enhance and create wildlife habitats beyond protected sites. As a result, most habitats continue to be lost to development, reducing nature's ability to connect and thrive.

BNG is additional to existing habitat and species protections. BNG aims to create new habitat as well as enhance existing habitats. Nature is important in its own right, but it is also essential for the processes that support all life on Earth, including humans. The natural environment provides benefits to us all through 'ecosystem services'.

For local authorities, BNG links to a range of agendas including:

- addressing the climate emergency
- place-making
- green infrastructure
- access to greenspace and nature
- mental and physical health and wellbeing
- flood resilience
- improving air quality

As part of this Grassland Management Strategy, we will develop a system where existing developments can be improved with regards to BNG as well as looking at opportunities off site and how credits can be built up to ensure long term improvements to our open spaces, linked to enhanced biodiversity.

Monitoring

It is important to develop a sustainable long-term monitoring programme so we better understand the status, the causes of any declines and where our actions will have the most effect. Monitoring will allow us to improve evidence on what management techniques are most effective in the borough and where our actions can have the most impact.

We will use a citizen science approach involving volunteers logging observations and gathering other evidence. Citizen science is invaluable in providing information at scales that would not otherwise be practical, and a study by Breeze et al. (2020) suggests that combining the strengths of both volunteers (who are often highly skilled) and professionals is the most effective way of monitoring pollinators.

To develop citizen science, we will expand the pool of taxonomic expertise and people capable of identifying the many species of insect pollinators in the UK. We will also improve the understanding of those who participate in volunteer recording schemes and their motivations to aid recruitment of additional volunteers into new monitoring schemes. This will allow us to establish a baseline for the City and what the impact is of changing these management regimes.

Workshop

With inspiration from the actions of Defra, we will hold a 'Pollinator Workshop' and annual review meeting to raise awareness and share the information and evidence found by new research in a format that is easily digestible, understandable, and allows for Q&A. It will involve working with all of Southend-on-Sea to promote simple changes to land management to provide food, shelter and nest sites for pollinators.

The workshop will be for:

- Developers
- Planners
- Social landlords
- Landscape architects
- Brownfield site managers
- Local Nature Partnerships
- Businesses and potential sponsors
- Residents
- Schools
- Community groups
- Southend Youth Council
- Councillors

The workshop aims to:

- Ensure good practice to help pollinators through initiatives with a wide range of organisations and professional networks.
- Encourage the public to act in their gardens, allotments, window boxes and balconies to make them pollinator-friendly or through other opportunities such as community gardening and volunteering fostering this change of culture.
- Secure commitments from large-scale land managers in the city and in utility and transport businesses.
- Encourage developers to consider pollinators in all developments and landscaping schemes.
- Encourage a greater acceptance of naturalised area including long grass with wildflowers.

Support for these Actions

We will support these actions by:

- Delivering a State of Nature report for Southend-on-Sea
- Providing current and relevant information to the public to encourage action in support of pollinators – via workshops and the council website, newsletters, social media and member briefings.

- Working with charities and other organisations with an interest in supporting pollinators
- Supporting national campaigns including Bees' Needs and Pollinator Awareness Week

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- Reviewing the Grassland Management Strategy annually to ensure integration into wider council practices
- Keeping up to date with the most recent research on pollinators
- Being flexible and adapting to new data and understanding as it emerges
- Using the pollinator friendly logo in parks and open spaces across the City.

Case Studies

Badgemore Primary School, Henley on Thames

The RHS Campaign for School Gardening team has planted willow plum and pear for early spring blooms, as well as apple and crab apples and native hedging to provide good habitat for pollinators and other wildlife. The school has reduced mowing to once a year in select areas, as the town park's team does in the area. Their beehives are complemented by a wildlife pond, flower beds and raised veg planters, providing plenty of forage for the resident honeybees.

Barnoldswick in Bloom, Lancashire

Reused plastic bottles paired with irrigation tubes and pollinator-friendly plants became a living 'bee wall' at the Rainhall Centre, designed by college students as part of Barnoldswick in Bloom activities. Planters with the same buzzing theme line the wall, alongside a bug friendly hotel. This is just one of the planting schemes in the town aimed at encouraging pollinators. 'We try and make sure every scheme is bee-friendly and ensure there are early and late sources of food for them,' explains group volunteer David Whipp. Barnoldswick also has its own 'Buzz Stop' – a bus stop complete with pollinator-friendly signage explaining the plight of bees and the need to provide them with food and shelter. Bumble Bee Conservation Trust (2019)

Stotfold Mill Meadows Local Nature Reserve

Stotfold Mill Meadows is a Local Nature Reserve in Bedfordshire consisting of 3 meadows that were used for cattle grazing until 1999. Since then, the site has been managed for conservation purposes. One of these meadows has been the focus of management to support wildflowers and pollinators. In 2016 volunteers over-seeded the meadow with a wildflower mix. A late summer hay cut was taken to continue to remove nutrients from the meadow. The area has now turned into a flowery haven for pollinators and people alike. With picnic benches and mown paths through the meadow everyone can enjoy the beauty of the reserve.

St Laurence Park, Southend-on-Sea

Historically, St Laurence Park was farmland. During its establishment, 5 different seed mixes were used. This has resulted in high diversity naturalised and wildflower areas. The mix of flowering species provides an abundant resource for pollinators. Survey transects undertaken in 2020 recorded nearly 100 butterflies and 8 different species in just one hour. There are mown paths throughout the park and benches to sit and enjoy the nature. Mowing occurs during autumn with cuttings removed to prevent excess nutrients, with patches remaining to provide refuge for any invertebrates, reptiles, or other wildlife.



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6. What people can do in their gardens

Research by the Insect Pollinator Initiative found gardens to be one of the most important land use types for pollinators (Baldock et al., 2019). UK gardens have been found to contain greater density and survival of bumblebee nests, compared to agricultural and woodland habitats (Osborne et al., 2008). Parks, road verges and other green space collectively were estimated to hold far fewer pollinator visits on a city scale compared to gardens, which make up a similar area in cities (Baldock et al., 2019).

With the help of Make Southend Sparkle, we will encourage the public to take action in their gardens, allotments, window boxes and balconies to make them pollinator-friendly.

Here are some examples from the Bumblebee Conservation Trust of actions that can be taken for pollinators:

- Grow more flowers, shrubs and trees that provide nectar and pollen as food for bees and other pollinators throughout the year. For example, pussy willow, primroses and crocuses in spring, lavenders, meadow cranesbill and ox-eye daisies in summer, ivy and hebes in autumn and mahonia shrubs and cyclamen in winter.
- Avoid plants with double or multi-petalled flowers.
- Plantings comprising native and near native species attract more pollinators than exotic species, although using exotic plants to extend the flowering season is beneficial for pollinators later in the year.
- Leave patches of land to grow wild with plants like stinging nettles and dandelions to provide other food sources (such as leaves for caterpillars) and breeding places for butterflies and moths.
- Cut grass less often and ideally remove the cuttings to allow plants to flower – floral resources in gardens benefit from reduced mowing frequency.
- Avoid disturbing or destroying nesting or hibernating insects, in places like grass margins, bare soil, hedgerows, trees, deadwood and walls.
- Think carefully about whether to use pesticides especially where pollinators are active or nesting or where plants are in flower. Consider control method appropriate to your situation and only use pesticides if absolutely necessary. Many people choose to avoid chemicals and adopt methods like physically removing pests or using barriers to deter them.
- Build a bug hotel – creating a multi-storey bug hotel with natural materials can provide shelter for pollinators. Materials you can use include dead wood, hollow stems, stones and tiles, bricks, dry leaves, loose bark, and corrugated cardboard. Visit the Wildlife Trusts website for more information on how to build your own bug hotel.

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Southend-on-Sea City Council

Report of Executive Director for Neighbourhood and
Environment Services

To

Cabinet

On

12th January 2023

Report prepared by: Paul Rabbitts, Head of Parks & Open
Spaces

Agenda
Item No.

8

Southchurch Park Lake

Relevant Scrutiny Committee - Place
Cabinet Member: Councillor Carole Mulroney
Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 To agree to replace small sections of the shin rail around the eastern section of the lake in Southchurch Park based on an agreed risk assessment.

2. Recommendations

- 2.1 To agree the replacement of small sections of shin rail, with appropriate signage introduced, as identified from a risk assessment of areas of higher risk eg duck feeding station and end of path junctions on the eastern section.
- 2.2 To note the western section of the lake does not have a shin rail and is used by the local model boating club.

3. Background

- 3.1 Southchurch Park is a popular park within Thorpe Ward and visited by many residents from the surrounding area. It has several facilities including a café, play facilities, sports facilities, car park, ornamental areas as well as a large lake. The lake is central to the whole park and was once used for rowing boats but is today primarily a haven for birds and wildlife with the western section used by a model boat society.
- 3.2 The lake is typical of an urban park lake with formal edges, and an average depth at the perimeter of 600mm (the deepest is 900mm and the shallowest is 150mm). Paths circumvent the lake, with none immediately adjacent to it. The eastern and western sections are divided by a pedestrian footbridge which has a concrete barrier underneath it.

- 3.3 The lake's eastern section has had a timber shin rail around it for many years which over time, has deteriorated to such an extent that temporary fixes were no longer suitable. It has been removed.



- 3.4 Several discussions were held with parks' officers and colleagues in relation to the need for replacing the complete rail around the lake. This was based on a number of considerations and included the following:-

- No other lake in Southend has a rail or fence around it and this includes Friars, Priory and Shoebury Parks. They are all open.
- Most urban park lakes across the country no longer have barriers or fencing, including all the Royal Parks (Hyde Park, St James's Park, Regent's Park, Kensington Gardens, in particular) which have 80 million visitors a year and footways adjacent to lake edges. This also includes most of the London parks including Victoria Park or most recently, the Queen Elizabeth II Olympic Park. Where they do exist, they are for the purpose of controlling wildfowl, such as Canada Geese eg in Battersea Park in London.
- Officers consulted with colleagues in neighbouring authorities and in particular Cambridge City Council, which has several waterways within the city, and Three Rivers District Council who manage the Aquadrome in Rickmansworth. As is the norm, none of their water bodies are fenced off and these two authorities no longer provide life buoys due to the increased incidence of vandalism.
- Historically, Southchurch Park lake was never fenced when it was used as a boating lake.



- The western section has never been fenced off.
- The presence of a rail can be a magnet for adventurous children to climb onto it, with the risk of falling into the lake increased.
- Longer term serving officers within the parks team have had no recorded incidents of children falling into the lake in the last 5 years.
- The total cost of replacing the rail is estimated to be £25,000.

3.5 It was, therefore, considered that the rail should be wholly removed and a risk assessment carried out to identify where a rail should be erected, leaving the remainder of the lake open. See appendix 3.

4. Other Options

4.1 Three other options exist:-

- Replace the entire eastern section with a new shin rail fence at a cost of approximately £25,000
- Leave the entire eastern section open. This is however, not recommended, based on the attached risk assessment.
- Ward members have indicated they would wish to use £10,000 of CIL money for the lake to be wholly fenced.

The cost of replacing the entire rail is estimated to be £25,000. The cost of replacing small sections based on a risk assessment is estimated to be £7,000. No budget exists for the replacement and would have to be funded by CIL or the capital programme.

It should be noted the following are not eligible for CIL funding -

- Use of the funds to explore feasibility of a scheme for which funds are not yet available;
- Projects that only benefit individuals or companies;

- Projects with on-going revenue implications/maintenance costs for Southend City Council.

5. Reasons for Recommendations

- 5.1 The shin rail fence had reached the end of its useful life and research has shown that elsewhere, in similar circumstances, such barriers are no longer deemed essential.

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

Pride and Joy - People are proud of living in Southend - the historic buildings and well-designed new developments, open spaces, and the seafront.

Safe and Well - Access to the great outdoors keeps our residents both physically and mentally well. The risk assessed areas as per the risk assessment will be fenced.

6.2 Environmental Impact

- 6.2.1 The quality of the fence affects the overall environmental impact of the park. Where deemed necessary it will be replaced with recycled plastic ensuring longevity. However, parks' would need to cover the cost of maintenance and repairs whenever vandalised or damaged, thus incurring ongoing revenue implications/maintenance costs.

6.3 Financial Implications

- 6.3.1 The cost of replacing small sections based on a risk assessment is estimated to be £7,000. No budget exists for the replacement and would have to be funded by CIL.

6.4 Legal Implications

- 6.4.1 There are no Legal implications associated with this report.

6.5 People Implications

- 6.5.1 There are no People implications associated with this report.

6.6 Property Implications

- 6.6.1 There are no Property implications associated with this report.

6.7 Consultation

6.7.1 No consultation was carried out as this was an operational decision by officers. The Ward Councillors and Portfolio Holder have been kept informed throughout, although there are differences of opinion that have been expressed.

6.8 Equalities and Diversity Implications

6.8.1 There are no Equalities and Diversity implications associated with this report.

6.9 Risk Assessment

6.9.1 A risk assessment was carried out in relation to the proposal to replace only sections of the rail. This is included as appendix A.

6.10 Value for Money

6.10.1 Officers consider that any funding should be targeted at other priorities in the park such as footpath resurfacing and lake maintenance.

6.11 Community Safety Implications

6.11.1 Officers have carried out a risk assessment indicating any community safety implications that exist and mitigation required.

7. Background Papers

7.1 There are no background papers.

8. Appendices

Appendix 1 – Risk Assessment

Appendix 2 – Aerial view of the lake

Appendix 3 – location of proposed rail

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RISK ASSESSMENT No.	Removing the Shin Rail around the East end of Southchurch Park Lake	
Establishment:	Assessment by: Jacques Gain	Date: 15/09/2022
Review Date: 15/03/2023	Approved by: Ian Brown	Date: 15/09/22

Hazard / Risk	Who is at Risk?	Initial Risk Rating	Normal Control Measures	Are Control Measures Y/N/NA		Additional Control Measures	Residual Risk Rating
				In Place	Adequate		
Falling into the Lake. Drowning	<i>Operator, Colleagues Public</i>	med	The original measure was wooden shin rail. This will be removed as it is end of life and deemed a possible safety and trip hazard. Deploy warning signs of the dangers of going onto the lake if frozen and supervision of children	Yes Yes	Yes yes	Installing Sections of two bar Recycled Lumber fencing perpendicular to paths that join the lake path to prevent accidental entry to the water. Install sections of two bar Recycled lumber fencing to create designated bird feeding stations at evenly spaced points around the east end of the lake. Installation of two additional life belt stations one either side of the east end of the lake. Danger shallow water signs to be erected at strategic points all around the lake. Addition of a sign on the duck feed dispenser that makes people aware of the feeding stations. Weekly recorded trip hazard and signage inspection of the grass area surround of the lake	low

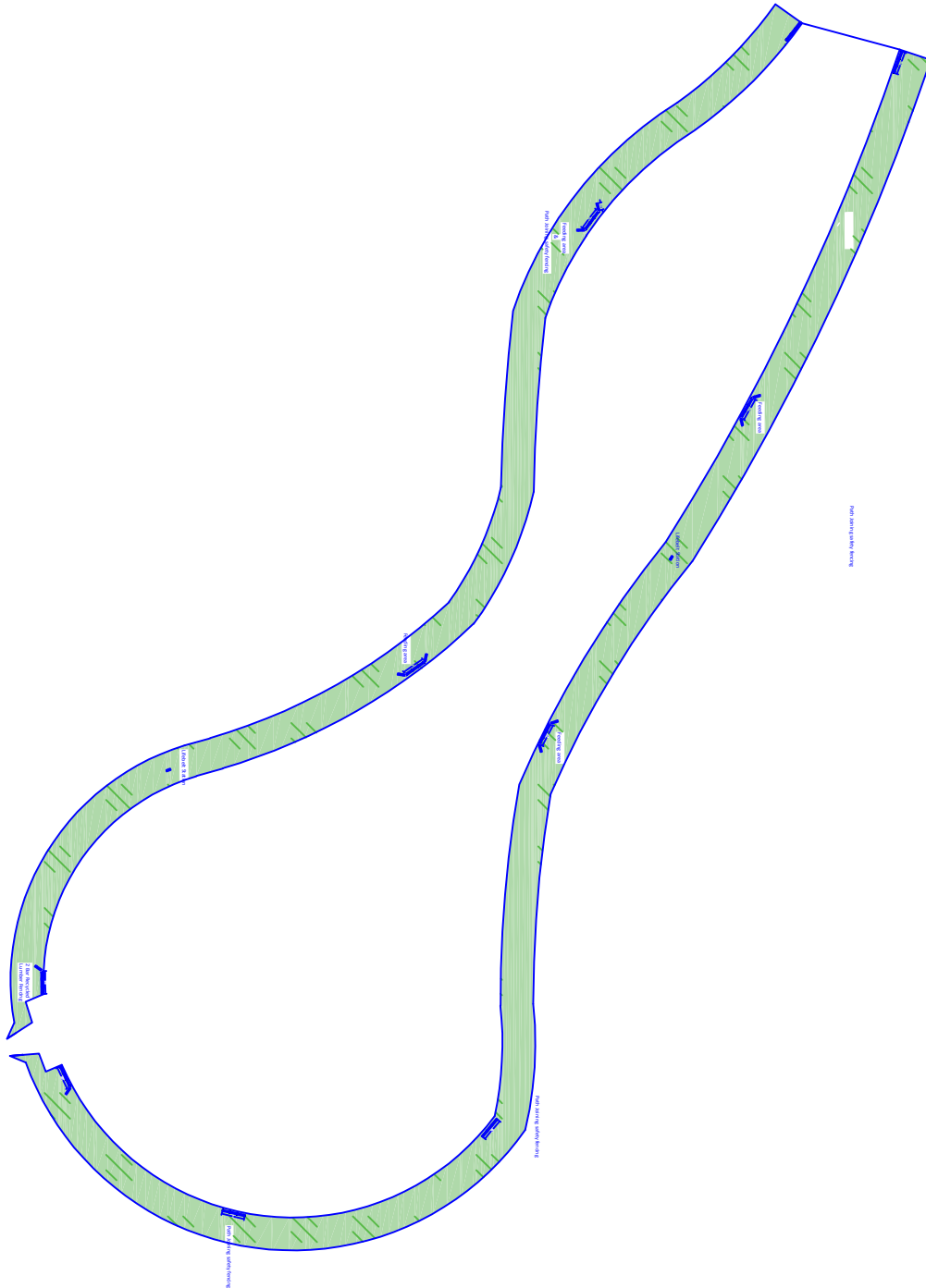
REVIEWS:

DATE OF REVIEW:	REVIEWED BY:	COMMENTS:
DATE OF REVIEW:	REVIEWED BY:	COMMENTS:

AERIAL VIEW OF SOUTHCHURCH PARK LAKE



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Southend-on-Sea City Council

Agenda
Item No.

9

Report of Executive Director
(Neighbourhoods and Environment)

To
Traffic Regulation Working Party & Cabinet Committee
On

21st December 2022

Report prepared by: Neil Hoskins, Head of Civil Engineering

Thorpe 20mph Neighbourhood

Place Scrutiny Committee

Cabinet Member: Councillor Steve Wakefield

Part 1 (Public Agenda Item)

1. Purpose of Report

- To advise members of the results of the public consultation into the 20mph proposals for Thorpe.
- For members of the Traffic Regulation Working Party to discuss the results and recommend an approach.

2. Recommendations

- 2.1 That neither option A or Option B be taken forward for construction. This is due to:
- Option A only received 18% support from the consultation,
 - Option B only received 42% support (once those with a free text comment indicating a 'do nothing preference' were removed)
 - The free text comments stating 'to do nothing' showed that 44% of respondents did not want a scheme,
 - 71% of respondents thought that speed was either not an issue or not a huge issue,
 - 90% didn't think air quality was an issue.
- 2.2 That the Traffic Regulation Working Party discuss the results related to respondent perception of speeding by road (diagram 3) and advise on a way forward on specific locations.

3. Background

- 3.1 On 7 February 2022 a paper was discussed at the Place Scrutiny Committee. The proposal was to create a 20mph zone in Thorpe Ward. The areas under consideration were:
- i. Area bounded by Thorpe Hall Avenue, Thorpe Bay Gardens, Maplin Way and Station Road.
 - ii. Burges Road, Colbert Avenue and Wyatts Drive.
 - iii. Shaftesbury Avenue, Kensington Avenue and Northumberland Crescent.

- 3.2 The Scrutiny Committee resolved that the matter be referred back to Cabinet for reconsideration with the recommendation that the proposals for the 20mph Neighbourhood in the areas within Thorpe Ward be subject to full consultation with residents before considering whether scheme should be progressed.

4. Consultation

- 4.1 The consultation ran from 5 September to the 21 October 2022 with a total of 2,500 people access the portal with 440 individuals responding online. A further 87 emails, 19 postal consultations and one petition were sent back for consideration and noted. Since some of these were duplicated a total of 491 individual responses have been counted.
- 4.2 The consultation complied with both the Nolan principles of Public Life and the Gunning Consultation Principles, given that the consultation was held at a formative stage of the design; that adequate time was given for consideration and response; and that the responses are taken into account when finalising the decision.
- 4.3 Given the nature of the responses (See Appendix A) and the absence of a clear 'no action' option a straightforward choice between option A and option B is problematic.

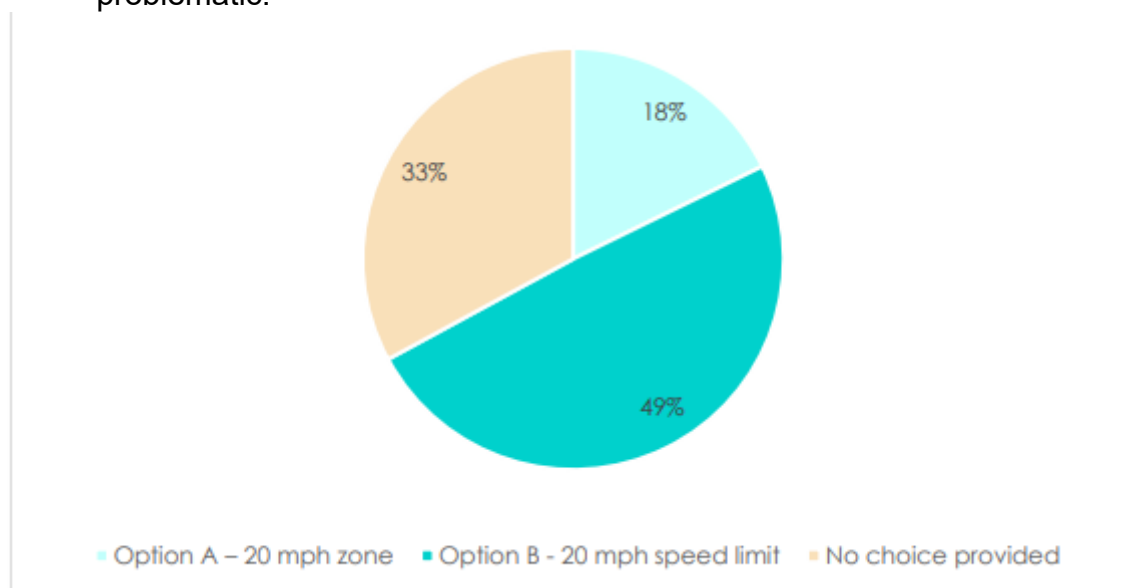


Diagram 1a – Which of the proposed options would you prefer

- 4.3.1 In response to question 1 asking which scheme is preferred, 49% said option B; 18% option A and 33% didn't choose either option. The choice to not tick the option box (either Option A or Option B) was initially erroneously mandatory which meant that there was no choice but to choose either Option A or Option B. This error was brought to our attention on 20 September and was changed immediately. During this period a total of 21 responses were received. Two of those chose Option B (stating that this was 'under duress') and five people commented that the proposal was a waste of money and not necessary. Given that this constitutes a low percentage of the total responses it is not felt that this error had a material impact on the outcome of the consultation.

4.3.2 However, a significant number of the 49% stated that they had chosen option B 'under duress' since a 'do nothing' option was not available, which they would have chosen if one was available. From diagram 1b, this group is made up 7%, which reduced the clear option B choice to 42%.

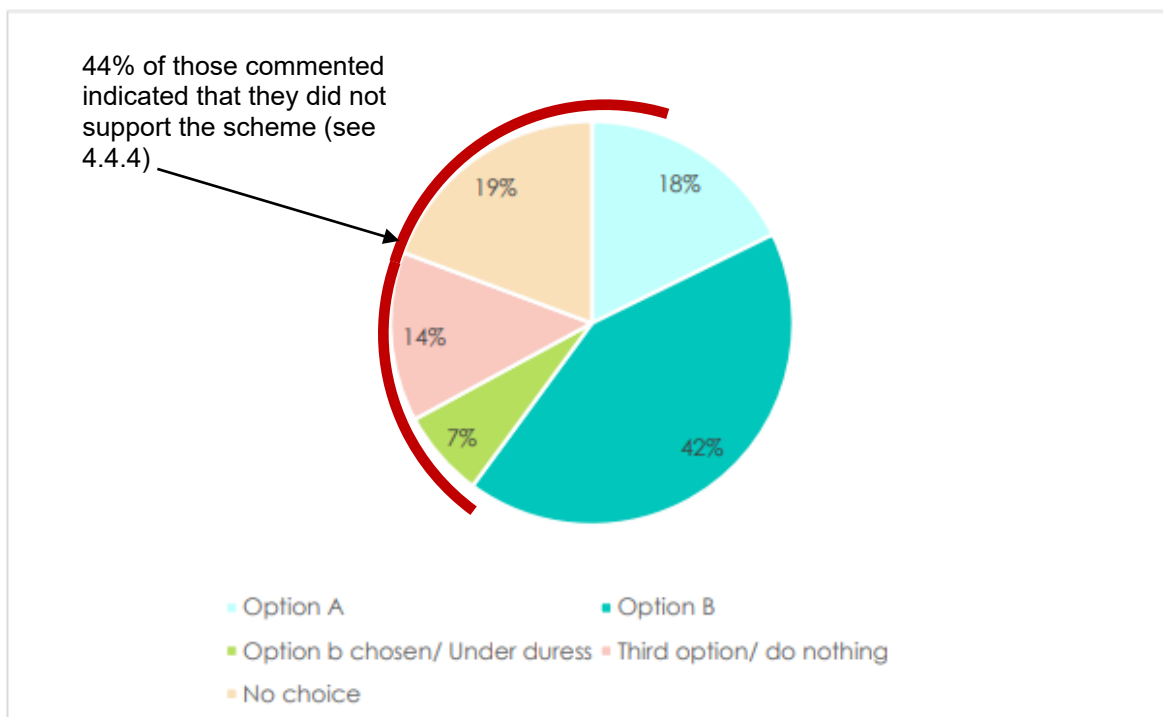


Diagram 1b – Further breakdown of 1a

4.3.3 Analysing the 33% (no choice) in diagram 1a, 14% indicated in the comments that they would have voted for a do nothing option if one was available. The remaining 19% did not indicate any preference in the comments.

4.4 Other Questions

4.4.1 82% of respondents stated that they drive the affected roads every day with only 1% stating that they don't drive.

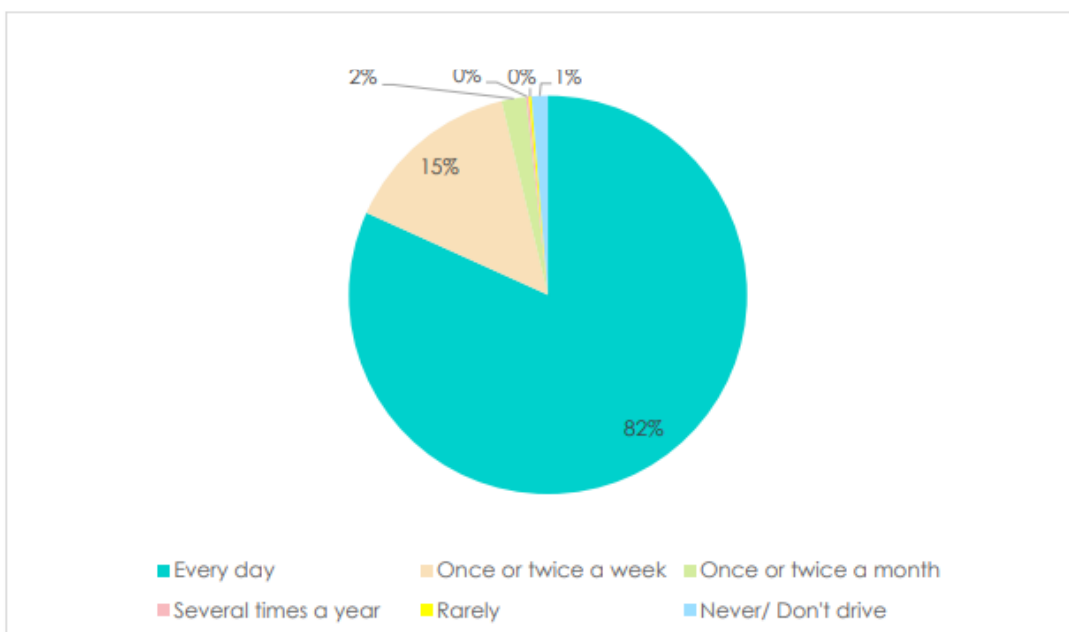


Diagram 2 – How often do you drive on any of the roads included in the proposed pilot area

4.4.2 When asked which roads, if any, have an issue with speeding vehicles, just over 160 said Burges Road and Thorpe Hall Avenue. However almost 140 stated that there wasn't a speeding issue on any of the roads.

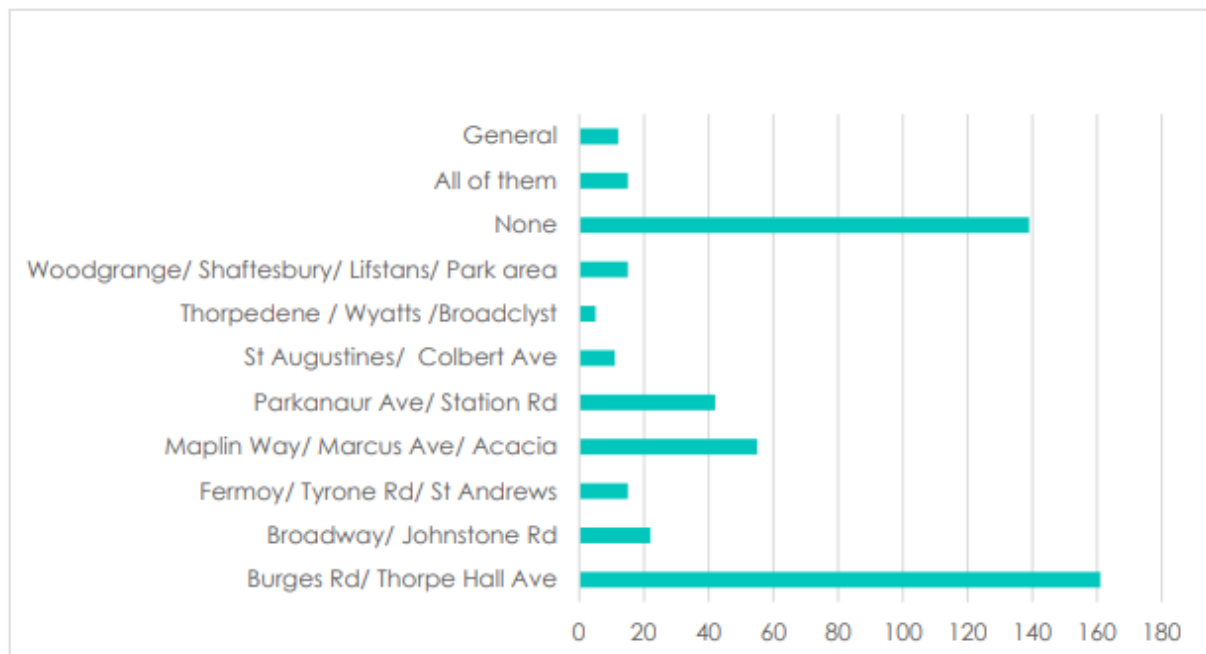


Diagram 3 – Which roads in the proposed pilot area, if any, do you feel have an issue with vehicles travelling too fast?

4.4.3 In response to being asked if they would choose a more active travel mode if there were fewer vehicles 83% said that this wouldn't make any difference.

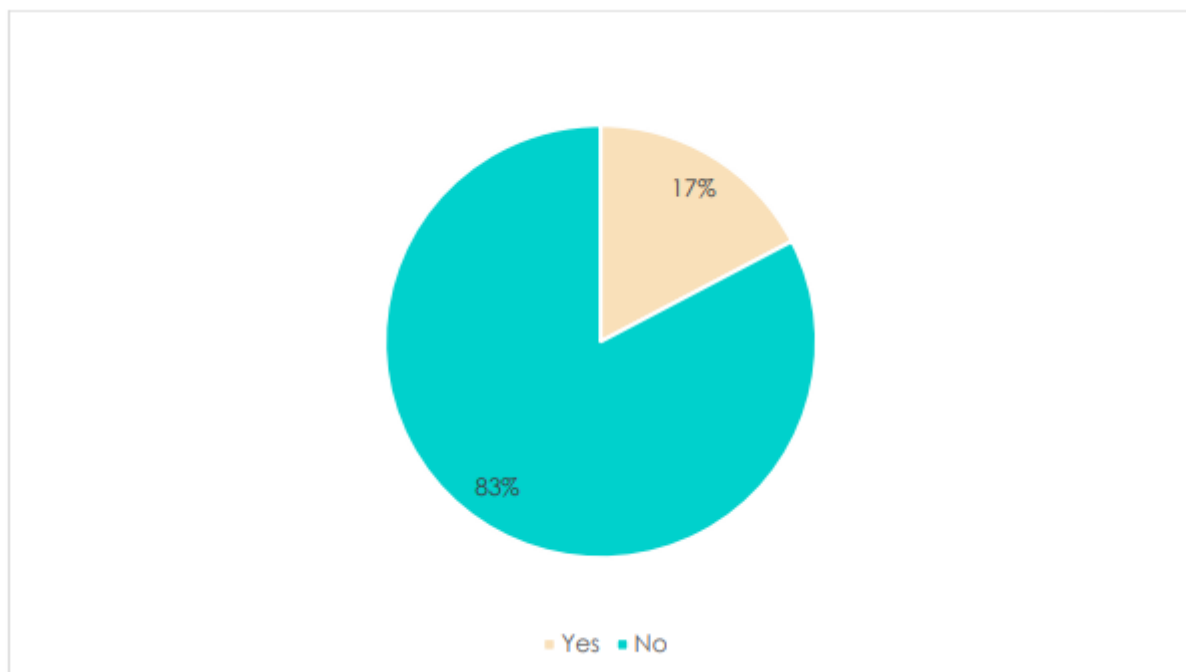


Diagram 4 – If there was less traffic in the proposed pilot area would you walk and/or cycle more?

4.4.4 In the any other comments section, 51% of those who left a comment (420 individuals) did not support or would rather do nothing in this area. This equates to 44% of all respondents.

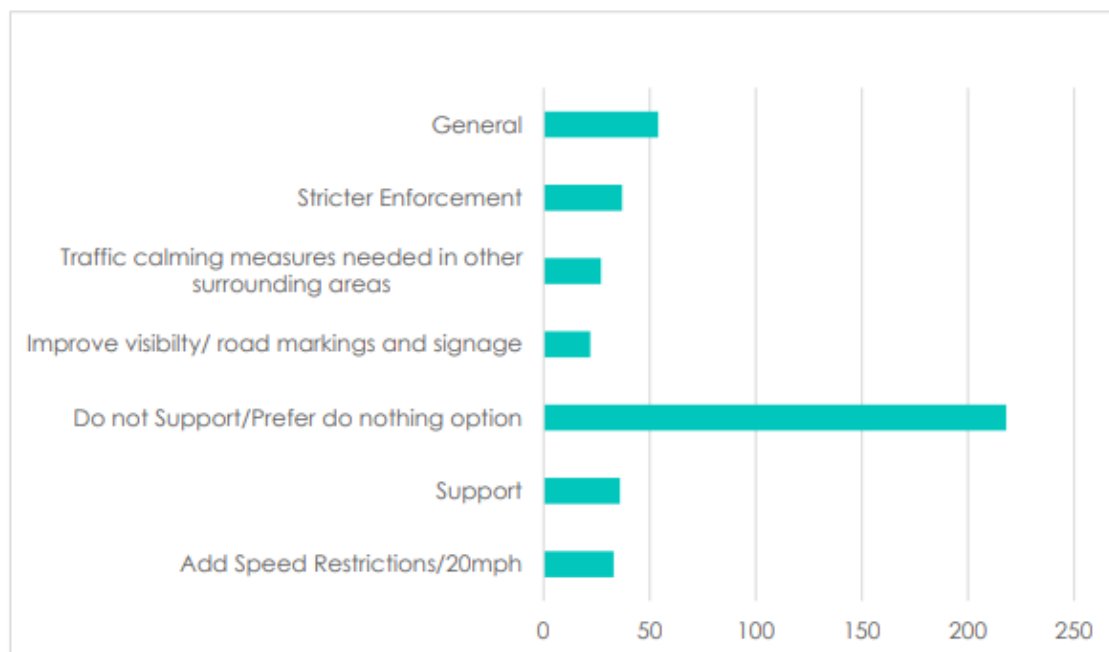


Diagram 5 – Do you have any other thoughts/comments to add on the proposal?

4.4.5 90% of respondents lived in the affected area.

5. Reasons for Recommendations

5.1 An absence of a 'do nothing' option appears to have caused respondents to indicate that this would be their preference in a different way. It appears that they either indicated an option 'under duress' or didn't tick either option and/or indicated this preference in the free text. For this reason, no clear preference is discernible from the data. It would be hard therefore to justify the levels of expenditure detailed in 5.2 below

5.2 The cost of option A is £427K and the cost of option B is £402K. Clearly the cost of a do nothing with regards a 20mph scheme/limit is £0.

5.3 Members will be aware that both residents and some Councillors have very strong views on the options at this location, some for and some against. It is clear therefore that whatever decision is ultimately taken that there will be dissatisfied stakeholders, with possible legal challenges already being mooted.

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

6.1.1 Safe & Well - This scheme contributes to the Council's visions, particularly in terms of moving towards a safer borough by reducing vehicle speeds and improving safety for pedestrians and school children ensuring residents feel safe and secure in their neighbourhoods. The works area are also situated around schools participating in the School Streets programme, so these

schemes will also seek to contribute to the safety of school children and parents. This is in line with the Policy 16, taken from the councils Local Transport Plan, which highlights the need to “carry out a programme of measures designed to improve road safety and to promote road safety for all road users.”, which is what this pilot scheme, and subsequent 20mph Neighbourhood schemes, will seek to address

- 6.1.2 Active & Involved – By improving safety, the ambition of the scheme is to encourage our residents to use active and sustainable transport options. This will be achieved by improving the perceived safety for pedestrians, who would be more inclined to use active travel options if it was their belief that these options were safe enough for use by both adults and children. This is in line with the councils Green City Action Plan sub-priority 2.4, which highlights the need to enable sustainable transport within the City and the actions that can be taken to achieve this

6.2 Financial Implications

- 6.2.1 If implemented the cost of option A is £427K and the cost of option B is £402K. This will be from the DfT LTP grant funding.

6.3 Legal Implications

- 6.3.1 The scheme would require an Experimental Traffic Order, but there is a risk that the consultation process is challenged.

6.4 People Implications

- 6.4.1 A lower speed limit may reduce the severity of any collision with a pedestrian.

6.5 Property Implications

- 6.5.1 None

6.6 Consultation

- 6.6.1 The results of the consultation are in Appendix 1.

6.7 Equalities and Diversity Implications

- 6.7.1 An EIA will be carried out prior to implementation

6.8 Community Safety Implications

None

7. Appendices

- 7.1 Consultation Report

Thorpe Traffic Calming Pilot Consultation Analysis. – draft

Report prepared by D Skinner

Summary

A total of 2,500 people accessed the campaign which ran from 5th September to 21st October 2022 of that 440 responded online, the rest were aware, informed but chose not to comment on the survey, at the peak of the consultation it got over 303 visits per day, we also received 88 emails/letters about the consultation and 16 send back questionnaires via post. Of that 88 emails and letters 53 were follow-up responses relating to their choices to the online survey. The online consultation included a survey with questions about the pilot providing a choice of options along with free text boxes asking for further comments.

The consultation was published on the 5th September and it was brought to our attention that question 1 was mandatory which meant that there was no choice but to choose either Option A or Option B, this was brought to our attention on 20th September and was changed immediately. We received a total of 21 responses between the 5th /20th September, two of those chose Option B under duress because the question was mandatory and five people commented that the proposal was a waste of money and not necessary.

The combined totals of all responses was 491.

The consultation was promoted across social media and was available on the Councils interactive consultation portal <https://yoursay.southend.gov.uk/> it was also made available in a hardcopy format if requested and we sent out 39 from these requests. Letters were directly sent to all properties within the area at the start of the consultation.

The overall consensus from those responding was that they understood what the Council is trying to achieve in considering this 20mph Traffic Calming Pilot Area in Thorpe. However, it was felt that it was not comprehensive enough as some locations needing action but were not included in the scheme whereas other roads that did not have the same issues were included. There were a lot of responses highlighting that there was no third option with some stating it was not in line and conflicted with the Nolan Principles (Seven Principles of Public Life) and these are

1. Selflessness
2. Integrity
3. Objectivity
4. Accountability
5. Openness
6. Honesty
7. Leadership

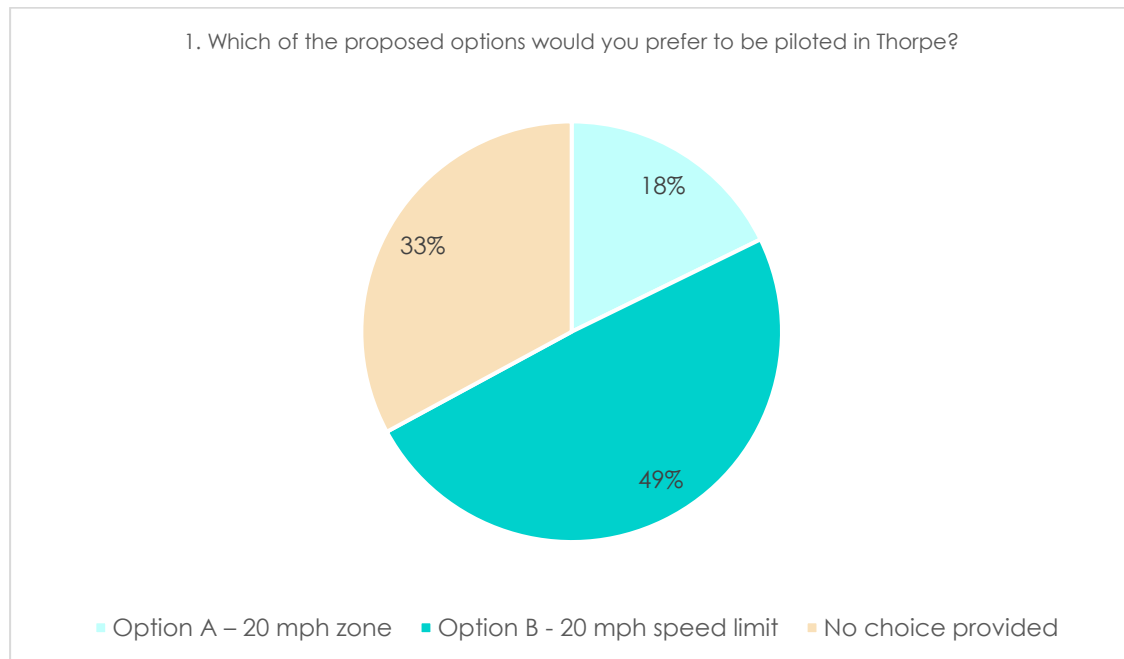
In response, the consultation has allowed for residents and those with an interest in this pilot scheme have a view and although there was no underlying reason as to why a third option of 'do nothing' was not identified within the questionnaire, the question itself was not compulsory and those responding could omit to choose either option and there was ample free text boxes provided to express views and reasons why neither option was chosen.

This consultation has also followed the 'Gunning Principles of Consultation that consultation must be at a time when proposals are still at a formative stage; that adequate time is given for consideration and response; and that the product of consultation is conscientiously taken into account when finalising the decision. The consultation ran for 4 weeks and the proposals are still in their draft stage, with all responses taken into account.

