



Department
for Transport

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



DEPARTMENT FOR TRANSPORT TRANCHE 2 SURVEY RESULTS/ANAYLSIS

Introduction

A 6-week survey was conducted on the YourSay Southend online platform, to consult with those who work, reside and visit Southend on active travel options in the Borough.

The survey was accompanied by a 'Map' tool, which allowed users to plot their issues, concerns and ideas on a pre-set boundary, and an 'Ideas' section which gave users the opportunity to present more general ideas and suggestions for improving active travel options. The results of the Map and Ideas tools can be found in Appendixes G & H.

The survey itself was broken down into 5 sub-surveys. The first sub-survey asked participants about themselves, which gave insight into the demographic data of who is responding to this survey. The following 4 sub-surveys each focused on an active travel project under the wider scheme funded by the Department for Transport, and allowed users to fill in as little or as many sub-surveys as they wish. This allowed users to only partake in surveys that were the most relevant to them, therefore this provided more accurate data within each survey result.

Each sub-survey provided a detailed explanation on what the scheme was, including who it would potentially affect and what it does or could look like in the future.

The scheme engaged 50 people, with 33 markers placed on the map and 3 ideas shared in the relevant sections. Not all questions were marked as mandatory to avoid acquisition of answers that were not accurate or relevant.

General questions – Demographic of survey respondents

93.9% of respondents were full-time residents within the Southend Borough.

Respondents were asked to provide their postcode for a geographical purposes only. A wide range of postcodes were inputted, therefore the views received in this survey are from across the Borough (SS0 and SS9 were the most frequent postcodes in this survey).

Question 3 can be seen in the adjacent table in figure 1; the majority vote shows that mainly local residents completed this survey, however, respondents also visit/commute around the Borough for various other reasons.

Question 4 asked if respondents currently cycle around Southend, and if so, for what purpose. 55% of respondents said they cycle of leisure/fitness, a further 21% cycle for commuting purposes, whilst the other 23% never cycle around Southend.

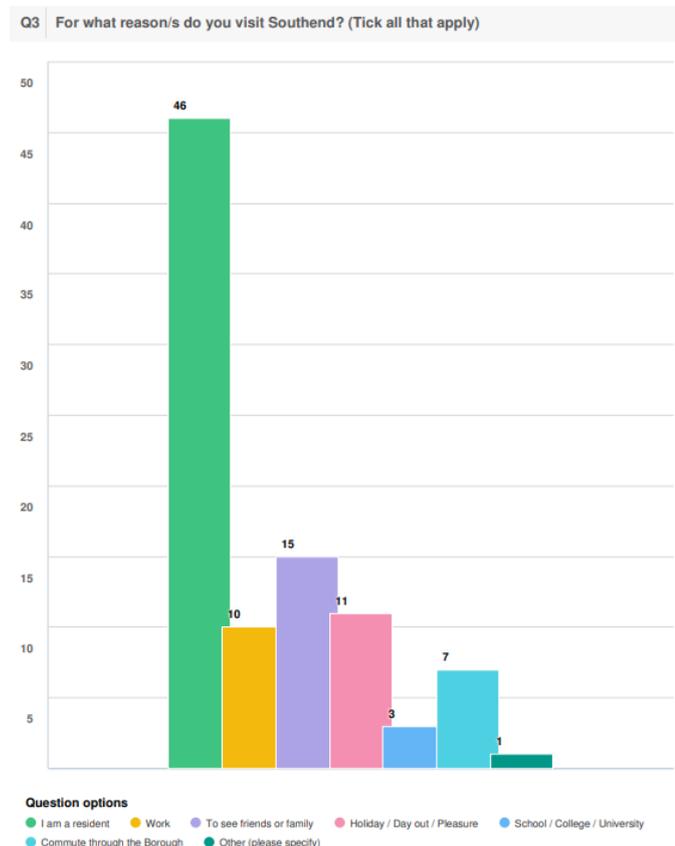


Figure 1 - Looking at why people venture into or through the borough.

Demographic analysis:

These results show that respondents to this consultation live, work and spend their leisure time in the Borough. A vast majority of them actively travel around the Borough already, which could prove useful in further questions relating to barriers they have noticed.

Scheme 1: Holistic Network Wide Cycle Audit

When asked for their general view on the Southend borough having a more holistic cycle network, 84% of respondents were 'Happy' with the idea. 14% were 'Unhappy' and 2% were 'Neutral'.

Respondents were asked to explain why they felt this way. The general themes can be seen in the table in Appendix A.

"Cycle Travel across Southend is extremely difficult and dangerous."

The general themes covered in the respondent's comments were around the current perceived danger of cycling around the Borough, the perceived need for more connected cycle routes, the perceived need for segregated/dedicated cycle paths and the general enjoyment of cycling potentially being improved by a more holistic cycle network.

"Currently there are good short routes, but they are not connected, and they aren't commuter-friendly"

There were 43 written responses, 42 of which appeared in favour of cycle network improvements across the borough.

"Convenient and safe segregated cycle paths are much needed to increase active travel."

It must be noted that there was a comment received, which stands against the idea of a holistic cycle network. See below:

"We simply don't have the room for a designated cycle network. I believe that cyclists should cycle on the roads. Take the seafront cycle path for example. This is rarely used and has cut into the existing highway, causing less room for vehicles. This then makes driving more difficult - and causes road rage / dangerous driving - when cyclists refuse to use the cycle path and use the road instead. So, many cyclists refuse to use a designated cycle path even when one is provided. I am also deeply unhappy by the way in which the Council is pursuing its aggressive expansion of cycle routes and 'sustainable travel'. It is often completely one-sided in favour of the cyclist. I don't believe we should 'force' residents to take any particular mode of transport. It should be their wish and desire to do so. As such, we similarly shouldn't force upon residents any 'sustainable travel' infrastructure. The Council has been found to implement such schemes under the guise of the Emergency Active Travel Fund - a fund which was made available by National Government to Local Authorities to assist with social distancing measures during the COVID-19 pandemic, when social distancing and lockdown was in place. It's a misuse of public funds to be bringing in 'sustainable travel' infrastructure under this guise."

Question 8: When asked 'What are your current barriers to using active travel methods?', over 50% of responses were '*Lack of appropriate infrastructure*' with the second highest barrier at 22% of respondents stating '*Lack of confidence*' as their main barrier.

