

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

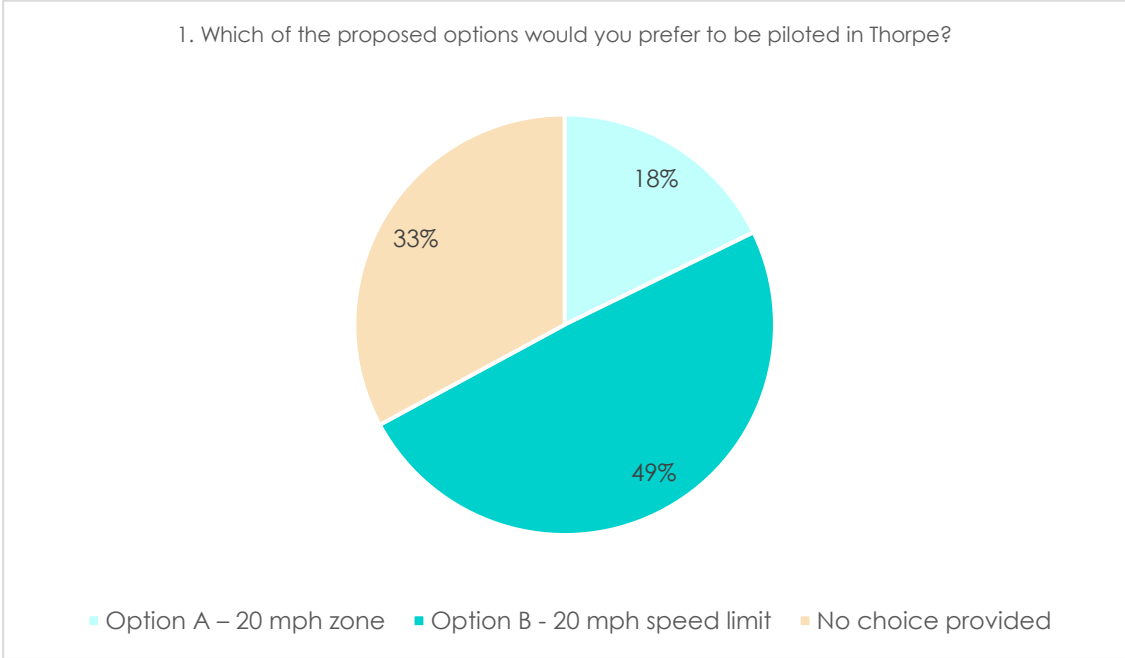
In response, the consultation has allowed for residents and those with an interest in this pilot scheme have a view and although there was no underlying reason as to why a third option of 'do nothing' was not identified within the questionnaire, the question itself was not compulsory and those responding 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.