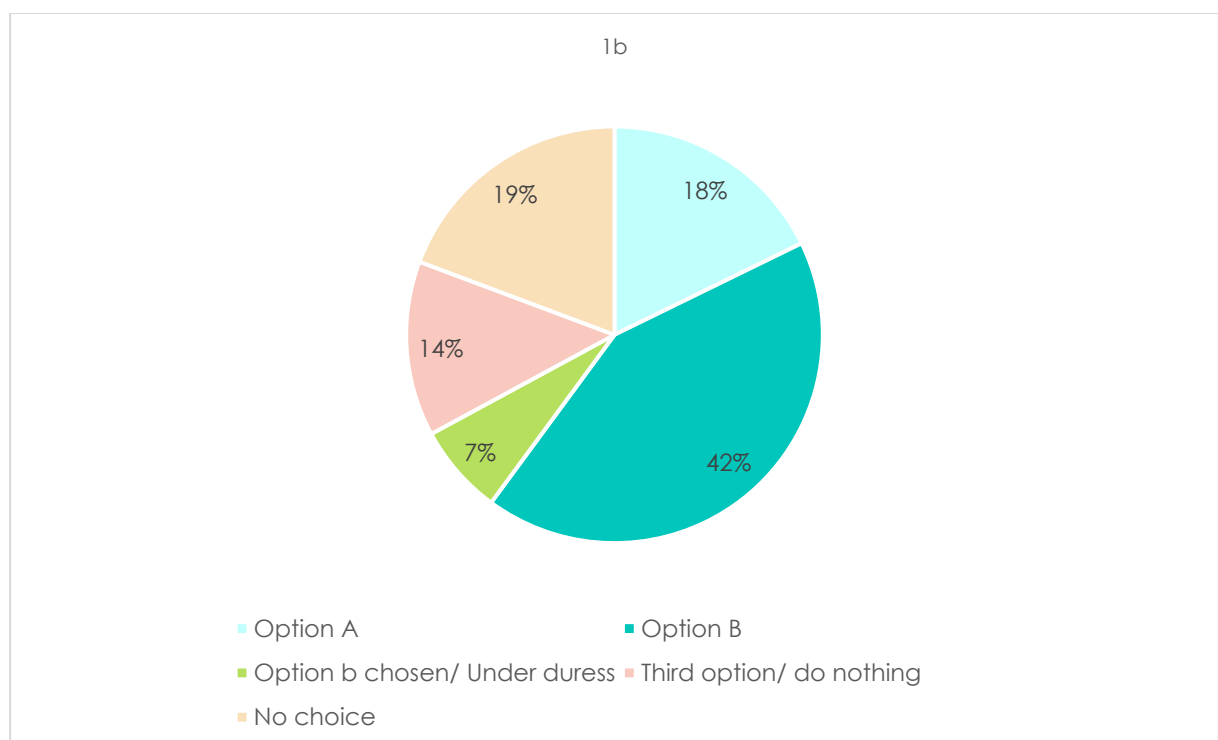
Full Breakdown of questions

1. Which of the proposed options would you prefer to be piloted in Thorpe?

This was a single response question with 50% of those responding identifying Option B with 33% no choosing either option.

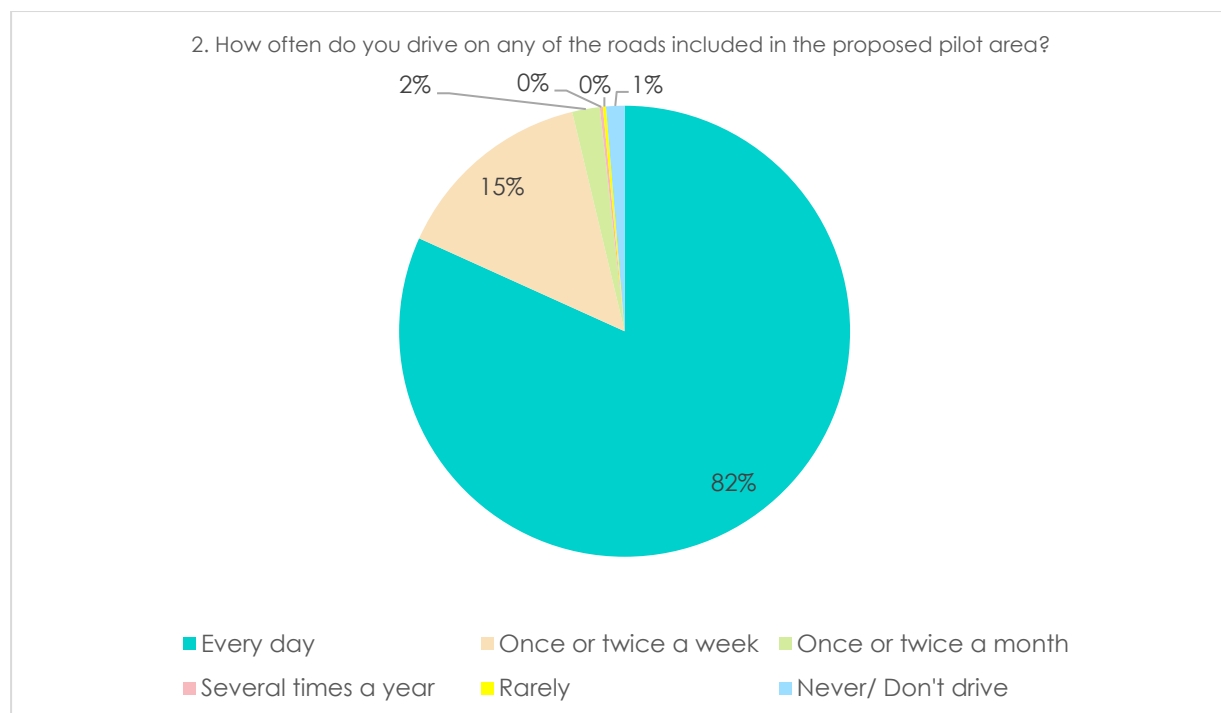


It was also identified in the comments and emails received that some chose Option B under duress because there was no third option of 'do nothing'. The graph below shows breakdown of those that chose Option A, Option B minus those that chose Option B because they felt they had to pick one (under duress). Those that didn't pick either A or B and then those who clearly identified 'Do Nothing' as a choice within their comments.



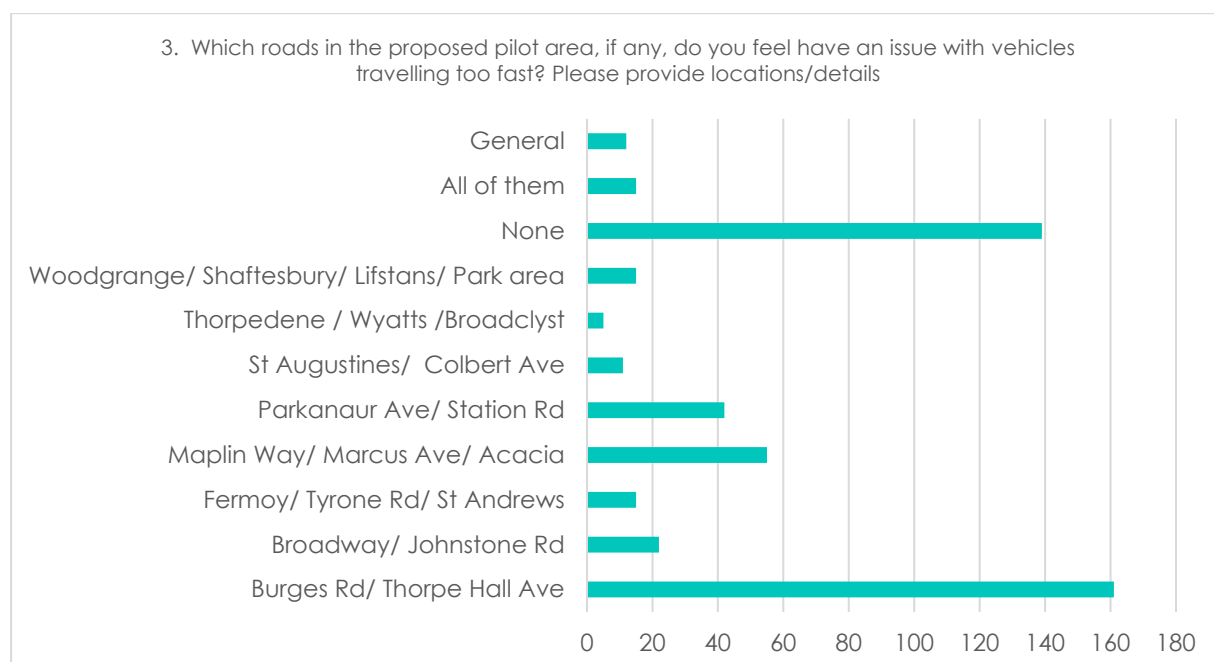
2. How often do you drive on any of the roads included in the proposed pilot area?

This was a single response question with 82% of those responding identifying that they drove through the pilot area everyday, one person identified they did several times a year.



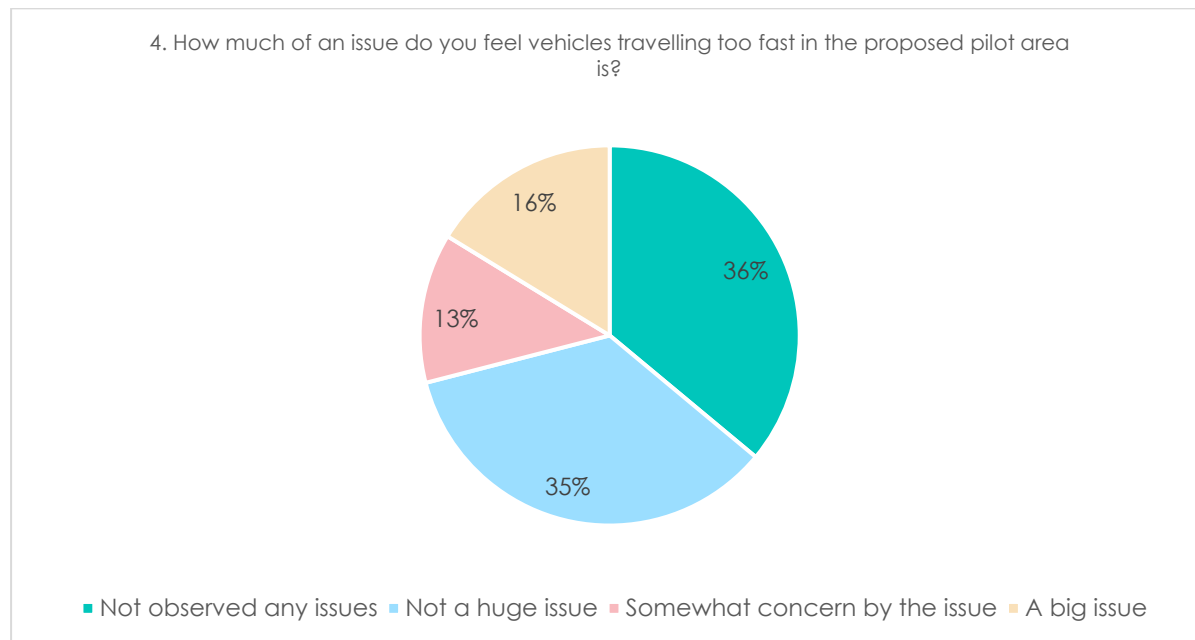
3. Which roads in the proposed pilot area, if any, do you feel have an issue with vehicles travelling too fast*?

This was an open response question which 386 people completed, these have been grouped together by the roads from the comments received. Burges Road and Thorpe Hall Avenue was identified as having an issue of vehicles travelling too fast. 29% of those responding actually felt there was no issue within the proposed pilot area. **The full comments received from the online element of the consultation can be found in Appendix 1a at the end of this document.*



4. How much of an issue do you feel vehicles travelling too fast in the proposed pilot area is?

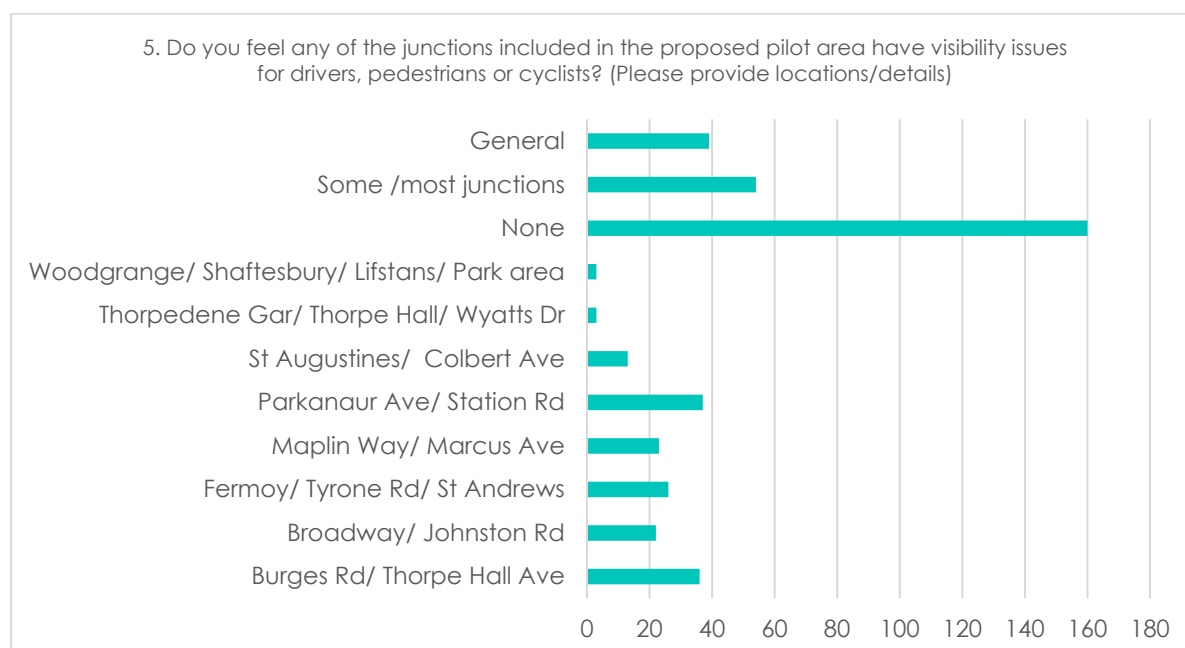
This was a single response question with 29% stating that it is a big issue or they were somewhat concern by the issue within the area of vehicles going too fast, with 73% collectively identifying they had not observed any issues or it wasn't a huge issue of vehicles travelling too fast within the pilot area.



5. Do you feel any of the junctions included in the proposed pilot area have visibility issues for drivers, pedestrians or cyclists? (Please provide locations/details)*?

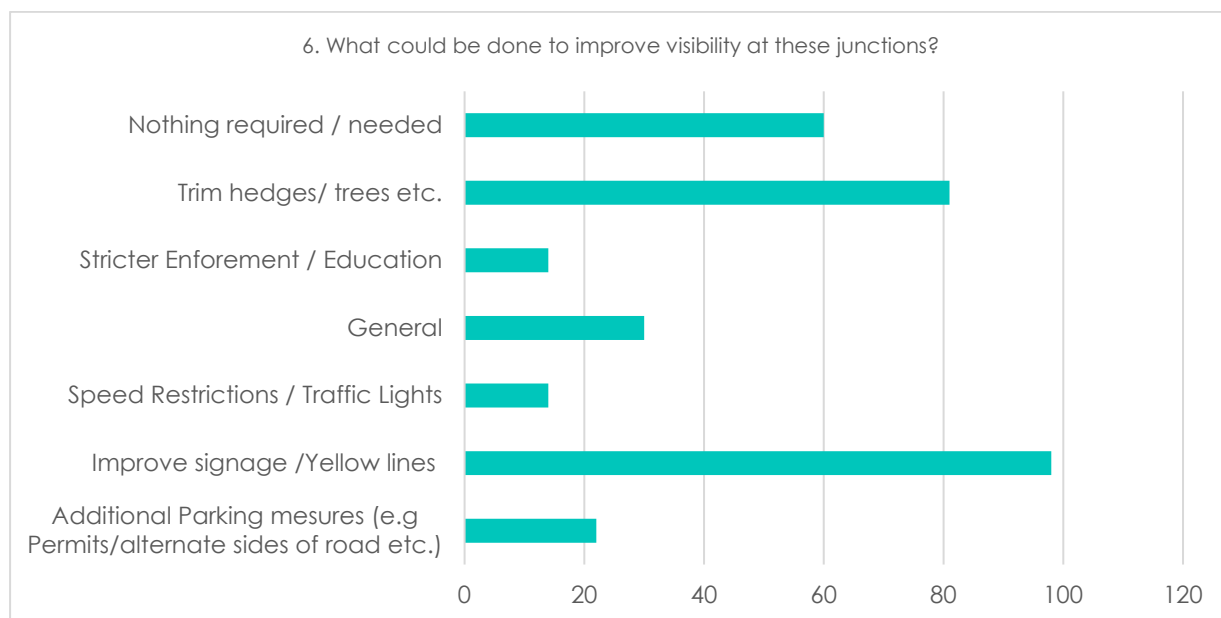
This was a free text question with 356 individuals commenting, these have been grouped together by theme, 38% identified that they were not aware of any issues of visibility at the junctions within the proposed area. However, 13% of those responded said all the junctions had some form of visibility issues, Parkanaur Avenue and Station Road identified the most.

**The full comments received from the online element of the consultation can be found in Appendix 1a at the end of this document.*

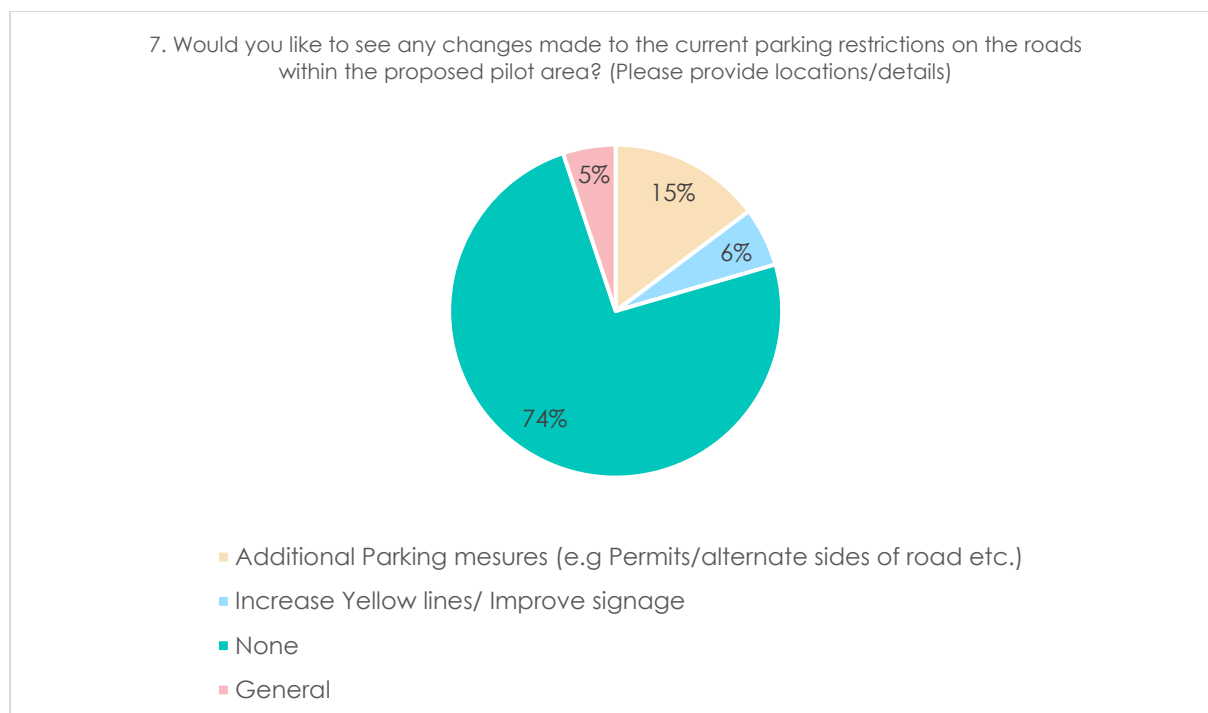


6. What could be done to improve visibility at these junctions*?

This was an open response question which 295 people completed, these have been grouped together by the comments received. Improve signage/ road markings and yellow lines was identified as something that could be done to improve the visibility at these junction at 31%. of those responding, with 25% highlighting that trimming the hedges and trees could help with the improvements, 19% stating that they felt nothing was required or needed to improve visibility. *The full comments received from the online element of the consultation can be found in Appendix 1a at the end of this document.*



7. Would you like to see any changes made to the current parking restrictions on the roads within the proposed pilot area*? (Please provide locations/details)



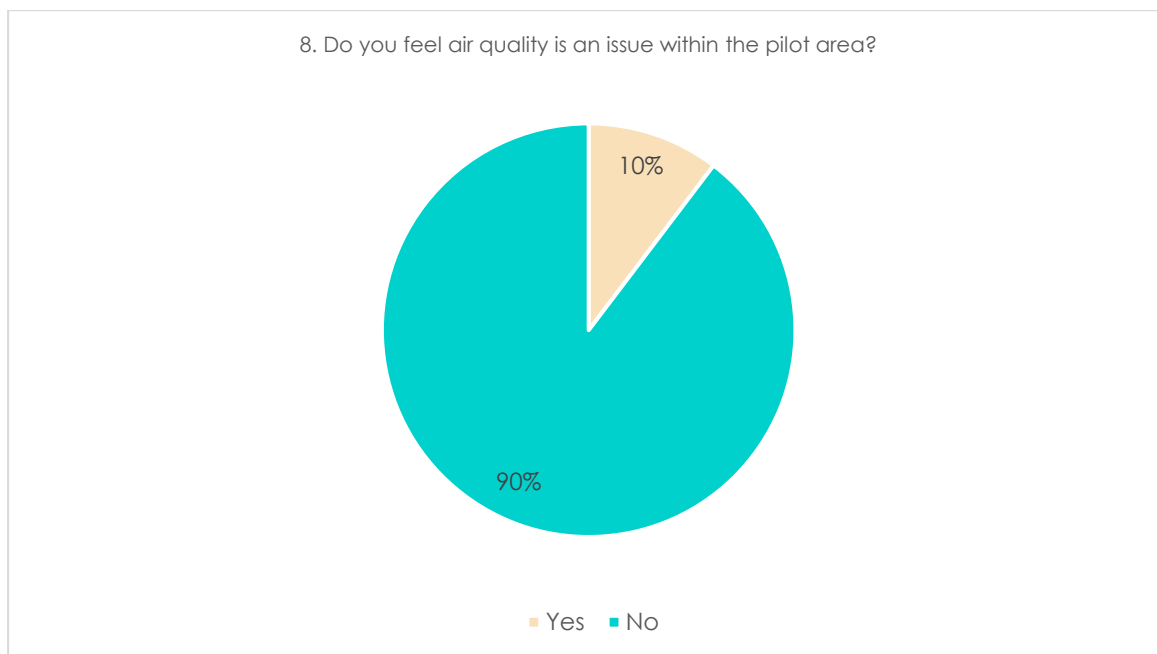
This was a free text question with 360 individuals commenting, these have been grouped together by theme, 74% identified that no changes to current parking measures were required, 15% suggested parking permits, or removing parking near corner/junctions or adopted parking alternate sides of road. 6% stated that improved signage was required in the

area. The roads that were identified were for possible change are The Broadway, Parkanaur Avenue, Station Road, Maplin Way, Marcus Avenue, Colbert Avenue, Burges Road, Thorpe Hall Avenue, Woodgrange Drive, Fermoy Road, Tyrone Road and Thorpe Bay Gardens.

**The full comments received from the online element of the consultation can be found in Appendix 1a at the end of this document.*

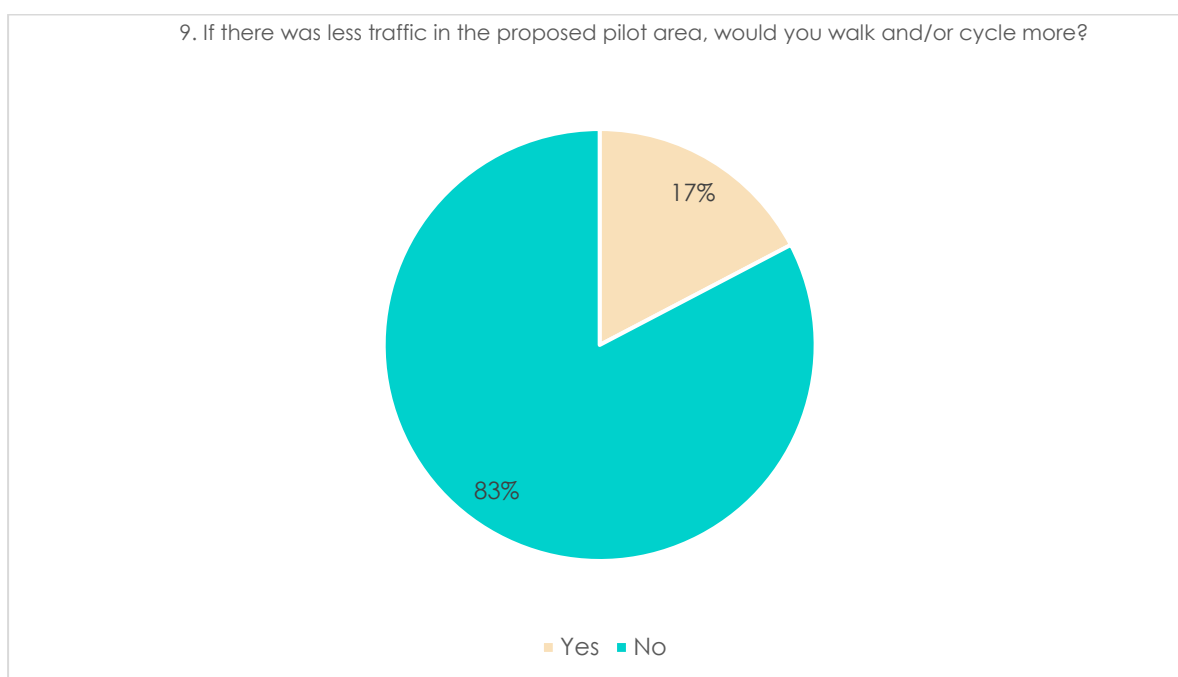
8. Do you feel air quality is an issue within the pilot area?

90% of those responding felt there was no air quality issue within the pilot area.

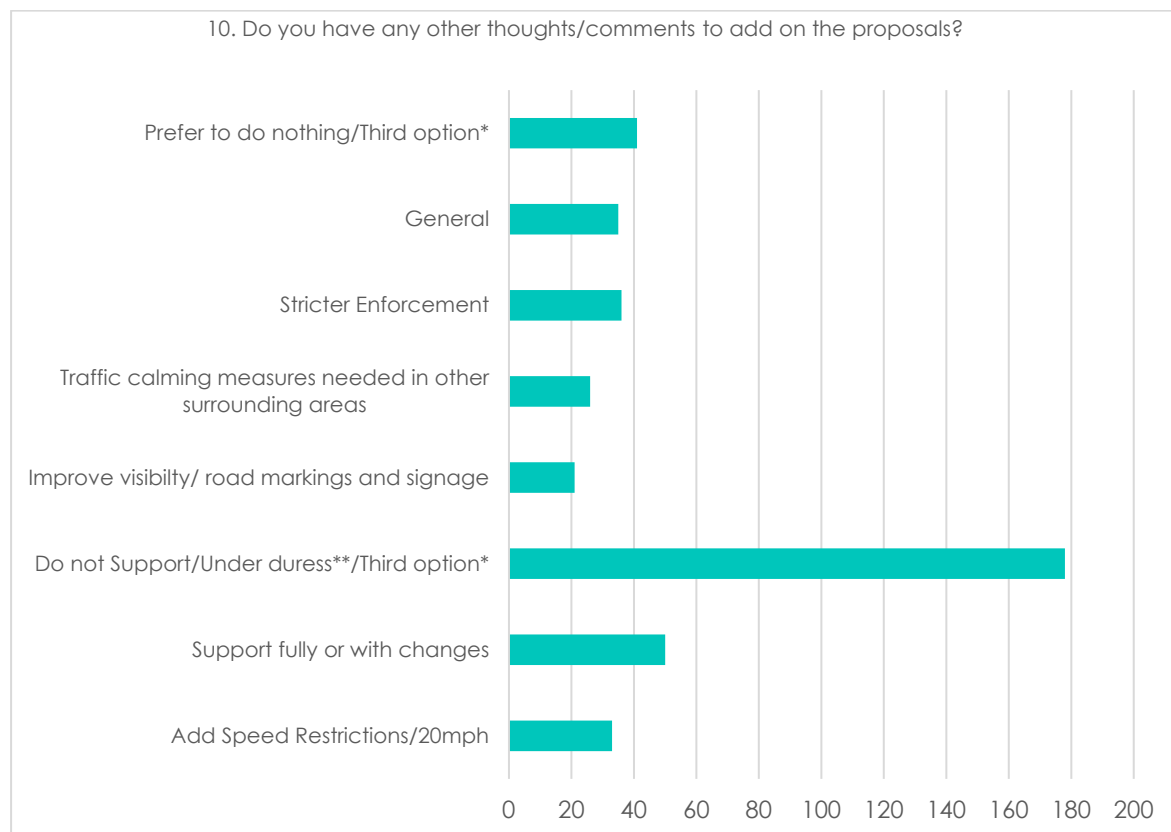


9. If there was less traffic in the proposed pilot area, would you walk and/or cycle more??

Of those responding 83% said they would not walk or cycle more if there was less traffic.



10 Do you have any other thoughts/comments to add on the proposals

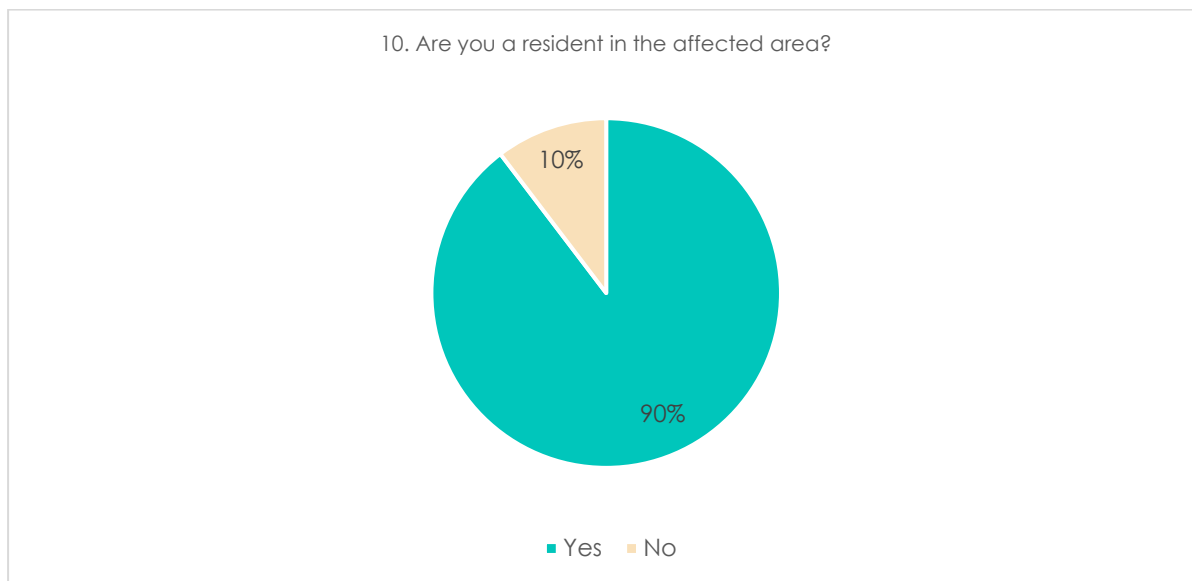


* Third option **Under duress these were identified as part of these comments

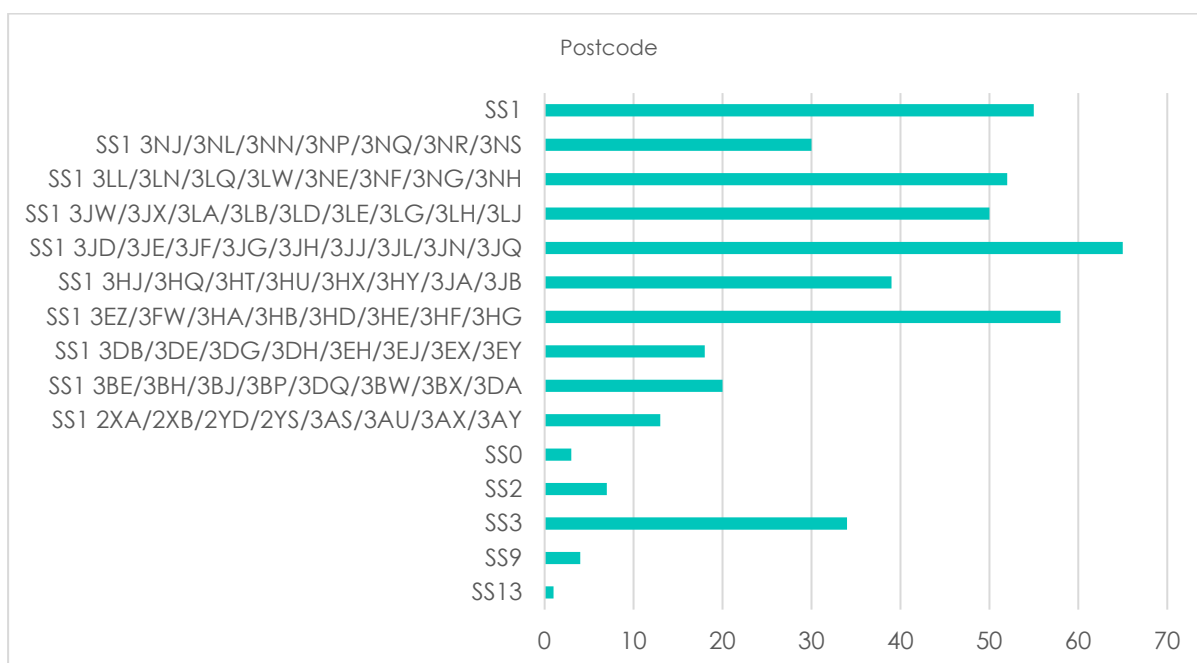
This was a free text response with many individual comments addressing many issues within one comment together, these have been grouped as shown in the chart above, all issues identified within the comments have been noted. There were 420 individuals responding, to this free text element under the themes,

- 42% highlighted that they did not support either option A or B, either chose it under duress or there should have been a third option,
- 10% preferred to do nothing as it was a waste of money, or it is not a huge issue in the area, many of those comments also stated that speed humps were not the answer and caused damage to vehicles, were a trip hazard and more speed up between humps than slow down and there was also a concern about the maintenance of the measures that maybe introduced. Some also highlighted that the Council should have included a third option.
- Of the 12% that said they supported the scheme or they would support the scheme with some further changes, stated that it was overdue with the amount of traffic using the area, some felt that the measures did not go far enough and they are worried about the possibility of an accident around certain road junctions.**The full comments received from the online element of the consultation can be found in Appendix 1a at the end of this document.*

11 Are you a resident of the area?



12. Postcode



Postcodes break down as follows

- Postcodes within the pilot area
- SS1 (general)
- Other postcodes

Postcodes of roads within the identified pilot area, these all have a prefix of SS1 and have been grouped together (please note postcode areas that received no responses have not been included in the above table). Within the pilot area 14% responded from the following SS1 3JD, SS1 3JE, SS1 3JF, SS1 3JG, SS1 3JH, SS1 3JJ, SS1 3JL, SS1 3JN, SS1 3JQ postcodes, closely followed at 13% by the postcodes SS1 3EZ, SS1 3FW, SS1 3HA, SS1 3HB, SS1 3HD, SS1 3HE, SS1 3HF, SS1 3HG. A further 12% came from the SS1 postcode area outside the of the pilot area.

Comments sent in along with Emails/letters can be found in Appendix 1a and 1b

Appendix 1a

Full comments to the open questions within the survey.

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3. Question: Which roads in the proposed pilot area, if any, do you feel have an issue with vehicles travelling too fast? Please provide locations/details

386 comments received

Full comment	
1.	The roads going west to east and vice a versa are too small in length to do anything other than 20 mph because of the junctions. I agree possibly station rd, burgess road and Thorpe hall avenue are busy roads but in reality the other roads are so quite that learner drivers come here to practise three point turns etc
2	Burges road/Maplin Road
3	Burges Road
4	Burges Road/Station Road/ plus most other roads
5	Whilst travelling as a passenger in the proposed pilot area I have not witnessed any problems with speeding traffic.
6	I am not aware if any huge issue with vehicles travelling too fast in Parkanaur or the wider proposed Thorpe pilot area.
7	None, the pilot area has some of the safest and most quiet roads in the City
8	Station Rd/ Burges Rd/ Maplin Way
9	All of them.
10	All as majority of drivers do not worry about speeds in which they drive
11	Thorpe hall avenue, Maplin way, Station road , Burgess road
12	Generally I do not think is an issue with many vehicles going too fast in the the whole area
13	Burges Road, Acacia Avenue/Station Road. Thorpe Hall Avenue. Parkanaur Avenue
14	Speed only in Burges Road The Broadway. I'm terms of people failing to stop all junctions.
15	None
16	Parkanaur Ave the stretch between Fermoy & Station Road
17	Burges Road, Thorpe Hall Ave, Woodgrange Drive
18	Thorpe hall avenue between Burges and Station Road
19	Burges Road at certain times of weekdays. Possibly Station Road & Maplin Way
20	Burges road
21	Absolutely none - which has been evidenced by previous studies conducted. This is not needed
22	Parkanaur Avenue, Station Road

23	Thorpe Hall Avenue
24	the Broadway(really bad at times), thorpe hall avenue, maplin way,
25	Entire length of Station Road. Also please answer to 12.
26	none
27	None
28	St Andrews
29	Thorpe hall avenue/Burges road
30	Burges Road
31	All through roads from Burgess to Station Rd and Maplin to Thorpe Bay Gardens
32	All of them, it's really not just speed it's driving safely, too close to vehicle in front, phones..
33	Thorpe Hall Avenue.
34	Wyatts Drive from Woodgrange to Colbert Ave
35	None - I'm only picking option B as there are no other options. I do not want any restrictions!
36	None
37	Maplin Way is the most unsafe road with drivers reaching speeds of 70 / 80 mph. Straight road
38	Thorpe Hall Avenue
39	None, on my opinion this is being forced through because of personal agendas.
40	No issues with speeding in the proposed area.
41	None
42	The actual roads that need a speed limit have been completely ignored! Maplin way needs 20mph!!
43	None
44	Burges road
45	None, but you should address the speeding on Thorpe Hall Avenue
46	Shaftesbury avenue, Lifstan Way, Burges road
47	None, I walk down to the beach every day and never had an issue
48	Burges Road, Maplin Way, Thorpe Hall Avenue
49	Colbert avenue, Burges Road, Thorpe hall ave
50	Thorpe Hall Avenue
51	None
52	Station Road, Maplin Way
53	All
54	Station Road/Acacia Drive SS1
55	Thorpe Hall Avenue and Maplin Way
56	Very occasionally - roads with long straight stretches, of which there are very few
57	Burges Road is a complete nightmare with cars racing along and not stopping at the junctions joining
58	Burges Road
59	Burges Road, the entire length
60	none of the roads in Thorpe Bay have issues with vehicles travelling too fast.
61	None - there are no roads in the area where cars travel too fast
62	Fermoy Road leading away from the Broadway shops
63	burges road
64	Colbert Avenue bend to Wyatts Drive bend.
65	I don't feel traffic is too fast the only issue I have is the junctions crossing Burges road.
66	Burgess Road
67	None
68	The Broadway. I live half way up The Broadway and cars often seem to be speeding up the road
69	none
70	None. 20 mph limit is a stupid idea

71	None
72	None, please remind us all of the last ten car accidents with dates and casualties in Thorpe Ward
73	Thorpe Hall Avenue
74	Burges Road
75	The Broadway and Burges Road
76	Burgess
77	Burges Road, the entire stretch. People treat it like a racetrack
78	Burgess road. excessive speed
79	Burges Road; Thorpe Esplanade
80	In the last four years daily us, I have never seen vehicles travelling too fast in the proposed area
81	The sea front is a problem area, I have witnessed vehicles overtaking across cross hatch's, speeding
82	Burges road
83	I can only comment on the road I live in. I do not consider speeding is an issue in Wyatts drive
84	None
85	Burges road major junctions
86	Seafront road and Burgess road
87	Colbert Avenue, straight road from Christchurch to Meadow Drive used as a speed track, either way.
88	Parkanaur Ave, St Augustines Ave, Station Rd, Acacia Drive, Burges Rd, Thorpe Hall Ave
89	none - I am very opposed to this whole scheme in any form
90	All of Thorpe Bay especially Burgess Road, Thorpe Bay Gardens, Station Road
91	Fermoy Road
92	None - completely disagree with this proposal in its entirety
93	Marcus Avenue
94	Burgess Avenue , Thorpe Hall Avenue
95	None
96	None. 30 mph is adequate.
97	Burges Road and Station Road
98	The Broadway, Tyrone Road and St Augustine's Avenue. Speeding a concern throughout Thorpe Ward.
99	The worst roads are Burges Road, Maplin Way , Maplin Way North ,Barnstaple Road and Thorpe Hall Ave
100	Perhaps those that border the area but not those within the area
101	Burges Road
102	No more than 1 in 100 cars drive "faster than 30". Most are Lplate learners
103	Maplin way
104	None
105	All
106	Burges Road, Thorpe Hall Avenue, The Boardway, Colbert Avenue
107	NONE
108	none
109	Burges Road, Maplin Way and Bishopsteignton
110	No Issues Whatsoever That Warrant Any Calming Measures No Evidence Provided By Council Or Police
111	Most junctions and mostly with traffic travelling from East to West.
112	station road
113	Station Road
114	There are no issues with vehicles travelling too fast
115	None

116	There are more dangerous roads in Southend that need urgent priority, NOT Thorpe Bay
117	None
118	Fermoy Road
119	Thorpe bay gardens
120	Burges Road, but raised tables installed at cross roads would reduce speeders
121	All
122	Woodgrange Drive, Thorpe Hall Ave, Maplin Way.
123	None
124	Maplin way Thorpe hall avenue
125	Thorpe Hall Avenue like a race track especially heading north , StationP Road, Burgess Road
126	None
127	Barnstaple Road towards school entrance - Station Road
128	None
129	Thorpe Hall Avenue , Woodgrange Drive , The Broadway
130	Burges Road between Maplin Way and Thorpe Hall Avenue.
131	Burges Road, Marcus Avenue and Station Road in their entirety
132	Maplin way
133	All the roads in an East/West direction eg Station Road/Fermoy Road/Johnstone Road; Burges Road
134	Thorpe Hall Avenue has completely been disregarded and excluded from this pilot and is the issue.
135	Acacia Avenue
136	Thorpe Hall Avenue and Maplin Way
137	The Broadway
138	Only Burges Road needs speed calming.
139	Parkanaur Avenue , station road , Maplin way, burgess road , Thorpe hall avenue , Thorpe esplanade
140	Colbert Ave
141	Maplin Way and Station Road. No problems on other toads so scheme is unnecessary. Neither A or B.
142	Very speedy traffic
143	none
144	None
145	Burges Road
146	None
147	THE broadway(really bad at times),
148	Burges Road
149	Colbert avenue / Wyatts drive
150	None of them. Your own area speed percentile figure of 85% proves that point.
151	It's the four surrounding roads that have speeding problems
152	Thorpe hall avenue and Maplin way
153	None
154	The problem is drivers not stopping at the junctions that criss cross t/b which I witness regular
155	None
156	none
157	Maplin Way & Woodgrange Drive
158	Thorpe Bay Gardens and Thorpe Hall Avenue
159	station road
160	Station rd
161	No traffic calming measures needed in Wyatts Drive
162	None

163	Burges Road
164	None
165	NONE
166	Maplin Way is the only road that concerns me. Cars do speed.
167	Royal Artillery Way, Bournes Green Chase
168	Station Road
169	I'm surprised you have not incl Woodgrange Drive between Lifstan Way + Thorpe Hall Ave in this pilot
170	Burges Road, Thorpe Hall Avenue, Maplin Way
171	Burgess Road
172	Station Road
173	None of them.
174	Station Road occasionally, other roads never.
175	Burgess Road
176	Burges Road
177	None
178	None
179	Johnsone Road, Fermoy Road, Marcus Avenue, Burgess Road
180	I have never seen speeding cars in the roads between Burges Road and Station Road
181	None
182	Thorpe Hall Avenue
183	Burges Road on occasions
184	the only roads in our area that needs to be look at are Maplin way and Burges road
185	We have lived here for 19 years and have not had a problem with speeding.
186	Maplin Way, Burges Road, Thorpe Hall Avenue
187	Burges Road
188	None
189	None
190	Burges Road, Maplin Way
191	Burges Rd, Maplin Way
192	Burges Road and Station Road
193	Maplin Way & Thorpe Hall Avenue
194	Burgess Road Only, however Maplin Way & Thorpe Hall Avenue DO require measures but NOT included
195	Colbert Avenue
196	The Broadway, south of the shops
197	Thorpe Hall Avenue
198	Shaftesbury Avenue and Southchurch Park area have continuous speeding cars.
199	Burges Road, Station Road, Thorpe Hall Avenue
200	Station Road
201	All
202	Nil,lack of highway code follow through/policing has been problem and I cannot see any change for fu
203	None
204	none
205	None
206	None
207	None
208	I live at 15 Thorpebay Gardens I have registered vehicle speeds in Burges Road and Thorpehall avenue
209	There are no speeding vehicles that I have observed in this area at all.
210	None. And in Q1 my answer, if it were available, would be None. Why is this not an option?
211	None