Question 9 asked participants for suggestions to address these barriers. Full responses categorised by theme can be found in Appendix B.

The main themes for these 42 suggestions were: more dedicated and permanent cycle paths, and more connected cycle routes across the borough. There were also comments made regarding cycle parking and park and ride schemes.

Question 10: When asked if their likelihood for more active travel would increase if these barriers were addressed, 90% of participants stated yes – more likely, whilst the other 10% stated their behaviour would not change.

Summary:

It appears that most participants would have a behaviour change if the barriers raised were addressed.

The main barriers raised were that residents felt unsafe when actively travelling around the borough (mainly referring to cycling). They also felt that Southend was not very well connected when it came to cycling/walking routes.

Participants frequently suggested solutions involved dedicated and permanent cycle paths, which connected throughout the borough, without having to cross over many roads, especially main roads.

Scheme 2: Lighting Along the Prittlebrook Greenway

Respondents were first asked for what reasons they use the Prittlebrook Greenway, so we could determine what times of the day they are more likely to use it.

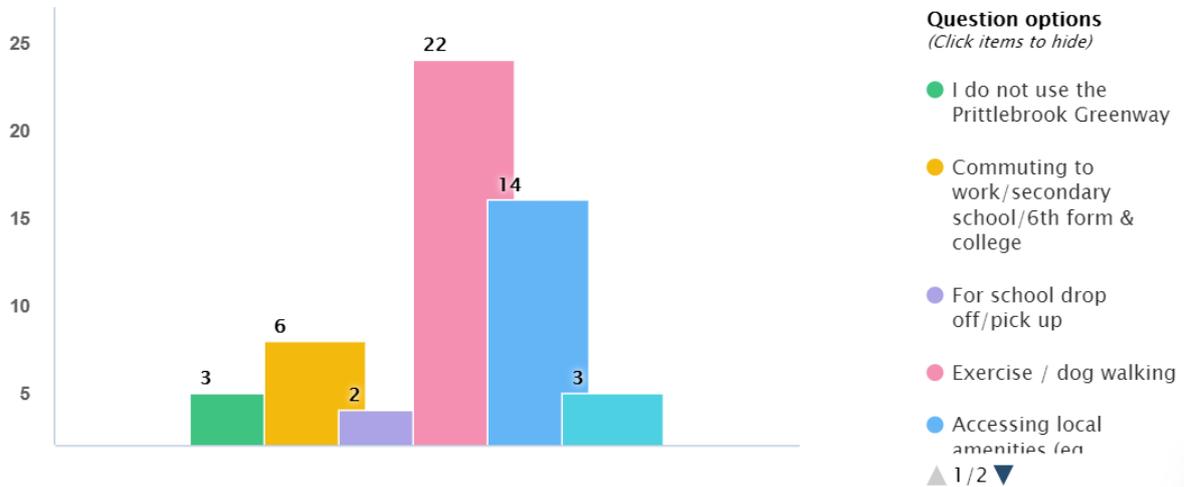


Figure 2 - Asking for what reasons respondents use the Prittlebrook Greenway; not visible response includes 'other' option where all 3 responses are listed within Appendix C.

Respondents could select as many of the options as they wished, with the most selected answer showing that people mostly used the Greenway for exercise and dog walking. From this, we could make a safe assumption that a fair amount of these people would partake in these activities either before or after working hours, indicating that lighting along the Prittlebrook Greenway would be beneficial to these users in the cooler months when natural light is limited.

When asked in a free response question whether there were any reasons respondents would not use the Prittlebrook Greenway, responses highlighted 2 common themes. Of the people surveyed:

50%

Mentioned feeling unsafe

44%

Specifically mentioned lighting.

Responses detailed some specific crimes and also addressed how lighting could be a solution to these issues. Other responses included that the Greenway was not cycle-friendly, which could potentially be used to support evidence of a need for a more connected cycling network.

Full details and whole responses can be found in Appendix C.

On presenting the idea of new lighting along the Prittebrook Greenway (Figure 3), over three quarters of people were in approval.

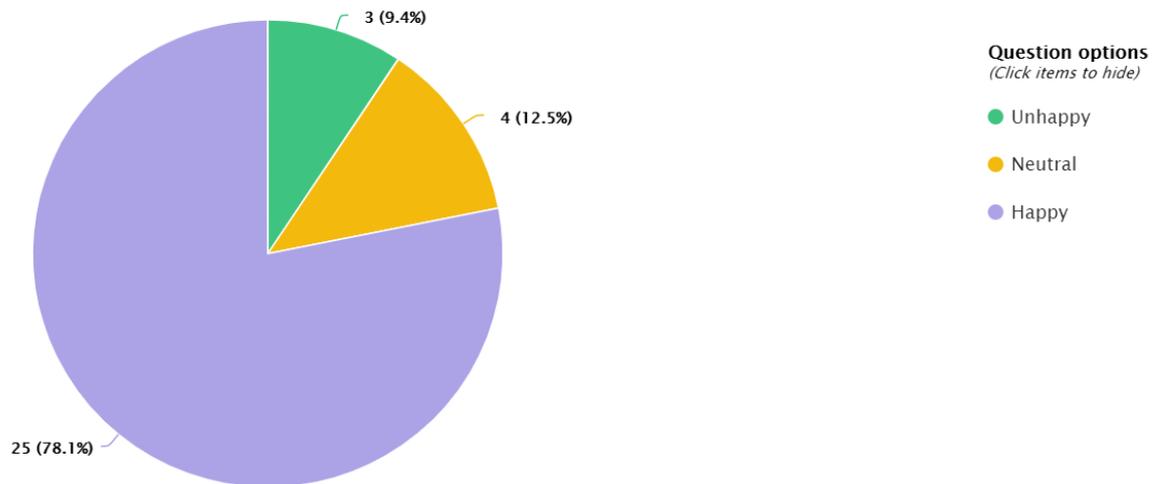


Figure 3 - Asking how participants would feel about implementing lighting along the Prittlebrook Greenway

Respondents were not asked to explain their reasoning, however it could be assumed that few users were unhappy that this would not directly deal with crime as a solution such as more Police presence or CCTV perhaps would.