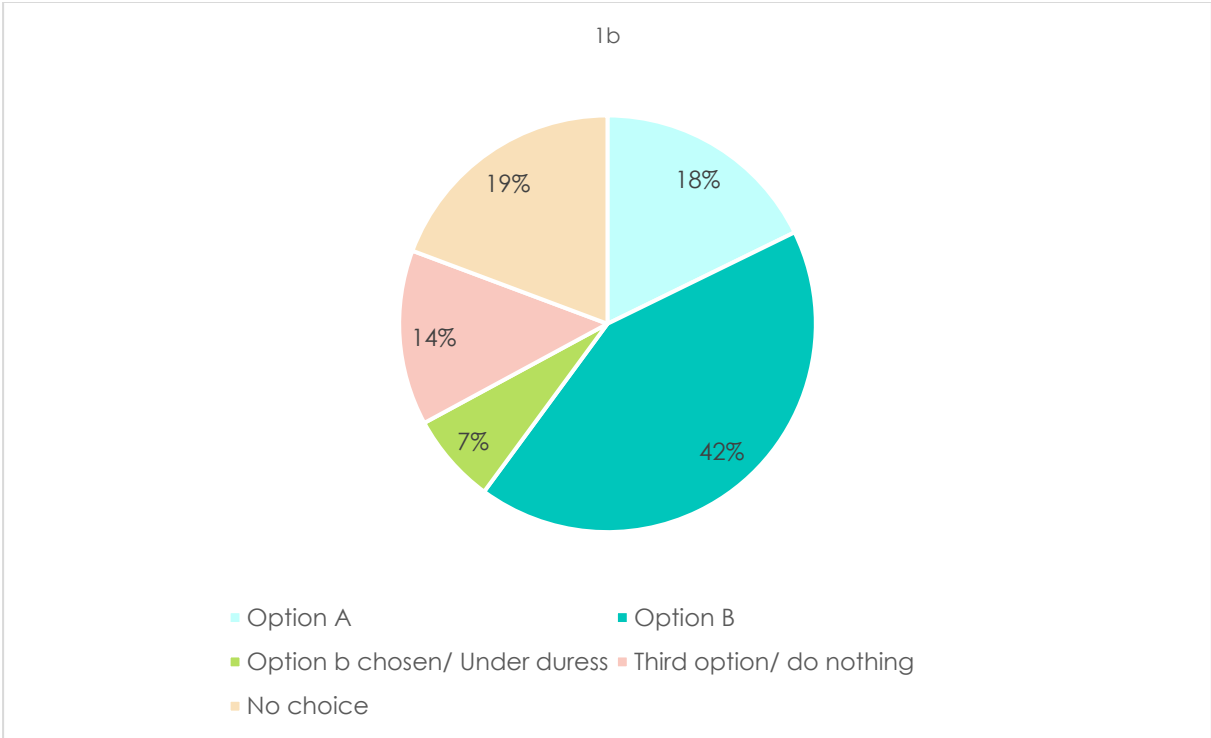
Full Breakdown of questions

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.

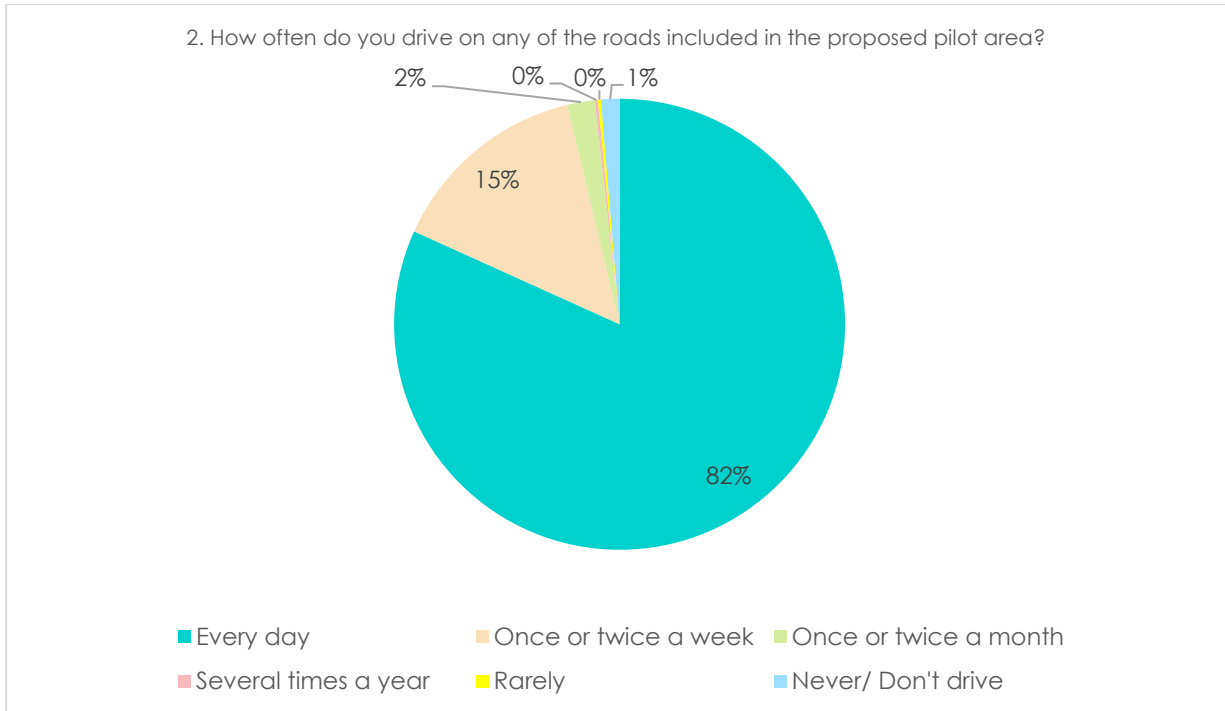


It was also identified in the comments and emails received that some chose Option B under duress because there was no third option of 'do nothing'. The graph below shows breakdown of those that chose Option A, Option B minus those that chose Option B because they felt they had to pick one (under duress).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