212	Parkanaur Avenue : Whole length very fast.
213	None, i think that just reducing the speed is the answer.
214	None, they are not traffic heavy
215	As a cyclist, crossing Thorpe Hall Ave from/to Burges, or into Lifstan Way from Northumberland
216	none
217	None
218	school scheme turned Broadclyst Gardens into a rat run
219	Lifstan Way, Woodgrange Drive
220	Burges Road is a race course with extremely high speeds. Extra danger is it is a driving test route
221	None
222	I think in general we all drive too fast in built up residential areas
223	Thorpe Hall Avenue, Maplin Way & Burgess Avenue are the main problem roads for speeding not pilot
224	None
225	Burges Road, Thorpe Hall Avenue, Station Road, Johnstone Road, Fermoy Road, Maplin Way
226	Thorpe Hall Avenue
227	Very few roads in the Thorpe area have a problem with vehicles travelling too fast.
228	The roads with issues - Maplin Way and Thorpe Hall Avenue - appear to be excluded from the proposals
229	Station Road and Burgess Road
230	How can I oppose the scheme?
231	Maplin Way, Thorpe Hall Avenue, Burges Road
232	Thorpe Hall Avenue
233	Johnston Road
234	Burges Road, Sea Front, Thorpe Hall Avenue
235	None
236	Thorpe Hall Avenue
237	Burges Road, Maplin Way, Thorpe Hall Avenue
238	I have witnessed speeding in Thorpe Hall Avenue.
239	Maplin Way
240	Thorpe Hall Avenue & Maplin Way
241	Maplin Way and Thorpe Hall Avenue
242	Burges Road ONLY. No other roads have problems with speed
243	none particularly
244	None
245	None that I am aware of
246	Thorpe Hall Avenue and perhaps Burges Road
247	Station Road/Acacia/Thorpe Hall Ave
248	Burgess Road
249	Fermoy Rd, Johnstone Rd, Burges Rd, Thorpe bay gardens.
250	Burges Road
251	Burges Road/Broadway (occasional)
252	St Augustines Avenue, Broadway, Parkanaur Avenue, Burges Road
253	Cancel the pilot for this area it's a waste of money
254	Burges Road
255	Top end of Parkanaur Avenue where many visitors to The Broadway park.
256	Burges road
257	The Broadway, Burges Road
258	Burges Road and Thorpe Hall Avenue
259	None of the roads in the pilot are in the top 150 roads in the borough affected by speeding

260	Burges road primarily, but all grid roads are bad. A combination of Option A & B would be best
261	None
262	None
263	No roads have issues. This is a ridiculous attempt by the few to control the many and should stop.
264	I do not feel there is a significant issue. I would have voted option C do nothing.
265	None. Our road is extremely quiet. The busy / faster roads are Thorpe Hall Ave and Maplin Way
266	Burges Road
267	Thorpe Hall Avenue, Thorpe Esplanade
268	Burges Road, Station Road
269	Burges Road. We live in Burges Road and at times it's more like a race track, so dangerous !
270	St. Augustine's Avenue from Church to Station Road - vehicles travelling too fast.
271	Burges road and all connected side roads
272	None, rarely see any fast moving traffic. Busy roads are Maplin Way and Thorpe Hall Ave
273	Burges Road
274	Burges Road. Speed camera would solve this.
275	None
276	Burges Road and Thorpe Hall Avenue
277	Burges Road
278	None, such a quiet area
279	Maplin Way, Station Rd - Extend this to Barnstaple Rd too.
280	Burgers road and Thorpe hall ave
281	Fermoy Road
282	Burges Road
283	None
284	Burgess Road
285	None
286	Burges Road, Station Road, Maplin Way
287	None at all. An absolute waste of money in this area.
288	I don't have an issue with any of the roads in the proposed pilot area.
289	Thorpehall Avenue, Maplin Way, Colbert Avenue, Burges Road, Station Road
290	Station Road Broadway ,Parkanaur Avenue
291	None
292	Roads pointing North to South
293	Burges Road
294	Burgess Road only
295	Burges Road, Thorpe Hall Avenue, Maplin Way
296	Maplin way
297	I don't believe they do, I come across more speeding cars in the surrounding roads not included
298	None
299	Station Rd / Acacia Dr and Burges Rd
300	Marcus Avenue, Parkanaur Avenue
301	Possibly Burges Road; all the other streets seem well restrained
302	Possibly Burges Road; all the other streets seem well restrained
303	Thorpe Hall Avenue, Maplin Way and Burges Road but not as bad as other roads outside Thorpe Ward
304	Burges Road
305	Burges Road
306	None of them

307	None
308	None
309	Possibly Burges Road
310	none
311	Thorpe Esplanade (not in pilot area), insufficient signage at junction Fermoy Road /Parkanaur Avenue
312	Thorpe hall avenue
313	Marcus Avenue, Parkanaur Avenue, Broadway. Junctions of Marcus Avenue with Johnstone Road and Fermoy
314	Burges Road used as a cut through at commuting times
315	None of the roads in the proposed area. The roads that need it have been excluded.
316	Station Road
317	Acacia Avenue + Thorpe Hall Avenue
318	None
319	None
320	Station Road
321	None; very little serious speeding observed
322	Maplin Way and Thorpe Hall avenue
323	Maplin Way and Thorpe Hall Avenue
324	None
325	none
326	Burges Road, Maplin Way
327	None. Thorpe Bay is the quietest and safest place I've lived in.
328	Thorpe Hall Avenue, Burges Road, Maplin Way
329	None
330	None in the proposed areas. The peripheral roads of Thorpe Hall Ave, Maplin Way & Burges Rd do.
331	none
332	Napkin Way, Burges, Station Road
333	Burges Road and Thorpe Hall Avenue
334	None.
335	None of these roads! Nobody is travelling too fast!
336	None, its usually just 1 every now and then
337	There isn't a problem in the area...many other areas need this more so than this area
338	I do not feel either scheme is appropriate or required.
339	All East-to-West junctions with North-to-South running roads on the estate.
340	No issue, I do not want the pilot to proceed.
341	Burlescoombe Road
342	The Broadway/Johnstone Road
343	Burgess Road Maplin Way Fermoy
344	None
345	None
346	Thorpe bay boulevard
347	The Broadway and Johnstone Road
348	None
349	None
350	Burges road
351	None
352	Maplin Road, Station Road, Burges Road, Acacia Avenue
353	Station road, lifstan way, Burges road, Thorpe hall Avenue, Maplin way
354	None anymore than the rest of Southend 20mph throughout the city would cause gridlock
355	none
356	Thorpe Hall Road & Burges Road ("Rat-run")

357	It's not cars driving fast, it's the lack of warning at junctions.
358	None
359	Whenever I travel to this area I have never witnessed vehicles travelling at an excessive speed
360	Burgess Road, Fermoy
361	Only Woodgrange Drive, which does not appear to be included in the pilot.
362	Early morning in Burges Road
363	Only junctions - no roads
364	Fermoy Road & Burges Road
365	One off incidents from time to time but the roads surrounding the proposed scheme have issues
366	The only roads needed around this area are Maplin way and possibly station roadside
367	Only roads with some issues are outside the pilot! Thorpe Hall Avenue, Maplin Way, Thorpe Esplanade!
368	Thorpe hall avenue Burges road
369	Fermoy and Burges
370	Maplin Way, Burges Road, Thorpe Hall Ave and Station Road
371	None
372	None
373	Station Road/Acacia Drive, Maplin Way, Lifstan Way, Thorpe Hall Avenue, Burges Road
374	Acacia Avenue / Station Road/ Thorpe Hall Avenue
375	Around southchurch park only
376	None
377	Burges road, St.James etc etc
378	None
379	None I do not believe there is an issue with speed generally in the area.
380	The Broadway and Burges Road
381	Don't think either option A or B is needed. Residents were assured there would be an option C!
382	None
383	Burges Road, the Broadway
384	Thorpe Hall Ave, Barnstable Road, Burlescoombe Road, Maplin Way, Liftans Way, Woodgrange Drive
385	Burges Road, Thorpe Hall Avenue.
386	Burges Rd – St Augustines - Broadway

5. Question: Do you feel any of the junctions included in the proposed pilot area have visibility issues for drivers, pedestrians or cyclists?

356 Total comments

Full Comments	
1	No
2	Station Rd, near old peoples flats
3	Driving too fast approaching junctions
4	None, most traffic moves within speed limits
5	Entry onto Thorpe Hall Ave where large trees. Leaf growth on trunk needs continual attention.
6	I do not feel there is a major problem of visibility issues for drivers, pedestrians or cyclists.
7	I am not aware of any visibility issues for drivers/pedestrians or cyclists on the proposed Thorpe pilot areas.
8	None, one has to be careful and considerate
9	Not as far as I am aware
10	Road signs should say stop not give way

11	Yes, overhanging vegetation from trees and shrubs and from peoples front gardens
12	Broadway/ station Rd. Broadway /Johnson Rd .Tyrone/ Johnson Rd
13	Generally no, however most could do with the road markings being renewed
14	Parkanaur Avenue and Burges Road corner. The Broadway and Station Road.
15	As a disabled person Burgess Road and Station Road are difficult to cross
16	All junctions signage and Road markings poor. Sat navs often give misleading instructions to new people to the area
17	No
18	Junctions need better signage & raised tables. Put in speed bumps in stretch I just mentioned
19	No
20	All crossroads
21	Fermoy Rd/Parkanaur Avenue junction in the summer.
22	Yes most junctions on Burges estate
23	Yes - this needs to be rectified by clear signage, maintenance of paint on roads and foliage
24	Exiting north end of Parkanaur onto Station road due to roadside hedges on Stn road blocking view East and buses frequently at bus stop West
25	Fermoy Rd & Elm Grove onto Thorpehall Ave can be on the bend
26	no
27	No
28	Yes definitely the bend on St Andrews between Thorpedene Gardens and Richmond
29	Need reminder of highway code changes to priority for pedestrians and cyclist
30	Yes - Parkanaur and Fermoy junction is awful. Really hard to see what is coming down Parkanaur when driving along Fermoy.
31	Yes, Station Road, Wood Grange Drive, Thorpe Hall Avenue round about, and Maplin Way, Station Road, Delaware Road junctions
32	Parkanaur Avenue, junctions with Fermoy Road and Johnstone Road
33	Definately Marcus Ave/ Johnston/ Fermoy - St James / Johnston/Fermoy
34	Visibility is not an issue when bushes are maintained, issue is speed and mobile phone use by drivers.
35	Vehicles parked too close to junctions and corners.
36	Parking too near to Junctions
37	No
38	No
39	Some trees are giant so obstruct views - Parkanaur and corner Maplin/Johnston. Parked cars Parkanaur also restrict vision when crossing from sideroad
40	Section of roundabout where Thorpe Hall Avenue meets Woodgrange Avenue.
41	No
42	No
43	No
44	This proposal is utterly missing the actual issues and areas that need speed restrictions
45	No
46	Burges road
47	No problem with visibility but what about a pedestrian crossing on each access point to the roundabout Thorpe Hall Ave/woodgrange Drive/ acacia Avenue
48	Kensington rd junction with Northumberland crescent. Burges Rd junction with Thorpe hall avenue
49	No
50	None
51	i can see no issues of concern with the proposala
52	Marcus Avenue onto Station Road

53	No
54	None, unless you do not look where you are going
55	No
56	St Augustine's avenue
57	No
58	Colbert Avenue bend outside links court should be double yellow lines NOT parking bays as parking there is dangerous
59	No
60	No speeding observed on Wyatts Drive - a 20 zone or a 20 speed limit is not needed on this road. The road is generally very quiet
61	No visibility issues
62	Marcus avenue/ station road (very dangerous)
63	Bend by Christchurch, Colbert Avenue.
64	Burges road /Parkanur road junction car cross without seeing who's coming along Burges.
65	None and we have lived here for 45 years!
66	When pulling out of several roads on to the Eastern Esplanade vision is restricted by legally parked vehicles.
67	For drivers, the junction of Johnstone Road turning right onto Thorpe Hall Avenue, there are trees blocking visibility
68	Tyrone Road into Fermoy Road and Fermoy Road into Thorpe Hall Avenue
69	No
70	No
71	No
72	None except Thorpe Hall Avenue /Fermoy Road where tree and shrub growth restricts vision
73	Burges Road/Broadway
74	All the ones that lead into Burges road for cyclists are difficult
75	The Broadway/Burgess
76	No
77	No
78	Marcus Ave junction with Station Rd, hedges obscure the view to the right when pulling out of Marcus Avenue
79	No
80	no
81	All especially when builders park near junctions (legally)
82	No
83	Parking zones too near busy junctions so visibility is poor in low cars
84	no
85	Yes
86	Fermoy road & Tyrone Road junction
87	No - completely disagree with this proposal in its entirety
88	No
89	None
90	Junctions between the "Avenues" and Burges Road
91	Junctions are sometimes obscured by tree lines. I am not saying cut them down though!
92	Yes, some roads have mature trees which can affect signage visibility
93	Not aware of any visibility issues at junctions
94	Burges and St Augustine
95	Not really, road markings could be clearer
96	No
97	No
98	No

99	no issues that i can see
100	no
101	none
102	some visibility only issues
103	I am not aware of any particular visibility issues
104	No
105	No
106	There are no visibility issues
107	No - if it did you would have data to confirm. Other Roads in Southend already have this data & are not being considered?
108	No
109	No
110	No, if drivers are cautious.
111	No
112	None
113	no
114	no
115	Station Road and Marcus Avenue
116	No
117	No
118	The junctions of Station Road and each of Marcus Av, St James Av, St Augustine's Av and Parkanaur Av have visibility issues
119	Not really
120	The junction of Burges Road and Marcus Avenue because of parked vehicles in the proximity of the junction; you can not see oncoming traffic
121	None
122	Yes the roads mentioned above at their intersections have poor signage.
123	Hedges on Acacia Avenue
124	No
125	They white lines at junctions are so worn , to stop vehicles, have worn away.
126	no
127	None
128	All junctions on the burgess estate where they cross over have issues
129	No. I cycle daily through the area with no issues except at junction of Station Rd and Maplin Way on edge of area.
130	no
131	Yes, many junctions have limited visibility due to hedging too high ant too close to junction.
132	No
133	No
134	Turning right from Fermoy Road onto thorpe Hall Avenue
135	Visibility for pedestrians crossing at any junctions, particularly along Burges Road, is very poor, due to parked cars.
136	Not aware of any visibility problems.
137	Junction road signage and marking needs improving as many have faded away
138	Station road by Thorpe Bay station
139	Cross roads but no other problems
140	no - but the real issue is too many drivers don't stop at the many junctions which I witness almost on a weekly basis
141	No
142	no
143	No
144	No
145	corner of station road and marcus avenue

146	No
147	No
148	Yes, Marcus Ave/ Johnstone Road & Marcus Ave/ Fermoy Road
149	Crossroad Station Road and Maplin Way can be difficult to exit Station Road
150	no
151	no, the quality of people's driving is the real
152	no
153	Yes, Parkanaur/Fermoy junction to Maplin Way, St. James/Johnstone Road junction to Maplin Way
154	There are a lot of junctions included but do not think there are visibility issues except when commercial vans park on yellow lines or too close to ju
155	No
156	Station Road/Maplin Way/Delaware Road three way staggered junction can be problem especially at school time
157	Junctions of Fermoy Road with St. Augustines Avenue and Parkanaur Avenue
158	Visibility at a considerable number of junctions is obstructed by mature trees and parked cars
159	No
160	No visibility issues, but resurfacing, line painting and pot hole issues
161	Don't drive, cannot say
162	No
163	Warwick Road/ Colberts Avenue
164	No
165	junction of marcus avenue/station road
166	paint the road marking on the junctions to start with
167	road markings need painting urgently at junctions and they need stop signs not 'give way'
168	in smaller cars, it is hard to see at many junctions as cars, plants etc can block view
169	Parkanaur/Fermoy junction due to cars parked either side of the junction
170	No
171	No
172	Unfortunately there are many people who look but do not actually register what they see, pull out on you, many are travelling at low speed.
173	All the junction within the area need re painting and lite
174	Most junctions within sheen area require re painting and foliage cut back
175	No
176	Junction Warwick Road and Colbert Avenue blind corner. Depth of double yellow lines in Warwick Road.
177	Road signage and symbols need painting
178	Junction of Station Road and Marcus Avenue
179	No
180	No ,except mobile phone by cyclists & pedestrians straight down vision
181	non specific
182	no
183	No
184	No
185	Yes
186	No
187	None
188	No
189	The corner of Colbert Avenue by Christchurch
190	Stop signage is often ignored hence accidents occur on the cross roads.
191	They all have reasonable visibility
192	None

193	I regularly walk and cycle on these roads in Thorpe Bay but don't have any problems with visibility
194	no
195	no
196	No
197	Junctions between woodgrange drive and the side roads in southchurch village due to parked cars
198	No
199	Burges Road and St Augustines Ave. The tree obscures sight lines.
200	Irrelevant question to the main points being discussed surely? Visibility issues ought to be addressed without resort to "pilot schemes".
201	Yes eg junctions along Johnston & Fermoy (see below)
202	No
203	Junctions only with Burges Road
204	All junctions in this area should have 'STOP' signs and not 'give way'. Drivers do NOT give way, they just drive through causing serious accidents
205	All the junctions going down Johnstone road due to poor sight lines caused my parked cars, commercial vehicles and camper vans
206	None have visibility issues.
207	Junction of Johnston Road and Parkanaur Avenue where a tree reduces visibility
208	How do I oppose this scheme?
209	Parked vehicles in Burges Road cause visibility issues when accessing Marcus , St James , St Augustines & Parkanaur Avenues
210	Most Areas
211	Marcus Avenue into Station Road from the south driving north. Leap of faith turning into Station Road due to restricted visibility.
212	Not particularly
213	no
214	point where dual carriageway begins, heading north.
215	many road markings and signs in the area have faded so badly that they can't be seen. there are also trees covering some signs approaching junctions.
216	the view at tyrone road turning into fermoy road is not good because of the bend but drivers are mostly courteous. sometimes shrubs are overgrown.
217	yes due to lack of maintenance of the road markings
218	no
219	parkanaur road turning out into station road is not easy seeing traffic coming from right.
220	no
221	Johnstone Road Junction with the Broadway, the street trees seriously impede views when trying to cross the Broadway
222	No
223	As a motorist I have no visibility issues at any of the junctions
224	Not really
225	Exiting Marcus Avenue into Station Road due to blind bend
226	None
227	No, not that I'm aware of.
228	Junction of The Broadway and Burges Road, as well as the other roads joining Burges Road
229	Only in the fact that the council could improve road markets and sign visibility
230	Parkanaur Road with Station Road because of the bus stop and traffic build up
231	Yes - a full impact assessment needs to be completed for each junction, along with noise impact assessments and risk assessments for each
232	Yes some difficulties getting onto seafront from Burges terrace due to seafront parking

233	no
234	Anywhere trees are not continually cut back or the paint kept bright
235	Many of the junctions within the estate suffer with accidents due to poor visibility, poor road markings and a general lack of maintenance
236	Most have some issues but none stand out as a leader
237	No
238	No
239	Only issue is if drivers don't look
240	Not really, improved signage would help.
241	yes. Poorly maintained road signage and road markings. Some vegetation / trees can decrease visibility at some junctions and also obscure road signage
242	Burges Road/St Augustines
243	No
244	Junction of Burges Road and The Broadway
245	The whole of Burges Road and all junctions
246	Not that I am aware of.
247	Not large enough stop and lighting poor
248	Road markings worn and not maintained. Junction of St James Ave and Johnston Rd. Road signage could be improved. mature trees obscure some signs.
249	no
250	No
251	Since this area is a grid and has many crossroads road markings need renewing and where appropriate trees cutting back and lighting reviewed;
252	Fermoy, Johnson and Burges
253	Station Rd to Maplin way is always tricky with speeding cars coming over the bridge blind to obstacles on the other side.
254	Junction of Johnstone Rd with Maplin Way
255	Anywhere where the hedges and trees are over brown and road markings faded
256	No
257	Pretty well all junctions on Burges Estate
258	Yes for all due to poor signage and road markings have gone. The trees are too big and obstruct the view.
259	Some have restricted views due to bushes / trees but in the main all are okay. Most junctions could do with better road markings and signage.
260	At many junctions (particularly Johnstone Road) the street markings and signage is not visible
261	The Broadway with Johnstone Road
262	No
263	Poor visibility of traffic from right at junction of Tyrone & Fermoy Rd. Crossing the central reservation on Thorpehall Ave on Johnston Rd & at Elm Gr
264	trees at top road
265	No
266	Some roads entering Burges Road from the north have visibility problems because of the trees in Burges Road.
267	Burges Road signage is poor
268	No
269	no
270	No
271	From Tyrone Road turning onto Fermoy Road
272	No
273	Station Rd/Marcus Ave due to bend in road. Burges Rd junctions with St Augustine's Ave and Parkanaur Ave due to poor parking and large trees.
274	The absence of forward visibility splays at all the crossroad junctions makes it dangerous for all road users.

275	trees fouling street signs on various junctions
276	trees fouling street signs on various junctions
277	road markings are faded and there are tree branches covering some signs. Stop signs should be put at junctions rather than Give Way.
278	No
279	yes, many. St Augustines / Burges mainly.
280	A number of junctions need to be repainted and some signage improved.
281	Junction of Fermoy Road and Thorpe Hall Avenue - Large tree on central reservation blocks view.
282	yes all junctions to fermoy road and Johnstone Road.
283	No
284	All of them . The road marking is terrible
285	All the junctions provide poor visibility for E/W traffic where there are vehicles parked close to the junctions on the N/S roads.
286	junction of The Broadway and Johnstone
287	Some do
288	This scheme does not address the actual concerns of the area.
289	Yes. Tyrone/Fermoy
290	No
291	No
292	No issues noted
293	Yes, Tyrone/Fermoy
294	Parkanour/Johnstone, because of parked cars too near to the junction, affecting visibility, although not aware of any incidents in the last 20 years.
295	Yes. Poor road marking and signage.
296	All junctions
297	No
298	Many of the junctions have issues. In particular all parkanour junctions.
299	no
300	No
301	All the junctions on Parkanour Avenue
302	No
303	None of the junctions included have any visibility issues that I'm aware that wouldn't be better suited to improvements to markings and signage.
304	cars park on yellow lines Broadway end of Elm gr causes obstruction and bad visibility. All junctions at cross rds and Thorpe Hall ave to have STOP
305	Yes poor worn out road markings Johnstone, St Augustine's Church roundabout
306	Anywhere trees are not continually cut back or the paint kept bright
307	Junctions on Burges Road.
308	None of the junctions have visibility issues
309	No
310	Yes junction of Marcus Avenue into Station Road
311	All of them due to inadequately maintained road markings and lack of signage.
312	No
313	The junction of The Broadway with Johnstone Road has visibility issues
314	Trees/bushes.
315	Some junctions require better signage
316	Woodgrange Drive junction with Thorpe Hall Ave going East
317	No, there is no visibility issues.
318	None
319	Large trees on pavement at corner of The Broadway and Johnstone Road
320	No
321	Some junctions require better signage
322	No

323	Yes. All the matrix roads on burges estate.
324	Historically worn road markings and poor signage
325	The majority in Thorpe
326	road marking need re doing as they are worn out
327	Viability isn't the issue - its about proper "Stop / Give Way" signage on all Burges Estate crossroads.
328	Needs to be warning signs at junctions
329	No
330	no this is a quiet residential area and never experienced any problems
331	None
332	Junctions with Parkanaur Ave
333	Junctions with Johnson Road and Fermoy Road
334	Yes, but could be easily addressed with correct signage, renewed road markings and trimming of trees
335	Tyrone/Fermoy & Parkanaur/Fermoy
336	Yes. Parkanaur road junction with Fermoy
337	No
338	Fermoy/Parkanaur, Johnstone/Parkanaur, Burges/Parkanaur
339	burges road and thorpe hall avenue
340	Fermoy and Parkanaur
341	Junction from Tyrone Road into Fermoy Road
342	The junction at the end of Tyrone Road into Fermoy Road.
343	Parkanaur to Fermoy - planting too high & shrubs not maintained. Problem for drivers. Trade vans restrict view. Pedestrians/cyclists have higher view
344	No. People don't look properly
345	No
346	Turning right out of Fermoy Rd onto Thorpe Hall Avenue
347	Construction vehicles at many junctions and junctions generally,
348	Turning right out of Fermoy onto Thorpe hall avenue
349	No issues. Area is regularly used by driving instructors
350	Junction of The Broadway & Burges Road looking westwards as emerging from The Broadway.
351	No they don't
352	Yes. New road markings would be very beneficial. Cost a lot less than the pilot scheme!
353	No
354	All roads leading onto seafront, when large vehicles parked in bays, there needs to be STOP signs T junctions leading up to Burges Rd Not Give Way Sign
355	I live in St Augustines/ Burges Road speeds of 60/70mph are not unusual
356	Thorpe Hall Avenue.

6. Question: What could be done to improve visibility at these junctions?

Total comments received 295

Full Comments	
1	as long as signage is ok some is faded etc and some covered by bushes
2	Council to cut down and trim hedges
3	More raised tables before station entrance and leaving station before bus stops on station
4	Larger signs warning of right of way
5	Attention to pruning of trunk leaf growth
6	I am not aware of any improvements that need to be made to improve visibility at any of these junctions in the proposed Thorpe pilot areas and do not believe any improvements are needed.

7	Biased questions – failing to take a neutral stance
8	Better signate (i.e stop rather than give way)
9	Better road markings
10	Keep the trees trimmed
11	Trim hedges and extend double yellow lines
12	Improve road signage and markings
13	Cut back hedges. Remove large trees and replace with smaller ones. Better lighting on Station Road and in particular the pedestrian crossing across Acacia Ave/Station Road
14	Bigger signs, better lighting new road markings.
15	Not needed
16	Bolder signage, & build outs of pavements so a clearer view is possible
17	Road markings new re painting
18	Reduce height of greenery adjacent to the junction and keep it trimmed. If it's an identifiable issue for me driving a Land Rover, then it's surely an issue for others.
19	Slow traffic down to give drivers more time to see other vehicles, pedestrians and cyclists
20	Clear signage and refresh of paint. This should be done before any other investment !
21	Cutting back of roadside hedges depth and height would help visibility of traffic coming down station road (traffic heading west)
22	Not sure as the bend in road causes problem
23	as long as signage is ok some is faded etc and some covered by bushes
24	Crossings
25	No cars parked either side on the bend' possibly a stretch of 15 meters
26	Reminders and monitoring
27	Remove/Lower bushes or trees instead where foliage higher. Double yellows extend longer around the corners.
28	20 mph speed limits, traffic lights.
29	Trim back shrubbery at roadside more frequently and more effectively.
30	Well the council definitely needs to renew and improve the road signage as most of it is worn out. More road speed signage on the roads leading to the junctions.
31	Shrub maintenance. Preventing drivers using phones, encouraging drivers to yield at give way junctions and slow down on approach.
32	No waiting lines installed at all junctions for at least 25m either side.
33	Extended Double yellow lines
34	Nothings
35	Remove the largest trees and replace with saplings - restrict parking to one side only away from junctions
36	Clear markings to slow/give way at this point in Thorpe Hall Avenue
37	I do not believe there is an issue
38	Nothing required
39	Generally: repaint lines, clean signs, cut back foliage.
40	Donan actual survey of the actual roads that have actual issues. This is an utter waste of taxpayers money for roads that are already incredibly quiet and Don't need restrictions!!
41	Nothing. They are fine.
42	no street parking
43	No
44	Reduce parking at junction Kensington/Northumberland Not sure about burges/thorpe hall junction
45	Road layouts being repainted
46	No Applicable
47	Cut the hedges back, remove bushes

48	Road markings signs only are adequate
49	nothing
50	If there are any hedges and bushes cut back
51	To be fair I think it's only educating the drivers that will change it!
52	Double yellow lines
53	nothing - no issues
54	speed bumps
55	just a reflective type mirror
56	Double yellow lines on the bend !!!!!
57	Small pillows only at junction.
58	Nothing - any problems relate to illegal parking only
59	Ban parking near to the junctions.
60	Don't want to lose the trees so possibly a speed bump on Thorpe Hall Av just before the Johnstone Road right turn?
61	increase double yellows at junctions, remove trees and bush at junctions to increase visibility
62	No viability issues at junctions
63	Cut the hedges
64	Nothing is required
65	Trim growth regularly
66	Extend double yellow lines
67	Double yellow lines further along so cars are set back further.
68	Widening the sightedness possibly
69	Maybe more markings on the road. Signs
70	None
71	remove the hedges, and replace faded road signs.
72	Prevent cars being able to park close to the junctions
73	Just improve street lighting no need for traffic calming
74	Re-painting white lines.
75	Double yellow lines extended further from junctions
76	No alterations required
77	Keep bushes etc trimmed
78	Mirror or calming measures
79	Speed table or physical calming measure
80	Nothing - completely disagree with this proposal in its entirety
81	clearer road markings
82	Junction tables , signage already in place but are still dangerous as people just don't look properly.
83	Nothing needed
84	It is the trees that cause the problem, but please don't remove them! The 20mph should help as would some traffic islands to stop vehicles driving down the middle of the road at speed.
85	Tree foliage could be cut back more regularly and perhaps the installation of mirrors might help.
86	Cut back mature trees, bolder signage and better lighting at junctions.
87	Improved stop signs on road and signs
88	Everything is in place , eg electrical power to existing street Give Way signs etc to simply add yellow flashing warning lights to show each junction. These need only to start flashing when any car approaches a very simple problem solved with a simple solution. Raised platforms of any description do not work and should NOT be considered at all. They create more noise and damage and will encourage cars to accelerate away from platforms.
89	Make them bigger
90	Sign S

91	nothing
92	none
93	education to drivers only and cyclists
94	Consider traffic lights at Maplin Way Station Rd jnct.
95	There are no visibility issues
96	We already have mostly straight roads, tidy highways, good signage and limited parking during the day, so it could not be safer with good visibility now.
97	Trim the hedges back.
98	I think it's fine
99	STOP signs instead of Give Way signs at cross roads
100	Ensure and bushes and trees are trimmed so as not to hinder vision
101	nil
102	Improve sight line - warning signs
103	not needed
104	Remove some of the hedging at the junctions
105	Complete the advertised double yellow lines corner markings
106	Extend the double yellow lines at all junctions much further; at least double what they are now
107	No problems
108	Replace give way signs with Stop signs that aren't hidden by trees.
109	Remove hedges
110	Nothing
111	Sadly, removing a large tree or install a mirror
112	The double yellow lines need to be extended further along - at least double the current length; otherwise pedestrians have to walk to centre of road in order to see oncoming vehicles.
113	Fresh paint, red road surface, new signs
114	Remove the trees and bushes
115	Nothing already parking restrictions
116	Visibility is not the problem - its the stupidity and lack of awareness of a few drivers
117	Nothing
118	reduce the bend at the junctions station road marlin way
119	None
120	Nothing
121	Larger signs and better road markings
122	Don't know - guess just slowing traffic in Maplin Way might help
123	move bushes
124	Better lighting at night
125	Clearer signs with lights flashing at night time, road markings renewed, bushes trimmed back to improve visibility at Parkanaur/Fermoy junction.
126	Need more traffic wardens to travel round looking for vehicles parking where they shouldn't.
127	Having less signed on poles would be helpful.
128	Lights
129	Cutting back of mature trees and stop cars parking too near the junctions.
130	Removal/cutting back of trees or shrubs. Yellow line restrictions at junctions.
131	resurfacing, line painting and pot hole issues
132	Nothing needed
133	Restrict parking on the right for 50 meters
134	Cut foliage back
135	Just Do The General Maintance That Then Need As This Has Not Been Done In Years
136	As Above
137	Keep Plants Cut Back

138	20mph Speed Restriction
139	take parking back from the junctions so oncoming traffic can be seen.
140	The road markings need to be re painted and made clearer, as the Give Way, double white line, marks are not clear.
141	Cut the vegetation back & re paint the road markings
142	Re paint junctions, improve signage and cut back the foliage
143	Depth of double yellow lines.
144	See question 5 above
145	Enforce speed limit
146	Nil we have lost enough trees etc
147	Keep vegetation in check
148	Nothing
149	Stop parking 20 metres from junctions
150	Remove the parking and put double yellow lines in
151	I really don't know. I feel the signage is perfectly adequate but some people are intent in getting where they want to be as quickly as possible.
152	Longer double yellow lines at the corners
153	Cut back hedges
154	Depth of double yellow lines.
155	See question 5 above
156	Sadly, remove the tree. Alternative is to replace Give Way with STOP signs.
157	See above; this is a consultation on traffic calming not road visibility issues.
158	Road markings need repainting and signage changed from "Give Way" signs to "Stop" signs to avoid confusion which benefit drivers, cyclists and pedestrians
159	Sadly, remove the tree. Alternative is to replace Give Way with STOP signs.
160	Double yellow lines extended so cars can have a clear vision when turning onto Burges Road.
161	Put in raised tables at junctions to slow people down and change the 'give way' signs to 'STOP' signs at junctions. Also cut back the overgrowth from the base of the trees and the hedges, especially at junctions and make people cut back the vegetation in their garden that is overhanging the paths.
162	Throughout the Burges Estate Yellow lines need to be extended further back from junctions. Johnstone road needs to have parking restrictions for one hour during the day. Maplin Way end of Johnstone Road has become an all day car park for those visiting restricted areas. Add to this the regular parking of delivery and contractors vehicles, often half on the pavement, and you have a daily recipe for accidents. I often have great difficulty getting out of my drive and more often than not have to place my bonnet well into junctions, trusting any approaching driver is attentive, before I have a clear sight line. Like my neighbours, I have spent thousands of pounds creating off street parking within my frontage. I also spend £700 pounds a year on secure storage for my caravan. Why should the road I live in be allowed to become a cheap and easy car park for those who have no respect for other residents.
163	The road layout is perfectly straight forward as most are on a grid system in the Thorpe area however clear white road markings at junctions would benefit all road users.
164	remove the tree
165	How do I oppose this scheme?
166	Restricted parking
167	Mirrors on corners
168	Highway/Pavement alterations to increase visibility to the east
169	Corners with double yellow lines could be enhanced

170	Put a speed camera shortly after the crossing when heading North up Thorpe Hall Avenue from the seafront aimed at reducing traffic speed before it enters the dual carriageway.
171	Repaint roads signs and trim any over hanging trees.
172	Keep hedges kerbside trimmed. St James Ave has very overgrown shrubs mainly effecting driveways rather than junctions.
173	Re-paint road markings, ensure give way / stop signs are present at all junctions which currently they are not, improve lighting at junctions
174	there is no visibility issue
175	use 'stop' signs' and not slow down or give way signs - foreign residents and road users are not familiar with such signage
176	cut down the trees near this junction (the trunks are now so wide the impede views worse than the foliage
177	See previous comment
178	Ensure residents cut back over growing greenery
179	a mirror on the side of the road in Station Road
180	Not sure visibility can be improved without cutting down trees, which I wouldn't want to happen. But if traffic speed is reduced, the risk of collision is also reduced.
181	Better road markings - illuminated signs
182	Keeping the bushes trimmed or making no right turn at Marcus Avenue into Station Road
183	Proper risk management measures.
184	Reduce parking bays
185	remove trees but realistically its unlikely you would.
186	Make use of the very expensive contract the council has to remove any overhanging branches and shrubs. (but leave the grass verges alone)!
187	Better road markings and possibly a change in road surface to show a junction is being approached, signs not being obstructed by trees.
188	Without getting people to trim their property's shrubs etc it would be hard to do.
189	Nothing
190	Leave things as they are and stop people interfering.
191	Improved signage.
192	Maintain road markings. Maintain road signage. Ensure junction visibility not obscured by vegetation etc.
193	Visibility is generally ok if drivers are careful but since we moved near this junction, about 7 years ago, there have been several accidents with a neighbours wall demolished. Not having witnessed the accidents, just heard the bang, cannot comment on circumstances.
194	Most junctions in the area would benefit from remarking of the roads at junctions and cleaning of Stop and Give Way signs
195	Better lighting and bigger stop signs
196	Better lighting
197	Survey of road marking and signage and maintenance and improvement where necessary. same for visibility and vegetation issues.
198	Keep trees pruned. Extend no parking around junctions.
199	Maintain road markings; ensure shrubs and trees are also pruned regularly. Make use of the expensive contract the council has to keep on top of this. Change Give Way signs to Stop signs
200	Move visible signs to STOP at these junctions
201	A round about at Maplin Way and Station Rd would slow users coming over the bridge towards the seafront, as they would not have right of way.
202	Remove overgrown Sycamore trees, extend yellow lines to stop irresponsible and selfish parking
203	Get road markings painted where very faded and clear signs.

204	No idea
205	restrict parking on junction approaches
206	All junctions across fermoy and Johnstone need better visibility.
207	Cut back any overgrown trees and bushes.
208	Cut back low tree growth more regularly, repaint road markings and ensure all signage is visible. Change give way junctions to stop.
209	Stop sign clearer
210	As far as I am concerned visibility at all the junctions is adequate.
211	change parking bays on south side of fermoy. the shrubs and trees adjacent to the carriageways of thorpehall are not sufficiently pruned to give clear sight
212	cut back trees
213	remove those trees near the junctions.
214	strong signage or even making burges road like johnston road and fermoy road maybe a safer option rather than building speed bumps?
215	More signage can always help, maybe more stop Junctions rather than give way. A raised crossing in the retail area on the Broadway would be beneficial
216	Ensure trees and bushes are trimmed.
217	On Station Rd, reduce speed of vehicles on Station Rd approaching junction. On Burges Road ensure vehicles, especially larger cars and vans, do not park near junctions, remove trees with large trunks obscuring view along road.
218	Extend futher the double yellow lines along the north /south roads at all junctions
219	Trim trees which cover street markings, Trim trees that impede street lighting
220	Trees trimmed to improve visibility of signage
221	Replace the Give Way signs at junctions with Stop signs and make road markings more obvious to drivers that they are approaching junctions. Trim tree branches so they don't obscure signs.
222	improved road marking and signs generally
223	Improved road markings and signage generally
224	Nothing
225	cut shrubbery, ensure street lights give sufficient visibility, improve signage and road markings
226	Repaint junctions and review signage sight lines.
227	Remove tree
228	White lines have faded on road so needs repainting, Give way sign should be changed to a stop sign and big signs painted on road before junctions
229	Cut the hedges
230	Extend the double yellow lines considerably to enhance visibility to cars crossing the junctions.
231	lower pruning of hedges in The Broadway
232	Keep trees pruned; restrict parking within 30m of junctions where not already done
233	better signage, road painting, repositioning of the yield signs
234	Change priority i.e. make it a compulsory stop at the Tyrone/Fermoy junction coming from the Broadway roundabout to this junction. This will have the benefit of people driving quickly from the roundabout down to the Fermoy/Thorpe Hall Broadway junction.
235	More signs, clear road markings and then continue to look after these.
236	Yellow lines with kerb markings to stop disabled drivers parking
237	Double yellow lines to be extended southwards in Parkanaur from the junction.
238	Re paint the road marking and make better signage. Maybe use a flashing sign.
239	Repaint road markings. Improve and update signage. STOP signs.
240	Better drivers who are able to observe Highway Code!!! Drivers over 70 passing further driving tests before having licenses extended Drivers over 70!! having to report - by Law!! - medical condicions snd medications which may make drivers a danger to themselves and others!

241	More regular bush maintenance/removal.
242	Cut back vegetation
243	I don't know.
244	Better signage, repaint road signs, not expensive.
245	Repaint road markings. Trim bushes and hedges. Replace yield signs with STOP signs
246	Repaint road markings
247	Repaint road markings and improve signage. Also you could let the community and TB residents association know what the accident data is at these junctions.
248	At all major junctions STOP signs and 20mph White signs written on the road including rumble strips where necessary.
249	Repaint road markings , new signage perhaps electronic warning speed limits showing limits.
250	Earlier signage on approach, rumble strips
251	Improve street lighting, cut back vegetation obscuring street signage.
252	Don't touch anything! Thorpe Bay is perfect as it is!
253	Nothing
254	One way Street to Fermat Road
255	Regular refurbishment of existing East-to-West junction road markings (ie:- double staggered white lines) and the installation of "Stop" signs would eliminate 75% at least of all traffic accidents on the estate. Since my residence here from 2003 my particular North-to-South running road on the estate, along with the next parallel road have experienced at least five occasions when the corner properties at the East-to-West junctions have had their walls demolished as a result of drivers not stopping at the East-to-West junctions where priority is given to the North-to-South roads. The painted road markings fade fairly quickly especially during winter months and their visibility virtually disappears in dusk and wet conditions whereas a red and white enamelled stop sign does not fade until years of weathering and if its illuminated in conjunction with the street lighting it will be more in 'your face' when approaching. The need for reduced speed from 30 to 20mph does not really apply if these traffic observances are obeyed. I am sure most concerned and interested parties in this debate will remember the National Highways Safety Code advert of over a decade ago of the little girl in her school uniform and satchel propped up against a tree appearing lifeless who opens her eyes and says "hit me at 40mph and I will die, hit me at 30mph and there is an (i believe it was something like 60-80%) chance I will live. It was dramatic but factual and the technology and efficiency of braking in modern vehicles is now such that braking from 30mph is almost instant.
256	Large trees in the pavements on the corners could be removed
257	Stop signs and freshly painted road markings would help
258	Install clear stop signs at road intersections and clear/new road markings. Ideally with signs illuminated (better street lighting)
259	Hedgerow cutting
260	There is no visibility issues.
261	Nothing
262	Remove these large trees and trim hedges.
263	Not Applicable as per answer 5
264	Install clear stop sign at road intersections and clear/new road markings. Ideally with signs illuminated (better street lighting)
265	Not applicable see my answer to Q. 5
266	Signage. Better road marking. Physical measures at the junctions.
267	Better road marking and signs,

268	stop signs instead of Give Way. Lighting. And Markings on the roads which are now non existent
269	re paint rd markings
270	Repainted road markings & electric (solar powered) flashing STOP signs
271	Possibly solar powered flashing signs & raised rd at junctions
272	Nothing
273	they are fine as they are
274	Repaint road markings Trim bushes and edges close to junctions Replace Give Way signs with STOP signs
275	stop signage to replace Give Way. Better road markings .
276	Correct signage i.e. STOP signs instead of Give Way. Signage positioned so not obscured by trees. Renewed road markings
277	Raised tables at the junctions along Fermoy would resolve this issue potentially
278	Ensure that the planting at the roadside is kept at a low level and not left to get out of control. Increase the length of double yellow lines and enforce no parking on them. Particular culprits are tradesmens vans which obscure vision.
279	Junction protection should be throughout Southend
280	Much better road signage, STOP signs! Not placed behind trees. Renewed road markings
281	mini roundabout
282	Prune or remove trees and shrubbery covering sign. Clear signage, paint the roads and change the Give Way to Stop signs.
283	Remove trees/hedging blocking visibility
284	remove the large tree to the left of the junction.
285	Ensure shrubs are kept low. Increase length of double yellow lines at these junctions so trade vans cannot park too close to junction and ensure this restriction is enforced.
286	Not applicable. Human error - users need to look and concentrate
287	Eastern esplanade and around southchurch park 20mph
288	Remove tress and bushes
289	Parking restrictions and/or controls,
290	Cut back trees and bushes
291	People should take time to observe the road conditions and traffic.
292	Table at junction and more visible junction signs (bright yellow behind junction sign).
293	Nothing
294	New road markings. New signage.
295	I have lived in St Augustines/ Burges Rd for 25 years plus. I have seen many accidents and my wall has been broken down 4 times in recent years. I live in the front of my house and witness speeds daily of vehicles doing 60/70mph and it occurs all hours. the crossing up along the seafront although marked clearly does not deter drivers from shooting the junction.

7. Question: Would you like to see any changes made to the current parking restrictions on the roads within the proposed pilot area? (Please provide locations/details)?