Summary:

Crime is a current priority for many residents in Southend, and relevant organisations are presently working to make Southend safer. In the interest of active travel, this sub-survey for the Prittlebrook Greenway highlights that lighting would be a direct address to the barriers of using the Greenway for travel and other activities contributing to a healthier lifestyle.

Scheme 3: School Streets

Respondents were first asked to state whether they would be referring to any particular school within the scheme when answering the survey. Over half said no, with the remaining responses varying in schools across the borough (any schools named can be found in Appendix D).

Participants were then asked what relation they had to the school streets scheme (Figure 6):

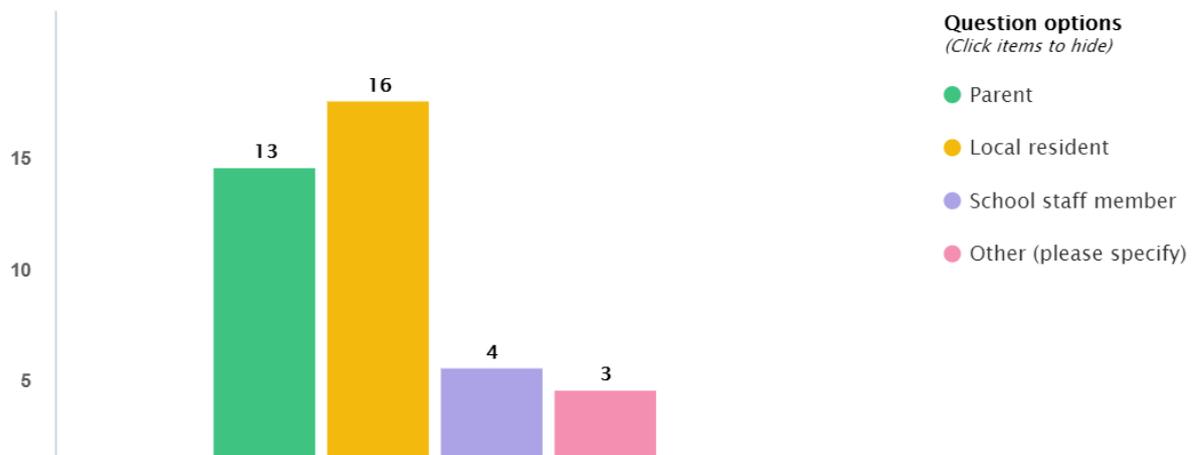


Figure 4 - Participants were able to select more than one option to show how they were affected by the scheme

Those who selected ‘other’ specified that they were other family members (not parents), plus one ward councillor.

They were then asked how they felt overall about the School Streets scheme (Figure 5):

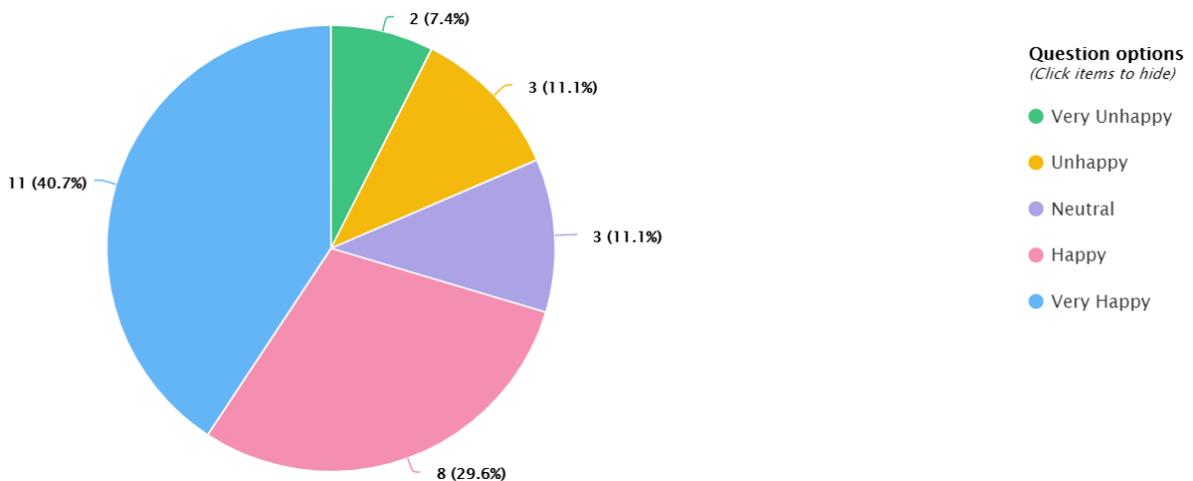


Figure 5 - How happy the respondents were with the scheme

A huge 70% of respondents stated that they were either ‘happy’ or ‘very happy’ with the scheme, with 17.5% feeling negatively and 11% neutral or unsure. It should be noted that not every respondent was directly affected by the scheme.

The next question asked participants how, if at all, the School Streets scheme had affected their usual routine.

62%

Said that the scheme did not affect their usual routine at all.

Many of the responses to this question could be used as responses to the following question, as the responses detailed not so much how the scheme has affected their own daily routine, but more what the participants thought of the scheme in general. Full list of responses to this question can be found in Appendix E.

Upon directly asking whether respondents had any further comments or opinions of the School Streets scheme, 39% of the comments were deemed to be positive and in complete favour of the scheme, whilst 22% were either not in favour or only voiced reservations about the scheme as a whole. The remaining 61% provided commentary that could not be deemed as positive or negative, or suggested ways for making the scheme even better without clarifying their current perception of the scheme.

“Easier to talk to my child in the way to school. More relaxed start.”

Full answers can be found in Appendix F.

Some recurring themes from the feedback featured in Appendix’s E and F include:



Concern for bad driving and/or parking



Concern for shifting pollution rather than reducing it



Unsure whether this will work for lasting behaviour change



Need more information to provide comment

Summary:

It appears that most respondents like the idea of the school streets scheme and can see how it will benefit students. Concerns surrounding the logistics and long-term effects of the scheme are present, but can be addressed with further sufficient communication to the general public on the scheme.

Scheme 4: Cycle Parking

To provide context before questions commenced, the survey briefed respondents on what the new cycle parking would likely look like and include, and where they would be installed. It was mentioned that consideration for new cycle parking would also be given to facilitate non-standard bicycles such as electric bikes and would accommodate the needs of both commuting and recreational cyclists.