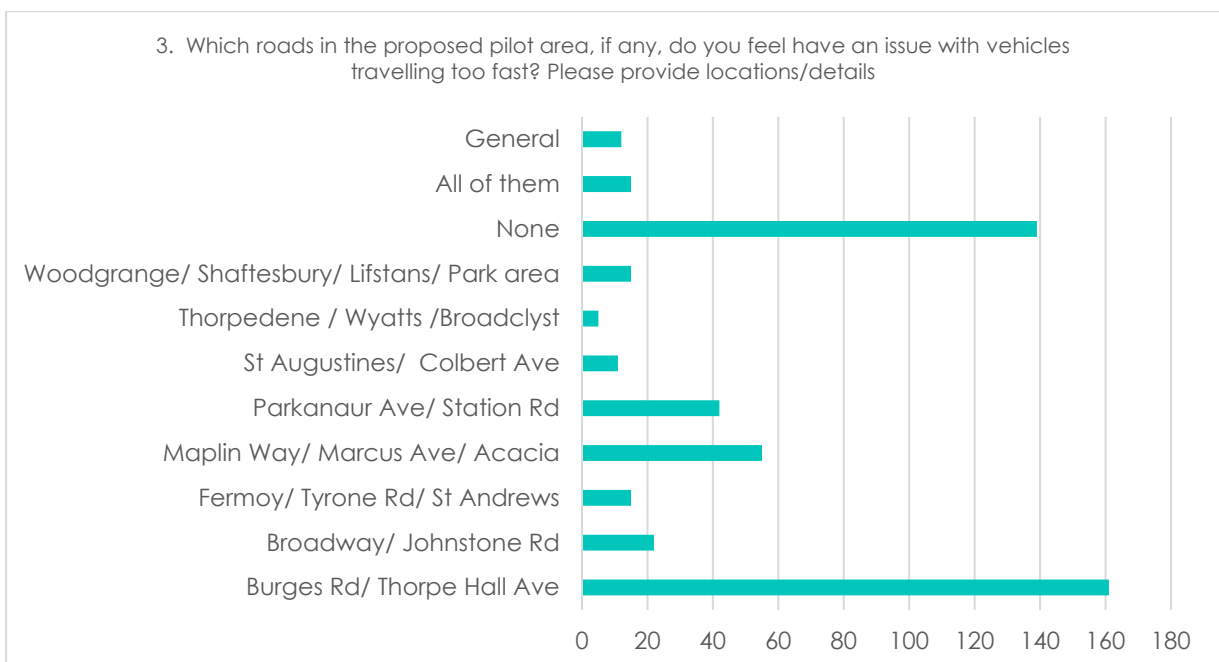
2. How often do you drive on any of the roads included in the proposed pilot area?

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.



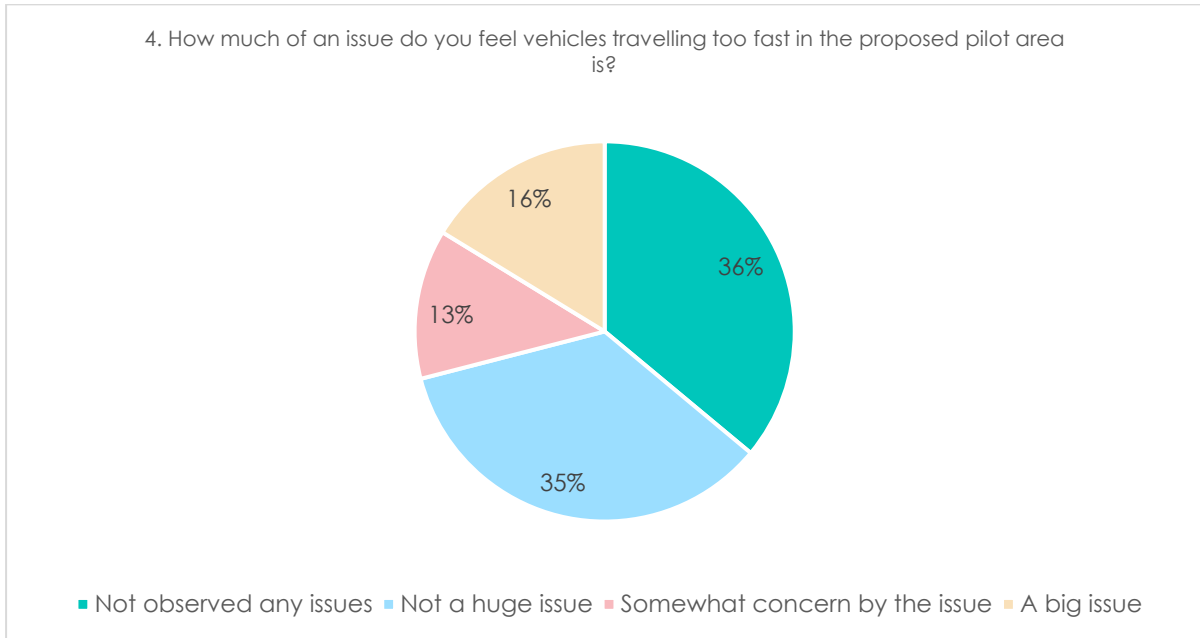
3. Which roads in the proposed pilot area, if any, do you feel have an issue with vehicles travelling too fast*?