Total responses received 360

Full Comments	
1	No
2	More parking / make people park here. Parking restrictions placed outside on both sides by gardens and bowling green, as only one vehicle can get down the road when parking on both sides of the road , towards the seafront thus holding up traffic on the front.
3	No, parking ok

4	No
5	No works perfectly ok
6	Yes can they all the same.
7	Make all parking restrictions the same ie 1 hour restrictions
8	No
9	No
10	None
11	Double yellow lines extended opposite road endings and around corners
12	No
13	No
14	Thorpe hall avenue along golf course have numerous vehicles parked overnight with people sleeping in them that are not moved for months on end!
15	No.
16	Not at the moment
17	Yes - A clear evidence based approach. There have been number our studies which do not support this. The national stats also support there is no need
18	Parkanaur no.119-145 used heavily as double sided over flow parking from Broadway, blocking visibility. Residents all have driveways
19	I'd like the yellow line outside my neighbours house in the The Broadway (no41)put back to where it was So would they to park outside own house
20	Prevent all parking on the south and west side of the bend in Colbert Avenue
21	no
22	n/a
23	No
24	No.
25	No parking in southerly approach on Thorpe Hall avenue to Woodgrange roundabout
26	Double yellow lines to prevent parking within 15 metres of every road junction.
27	No parking between 11.00am - 1.00pm down all roads
28	No
29	As above.
30	No
31	No
32	No
33	Johnston Rd is nearly always reduced to a single lane due to cars parked on both sides. Marcus Avenue is similar out of the 11am to 12 restrictions
34	No changes are required
35	No
36	No, there's no requirement
37	No
38	No
39	No
40	No
41	Not as such, but it would be good to see the car park at southchurch park east provided more to try to alleviate local parking pressure
42	No
43	No
44	No
45	Less restrictions
46	Every resident should have the right to park one car on the road outside their house or nearby and should have a permit.
47	No
48	Yes not on 90 degree bends on Colbert Avenue

49	Have parking only on West Side of Parkanaur, Burges to Thorpe Bay Gardens,& St Augustines Burges Road to Thorpe Bay Gardens
50	no changes
51	No changes required for parking
52	Yellow lines in Fermoy Road as it is too busy with parked cars and dangerous for traffic
53	Marcus avenue permit for between 11 and 12
54	Double yellow lines on the bend by Christchurch church.
55	No
56	No
57	See above.
58	No changes. Lots of improvement recently with the clearly marked parking bays on the side roads (ie keeping parking to one side of the road only).
59	enforce the parking restrictions already on the roads
60	Yes, return some of the car parks to free parking.
61	No
62	No
63	None
64	No
65	None
66	No
67	Parking near junction with maplin way
68	no, very little parking, traffic is mainly L drivers and deliveries
69	I don't see the need the need to change the parking restrictions in this, as I don't these have a great effect on road safety.
70	No
71	No changes not necessary
72	none
73	Make a roads on the Burgess estate 20 mph
74	Current restrictions work well when the warden is about, other times parents disregard the No Parking
75	Double yellow lines on.Thorpe Bay Gardens
76	I would like to see Tyrone road & Fermoy road have time restricted parking -1 or 2 hours
77	No
78	Stop Motorhomes Parking In Thorpe Hall Avenue
79	No
80	Not really
81	I am content as they are but would not wish to see them reduced and would not object to an extension in St James and Marcus Avenues.
82	No
83	Current parking restrictions seem fair and necessa
84	No
85	I suggest 1hr parking restriction are different for each side of road sides on the road all roads running from station road to seafront,
86	Double yellow lines on all main roads,l.e -Maplin way, station road.
87	No
88	No
89	I think on Thorpe Hall Avenue there should be a cycle way as there is no real need for parking in this location
90	NO
91	none
92	Thorpe Bay Gardens should have more restriction, better signage to show past the Yacht Club is a dead end and ban motorhomes everywhere except drives

93	NO
94	No I am happy with things as they are - it works well.
95	Non what so ever
96	There should be the introduction of resident parking permits in Thorpe Bay rather than the one hour no parking restrictions that are in place.
97	No - Roads in Thorpe Bay already have restricted parking, speed cushions and double yellow lines, we do not need any more. s
98	No
99	double yellow lines 24hrs a day 365 days a year in Thorpe bay gardens
100	No
101	Allow unrestricted parking in Thorpe Bay Gardens
102	Thorpe Hall Ave should have restricted parking for 1 hour per day including weekends to stop camper vans being permanently lived in on this road.
103	Not really
104	no
105	No
106	no
107	Thorpe Hall Avenue needs a parking restriction to stop Camper Vans parking where people are living 24hours a day , 7 days a week .
108	No
109	Yes, single yellow line with restricted parking notice from 2 p.m. to 3 p.m. on Marcus Avenue between the junctions of Burges Road and Johnstone Road
110	No
111	No. Parking of vehicles on Burges Road is the only thing that slows speeders.
112	No
113	No
114	No
115	None required.
116	No
117	single lines drawn on Colbert ave should be through out the year. It has made huge difference to the residents.
118	None required
119	Make the parking restrictions of Colbert Avenue permanent through out the year
120	no
121	Restricted parking close to junctions would be a great safety improvement.
122	Remove disabled parking spaces on the Broadway because they are hardly ever used
123	No
124	I'd like the yellow line outside my neighbours house in the The Broadway (no41)put back to where it was So would they to park outside own house
125	More single yellow lines, with appropriate restriction signage.
126	Increased restrictions . Much improvement since Colbert road done through summer
127	No
128	No
129	No
130	No
131	no
132	No
133	no
134	No
135	Southern end of Thorpe Hall Avenue going north. Restrict to parking 12 hours in any 24.
136	no

137	Not implicated
138	No
139	No
140	No
141	No
142	No
143	No
144	no
145	Yes, I would like a resident's parking permit which I would be happy to contribute to.
146	Double yellow lines on one side of Bishopsteignton would help prevent close accidents like have happened recently just off Maplin Way.
147	No
148	No, only those mentioned in Question 6 above.
149	None, with the exception of number 6 above
150	More parking for disabled badge holders.
151	no
152	Yes, would love single yellow line on Marcus Ave. to prevent station parking.
153	No
154	No
155	No
156	Parking permitted on one side only of Broadway between Station Road and Fermoy Road
157	No : No Changes Are Need
158	We live in Parkanaur Avenue between Johstone Road and Burgess Road and because of restrictions in most of the road they use our bit as a car park 1 hr
159	Extend double yellow lines at the junction of Maplin Way and Burgess Road
160	as above
161	No
162	No
163	No changes required
164	No
165	No
166	Colbert Avenue - I would like the current restrictions to apply all year, not just Summer months
167	No
168	No
169	no
170	No
171	No except where 1 hr in 24 applies this should not on holiday days.
172	Only outside the church on Colbert Ave
173	It is already difficult to find somewhere to park. More restrictions would be a pain.
174	No
175	No
176	No
177	Yes outside Thorpebay Tennis club and Tyrone Road between Thorpebay Gardens and Burgess Road
178	No
179	as Q6
180	The new parking bays in Colbert on the bend are dangerous, as road is now single lane
181	New parking bays in Colbert Avenue are dangerous, as they force traffic down to one lane.
182	The station end of Parkanaur Ave really suffers from cars parked using the train as the visibility is often obscured by traffic turning causing frustration

183	No
184	None
185	No
186	absolutely not. since charging introduced at southchurch east park finding parking near my home is more difficult
187	no
188	No
189	Roads like brunswick, Kensington etc the cars are able to park too close to the junction. Cars parked on both sides. No place to pass oncoming vehicle
190	No
191	Once again, irrelevant to the main thrust of this pilot scheme.
192	where people have off road parking, visitors should be encouraged to use off road parking rather than visitors park on the street outside the property
193	No
194	No
195	Double yellow lines extended at junctions on Burges Road
196	No
197	Certainly along Johnstone Road, for reasons outlined (6) above. Also extend double yellow lines at all junctions in the Burges Estate.
198	No, there more than sufficient parking restrictions in the Thorpe area already.
199	The restrictions in Parkanaur Avenue should be extended some way south (similar to the Broadway)
200	How do I oppose this scheme
201	As above
202	No
203	No
204	No
205	No
206	I would welcome Residents only parking along Thorpe Bay Gardens, keeping restricted parking to the South side of the road only.
207	No
208	I would like all parking restrictions changed to allow residents to park their own cars outside their own houses without fines.
209	No
210	No
211	Happy with the current parking restrictions
212	no
213	no
214	No
215	The parking arrangements seem to be working reasonably well
216	No
217	No
218	No
219	No
220	No. Parking in the area, particularly around The Broadway, is already difficult.
221	No
222	No
223	Trade vehicles should be allowed to park in restricted areas via a permit process.
224	No
225	Keep the present 1 hour 'No parking' restriction and have parking on one side of the street only at all times.
226	Yes overnight parking to be unrestricted
227	Kensington road should have permit parking especially by the park as residents of Kensington road can never park near their homes

228	No, most of the restrictions we have are outdated and ridiculous.
229	no
230	I see no need.
231	Double yellow lines in Thorpe Bay Gardens and on the bend in Colbert Avenue by Christ Church and Links Court Flats
232	None
233	No
234	No parking within these area are not an issue.
235	No
236	No
237	No
238	Parking in Burges Road also creates bottle necks for cars and leads to 'near' encounters
239	No
240	No
241	No
242	No
243	Extend no parking around junctions
244	No
245	No
246	No
247	No parking is not an issue
248	Johnstone Road
249	No are sufficient enough
250	none
251	Yes - permit holder parking (Fermoy Road) we have many cars from those using the railway station and our visitors have no where to park on week days
252	see previous
253	Double yellow lines opposite junctions to stop parking
254	No
255	No
256	No changes to parking restrictions are required. However, council vehicles should not left on the street during restricted times.
257	Not at all. Use proper up to date data. These roads don't even feature in the roads with speeding issues
258	No
259	NO
260	No
261	As the 11 - 12 restriction is to stop daily commuters, change to allowing say, 3 or 4 hours only. This will stop commuters but allow locals to park.
262	No
263	none
264	I would not want more parking restrictions
265	No
266	No, but the restrictions already in place need to be enforced.
267	see answer to question 6
268	no
269	no
270	No
271	No
272	No
273	No - parking isn't a significant problem. The current one-hour restrictions are adequate.
274	No changes needed

275	No, we live on the corner of Johnstone and Marcus, there is no problem with people parking on any of the approaches or exits to the junction on either
276	No
277	No
278	No
279	no
280	no
281	Yes, bring Tyrone Road back in line with the other roads.
282	No
283	No
284	No
285	Yes, put the restrictions in Tyrone and Fermoy back to when they were the same as the other Roads
286	No, except for (6) above.
287	No. Parking isn't an issue.
288	No and this is not relevant to this consultation.
289	No! Difficult as it is to park anywhere in the area!!!
290	Permits for residence to park on their own roads all day
291	no
292	The restrictions at Colbert Avenue have made a difference as it is the parents on the school run that cause the issues, not the general public.
293	Yes, I think that residents' friends and relatives should be able to park outside their house at any time of day.
294	no
295	No
296	No
297	No - current parking restrictions are suitable.
298	Elm Gr is very narrow it is not really adequate for park both sides at the same time would prefer alternate month parking still keeping 1hr restriction
299	Our single yellow lines need repainting. As they are worn out due to lack of maintenance upkeep.
300	No
301	No
302	No
303	Maybe make it 30 mins as will stop all day parking from commuters
304	No changes are needed.
305	No
306	Yes, always nice to have cars parked on one side of the road. On main road the double yellow lines are not observed and cars stop all the time.
307	No
308	No
309	Scrap the 11 to 12 restrictions around Thorpe Bay Station. The houses all have driveways and restrictions are unfair to commuters.
310	Residents Get Permits So We Can Park Outside Our Own Homes.
311	Using Flashing Traffic Calming Signs
312	No
313	Definitely Not
314	No
315	Absolutely Not
316	No
317	No
318	The Restriction For Broadway Shoppers To 2hrs As In Southchurch
319	no
320	No Change required !!

321	No
322	No
323	No - parking isn't a significant problem. The current one-hour restrictions are adequate.
324	No changes needed
325	No, we live on the corner of Johnstone and Marcus, there is no problem with people parking on any of the approaches or exits to the junction on either
326	No
327	No
328	No
329	no
330	no
331	Maybe residents could have parking permits to allow them to park in rd?
332	No
333	no I don't have an issue with the parking restrictions
334	No
335	No
336	I do feel that long term parking of camper vans and vans should be time restricted in Thorpe Hall Avenue and St Augustines on the Side of the green .
337	No
338	Bring Tyrone in line with the rest of Thorpe Bay parking times
339	Residents in roads with 11-12 or 2-3 restrictions should be able to buy parking permit. Parked cars slow traffic
340	Yes I believe that the parking match to October (summertime) should be June to September inclusive
341	None
342	no
343	Yes. Change the Give Way signs connecting with Burges Road to Stop signs and swap the yield from the side roads to Burges Road
344	No
345	no
346	offer to sell parking permits to those in the 11-12 no parking zone for visitors. a few parked cars slows traffic!.
347	should be residents parking only - parkanaur avenue. often congested with rail station users and the Broadway shoppers taking up parking.
348	no
349	losing off street parking for unwarranted restrictions is pointless and comes at an expense
350	No
351	No
352	Additional tables in option A and perhaps less humps
353	No
354	None
355	Parking might be reduced slightly close to junctions like The Broadway & Burges Rd.
356	No
357	No. No pilot scheme needed. Spend the money in areas with bigger issues with speed and accidents.
358	No
359	No - important that spaces aren't taken up by travellers to London from Station
360	They seem adequate at present.

12. Question: Do you have any other thoughts/comments to add on the proposals?

Total comments 420

1	No-the demographic of the population in this area is probably over 60+ do you really expect people of that age to suddenly start cycling, as someone of 80 yrs old I cannot cycle and couldn't walk far. A lot of residents here have mobility problems so this is not an option. Thorpe bay is a fairly elderly residential area and quite frankly I haven't seen anywhere where the residents are speeding in fact most are elderly and drive slowly anyway. Surely this money could be better spent resurfacing roads and ensuring road marking etc are adequate. There should be a 'do nothing option' in these proposals ,common in most proposals .I would also like to see more statistical data to support this plan.
2	We feel it is more beneficial for the Council to spend this allocated money on repairing damaged roads and enforce the current speed limits, we are totally against this proposal
3	Tables not higher than 75mm please signage to be well lit up at night , roundels to be illuminated and needs to be well maintained, because it has been noted that the signs on the road have not been fully maintained not washed or repainted causing ledges around signs not to be seen. If this pilot scheme is undertaken please make sure that all residents in Thorpe Bay are informed – e.g by letter.
4	It is hard to enforce 30mph so what arrangements would be made to get 20mph enforced should it be passed.
5	To make perimeter roads – station rd/ Acacia/Burges/ Maplin way with speed humps makes emergency vehicles have a tedious ride also buses
6	I am concerned that there are no details in the questionnaire on why the measures are proposed for the Thorpe pilot areas are needed. I have been a resident of the Thorpe area for many years and do not believe these measures are needed.
7	I have lived in Parkanaur Ave and previously St Augustines for a total of over 50 years and want this area to remain the wonderful place it is to live and do not want it destroyed by this proposed scheme, which I believe it would be if the measures proposed to be implemented. Additionally I am very concerned that there is a complete lack of detail on this , why is their thought there is a thought that there is a huge issue in Parkanaur Ave and indeed the wider proposed Thorpe pilot areas. I also believe it is disingenuous of the council to force residents of the proposed Thorpe pilot areas to accept these measures supposedly on a trial basis, when the reality is that more likely than not, that once this work is completed it would not be removed. Where is the proof that these measure in the proposal are needed? I submit that the council must not proceed with these measures in the Thorpe proposed pilot areas in the absence of any proof that such actions are required and necessary.
8	The residents of Thorpe Bay via the conservative party “through out” very recent proposals in a democratic way. This consultation is very biased towards “we will have a pilot” leaving no room for rejection or counter proposals. I'd support looking at school areas asking school parents and immediate vicinity residents their views. Good work has been done with barriers being manned at school opening and closing times we need no more. The Council Executive failure to be unbiased leaves room for complaint to the Local Government Ombudsman as poor a consultation as I've seen.
9	Please note I have chosen option B under protest as my preferred option of no change has not been offered to the residents. The Council should be in no doubt that the Thorpe ward this scheme is unnecessary and very unpopular.
10	Yes, there is no need at all for these proposals – total waste of money – council seem to be ramming this down our throats when the majority of people are totally

	against these proposals – leave it alone – totally unnecessary – ridiculous idea. Option B is the best of a bad job.
11	We do not believe either option is necessary, this is a very quiet area with very limit traffic.
12	I would say we have been through this before, majority of residents do not want any restrictions or humps, numerous signs everywhere. Majority of roads on estate don't warrant this scheme only on the 3 roads mentioned earlier (Station Rd/Burges Rd/Maplin Way) Could you not install speed cameras – a more sensible idea brings in money and those that speed have to pay!!
13	We need to do something about speeding. Accidents need to be reduced. The drivers around here do not have clue about safe driving
14	Improve pavements to encourage walking and ban cycling and e scooters from the pavements
15	There are no problems in the proposed area, as already quiet and very safe. The surrounding roads ie Thorpe hall ave, station Rd Maplin way and Burges road all need calming measures
16	There should have been a third option in question 1 for No change. The main area of the pilot is very quiet for traffic except for Station Rd, Burges Rd and Thorpe Hall Ave and frankly I fail to see why so much money and effort should be made in an area where there is not an issue. There must be areas of the City which have a much higher priority for road safety improvements.
17	The junction of Parkanaur Avenue and Fermoy Road has had many accidents/crashes. Mostly cars written off/badly damaged but not serious personal injury. It does need speed reduction of some sort. Part of the problem for the top end of Parkanaur is shoppers coming round from The Broadway and speeding up along top section of Parkanaur to Station Road
18	I think the scheme will be good.
19	We do not want speed humps or bumps or cushions
20	Slower speeds will result in cars remaining in any given area for a correspondingly longer time and thus emitting exhaust gases for that longer time, result no appreciable reduction in pollution. 20 mph is excessively slow for modern cars and will result in traffic remaining in designated area for a correspondingly longer time which defeats the object of the exercise. The focus should be upon those who exceed the existing speed limit. Why should existing offenders take any more notice of a 20 mph limit than the existing 30 mph?
21	Lower end of Parkanaur is quieter & less of an issue, but clearer signage & road markings needed at all junctions in this area. The stretch where I live sees many speeding drivers mainly exiting from the Broadway onto Fermoy and then turning left onto Parkanaur. Speed bump/s is necessary here as well as 20MPH.
22	I have lived in Wyatts Drive for over 35 years- there has NEVER been a serious accident- what makes the council feel there is a problem there?
23	Speed pillows seam unnecessary. A 20 mph limit would be fine with no alterations to current road layout. Speed camera on thorpe hall avenue would help by golf course and to stop overnight parking in camper vans! To free up the road
24	This is akin to using a sledgehammer proposal to crack a peanut-sized issue. One of the biggest problems with 20mph limits is that almost nobody obeys them. Official Government statistics show that in 2021, 87% of drivers broke 20mph speed limits. Compare that to 30mph limits, where 51% of drivers exceeded that speed, and it's clear that compliance in 20mph limits is poor. Furthermore, changing a speed limit to 20mph from 30mph brings about only a very small reduction in speed. The 2018 study for the DfT – described at the time as “the largest, most comprehensive and sophisticated study into the effects of 20mph speed limits to be undertaken in the UK” – found that drivers’ median speed fell by just 0.7mph in residential areas, and 0.9mph in city centre areas where limits had been dropped from 30mph to 20mph.

	<p>The study also found “no significant change in short term in collisions and casualties in the majority of case studies”, while reporting that the majority of residents “have not noticed a reduction in the speed of vehicles, and do not perceive there to be fewer vehicles driving at excessive speeds”.</p> <p>The same study found the introduction of 20mph limits increased journey times by 3% in residential areas, and 5% in city-centre areas.</p> <p>Another issue surrounding 20mph limits is that because they are so widely flouted, they have the potential to help to undermine the rules of the road. After all, if almost everyone is breaking the law, what does that say about the strength of and respect for the law on a wider basis?</p> <p>The only way to enforce this pointless overkill of a policy is to use the police to address actual crimes instead of taking the knee & winnowing through social media for so-called ‘hate’ crimes. If they did then perhaps the following results of police enfeeblement in Southend over the last three years might make for better reading.</p> <p>What percentage of crimes in Southend-on-Sea are left unsolved?</p> <p>Robbery 93%: 666 out of 716 unsolved</p> <p>Burglary 94.1%: 2,439 out of 2,592 unsolved</p> <p>Personal theft, such as pickpocketing 97.7%: 476 out of 487 unsolved</p> <p>Bicycle theft 97.8% : 962 out of 984 unsolved</p>
25	These proposals need to be installed soon.
26	<p>This is absolutely not needed and believe the strength of feeling in local community should not be underestimated.</p> <p>I have selected option ‘B’ as a preference of the two options, however, it should be noted this is under duress, as I feel strongly that the consultation should have had the option of ‘take no further action whilst more data is gathered’. This would be consistent with other local consultations in Southend.</p>
27	<p>I am extremely pro the proposals for physical traffic calming measures.</p> <p>The straight road/grid nature of the road system in Thorpe Bay is conducive to speeding traffic. Physical calming measures would make it a safer area for other road users/ pedestrians and by their nature create a mindset shift for drivers who would have to take action consciously to comply.</p> <p>The top end of Parkanaur 119-145 is especially vulnerable to speeding traffic from the one way Broadway wishing to get back (quickly) onto Station Road as well as traffic at full speed travelling up from the south, on a long straight road.</p> <p>Speeding issues at the north end of Parkanaur appear to be a greater challenge than the southern end and combined with this stretch being used as over flow parking from Broadway users, creates a very risky combination to pedestrians, cyclists, pets and residents alike.</p> <p>Thank you very much for the opportunity to submit feedback.</p>
28	I do think this pilot is a waste of public money which could be elsewhere.
29	I cycle & walk a lot & speed is a real problem when on my bike. Air quality not good in hot or foggy weather. Can something be done to make drivers more careful when overtaking cyclists! Nearly always too close & scary
30	The areas selected do not have a major problem with excess vehicle speeds. There are other adjacent areas/roads which have more issues with vehicle speeds than the area selected for the pilot, surely it would be more beneficial to conduct a pilot scheme there. For example Woodgrange Drive, Lifstan Way, Station Road, Thorpe Hall Avenue, Maplin Way and Eastern Esplanade.
31	If you are worried about speeding you should consider the top half of Kensington rd where cars cut through there at a fast pace. Thorpe bay is a fairly elderly residential

	<p>area and quite frankly I haven't seen anywhere the residents are speeding in fact most are elderly and drive slowly anyway.</p> <p>Surely this money could be better spent resurfacing roads and ensuring road marking etc are adequate.</p>
32	<p>I consider this proposal to be a complete waste of time and money. Speeding cars are NOT an issue in this area and I seriously wonder if you know the area at all! Most of the traffic is learner drivers going very slowly and the level of traffic is very very low apart from a few roads such as Woodgrange Drive which are not covered by the proposals. The residents of the area are I believe against these proposals yet they are still being pushed through - I do not understand why. Thank you for your time.</p>
33	<p>As a resident, sadly I think the Council has decided this is going ahead regardless of what anyone thinks. So don't think I have much say at all (for example there is only Option A or B and no 'don't do anything' option). In any event, I am not opposed to SOME measures in targeted places but you are ignoring where crashes occur and the real reason for them - for example Parkanaur and Fermoy junction, which I hate crossing as it's such a blind spot. That needs more than just slowing cars down, it needs the bushes cut down or higher foliage not at eye level put in.</p>
34	<p>Please monitor traffic speeds in Leitrim Avenue, particularly between Maplin Way and Ulster Avenue, before a serious accident occurs. Some cars are travelling at speeds of at least 50 mph in this section of the road where there are bends.</p>
35	<p>Speeding is also an issue on Thorpe Hall Avenue and on Thorpe Esplanade.</p>
36	<p>I'm very much in favour of raised areas at all junctions in effort to try to stop speeding traffic just shooting across. However if you do not have measures in place slowing traffic down prior to getting to these raised areas vehicles could well lift off when they reach them if they have not been slowed when they get to them. That in my view makes the issue a whole lot more dangerous. The other point to bear in mind is that the side roads in Thorpe Bay are heavily used by children both in the morning and late afternoon when going to and from school.</p>
37	<p>Regarding point 9 above curtain couldn't cycle or walk more , but am likely to do both less with the unsafe roads.</p> <p>Just get on with it, it's a positive scheme unfortunately derailed with scaremongering tactics, a scheme that could already have been implemented. I walk from Parkanaur Avenue, via Burges Road, Shaftesbury Avenue, Wyatts Drive. Thorpe Hall Avenue, Johnstone Road, twice a day with the dog, I also cycle most days, the speed and manner in which people drive around this area is frankly frightening, Maplin it is little wonder so many cycle on the pavements with the attitude and speed of residents who abuse the the rules of the road.</p>
38	<p>Use of speed cameras on the major routes or at least radar speed indicator signs.</p>
39	<p>Needs to be done sooner than Later</p>
40	<p>I do not agree with any of the proposals - put it to a residential vote!!</p>
41	<p>I'm worried that if Station road is given a 20mph limit then people will use Barnstable instead. Barnstable has the back gate of Bournes Green school on it and lots of small children walk along it, so it's not a good idea to increase the traffic here.</p>
42	<p>We feel that cameras and fines are a greater deterrent to speeding than any signs! In France there are many 30km (20mph) in residential areas plus cameras that send fines direct to the drivers' addresses. We lived there for years and so know that it works well. Also a good income for the local council. Maplin Way is the road that needs the most enforcement as it's straight and cars use it as a motorway!</p>
43	<p>These proposals are taking a sledge hammer to crack a nut. With the exception of perhaps Burges Road, traffic volumes, in the residential streets of Thorpe, certainly in Wyatts Drive and Colbert do not warrant this type of measure. You should perhaps be concentrating your efforts on Thorpe Hall avenue which carries a far</p>

	greater volume of traffic?? This is simply a pet project for certain members of the Council!!
44	I have selected option 'B' as a preference of the two options, however, it should be noted this is under duress, as I feel strongly that the consultation should have had the option of 'take no further action whilst more data is gathered'. This would be consistent with other local consultations in Southend.
45	Adding speed bumps etc will cause vehicles to accelerate between them creating more air pollution and an increase in hazards and accidents.
46	<p>Assurances were given that a third option of 'Do Nothing' would be on the consultation. That is my preferred option. This has not happened. There is no need to calm the traffic in this area - as proven by Southend's own council research in 2018. There is NOT a school in the area outlined for the pilot scheme. If you want to try this scheme with a school try using Southchurch which actually includes Greenways School.</p> <p>It states a 'pilot' scheme but no funding appears to have been set aside to remove the changes if unsuccessful. I believe the changes will be permanent by default. No reference has been made in the Thorpe proposal about maintaining parking spaces so speed bumps will end up removing some parking which can still be an issue around here just as it is in Leigh - which is protecting parking spaces.</p> <p>Have the blue light services been consulted?</p> <p>Have you considered the fallout effect on nearby roads that are not reduced to 20 and how traffic will increase in those areas?</p> <p>Have you considered the roads at the edge of the pilot area such as Thorpe Hall Avenue and Maplin away that do actually have speeding issues unlike the roads within the scheme?</p> <p>I object strongly to all parts of this consultation and do not wish for any changes to occur.</p>
47	Listen to the view and points raised by the people in the area. This proposal is utterly against what people have said. This was devised by a corrupt self serving Ron Woodley and is utterly disgusting this has even got this far
48	I have chosen Option B under duress. There is no problem in the Thorpe area and there should be an Option C, to do nothing whilst further data is examined. The proposed scheme is a sledgehammer to crack a nut and a terrible waste of money and disruption to life and desecration of the street scene. The school scheme in this area has done nothing to make people choose to travel by bike or walk ... the parents simply now park further down Burlescoombe Road than they did before, obstructing residents' driveways and causing hazards, which never happened before the scheme started. It is utter madness!
49	Waste of time and money
50	I don't believe that these roads need any changes. Why not tackle the dangerous speeding on Thorpe Hall Avenue? I've lived here since 21st June and there's been 2 car smashes within 100m of my property. Cars regularly sped past, clearly exceeding the speed limit. That's where traffic calming measures are needed not in quiet back roads.
51	None
52	I've lived here for 2 years and walk to the beach most days in all weathers, the main issues are footpaths along the seafront are not wide enough and the bike paths are rarely used. The funding for this could be used in other areas
53	<p>Option A appears to be a complete waste of public money, completely untargeted and I suspect inadequately costed, and has no provision for removal if proved unsuccessful. Option A would simply increase traffic a traffic speeds on the roads surrounding the proposed scheme. I would expect the resident of the surrounding areas will mightily upset if this Option is chosen .</p> <p>Option B appears to be less wasteful, but still contains plenty of waste.</p> <p>I drive through a 20 mph zone on my daily commute, it is completely ignored by</p>

	<p>almost all road users. As for encouraging cycle use - absolutely no difference. As our local Police force cannot manage to solve the vast majority of Robbery and Burglary incidents, it is fanciful to think a new 20mph limit will be enforced by the same force.</p> <p>My preferred option would be the option to do neither, and I am surprised that the council has not chosen to give residents the option of neither scheme in this consultation given the already well known opposition to these proposed measures. I suspect that the residents views will be noted and then ignored.</p>
54	Walton Road is a rat run for cars coming from seafront and Roslin hotel- this road needs traffic calming measures too
55	I have selected option 'B' as a preference of the two options, however, it should be noted this is under duress, as I feel strongly that the consultation should have had the option of 'take no further action whilst more data is gathered'. This would be consistent with other local consultations in Southend.
56	Could the proposals also consider road narrowing which again reduces speed rather than speed bumps which can cause vehicle damage
57	Why is there not a do nothing option as I have never encountered an issue with speeding in this area? I have only selected option B as this is the lesser of two evils.
58	<p>This "pilot" is a complete waste of tax payers money. Option B is the lesser invasive option, however it should be re thought or scrapped.</p> <p>Why would a speed cushion be required in the Broadway when the only cars that travel down that road are actively looking to park on the Broadway? They aren't speeding to do this and are barely doing 20mph.</p> <p>The residents of this estate do not speed, they put up with numerous learner drivers, learning to drive in the area who themselves do less than 20 mph. Please please please re-consider the need for any speed cushions apart from Station Road, where a speed camera might be more appropriate.</p>
59	Cancel this silly restriction. There is not a problem here. Waste of our money Reduce the Rates instead.
60	<p>I have chosen option 2 as I have not been allowed my preference, which is no speed bumps. This proposal is overkill, unnecessary and expensive. There are only two roads that experience problems and so affecting the whole area is ridiculous.</p> <p>As someone who has lived in Thorpe Bay for over 60 years, I can state that the traffic in the majority of the roads is not high enough to justify these proposals. If they are put in place the late night speeders will simply move to another road. Focussed policing at these times would be much more effective.</p>
61	Never have I come across a more stupid waste of public funds. And that proposed by a councilor I thought worthy of respect. The man has entirely lost his common sense due to a few people moaning about noise and a one or two unfortunate accidents due to completely idiotic behaviour, which a 20mph limit would have had no effect on.
62	I have selected option B from the two options. However please note I don't like either option given as I feel strongly that there should have been a third option 'to take no further action whilst more data is collected'. This would be consistent with other local consultations on Southend
63	I am very much for the speed bumps or limiters. I've witnessed too many accidents. Thank you.
64	Humps in the road are extremely uncomfortable for people with back problems and 20 mph zones are a waste of money erecting signs and road calming humps when there is not a problem with speed
65	This is overdue -should have been done years ago
66	<p>i think careful consideration of these 20 zones and speed limits need to be taken. for example Wyatts drive is a very calm road and i have seen NO speeding issues, this is a waste of money implementing this on this road. in general we feel in Thorpe Bay people drive with care</p>

67	This proposal is waste of time. There are more important things that Southend council need to consider such as improvements to the high street and creating a better town (city)centre.
68	a 20mph speed limit is pointless, people don't observe the current 30mph speed limit. We need speed bumps or another traffic calming measure that forces drivers to slow down.
69	I do not think it is a big issue with speeding in these back roads, just some raised platforms at the entrance would be enough
70	No
71	I don't feel that any speed measures are needed in a quiet location with not much traffic to start with. They would be better served nearer Thorpedene school Delaware road area. I live on Burges road for 12 years and have not witness any speeding.
72	Why are there only two options - many more are possible! Having lived here for 45 years the only issue really is that the junctions on Johnstone Road are not noticed by bad drivers. The area is not prone to speeding vehicles any more than other areas in the City and crossing the road is easily achieved at all times of the day. In the City of London most roads are now 20mph and this is achieved with road signs and cameras. I do not think raised tables and humps are necessary and indeed are a waste of money.
73	If there is an issue with speeding try enforcing the existing limits first! I'm concerned that the proposed Table Junctions and Speed Humps will have a detrimental effect on my vehicle suspension. Road safety is the responsibility of all users, not just drivers. Today someone on an electric bike pulled across the road in front of me without looking to see if anyone was there for example. What are you going to do about things like that? If you have funds to waste on such nonsense perhaps doing something about the state of the roads would be a better use of the money. This survey is going to be a waste of time as we all know the answer, it will be what you want!
74	I am in favour of the proposals, however a 3rd option for Q1 would have been a nice addition, something like, 'Not in favour of 20mph proposals' - this would allow a truer picture of views in the area. Otherwise how do you register you are against this?
75	visibility needs to improve with the removal of trees at junctions
76	The nutters that drive too fast ignore the current speed limit so what makes you think they will take notice of the 20 mph limit. You are, again, tackling the wrong problem. You are doing something that is easy rather than getting to the root cause of the problem. Normal residents of Southend are just people getting on with their lives, a 20 mph limit just makes it harder for them. Tackle the real problem of the nutters that drive dangerously
77	Please don't put in traffic calming measures they just wreck cars and people still speed. It's a waste of money and time.
78	Why are you wasting money on an issue that is only an issue of the Council and Ron Woodley
79	Speed bumps/humps and cushions are totally unnecessary and unduly obstructive and expensive to install and will only serve to increase ambient traffic noise. Speed tables at main junctions acceptable and probably useful.
80	The Burges Estate is a relatively quiet road which is why we see lots of learner drivers here. Traffic calming measures on these roads make no sense.
81	I cycle on these roads and I'm quite a competent cyclist. I also drive on these roads too. I do the speed limit however I have cars almost sat in my boot because I'm

	"going slow" and that's at 30mph! So if you were to put something like this in place you need to have it monitored on some way. Speed cameras etc. Especially down Thorpe hall avenue. That road is dangerous! I live on the garrison and it's 20mph on the whole estate. Very few people do the speed limit on gunners rise as the speed bumps stop outside no 29! If you put signs in they will be ignored. You need the calming measures also.
82	<p>I feel the speed tables along Acacia/Station Road are a terrible idea How will the buses cope? Each speed table will cause me to have back pain and I think completely unnecessary The only road needing attention is Burgess as it is used as a shortcut behind the Seafront The majority of roads are quiet residential roads with no need for speed calming Restrictions along Station Road/Acacia Drive will move traffic to Barnstaple Road(a road in need of highway repairs and next to a school) Or to Burlescoombe Road with same school and a school street The through traffic will just move the north part of Thorpe Bay This is a poorly thought through scheme presumably for the benefit Burgess Estate residents ignoring the problems that will be caused North of the railway line I do go to Thorpe Bay Broadway most days by car My mobility issues mean that I shall never be able to walk there or cycle there, and I think making access harder for the older and more immobile citizens is not much of a plan especially given the number of retirement bungalows in both North and South Thorpe Bay I hope to see the scheme around the Broadway removed from the plans</p>
83	I am absolutely fore speed restrictions/speed humps and look forward to these being installed.
84	No
85	The speed limit is simply not the problem. Few people object to cars driving sensibly at 30mph. The problem is the number of cars which completely ignore the speed limits and race at 50 or 60 mph. They need catching by the police and prosecuting. A lower speed limit would do nothing except perhaps to annoy and incite more people to ignore it.
86	I decry the lack of a third option - do nothing. I walk and drive in the proposed area everyday, I never seen any speed issues. I see no need for any change. very few vehicles drive around this area; residents, learner drivers and delivery vans. the road marking in many places are worn away almost completely and some signs have faded badly too. these urgently need repainting and replacing. there is so little traffic I cannot see how spending £400,000 can be justified at all.
87	I think reducing vehicle speeds along the sea front, and in Thorpe Bay will improve safety and encourage walking and cycling. A 20mph limit is not unreasonable, but I am not keen to see extensive and expensive roadworks to achieve this. 20mph signs and then use speed cameras
88	There is not enough of an issue to warrant a 20 mph zone
89	<p>Wyatts drive is a very quiet area with minimal speeding or traffic disruption. The benefits and inherent costs of traffic calming measures need to be justified. The current proposals are too general and should only target areas where continued high level speeding can be clearly Evidenced. Re question 9 about cycling /walking more if there is less traffic- a yes/ no option is not representative .no evidence has been provide to suggest the amount of traffic is likely to reduce with traffic calming measures. This is a residential area primarily used by residents and not a main thoroughfare. The question also assumes that cycling/ walking is limited purely because of the perceived traffic in this proposed calming area.</p>
90	Totally unnecessary proposals spend more on potholes and pavement

91	I live on Burges Road, feel raised junctions/speed limit is necessary down this road, or certainly at either end where it joins Thorpe hall avenue and Maplin way, but the minor roads in the Burges estate do not need physical bumps, this would be a complete over reaction.
92	A 20 mph limit in Richmond London has had a major effect on safety of schoolchildren travelling to and from school. Anti social behaviour (gross excess of speed limit) has not been totally stopped but most drivers keep to the imposed limit.
93	Colbert Avenue has a very acute bend at the south end, parking bays have been painted , when these are full and you are driving south towards Church you cannot see oncoming traffic until it is too late and then somebody has to reverse up, confrontational. Not helped by the trees that have been planted on the east side of the bend, when they get bigger it will make it more dangerous.
94	Speed limits alone are not enough - obstacles in road to slow down traffic is needed and/or more cameras
95	I am totally opposed to this proposal
96	I think it is a great idea to introduce speed limits and traffic calming measures especially for the safety of my children who walk to school every day.
97	As a resident I completely disagree with this proposal in its entirety. The driver for this appears to be based on a false assessment and highly challenged assessment that residents in the area have concerns that warrant this unnecessary expense. The survey itself is heavily drafted to push residents into one of two options with no fair option to reject the proposal. This is an unwelcome, unnecessary and heavily challenged action by the council.
98	There are high percentage of elderly people in the Burgess Estate area and crossing the road can be frightening when impatient drivers are speeding.
99	I disagree with both 20mph schemes, as there has been no evidence provided to explain what problem you are trying to solve. a pilot is expensive and unjust when budgets should be spent elsewhere in the area. If this happens and fails to achieve anything the council would blame budgeting constraints to not remove the measures - totally against the proposal.
100	Stop wasting money and drop the proposal.
101	A pedestrian crossing is needed in Station Road, somewhere near the junction with St James or St Augustines Avenues near the retirement blocks. I would also suggest traffic islands could help in both making crossing roads easier and safer, and in slowing vehicles by stopping them driving down the middle of the road, for example in Marcus Avenue both sides of the junction with Fermoy Road.
102	Several years ago, a fatal accident that killed one young person and injured several others, occurred outside our house and was caused by a speeding motorist. Since then, other serious accidents have occurred in the area proposed by the pilot scheme. In addition, we are frequently disturbed by the noise of motorists speeding up and down the streets in our locality - the wide, straight long avenues being an incentive to speed. Finally, we also noticed during lockdown that the air quality in the area significantly improved as there was less traffic on the roads at the time. Given the above, I am certainly in favour of a 20mph Zone being trialled in the locality.
103	Something needs to be done as there have been too many accidents over the years. We can hear high performance cars and motorbikes - particularly at night and weekends using the area as a race track.
104	I think these measures are not necessary. A 20mph area with signage would suffice, not tables and humps. There is one junction that is particularly bad, Maplin Way, with Station Road and Delaware Avenue. There are areas where zebra crossings should be introduced, particularly the Broadway and an extra one in Station Road. These appear not to be under consideration for this pilot scheme but it is certainly where money would be better spent. The roads within the boundary are relatively

	quiet, especially those that go from east to west like Johstone (where I live) and Fermoy because traffic has to give way every few yards. I would agree though, that 20mph is a sensible limit
105	Burges Road has become a speed way so something is needed to slow traffic
106	Everything is in place , eg electrical power to existing street Give Way signs etc to simply add yellow flashing warning lights to show each junction. These need only to start flashing when any car approaches a very simple problem solved with a simple solution. Raised platforms of any description do not work and should not be considered at all. They create more noise and damage and will encourage cars to accelerate away from platforms.
107	Please consider speed bumps and tables in Maplin way to reduce dangers drivers. The speeding and noise nuisance in Maplin way is intolerable as most residence are in their later years and find even crossing the road difficult and dangerous.
108	There are no issues with the traffic volume or speeds, or problems for pedestrians and cyclists in the proposed pilot area in my experience. I would like to state that such expenditure is unnecessary in Thorpe Bay when funds could be reallocated to areas with greater traffic volume and speed issues. Royal Artillery Way has frequent speeding vehicles and dangerous undertaking events on a daily basis in my experience.
109	Don't do this
110	I try and cycle with my children to school at least once a week and also to Garons at the weekend and im regular abused as are my children by motorists, who feel my 8 and 10 year old children need less room to cycle in the road. Im also met with vehicles driving past us in both directions at incredible speeds. Also worth noting since the parking restrictions on Colbert Avenue have come in there are faster speeds in this location now. I wonder if the scheme have considered partial road closures with Tree planters in the road on Burges Road as the major of vehicles using this road is a cut through from Church road to Thorpe Hall Avenue and vice versa. This route could easily be achieved via the seafront. Im so pleased this scheme is coming forward as currently I don't feel safe to have my children go out on the road on there own. Keep up the great work
111	I don't feel the proposals are necessary
112	This issue was voted upon some months ago and the proposals were put to bed once and for all for no change to the status quo. The council should address the shocking state of the footpaths throughout Thorpe Bay instead of trying to railroad through this insane scheme
113	chose option b as its a sensible start and must be given a chance.....option a sounds like someone has already made up their mind that a lot of bad driving occurs which i disagree thorpe bay gardens was clearly being used as a race tracki am not aware of this spreading to other roads in Thorpe bay
114	Dont even agree with the 20mph limit. 30mph is fine it just needs to be enforced. Put cameras or regular speed traps on Burges and Maplin Way in particular.
115	this is not a legal consultation all rules have been broken to enforce schemes which the vast majority do not want, there should be an option c - do nothing no cost has been shown in the consultation but now we are in a cost of living crisis not a single penny should be spent on road calming , speed humps which cause misery for peoples lives and do nothing to prevent those who want to speed from doing so , this is simply a mad scheme devised by the few !! not a single ounce of evidence has been put forward from the council or police and there is absolutely nothing not a shred of evidence to support this whole proposal
116	The danger areas are at junctions and that is why I favour the raised table option with signage. That said, I think there might well be a case - should option B not fully solve the issue - that Option A's speed humps could selectively be added on some of the lengthier stretches of road.