The survey then asked how likely respondents would be to use this new cycle parking:



The majority of respondents expressed a strong positive attitude towards new cycle storage, whereas some were more hesitant to state they were likely to use it on the basis of being unsure how robust the storage would be against theft or damage.

Of those who responded that they would be unlikely to use the new storage, some did not cycle or already made use of existing cycle storage units for their regular journeys. Others did not have faith in new cycle storage based on damage and theft of previous storage units implemented by the Council.

Next, participants were asked what would be the main reason they would use the cycle storage (Figure 4).

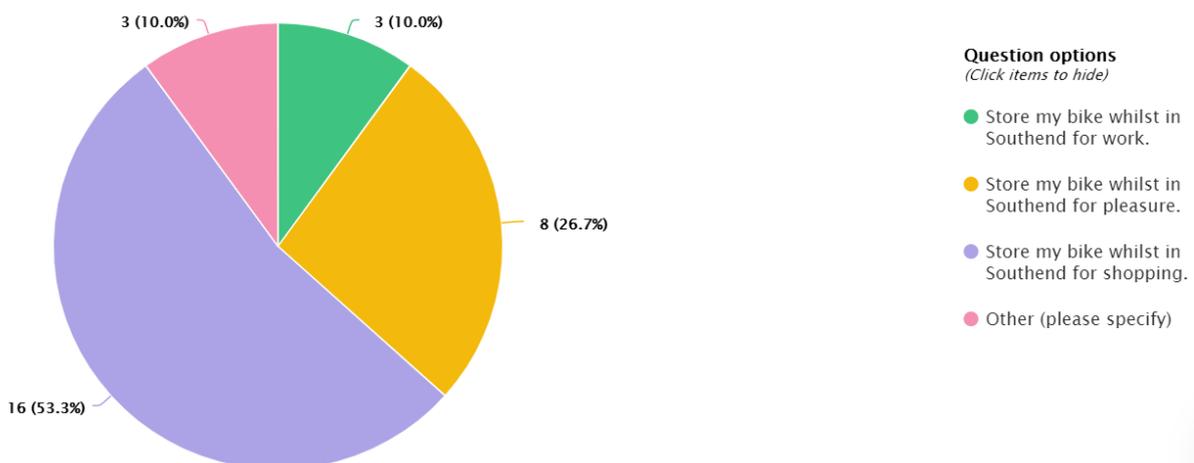


Figure 6 - Identifying the main reason that the public would use new cycle storage

Of the 10% of respondents that chose 'other', they had all clarified that they would use the storage for 'all of the above' or commuting to other locations.

Most of the answers signify that most people are more likely to use their bike to travel for leisure reasons than for commuting to work, training or education.

The final question asked respondents which of the following locations would they be more likely to use cycle storage, if it were implemented:

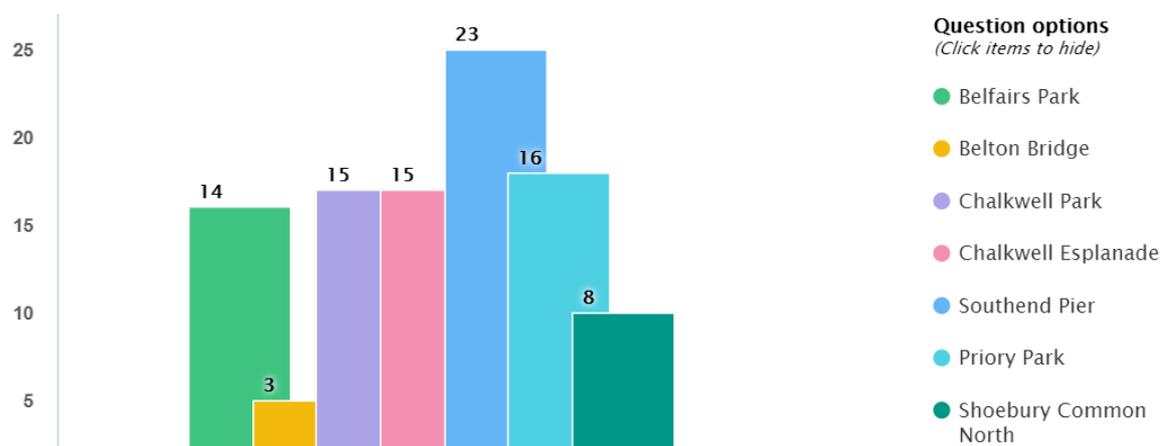


Figure 7 - Which areas of potential cycle storage are more likely to be used. Users could select multiple answers.

Over three quarters of respondents said they would be most likely to use cycle storage at the pier, with local parks following. This could support the previous findings that the public would be more likely to use cycle storage for leisure-related activities such as exercising or meeting up with friends, rather than necessarily for work or education.

Summary:

Overall, the public is in support of further cycle storage, and especially the type of secure storage proposed. As aforementioned, there is a particular concern surrounding theft and crime in the area, and this storage would directly address this concern by providing further protection for people's property.

Conclusion

To conclude, it can be assumed from this report that the public is in favour of introducing a more connected and active borough.

Participants have expressed a strong desire for the Council to introduce the right measures towards helping Southend-On-Sea to facilitate more active travel options, with an emphasis on cycling and walking.

The main concerns that have been thematic throughout the 4 scheme-focused sub-surveys has been crime or fear of crime, in addition to other risks such as dangerous driving and pollution.

It is clear that the proposals will address some of these concerns, but the Council will need to work with other departments or organisations (such as the Council's central communications department or Essex Police) in order to fully address all of these worries. These issues have proven to be medium-level barriers to the public choosing more active methods of travelling in and around the borough.

Going forward, the Council must ensure to maintain a good level of communication with the public on these new schemes, including timeframes and full details on the capabilities and limitations of implementations.

The Council must also ensure transparency on current and future frameworks to better increase the likelihood of buy-in from the public.