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?

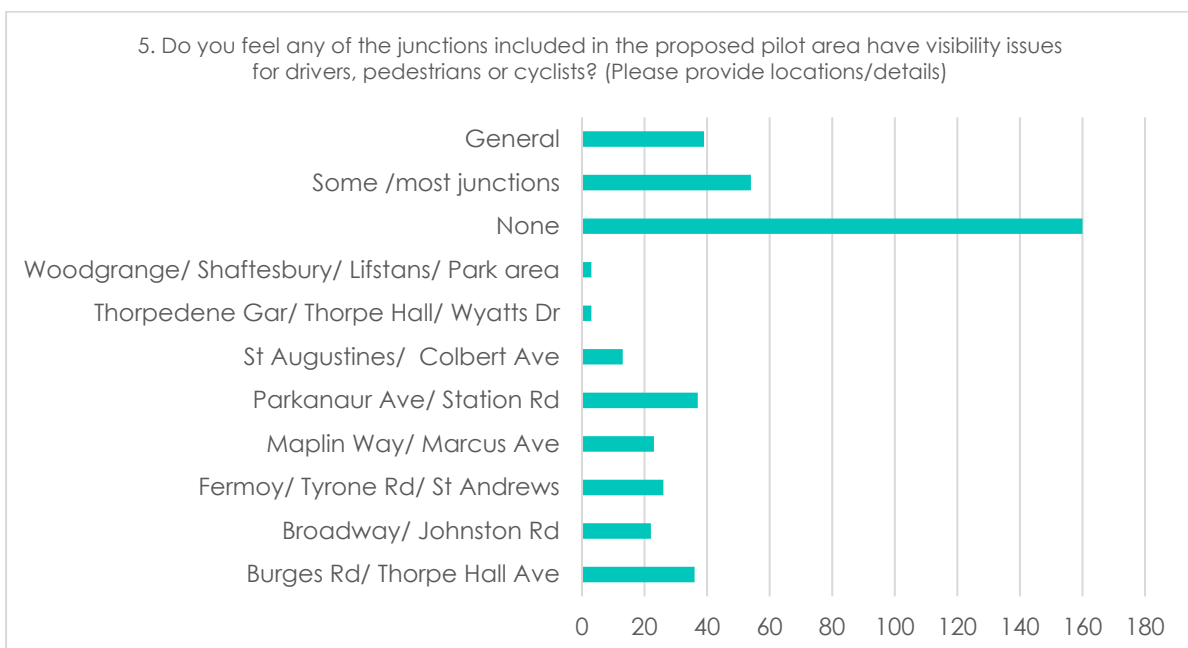
This was a single response question with 29% stating that it is a big issue or they were somewhat concern by the issue within the area of vehicles going too fast, with 73% collectively identifying they had not observed any issues or it wasn't a huge issue of vehicles travelling too fast within the pilot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