117	<p>Barnstaple road, whilst not in the zone has an issue with cars driving too fast when taking our children to school at Bournes Green. There have also been numerous crashes at the junction of Barnstaple and Thorpe Hall Avenue. Please look at this road as well.</p> <p>Speed humps just cause drivers to brake suddenly then speed up, causing extra noise and vehicle damage, creating extra pollution as they accelerate, at the detriment of residents and other road users. Other than the speed humps, I don't really have an issue with the proposals.</p> <p>I would like to see more provision made for cyclists.</p>
118	<p>Speed bumps create more pollution and noise due to vehicles speeding up and down again. A bump in Fermoy Road at the end near to the roundabout with the Broadway would cause traffic chaos - there are parking bays there for the shops and deliveries stop there too regularly and so it is an area where the traffic is slow anyway and always having to stop and let people through. The additional bump would make things even trickier. A cushion in the commercial area of the Broadway whilst a good idea for accessibility when crossing (I cross there regularly with two small kids) doesn't seem that useful for speed - the cars there are always looking for parking spaces and travelling quite slowly. I avoid the road to travel to and from our home as it takes ages to get through. The area around Barnstaple especially the Thorpe Hall Ave junction and area by the train station where many children walk to school is quite dangerous - I've witnessed accidents and near misses many times there. The cars travel fast on a poorly maintained part of road which is narrow. Also there could be major improvements around cycling in the area - a lane in Thorpe Hall Ave would be great and better crossing options at thorpe hall ave by the roundabout with woodgrange / station road - crossing there with children to go to school is quite challenging. I've seen lots of people not realise that the roundabout at the end of the commercial area of the Broadway is one - they end up going the wrong way round it and/or up the Broadway the wrong way.... This happens fairly regularly. Perhaps some signage might be useful?</p>
119	This is a waist of council tax payers money!!
120	I believe that with sufficient signage it would not be necessary to go to the extremes of adding speed tables and humps within the areas. This option should at least be trialled before spending huge amounts of money to install the speed tables and humps.
121	Surely, if the Council is going to spend £400,000 to improve our roads, Safety has got to be the first objective. Why produce statistics about accidents and list the 50 most dangerous roads to spend the money on "class" rather than necessity & common sense.
122	I am against both of these proposals, where is the evidence that there are relevant issues that need addressing ? Money would be better spent repairing & maintaining our roads/potholes etc If the Pilot scheme fails it will very costly to redress !
123	No
124	Thorpe bay garden residents need to be heard and not controlled by an Eastwood council member
125	I agree Option 2 but without reducing the speed limit to 20mph. Change "Give Way" signage to "STOP" signs and install raised tables at cross roads, the speed limit is not the issue. As with all roads, some cars will always speed but if vehicles kept to 30mph it would not be a problem and those who do speed would also speed with a 20mph limit. The raised tables would serve to slow the traffic down
126	I agree with 20 mph limits outside schools but other restrictions or road humps should not be considered in the area. It is not a busy area anyway. The reduced speed limit will increase pollution and noise, as car engines are less efficient at 20 mph speeds. I own classic cars and road humps can cause damage to the exhaust on my car as the car is lower to the ground. Why have these roads been chosen, as

	the majority of them are very quiet anyway and not much traffic uses them. Think the financial resource could be put to better use.
127	As a life long resident of Thorpe Bay who has attended a number of residents meetings recently, which also included some members of the council, you will be aware that there is NOT a strong objection to the 20 mph speed limit, providing it is controlled by non physical traffic measures. The use of speed humps, speed tables and any other physical measure will be strongly opposed by the council tax paying residents of Thorpe Bay, as this will spoil the fabric and feel of a much loved residential area, as well as wasting valuable public financial resources. Maybe the use of speed cameras and some old fashioned policing could be the answer, as well as revenue raising?
128	There is absolutely no need for a 20mph speed limit in the area, 30mph is safe enough
129	a ridiculous waste of time and money ..A political gambit
130	The minor residential roads leading off Burgess Road do not have speeding issues. 20 mph definitely required past schools. Speeding issues are Thorpe Hall Avenue particularly heading north from the Woodgrange roundabout, Station Road, Maplin Way, Woodgrange Drive, Burgess Road. The Willingale Way junction with Thorpe Hall Avenue and Barnstable is particularly dangerous with lots of accidents there. Thorpe Hall Avenue definitely requires anti speed measures
131	I completely disagree with this proposal and it is being done against my wishes
132	<p>These questions are not appropriate for me to answer as I rarely visit the area. I am a lifelong resident of Southend and I know this area, which has many wide roads and good sight lines. The default use of humps and speed tables causes damage to vehicles with low ground clearance and increases wear on the tyres, steering and suspension.</p> <p>I have experience of the 20 zone in Westcliff north of A13 and between Fleetwood Avenue and Southbound Grove. Every scrape on the hump represents damage to a vehicle. I refuse to use my car there unless absolutely unavoidable.</p> <p>The national default speed of 30mph allows that speed when conditions are appropriate. It is not a target. Humps and ramps penalise careful drivers while having little to no effect on the inconsiderate minority who think it's their right to charge around at will in their large SUVs and posing machines. I do not need a speed limit to make me drive at an appropriate speed in such areas. I do not support the 20 zone.</p>
133	Speed Bumps and Islands will transfer traffic to Barnstaple Road and Burlescombe Road just moving any issue. Pedestrian islands on Thorpe Bay Broadway would aid safety.
134	no more speed bumps in Southend
135	After attending the meetings with the council members in attendance , it was discussed and reviewed over a period of weeks re the speed and restrictions needed . The 20 mph is not the issue , we all want safe roads and I for one have no issue with drivers reducing their speed round the town to 20mph. However, It should be enforced by speed cameras and the police. Speed humps are expensive and and eye sore , surely our streets do not have to be carved up to see if we can all abide by the law.
136	I don't think the Scheme is needed but better policing of the traffic in the area is essential. Maplin Way should be part of the Scheme as this is where speeding is really an issue. The road layout at the North end of Maplin Way (with the bridge, Station Road and Delaware Road) is dangerous and I believe the money would be better spent on improving safety in that area.
137	Politically motivated by Mr Woodley ???
138	It is time that the Council took action on this issue; speeding vehicles and motor cycles along Marcus Avenue frequently travel in excess of 50 to 60 mph between the junctions of Burges Road and Station Road

139	Traffic calming will be more noisy waste of essential funding, cyclists cycle/ electric scooters on the pavement just go down the Broadway to see that, making it unfriendly for pedestrian
140	Putting 20mph signs up is a waste of money as speedsters will ignore them. Ask Maldon council who tried them & they were ignored. Also see how many drivers ignore the 50mph signs on Royal Artillery Way until they reach the camera. Physical barriers are all that will deter speedsters as in Rettendon & North Benfleet. I believe you are trying to treat the symptoms not the cause which is the long queue for traffic from Shoebury at the roundabout at the junction with Thorpe Hall Avenue with Royal Artillery way. I believe traffic lights there giving traffic from Shoebury priority could reduce traffic using other roads & thus speeding.
141	You are placing this in the wrong area, there are more important local areas for this to be done
142	I have written to. Duddridge and the council. On several occasions...please address speeding on Thorpe Hall Avenue. Even the police say it is an issue!!
143	A complete waste of £400,000. Return the money to the taxpayers. It's very much needed during this cost of living crisis. This kind of scheme just results just results in the electorate losing confidence in the local council. Where is the option to abandon the scheme altogether? This would be just the start if it went ahead. We'll have speed bumps and 20mph limits all over the borough. If you want to reduce traffic levels, why not implement parking charges for those who park on the highway, and fine those who park on verges and the pavement?
144	Speed bumps only increase pollution. If you want to reduce the speed of traffic, then install speed cameras.
145	This area is not in need of this proposal. I live in Caulfield Road which has both a 20mph speed limit and humps in the road and cars fly down! May e think about that instead of an area that is not in need!
146	<p>I'm bemused that this pilot scheme has even been suggested, why?</p> <p>I reside and drive and walk within the areas (Station Rd to Johnstone Rd and Johnston Rd to Thorpe Bay Gardens) daily. I've observed cars exceeding the speed limit in Thorpe Hall Ave and Burges Rd. but it appears these two roads aren't even included in the scheme!</p> <p>At the junction of The Broadway/Fermoy Rd. there is a problem at night and the early hours of the morning where some drivers rev car engines loudly at the roundabout then take off at high speed screeching along the length of the residential section of The Broadway. I would say this is the only toad in the proposed scheme that would benefit from calming measures.</p> <p>I am also bemused that Shaftesbury Avenue is included in the scheme, it's a narrow road, always full of parked cars so I doubt cars can be driven at high speed here. Generally the roads in are really peaceful with minimal traffic. I feel safe and drivers are careful and considerate, which is why we moved to this area.</p> <p>I feel the pilot scheme is 'using a sledgehammer to crack a nut' and a plethora of unsightly road signs and speed bumps will visually destroy and urbanise this attractive, tranquil and verdant area which Thorpe Bay is known by.</p> <p>Surely it would be more cost effective to initially trial the three roads of concern, if indeed it's thought necessary.</p> <p>It is short sighted to incorporate so many roads into the scheme, thereby harming the character of this delightful area, possibly forever, where mostly there doesn't appear to be a problem. I have opted for Option B as it appears to have less speed bumps and is less visually intrusive overall, lets hope common sense prevails.</p>
147	i think reduced speed at school times would be acceptable around the accompanying area but not for all the rest of the time the area is not that busy and this is a total waste of tax payers money

148	Only Burges Road needs calming. It is farcical to fit Barrowsand (only 100m long) ,with 2 speed bumps! Lewis Hamilton would be pushed to speed here! You should have an additional option 3 -No change, to this questionnaire.
149	I fully support any proposal put forward by the council to reduce speed and to make roads safer in the borough
150	happy with the proposal B
151	Proposals completely miss the point and require withdrawing. Take action on Maplin Way and Station Road. Possibly Burges too. Thanks.
152	Raised entry tables at junctions work extremely well but humps in road do not. Humps cause vehicles to accelerate and decelerate between them and will actually increase exhaust emissions and noise. They also create a hazard for cyclists because vehicles cannot pass effectively if humps are placed between short distance junctions and the Thorpe Bay zone has a large number of these. Painting on humps also creates lower friction surface which is risk for cyclists. 20 mph limits should be encouraged especially around schools but the objective should be to lower speed without disrupting smooth traffic flow. Signage at entry/exit for the zone with painted roundels in between make for effective instructions to drivers and cyclists - too many signs too close together have been proven to cause confusion for drivers. Consider offsetting roundels, especially around double yellow lines in narrow streets - cyclists are safer on a consistent surface and can be at risk travelling over the painted sections.
153	Any reduction within the Burges estate would force more traffic onto Maplin Way, Burges Road where traffic levels are much higher and speeding more prevalent. Speed humps within the estate could hamper access by emergency vehicles, increasing response times.
154	I think the proposals are unnecessary and a waste of money
155	I don't consider any changes are necessary
156	Cameras, and more speed limiting signs could be of use.
157	Speeding an issue everywhere more implementation of reduced speeding ideas - whether it be physical or any other form the better .
158	A 3rd Option should be offered. i.e. NO changes to the existing road layouts and speed limits in this area. This proposed Pilot Scheme is a waste of taxpayer's money, and it is not clear what tools the council will use to measure how successful the pilot scheme has been after 12 months. Also, it will be unnecessarily disruptive to residents who live in the area.
159	I have not selected either option A or B as both are ridiculous. There is not a speeding issue in these areas it is the lack of adequate road marking and signage that may cause an odd bump. Learner drivers use these roads all the time so these proposals would have a detrimental effect on everyone. The roads that have serious speeding problems day and night are Maplin Way, Station Road, Thorpe Hall Avenue, Burges Road and the seafront. Maplin Way is like a race course, a long road with no junctions and adding speed calming measures to the roads inside the four boundary roads is only going to force more traffic onto the boundary roads. Money would be better spent on traffic calming measure in the four boundary roads where there actually is a very big problem. I often walk around these 'inner roads' day and night and rarely see a vehicle on a 20 minute walk so I urge the Council to scrap the current proposals, listen to the residents and look at the roads that have the problems. Many thanks and living in hope!
160	I don't agree with reducing the speed limits to 20. There is not a problem just a few idiots on the main roads that could easily be stopped if the will was there.
161	In my opinion Speed restrictions are not necessary in this area
162	both plans are a waste of time and won't stop the accidents caused by the drivers who ignore the existing plain to see road signs. I am against any further restrictions above the already in existence 30mph speed limit
163	This is unnecessary

164	Think that this proposal is completely unnecessary
165	A total waste of time and money and should be scrapped
166	I am concerned that your plan does not clearly show that Thorpe Bay Gardens is in the Zone. It must be.
167	20mph all back streets 30 mph station road with 2 speed cameras on station road
168	Speed limits need to be policed. No point having them otherwise.
169	No
170	Do not agree to any calming measures, speed limits or road bumps. Therefore neither of option 1 is required
171	My wife and I do not wish speed humps/ cushions or any other description for raised humps to be constructed in Marcus Avenue and so chose 'NONE OF THE ABOVE' in section 1. Problems that exist are as a result of existing speed limits being ignored and there is a lack of policing.
172	I prefer no speed bumps at all just a raised area at all junctions
173	none of the above - i do not want speed bumps. use money to reserfice roads instead
174	I don't agree with either proposal & consider that nothing should be done in Thorpe Bay. The money could be better allocated elsewhere. I'm a driver & apart from Maplin Way (where cars do speed) I feel that the current speed limits are adequate & that certainly "humps" are an unnecessary waste of council resources. I am also questioning why " do nothing" wasn't an alternative as previously promised by the council. As a resident for over 40 years I feel thoroughly let down & ignored.
175	Cannot understand why Thorpe Hall Avenue and Acacia Drive are not included in the scheme as cars travel too fast on these roads and I have seen accidents on these two roads, more than on the ones in the scheme. I walk around these roads every day.
176	Yes, I live halfway between the bend on Woodgrange Drive and Thorpe Hall Ave (nearly opposite Wyatts). I am surprised you have not included this stretch of road in your pilot scheme as the speeds drivers reach on this stretch of road are outrageous. I daily experience drivers nearly rear ending my vehicle when I brake to turn into my driveway and then have the audacity to toot their horns at me? There has been quite a few RTC's on the bend on the direction to Southend as cars are just speeding too fast.
177	I have selected Option B as a preference of the two options, however, it should be noted this is under duress, as I feel strongly that the consultation should have the option of 'take no further action whilst more data is gathered'. This would be consistent with other local consultations in Southend.
178	I do not consider there is enough of an issue to warrant the proposals and the council should use the money for more important things.
179	I resent a speed table in middle of St Augustine's Av. (from Station Road). Fumes and noise will be worse as cars slow down and then accelerate to go further. I dont mind at the beginning and end of the road... Please review. Thank you
180	Question 1 does not have the third option 'None of the Above' as promised by the Council multiple times!! This is an unfair and obvious move by the Council to do as they wish without giving residents a Fair say in the proposals.
181	I oppose the scheme. Having lived within Thorpe Bay area since the 1970s, I recall there only being 1 major RTA. The roads here are safe and the money would be better spent elsewhere in Southend. Thorpe Bay doesn't suffer speeding motorists. The proposed calming road obstructions make responding to an emergency call worse for ambulance crews. Point 2 stated our streets would be more vibrant... this would not be the case. During construction, they would be congested with workers, their vehicles and materials making the area more hazardous. Post construction, our streets would be

	visually less attractive, with more road signage. Having speed table/humps will increase brake dust in the air, actually increasing air pollution. The acceleration after the obstacles will increase noise pollution compared to a smooth uninterrupted drive. There has never been a traffic congestion problem in Thorpe Bay and no method proposed here will encourage people to use a bicycle. Placing speed humps along Station Road will slow down traffic, increasing pollution and will increase the number of vehicles on roads north of the railway line. I strongly believe this is a total waste of tax payers money, when there are so many other areas of our town which desperately require investment.
182	None of the proposed solutions is warranted in my opinion given the small scale of the problem. As above, the only road I ever seen dangerous speeding (in 10 years of residency in area) is Station Road - this could be dealt with in isolation - without the need to put in engineering works on every road on the estate.
183	I do not feel that it is necessary to implement any of the proposals put forward. The only accidents that have occurred have been at junctions. The majority of the residents are senior citizens, of which I am one. I have mobility issues and would not ride a bike or walk far in any event. The roads on the Burges estate are very quiet and I do not see the need for any of the proposals put forward. If calming measures must be implemented I would prefer to have just the raised tables at junctions and signage. We have two cars very low to the ground and think that humps over time would cause damage to them. With the small amount of traffic on the quiet side roads I do not think that the Burges Estate has an issue with air pollution.
184	I do not consider that anything needs to be done and this option is missing from the consultation. However if anything must be done I would support tables and appropriate signage at junctions only. With the quiet side roads I do not consider air pollution to be an issue. The only accidents that have occurred locally have been at junctions. Like most of the residents I am a Senior Citizen with mobility issues, and it is extremely unlikely that I will either cycle or walk far in any event. If speed humps were to be implemented I would be extremely concerned about the potential damage to either of my cars.
185	Whilst I have no objection to 20 MPH restrictions, "Sleeping Police" ie. bumps in the road are an extreme discomfort for disabled people. Speed cameras would be far more beneficial.
186	The scheme seems an unnecessary cost and waste of funds.
187	Husband partially sighted, so extra poles on pavements a concern, but would appreciate traffic calming at crossroads for safety of him and others.
188	Other than Burges and Station Roads the roads in the pilot scheme must be some of the quietest in Southend which is why motoring schools bring learners there. This is someone's pet hobby-horse but there is no justification for the cost or disruption that the scheme would cause. In 20 years I can only think of one serious accident. There must be a hundred other roads with greater problems.
189	I do not consider there is a speeding issue in Wyatts Drive so cannot understand why the council needs to spend money on traffic calming measures when the traffic does not need calming. Spend money on improving Southend Hospital instead!
190	As regular pedestrians in this area, we do not consider there to be any particular issue with regard to excessive vehicle speeds. There tends to be a disregard of Give Way signs at junctions. There is currently no problem to address with regard to pedestrian crossing in this area except in The Broadway shopping area, ie crossing between cars parked on both sides of the road and congestion in the road whilst trying to park. Vehicle noise would probably be increased by the introduction of speed humps. The only dominance of traffic in the Thorpe Ward area is in and around The Broadway shopping area. An area will be less conducive to cycling with speed humps in place.

	<p>Driving along a road whilst negotiating speed humps and parked cars can distract one's eyes from other dangers, such as cyclists, pedestrians and oncoming traffic. Option B - this is far more preferable than Option A as it does not contain speed humps. However, there is an imbalance in the layout of speed tables. For example Fermoy Road is far busier than Johnstone Road and yet has only one speed table compared to the proposal of four in Johnstone Road.</p> <p>Replace all Give Way signs with Stop signs in this area.</p> <p>Any reduction in speed limits will have no effect unless there is policing of these measures.</p>
191	<p>We don't want any Traffic Calming put into the area that we have lived in for over 30 years and if you listen to most of the People in the area they don't want this as well and please spend the money on general maintenance of the roads in Thorpe that need repairs</p> <p>and this hasn't been done now for such a long time</p> <p>just marking up the junctions so you can see the road markings will be a start</p>
192	<p>there will definitely not be less traffic. the amount of developments going on here there will only be more more. we live in a lovely quiet residential area and do not want it spoilt with all these ridiculous humps. we have no objections to the 20mph speed limit, if you have issues with a few area's/junctions attend to those but please do not flood the estate with all these humps. there is no option 'c' which would win hands down to have the 20mph with only humps where needed.</p>
193	There needs to be a third option as these two do not address the issues
194	Only that this is not a major issue and should not be turned into one.
195	the only road I can honestly comment on is Burges Road, it needs humps as just putting up a sign and road markings are not going to slow the idiots down who really speed along that road.
196	<p>I have selected option B under duress. It is not a fair, honest or open consultation as there is no option C to take 'No Action' until further data is collected and reviewed. It's a waste of money and other things require addressing such as road marking repainting which is practically non existent.</p>
197	<p>Re: 20 mph pilot for Thorpe Ward (Burges Estate) consultation</p> <p>We have received the letter from Neil Hoskins regarding the above consultation. We are writing to express our dissatisfaction with the consultation process for the proposed traffic calming measures in Thorpe Ward (Burges Estate). Residents were previously assured in Open Council, by Steve Wakefield that the consultation would be open and fair and include an option to 'take no action until further data has been gathered to support any measures'. There is no such option included in the Thorpe Ward survey, as promised.</p> <p>Our only option is to select Option B (the option with the least impact) when completing the survey, in the absence of a third, 'take no action' option and register our objections in the free text boxes.</p> <p>We have lived in Tyrone Road for 7 years and are well acquainted with the Burges Estate environment. We would like to stress that in our opinion no traffic calming measures are required in Thorpe Ward and the funds could be much better utilised elsewhere. For example in repairing the uneven paving slabs on our pavements. The consultation talks about reducing traffic speed to create a safer and more vibrant community. This is ridiculous because traffic on the Burges Estate is so minimal and unable to speed that we already have a safe environment for residents and visitors to walk, cycle and drive vehicles. Some of our other concerns are:</p> <p>NO data to support any measures</p> <p>NO funds available to remove the measures following the pilot</p> <p>NO funds available to maintain the measures</p> <p>NO information on how the success of the pilot will be measured</p> <p>Many roads within the city are in far greater need of measures</p> <p>Proposal is for completely unnecessary measures by SBC, in the midst of a cost of</p>

	<p>living crisis</p> <p>NO collaboration with blue light services</p> <p>NO consideration for non physical traffic calming measures</p> <p>There are a number of local authorities removing such measures after pilots have proven such measures do not work</p> <p>I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be justified, provide value for money and are of benefit to residents, by the use of compelling statistical evidence.</p>
198	This action well overdue on Burges Road, especially from St. Augustines to Maplin Way.
199	<p>The biggest contribution to road safety in the area would be to ensure that all times the road markings are renewed promptly, currently they are a disgrace. Give Way signs should be replaced by Stop signs.</p> <p>The choice of Option B has only been made because of your failure to provide an option C which should have been "no such scheme required" as it is a complete waste of money</p>
200	I've lived in Parkanaur Avenue for 25 years and have been no speeding problems at our end of the road. My mother lived in St James Avenue for 20+ years and again her road was very quiet speed and traffic wise. The main issue are the junctions and people not registering what they see or not stopping to cross the junction. If the junctions were made clearer that would help and I believe some drivers do not understand who has right of way at the junctions.
201	<p>The roads within the Pilot scheme DO NOT REQUIRE calming measures, however Thorpe Hall Avenue & Maplin Way do require traffic calming measures, I see and hear vehicles travelling at speeds in excess of 60 mph is a daily occurrence. Why are the above roads included in the Pilot Scheme</p> <p>I am writing to express my dissatisfaction of the consultation process for the proposed traffic calming measures in Thorpe Ward. Residents were previously assured in Open Council, by Steve Wakefield that the consultation would be open and fair and include an option to 'take no action until further data has been gathered to support any measures'. There is no such option included in the Thorpe Ward survey, as promised.</p> <p>Under duress, I selected Option B when completing the survey, in the absence of a third option. I would like to stress that I do not agree that any traffic calming measures are required in Thorpe Ward and the funds could be much better utilised elsewhere. Some of my main concerns are:</p> <ul style="list-style-type: none"> • Lack of data to support any measures • No funds available to remove the measures following the pilot • No funds available to maintain the measures • No information on how the success of the pilot will be measured • Many roads within the city are in far greater need of measures • Proposal for completely unnecessary measures by SBC in the midst of a cost of living crisis • Lack of collaboration with blue light services • Lack of consideration for non physical traffic calming measures • Lack of consideration on impact on those with disabilities • Number of local authorities removing such measures as proven these measures do not work <p>I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be proven are needed with statistical evidence.</p>
202	I have opted for B under duress because option C - No change has been removed. Thorpe Hall Avenue and Maplin Way DO Require calming measures because I see cars regularly drive if at excess of 60 mph, why are these roads NOT INCLUDED
203	Speed humps are essential in Colbert Avenue

204	There are other areas which would benefit more, e.g. Delaware Road. Feel this scheme would just push cars onto alternative routes, Barnstaple Road and Burges Road. I cycle these roads regularly and have never had any issue.
205	The introduction of physical speed bumps will increase both noise and pollution as vehicles break and accelerate between the bumps.
206	Better enforcement of existing and any proposed speed limits. People will speed, enforce the limits with cameras and fines. Physical presence of parking wardens stop people parking. Enforce any speed limits.
207	<p>I am writing to express my dissatisfaction of the consultation process for the proposed traffic calming measures in Thorpe Ward. Residents were previously assured in Open Council, by Steve Wakefield that the consultation would be open and fair and include an option to 'take no action until further data has been gathered to support any measures'. There is no such option included in the Thorpe Ward survey, as promised.</p> <p>Under duress, I selected Option B when completing the survey, in the absence of a third option. I would like to stress that I do not agree that any traffic calming measures are required in Thorpe Ward and the funds could be much better utilised elsewhere. Some of my main concerns are:</p> <ul style="list-style-type: none"> Lack of data to support any measures No funds available to remove the measures following the pilot No funds available to maintain the measures No information on how the success of the pilot will be measured Many roads within the city are in far greater need of measures Proposal for completely unnecessary measures by SBC in the midst of a cost of living crisis Lack of collaboration with blue light services Lack of consideration for non physical traffic calming measures Lack of consideration on impact on those with disabilities Number of local authorities removing such measures as proven these measures do not work <p>I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be proven are needed with statistical evidence.</p>
208	I would strongly oppose any proposal that does not include Station Road, as this would force more cars that way and would prove the whole scheme is just for the benefit of councillors living in Thorpe Bay. I would take strong action and attempt to sue the council in this instance.
209	I feel that we are going back to the eighteen hundreds. I don't know why the speed limits need to be changed. To my knowledge there has been only one fatality in the Thorpe ward in the last 10 years. I would also like to know how many people dreaming up these schemes drive and there ages.
210	Extra disfiguration of area "no". Cost of some 100s posts/miles of paint "no" humps "no", if some like to race m/bike, stolen cars and collide with corner walls making skid Mark's defying gravity at 2 am yellow lines will not stop them. & noisy exhausts also engineered outside mot regs 20 mph will not.
211	If money is to be spent in Thorpe Bay it would be better used to fill pot holes and repair pavements
212	Looks like another attempt to introduce a speed restriction in an area where there is no existing issue. No down the traffic calming 'tables' that you introduce will not be maintained properly, will damage cars and cause unnecessary air pollution. This is simply a very bad idea.
213	Before any actions there needs to be demonstrated that speeding and sight lines are an issue and causing accidents. Accident data should indicate if speeding or sight lines was a cause. If there is no data indicating such causes then any actions will have no effect and the money would be wasted.

214	<p>Under duress as there is no option C to do nothing until further data is gathered I've had to choose option b.</p> <p>We were meant to be having a consultation regarding the above so surely the first question of a consultation would be do we need or want restrictions on some of the most quietest roads in the borough.</p> <p>If these roads were so dangerous I wonder why so many driving instructors choose to use these roads to teach their pupils when starting off to learn to drive .</p> <p>It appears the council have made this decision by themselves and they are telling us to vote a or b regardless.</p> <p>I fail to see how anyone can justify the proposed project and the money to be spent on it when there are plenty more roads within the borough which need these restrictions. This money would be better spent elsewhere.</p>
215	<p>This consultation is fundamentally flawed and biased in that it only allows a choice between options A & B, not to oppose both of them.</p> <p>I strongly oppose the use of speed tables in Station Road. This is a main bus route and these tables will cause discomfort to passengers (and drivers) and damage to vehicles.</p>
216	<p>Speed bumps are required in Thorpehall Avenue and Burgess Road</p> <p>Drivers will not adhere to a 20mph limit unless cameras are installed</p>
217	<p>I do not know why this is being proposed as I have not witnessed any speeding traffic in the area. Quite the opposite, there are many very slow vehicles, of learner drivers on lessons!!</p>
218	<p>If cars are that bad, ban them completely. Make Thorpe Bay a traffic free zone with a park and ride for residents.</p>
219	<p>I strongly oppose either option. We do not need this in Thorpe Bay. But please remove the dangerous new parking bays on the bend by Christchurch in Colbert Ave.</p>
220	<p>Dear Sirs,</p> <p>I appreciate the aims you are trying to achieve by introducing this 20mph pilot. However, I believe a lot more bad, than good will come from this pilot and it will not be the answer to any of Southend's problems.</p>
221	<p>To make these areas 20 mph is pointless. I strongly oppose this. Slower traffic will create more, rather than less problems, with queues forming and tempers flaring, particularly around shops and schools. This should not be allowed to happen.</p>
222	<p>Hopefully whatever is put in place will ensure a more tranquil environment.</p>
223	<p>Speed humps are a complete waste of money in this area. I am sure there are more deserving areas within southend.</p>
224	<p>Excessive proposal for location, does not address main traffic roads boarding area.</p>
225	<p>I already cycle and walk in this area almost every day and don't think it is the highest priority area for traffic calming. Shoebury has a much bigger problem in my experience. I choose to walk or cycle in Thorpe Bay over my home area in Shoebury because Thorpe Bay has far better air quality and much less speeding traffic. Shoebury would be a better place for your pilot than Thorpe Bay</p>
226	<p>speed bumps outside homes create additional noise and are a nuisance . do not install</p>
227	<p>This scheme is not required as there is there isn't an issue with pollution or traffic accidents in this area. The money should not be wasted on this scheme.</p> <p>Question 9 of this survey should allow the respondent to say not applicable if like me you don't agree.</p> <p>In a previous consultation I have already voiced my opinion that I don't believe traffic calming measures are required in this area as recent studies have shown that these schemes do not work.</p> <p>It seems the council are determined to push this scheme through even though it is not required and will be a waste of tax payers money.</p>

228	Amateurs like local councillors messing around with traffic calming and existing national speed limits usually results in the problem just being moved to an area outside the trial. My road was quiet that's why i bought it thanks to Ron Woodley its now a rat run just change junction priorities cheaper and better all this so one councillor can alter Burgess Road
229	<p>I do not believe traffic calming is needed, the air quality seems fine and people seem to walk and cycle regularly. However I do think visibility at many of the junctions is a big issue. Many of the small roads the cars are able to park right down to the corner and on both sides. It reduces visibility and only 1 car is able to be at the junction turning in or out of the road, putting cars in each other's way.</p> <p>There is a particular junction that is an issue for walkers and cyclists and that is the junction between lifstans way and Eastern Esplanade. It is a busy junction and needs a safe crossing for cyclists and walkers to get to the cycle path/pavement.</p>
230	Ideally a medium between the 2 options, which some roads having physical structures, but not speed bumps. Areas where the road narrows would be better than raised tables and speed bumps. The Broadway and Burges Road are particularly bad for speeding drivers.
231	<p>I have chosen B as the lesser of two evils but am deeply disappointed and alarmed at the omission of an Option C: i.e. "Do Nothing".</p> <p>There is no widely held consensus in the area that these measures are needed. The money spent here could surely be better spent elsewhere. Although there are some improvements to traffic management that have appear to have some consensus from my own perception these do not require the draconian imposition of zones or reduced speed limits. Among these, from a personal viewpoint, would be raised platforms on certain junctions, such as Fermoy / Parkanaur. As for increased cycling being connected to reduced car usage well, I have a unicorn to sell you. Have the designers of this arrant nonsense ever tried bringing their weekly shop home on a bicycle? In any case it's a gross curtailment of personal liberty and choice. This project appears to have come about through the singular obsession of a solitary councillor eager to spend government grant money and should be put back in its box forthwith. Lastly, this is a poorly designed consultation, even on its own terms. I am disappointed Southend City have seen fit to railroad its citizens opinions and choice in this crass manner.</p>
232	The more traffic calming areas that are installed the more people will get used to driving within the 20mph limit rather than dangerously speeding down the road as they do today.
233	Under duress, I selected Option B as there is no third option of "C: Do nothing until further data is gathered." This "pilot" scheme is not fit for purpose (see my answer to Q6). Current "road safety" data does not justify costs associated with this pilot scheme. Funds would be better used to repair existing roads on Thorpe Ward. Any humps/bumps will only increase pollution and delay emergency services. Speed cameras on Thorpe Hall, Burgess & Maplin would be more beneficial to safety.
234	No, no and thrice no - fed up with anti-car attitude. Waste of time and money.
235	I would like it be known that I would like to choose 'None of the Above' as you do not have an option for it. I am seriously against speed bumps and 20mph
236	Maplin Way should have been included in this pilot, as the speeds that people drive along this road is frightening.
237	As a pedestrian I find the air quality in the winter months to be compromised, not by traffic but rather wood burners. Also, as a pedestrian I feel far more endangered by cyclists and electric skate boarders riding on the pavements, along with having to traverse paving broken by parked vehicles and building works than I ever do by traffic within the area. Finally, I think either scheme is a waste of money which could otherwise be used to tackle speeding in other areas, including Thorpe Hall Avenue,

	where I am often dangerously undercut by speeding cars whilst approaching parked cars.
238	These proposals are totally unnecessary and a waste of taxpayer monies. Rather than spend substantial sums of money on what's claimed by the local authorities to be a pilot scheme?? the monies would be better spent on improving the roads and footpaths in the Thorpe area to eliminate the uneven surfaces, improve road markings at junctions and make it a much safer environment for all residents whether on foot, cycling or travelling by motor vehicle/disability vehicle. Placing obstacles in roads, such as speed tables, speed bumps etc., in an attempt to introduce traffic calming measures does not improve the environment or reduce noise and pollution levels, in fact it does the reverse. By all means install additional road signs on the busier roads [Thorpe Hall Avenue, Station Road, Maplin Way, Burges Road] to remind drivers of the speed limits but doing anything else, particularly on the quieter residential streets in the Thorpe area is unnecessary and wasteful of valuable funds.
239	I think the proposals are not needed. The few drivers who break the existing speed limit will break the new one
240	The whole plan is poorly thought out. I am against both options. All that is needed are random speed checks on Thorpe Hall Avenue. Far cheaper and far more effective.
241	I am disgusted that you have asked for my opinion, but you give me no options to oppose the scheme and give my reasons why. Full of closed questions, not applicable to my opinion. Just designed to support the Council's decision.
242	I would much prefer to see speed cameras. Speed humps are pretty useless for slowing down speeding SUVs or boy racers. I do not live in the area, but often cycle through. Whatever speed humps you install, must be cycle friendly. Speed tables (as along Chalkwell Seafront) are a pain on a bike. They slow cycles down and many actually ride on the pavement rather than negotiate the tables. I do not need slowing down, I go well under 20mph. If cycle 'lanes' are added to the humps, then they must be enforced. Unlike in Tattersall Gdns in Leigh where the residents just park in them and The Council refuse to enforce the Highway Code (you MUST not park in a cycle lane).
243	Under duress, I selected Option B when completing the survey, in the absence of a third option. I would like to stress that I do not agree that any traffic calming measures are required in Thorpe Ward and the funds could be much better utilised elsewhere. Some of my main concerns are:- <ul style="list-style-type: none"> • Lack of data to support any measures • No funds available to remove the measures following the pilot • No funds available to maintain the measures • No information on how the success of the pilot will be measured • Many roads within the city are in far greater need of measures • Proposal for completely unnecessary measures by SBC in the midst of a cost-of-living crisis • Lack of collaboration with blue light services • Lack of consideration for non-physical traffic calming measures • Lack of consideration on impact on those with disabilities • Number of local authorities removing such measures as proven these measures do not work I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be proven are needed with statistical evidence.
244	How will the pilot scheme be supervised and monitored I feel it would need camera operation to deter drivers.
245	It appears that the Council have already decided to introduce a 20MPH speed limit without agreement from the residents. There should be a third option of no change.

246	<p>I am totally opposed to these proposals, being suggested after a previous model was rejected by the city councillors.</p> <p>I believe democracy to be a higher consideration than road safety. This plan thus becomes dictatorial. Especially having been previously rejected.</p> <p>I would like to comment on details of the proposal, as follows;1</p> <ol style="list-style-type: none"> 1] "Chosen" by whom? The document is silent in this. 2] "Vibrant" No evidence is provided to justify this assumption! 3] Your first No.2 I'd suggests impinges on a rate payers' freedom of choice. 4] Your first No. 3 Is simply insulting, somewhat Big Brother'ish 5] Your second No. 1 What is ineffective? 6] Your second No. 2- - agree with. <p>From personal experience the ability to close roads (e.g., At Bournes Green School) near schools has proved to be 100% effective. There is no proven need for anything else. "Don't fix what is not broken"</p>
247	<p>Speed cushions are expensive and a reduction in quantity would probably be just as effective .</p>
248	<p>I have selected Option 2 under duress because the council have not provided an option to gather more data following an improvement in road markings and signage. Following the Scrutiny Committee on 22 February 2022, where many residents came to object to this 'pilot' scheme the council agreed in 3.1.2 of their minutes 'That the proposals for the 20mph Neighbourhood in the areas within Thorpe Ward be subject to full consultation with residents before considering whether the scheme should progress in these areas.' The fact that you have not provided an option to say no, the scheme should not progress, is not providing a full consultation. It is simply asking would you like speed humps here or speed humps there and allowing a comments box where objections to either option will be more difficult to quantify. Most of the data that the council relied on to support this scheme was carried out in 2014 with a small update of some roads in 2020. Both reports showed that there were no significant speed related issues in this area so the data does not support the need for such a scheme.</p> <p>Furthermore when residents of Burges Road raised a petition for speed humps and other traffic calming measures less than two years ago, Councillor Woodley, reported to the council (Meeting minutes dated 2 November 2020) that 'Speed monitoring was carried out and that the results ranked Burges Road as 152 in the list of roads that have been monitored and that in the last three years there have been 4 accidents which does not meet the councils intervention criteria.' He concluded that 'Taking into consideration all of the evidence on file, the safety criteria that is needed to be met, the other roads which have a higher percentage of vehicles exceeding the speed limit and with a greater accident history, it would be an inappropriate use of the council's resources and funds to currently intervene with the matters raised in the petition.' What further data has been obtained considering one of the busiest roads in Thorpe Ward was not deemed worthy of speed humps by Cllr Woodley himself?</p> <p>From its inception Councillor Woodley has also misrepresented the support for his scheme, claiming in his initial paper that 80% of members of BERA (of which he is chairman) were in support of the plans. At the scrutiny meeting in February when questioned how evidence of this support was gathered he said "Over the last 25 years all members are aware that 20mph limit was one of the objectives of BERA and newsletters were sent out to all 1500 members, if they don't read their newsletters that is not a problem of BERA but they were sent out and we didn't get responses and it goes forward on that basis."</p> <p>None of the roads in Thorpe Bay fall into the top 150 dangerous roads in the Southend area. If funding is available for making safer roads, it should be directed to areas of Southend that really need it. Councillor Woodley has already admitted that the scheme was vastly over budget and that there were no funds to remove any of</p>

	<p>the physical measures installed should the scheme not be a success. Perhaps as he has no data to show it is justified in the first place, this is not a concern to him, but it should be to the rest of the council whose balance sheet is in negative figures.</p> <p>If this is not enough evidence for council members to stop what is an obvious vanity project for Councillor Woodley, against the wishes of the majority of the residents he supposedly represents, then I am afraid any real democracy here is lost. What ever the skeletons are in the closet that he referred to in a council meeting that makes him think that the council will approve such an outrageous scheme, I hope that you all take a long hard look at why you became councillors and do the right thing for the residents of Thorpe Ward when our own councillors have failed us so badly.</p>
249	<p>I have voted B under duress- I do not wish to see any restrictions to traffic movement in Burges Estate. I attended the council meeting where we were told that there would be an option of no further action until engineers and public consultation had been carried out. That has not happened and has indeed damaged the way residents in Thorpe Bay feel about councillors and whether they can be trusted to respect our opinions at all. We have met many residents who do not agree with a blanket 20mph for the area.</p> <p>Q9 - I walk every day anyway, so no, I won't be walking 'more'.</p>
250	<p>Ref Q1, neither option is acceptable. Both require calming measures which are absolutely not necessary on any road other than perhaps Maplin Way. Our roads are so quiet they are overrun by learner drivers indicating there is no / minimal problem.</p>
251	<p>Option B has been selected under duress as there is no third option of "C: Do nothing until further data is gathered" as residents had been promised by the Council that there would be. These proposals are completely unnecessary as this is a quiet, safe area and the money would be better spent elsewhere.</p>
252	<p>I do not think either option A or B are necessary and am concerned about the cost of this pilot scheme. Even if this is not being funded locally it is still a cost to the taxpayer in one form or another. There should have been an option on the consultation to do nothing, I do not think 20mph is necessary in this area. Generally speaking it is a low traffic area with wide roads. There are a lot of narrow roads within the borough that would be better for traffic safety measures.</p>
253	<p>Your proposal suggests that reducing speed will reduce pollution and reduce noise, which is totally absurd!! Cars travelling in lower gears create more pollution and make far more noise than when at optimum speed 30MPH.</p> <p>I am totally opposed to such a stupid hairbrain scheme</p>
254	<p>I don't believe the road humps or raised tables are necessary and would be a total waste of money. Street signage and roundels painted on the road with the new 20MPH speed limit would be more than enough</p>
255	<p>Improving the condition of the pavements & resurfacing the roads would be more conducive to walking & cycling rather than adding speed humps which can cause both more noise & air pollution.</p>
256	<p>as a resident who walks most days and drives a car on occasions i have seen no problems and as such would like to see these proposals cancelled</p>
257	<p>I think the whole scheme is totally unnecessary and a waste of money.</p>
258	<p>I don't feel a 20 mph restriction is necessary in any of the roads as they are mostly in areas where the residents are mature in age and attitude</p> <p>Under duress, I selected Option B when completing the survey, in the absence of a third option. I would like to stress that I do not agree that any traffic calming measures are required in Thorpe Ward and the funds could be much better utilised elsewhere. Some of my main concerns are:</p> <ul style="list-style-type: none"> • Lack of data to support any measures • No funds available to remove the measures following the pilot • No funds available to maintain the measures

	<ul style="list-style-type: none"> • No information on how the success of the pilot will be measured • Many roads within the city are in far greater need of measures • Proposal for completely unnecessary measures by SBC in the midst of a cost of living crisis • Lack of collaboration with blue light services • Lack of consideration for non physical traffic calming measures • Lack of consideration on impact on those with disabilities • Number of local authorities removing such measures as proven these measures do not work <p>I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be proven are needed with statistical evidence.</p>
259	<p>I do not think either scheme is required. Speeding is not a major issue in the area being discussed. There is mention of schools but there are no schools in the area. If either of the schemes are introduced, it will lead to people speeding between the humps/tables, traffic congestion and increased noise. Burges estate is a quiet residential area, with not a lot of traffic and does not need either of these schemes. If either were implemented, it would change the feel of the estate.</p>
260	<p>Neither of the options would have any beneficial effect.</p> <p>Before making any changes to the speed limits in my area, it would be better to enforce the existing speed limits. It would be counter productive to introduce lower limits, as these would be broken with impunity (As the existing limits are), just introducing lower limits with no enforcement just re-enforces the view in offenders minds that the rules don't apply to them.</p> <p>Just look (For example) at Southend high street - This is a drink-free area, and cycling is prohibited, but no-one takes any notice, and illegal electric scooters, bicycles and drunks are seen there every day. The police turn a blind eye, and the BID team just chat to them.</p> <p>First things first - Enforce the rules that exist already!</p>
261	<p>Why is there no an option 3 or C, NONE OF THE ABOVE, which was signed of by three ward Councillors promised by the Council numerous times. It feels that this whole scheme has been difficult from the beginning, with the council or Rod Woodley, trying to push it through what they want, without a full and inclusive consultation with the residents.</p> <p>The main problem is cars actually stopping on the crossing roads, Fermoy, Johnstone and Burges Roads. We need to be concentrating in this area and not the whole of the Thorpe Estate. We cycle and walk lots in the area, to the beach and shopping on the Broadway. We live on the station end on St James and most days, you can walk up and down the whole length of St James ave, without even seeing any passing cars. I feel that this is all very excessive and not the right information has been collected and shared with the residents. Speed bumps, speed tables cause more air pollution, due to the braking and acceleration of vehicles.</p>
262	<p>Burges Road is currently used as a cut through and cars often go far too fast. Without resident/visitor parking along the road, this makes for a potentially risky situation. Car speeds do need to be reduced and I think just putting up Speed restriction signs won't be enough to deter people. It really needs to be a physical constraint so completely support the Option A measures.</p>
263	<p>This is a total waste of money which can be assessed by better road signs and road markings</p>
264	<p>We are looking forward to the proposed changes being implemented.</p>
265	<p>Although not a resident I travel from southchurch to church Road virtually every day. The 'middle ' roads are very quiet with minimal speeding as demonstrated by the number of learner drivers in the area. The measures seem a massive waste of money and upheaval for everyone in the area. I live next to a speed table and the bigger cars/ SUV's just drive over it at normal speed and the road junction was out of action for weeks to actually build it. So to say it's a temporary measure sounds</p>

	<p>unlikely.</p> <p>Maybe slow speed signs like on church road for burgess road would be a better start.</p> <p>Station Road is not a fast road due to buses the existing crossing.</p>
266	<p>We do not want speed bumps or road narrowing. Speed limit signs, especially those that flash when exceeding the speed limit, would be desirable and probably all that is needed.</p>
267	<p>Yes - it is frustrating that no option exists for 'do nothing' or engage in local educational campaigns. The measures proposed are not properly thought through and continue to be pushed by a council not representing the residents views, which has disastrous consequences at elections.]</p> <p>The council have failed to follow recognised processes and continue to push a narrative this is essential when residents continue to say it is not. Speed bumps are noisy, cause damage to cars and roads, which the council will be liable for, cause incidents, traffic calming at junctions statistically cause more incidents. So this scheme is not improving safety and has no assessments to back it up. Impact assessments for each junction and each speed bump should be undertaken, which for example would come back with the conclusion that speed bumps are not appropriate measures outside peoples homes.</p>
268	<p>I was involved in a serious accident many years ago with a vehicle coming from Thorpe Hall Gardens not stopping at the Junction with Burges Road. While option B would probably be the best solution to prevent such accidents I feel that option B would be over kill having a 20 mile zone plus speed ramps should be sufficient</p>
269	<p>We do not have a sweep drive and our drive entrance is not next to a neighbour's. We reverse onto our drive so that we go forward, more safely, onto the road when we leave our premises. Cars are often parked too close to our drive and that makes reversing more difficult. Having a speed hump to negotiate as well would greatly increase the difficulty and cause us to block the road for other traffic.</p>
270	<p>No evidence that speed bumps are effective traffic calming measures and often lead to increase in speed between bumps Road challenges are far more effective</p>
271	<p>A 20 mph speed limit would be better I am disabled and speed ramps are a very big problem for my back</p>
272	<p>Woodgrange Drive and the Esplanade are the primary roads for East to West and vice versa. These need to be maintained as is ie 30mph.</p>
273	<p>I do not agree with the 20mph. The only thing I would be open to is speed bumps approaching junctions and that's it. Just one per junction</p>
274	<p>I do not agree with either of these proposals but as there is no alternative that suits I have chosen option B. I am a long time resident (over 20 years, not that length of residence should have a bearing) and have two children that always walked to school, I walk and drive around the area daily; I believe these options are an overkill and complete waste of money.</p> <p>the road markings could be painted brighter and any trees overhanging signage cut back at much less a cost.</p> <p>there are a couple of junctions that may benefit from a table; for instance where burges road meets thorpe hall avenue, although an alternative may be extending the yellow lines as parking on both sides near this junction is often a problem which affects the approach to this junction. Also the junction across Burges Road from The Broadway, as people, possibly from out of area, tend to not to realise they are supposed to give way, and 'shoot' straight across.</p> <p>i personally do not want speed humps outside of my house. i live in a fairly quiet road in terms of through traffic and i believe the noise from people breaking and then possibly speeding off as well as the thud of hitting bumps will interfere with my quality of life. if people choose to have bumps/pillows/tables then they should be outside their houses!</p> <p>i am also aware that bumps can cause damage to cars and the council can not</p>