- END OF REPORT -

Appendix A – comments regarding why people would like a holistic cycle network in the Southend Borough. (3 pages)

“Cycling around Southend is currently dangerous”	“Better connections are needed”	“More cycle lanes”	Overall enjoyment of active travel	Other
Cycling around Southend is extremely dangerous, especially in the summer tourist months. Anything that improves this is welcome.	It would be great to have better connections as it would increase the amount I cycle	Not enough room for dedicated cycle lanes	It would make cycling safer and enjoyable	I don't always feel confident cycling in the road due to traffic driving very close and fast, forcing me into the kerb where there are many potholes. Potholes themselves are a hazard that need to be addressed within the borough (as does the state of the pavements).
Cycle Travel across Southend is extremely difficult and dangerous.	Hardly any safe cycle Spaces from Thorpe Bay through to Southend Boys. Roads too busy. Cycle path ok along Vitoria road but up to that none really along main road like southchurch road, Bournemouth park road unless they go along the beach. But they need to cut off.	There is next to no cycling infrastructure around the borough. There needs to be a properly integrated and segregated network of cycle lanes across main roads to encourage people to cycle more	Better for all. Good for mindfulness, less traffic and anger on the roads.	Park and ride would good for Southend in so many ways and would definitely help and encourage cyclists.
The main obstacle is people feeling unsafe on the roads.	It would be amazing to have a connected cycle network! Currently there are good short routes, but they are not connected, and they aren't commuter-friendly (too many crossing of side streets etc)	Convenient and safe segregated cycle paths are much needed to increase active travel. (Painted lines on roads do not make safe cycling infrastructure).	Healthier residents, cleaner air, more sustainable.	Coupled with widespread pavement parking, the situation for pedestrians is poor too.
For my personal use and to use with the kids it will be safer	It would be some much easier to have connected cycle paths that cars are not allowed into. London how has the super highway for cycles and this works really well.	Encourage people to get out of their cars and cycle instead by providing safe cycle routes and cycle parks.		Southend is too car based
It would make cycling safer and enjoyable	It is not connected - to go from Chalkwell to Leigh you have to go on the road			Because I live between main roads. These roads prioritise vehicles and can be intimidating to cycle on
London Road is particularly bad and dangerous. Cycle boxes at traffic lights are not enough. I've seen mums with kids on the back of the bike being close passed by drivers. Many	A connected network is essential to provide safe routes for cyclists, mostly off road. There is a network map already in place which shows some good routes. Missing links,			Traffic levels are too high.

feel it's too dangerous for adults to cycle, let alone children. Most cycle on the pavements which is bad for pedestrians.	one way streets, parking, few 20mph streets and too much carriageway given over to drivers cause problems. L			
Hopefully safer for cyclists	We need more cycle routes e.g. A13 & A127 to make it safer.			I feel it is good to encourage active travel
Safer travelling, more opportunities for families to cycle in a safe way	We need more joined up cycle paths. We are better than some areas but there is a large amount that could and should be done to improve cycling, particularly given the ever increasing volumes of traffic on our roads			It might persuade me to resume cycling in the borough. I cycle during visits to freinds on the continent, both for shopping and recreation.
Presently, cycling in Southend is dangerous due to the lack of cycle paths. As a society, we should be encouraging cycling.	Currently i cycle from Chalkwell to the Garrison and there are some sections of the cycle path that are not connected which is annoying for both cyclists and pedestrians.			I am considering getting rid of my car. I already walk more. I am looking to start cycling. I believe there are too many cars on the road.
Important for bike users safety and to encourage more cyclists and reduce car use and pollution	Current network is disjointed and of poor design			We need more cycle routes e.g. A13 & A127 to make it safer.
I feel cycling is good exercise but not currently safe enough,				Not enough integration with other transport and facilities for storage.
It is still too unsafe to cycle in Southend with children				
We do not have a safe cycling network in Southend except for the beach and the green way. Cyclists are often on the pavement as it is unsafe to cycle on the roads.				
. Current cycle network is not at a level to provide a viable safe alternative to driving				
Because currently cycling around Southend is dangerous and puts lots of people off cycling.				
There needs to be an alternative SAFE way to travel around the borough, without having angry vehicle drivers and pedestrians (on shared spaces) shouting at cyclists.				
Hopefully dedicated cycle network will make cycling safer				

Dangerous- cycle lanes too narrow,				
cycling in southend is currently difficult and dangerous as the petrol headed council have spent nothing on cycle infrastructure eg 70p a year per head each year as compared with over £20 in more enlightened areas				
It provides safer routes for cyclists				
Because there are not enough safe places to cycle.				
I would like to cycle more around Southend but currently I do not find it safe to do so. I believe more cycle paths will encourage more people to cycle.				

Appendix B – Public suggestions for addressing barriers to using active travel methods.

More permanent infrastructure	More secure cycle parking	Better / more connected cycle routes	Buses	Other
Cycling infrastructure. Not just paint.	. I have had 1 bike stolen (chained up in the High Street) so introducing secure places to leave my bike would help me to use it instead of my car.	Look at the existing routes and look at north south routes	Encourage bus companies to introduce a reduced fare rate for those aged 60 to 66. Many people no longer work up to age 66 and the concessionary pass is not available until one reaches state retirement age. Pre concessionary pass the older citizens were charged the same fare as those under 16. It worked very well in those days!	Chalkwell-Leigh towpath. Not allowed to cycle there so have to navigate the one way system in Leigh (& hills!). Solution: widen the towpath on the railway side (2 benches would need to be removed and the railings be resited slightly further back). This would create a safe route all the way through to Leigh . Cycle lane/shared pavement from Tattershall Gardens to Hadleigh on the south side of London Road. Shared pavement/cycle lane from the Bell along the A127 to Priory Park and down to meet Prittlebrook Greenway. Speedhumps on slip roads into Big Yellow Storage etc on A127 to prevent vehicles from speeding out across the cycle lane (I was almost hit there) and a warning sign on Daws Heath Road Southside to watch out for bikes. The single biggest thing would be the alley between Gravel Road in Eastwood being bike friendly, and the path put in along the small stretch of Grove woods where Warwick Road is. Then there would be a route from Southend to Rayleigh without needing to use main roads.
Increase in cycle lanes so I can feel safer cycling. I often have my son on a bike seat so only use roads during quiet times or to reach the cycle lane	safer and securer cycle parking, as bike theft is a big issues for many cyclist, and a big reason why they do not use bikes instead of cars short journeys	Commuter cycle networks are needed: Prittlebrook Greenway is lovely but crosses too many sidestreets, which are often obscured by parked cars - solution: zigzag	Apart form what I have said previously, as someone who lived in London I don't understand why there are 2 bus company's running in	Implement cycle paths and cycle legislation as in Germany and The Netherlands.