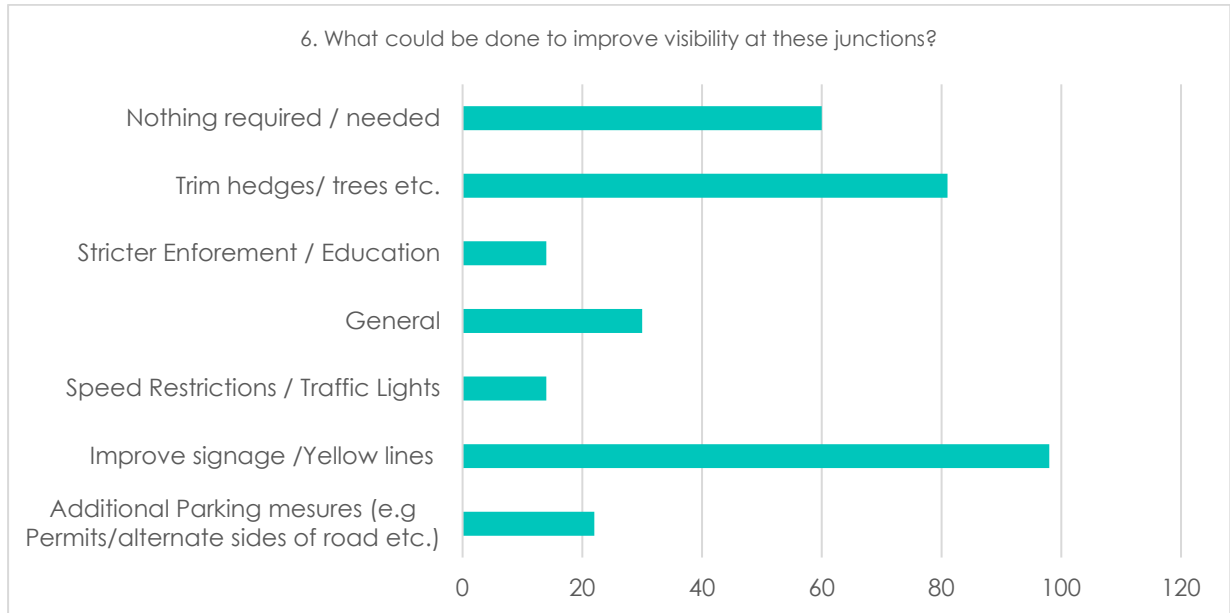
This was a free text question with 356 individuals commenting, these have been grouped together by theme, 38% identified that they were not aware of any issues of visibility at the junctions within the proposed area. However, 13% of those responded said all the junctions had some form of visibility issues,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

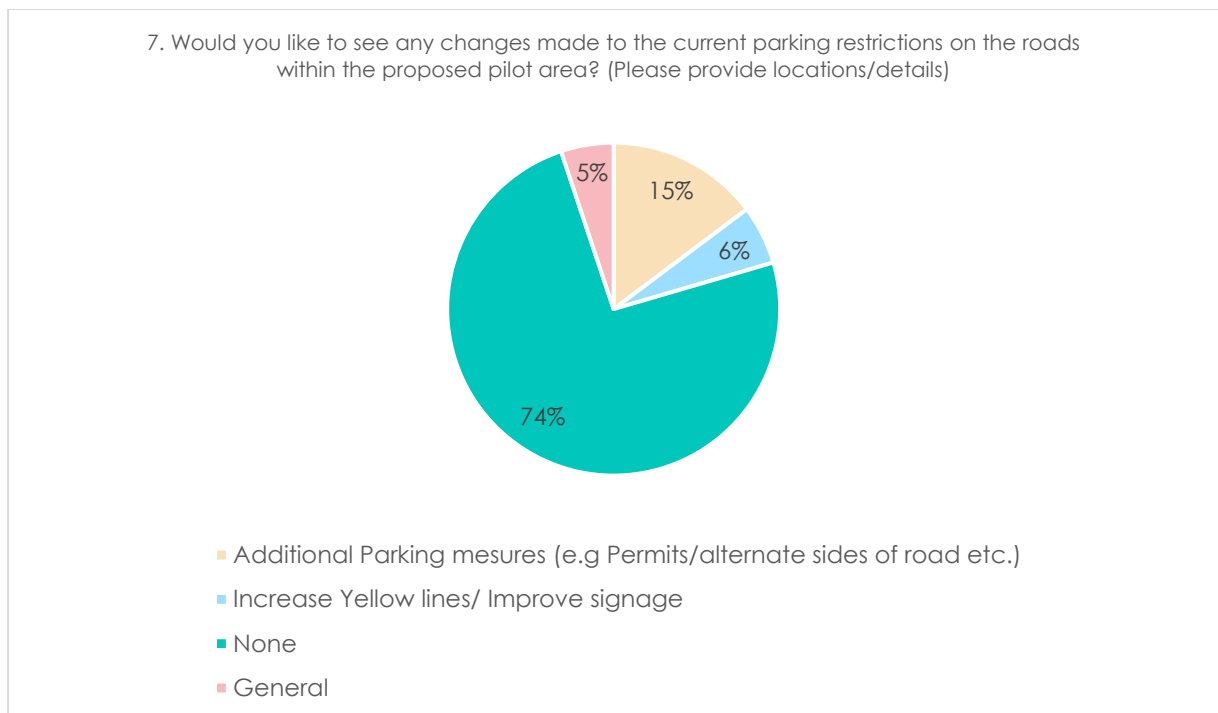


6. What could be done to improve visibility at these junctions*?

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)