	<p>afford the claims from drivers for this damage when they are not required in the first place!</p> <p>we do not and never have had a problem, the only serious accident in over a decade in this road would not have been avoided by these measures. i also think that the amount of incidents could increase with the number of young drivers who use this estate and also the negative impact on learner drivers if these unnecessary 'bumps' were put in place.</p>
275	<p>I have selected Option B under duress because the council have not provided an option to gather more data following an improvement in road markings and signage. Following the Scrutiny Committee on 22 February 2022, where many residents came to object to this 'pilot' scheme the council agreed in 3.1.2 of their minutes 'That the proposals for the 20mph Neighbourhood in the areas within Thorpe Ward be subject to full consultation with residents before considering WHETHER the scheme should progress in these areas.' The fact that the Council have not provided an option to say no, the scheme should not progress, is not providing a full consultation.</p> <p>There are roads in the area where speeding and anti social driving is an issue. These roads are Thorpe Hall Avenue, Burges Road and Maplin Way. However these roads are not in as much need as many many other roads within the borough. It is totally unnecessary to spend so much tax payers money in this ward. The quieter roads inside the estate only need action to be taken at junctions where drivers often pull out without realising that they are even at a junction.</p> <p>It is an absolute disgrace that Councillor Woodley presides over the shocking condition of the road markings at these junctions and then claims we need these schemes implemented because he is a 'safety freak'.</p> <p>The roads in Thorpe Ward do not feature in the top 150 most dangerous roads in the borough and it is a clear conflict of interest and blatant disregard for the Nolan principles that Councillor Woodley has been allowed to push this scheme through in his own ward.</p> <p>In 2020 when residents of Burges Road raised a petition for speed humps and other traffic calming measures, Councillor Woodley, reported to the council (Meeting minutes dated 2 November 2020) that 'Speed monitoring was carried out and that the results ranked Burges Road as 152 in the list of roads that have been monitored and that in the last three years there have been 4 accidents which does not meet the councils intervention criteria.' He concluded that 'Taking into consideration all of the evidence on file, the safety criteria that is needed to be met, the other roads which have a higher percentage of vehicles exceeding the speed limit and with a greater accident history, it would be an inappropriate use of the council's resources and funds to currently intervene with the matters raised in the petition.'</p> <p>These schemes cannot be justified in Thorpe Ward and the Council has completely broken its promise to provide a Full consultation.</p> <p>One can only assume that Councillor Woodley was telling the truth on local radio when he chillingly warned the council that he knew where the bodies were buried when he was forced to resign after delivering his false consultation!</p>
276	<p>As the current 30mph speed limit has not been strongly enforced it is highly unlikely a 20mph limit would be any different. So the only option 'is' to provide physical obstacles as proposed, but I don't feel the options go far enough.</p> <p>There should be tables at every junction and equidistant spaced humps between the tables to give full coverage of each stretch of road. People would have no option but to drive slowly or damage their vehicles. Most of the people I talk to don't really want the humps (or change), but what they dislike much much more is the idiots who speed along the roads oblivious to what they are doing, so the humps should stop/improve that situation.</p> <p>The more the merrier is my opinion.</p>

277	<p>You will not stop the young idiots from speeding no matter what you put in place, although speed cameras might help. Anything else just penalizes the local residents.</p> <p>There is an old, common sense, saying that says " If it ain't broke, don't fix it !! "</p>
278	<p>I am opposed to both a 20mph zone and speed limit.</p> <p>Your questions are leading and not impartial at all</p>
279	<p>We do not need speed bumps or road narrowing in this area. I very rarely see anyone speeding but am not against a 20 mph speed limit</p>
280	<p>This consultation is extremely biased and the questions you are asking are designed to push anyone completing this towards providing the answers you are seeking rather than the right answer for Thorpe Bay. This is very discriminatory and disrespectful to Thorpe bay residents and should be stopped.</p>
281	<p>This proposal is unnecessary and there are no changes needed. Only voting for option B as option C was not available.</p>
282	<p>I object to both the options A and B being put forward.</p> <p>Our objections and comments are as follows:-</p> <p>1. Not An Appropriate Or Proportionate Response To Road Safety In Thorpe Ward</p> <p>Is this an appropriate and proportionate response to road safety on this estate, particularly as it is being paid for with public money ? Where is the evidence to support these proposals are necessary ?</p> <p>The stated rationale behind the proposals contained in the letter from the Council dated 20th September 2022, sent to our home address, "is that lower vehicle speeds are likely to create streets where pedestrian crossing movements are easier, vehicle noise is less prevalent, and the general dominance of traffic is reduced. All these factors create environments which are more conducive to walking and cycling....."</p> <p>I would say, has anyone from the Council walked along these streets ? All you see is people walking, walking their dogs, and riding their bikes. There is minimal vehicle noise, and no one could surely say vehicles dominate this area. Indeed, there is likely to be more noise from vehicles due to cars decelerating and accelerating to negotiate the humps / tables etc, including noises generated by vehicle suspensions. In fact vehicle noise will become more prevalent.</p> <p>2. Accident Figures Do Not Support Proposals</p> <p>It appears that the accident figures for our road, (and on this estate) in my opinion, do not support the introduction of the proposed comprehensive traffic calming measures, which will change the whole feel and ambience and enjoyment of this road, and indeed this part of the Thorpe Ward. Where is the evidence for this?</p> <p>3. No Evidence Of Speeding Vehicles</p> <p>Having been my family home since the 1980s, my family and I have not noticed speeding vehicles on a regular basis. In fact the road we live in is generally very, very quiet with minimal traffic movement. Do the speeding statistics support the proposals for this road?</p> <p>4. Existing Road Marking And Signage Not Maintained</p> <p>It seems that the majority of any incidents take place at junctions. Perhaps it would be more reasonable to focus on these areas first. Indeed, looking at the junction nearest to us, the white road markings have not been maintained and continue to be in poor condition, (brought to the Council's attention in Spring of this year), and which is likely to contribute to accidents at such junctions. Keeping the existing signage and road markings in proper order and repair, and improving where possible, by lit signage etc. must surely be a prerequisite in consideration of road safety before any further expensive, publicly funded measures are considered.</p> <p>5. Existing Pavements Causing Tripping And Unsafe</p> <p>Furthermore, in terms of one of the objectives of the scheme 'making our environment more conducive to walking.....etc.', the state of the pavements on the estate are poor to say the least. I witnessed a lady fall over in The Broadway only</p>

	<p>last week, tripping on an uneven area of pavement. Surely if the above objective is to be realised, it would be far better spending any money on making the existing pavements, which are used by all, safe ? The current proposals do not address pavement safety issues.</p> <p>6. Roads Where There Is A Known Problem – Remain Unsafe In relation to the rationale for the scheme (see 1. Above) there are roads near to this estate that could benefit from investigation as to vehicle speed and movements, namely, Thorpe Hall Avenue and Maplin Way. Neither of which are included in the current consultation.</p> <p>In addition, and perhaps more importantly, I understand that other roads within the City are accepted by the Council has having significant road safety concerns and it recognised that they require measures to make them safe. Public money should be spent on these areas first.</p> <p>7. Inappropriate Use Of Public Money I understand the funding for these works is by way of a Government grant. In addition to the comments above about the use of public funds, bearing in mind these proposals are supposed to be for a trial period only, I would ask if any provision or allocation has been made in the budget for the cost of the removal and reinstatement of the highway should the measures found not to be made permanent ? Let alone for ongoing maintenance, which will involve further costs for residents in the City.</p> <p>We really do feel that in times of such hardship for many others within the City, the finances allocated for these proposals could be much better spent, on a whole range of other services, or ensuring roads which the City Council has itself identified as requiring additional road safety measures are made safe.</p> <p>8. Current Consultation Is Skewed : Q.1 Does Not Allow For 3rd Option – No Change The current consultation does not allow a “No Scheme” option and implies that residents only have the choice of Scheme A or B. Naturally we have talked to our neighbours about this, and the fact that there is only option A or B, has caused confusion and distress, and those that wish ‘no scheme’ are left unsure as to how to voice their opinion, and how their choice may skew the results making them unbalanced and not valid.</p> <p>9. Unnecessary Disruption After Covid Years Finally, having just come through over two years of unprecedented times, do the residents of this estate now want months of disruption and uncertainty such measures will entail, I think not.</p> <p>Overall, it seems that this approach is not necessary, not needed and not right for Thorpe Ward.</p> <p>Thank you for taking my comments and concerns into account.</p>
283	Apart from Burges Road I haven't seen speeding on other roads to justify a heavy handed approach for the whole area.
284	I have selected option 'B' as a preference of the two options, however, it should be noted this is under duress, as I feel strongly that the consultation should have had the option of 'take no further action whilst more data is gathered'. This would be consistent with other local consultations in Southend.
285	We think the sooner these traffic calming bumps are installed the better
286	If option B does not work, then introduce speed humps. My concern with speed humps it that they may restrict parking.
287	I would like these speed bumps in stalled as soon as possible and the speed reduced to 20 mph
288	<p>I object to these proposals. There should be a 3rd option on this survey which allows for this choice.</p> <p>I already walk and cycle regularly in this area and am happy with the current arrangements.</p> <p>Current proposals are not proportionate in relation to road traffic on this estate.</p>

	<p>Accidents and speeding vehicles are rare.</p> <p>How is this proposal evidenced based by way of speeding and accidents ?</p> <p>Existing signage and road markings should be maintained - they are in poor condition in many places.</p> <p>Public money (particularly in these times of hardship) should be spent in a prioritised way, on roads that are known to be more dangerous, repairing uneven paving which is an issue in this area as there are many elderly residents in our road.</p> <p>Thank you for taking my views in to account.</p>
289	<p>Cars travel at high speeds along Church Road, Shoeburyness. It is very dangerous and only a matter of time before someone is injured or even killed. Even crossing the road can be hazardous and one would certainly not feel safe riding a bike along the road. The warning lights are activated when the vast majority of vehicles pass by them. Drivers very rarely apply their brakes on seeing the lights. The only way to reduce traffic speeds is to include speed cameras to the lights. This could easily be piloted in Church Road, Shoeburyness, the lights are already in place. Depending on the success, it could then be introduced to other roads in the Thorpe Ward and across Southend generally. It would be far cheaper than the scheme suggested, be less disruptive and bring in revenue to the Council by way of fines.</p>
290	<p>These proposals are madness. Speed Cameras are the solution. This will make a 'rat run' of the seafront and increase traffic substantially in the one area that families and young children congregate. The best solution is the one that is missing.....ie, keep the limit at 30mph but strictly enforce.</p>
291	<p>Edinburgh introduced a 20mph speed limit with signs only and no physical traffic calming measures. The University of Edinburgh recently released a report of their findings that average speeds had fallen across the City, including areas not affected by the lower limit and had been achieved simply with new signs rather than with extra traffic calming measures or police patrols, making the scheme cost effective. Statistics were quoted supporting the findings. ("Times" report September 30th 2022).</p> <p>In view of this authoritative report, it would be sensible and potentially cost effective for the Thorpe 20mph pilot to be introduced with signs only and not with physical calming measures. After 12 months the effectiveness of the signs to limit speed to 20mph may be assessed upon the statistical evidence in order to determine whether physical calming measures will be required.</p>
292	<p>I don't support either option A or B and think an Option C - no change - should have been included. It is not a fair consultation without it.</p>
293	<p>Speed bumps are bad for cars and people. Suspension damage and the slowing down and speeding up is a noise issue. Bigger problem with silver canisters - southend & police should be sorting out those and anti social behaviour out not wasting taxpayers money on reducing speed limits and costs that are a waste of time.</p>
294	<p>Shocked that there is not an Option to 'take no action'. Have been forced here, under duress, to select Option B being the better of the two ridiculous schemes. There are certain roads that need attention but not the whole area. In my opinion further up to date data collection is required. There are far worse areas in Southend that require attention rather than Thorpe Ward. What a waste of money which could be better spent elsewhere.</p>
295	<p>I live on St James Ave and cycle and walk regularly to the Broadway and beach, without any problems, mostly on quite roads..you can easily walk up and down most of the roads, without a car passing. Do not understand why the council is spending all this money £500,000 on this area, where there are many other areas in the borough that this would be more useful. Why was there no 3rd option of not wanted, understand that this was promised.</p>

296	This is a complete waste of money and definitely not needed. It's quite safe driving , walking or cycling without these measures. The money should be spent on more urgent measures
297	Do look at the speeding problem and how this can be reduced on Barnstaple Rd. Cars already speed along by Bournes Greens school, even when children are about. If Station Rd had speed bumps Barnstaple Rd Must have additional measures to stop it becoming a 'quicker' route. The Zebra needs to be 'humped' and the Barnstaple Rd/Maplin way junction needs to be humped to highlight a 30mph limit.
298	I welcome sensible speed restrictions on ALL roads where there is housing. I don't believe that the proposed scheme is necessary as there is not a speeding issue - there are too many parked cars, junctions etc to allow excessive speed. The major speeding and antisocial driving (noise) problem is Maplin Way. All the reasons given for a pilot scheme in Thorpe apply to Maplin Way x 100. This would be money much better spent. I don't expect anyone to be killed on the roads within the Burges estate but a road death on Maplin Way is only a matter of time.
299	I do not choose either of the limited options available but would rather the council did an honest consultation whereby we were offered a third choice of doing nothing. It seems to me that this is an attempt to ram through a pet project of certain independent councillors with a total disregard of the people that they are meant to represent.
300	I have lived in the area for 24 years. I walk daily and drive daily and do not feel speed is a problem. I do however feel strongly that road marking are not clear due to being left to fade so much in certain light are invisible. Road signs at t junctions need to be visible so cutting back on over brown trees is a must. I feel humps will cause more noise and restrictions for emergency vehicles etc. I feel the money on being spent on this should be spent on clear signage and road markings.
301	Every junction along Fermoy Road from Broadway to Maplin Way needs a raised table - not just the selected ones as there are regular accidents at all of the junctions where someone isn't looking, especially the older drivers and they will also slow down or deter the boy racers with the noisy exhausts that drive past in the early hours.
302	I do not want either a or b but as there is not an option to have nothing I have chosen one. I did not want either A or B installed.
303	Use of interactive speed lights (e.g smiling face) may be useful.
304	I have selected option 'B' as there is no other option. I feel there are no issues in the Burges Estate area with speeding traffic. There has been an issue with accidents at junctions but this, I feel, is due to poor road markings / signage. I feel strongly that there should be a greater level of consultation before anything is enacted and I also feel that a full and open survey should be undertaken to assess the level of traffic issues on the Burges Estate. I do not agree to the level of spend being proposed by Southend Council for traffic calming measures on the Burges Estate is justified and feel that there are many other roads in Southend End that are in greater need.
305	Proper road maintenance does not require a scheme or proposal, this should be the priority. The council have "trials" like this elsewhere so why do we need another one? The area is generally quiet with a few problem roads that from my understanding are low on the city priority list. If this money MUST be spent I strongly feel that there are other areas that would benefit from the funds that would have a greater impact on the safety and air quality of the city. A large number of residents in the area have expressed that we DO NOT want this proposal, why do we continue to need to express this view? The city has some real issues, why does the council waste time on crazy unwanted schemes instead of discussing and resolving the real issues?
306	It is totally I democratic to Not have a 3rd option to Do Nothing.. I do hope residents will be invited to participate at Scrutiny before Anything is done,

307	<p>As indicated above I drive and cycle on many of these roads daily. I do not feel in any way hampered or endangered by the current layout and conditions. I am not aware of problems with speeding or accidents. The majority of drivers are careful and considerate.</p> <p>I do not believe reducing the speed limit would reduce traffic noise. Modern cars are very quiet. In fact using speed bumps and tables may increase traffic noise by the constant slowing and speeding up of vehicles. I certainly believe that the slowing and speeding up driving causes more pollution rather than less. Speed bumps and tables also slow the emergency services and increase the amount of time they take to get to a sick or injured person, which could be critical.</p> <p>A pilot scheme is not needed. Many such schemes are in place in the Southend area, as well as countrywide, the results of which are well known.</p> <p>The area already has good provision for pedestrians, although improved maintenance of pavements would, I am sure, be appreciated by many. Slowing the traffic would make no difference to pedestrians.</p> <p>I believe this scheme to be a vast waste of money, much better spent on a survey of what may improve road safety in the area, or better still spent on roads in the Southend area which have already been flagged as needing improvement.</p> <p>I strongly oppose both of the options put forward. Neither of the above proposals are suitable for the Thorpe area.</p>
308	<p>I am of the opinion Parkanaur Avenue Should Be Included In The Restrictions ,As Already Since I Have Lived There In 3 Years ,I Have Seen Dogs ,Foxes And Cats Killed By People Driving Between 70 And 100 Miles Per Hour Heading Towards Station Road ,and it only matter of time before a child or elderly person is killed</p>
309	<p>I have selected option B as a preference of the two options offered, however, it should be noted this is under duress , as I strongly feel that the consultation should have had the option of ' take no further action whilst more data is gathered ' this would be consistent with other local consultations in Southend</p>
310	<p>Option C</p> <p>I have under protest voted for option B. I do not want either option.</p> <p>A further option should have been given and that is none of these proposed works should be undertaken until a thorough assessment of each individual roads needs are studied and evaluated.</p> <p>There is no need for this proposed pilot, there already exists sufficient evidence of such schemes.</p> <p>There are roads and junctions in Southend and Thorpe Ward that would benefit from specific tailored measures, a blanket approach as suggested in the 2 options given is not necessary, not required and a waste of taxpayer money.</p>
311	<p>The raised areas at the junction's, with one bump between is sufficient for the north/south roads. But bumps in between for most of the east/west roads are unnecessary because the distance between is not long enough for the majority of cars to reach more than 20mp. Regarding Thorpe Hall Avenue, being a dual carriage way, I feel it should be left as it is.</p>
312	<p>I would rather the money was spent on an area that needed it more than Thorpe. This will be a waste of tax payers money if this were to go ahead and another example of local council not listening and wasting tax payers money.</p>
313	<p>This whole scheme looks like another waste of council payers money and an ego trip for certain councillors. Speed bumps are really not necessary, they are ugly and a waste of money. Simply reduce the speed limit to 20 mph or better still put junctions along Burgess Road to stop the speeding. This is the only road that has a speeding issue.</p>
314	<p>It is ridiculous to fit speed bumps within the zone. Most streets are relatively quiet and the bumps will create more fumes from acceleration. And deceleration.</p>
315	<p>I am against the total waste of money on this 'pilot' which will never be removed, and the money could be spent on more ambulances, doctors, hospitals and even</p>

	repairing the terrible pavements. If a speed zone is mandatory, then it should be no less than 30mph.
316	<p>I feel the amount of road hump's in option a is excessive, will cause air pollution and noise as cars slow down and speed up again over them. It would make it a nightmare for emergency vehicles to attend our houses,</p> <p>The raised junctions is a marginally better option which I have voted for under duress as there is no option for better signage and do not change the roads.</p> <p>The roads here are wide, there are not many parked cars and it is easy to cross or drive. Having previously lived in Leigh which has many more traffic issues than here I can see this money would be much better spent in other areas of town. I honestly thought it was a joke when I first read about the proposals, these roads are so safe and quiet that driving lessons are regularly heals down them.</p>
317	please: no build-outs
318	Ideally prefer no further action to calm traffic. Otherwise prefer just addition of speed limit signs.
319	<p>*The only congestion I have seen in the Burges Estate area is cars "queuing" to park outside the Broadway shops. *Why are there no tables within Tyrone Rd, since this is the only road in the scheme that has sadly had a fatal accident in the last twenty years? Is it because a Councillor lives in the road and an MP lives nearby?</p> <p>*To encourage public transport use, there should be a pedestrian crossing on Station Rd near the Marcus Ave bus stops.</p> <p>*How will any 20mph speed restriction be enforced?</p> <p>*How do you think the area will be more "vibrant" because of the scheme? I look forward to seeing how this manifests itself.</p> <p>*There have only been 5 serious accidents in the last 5 years in the Thorpe scheme area, is this really the most suitable area to spend £400,000 on?</p>
320	I wholeheartedly support the Council's proposal to calm traffic on the Burges Estate. The grid-iron road layout, with its long straight roads, combined with relatively few cars being parked on the highways, encourage excessive vehicle speeds. This is both dangerous and unpleasant for all road users, but particularly for cyclists and pedestrians. Furthermore, as speeding vehicles are significantly louder than slower moving ones, residential amenity, in terms of the quiet enjoyment of living accommodation and gardens, is adversely affected by the current fast moving traffic.
321	<p>The roads under consideration for the scheme are only judged as the 150th worst roads in the city of Southend. There are roads and streets in much greater need of control.</p> <p>I consider that there is a lack of data to support any measures</p> <p>I see no funds available to remove the measures following the pilot</p> <p>I see no funds available to maintain the measures</p> <p>There is no information on how the success of the pilot will be measured</p> <p>Many roads within the city are in far greater need of measures</p> <p>Proposal for completely unnecessary measures by SBC in the midst of a cost of living crisis</p> <p>There has been a lack of collaboration with blue light services</p> <p>There has been no consideration for non physical traffic calming measures</p> <p>There is a lack of consideration on impact on those with disabilities</p> <p>There is evidence of a number of local authorities removing such measures as proven these measures do not work.</p> <p>There are no plans to police the speed restrictions</p> <p>I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be proven are needed with statistical evidence.</p>
322	The roads under consideration for the scheme are only judged as the 150th worst roads in the city of Southend. There are roads and streets in much greater need of control.

	<p>I consider that there is a lack of data to support any measures</p> <p>I see no funds available to remove the measures following the pilot</p> <p>I see no funds available to maintain the measures</p> <p>There is no information on how the success of the pilot will be measured</p> <p>Many roads within the city are in far greater need of measures</p> <p>Proposal for completely unnecessary measures by SBC in the midst of a cost of living crisis</p> <p>There has been a lack of collaboration with blue light services</p> <p>There has been no consideration for non physical traffic calming measures</p> <p>There is a lack of consideration on impact on those with disabilities</p> <p>There is evidence of a number of local authorities removing such measures as proven these measures do not work.</p> <p>There are no plans to police the speed restrictions</p> <p>I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be proven are needed with statistical evidence.</p>
323	<p>I have not selected an option because the council have not provided a full consultation as promised with an option to take no further action and gather more data following an improvement in road markings and signage. I do not feel that Thorpe Ward's roads are unsafe nor that it suffers from poor air quality to warrant a 20mph pilot scheme over other areas in the city. I have also not seen any data from the council to support the need for this in Thorpe Ward.</p> <p>Most of the data that the council relied on to support this scheme was carried out in 2014 with a small update of some roads in 2020. Both reports showed that there were no speed related issues in this area so the data does not support the need for such a scheme.</p> <p>Furthermore when residents of Burges Road raised a petition for speed humps and other traffic calming measures less than two years ago, Councillor Woodley, reported to the council (Meeting minutes dated 2 November 2020) that 'Speed monitoring was carried out and that the results ranked Burges Road as 152 in the list of roads that have been monitored and that in the last three years there have been 4 accidents which does not meet the councils intervention criteria.' He concluded that 'Taking into consideration all of the evidence on file, the safety criteria that is needed to be met, the other roads which have a higher percentage of vehicles exceeding the speed limit and with a greater accident history, it would be an inappropriate use of the council's resources and funds to currently intervene with the matters raised in the petition.' Why then has Councillor Woodley applied for the pilot to be carried out in Thorpe Ward when there are many other roads in the City that have far worse safety records? Why has the new portfolio holder Cllr Wakefield not put a stop to this when there are far more deserving roads in his own Ward? From its inception Councillor Woodley has also misrepresented the support for his scheme, claiming in his initial paper that 80% of members of BERA (of which he is chairman) were in support of the plans. At the scrutiny meeting in February when questioned how evidence of this support was gathered he said "Over the last 25 years all members are aware that 20mph limit was one of the objectives of BERA and newsletters were sent out to all 1500 members, if they don't read their newsletters that is not a problem of BERA but they were sent out and we didn't get responses and it goes forward on that basis."</p> <p>This goes against the Nolan principles of honesty and transparency. What the council should be listening to is the 900 residents who signed a petition rejecting this scheme when it was raised earlier this year not a biased councillor who is blatantly disregarding the Nolan principles to suit his own vanity project.</p>
324	<p>I am against either Option A or B but believe that no further action should be taken until further statistics have been gathered. Funding should then be allocated to the roads in the city where evidence shows the most need and where these funds would have a greater impact on road safety. I do not believe that funds should be</p>

	spent on Thorpe Ward where no such case has been made. I would therefore urge the Council to reconsider these proposals and prioritise this funding on the worst performing roads in Southend.
325	I am against either Option A or B but believe that no further action should be taken until further statistics have been gathered. Funding should then be allocated to the roads in the city where evidence shows the most need and where these funds would have a greater impact on road safety. I do not believe that funds should be spent on Thorpe Ward where no such case has been made. I would therefore urge the Council to reconsider these proposals and prioritise this funding on the worst performing roads in Southend.
326	<p>First of all, I would like to question why the Thorpe Ward is considered to need a 20 mph speed zone or limit plus other traffic calming measures. Having lived on the Burges Estate for seven years I know from first-hand knowledge that the area is safe for pedestrians, cyclists and motorists. Even young people on skateboards. There are greater priorities in our city that need traffic calming schemes like Elm Road Shoeburyness, White House Road and Eastwood Road North. The councils own traffic studies have identified these roads where speeding is a problem.</p> <p>There can be no justification for such a scheme in the Thorpe Ward and it is well known that for Cllr Woodley this has been a vanity project for many years. Cllr Woodley believes he has a mandate from the members of BERA, but as recent petitions and opposition from local residents testifies, any previous mandate (2006) has long since gone. The council needs to acknowledge the weight of local opinion that does NOT want a 20 mph area with other measures on the Burges Estate.</p> <p>Secondly this consultation process is simply wrong. Consultations should start with meetings held to discuss whether a problem exists. These meetings should be attended by representatives for the residents and local community groups, police, other blue light organisations and of course council officers. It should be the purpose of such a group to justify any actions to be taken by the council and what the options are for future schemes.</p> <p>The residents of Thorpe Ward are being asked to make a choice between two schemes that they have not been allowed to engage and take part in discussions as to why such schemes may be necessary, let alone contribute to the detailed design of these options. This is totally wrong. It's like asking a condemned man to choose which gun he would like to be executed with.</p> <p>Earlier this year, the council announced this consultation and committed to having a 'Do Nothing' option. But now we are presented with two options, neither of which I want and with no option C (Do Nothing). But now I'm told that all comments will be considered and can be provided in lieu of an option C. So that is what I've done. I want option C 'Do Nothing'. Better still, I would favour cancelling this consultation process and restarting with a properly inclusive process as outlined above.</p>
327	Both proposals are out of proportion to the problem. cheaper, easier and more effective options are available but this council has failed to provide Option 3 which residents of the Ward were promised. I reject both option a and b.
328	<p>The nature of this consultation is absurd as it presumes that one of the proposed options is acceptable to residents. This is far from being the case - residents don't want either.</p> <p>It beggars belief that the Council is proposing to squander £500,000 of taxpayers' money on either of these suggested traffic calming measures. There is no traffic to calm. Neither is needed and neither should proceed. To proceed would constitute a financial scandal that would lead to a judicial review funded by residents determined to oppose the proposals with every means at our disposal.</p> <p>Thorpe Bay generally (and the Burges estate in particular) has the safest and least frequented roads in the city. The north to south roads between Maplin Way and Thorpe Hall Avenue carry hardly any through traffic; the vast majority of vehicular traffic being local residents. There is also very little pedestrian traffic - please, come</p>

	<p>and have a look for yourselves.</p> <p>The irony is that the roads that carry the bulk of the traffic are not included in either proposal for Thorpe ward. I have heard reports of speeding in Maplin Way and Thorpe Hall Avenue. It is also apparent that Bournes Green Chase is congested at peak times and some provision to relieve this could be useful. Notwithstanding these local problems, the Council itself has identified many other roads in the city that could benefit from road improvements.</p> <p>I am a member of both BERA and TBRA (Thorpe Bay Residents Association) and vehemently oppose these proposals. BERA membership is falling due to Ron Woodley's disregard of the considerable opposition to these proposals and my membership of BERA will not be renewed next year if Woodley remains its chairman.</p>
329	<p>For the record, although I have indicated Plan B as my preference, this is only because there is no option to 'do nothing' in this survey. These measures are not required in the residential roads of Thorpe. The low volume of traffic does not warrant them. As a long term resident of Wyatts Drive, which is included in the pilot, I am unaware of any serious accidents during the whole time I have lived here. I think the money being wasted in Thorpe, in these times of severe austerity, would be better spent in areas of Southend which do have a problem. I am sure you know where they are! Why Thorpe??? Perhaps Councillor Woodley might know??</p>
330	<p>I have chosen option B under Duress!!!! I am totally disappointed that none of the above option is available. I am totally against speed bumps or tables; this is a total waste of money. Road painting and a change of signs would suffice. If there was a problem with speeding, why do we have so many learner drivers driving around the zone?</p>
331	<p>I do not agree with a 20mph speed restriction & I do not agree with a 20mph zone however there is no option within this form to "Have my Say"</p> <p>I am very worried that by not choosing either option with advice of Cllr Wakefield that all comments will be fully taken into account, will result in those votes not being counted at all. In which case an independent audit of the votes would be necessary as it remains a small proportion of councillors that seem to have undue influence on proceedings that are in favour of this scheme!</p> <p>The cabinet meeting in Feb this year said a full consultation would take place and this by no means meets that criteria as it requests a choice between a 20mph speed limit or 20mph zone. There is no opportunity for any other choice eg. keeping a 30mph limit & using much cheaper measures such as improved signage & road markings. Or indeed, clearer Give way signs or changing the Give Way priorities along the major routes.</p> <p>The Thorpe area has not been surveyed as requiring any 20mph measures whereas there are other areas within the city who have been identified as requiring action and whose residents and councillors have requested action.</p> <p>It would also appear that if these proposed measures are to be undertaken under an Experimental Order they do not fulfil the precise legal criteria.</p> <p>Please note my complete dissatisfaction with the proposals and with the "pseudo" consultation process.</p>
332	<p>20 mph is a good idea, and better signage is, in our opinion, all that is necessary. Speed humps are definitely not required, nor narrowing of the roads.</p>
333	<p>Why do we need another trial? Trials have already been carried out in Southend. Why is there no third option to do nothing? This is an undemocratic fraudulent abuse of power by a megalomaniacal disturbed individual bypassing the will of the local residents! Eastwood has by your own data by far the most dangerous roads - spend the money there!</p> <p>Better still use the money on the desperate needs of our local services</p> <p>Finally, the state of the road surfaces and pavements are atrocious and dangerous for the public - The Broadway is so bad it's difficult to walk, cycle or achieve 20mph</p>

334	<p>The February 2022 Cabinet meeting resolved to consult on the “proposed scheme for a 20 mph zone in Thorpe”. The consultation would require a simple yes/no response and residents were assured in Open Council, by Steve Wakefield that the consultation would be open and fair and include an option to ‘take no action until further data has been gathered to support any measures’.</p> <p>No such option has been included in the Thorpe Ward survey, and as such the consultation in its current form is in contravention of Cabinet’s resolution and should be referred back to Cabinet for formal approval. No authority was given to consult on any other scheme, the consultations were a ‘20mph speed limit in Leigh/West Leigh’ and the ‘20 mph zone in Thorpe’. I believe option B has been added in an attempt to add a less onerous choice and force these plans through against the wishes of the majority of Thorpe residents.</p> <p>I have not selected either option A or B as I do not agree that traffic calming measures are required in Thorpe where the funds could be better utilised elsewhere. Some of my main concerns are:</p> <p>Lack of published data to support any of these measures. If this does exist, why is it not included in the data available with the survey?</p> <p>In view of the current financial situation the City Council finds itself in, it is highly unlikely that there will be funds available to remove the measures following the pilot or funds to maintain the measures during a pilot. Additionally, roads in other parts of the City that are in far greater need will continue to go without</p> <p>There is no information on how the success of the pilot will be measured and how this will be communicated to residents</p> <p>There has been a complete lack of collaboration with blue light services</p> <p>There has been a lack of consideration for ‘non-physical’ traffic calming measures and a lack of consideration of the impact on those with disabilities</p> <p>A large number of local authorities are currently removing such measures as it has been proven they do not work</p> <p>In view of the failure of process outlined above, the current consultation must be referred back to Cabinet for formal approval and the revised consultation must include a ‘status quo’ option as confirmed to residents by Councillor Wakefield.</p>
335	<p>The speed of traffic causes a lot of noise, particularly builders' and commercial vehicles.</p> <p>Many vehicles currently travel at far greater speed than 30mph, so that 20mph speed limits alone will consequently also be ignored. Speed bumps are the only way to make traffic slow down.</p> <p>The fast traffic on the long straight roads causes more danger to cyclists, pedestrians, pets and wildlife.</p> <p>It would be great if the introduction of physical measures made more people walk or cycle the few minutes to local shops.....</p>
336	speed bumps must be gentle as in Thorpe Bay Gardens and well marked.
337	<p>The current consultation does not provide for the option of asking for further work to be carried ahead. Instead it is a loaded consultation to give the council the basis to satisfy one man's vanity. This proposal will cause more problems than it will address. And the consultation is not very clear in terms of the option to say no to both schemes. I believe that this consultation is invalid.</p>
338	<p>This scheme should be abandoned in its current form. It is poorly thought through and is not based on current or accurate data. There are far worse roads needing expenditure in the City. The Burges Estate does not need these extensive measures and is based on a few individuals "feelings" rather than observed facts. In these times of austerity this is a waste of tax payers money and should be redirected to more needy areas.</p>
339	<p>The proposed scheme is mostly as waste of money and should be abandoned.</p> <p>What data exists to say each and every road on the Burges Estate has speeding issues? Is there any accurate and recent data that this scheme is based upon - no</p>

	there is not from my research. The City has other priorities and schemes like these will look like giving money to rich areas, which is not a good look for Southend Council.
340	I am forced to vote for option B under protest. There should have been a 3rd option for no action to be undertaken until the roads in this area were properly assessed as to there individual problem if they had any.
341	I disagree with both options as there is no option 3 stating is it required I request nothing further to be done until further data has been gathered I suggest this money should be spent on roads that require traffic calming measures as these roads are some of the quietest in the borough
342	I totally disagree with both options as they do not address any of the issues in Thorpe Bay. I request nothing further is done until any proposed road is fully assessed. This money should be spent on the roads that need it the most as demonstrated in the Traffic Working Party Report February 2021.
343	Installing speed humps will cause physical pain to my father in law who has bone cancer.
344	I disagree with both options as they do not address any of the issues in Thorpe Bay. I request nothing further is done until any proposed road is fully assessed. This money should be spent on the roads that need it the most as demonstrated in the Traffic Working Party Report February 2021.
345	I feel there are no major issues in the area, no one I have spoken to feels otherwise. I am aware that the roads on the Burges Estate are way down in the list of dangerous roads the city and the expenditure would be better used elsewhere. I also do not believe there has been a true and accurate survey carried out.
346	I am not a member of any lobbying group. This is a fairly safe neighbourhood with very few traffic accidents, especially those causing injury. Reducing the speed limit will not result in more accidents so why have a trial period? As there is not really a problem, why waste government money on this scheme?
347	<p>And finally here is the consultation! This is not the consultation that was promised and it is geared towards a win for the Independents. Considering it's an A or B choice both of which include traffic calming measures in the quietest roads in the city they win either way. It is an absolute disgrace.</p> <p>I have toyed with not bothering with this consultation as I have come to realise Southend Council is corrupt and they will ultimately do whatever they want anyway. In fact a call to the office confirmed to me that this consultation is only advisory, so we know how I going to play out. Who are we?? We are just the residents, what do we matter? We just pay our council tax, elect you in and give you a job. This "pilot" is baseless. Where are the statics to support it's implementation? Well, they don't exist.</p> <p>I am all for road safety but implemented appropriately. I do believe there is an issue at the junctions. An issue that would be fixed by highlighting the fact that they are actually junctions. Some of the junctions have very tired road markings, hidden signage or no signs at all. These would be relatively inexpensive fixes for a council that is in so much debt they are considering turning the lights off this year. Why waste £500k on this "pilot"?! Especially when none of the roads feature in the list of worse offending roads for speed in the area. The money would be spent better elsewhere.</p> <p>Thorpe bay is a beautiful and peaceful area. If you wanted to you could cross most of the roads without looking with confidence. You only really travel into the burgess estate if you live there which limits traffic. You can very often travel around the area and not encounter another car. There is zero noise or air pollution in this area. You only need to visit the area to see how true this is. And look at all the learner drivers around here.</p> <p>This is an absolute farce.</p> <p>Months down the line and I honestly still cannot understand why this "pilot" is even</p>

	<p>being considered when there are such easier and quicker solutions to the minor issues the estate has. I really feel like it's being forced through by an individual's views. How is that the best for the area? How can this happen?</p> <p>I have lived In Thorpe Bay for 7 years and it has truly been a joy. You get fools anywhere but I can honestly count on one hand how many times I have witnessed a speeding issue within the estate.</p> <p>You have not provided an C option, ie improve current road markings and highlight the junctions or maybe even do nothing at all. Due to this you can only vote in favour of the "pilot", how can that be fair? I feel like I have no choice but to vote B, as out of the two it is the less intrusive option. I worry that if I don't vote at all and just fill this text out it will be a dud vote (and we know what happens to dud votes in Southend council!!) and then there is more chance that A wins. This really is a dilemma as it has caused a lot of confusion. This really is the most unfair consultation. Like I said before the consultation is geared towards the implementation happening and you can technically only vote in favour of the "pilot". Hence it is corrupt.</p> <p>Please let common sense prevail. Please bin this "pilot".</p> <p>In addition please can we have an extra zebra crossing on Station Road.</p>
348	<p>And finally here is the consultation! This is not the consultation that was promised and it is geared towards a win for the Independents. Considering it's an A or B choice both of which include traffic calming measures in the quietest roads in the city they win either way. It is an absolute disgrace.</p> <p>I have toyed with not bothering with this consultation as I have come to realise Southend Council is corrupt and they will ultimately do whatever they want anyway. In fact a call to the office confirmed to me that this consultation is only advisory, so we know how I going to play out. Who are we?? We are just the residents, what do we matter? We just pay our council tax, elect you in and give you a job. This "pilot" is baseless. Where are the statics to support it's implementation? Well, they don't exist.</p> <p>I am all for road safety but implemented appropriately. I do believe there is an issue at the junctions. An issue that would be fixed by highlighting the fact that they are actually junctions. Some of the junctions have very tired road markings, hidden signage or no signs at all. These would be relatively inexpensive fixes for a council that is in so much debt they are considering turning the lights off this year. Why waste £500k on this "pilot"?! Especially when none of the roads feature in the list of worse offending roads for speed in the area. The money would be spent better elsewhere.</p> <p>Thorpe bay is a beautiful and peaceful area. If you wanted to you could cross most of the roads without looking with confidence. You only really travel into the burgess estate if you live there which limits traffic. You can very often travel around the area and not encounter another car. There is zero noise or air pollution in this area. You only need to visit the area to see how true this is. And look at all the learner drivers around here. As a family we also safely walk and cycle around the area regularly, this "pilot" would not have any affect on that.</p> <p>This is an absolute farce.</p> <p>Months down the line and I honestly still cannot understand why this "pilot" is even being considered when there are such easier and quicker solutions to the minor issues the estate has. I really feel like it's being forced through by an individual's views. How is that the best for the area? How can this happen?</p> <p>I have lived In Thorpe Bay for 7 years and it has truly been a joy. You get fools anywhere but I can honestly count on one hand how many times I have witnessed a speeding issue within the estate.</p> <p>You have not provided an C option, ie improve current road markings and highlight the junctions or maybe even do nothing at all. Due to this you can only vote in favour of the "pilot", how can that be fair? I feel like I have no choice but to vote B, as out of the two it is the less intrusive option. I worry that if I don't vote at all and</p>

	<p>just fill this text out it will be a dud vote (and we know what happens to dud votes in Southend council!!) and then there is more chance that A wins. This really is a dilemma as it has caused a lot of confusion. This really is the most unfair consultation. Like I said before the consultation is geared towards the implementation happening and you can technically only vote in favour of the “pilot”. Hence it is corrupt.</p> <p>Please let common sense prevail. Please bin this “pilot”.</p> <p>In addition please can we have an extra zebra crossing on Station Road.</p>
349	<p>Have more traffic police!!</p> <p>Enforce the Highway Code for a period of time and once drivers/public relearn to respect the Laws all will fall better into place</p> <p>Air quality will not get better for stopping or slowing g down vehicles You know it's too late for this already!</p>
350	Too many things are being proposed/trying to move forward without residence input
351	completely unnecessary proposal
352	<p>I have not selected an option as the residents were led to believe there would be a third option, which is not on the consultation.</p> <p>Option C - Take no further action whilst more data is gathered - this is my preferred option.</p> <p>This would be consistent with other local consultations in Southend.</p> <p>The Thorpe Bay ward does not have the perceived difficulty in regards to dangerous driving or speeding. There are other areas in Southend which require these measures.</p> <p>The council needs to listen to the residents and not impose an unwanted scheme upon them for spurious reasons or personal agendas.</p>
353	<p>I have selected option ‘b’, under duress, as there should be option ‘not required’.</p> <p>This is a ridiculous waste of money and will cause annoyance and inconvenience to motorists. It will waste petrol, increase wear and tear on brakes, clutch, suspension and cause more emissions (acceleration. and deceleration.). I walk, cycle and drive around Thorpe Bay every day and do not have any problems with traffic. I do not see anyone else having difficulty crossing the roads. I am not averse to a 20 mph speed limit on its own.</p>
354	<p>This whole project needs rethinking. I agree that there needs to be a slow down method at certain junctions, but not to blitz the whole area with speed bumps. The cost of this must be astronomical to a Borough that is struggling to balance the books. The general feeling in the area is yes, we need slow down measures at some junctions, where the signage could be improved greatly, but not over 200 speed bumps to to totally ruin the Burges estate. Other areas of Southend are far more needy for this sort of thing. I have selected B under duress.</p>
355	<p>This consultation assumes that one of the proposed options is acceptable to residents. This is simply not the case. Residents don't want either option. At a time of severe financial pressure it is outrageous that the Council would even consider Squandering Tax Payers Money on a totally unnecessary intervention. There is very little traffic on these roads which is why driving schools use them to teach their pupils to drive. It is absurd to suggest that traffic calming measures are needed. They Are Not Needed. Please reconsider and use taxpayers money where it is most needed in the city.</p>
356	<p>I do not consider a 20mph speed limit is needed in Thorpe the roads are quiet, there are other areas in the city which are more in need of road safety measures</p> <p>This proposal is an unnecessary expenditure to solve a problem that does not exist. all that is needed is some improvements to some junctions</p>
357	Speed humps are a waste of resources and noise increases as cars slow down for them. This makes it worse for residents and buses.