	to the shops etc.	lines near the crossings and warning signage for cars	Southend, why not just have one? Park and ride would make everyone's lives so much easier.	
Proper infrastructure - segregated routes along main roads; reduced speed limits		. Prittlebrook at Belfairs - the cycle path just disappears! Solution: work with Castle Point to continue the path through to Westwood to provide a cycle route all the way through to Hadleigh.	More public transport between shopping areas and residential districts.	Prioritizing bicycles at junctions (Advanced stop boxes, cycle traffic lights, junctions designed to slow motor traffic turning into side roads and giving cyclists and pedestrians right of way)
Barriers to stop ppl wandering into the cycle lane without care and attention!		Joined up cycle lanes and cycle/pedestrian priority		Better education of motorists who seem too aggressive towards cyclists on the road.
Cycle paths need to be fit for purpose, not just an afterthought.		More genuine, safe, dedicated cycle lanes as opposed to fragmented sections of roads dominated by cars etc.		The A1159 is not a very safe road for cyclists to use. Their needs to be protections for cyclists, or they end up on the pavement.
Better defined cycle lanes		Cycle path network between all main shopping routes/transport hubs/work locations by converting some of the pavements or roads into such routes.		Much better NHS care to enable me to be fit again
More cycle lanes, connected cycle		Routes that connect to		A proper thought through policy with funding allocated. cycle ways should

lanes. Less car parking spaces.		Prittlebrook Greenway are a must, especially at the Belfairs end. All road crossings should be looked at with priority for cyclists and pedestrians.		be clear and they are not in Southend. Look to overseas and other towns on how they have an integrated transport policy. southend is way behind
A properly integrated and segregated network of cycle lanes across main roads. You can take out parking along one side of a road to accommodate a segregated cycle lane. There are plenty of side roads for parking close to destinations on main roads.		Install a cycle highway through the middle of the verge between belfairs park and the end of Prittlewell Chase. All trees removed to be replaced in the borough. This would link belfairs school, westcliff schools, Thomas Moore, the chase and Southend for boys. Also linking belfairs b park with priory park.		. Parking alongside cycle lanes means car doors open onto the lane.
More safe cycle paths.		The A1159 is not a very safe road for cyclists to use. Their needs to be protections for cyclists, or they end up on the pavement.		Reduce vehicular travel to only buses or cycles. No electric scooters either.
More dedicated cycleways		We need more cycle routes e.g. A13 & A127		
. I am a regular cyclist and own my bike but would like		renovate the seafront cycle path and extend and connect it.		

<p>to see more cycle lanes.</p>		<p>build east west and north south cycle lanes preferably away from roads so one could cycle and walk in clean air.</p>		
<p>Segregated cycle paths on the major thoroughfares. The A13 and the dual carriageway, including Prittlewell Chase, between Belfairs Park and the town centre are prime candidates as they serve the residential areas between the A127 and the Thames. . All new developments should include cycling infrastructure, preferably segregated cycle paths. There should be an overall plan to create a safe, convenient and comprehensive cycle network.</p>		<p>More interconnection of existing cycle paths and improvement of existing network. More non Road dedicated cycle paths would encourage more people to cycle</p>		
<p>More dedicated cycling infrastructure</p>		<p>Kursal to the cycle path past the crazy golf. Around garrison park</p>		
<p>More genuine, safe, dedicated cycle lanes as opposed to fragmented sections of roads dominated by cars etc.</p>		<p>Install designated cycle paths that connect safely</p>		

<p>Install a cycle highway through the middle of the verge between belfairs park and the end of Prittlewell Chase. All trees removed to be replaced in the borough. This would link belfairs school, westcliff schools, Thomas Moore, the chase and Southend for boys. Also linking belfairs bpark with priory park.</p>				
<p>Install more cycle lanes</p>				
<p>Current cycle paths are disjointed, shared use paths are impractical as many pedestrians are unaware they are shared use.</p>				
<p>Adding more cycle lanes on busy roads going into town and surrounding areas.</p>				

Appendix C: Respondent reasons for not using the Prittlebrook Greenway

Crime or Safety-related Concerns	Transport or Layout Issues	Other
In the dark some parts of the greenway are taken over by youngster	It is disjointed in places (eg at either end Manchester Drive you have to join the road) and it is not lit so not usable at night.	In the dark the lighting is not good.
I am aware there have been some bike thefts in recent months and I am quite anxious for my safety. I have reverted to walking rather than cycling.	Cycling across the side streets is difficult, and slows down the commute	No reason to use it currently
Dog mess. Safety.	Narrow paths.	I wouldn't use it at night & night lighting is bad for wildlife
But enough security. Lots of bike theft and trouble.	When cycling, having to give way at every road crossing is inconvenient, tiring and increases journey times down. The Greenway, in its current form, is more suited to leisure than active travel such as commuting by bike.	I've yet to move to the area.
Overgrown hedge and the worry of being mugged! Or our children having their bikes stolen as this has happened alot	No, but there should be better links to the Greenway by looking at the one way streets and road crossings, also it should link directly into Belfairs Park and schools. Road crossings should have priority.	Too many pedestrians at times to be able to use it as a cu me route.
Too many drug dealers working the area at night.	Difficult to get to it ...	It's a bit too green in some areas - if it's getting overgrown then maybe it's losing it's open space amenity - CCTV might be an option (after some pruning).
lack of lighting and general safety issues regarding bike thefts	I don't use it for my cycling commute because it is a shared space and too many pedestrians but I do use it as a cycle route at other times.	not after dark
I wouldn't use at night or after dark due to the that fact that it is quite secluded and dark.		I run early morning and prefer off road so during darker months the greenway is less available to me unless I wear a headlamp. Lighting would make a huge difference to accessibility.
I would not walk it at night as it looks unsafe.		Wouldn't use after dark due to current lack of lighting

Unsafe, particularly in the evening and at night		Maintaining my property boundary
anti-social behaviour, broken glass, alone in times of darkness.		
Quite intimidating		
Unsafe, too much dog fouling,		
Anti social behaviour such as youths excess drinking. If there was night time lighting, as this would encourage youths to loiter and cause a nuisance/damage in areas that are not overlooked.		
I wouldn't use the greenaway in the dark due to feeling unsafe as crime rates have been increasing in Southend		