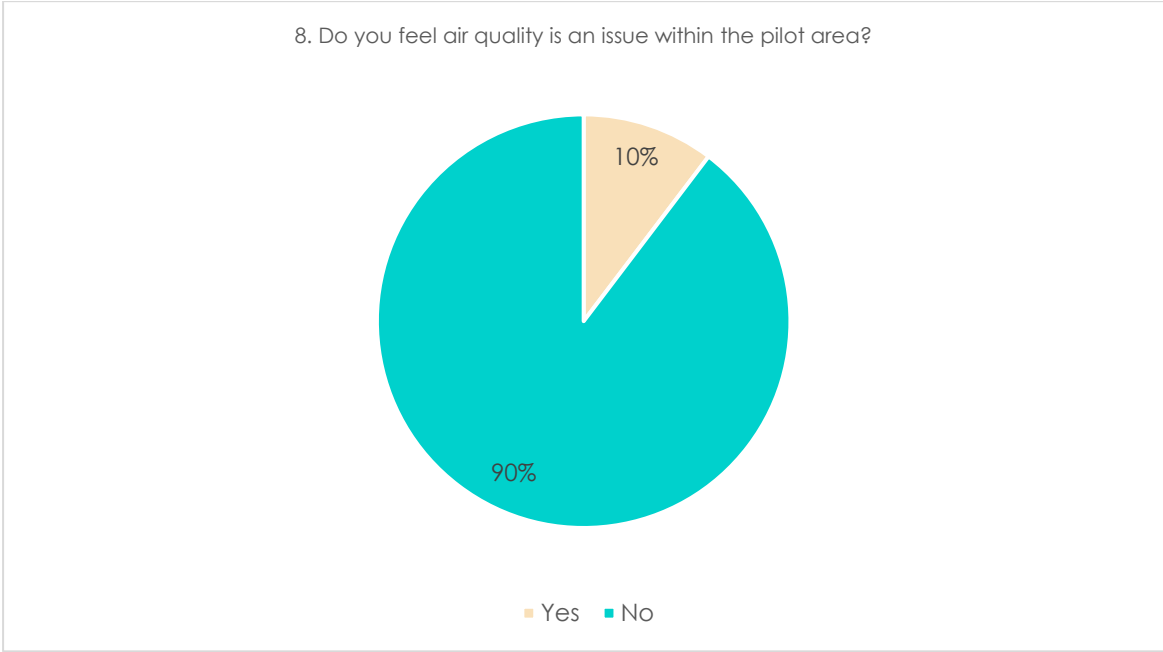


This was a free text question with 360 individuals commenting, these have been grouped together by theme, 74% identified that no changes to current parking measures were required, 15% suggested parking permits, or removing parking near corner/junctions or adopted parking alternate sides of road. 6% stated 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.
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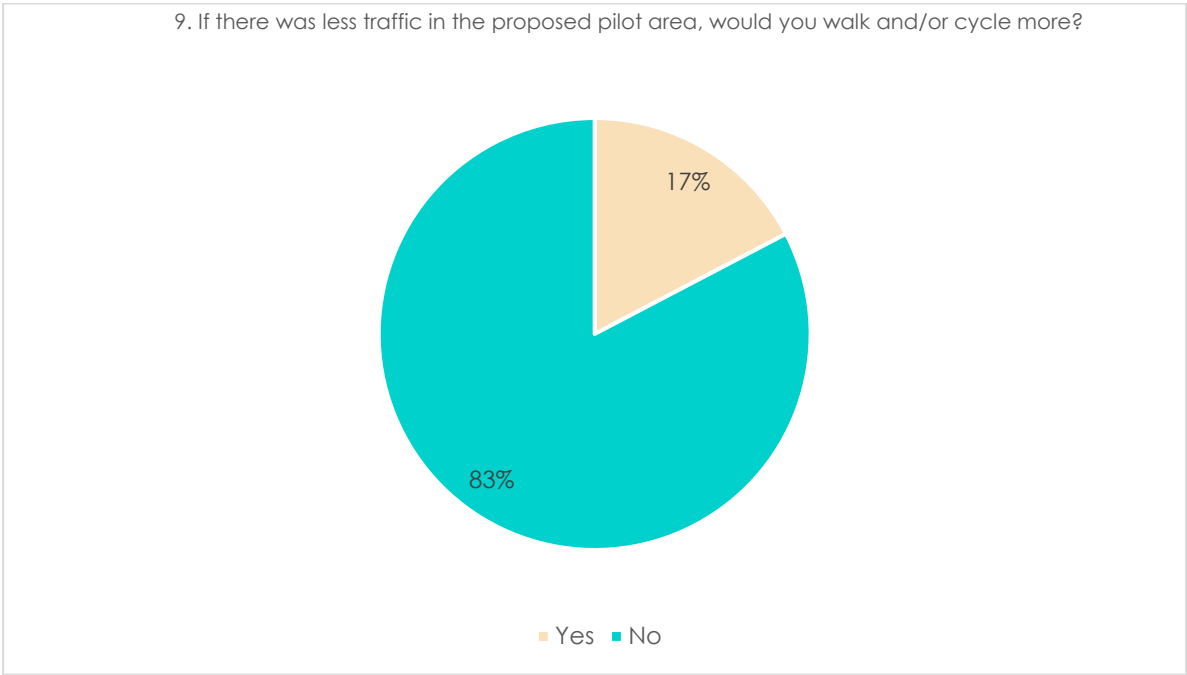
8. Do you feel air quality is an issue within the pilot area?