358	There isn't the requisite data to show that there is excess speeds in the area proposed for the traffic measures. Thorpe Bay is predominately a very quiet area with few traffic movements on the affected roads thus the proposed options seem unnecessary. At no point has current data been issued to residents to show why such measures are required. More immediate concerns for excess speed are for Thorpe Hall Avenue, Burges Road and Maplin Way but nothing is proposed for these roads. I have not selected either option for this consultation as I don't feel either is appropriate and a 'Neither Option' should have been provided. Further work is required in terms of consultation with residents of Thorpe Bay on these measures.
359	To add proper marked bays at the end of drives to allow easy access ,Regular policing at the Broadway end Elm grove to check on obstructive parking .
360	Nether Pilot A or B is necessary for this area in Thorpe. There is no evidence to substantiate this expenditure here let alone the disruption to residents. The real evidence of needs for safety improvements was tabled by the Council ages ago and NO roads in Thorpe were listed. Either use the money in the areas of need OR to make safe the trip hazards caused on broken paving slabs on pedestrian paths around Thorpe which can be seen to have not been maintained for years which is a true disappointment but not a surprise.
361	Burges Road , Thorpe Hall Ave are the major problems, and might benefit from interventions, everywhere else seems fine.
362	I do not agree the speed restrictions! TB has wide roads, lots of visibility, why mess it up with new restrictions!!!!?
363	I disagree with both options as they do not address any of the issues in Thorpe Bay. I request nothing further is done until any proposed road is fully assessed. This money should be spent on the roads that need it the most as demonstrated in the Traffic Party Report February 2021.
364	I believe that it is ridiculous how you consult the people within the area and don't consider it and go ahead with the proposals anyway. It is disrespectful, rude and misleading. Nobody I've spoken to wants the speed bumps or any form of bumps on the roads as they affect certain driveways. It is rude how you consult the people and do not even care to consider their thoughts and feelings. Just because you have the money and power to do it doesn't mean it needs to be done. The speed bumps are right outside my driveway and I do not wish to ruin the bottom of my car just because someone, one person, is being selfish.
365	This area isn't a problem ...the speed limits suggested will create more pollution in the area as there are more exhaust fumes when cars drive in low gears so having to drive in 2nd and 3rd gear to keep at 20mph will be a problem...I have noticed the air pollution higher in 20mph areas which isn't good for people with respiratory problems also for people travelling on buses going over humps is a nightmare...same for emergency services...I object to this proposal for the area
366	I have lived in other areas of town and these roads are some of the least frequented and safest roads in southend, it's why I moved here. I am a member of Bera and I oppose this scheme, it is far from the truth that everyone in the residence association is in favour.
367	It is an established fact amongst emergency services personnel that physical traffic calming measures damages and plays havoc with their onboard emergency breathing apparatus in both Ambulances and Fire Appliances.
368	Yes using speed bumps to restrict speed is not an issue, the money can be better spent elsewhere. I'm not in favour of the pilot scheme.
369	Both myself and my brother have been in separate accidents at junctions marked 'give way'. My accident, on 14th July 2018, resulted in a fatality. If these junctions had been marked "stop" then it is highly probable these accidents would have been avoided. By making all 'give way' signs into 'stop' signs, traffic would automatically

	be slowed. Drivers' attention would be more focused at junctions. No need for expensive and disruptive bumps.
370	I have not selected an option as they are too similar and there is no alternative.
371	The blocking off of Burlescoombe Road during school hours has an awful impact on the surrounding roads. It's virtually impossible to drive in and out of Moat End, for instance.
372	Having lived at the south west corner of the junction of The Broadway and Johnstone Road since August 1980 there have been a number of accidents involving westerly bound vehicles in Johnstone Road colliding with vehicles using The Broadway. In every case speeding was involved and one accident resulted in a fatality. Something has to be done and the proposed speed table at this junction along with the 20mph limit must help to prevent further collisions at this accident blackspot.
373	I think another option to not include speed bumps, humps or pillows in this area to enable the money to be spent in more needy areas would be good. We do not need 20mph zones and 20mph speed limit is unnecessary too.
374	We strongly feel road humps/bumps are not required on the Burges Estate.
375	I agree with 20mph limits but not speed humps that can do damage to small vehicles
376	Choosing the Burgess estate as an experiment for other areas makes no sense, we are not in an area needing all the restrictions that are being planned and why it has been chosen is a mystery. We live in a very safe area where residents can drive, walk and cycle very safely already. Putting all the speed tables and bumps or whatever the new label for them is, is going to ruin our area. It won't save lives as there are no lives to be saved. You are trying to sort a problem out that does not exist. There are roads in Southend that need money spending on them, go and look at Kensington Road and surrounding areas, they need resurfacing. The money would be better spent in these areas. If you feel the need to put a restriction in the Thorpe Bay Area some 20mph signs could be used. As far as filling out your survey there should have been an option for no change, this is a biased survey if not all options are given for the people who have differing opinions and live in the area you are going to affect, we should all have choice. A majority option!
377	The traffic calming proposals are unnecessary for the Burges estate, they should be applied to Southchurch road instead
378	Having lived at the south west corner of the junction of The Broadway and Johnstone Road for forty years there have been a large number of accidents at this road junction when westbound vehicles travelling along Johnstone Road collided with vehicles using the Broadway. Speeding was involved in every case and one accident resulted in a fatality. It seems that the westbound driver has restricted vision at this junction compared to someone driving east along Johnstone Road Something has to be done and the proposed speed table and 20mph limit must help to prevent further collisions at this accident blackspot..
379	This is an undemocratic survey, as the option is lots of speed bumps or not as many speed bumps, and no option c - for no change at all. It would maybe benefit where there is a school. In this area there is hardly any traffic and would be a waste of taxpayers money at a time when it's needed elsewhere. This means my vote is option C - NO change at all to the current traffic conditions. If this supposed 'pilot' proceeds it will be a sad day for Thorpe Bay.
380	We strongly feel road humps/bumps are not required on the Burges Estate.
381	This consultation is not democratic and is following the same theme as that seen earlier this year with the local Thorpe Bay Councillor not including an option C to leave everything as it is today. The plan is to either to have speed humps or to have

	slightly fewer speed humps. I cannot stress enough how ludicrous this is. There is absolutely no need for these measures to be implemented widely across Thorpe Bay. Placing 20mph zone near to schools, shops and railway station would make sense given the heavy foot traffic. All other locations should remain unchanged and quite frankly the council should be ashamed to be trying to waste taxpayer money at this time on a pilot scheme of this nature, which we all know would never actually be reversed once implemented as there would be no money to remove! Why not use the money in an area that is really in need of calming measures elsewhere in the City i.e. close to all schools. For the benefit of the 'unnamed' councillor that i referenced earlier i am NOT a NIMBY and simply a concerned resident of Thorpe Bay and would appreciate the respect to be given to residents by councillors as we are the electorate and will vote accordingly next time. Thank you for the opportunity to comment and i trust this scheme will be abandoned given its undemocratic options.
382	The focus should be on the roads where there are issues. The roads around burges and the junctions. Unnecessary speed bumps / humps / cushions end up being scruffy and badly maintained and will ruin the street scene. This is my observation from other areas of the city.
383	I do not feel this area needs a major investment in traffic calming or air quality and I have not seen any council evidence that this is justified. I feel attention should instead be paid to addressing issues with speeding where they do occur on the more major routes such as maplin, lifstan, Burges , station road and Thorpe hall Ave. I understand on the Burges estate there is a need for attention to reduce accidents at junctions, I believe speed is not the overriding factor causing these accidents. Raised tables at junctions may help this, although I am not sure why some of the worst affected junctions eg. Parkanaur / Fermoy have not been given these in your plan.
384	Not in favour of either option until more evidence is gathered. Restricting 20mph to a limited area pushes the traffic onto nearby unlimited areas including roads fronting schools
385	i am only voting for option B as there isn't an option C to do nothing and leave it the same. my vote is made under duress and this is not a fair and open consultation.
386	This "Pilot Scheme" has been "legally compromised" due to change in options offered as No.3 - "NO Action Required" taken off the consultation part way through. This creates false data criteria in any stats / conclusions. No real evidence based surveys taken prior to consultation. Existing data already taken for other "20 MPH " schemes in the Essex county so this "Pilot Scheme" not Not Required as there's No "Need" for additional data / information.
387	I disagree with both options as they do not address any of the issues in Thorpe Bay. I request nothing further is done until any proposed road is fully assessed. This money should be spent on the roads that need it the most as demonstrated in the Traffic Working Party Report February 2021.
389	I feel that the area is fine I have never witnessed any excessive speeding in such a quiet neighbourhood. the cost of this in the current climate is ludicrous perhaps a visit to the area will show you that there is absolutely no need for the measures that you propose. It is not a cut through and would pose a problem for emergency vehicles needing to get to an emergency
390	I consider both of these proposals (both options) to be totally unnecessary. Moreover, anything introducing a physical calming measure will be inconvenient to local residents and spoil the general ambience of a very pleasant area. I can only assume whoever is involved in these proposals does not live in this area or have an intimate knowledge of it. I have lived here for over 29 years and there is not a

	<p>speeding problem or a problem with cars. These proposals are Totally Unnecessary. On this basis, Option B would seem to be the least intrusive.</p> <p>The 3 objectives stated for the initiative are a puzzle to me as there is not a problem in this area with traffic in terms of speed, safety, ability to walk and cycle safely, air quality or increased use of sustainable traffic options or any of the other aspects which the three objectives claim to be addressing.</p> <p>It is interesting that the only road where traffic speed can occasionally be an issue is Woodgrange Drive and this road is not included in the initiative. Here I would suggest reinforcement of the speed limit by use of signage, eg signs which flash if a car is travelling too fast.</p> <p>I have no comprehension of why this initiative is being proposed and do not support the introduction of either option. There are so many worthwhile projects which could be undertaken in the town to its benefit - why are you wasting time, money and resources on this one?</p>
391	<p>This traffic calming scheme is totally Unnecessary. There is NOT sufficient traffic to justify it. It's outrageous to waste tax payers money on something as ludicrous as this. There's a cost of living crises. Many areas in the City are deprived. Please reconsider this proposal and use the publics' money to better improve the lives of the people of Southend. Thank you.</p>
392	<p>I feel that we live in one of the quietest areas of Southend and can not understand why money is being spent unnecessarily on speed humps causing car damage and traffic noise.</p>
393	<p>I have selected Option B under duress, (as the least evasive option) and in the absence of Option C 'do nothing until further information is gathered'. I feel these funds could have far greater impact if used in areas with a far greater need identified in the Speeding Issues - Priority Ranking report submitted to the Traffic Regulations Working Party on 22 February 2021. Blue light services not consulted, no assessment on impact for the disabled and elderly and impact on learner drivers. No funding to remove 'Pilot' and previous proposals were severely over budget. Pilot not required as schemes are in place in other parts of the City. Overwhelming feeling that these measures are not wanted or needed by residents. No budget to maintain any physical measures either.</p>
394	<p>I have selected neither of the scheme options, as this is not a consultation and is essentially trying to remove the residents of Thorpe bay from decisions that effect them, by strong arming them into deciding between two bad options that nobody/very few people asked for - it is a dishonest and disingenuous process/engagement.</p> <p>This scheme should be abandoned in its current form. It is poorly thought through and is not based on current or accurate data or asks from the community. There is actually evidence that shows this will increase pollution and drive little benefit, Im aware of many existing schemes across the country that are being reversed.</p> <p>Furthermore, there is no advice on current KPI's in the area (I believe this is because this scheme is not supported by any insight/data), what the baseline measures are, what the targets are and what are the measures of success - alongside the fact that there are no funds or plans to remove this if it "fails". This is dishonest and is being forced upon people and not representative of the western democracy we live in, but more like an authoritarian leadership.</p> <p>This has not been requested by the residents of Thorpe Bay and am unsure why this is being pushed upon us. There are far worse roads needing expenditure in the City. The Burges Estate does not need these extensive measures and is based on a few individuals "feelings" and anecdotal evidence (with little accuracy), rather than observed facts and feel as though this is a vanity project to create some kind of "legacy". In these times of austerity this is a waste of tax payers money and should be redirected to more needy areas.</p>

395	<p>I have not chosen option A or B because I think both proposals are unsuitable. This 'consultation' is over simplified. The area under discussion does not have any 'unsafe' roads by the council's own standards. This is an area of very low traffic. So much so that it's used extensively by motoring schools. Local people already walk to the local shops. I am not anti 20mph speed limits if they can be proven not to increase air pollution. Reducing the speed in these roads would not change their behaviour. Most cars driving 'east to west' cannot get up to 30mph in the short distance between junctions. Cars driving 'north to south' are perhaps slightly faster but most drive prudently because of the frequent junctions. I do not see why we should have a 'pilot scheme' when there are plenty of examples of similar schemes in Southend already. No parameters have been set to assess the success or failure of the scheme but then the data to support the scheme has not been provided in the first place. How can the success be measured without a starting point? There are no costings for installing the scheme let alone for removing it should the 'pilot' be deemed a failure. Nowhere has the issue of other wards in the City been discussed. If it has cost, as rumoured, £40,000 to create this consultation may I politely suggest that this is also a waste of money given the depth of feeling already expressed by residents in the area earlier this year. I understand that this grant from central government is ring-fenced for road safety but it does not need to be spent in Thorpe Ward. There are aspects of our roads that require attention. Namely Station Road/Acacia Drive, Maplin Way, Burges Road and Thorpe Hall Avenue. On Station Road it would make sense to convert the zebra crossing to a traffic light controlled pelican crossing. It would also make sense to put in another pelican crossing closer to the retirement properties to allow residents to safely cross the road to the post box for example. Both of these would slow traffic on this road. On Maplin Way, Thorpe Hall Avenue and Burges Road, average speed cameras would be a great boon. In Burges estate roads, change the 'give way' signs at junctions to 'stop' signs and ensure that the road markings are maintained and foliage that can obscure vision is removed/kept low. One of the questions in this consultation asks about current restrictions. I am one of the people affected by the 11-12 no parking outside my house rule which was originally brought in to stop commuters parking close to the station. I have asked my local councillor several times over the years to suggest a 'parking permit scheme' that would allow residents to park outside their own homes or to invite a guest to park. Cars parked in the road automatically slow down traffic - it's a simple fact. Of course the restriction is not enforced on tradespeople either which is unfair on residents. The current options for visitors, which in any case are over-subscribed, do not allow for the fact that they might have limited mobility for example. We have off-road parking for 3 cars and have retained some garden. I am strongly of the opinion that converting my front garden into a car park, as has been done by many on this estate, is not eco-friendly and contributes directly to problems with localised flooding. Surely the council can look at this whole situation in a joined up manner rather than rushing to spend a central government grant on an area that doesn't need it simply because the ward councillors shout loudest. There are also issues of conflict of interest with one particular councillor claiming to represent the views (uncanvassed) of the Burges Estate Residents Association. A final thought - it has been touted around by one councillor that the air pollution discussion of 20 vs 30mph is irrelevant since 'everyone will be driving electric cars soon'. Again this is a naive statement. The fuel that cars use and the emissions from those cars is but one part of their carbon footprint. My understanding is that it takes about 7 years for a current electric car to be more eco-friendly than a petrol/diesel one. This takes into account the manufacturing/disposal process as well. In addition we are in an energy crisis at the moment which will affect the take-up of electric cars because it will be more expensive to charge them than to fuel a conventional car. Please look at the whole picture when considering this soi-disant 'pilot scheme'. It's taking a</p>
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	sledgehammer to crack a nut, a nut that doesn't even need cracking. Please do not waste this money simply to satisfy the vanity/legacy project of one councillor.
396	I feel that there are many areas in Southend that need help with speeding , Thorpe bay is not not one of them
397	The proposed bumps in Station Road will undoubtedly push traffic to Barnstaple Road, back entrance of Bournes Green School! Proposals pretend to protect school children but will increase danger. No data to support these measures, no funding to remove supposed pilot! No base data to measure against, if indeed is a pilot despite these measures being used elsewhere in the City. Speed bumps being removed from rest of UK as proven to be ineffective and outdated. No funds to maintain measures. Many areas with far greater issues than Thorpe. No consideration for non physical measures. Limited funds should be used where they can do the most good especially in a cost of living crisis. I do not agree that any traffic calming measures are warranted in Thorpe. Only safety measures like correct signage at junctions!
398	I am strongly opposed to both options. It is absurd to exclude "do neither" from the consultation, which is taking place with a closed mind. What would be the impact in noise and pollution from extra (fierce) acceleration and braking? To improve safety, stop vehicles parking on the pavement. It is easy to cross Burges Road (and others) safely (I am 76).
399	Why am I forced to select an option when as a resident I have no issues. This is forced on the residents. I do not approve any of the options. I request more transparency and concrete evidence that this is required. There is no evidence to support this. We should focus our efforts and money on something more useful for the community than this. Who is benefitting eventually out of this is a big question for me...
400	<p>I have NOT selected Option A or B when completing the Consultation, in the absence of a third option as was promised by Cllr Wakefield and Cllr Terry. I would like to stress that I do not agree that any traffic calming measures are required in Thorpe Ward and the funds could be much better spent elsewhere. Some of my main concerns are:</p> <ul style="list-style-type: none"> • Lack of data to support any measures • No funds available to remove the measures following the pilot • No funds available to maintain the measures • No information on how the success of the pilot will be measured • Many roads within the city are in far greater need of measures • Proposal for completely unnecessary measures by SCC in the midst of a cost of living crisis • Lack of collaboration with blue light services • Lack of consideration for non physical traffic calming measures • Lack of consideration on impact on those with disabilities • Number of local authorities removing such measures as proven these measures do not work <p>I urge the Council to reconsider these proposals and focus their efforts on supporting the roads that are crying out for help and assistance as evidenced in the Traffic Working Party report from February 2021. These are the roads that need funding instead of wasting yet more money on this ridiculous project.</p>
401	<p>I vote NO to both the 20mph zone and the 20mph limit scheme.</p> <p>This isn't the consultation that was authorised by Cabinet, 22nd February. Meeting minutes authorised consultation on a "20mph zone". This consultation is a choice between a 20mph zone and a 20mph limit. I can find no formal Cabinet approval for the changes to the consultation objectives. Officers, without the authority, have overridden the Cabinet resolutions. The consultation is invalid.</p> <p>The information provided in the consultation is inaccurate and misleading. There is</p>


	no School Street pilot in Thorpe. The Greenways School ETRO expired in May. Officers don't know their TROs.
402	I disagree with both options as they do not address any of the issues in Thorpe Bay. I request nothing further is done until any proposed road is fully assessed. This money should be spent on the roads that need it the most as demonstrated in the Traffic Working Party Report February 2021.
403	I am wholly against the proposed 20mph pilot scheme that is due to be put in place. I disagree with both options as they do not address any of the issues in Thorpe Bay. I request nothing further is done until any proposed road is fully assessed. This money should be spent on the roads that need it the most, as demonstrated in the Traffic Working Party Report February 2021.
404	This is an unconsidered scheme. I did not select either option because neither is well-researched or valid for the area. Where is the data that supports this proposal? Why is it a pilot when we have similar schemes elsewhere? What is the cost of the scheme? Does the government grant cover the full cost of installation and potentially removal? What is the baseline data on which the pilot will be assessed as a success or a failure? Have councillors visited the proposed area? Have they seen the number of learner drivers? Surely an indication of a safe area! Have other wards in the City been considered where there is evidence of more problems? Has the amount of pedestrian/cyclist traffic been studied? Within the area of the pilot scheme what is available in public transport to replace car use? Is it not true to say that most of the Burges Estate is not served by any meaningful public transport that would take someone from say Burges Road to The Broadway? Will this be provided? The whole premise that a slower speed limit will encourage more walking and cycling is ridiculous. Have councillors tried to cycle over speed bumps or tables? Have the blue light services been consulted for their opinion on these proposals? Have other wards been asked to submit proposals for their own wards? Why has Thorpe Ward been picked except for the fact that the former portfolio holder for transport is a ward councillor. This proposal is a waste of money. This consultation is a waste of money.
405	Speed humps and reduced speed limits are completely unnecessary and overkill, and will not stop collisions resulting from human error. There is a need to prevent side roads becoming a rat run and these proposals will increase that likelihood. Make area residents only parking.
406	The proposed expenditure would be better served in improving the pavements to encourage more walking. Whenever I walk around the area there are tree roots which make the pavements very uneven and difficult to walk on. I hate to think what it's like for people with impaired sight. If you have any money left over you could maybe fill in a few potholes in the roads and repaint the road markings particularly at the junctions.
407	There should be an option c, no restrictions! I felt no option but to choose option b which is not what was suggested would be the case when agreed at a public meeting. Some thoughts...How this does not include eastern esplanade south of southchurch park is very odd when this is by far the most dangerous spot along the seafront. There are no issues with speed at all around school drop and collection times on Lifstan way as roads are always busy which won't change even if half of folk walk or bike. All it needs is more signage and to raise the existing zebra crossing. With proposed restrictions there will be cars slowing and accelerating all day every day and night for no reason over the numerous humps. More issues and nuisance from noise pollution from car exhausts and stereos than anything else. What data are we really going to get from sleepy Thorpe ward overall from this pilot? Why was it chosen over other areas that are obviously far more worthy?!

408	This seems a lot of money to spend. Surely signage at the junctions to remind drivers this is a 20mph area along with improving road markings would be a better use of funds. Cutting back foliage to improve visibility of existing signage would also be a positive move. Repairing pavements to make them level might encourage more walking in the area.
409	I disagree with both options as they do not address any of the issues in Thorpe Bay. I request nothing further is done until any proposed road is fully assessed. This money should be spent on the roads that need it the most as demonstrated in the Traffic Working Party Report February 2021."
410	Speeding is an issue and control is unavailable at present (particularly serious in Burges Road, Construction vehicles parked causing sight loss to speeding vehicles,
411	I don't want any restrictions or speed bumps.
412	I think that the proposed budget could be used better for vulnerable people and policing excessive noise from modified cars
413	Speed limits in all roads are unenforceable and won't be observed. The main thoroughfares need speed bumps and tables at intervals to encourage cars to slow down. Against this accelerating away add to air pollution and noise. The Broadway is a very wide road and vehicles drive too fast. There may not have been any accidents, but there are plenty of near misses with people and pets. Adding a table at the junction with Johnstone Rd, and one or two speed bumps south of this, should slow vehicles down. Putting tables and speed bumps everywhere will simply inconvenience everyone and isn't necessary.
414	Speed humps are ludicrous in an area with no speeding traffic issues. They are dangerous for emergency vehicles and could endanger lives. A thoroughly stupid and ill thought out scheme. The money would be better spent rectifying the hundreds of potholes in the borough which are equally dangerous to vehicles and cyclists alike!! The irony is that nothing is done in genuine speeding hotspots - Thorpe Hall Ave, Southchurch Blvd, Barnstaple Road, Burlescoombe Road, Maplin Way - all of which have schools in them, whereas Thorpe Ward does not! Also, where was the option to choose neither of these schemes? Hardly democratic!
415	Neither option A or B are acceptable. An option C of do nothing was promised to residents of the area. This money should be spent within the borough in roads that are most dangerous! In Thorpe Ward repainting road markings and new signage would improve the safety of the roads. Speed humps, bumps raised tables are not needed and create other problems for emergency services etc. The local residents do not agree with either option, spend the money on the most dangerous roads to improve safety. These schemes are NOT needed in Thorpe Ward.
416	I disagree with both options as they do not address any of the issues in Thorpe Bay. I request nothing further is done until any proposed road is fully assessed. This money should be spent on the roads that need it the most as demonstrated in the Traffic Working Party Report February 2021.
417	I Do Not Agree With Humps Pillows Etc. A third option should have been given. Just put in some strategic speed cameras, especially on the seafront and get police down there catching the loud cars who sound like shotguns being fired. Everyone in the area Being woken up at 4.30am is a disgrace and affects everyone's day.
418	I think a blanket 20mph speed limit should be imposed around all schools in the Borough. This would double as natural traffic calming and for child safety purposes as cars travel around the town.
419	I feel the speed tables and extra markings are a good idea.
420	As a really partially sighted person I don't go walking on my own because of the speed of vehicles and dangerous driving due to speed. I don't drive by my husband does.

Appendix 1b

Thorpe 20mph Traffic Calming Pilot comments received by email or post.

Comments

1.	<p>I have been made aware that this scheme is planned to go ahead despite strong opposition from local residents. I went to the link to fill in the survey but there is no option for no installation.</p> <p>My reasons for opposing this scheme is that, having lived in this area all my life there have been very few major incidents – in fact only one that I can remember. If this scheme goes ahead it will reduce parking for local residents, cause more air pollution due to the stop/start nature of driving that one would have to employ. We already have more vehicles parking in the area due to the high charges to park on the seafront and car parks.</p> <p>Might I suggest that if there is money to spare it could be spent on filling in the many potholes, repainting the road markings and ensuring signage is clearly visible. Also, installing speed cameras and penalising the few motorists who break the rules rather than punishing the majority of people who obey the law with this ill thought out scheme. I feel that installing these humps will just push the problems of the few speeders who flout our laws on to other roads in the area.</p> <p>I hope this is helpful.</p>	
2.	<p>Just wanted let you know speeds humps and pillows stop disabled people like me riding on roads because height bikes etc damage and being stuck on them is terribly dangerous</p> <p>I also believe they don't work like in Cambridge council have taking them out</p> <p>I think speed cameras are best in my opinion</p> <p>Photos of me riding roads in Southend</p> <p>On my wheelchair bikes</p>	
3.	<p>Please be advised that I am sharing my responses to the traffic calming proposals for Thorpe Ward with yourselves as well as submitting the survey.</p> <p>In summary:</p> <p>I disagree with both 20mph schemes, as there has been no evidence provided to explain what problem you are trying to solve. a pilot is expensive and unjust when budgets should be spent elsewhere in the area. If this happens and fails to achieve anything the council would blame budgeting constraints to not remove the measures - totally against the proposal.</p>	
4.	<p>I have already submitted views on the above Scheme and received an acknowledgement. However, I have 'mislaidd' that correspondence in my computer. I would like to make two more points.</p> <ul style="list-style-type: none"> • 1. One of the aims of the Scheme is to encourage cycling. Would having to navigate round speed bumps/tables act as a discouragement? • 2. Imagine living next to a speed bump and having rattling lorries going by and over it - including at night. I do not want one outside my house! 	
5.	<p>On behalf of all the employees at The Roslin Hotel.</p> <p>I am writing to express my dissatisfaction of the consultation process for the proposed traffic calming measures in Thorpe Ward. Residents were previously assured in Open Council, by Steve Wakefield that the consultation would be open and fair and include an option to 'take no action until further data has been gathered to support any measures'. There is no such option included in the Thorpe Ward survey, as promised.</p>	

	<p>Under duress, I selected Option B when completing the survey, in the absence of a third option. I would like to stress that I do not agree that any traffic calming measures are required in Thorpe Ward and the funds could be much better utilised elsewhere. Some of my main concerns are:</p> <ul style="list-style-type: none"> • Lack of data to support any measures • No funds available to remove the measures following the pilot • No funds available to maintain the measures • No information on how the success of the pilot will be measured • Many roads within the city are in far greater need of measures • Proposal for completely unnecessary measures by SBC in the midst of a cost of living crisis • Lack of collaboration with blue light services • Lack of consideration for non-physical traffic calming measures • Lack of consideration on impact on those with disabilities • Number of local authorities removing such measures as proven these measures do not work <p>I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be proven are needed with statistical evidence.</p>
6.	<p>I thank the Council for recently giving me the opportunity to comment on their revised proposal for a 20 mph Pilot Scheme in Thorpe Bay, but I find it is very similar to the previous unsatisfactory scheme championed by Cllr Woodley. This subsequently lead to a Thorpe Councillor at the last local elections only keeping his seat by one vote after having an 800 plus majority at the previous election in 2018. This demonstrates how unpopular this proposed scheme is to local Thorpe residents and should be a warning shot to any other councillors who support it and are willing to waste taxpayers' money on this unfounded scheme. Remember, if this scheme does eventually get the council's full approval after 12 months, it may give the green light for the council to implement this pilot scheme across all the residential roads within our City.</p> <p>This proposed Thorpe pilot scheme only gives the residents' two options, which basically only gives them a 'Hobson's choice'. Thorpe residents should be given a 3rd Option. i.e. 'Status Quo'.</p> <p>The council's reasons given for this pilot scheme are:</p> <ul style="list-style-type: none"> • The Thorpe area has been chosen for the pilot 20mph speed limit study owing to the street layout, available highway space and 85% speeds (the percentile speed average used to assess vehicle speeds) of the area, and it already has an experimental School Street scheme (implemented under DfT Emergency Active Travel funding): <p>My response: The council's own data (85% percentile of average local area speeds in the Thorpe Ward, equates to an average speed of 25.5 mph). This should tell the council that there is not a significant vehicle speeding problem in the Thorpe Ward, so why are they asking in their surveys if residents are concerned about vehicles speeding in this area, when their own data tells them there is not a major problem. If traffic goes much slower in Thorpe, it will come to a stand still.</p> <p>Thorpe has already demonstrated that it has one of the most road safety records in all of our City's Wards. Sure, 25.5 mph is only the average speed, and some vehicles will have been slower and others faster. The problem with trying to stop the minority of motorists who exceed our road speed limits is one which our council and other authorities (both local MPs & Police) do not seem keen on tackling, and this appears to be the elephant in the room.</p> <p>This only goes to further demonstrate how useless any of these options are when our City does not have a dedicated Police Traffic team to ensure vehicle drivers are compliant with traffic speed limits in our area (Currently, there is no deterrent for drivers who continually disrespect local speed limits).</p>

- ii) The rationale behind the proposals is that lower vehicle speeds are likely to create streets where pedestrian movements are easier, vehicle noise is less prevalent, and the general dominance of traffic is reduced. All of these factors create environments which are more conducive to walking and cycling and lead to an overall improvement in liveabilities of communities.

My response: The government and some local councils' would like their residents to have a false 'good feel' factor, and they think by reducing 30mph speed limits to 20mph limits will result in a cleaner and quieter environment, which will be more conducive to walking and cycling and lead to an overall improvement in liveabilities of communities. How wrong can they be? Remember how central government a few years ago recommended that diesel vehicles emitted less dangerous exhaust emissions (carbon dioxide, nitrogen dioxide, carbon monoxide and other hydrocarbons) than petrol engine vehicles, only to admit later they got it totally wrong.

What we are not being told is that when the majority of combustion engine vehicles slow from 30mph to 20mph, their engine speeds (RPMs) remain at the same or even higher levels because the vehicles need to drop to a lower gear ratio to maintain a steady momentum. For example, if a vehicle is travelling along a road at 20mph, it will emit 50% more dangerous exhaust emissions in the same stretch of road as if it was travelling at 30mph. How can this be more conducive to walkers and cyclist if we are filling their lungs with higher levels of dangerous exhaust emissions? How is this improving our environment if we emit 50% more dangerous exhaust emissions into our atmosphere every time we drive on our local streets at 20mph compared to 30mph?

You do not have to take my word for this, as you can carry out your own experiment by driving your vehicle at a constant 30mph and read your RPM at this speed, then repeat the exercise at 20mph and compare both RPM readings (Please ensure the road terrain is relatively flat and is safe to carry out this experiment). My car when set in the ECO mode runs at 1,250 RPM at a constant 30mph and 1,400 RPM at a constant 20mph (an increase of 150 RPM). This means when my vehicle is driven at 20 mph in a residential street, it will emit 50% more dangerous exhaust emissions into the local atmosphere. Likewise, all other combustion engine vehicles will emit similar amounts of dangerous exhaust emissions when being forced to travel at 20mph compared to 30mph.

iii)The pilot will remain in place for a period of 12 months, after which the council will review data taken before, during and after installation to determine how successful the pilot has been.

My response: It is not clear to me how the council is going to honestly measure if the pilot scheme has been successful or not. i.e. They have not defined what measuring tools they will use to determine how successful, or not, the pilot scheme has been. They refer to the fact that they will review data taken before, during and after, but don't define what this data is.

My Recommendation:

Based on my aforementioned comments, the Chief Executive and his team should immediately stop any further spend of taxpayers money on this unfounded scheme, which has the potential of putting the health of Thorpe's residents at additional risk. i.e. Children and older residents would be put at greater risk of respiratory infections resulting from higher levels of air pollution in their area. In essence, the residents of Thorpe would be being used as guinea-pigs during this pilot scheme.

If you agree with my comments and recommendation regarding this topic, please forward them to as many interested people as possible.

In addition to my previous email, I would like you to consider the following facts which relate to this unfounded pilot scheme.

Hopefully, it is clear to you by now that the government's '20mph is Plenty' recommendations, promoted by Cllr Woodley, are misleading because if implemented, they would have a potential adverse impact on our resident's health/lives. The '20mph is Plenty' road safety campaign mentions the benefits of this scheme, but does not make any reference to the fact that if implemented, it effectively increases the exhaust emissions of combustion engine vehicles by 50%. These additional exhaust emissions will result in higher levels of air pollution, which kill more people each year than those killed in road accidents in the UK. i.e. Department of Transport figures for 2021 were 1,390 road deaths and Public Health England in March 2019 claimed air pollution is the biggest environmental threat to health in the UK, with between 28,000 to 36,000 (average 32,000) deaths a year. This means that within the UK, more deaths are caused by air pollution (mainly caused by dangerous vehicle exhaust emissions) than road accidents, by approximately an average ratio of 19:1. So, why is our council proposing a pilot scheme which will subject its Thorpe Bay residents and visitors to increased levels of harmful air pollution?

What I find even more interesting that this week, Southend Council have launched a new website, which claims to cover everything the council is doing to tackle climate change in Southend-on-Sea, and how residents and businesses can play their part to reduce carbon emissions and help the planet. How controversial is this? Especially, when the council has plans to roll out this pilot air polluting scheme to the majority of residential roads in our City, if they consider the pilot scheme has been a success.

Recently, I have received an email from Simon Anslow CH/SUPT: Head of Operational Policing Command, Essex Police in response to my concerns regarding the inadequate levels of traffic policing within our City's roads. I accept, he has provided me with a comprehensive response of what the Essex traffic police do with their limited resources, and currently they don't have any plans to provide our City with a dedicated traffic police team.

In my opinion, much more could be done to make our City's roads and pavement areas much safer places for pedestrians, cyclist and other road users. Surely, when our own City councillor who is responsible for public safety feels that sometimes the roads of Southend are like the lawless 'Wild West', we should support him by providing funding for adequate policing resources to rectify this unsatisfactory situation. i.e. Instead of our council wasting public taxpayer's money on unfounded pilot schemes aimed at reducing speeding motor vehicles, they spent this money on providing a dedicated traffic police team for Southend, which would be self/partly self funding, depending, if the speeding problems in Southend are as bad as Southend council reports.

Once again, I note Cllr Woodley is using the BERA E-Newsletter dated 14th October as a political tool to promote his views on this council's unfounded pilot scheme, which promotes our central government's '20 is plenty' scheme, by making misleading comments like: "The myth about reducing speed increases poor air quality, is just that, a myth. It has been proven that reducing speeds improves air quality". How wrong can he be?

As usual, Cllr Woodley has not backed up his comments with any factual evidence, where I have given you undisputed factual evidence based on how you can do a simple practical demonstration with your own combustion engine vehicle to prove that you are emitting approximately 50% more dangerous exhaust emissions when travelling at a constant 20mph speed compared to 30mph, over the same distance of road. Also, I have

	<p>given you referenced facts from government departments which highlight the fact that on average 19 times more people in the UK each year are being killed by poor air quality, compared to road accidents. All these facts can be read in my previous emails below dated, 27th September, 2nd October and 6th October 2022.</p> <p>The above proposed pilot scheme also totally conflicts with current central government and our council's policies on protecting our planet from increased levels of harmful air pollution.</p> <p>In one respect, I should be grateful to Cllr Woodley for drawing to my attention, his intension to implement this flawed '20 is plenty' scheme in my local area, because it has allowed me to scrutinize the scheme and highlight its potential serious harmful impact it would have on our local resident's lives if implemented and is having on those residents lives across the UK where this scheme is already being implemented. This flawed scheme is as significant as the previous central government's policy to reduce harmful air pollution by promoting diesel engine vehicles over petrol engines, only for them to later agree that they got it totally wrong.</p> <p>Conclusion: The Chief Executive and Cabinet Council members should now take steps to cancel all activities relating to this flawed pilot scheme and inform the government ministers responsible for transport and environment what corrective action they intend to take regarding the consequences of their government's flawed '20 is plenty' policy, which is already having a potential harmful impact on the health of those residents lives, where this policy has already been implemented across the UK.</p> <p>I welcome any constructive comments from any of the addressees to this email. Also, you have my permission to circulate this email to as many people you know who possibly support my concerns.</p>
7.	<p>Do you expect us residents in Thorpe Bay to believe that the temporary speed limit trial which would include spending thousands and thousands on signs and humps would be removed at the end of the trial if it doesn't work. That is an insult to our intelligence, after spending all that money you have no intention of removing any of it. We have lived in this area for fifty years and can assure you this is the quietest area in Essex for traffic. This idea comes from Councillor Woodley who we all know has a considerable dislike for cars. When he proposed this nonsense of an idea there was uproar from most residents who considered this totally unnecessary. He went on to insult the residents by referring to us as NIMBYS. Cars travelling at 20mph would have to be in a low gear which would mean more petrol used and more pollution and noise. I spend many an hour walking this area and do not want to be surrounded by pollution which causes cancer and other illnesses. The idea that this quiet area needs ridiculous speed bumps and signs is not acceptable. Perhaps some of this wasted thousands could be used to repair our potholes and crumbling road surfaces and paths.</p>
8.	<p>I am extremely unhappy about the proposed traffic calming measures in Thorpe Ward. As regular pedestrians in this area, we do not consider there to be any particular issue with regard to excessive vehicle speeds.</p> <p>There tends to be a disregard of Give Way signs at junctions.</p> <p>There is currently no problem to address with regard to pedestrian crossing in this area except in The Broadway shopping area, ie crossing between cars parked on both sides of the road and congestion in the road whilst trying to park.</p> <p>Vehicle noise would probably be increased by the introduction of speed humps.</p> <p>The only dominance of traffic in the Thorpe Ward area is in and around The Broadway shopping area.</p> <p>An area will be less conducive to cycling with speed humps in place.</p>

	<p>Driving along a road whilst negotiating speed humps and parked cars can distract one's eyes from other dangers, such as cyclists, pedestrians and oncoming traffic.</p> <p>Option B - this is far more preferable than Option A as it does not contain speed humps. However, there is an imbalance in the layout of speed tables. For example Fermoy Road is far busier than Johnstone Road and yet has only one speed table compared to the proposal of four in Johnstone Road.</p> <p>Replace all Give Way signs with STOP signs in this area.</p> <p>Any reduction in speed limits will have no effect unless there is policing of these measures.</p>
9.	<p>Thank you for replying so quickly to my initial e mail. I fully accept it is impossible to reply to all respondents, but in a previous unrelated consultation the aggregated responses recorded by the council failed to include other options I had put forward, and most critically, a question on the legality. Consequently I am not personally minded to invest too much time in future consultations.</p> <p>I would therefore be grateful if you would accept this as my response to your consultation on this pilot.</p> <ol style="list-style-type: none"> 1. Area of Pilot. Part of Station Road is included with 4 tables. As this is a major thoroughfare with bus routes, I propose there are no calming measures and this is designated 30 mph. All roads off would still lead to 20 Mph zones. 2. Option A. I do not support. I would have little support for physical calming measures other than access and ingress to the designated zones. Stop start with increase and decrease in speed have been found to add to pollution and more erratic driving 3. I would be more in favour of Option B. However, it does not include include electronic LED reminders of the speed limit. I consider these should be at the foundation of any solution and are a very effective ongoing visual reminder you are close to or exceeding 20 mph particularly at night or during bad light. 4. Enforcement. The favoured option should actively consider ongoing enforcement as a deterrent. Studies have found this to be very effective when added to other calming measures. 5. Measures of success/data. At the outset the Council should be explicit on all the specific measures to be used for this pilot. For example air quality measured at fixed areas before and during the pilot. Measures to capture the average speed of vehicles before and after etc. This provides a consistent visible audit trail. <p>I hope this is a helpful contribution to the consultation.</p>
10.	<p>We will be completing the on line consultation process, but are concerned that our views, which are that no scheme should be introduced in the Thorpe Bay area, will not be taken into account as the consultation does not provide a third option for 'no scheme' to be implemented, which we understood was going to be included as an option.</p> <p>Therefore we have provided additional information by way of an email to the City Councillors and, also a separate email to the three local Ward Councillors in Thorpe.</p> <p>I have enclosed a copy of the emails for you, expressing our views and concerns.</p> <p>Please would you be able to confirm that our views will be included within the final consultation report.</p>
11.	<p>I live in Marcus Avenue and walk and drive these roads every day. I have seen nothing which leads me to believe that either of these schemes is necessary.</p> <p>What would be helpful would be the repainting of badly worn road marking and replacing of faded signs. These both give the air of uncaring and neglect which do not lead motorists to respect the area. Please address this issue urgently.</p> <p>I do not see speeding, but only residents, learner drivers and delivery vans. Rarely has there been any driving which has caused me concern.</p> <p>I am concerned however about the introduction of speed bumps.</p>

	<p>I now cannot drive along Thorpe Bay Gardens due to the pain caused to my back – an on-going problem, further speed bumps would hamper me further and restrict my movements.</p> <p>Residents in Burges Road have told me that the introduction of these bumps have moved the problem of noisy teenager drivers to their road. The bumps have not really addressed the problem in Thorpe Bay Gardens, merely moved it.</p> <p>Sometimes the hedges obstruct visibility at junctions and should be kept in check.</p> <p>Please seriously consider the option 'none of the above' as I believe was promised. £400,000 could be well spent in other areas of the city and on other projects. These schemes would be a complete waste of money.</p>
12.	<p>As a resident of St James Avenue, Thorpe Bay. I am totally opposed to both Scheme A and Scheme B. What has happened to the "None of the above Option" which we as residents were promised by the Council?</p>
13.	<p>We are resident in Wyatts Drive and are fed up with both commercial vehicles and private cars exceeding the current 30 mph limit.</p> <p>We have witnessed many incidents where near misses involving both vehicles and pedestrians have occurred.</p> <p>This road is used by many people including children going to and from a nearby school. Let's not wait until there is a fatality, reduce the limit to 20 mph now.</p>
14.	<p>Please make these roads safer by restricting speed to 20 mph.</p>
15.	<p>My wife and I support the proposed 20 mph speed restrictions in Thorpe Bay. We'd support appropriate signage on lampposts. Or another form of restriction, of your choosing.</p>
16.	<p>Please note that I have completed the online form, selecting option B which is the least invasive and has the minimum of structural changes.</p> <p>I have lived in Elm Grove for over 40 years and the pilot scheme does not address the actual speeding issues.</p> <p>I would have preferred an option C which said no to any pilot until backed up by genuine evidence and not anecdotal ones from Ron Woodley.</p> <p>Please deal with Thorpe Hall Ave, Maplin Way, Burges road and woodgrange drive.</p>
17.	<p>As a resident in the area of the proposed speed humps I have not been given the option to state my views on this matter which will be of a significant importance to this area. My only option being Scheme A (Speed Humps) or Scheme B (Speed Humps) it does not include None of the Above as promised to residents.</p>
18.	<p>Am distraught at the ongoing proposal for speed bump's, we thought that had been stopped!!</p> <p>We are not opposed to 20mph limits and possibly bump's at major junctions but to plaster them all over Thorpe Bay and the town is a nonsense and total waste of money. We have lived in St James Avenue for approx 18 months and have never seen anyone speeding down there. There is an abundance of learner drivers up and down but not speeding.</p> <p>Certainly the road signs can do with cleaning and quiet happy for more signs to go up. For the enormous cost of speed bumps will the council really take them out in a year and make good the roads if they are not necessary?? I don't think so.</p> <p>If the council are so desperate to spend money why don't they repair pavements and roads? ***** is disabled and walk's with a walker, they have to walk in the road because the pavements are not good. Bump's will make it much more difficult for him and emergency services.</p> <p>Please, please stop this nonsense going ahead.</p> <p>Thanking you</p>
19.	<p>I was unable to provide my comments on the proposal as the form does not permit any options other than those listed. My comments are as follows...In don't believe the number of accidents and/or deaths in this area are sufficient to warrant the problems and expense associated with this proposal.</p>

	<p>20MPH is too low and will be ignored.</p> <p>The cost of installing speed bumps, etc will be high and I do not believe that at the end of the trial the council will spend more money to take the constructions away.</p> <p>At 20 mph, people will ignore the limits.</p> <p>I believe that a much more acceptable plan would be to have a 30mph ZONE, with signs at the entrance to all of the main roads of Thorpe, which will avoid the cost of constructions and be better accepted by the users and residents of this area.</p> <p>However, like most times, the council will ignore my comments.</p>
20.	<p>We have received the letter from the council regarding the above consultation.</p> <p>We are writing to express our dissatisfaction with the consultation process for the proposed traffic calming measures in Thorpe Ward (Burgess Estate). Residents were previously assured in Open Council, by Steve Wakefield that the consultation would be open and fair and include an option to 'take no action until further data has been gathered to support any measures'. There is no such option included in the Thorpe Ward survey, as promised.</p> <p>Our only option is to select Option B (the option with the least impact) when completing the survey, in the absence of a third, 'take no action' option and register our objections in the free text boxes.</p> <p>We have lived in Tyrone Road for 7 years and are well acquainted with the Burgess Estate environment. We would like to stress that in our opinion no traffic calming measures are required in Thorpe Ward and the funds could be much better utilised elsewhere. For example in repairing the uneven paving slabs on our pavements. The consultation talks about reducing traffic speed to create a safer and more vibrant community. This is ridiculous because traffic on the Burgess Estate is so minimal and unable to speed that we already have a safe environment for residents and visitors to walk, cycle and drive vehicles. Some of our other concerns are:</p> <ul style="list-style-type: none"> • NO data to support any measures • NO funds available to remove the measures following the pilot • NO funds available to maintain the measures • NO information on how the success of the pilot will be measured • Many roads within the city are in far greater need of measures • Proposal is for completely unnecessary measures by SBC, in the midst of a cost of living crisis • NO collaboration with blue light services • NO consideration for non physical traffic calming measures <p>There are a number of local authorities removing such measures after pilots have proven such measures do not work</p> <p>I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be justified, provide value for money and are of benefit to residents, by the use of compelling statistical evidence.</p>
21.	<p>I am appalled and dismayed at the thought of having speed bumps all over Thorpe Bay. I live in St James Avenue and have never seen anyone speeding. Surely it is sensible to target the main roads, Maplin Way, Station Road, Thorpe Hall Avenue and Burgess Road. I am not opposed to 20mph sign's but speed bumps are a total waste of time and money.</p> <p>We also know that once that money is spent, if it doesn't work, that the council will take not take them out and make good the roads!!!</p> <p>Surely some sort of common sense must come into play???</p> <p>If the council are so desperate to spend money why don't they fix the pavements and roads.</p>
22.	<p>I recently completed the form about the 'consultation' on the Thorpe Bay Pilot scheme which entails spending a lot of money on unnecessary speed bumps. There was no provision to say if your were against either option proposed. The process is therefore flawed. Could you please revise the form and resend it to get the appropriate feedback.</p>