Appendix D – Specific school referral for School Streets

Prittlewell Chase
Prittlewell Chase
Southend High School for Bous
Ronald hill grove
Greenways Primary School
Blenheim School
Westleigh

Appendix E: Has the School Streets scheme affected your usual routine?
(Note that extra comment on the scheme has been provided by some participants within this question)

Short Answers	Longer Answers
No	Not at all children must be safe and unfortunately the antics of some drivers in school areas are dangerous.
None	My school does not have one but I have seen the benefits elsewhere.
There are none near me that I know of	School streets encourage people to walk to school where possible and, where not, they can still drive but park slightly further away from the school gates, so that pollution affects kids less.
Not affected as yet as no scheme near me.	Very busy cycle path on a main road and not enough cycle paths on route to my sons school from Thorpe Bay.
Not affected as yet as no scheme near me.	More police on the streets at the start of school and end, so the kids can travel without worrying they are going to be mugged for their bikes or phones and more importantly their
None	It has particularly affected the ability of local residents to park in the rounds surrounding the school.
I have not noticed any impact	It hasn't but when my 3 children were at West Leigh I was often upset by poor and often dangerous driving of parents close to the school. Mostly primary school children all live close enough to be able to walk to school and for those families that need to drive they should get there earlier and find a safe place away for school to park up and walk in.
It hasn't	Always walk my daughter to primary school but am disturbed by the amount of traffic and irresponsible parking around the school
Not at all	Easier to talk to my child. In the way to school. More relaxed start
Not really as number of school streets too small	Not at all as I cycle to commute around the borough and getting children to walk or cycle to school, should always be encouraged.
It hasnt	Traffic congestion around schools has caused "no-go times" in many places/
No	not personally but i am very much in favour of returning the streets to the children and other people and getting the cars off the road
Not seen any	It has caused heavy congestion in nearby streets ... has not reduced traffic or helped CO2 as most comes into the school from the London Road.

Appendix F: Other comments on the School Streets Scheme

As long as bikes are allowed, it would be great. When I commute by bike the most difficult areas are by schools where cars block the road and pull in and out unexpectedly
Who is responsible for putting up and taking down of the road barriers daily ?
It sounds quite complicated but some parents are so selfish when dropping their kids off. Shouldn't have to come to this.
There is widespread engine idling by parents at the school gate which really badly affects kids from pollution. Research has shown that 97% of all schools in my local area have illegal levels of air pollution but most parents do not realise this. https://www.blf.org.uk/take-action/clean-air/map
Needs to be wider to stop doors opening and overtaking traffic
Don't know enough about it, or it's effects to comment
None
More police on the streets at the start of school and end, so the kids can travel without worrying they are going to be mugged for their bikes or phones and more importantly their innocence.
Need more information.
Think it is an excellent scheme
The scheme, which has been wrongfully introduced and funded under the Emergency Active Travel Fund - a grant scheme provided by the National Government for the purposes of assisting Local Authorities implement social distancing measures during the peak of the COVID-19 pandemic when social distancing and lockdown was a requirement - has been implemented under the radar with little to no consultation with local residents or ward councillors. It has also meant that parking has become more difficult in the roads surrounding the school. I have recently been outside the school at the beginning of the school day. A lot of the parents would simply just park in the roads slightly further away from the school, such as Samuel's Drive, Chadacre, Burlescoombe Square and further down Burlescoombe Road. Often they'd leave their engines running. So I fail to see how this scheme is helping to cut carbon emissions or to encourage active/sustainable travel. It is only pushing the issue further away from the school. Those parents & pupils who live in walking distance will already walk their children to school. Those who live further afield, won't ditch their cars for alternative modes of transport due to the inconvenience and lack of time available - particularly when parents need to get off to work, etc. It's a bad scheme that has been financed through a misuse of public funds and with no consultation whatsoever. Deeply concerning too is that the scheme is apparently 'temporary' but will be in place for several months until next year, with the 'consultation' period ending at the end of 2021. The 'consultation' is clearly geared-up with the aim of keeping the scheme in place permanently. - [Cllr Response]
School Streets is an excellent but extremely localised, geographically and in time, anti-pollution measure. Forcing pupils to walk a bit further between car and school does not promote active travel. The Emergency Active Travel Fund should not have been used for this and was/is a misuse of the funds. School Streets should be implemented but using other funds.

As vehicles are still allowed access eg residents there is a risk to children as despite reminders they assume car free and cross without checking. Some drivers are not careful enough

Should be extended and offered to all schools

Roll it out across every primary and infant school

Walking or cycling to and from school would benefit the child and in many cases the parent as well.

just do it

Paying school children to walk to school may be a good plan.....

Appendix G: Map Markers

CATEGORY	COMMENT	IMAGE	DATE	ADDRESS	SUBURB
	A13 Segregated Cycle Paths ✓		26 Jul 21	502 London Road, Westcliff-On-Sea, SS0 9LD, United Kingdom	SS0 9HU
	Segregated Cycle Paths from Belfairs Park via Prittlewell Chase to the Town Centre ✓		26 Jul 21	Prittlewell Chase, Westcliff-On-Sea, SS0 0RY, United Kingdom	SS0 9HU
	Segregated cycle route along London Road from Leigh-on-Sea to Southend on Sea ✓		10 Aug 21	803 London Road, Westcliff-On-Sea, SS0 9TE, United Kingdom	SS9 1LA
	Segregated cycle path along Broadway ✓		10 Aug 21	32 Broadway, Leigh-On-Sea, SS9 1AJ, United Kingdom	SS9 1LA
	Segregated cycle path along Leigh Road ✓		10 Aug 21	133 Leigh Road, Leigh-On-Sea, SS9 1BT, United Kingdom	SS9 1LA
	Segregated cycle path on Kings Road ✓		10 Aug 21	95 Kings Road, Westcliff-On-Sea, SS0 8PH, United Kingdom	SS9 1LA
	London Road between the Queensway Roundabout and College Way ✓		10 Aug 21	70 London Road, Southend-On-Sea, SS1 1PG, United Kingdom	SS0 9HU
	Painted Cycle Gutter ✓		10 Aug 21	460 Victoria Avenue, Southend-On-Sea, SS2 6NW, United Kingdom	SS0 9HU
	Painted Cycle Gutter ✓		10 Aug 21	460 Victoria Avenue, Southend-On-Sea, SS2 6NW, United Kingdom	SS0 9HU
	Widen the path from the roundabout to the entrance to the path as this route is signed for Prittlebrook Greenway ✓		18 Aug 21	97 Eastwood Road Nth, Leigh-On-Sea, SS9 3AG, United Kingdom	Ss9 5ap
	Add cycle route in park to link up with Prittlebrook Greenway so there is a continuous route to the visitor centre and park entrance ✓		18 Aug 21	57 Eastwood Road Nth, Leigh-On-Sea, SS9 3AH, United Kingdom	Ss9 5ap
	Add cycle route on verge on west side of Eastwood Road North to link with Prittlebrook and up to West Leigh School/A13 ✓		18 Aug 21	71 Eastwood Road Nth, Leigh-On-Sea, SS9 3AD, United Kingdom	Ss9 5ap
	Convert footway on north side of London Road to shared cycleway to link with Belfairs school and Prittlebrook Greenway ✓		18 Aug 21	919 London Road, Leigh-On-Sea, SS9 2UB, United Kingdom	Ss9 5ap
	Cycle route needed on whole length of Blenheim Chase - preferably off road, although on road is feasible as this is a dual carriageway with single parking, leaving adequate space for a cycle lane to link schools etc ✓		18 Aug 21	260 Blenheim Chase, Leigh-On-Sea, SS9 3HQ, United Kingdom	Ss9 5ap
	Paulo is too narrow ✓		18 Aug 21	8 Manchester Drive, Leigh-On-Sea, SS9 3FG, United Kingdom	Ss9 5ap
	Give users of Prittlebrook Greenway priority at all the crossings ✓		18 Aug 21	71 Pavilion Drive, Leigh-On-Sea, SS9 3JS, United Kingdom	Ss9 5ap