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

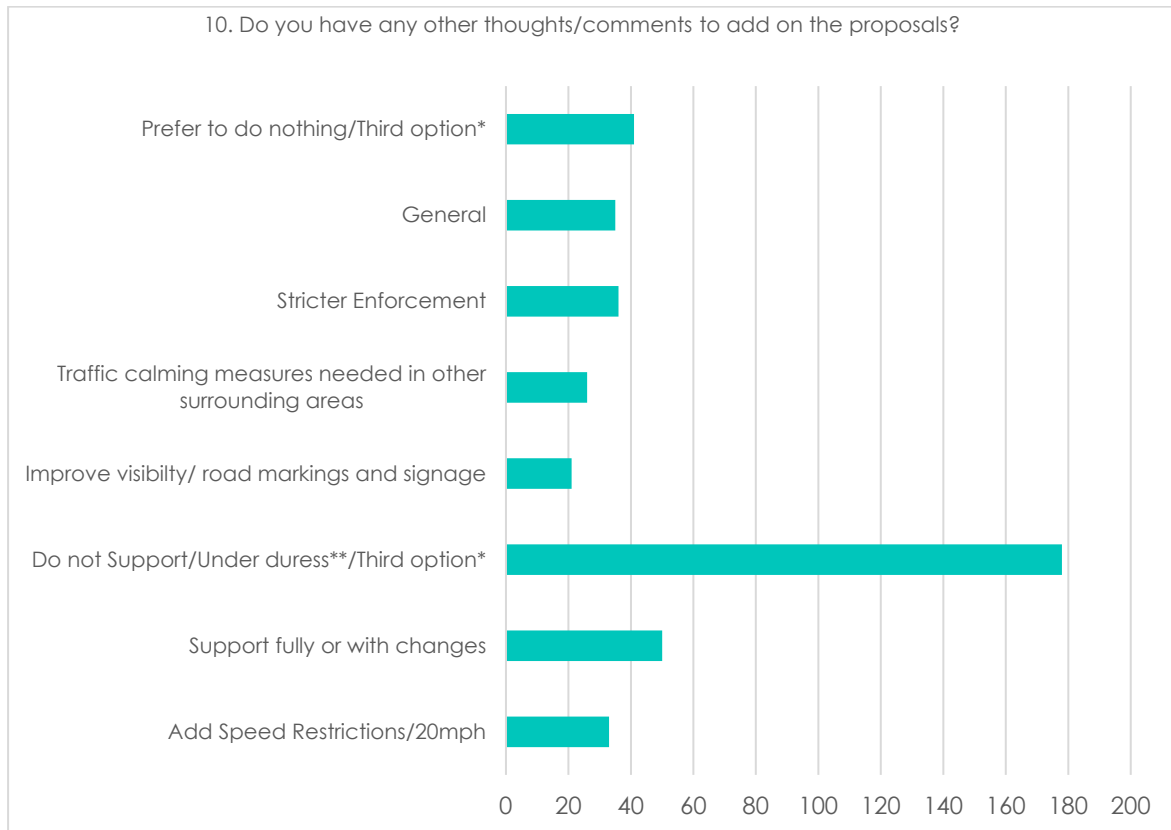


9. If there was less traffic in the proposed pilot area, would you walk and/or cycle more??

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

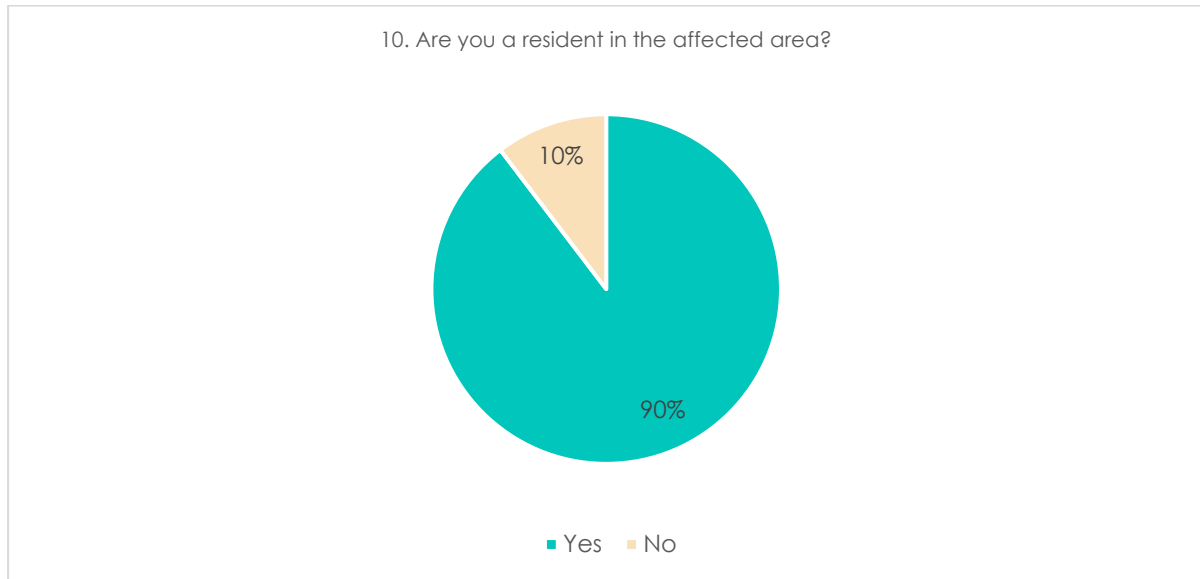


* Third option **Under duress these were identified as part of these comments