	Mr Woodley had told me by email on the 30th January 2022 that speed bumps were not part of the proposal.
23.	<p>I received your letter today concerning the proposed pilot for speed bumps on Burges road Thorpe bay.</p> <p>Your letter gives me no easy method of stopping this politically motivated idea.</p> <p>I would therefore like to register a complaint about this proposal.</p> <p>I categorically reject the proposal of having a pilot scheme to instal these road calming measures.</p>
24.	<p>We do hope that the Southend on sea council do listen to the Residents of Thorpe ward, as we don't want the below scheme as it's a complete waste of money and not required.</p> <p>Can you please look into why roads in this area are not being resurfaced as most of the junctions in the area have faded markings that are hard to see when you are in a car (and if you want me to send some examples I will be happy to do this)</p> <p>Thank-you for reading this message</p>
25.	<p>Regarding the speed restrictions in Thorpe Bay I wonder if you could tell me why there is no option C (to do nothing until further data has been gathered).</p> <p>We were meant to be having a consultation regarding any scheme regarding restrictions so surely the first thing to be consulted on should be do we need or want them on some of the quietest roads in the borough(hence an option C).</p> <p>If these roads were so dangerous why do so many driving instructors choose to teach their pupils on these roads when first starting to drive?</p> <p>I am not opposed to a speed restriction (if required)or speed hump restrictions in Greenways where there is a school to make it safer for the children.</p> <p>As for other areas It appears the council have made this decision by themselves and are telling us it is only A or B regardless of what people feel.</p> <p>I fail to see how anyone can justify this project and the money to be spent on it when there are plenty more roads within the borough that need these restrictions.</p>
26	<p>Thank you for your letter and documents related to the above - we have studied the detail.</p> <p>We feel it necessary to write to you regarding these proposed schemes which we find wholly inappropriate, unnecessary and unacceptable for our area in Thorpe Bay. To have these bumps and tables would hem in this lovely established residential suburb making it a castle or prison for entry and exit.</p> <p>Road and pedestrian safety are very important factors that can be brought about by simple cost effective and maintained methods and introduction, none of which have been suggested or proposed by this Council. It appears to prefer having "desk designed" schemes that have not been brought about by current research, science, statistics, monitoring or assessment. There is no current or past evidence or proof that these such drastic measures are necessary here in Thorpe Bay. The funding available would be put to better use in the areas that have been proven to require such greater needs.</p> <p>At the Council and Cabinet Meeting held earlier this year, we as residents, over 100 attended, had the opportunity to voice our views to stop the then proposed schemes published through BERA. Our questions, feelings and opinions were not fully answered or replied to at the time or since - just side stepped, but it was agreed by the Council that a full public consultation would take place which we thought would involve all of the proposals put forward. This included the option to not pursue costly and disruptive Civil Engineering works but to improve and reinstate the worn and faded road markings, better renewed road safety signage, improved lighting and upkeep of the uneven and trip hazard paved footpaths.</p> <p>Where is this Option?</p> <p>We would suggest to you and the Council, in a positive and constructive way forward, that rather than attempt to force one of these two published options on us as residents, in an undemocratic manner, that small Working Party from the two Residents</p>

	<p>Associations (BERA and Thorpe Bay Residents Association) together with a couple of experienced and qualified road safety and estate management experts plus Councillors who actually live in this area, if there are any, "walk and monitor the area" to ascertain what could or is needed to be achieved to improve the road and pedestrian safety in a cost effective and least disruptive manner before any such work is undertaken or agreed by whomever.</p> <p>We hope you find our views useful and will take them forward.</p>
27	<p>I have already submitted my opinion on this. Option B is probably the best. But there have been a few recent collisions with vehicles unable to see the give way sign where Burges Road crosses Thorpe Hall Avenue.</p> <p>There is excessive speed from traffic leaving the seafront and heading North when the traffic sees an upcoming dual carriageway ahead, the traffic accelerates under the mistaken impression there is a higher speed limit in the dual carriageway. This is disastrous for vehicles crossing Thorpe Hall Avenue at Burges Road.</p> <p>The Scheme doesn't include the possibility of a speed camera to catch vehicles turning off the seafront heading North, after the zebra crossing, and before the dual carriageway in Thorpe Hall Avenue. Having witnessed collisions at the junction Burges Road and Thorpe Hall Avenue, to me, a CAMERA would be the most important part of a pilot scheme with an objective for safety.</p>
28	<p>I have tried to respond via the various web addresses in your letter and they either do not exist and the one I managed to complete went to the Outbox in garbled script. However this is hardly a survey as there is no option to oppose the scheme entirely! Where is your scientific evidence that cars travelling at 20mph make less noise and pollute less than cars travelling at their engine optimum speed of 30mph. It is absolute nonsense</p> <p>And cars slowing down and speeding up continually will clearly make more noise and pollute far more. Therefore your premise for any restriction is bogus in its conception and should be cancelled immediately before it goes any further.</p> <ul style="list-style-type: none"> • Provide the evidence of the cyclists being in danger – there are very few. • Provide the evidence of pedestrians being in danger – there are few in Thorpe ward. • Provide the evidence that cars speed in the Ward, apart from Burges Road – the cars in most roads are learner drivers <p>Furthermore we all know that pilot schemes of twelve months never get removed by this council and the money would be better spent dealing with the appalling road surfaces in every road in Thorpe ward.</p> <p>I will try again to complete the consultation form and return it, but I am TOTALLY OPPOSED to the scheme in its entirety.</p>
29	<p>The idea of having Consultations is great and allows the residents to share their views with the Council, whatever their opinion, but they must be allowed to travel in the direction of their choice.</p> <p>As a Residents Association we often post details of these consultations on our Facebook page, where we have access to over 8,100 members and if we think their view would be relevant to Shoebury or the City of Southend, so we share this information, as we do with other Police, NHS, Council or Covid information..</p> <p>However, we are finding the way the Consultation is presented and the actions taken by the Council afterwards, gives our members the impression this is just a "tick the box" exercise, to comply with government rules?</p> <p>As an example, when you submitted details about having a dog beach in the City for the whole year, residents throughout Southend were given the opportunity to give their preferred choices. In a way the result was sensible, spreading the load to Thorpe Bay, Chalkwell & Leigh. However, the Cabinet members decided to ignore their residents' choice & the consultation process (at great expense), to select East Beach & Two Tree Island, which really annoyed our members. After we told the Cabinet that</p>

	<p>Two Tree Island has no beaches and certainly was not safe to use, East Beach was singled out.</p> <p>Now we have a consultation for Thorpe Bay and a reduction in speed limits. We gave the link to our members, thinking it would allow them choices with "open questions". Once again, we had a deluge of complaints when they were told they could only approve one of two schemes, with no option to reject. Residents gave us sensible objections, saying many roads in our City are already listed as being the most dangerous, needing urgent speed reductions to not only reduce accidents, but to possibly save lives.</p> <p>How can we answer their questions when you drive through all the straight roads in Thorpe Bay with little evidence of speeding. In Shoebury we have had two fatal accidents in Ness Road, but this was not related to speed, so where is the evidence to support a "one side fixes all" approach?</p> <p>We feel your consultation process needs an urgent overhaul to include "open questions" and the facility to share residents' views in a transparent way or alternatively close it down.</p>
30	<p>I write with regard to your proposals for the 20 MPH speed restrictions in Thorpe bay. Despite being signed off by our three ward councillors you have sent out a consultation document without the option "None of the above" which we, the residents of the area were promised! I conclude from this that this consultation is a complete sham!</p> <p>I cannot believe Southend Council is even considering this scheme at all. The council is already overspent again this year, with still 6 months to go. The existing roads around Thorpe bay are a disgrace with potholes, patchwork areas, poor signage etc. Your schemes add no value at all to motorists and yet it is the motorists that pay for the streets through their vehicle tax. As for reducing air pollution I was involved with two schemes with speed humps in Thurrock, both of which actually increased pollution as cars brake then accelerate as they pass over the humps or tables. Mind you the youngsters certainly used to enjoy roaring over them trying to get "lift off" in their vehicles! With the increase in electric cars there will be a reduction in air pollution anyway.</p> <p>In addition I'd like to know how much these proposals are going to cost. The thought that this is a pilot for 12 months and could then be removed sounds like we could be wasting a whole load more money.</p> <p>Please put my wife, son and I down for a most definite "None of the above" option for this consultation.</p>
31	<p>I apologise in advance for emailing you regarding the Thorpe Ward Traffic Calming Pilot Consultation, I am sure mine is not the first email that you have received on this subject. I know you are not a councillor for Thorpe Ward but our own Councillors Woodley, Stafford and Terry have been extremely manipulative throughout the consultation using the "supposed" support from members of the Burges Estate Residents Association BERA (of which Cllr Woodley is Chairman and Cllr Stafford Treasurer) and a fake consultation not sanctioned by the council, to try and push a scheme on residents of Thorpe Ward which I believe the majority do not want. I also believe that there are roads far more in need of safety measures, possibly in your own wards, so what Thorpe Ward Councillors are trying to push through if successful, will ultimately affect us all.</p> <p>I have selected Option B under duress because the council have not provided an option to gather more data following an improvement in road markings and signage.</p> <p>Following the Scrutiny Committee on 22 February 2022, where many residents came to object to this 'pilot' scheme the council agreed in 3.1.2 of their minutes 'That the proposals for the 20mph Neighbourhood in the areas within Thorpe Ward be subject to full consultation with residents before considering whether the scheme SHOULD progress in these areas.' The fact that the Council have not provided an option to say no, the scheme should not progress, is not providing a FULL consultation. It is simply asking would you like speed humps here, or speed humps there and including a comments box where objections to either option will be more difficult to quantify. Residents I have</p>

	<p>spoken to have been left confused as to how they should respond if they do not want either option, but do want their voices heard and this is why I have felt the need to write to you.</p> <p>Most of the data that Cllr Woodley relied on to support this scheme was carried out in 2014 with a small update of some roads in 2020. Both reports showed that there were no significant speed related issues in this area so the data does not support the need for such a scheme.</p> <p>Furthermore in 2020 when residents of Burges Road raised a petition for speed humps and other traffic calming measures, Councillor Woodley, reported to the council (Meeting minutes dated 2 November 2020) that 'Speed monitoring was carried out and that the results ranked Burges Road as 152 in the list of roads that have been monitored and that in the last three years there have been 4 accidents which does not meet the councils intervention criteria.' He concluded that 'Taking into consideration all of the evidence on file, the safety criteria that is needed to be met, the other roads which have a higher percentage of vehicles exceeding the speed limit and with a greater accident history, it would be an inappropriate use of the council's resources and funds to currently intervene with the matters raised in the petition.'</p> <p>What further data has been obtained considering one of the busiest roads in Thorpe Ward was not deemed worthy of speed humps by Cllr Woodley two years ago but now all roads within our relatively quiet ward are? The two other busiest roads within Thorpe, Maplin Way and Thorpe Hall Avenue still have no traffic calming measuring included within either option under the consultation.</p> <p>From its inception Councillor Woodley, having chosen his own ward for this scheme, has also misrepresented the support of residents. He claimed in his initial paper that 80% of members of BERA were in support of the plans. At the scrutiny meeting in February when questioned how evidence of this support was gathered he said "Over the last 25 years all members are aware that 20mph limit was one of the objectives of BERA and newsletters were sent out to all 1500 members, if they don't read their newsletters that is not a problem of BERA but they were sent out and we didn't get responses and it goes forward on that basis." Yet in February this year 844 residents signed a council e-petition calling on the plans to be abandoned due to lack of evidence.</p> <p>None of the roads in Thorpe Bay fall into the top 150 dangerous roads in the Southend area. If funding is available for making roads safer, it should be directed to areas of Southend that really need it. Councillor Woodley has already admitted that the scheme was vastly over budget and that there were no funds to remove any of the physical measures installed should the scheme not be a success. Perhaps as he has no data to show it is justified in the first place, this is not a concern to him, but it should be to other members of the council whose balance sheet is in negative figures.</p> <p>If this is not enough evidence for council members to stop what is an obvious vanity project for Councillor Woodley, with no supporting evidence that it is necessary and against the wishes of the majority of the residents, then I am afraid any real democracy here is lost. I urge all other councillors to please represent both the residents of Thorpe and their own ward, in pushing for the funding for this scheme to be used in roads that have the statistical evidence that it is necessary and would prevent further accidents.</p>
32	<p>I understand that I can contact you regarding the traffic calming consultation in the Thorpe Bay area. My wife and I fully support "speed humps". They already seem to be very acceptable to the residents of Thorpe Bay Gardens, where they already exist. Likewise in various roads in Leigh.</p> <p>Certainly, I am not seriously inconvenienced by the humps. The police are far too busy to monitor every street.</p> <p>We support you and the Council. Please add our names as among your supporters.</p>
33	<p>I am writing to express my disappointment regarding the Thorpe Ward Traffic Calming Pilot 'Consultation'.</p>

	<p>At the Place Scrutiny Committee meeting on 22 February 2022, where many residents came to object to this pilot scheme, the council agreed in 3.1.2 of their minutes 'That the proposals for the 20mph Neighbourhood in the areas within Thorpe Ward be subject to FULL consultation with residents before considering whether the scheme SHOULD progress in these areas.'</p> <p>Councillor Woodley then tried to muddy the waters with his fake consultation, and now residents have been presented with an incomplete consultation without an option (C) to vote against plans A or B until further data has been gathered to support the implementation of such measures.</p> <p>This is totally unacceptable as many residents have been left confused as to how they should respond if they do not agree with either option. Given the previous behaviour of the local ward councillors, many feel that merely submitting a comment will mean their view is ignored and a plan is forced through against the will of the residents.</p> <p>There is no data to support the installation of either scheme A or B. In fact, none of the roads in Thorpe Bay fall into the top 150 most dangerous roads in the Southend area. If funding is available for making roads safer, there are many roads in the borough where money should be spent, and schemes installed, before Thorpe Ward is even considered. Whilst I am happy to admit there are some speeding and antisocial driving issues locally, neither scheme offers a remedy to these issues.</p> <p>Burges Road, Thorpe Hall Avenue and Maplin Way all suffer from these issues but neither plan will address this in a satisfactory manner. Thorpe Hall Avenue and Maplin Way are completely excluded from any plans.</p> <p>If we consider the need for action in Burges Road, we are granted absolute proof that these schemes cannot be justified.</p> <p>Burges Road is one of the few roads in the ward where any data has been collected. As recently as November 2020 a report was presented to the council in response to a residents' petition requesting speed calming measures in Burges Road.</p> <p>The findings of the council were as follows:</p> <p>'Speed monitoring was carried out and the results ranked Burges Road as 152 in the list of roads that have been monitored and that in the last three years there have been 4 accidents which does not meet the councils intervention criteria. Taking into consideration all of the evidence on file, the safety criteria that is needed to be met, the other roads which have a higher percentage of vehicles exceeding the speed limit and with a greater accident history, it would be an inappropriate use of the council's resources and funds to currently intervene with the matters raised in the petition.'</p> <p>Burges Road is a busy road and does have issues with speeding and antisocial drivers and yet, in their own words, it does not meet the criteria for council intervention and appropriate use of councils resources and funds. The inner roads on the estate are extremely quiet and are frequently used by local driving schools who can often be seen practising manoeuvres without any impact on traffic due to the quiet and calm nature of the roads.</p> <p>I respectfully request that all councillors and council officers fight for the residents of Thorpe Ward and the wards they themselves represent by ensuring that any available tax payers money is spent only in areas where it is needed and justified.</p> <p>The Nolan principles require councillors to display Objectivity, Selflessness, Integrity, Openness, Accountability, Honesty and Leadership. These principles have clearly been ignored by Councillor Woodley and to allow him to force through this project would mean that the council as a whole has endorsed such behaviour. It would be totally immoral and a dereliction of duty to ignore roads in the borough with proven statistical needs for such measures while spending a huge amount of tax payers money on an unnecessary project in Thorpe Ward against the will of the residents.</p>
34	<p>I had understood that the public consultation would have included a 'not wanted ' option. I was unaware that the decision had been made to introduce the scheme and that it was just the type of scheme that was to be reviewed.</p>

	<p>I would like to record here that I am not in favour of the introduction of any 20 mph restriction . Additionally I consider the significant cost of implementing the proposed scheme is disproportionate to any advantage and that such monies could be far better utilised elsewhere in the Borough</p> <p>I am a resident of Thorpe Bay , living in Elm Grove</p>
35	<p>I guess you have been inundated with emails from those in the Burges estate and I apologise for sending another email.</p> <p>Most residents in the area with proposed traffic calming on the Burges Estate are horrified at the absolute waste of money in these dire times, in an area where speeding is not an issue. Where is the data to say that our roads are where speeding occurs hence needing traffic calming measures? Why haven't we been given the option to request ."Please do nothing ?" Obviously our street signs could do with attention as in most of the City.. Stop signs could be made more visible. White lines painted more clearly.. I dare say we're going to be told this money is ring fenced for traffic calming purposes, then please spend it in areas where Councillors are pleading for safer roads...if it's not ring fenced then please spend it within social care or in the terrible plight of looked after children in Southend... I do hope all those in control will listen to our pleas.</p>
36	<p>Please note on record that I chose option B under duress. I was not aware that comments which indicated my opposition to either, could be regarded as option C . I am not against road safety but there are many much more dangerous roads which would benefit from this funding. There is no need for a blanket imposition of measures when a targeted approach based on clear reliable information is needed.</p> <p>Mr Woodley clearly has his own personal agenda and refuses to entertain any alternative plans.</p>
37	<p>I write to you as your name appears on the information sheet re the above.</p> <p>As a long time resident of Southend (50+ years, the majority living in the Thorpe Ward) I am saddened by the proposals to introduce a 20 mph speed limit in Thorpe.</p> <p>I have filled in the consultation paper but it appears that the decision to introduce a 20mph limit has been already made.</p> <p>These speed limits will drive more traffic on to the seafront as cars seek to avoid the 20mph limit with all the added implications for families enjoying Thorpe Bay's amenities. Speed humps will damage cars and the severe speed limits add to driver frustrations again with possible negative implications.</p> <p>And yet, despite the consequences of these draconian limits it still appears many in Thorpe Bay remain unaware of the proposed changes.</p> <p>We all accept that there are some who at times drive at speeds that are unacceptable. I am sure we have all witnessed that. The answer has to be a strict enforcement of the current 30mph limit and yet this alternative is not presented.</p> <p>Please don't let those few in the area who hardly drive restrict the vast majority of law-abiding motorists but introduce speed cameras on Station Road, Burges Road and Thorpe Esplanade at a fraction of the cost.</p> <p>I find it very sad that the decision to impose a 20mph limit has been made and the public consultation is purely to see in which way it should be enforced.</p> <p>I would be very grateful if you could forward this email to the relevant people and I look forward to your response.</p>
38	<p>Option C</p> <p>I have under protest voted for option B. I do not want either option.</p> <p>A further option should have been given and that is none of these proposed works should be undertaken until a thorough assessment of each individual road's needs are studied and evaluated.</p> <p>There is no need for this proposed pilot, there already exists sufficient evidence of such schemes.</p>

	There are roads and junctions in Southend and Thorpe Ward that would benefit from specific tailored measures, a blanket approach as suggested in the 2 options given is not necessary, not required and a waste of taxpayer money.
39	<p>The roads under consideration for the scheme are only judged as the 150th worst roads in the city of Southend. There are roads and streets in much greater need of control.</p> <ul style="list-style-type: none"> • I consider that there is a lack of data to support any measures • I see no funds available to remove the measures following the pilot • I see no funds available to maintain the measures • There is no information on how the success of the pilot will be measured • Many roads within the city are in far greater need of measures • Proposal for completely unnecessary measures by SBC in the midst of a cost of living crisis • There has been a lack of collaboration with blue light services • There has been no consideration for non physical traffic calming measures • There is a lack of consideration on impact on those with disabilities • There is evidence of a number of local authorities removing such measures as proven these measures do not work. • There are no plans to police the speed restrictions <p>I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be proven are needed with statistical evidence.</p>
40	<p>I do not agree with a 20mph speed restriction & I do not agree with a 20mph zone however there is no option within this form to "Have my Say"</p> <p>I am very worried that by not choosing either option with advice of Cllr Wakefield that all comments will be fully taken into account, will result in those votes not being counted at all. In which case an independent audit of the votes would be necessary as it remains a small proportion of councillors that seem to have undue influence on proceedings that are in favour of this scheme!</p> <p>The cabinet meeting in Feb this year said a full consultation would take place and this by no means meets that criteria as it requests a choice between a 20mph speed limit or 20mph zone. There is no opportunity for any other choice eg. keeping a 30mph limit & using much cheaper measures such as improved signage & road markings. Or indeed, clearer Give way signs or changing the Give Way priorities along the major routes.</p> <p>The Thorpe area has not been surveyed as requiring any 20mph measures whereas there are other areas within the city who have been identified as requiring action and whose residents and councillors have requested action.</p> <p>It would also appear that if these proposed measures are to be undertaken under an Experimental Order they do not fulfil the precise legal criteria.</p> <p>Please note my complete dissatisfaction with the proposals and with the "pseudo" consultation process.</p>
41	<p>In response to the speeding traffic in most of the roads in and around Thorpe Bay. In my opinion Burges Road needs 'humps' or 'bumps' as some drivers go really fast down there. It is a wide road with hardly any parked cars to hinder speeding drivers. If bumps could be installed as quickly as they were in Thorpe Bay Gardens that would be amazing and probably unlikely! It is quite a long road. Ideally cameras, but obviously too expensive. Maplin Way is also a very fast road but nothing can probably be done as it is a bus route! The same goes for Acacia Drive/Station Road. I live in Marcus Avenue and even there we get drivers going faster than they should. I'm sure the same applies to Parkanaur, St. Augustines and St. James. Short of painting large circles with 20 in large letters or putting up very large speed limit signs, I'm not sure anything can be done. Without cameras or some form of flashing speed limit signs I'm not sure how any limits can be applied. Be interesting to see how the Council works this out.</p>
42	<p>Please note that even though this email is addressed to you, I understand that some of the items I will be discussing are outside of your remit. I will also add that I believe it was</p>

entirely correct that the Leigh Scheme was separated from the Thorpe Scheme; the Leigh scheme is supported by residents and is there for a particular reason.

EASIER SAVINGS THAN STREET LIGHTS – this was the title of the letter Cllr/Mr/Chairman Woodley wrote to the Echo (Published 17/10/22). He spoke about cost savings in terms of fees and salaries paid to consultants.

So imagine my surprise when I find out that £40,000 has been spent on the Thorpe Bay Bump consultation, especially when no further investigative work about the area has been done. Indeed this would have been better spent on more worthy causes such as keeping lights on, SAVS, additional police workforce, or several other things. Or an additional pedestrian crossing in Eastern Esplanade now that there is a playground?

I will not go into the history of this particular saga – the cabinet was first told the Burges Estate residents wanted it, then the cabinet was told that in 2006 some of us wanted it. Then BERA members were informed via a newsletter (no mention of speed humps, cushions, tables, etc.), only to be told that it was not BERAs fault if no one read the newsletters. Suffice it to say, very few were aware. I know you know of the May consultation that wasn't a consultation and was done without the council's knowledge. A Burges Road Petition was also used as evidence (but this expressly indicated residents did not want speed humps, and the council initially dismissed it as not warranting any further work on Burges Road) Not even in top 150 problematic roads So let's get to where we are and the current proposal.

Option A – speed tables at some junctions, not all – speed humps on most roads

Option B – speed tables at some junctions – different placements to Option A – and additional speed tables in Station Road (not lined up with the junctions – so come over one, turn a corner, and go over a second one) and Burges roads (at least these line up with the junctions)

Then we have the actual consultation process –

No option C was included as previously discussed in the council, i.e. not agreeing with either of the proposals until further investigation has been done. FULL AND FAIR CONSULTATION was what had been promised and assured publicly by both Cllr Terry and Cllr Wakefield. The three ward councillors (Terry, Woodley and Stafford) had the third option removed.

When the mandatory option A/B was removed – the consultation was not updated to say that if people did not want this, then they should leave it blank – I just completed it (19/10/22), which is still the case. Therefore, the consultation is invalid and will produce skewed results as the removal only happened after it was released, and the instructions are incorrect.

Only one side of Maplin way was consulted via the letter drop. Do cars only drive on one side of the road?

None of the residents in Barnstaple Road were consulted either. There is a school there. Where do you think the traffic will go?

The Southend Testing Authority, the blue light services, and the bus services were not consulted. I believe many would have seen the emails from SADIA.

Several other 20mph areas exist, so the scheme is NOT a pilot.

No information on what would be measured during the consultation process and how it would be measured?

More importantly, no data supporting this measure had been included, presumably because it had not been collected since the inadequate data that was used previously. The 85% is misleading, and none of the average speeds (25 to 32 mph) is included.

Now the last point for me is fundamentally crucial – how can you ask residents, your highways department, and councillors to decide on schemes when the information is not there? Surely, this is against our City Council Corporate Governance Guidance. Now at the scrutiny committee meeting in February, several questions were raised by residents

about the scheme. The then Portfolio Holder (Cllr Woodley) refused to answer any of those questions. The questions covered:

- What data was collected to show where the problem areas are?
- What was the cost of the scheme?
- What were the funding requirements of the grant?
- How would the scheme be monitored?
- How would the scheme be managed?
- What were the plans for removing the scheme, including budgets?
- How long would the scheme take to install and remove?
- How does the scheme meet the definition of a pilot?
- What would the impact be on residents during the installation?
- What is the impact on disabled people in the area?
- Why did Cllr Woodley not declare a conflict of interest given that he lived on one of the roads, and further that estate agents' data has proven that house prices are negatively impacted by such schemes, thereby potentially opening up a question of financial impact to him of the scheme? Or is he saying his financial interests belong to Mr Ron Woodley, a local resident? Confusing when BERA, of whom he is the chairman, was used as the primary basis for the scheme and even more confusing when Cllr Mulroney did declare an interest and left the discussion.

There were many more questions, but these were the main ones – that, to this day, are still not answered. The closest we had was an interview with Cllr Woodley with Sonia Watson (BBC Essex radio 22/3/22), that the scheme was £450k over budget at that time. (the now infamous skeleton interview)

I would highlight one thing that others can confirm who attended the meeting on the 14th of October. The number 1 question that came up six times (and these were from BERA members) was, is this consultation going to go the same way as the BERA AGM, where miraculously, additional votes were produced?

My preference would be for the council to focus on the real issues rather than following what appears to be the whims of one councillor. I would have preferred the council to have taken that £40,000 and employed even a single person to walk the entire City to see where the real issues are. How often have residents not complained about potholes, poor pavements, or speeding cars? The first time I met Cllr Hyde was at that same scrutiny meeting where she asked for measures in her ward only to be turned down by Cllr Woodley. I remember Cllr Cowan saying at a meeting that if the Burges Estate did not want it, he could use it in his own ward. So why have they not spoken up about this?

Let us assume for the moment that the Council has an unlimited amount of funds. Does the scheme on the Burges Estate make sense? Will it achieve what it is trying to achieve?

Most accidents occur at junctions (even in Burges Road) due to poor road signage, the sun in drivers' eyes at some junctions, and poor visibility due to vegetation. Surely a more cost-effective method would be first to paint the junctions. Secondly, why has the council not considered changing the yields to a different location (breaking up the long straight roads such as Burges – thereby also eliminating, without removing our beautiful trees, the issue of visibility), as well as changing some of them to stop signs? This would be a much cheaper option than currently proposed without the additional problems that humps bring, such as noise pollution, increased particulate pollution and the ongoing costs of maintaining the humps. We have all seen some of the humps in disrepair in other areas of the City. And on the Broadway, the buildouts there are falling apart. Pedestrians crossing from the Retirement flats to the shops – a pedestrian crossing has been asked for on numerous occasions and always turned down. No provisions have been made for these in Station Road or an additional crossing at the end of Station Road.

	<p>Maplin Way and Thorpe Hall Avenue have not been addressed. On top of this, Thorpe Hall Avenue has many potholes and dips in the road. These roads need additional pedestrian crossings.</p> <p>Bournes Green, has not been addressed either. Bournes Green will become more problematic as more houses are built in that area. I somehow doubt that speed humps in Parkanaur will solve that issue.</p> <p>Now I have to ask why none of the above has been considered. Why has this been allowed to even get to this point? Why has none of the officers stepped in to say that this proposal is a complete and utter waste of money, a ridiculous idea? Should the Trinity of Woodley now be known as CEO/Council Leader/Councillor/Mr/Chairman Woodley?</p> <p>What amazes me, even more is the support this appears to be receiving from councillors whose wards are in dire straits, where this money could have been used to make a real difference.</p> <p>What about the councillors outside of Thorpe Ward?</p> <p>What will your residents say when they hear that this money could have been spent to solve real issues that currently exist and that the council's highways department had recommended, but the council decides to spend this money on the safest roads in the City to satisfy the pride of one person?</p> <p>How will you explain to residents that there is no money for SAVs, but money was available for a needless consultation when no additional work was done to justify it?</p> <p>How will you justify when the costs to install these unnecessary humps are more than the grant? Given current supply chain issues, I would say its' probably likely that it would. But to be fair, I wouldn't know because the costs have not been included in the consultation.</p> <p>How will you justify the legal costs when this goes through a Judicial Review?</p> <p>I will be quite blunt here – of the many people I speak to both in and outside the ward, there is a distinct lack of trust at the moment – you saw the reaction to the lights. Do you honestly believe voting for these measures disregarding your own wards, will increase confidence, especially when there is no need and the Southend Licensing moves to Basildon or Chelmsford?</p> <p>In summary, I'm afraid I have to disagree with both options A and option B. I would like to see a review of the actual issues in the area and, more importantly, for the money to be spent where it is needed. I am more than happy for any councillor to contact me, and we can take a walk around the area to look at the real issues.</p>
43	<p>I am against either Option A or B but believe that no further action should be taken until further statistics have been gathered. Funding should then be allocated to the roads in the city where evidence shows the most need and where these funds would have a greater impact on road safety. I do not believe that funds should be spent on Thorpe Ward where no such case has been made. I would therefore urge the Council to reconsider these proposals and prioritise this funding on the worst performing roads in Southend.</p>
44	<p>I am against either Option A or B but believe that no further action should be taken until further statistics have been gathered. Funding should then be allocated to the roads in the city where evidence shows the most need and where these funds would have a greater impact on road safety. I do not believe that funds should be spent on Thorpe Ward where no such case has been made. I would therefore urge the Council to reconsider these proposals and prioritise this funding on the worst performing roads in Southend.</p>

45	<p>Like fellow residents in the Thorpe Ward we have received the letter from Neil Hoskins regarding the above consultation.</p> <p>I hope by now you have understood the weight of opinion locally that is totally opposed to the installation of a 20 mph zone or limit with other traffic calming measures in our Ward</p>
46	<p>I wish to raise an objection to the “Thorpe- Traffic Calming Pilot Consultation” on the following grounds:</p> <ul style="list-style-type: none"> • Ground 1: The consultation isn’t in accordance with that authorised by Cabinet on February 22nd. According to the meeting minutes, Cabinet resolved to undertake a consultation on “the proposed scheme for a 20mph zone in Thorpe” (Item 3). However, the published consultation is a choice between a 20mph Zone and a 20mph Limit. I can find no formal authorisation for the change in the consultation objectives or that a 20mph limit scheme for Thorpe was ever ‘proposed’ at Cabinet. Are officers ignoring Cabinet resolutions? If the proper authorisations haven’t been given, then the consultation is invalid and could be subject to legal challenge. • Ground 2: The information provided in the consultation is inaccurate and misleading. There is no School Street pilot in Thorpe. The Greenways School ETRO expired in May. The much-touted compatible objectives between the pilot schemes does not exist. This error will materially influence the results of the consultation.
47	<p>Please, please, please stop the madness represented by the proposals to squander £500,000 of taxpayers' money on traffic calming measures in Thorpe ward.</p> <p>I live in St. Augustine's Avenue and know from experience that there is hardly any traffic passing down my street. I also previously lived in Marcus Avenue for 10 years and the same applies there. Indeed, the Burges estate in particular has the least frequented and safest roads in the city and the roads throughout Thorpe ward generally are nowhere near as busy as other roads in the city. The residents of Thorpe ward are vehemently opposed to these proposals not only because the measures will have no impact on road safety but also that it diverts monies that could be better used for the protection of road users and pedestrians in other parts of the city.</p> <p>The roads in this general vicinity that may benefit from some improvements would be; Thorpe Hall Avenue (the road surface is breaking up badly), Maplin Way (some reports of excessive speed) and Bournes Green Chase (congestion at various times of the day). The irony is that none of these roads feature in these proposals.</p> <p>The stated primary objectives of these proposals are to improve air quality, reduce accidents, and encourage more walking and cycling. Can I ask:</p> <ul style="list-style-type: none"> • what data has been taken (by each road in the trial) on; speeding frequency, road traffic convictions, road accidents (by type and location), and accidental deaths and injuries that warrant the implementation of either of these proposed schemes? If you cannot provide this information it will be sought through a freedom of information request • has provision been made to repeat the data collection exercise to compare with pre-trial data and over what period will this information be gathered? If you cannot provide this information it will be sought through a freedom of information request • how will data on pre- and post- trial pedestrian and cycling activity be gathered? If you cannot provide this information it will be sought through a freedom of information request • what criteria have been set (for all of the above) to deem any "trial" a success or failure? If you cannot provide this information it will be sought through a freedom of information request

	<ul style="list-style-type: none"> has budgetary provision been made for the removal of speed bumps should the benchmarks not be met or if, as promised, residents request their removal? If no provision has been made it suggests that this trial is a sham. <p>I am a member of both BERA (circa 500 members and shrinking) and the TBRA (circa 1000 members and growing). Ron Woodley has used his position as BERA chairman to claim the support of BERA members for these proposals. He presents a gross misrepresentation of the views of BERA members. I will not renew my BERA membership until it ceases to be his personal fiefdom and political mouthpiece.</p> <p>In closing, take note that these proposals will be opposed by all means at our disposal.</p>
48	<p>I would like to comment further on the consultation on traffic calming in Thorpe Ward.</p> <p>I have not chosen option A or B because I think both proposals are unsuitable. This 'consultation' is over simplified. The area under discussion does not have any 'unsafe' roads by the council's own standards. This is an area of very low traffic. So much so that it's used extensively by motoring schools.</p> <p>The consultation asks if we would walk or cycle more. Local people already walk to the local shops. I am not anti 20mph speed limits if they can be proven not to increase air pollution. Reducing the speed in these roads would not change their behaviour. Most cars driving 'east to west' cannot get up to 30mph in the short distance between junctions. Cars driving 'north to south' are perhaps slightly faster but most drive prudently because of the frequent junctions.</p> <p>I do not see why we should have a 'pilot scheme' when there are plenty of examples of similar schemes in Southend already. It's completely disingenuous to suggest that this is simply a 'pilot'. No parameters have been set to assess the success or failure of the scheme but then the data to support the scheme has not been provided in the first place. How can the success be measured without a base point?</p> <p>There are no costings for installing the scheme let alone for removing it should the 'pilot' be deemed a failure.</p> <p>Nowhere has the issue of other wards in the City been discussed. If it has cost, as rumoured, £40,000 to create this consultation may I politely suggest that this is also a waste of money given the depth of feeling already expressed by residents in the area earlier this year.</p> <p>Some comments on the objectives:</p> <ul style="list-style-type: none"> Compatible objectives of the pilot 20mph Speed Limits or Zones and experimental Schools Streets Initiative Reduce average vehicle speeds, thereby creating safer streets and more vibrant communities for those who live, work and visit. Do we know what the average vehicle speeds are currently in the roads where it's proposed that these measures are installed? Through creating safer streets and more vibrant communities, encourage everyone to use active and sustainable transport options for local journeys in preference to private vehicles. Has anyone looked at the number of pedestrian visits to the hub of the community already taking place? I would suggest that be investigated. What are the transport options for residents in the roads directly affected? Bus routes go round the outside of the area in the main. Would the local demographic be safe on bicycles? What is the local demographic By reducing private vehicles journeys, and encouraging the right vehicle on the right road, improve congestion and air quality.

- Has it been proven that air quality is improved when cars are driven at 20mph? What is the affect of driving over bumps, the stop/start nature rather than consistent output on a flat road?

I understand that this grant from central government is ring-fenced for road safety but it does not need to be spent in Thorpe Ward. There are aspects of our roads that require attention. Namely Station Road/Acacia Drive, Maplin Way, Burges Road and Thorpe Hall Avenue. On Station Road it would make sense to convert the zebra crossing to a traffic light controlled pelican crossing. It would also make sense to put in another pelican crossing closer to the retirement properties to allow residents to safely cross the road to the post box for example. Both of these would slow traffic on this road. On Maplin Way, Thorpe Hall Avenue and Burges Road, average speed cameras would be a great boon. In Burges estate roads, change the 'give way' signs at junctions to 'stop' signs and ensure that the road markings are maintained and foliage that can obscure vision is removed/kept low. These are low cost options.

One of the questions in this consultation asks about current restrictions. I am one of the people affected by the '11-12 no parking outside my house rule' which was originally brought in to stop commuters parking close to the station. I have asked my local councillor several times over the years to suggest a 'parking permit scheme' that I would gladly pay for that would allow residents to park outside their own homes or to invite a guest to park. Cars parked in the road automatically slow down traffic - it's a simple fact. Of course the restriction is not enforced on tradespeople either which is unfair on residents. The current options for visitors, which in any case are over-subscribed, do not allow for the fact that they might have limited mobility for example.

We have off-road parking for 3 cars and have deliberately retained some garden. I am strongly of the opinion that converting my front garden into a car park, as has been done by many on this estate, is not eco-friendly and contributes directly to problems with localised flooding. One councillor boasted that Thorpe Ward is a good option for electric vehicles since we have so much off-road parking allowing us to charge electric vehicles more easily!

Surely the council can look at this whole situation in a joined up manner rather than rushing to spend a central government grant on an area that doesn't need it simply because the ward councillors shout loudest. There should be a bidding process across the City with each ward putting forward a proposal to deal with traffic problems in their ward. All this should be based on data, not biased perceptions.

There are also issues of conflict of interest with one particular councillor claiming to represent the views of the Burges Estate Residents Association. Some would probably support a 20mph speed limit, particularly in the roads that border the estate but that has been rolled into a scheme that is overkill.

We know too that blue light services, particularly ambulances and fire engines are adversely affected by speed bumps/humps/tables/pillows not just in terms of their ability to arrive quickly but also in terms of the impact on patients in an ambulance and, in the case of the fire service, the effect on the equipment inside the fire engine. Please ensure that these services are consulted. It's not clear that this has been done.

A final thought - it has been touted around by one councillor that the air pollution discussion of 20 vs 30mph is irrelevant since 'everyone will be driving electric cars soon'. Again this is a naïve statement. The fuel that cars use and the emissions from those cars is but one part of their carbon footprint. My understanding is that it takes about 7 years for a current electric car to be more eco-friendly than a petrol/diesel one. This takes into account the manufacturing/disposal processes as well. In addition we are in an energy crisis at the moment which will affect the take-up of electric cars because it will be more expensive to charge them than to fuel a conventional car that is if

	<p>the electricity is even available for charging. This may be a short term phenomenon but will slow down the change to electric vehicles.</p> <p>Please look at the whole picture when considering this soi-disant 'pilot scheme'. It's taking a sledgehammer to crack a nut, a nut that doesn't even need cracking. Please do not waste this money simply to satisfy the vanity/legacy project of one councillor.</p>
49	<p>Many roads within the city are in far greater need of measures including Thorpe hall Avenue, Maplin Way, Burgess Road & Station road</p>
50	<p>Good afternoon everyone,</p> <p>I have just had the chance to read through these and many other comments on the various groups including copies of the emails sent Councillors too. Cllr. Moyies sums it up perfectly but what appears to be baffling most is that those who have dared to answer these emails are still happy for this expensive charade to continue. The Conservatives never forced anyone to have a consultation. The Portfolio Holder could have just easily decided not in the current climate. We have far more important issues than wasting money on yet another pet project. Instead like a marionette he has allowed this complete waste of money to play out to satisfy the whims of one man.</p> <p>Even if the consultation was a resounding victory for Cllr. Woodley and Co. how is it remotely justified compared to all the roads in our city that are crying out for help and assistance?</p> <p>How is it remotely possible to even consider wasting so much money on some of the safest roads in the City regardless?</p> <p>As far as the residents are concerned and especially one particular chap who said "They need to give their heads a good shake and use some common sense." I have to admit Councillors I'm in agreement. Road safety has to be a priority but roads need to be addressed in the correct order. Starting with worst and work systematically through.</p> <p>Cllr. Terry might I suggest that if you find this topic divisive then you only have to look at yourself for allowing this proposal to see the light of day yet again. You yourself have had, according to yourself, arguments with Cllr Woodley over this yet still signed this off. Why?</p> <p>You and the other Ward Councillors have continually ignored the wishes of the majority of residents over this matter. Again we have to ask why?</p> <p>Cllr. Wakefield were you bullied into this charade? I'm struggling to find a credible answer as to why you allowed this situation to even begin, yet alone continue and sign it off.</p> <p>Please don't blame the Conservatives or anyone else, you and you alone are the Portfolio Holder. The butt stops with you.</p> <p>For those of you involved up for re-election next year how do you think this is going to look to your residents? It's not a good look.</p> <p>I for one understand how the Council works even if I am new to the scene. Blaming officers for the poor design and attempted implementation is just preposterous. That may wash with some of the public who have no idea of the nuances of this council. Take responsibility, this is nothing to do with the officers they are merely following your instructions. Using them like pawns is probably one of the reasons why we have the staff shortages we do but that's a matter for another day. Be under no illusion this will be fought all the way to the bitter end. We are not having our Estate ruined by one man's vanity project.</p>
51	<p>I cannot believe I am the only resident in Thorpe Bay who has been unable to access to complete the online survey - I registered as requested but cannot gain access. accordingly please accept this as my comments as a resident</p> <p>Why I ask is there no option to reject outright the proposal. There are issues that need to be addressed but the current proposal has a scatter gun approach and does not</p>

	<p>address the issues specific to each road on the estate. Certainly the issues in no way warrant the level of expenditure proposed particularly at a time when financial restraint is imperative but in any event there are other roads in our city that have much greater need and urgently require action. Any spare funds should be directed to them.</p> <p>i am a member of BERA and despair that there is any suggestion the Association memberships as a whole supports any of the proposals put forward in their present form.</p>
52	I have lived in Thorpe Bay all my life and I am now 95 years old. I do not remember any major accidents or injuries to pedestrians, I think they should just leave things as they are.
53	I have received your letter about the above and I have reviewed the questionnaire . The questionnaire is entirely bogus as it does not include the none of the above options. This is a totally unnecessary scheme which is a waste of the councils money it will include permanent infrastructure in the form of speed bumps which will damage cars. Can you please swap the pilot or at least resend the question. I have an email from Ron Woodley promising that there will be no speed bumps.
54	<p>RE: Proposed 20mph speed limits.</p> <p>Firstly we have no objections to the 20mph speed limit.</p> <p>What we do object to is the speed humps which if the painted road signs were prominent at the road junctions and signs that said STOP instead of 'give way' all these humps would definitely not be necessary.</p> <p>We have lived here for 19 years and speeding has not been a problem, I thought from previous meetings there was going to be a consultation on a road by road basis and we were all going to have a say and to be involved. It looks like the consultation has already taken place and we are now being given an ultimatum on 2 choices that we have not had any input whatsoever.</p> <p>Where is the most popular 3rd choice of having the 20mph without the speed humps ?? . When we had the meeting about this in the Council Chamber on a cold damp evening the 'chair' said he had never had such a big response for a local issue, full and standing room only. As far as I am aware the only person in the Chamber in favour of all these humps was Ron Woodley, Referring to the Southend Echo (Thursday 22nd) it appears we are far from alone in thinking these humps are not necessary and a complete waste of money. If there are one or two area's/junctions that are causing you concern attend to them and not throw humps/tables/cushions all over our estate get the road markings painted. You say vehicle noise will be less prevalent I can _assure you that vehicles going over speed humps will make a lot more noise than going along a flat road, especially lorries and trucks.</p> <p>We live in a very nice quiet residential area and do not want it spoilt by living with all these speed humps. 20mph speed limit is fine but all these speed humps are absolutely ridiculous.</p> <p>We trust all the comments above will be taken into consideration but as everything else has been done in an underhand manner we will have to wait and see.</p>

We received the duplicate letter below from **34** individuals

Re: Thorpe Traffic Calming Proposals

I am writing to express my dissatisfaction of the consultation process for the proposed traffic calming measures in Thorpe Ward. Residents were previously assured in Open Council, by Steve Wakefield that the consultation would be open and fair and include an option to 'take no action until further data has been gathered to support any measures'. There is no such option included in the Thorpe Ward survey, as promised.

Under duress, I selected Option B when completing the survey, in the absence of a third option. I would like to stress that I do not agree that any traffic calming measures are required in Thorpe Ward and the funds could be much better utilised elsewhere. Some of my main concerns are:

- Lack of data to support any measures
- No funds available to remove the measures following the pilot
- No funds available to maintain the measures
- No information on how the success of the pilot will be measured
- Many roads within the city are in far greater need of measures
- Proposal for completely unnecessary measures by SBC in the midst of a cost of living crisis
- Lack of collaboration with blue light services
- Lack of consideration for non physical traffic calming measures
- Lack of consideration on impact on those with disabilities
- Number of local authorities removing such measures as proven these measures do not work

I urge the Council to reconsider these proposals and focus their efforts on supporting projects that can be proven are needed with statistical evidence.