	Improve section of the Greenway around or through Bonchurch Park. Preference is to the south side of the Park so as to remove the on road section to off road and into park 		18 Aug 21	276 Manchester Drive, Leigh-On-Sea, SS9 3ES, United Kingdom	Ss9 5ap
	Allow contra flow cycling in the one way streets that cross the Greenway to maximise accessibility 		18 Aug 21	6 Highfield Crescent, Westcliff-On-Sea, SS0 0TD, United Kingdom	Ss9 5ap
	This route should prioritise cyclists and reallocate the roadspace. This is a wide boulevard and only effectively serves two lanes of cars eg 7.3m - the remainder of the carriageway is parking and the rest is not utilised at all. Great opportunity to change this for the benefit of cyclists 		18 Aug 21	Pittlewell Chase, Westcliff-On-Sea, SS0 0RY, United Kingdom	Ss9 5ap
	Off road cycle route needed both sides of Priory Crescent to link with the Park, Hospice, Aldi and Sutton Road 		18 Aug 21	Priory Crescent, Southend-On-Sea, SS2 6PR, United Kingdom	Ss9 5ap
	New off road route to link with Cuckoo Corner and Sutton Road 		18 Aug 21	102 Eastern Avenue, Southend-On-Sea, SS2 5QX, United Kingdom	Ss9 5ap

	Off road route to link Sutton Road with Hamstel Road and Royal Artillery Way 		18 Aug 21	86 Cromwell Road, Southend-On-Sea, SS2 5NH, United Kingdom	Ss9 5ap
	The cycle stands removed from outside this Tesco Local should be reinstated 		26 Jul 21	703 London Road, Westcliff-On-Sea, SS0 9HR, United Kingdom	SS0 9HU
	The cycle stands at this Sainsburys Local need to be repaired as they can be lifted out of the ground by hand. 		26 Jul 21	565 London Road, Westcliff-On-Sea, SS0 9HS, United Kingdom	SS0 9HU
	The cycle stands at this Sainsburys Local need to be repaired as they can be lifted out of the ground by hand. 		26 Jul 21	565 London Road, Westcliff-On-Sea, SS0 9HS, United Kingdom	SS0 9HU
	The cycle stands at this Sainsburys Local need to be repaired as they can be lifted out of the ground by hand. 		26 Jul 21	565 London Road, Westcliff-On-Sea, SS0 9HS, United Kingdom	SS0 9HU
	Cycle parking needed outside shops 		18 Aug 21	Eastwood Boulevard Post Office, Westcliff-On-Sea, England SS0 9XL, United Kingdom	Ss9 5ap

	School street needed to restrict parking at school hours 		18 Aug 21	24 School Way, Leigh-On-Sea, SS9 3HL, United Kingdom	Ss9 5ap
	Crossing across London Road towards Lindisfarne Avenue 		10 Aug 21	724 London Road, Leigh-On-Sea, SS9 1FG, United Kingdom	SS9 1LA
	Zebra/cycle crossing needed 		18 Aug 21	60 Eastwood Road Nth, Leigh-On-Sea, SS9 3AB, United Kingdom	Ss9 5ap
	Zebra/cycle crossings needed on this roundabout 		18 Aug 21	82 Eastwood Road Nth, Leigh-On-Sea, SS9 3AG, United Kingdom	Ss9 5ap
	Cycle zebra needed here 		18 Aug 21	247 Southbourne Grove, Westcliff-On-Sea, SS0 0AW, United Kingdom	Ss9 5ap
	Cycle zebra needed here 		18 Aug 21	236 Westbourne Grove, Westcliff-On-Sea, SS0 0PS, United Kingdom	Ss9 5ap

Showing 1 to 33 of 33 entries

Username have been redacted in the above screenshots.

Key for map markers:

 Accessibility Idea

 Cycle Path

 Cycle Parking

 Public Transport Idea

 Wayfinding / Signage

 School Street Needed

 Street Lighting Needed

 Other

Appendix H: Ideas

Reducing Riding on the Pavement

People ride on the pavement because riding on the road is perceived as unsafe. It is not to annoy pedestrians or to get somewhere quickly; it is slower than on the road after all. Streets where pavement riding is prevalent indicate the need for safe and convenient cycle tracks.

e scooters

Yes they are not yet legally legal for private use. How many ladies or people too scared to cycle on the roads would be tempted to scoot in if the infrastructure was there. So many cars with only one person in them. Journeys of 3-5 miles would remove all those vehicles.

Use the consulting services of Sustrans to help the council's Urban Planners develop convenient and safe cycle and walking routes.

<https://www.sustrans.org.uk/for-professionals/urban-design-and-planning/>