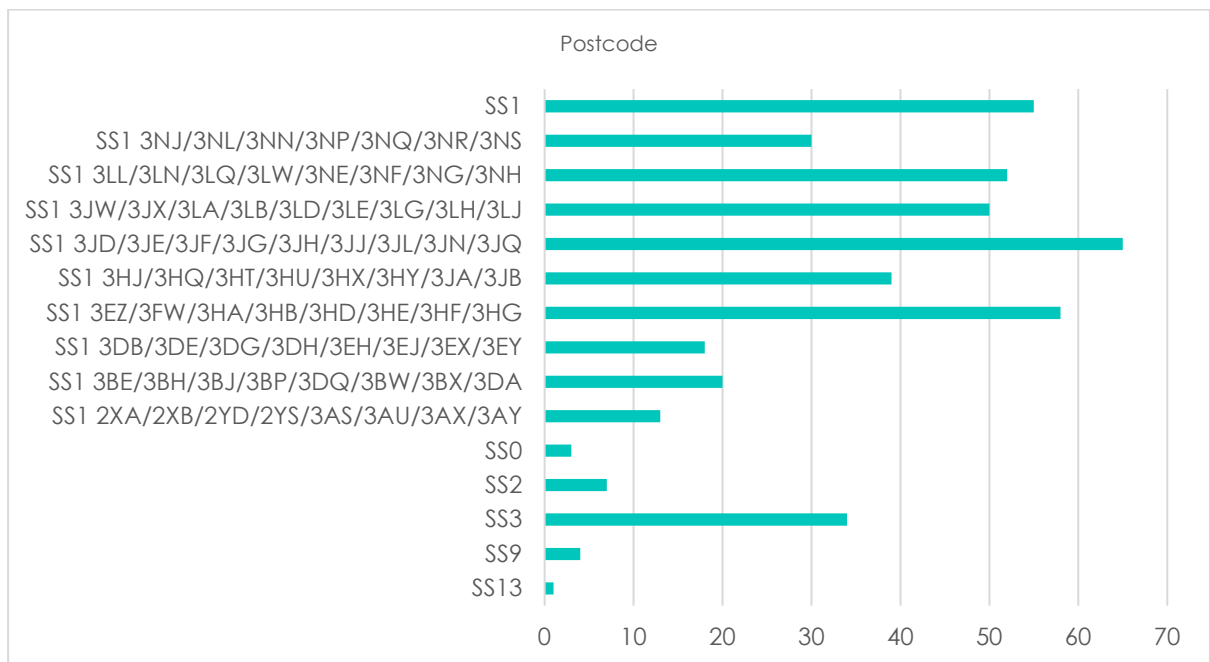
This was a free text response with many individual comments addressing many issues within one comment together, these have been grouped as shown in the chart above, all issues identified within the comments have been noted. There were 420 individuals responding, to this free text element under the themes,

- 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