

Appendix 1a

Full comments to the open questions within the survey.

Contents

| | |
|--|----|
| Appendix 1a | 1 |
| 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 | 1 |
| 5. Question: Do you feel any of the junctions included in the proposed pilot area have visibility issues for drivers, pedestrians or cyclists?..... | 9 |
| 6. Question: What could be done to improve visibility at these junctions? | 17 |
| 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)? | 25 |
| 12. Question: Do you have any other thoughts/comments to add on the proposals? | 34 |

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 quite 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 Burges 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 signange 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 / tress 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. Crossingthe 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 branched 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 | Parkanaur/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 Parkanaur 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 visibilities 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 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,i.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. 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. 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 is 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 | 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. 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. Have the blue light services been consulted? Have you considered the fallout effect on nearby roads that are not reduced to 20 and how traffic will increase in those areas? 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? I object strongly to all parts of this consultation and do not wish for any changes to occur. |
| 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 Burlescombe 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 | 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 . Option B appears to be less wasteful, but still contains plenty of waste. I drive through a 20 mph zone on my daily commute, it is completely ignored by |

| | |
|----|---|
| | <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 councillor 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 | 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 |

| | |
|----|--|
| 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 Burllescombe 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 | <p>This is a waist of council tax payers money!!</p> |
| 120 | <p>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.</p> |
| 121 | <p>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.</p> |
| 122 | <p>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 !</p> |
| 123 | <p>No</p> |
| 124 | <p>Thorpe bay garden residents need to be heard and not controlled by an Eastwood council member</p> |
| 125 | <p>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</p> |
| 126 | <p>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</p> |

| | |
|-----|--|
| | 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 | 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. 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. 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. |
| 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 |

| | |
|-----|--|
| | <p>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.</p> <p>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.</p> <p>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.</p> |
| 182 | <p>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.</p> |
| 183 | <p>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.</p> |
| 184 | <p>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.</p> <p>With the quiet side roads I do not consider air pollution to be an issue.</p> <p>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.</p> |
| 185 | <p>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.</p> |
| 186 | <p>The scheme seems an unnecessary cost and waste of funds.</p> |
| 187 | <p>Husband partially sighted, so extra poles on pavements a concern, but would appreciate traffic calming at crossroads for safety of him and others.</p> |
| 188 | <p>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.</p> |
| 189 | <p>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!</p> |
| 190 | <p>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. 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 and this hasn't been done now for such a long time 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 spoiled 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 | <p>There needs to be a third option as these two do not address the issues</p> |
| 194 | <p>Only that this is not a major issue and should not be turned into one.</p> |
| 195 | <p>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.</p> |
| 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 (Burgess 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 (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 |

| | |
|-----|---|
| | <p>living crisis NO collaboration with blue light services NO consideration for non physical traffic calming measures There are a number of local authorities removing such measures after pilots have proven such measures do not work 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. 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 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:</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 Drivers will not adhere to a 20mph limited 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, 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 Southends 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 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 addition 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 Councils 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. 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. 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. 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 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. Maybe slow speed signs like on church road for burgess road would be a better start. 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.] 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. the road markings could be painted brighter and any trees overhanging signage cut back at much less a cost. 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. 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! 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 as 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. How is this proposal evidenced based by way of speeding and accidents ? Existing signage and road markings should be maintained - they are in poor condition in many places. 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. 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 is only a 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 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> <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 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 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. 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. 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." 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 | <p>speed bumps must be gentle as in Thorpe Bay Gardens and well marked.</p> |
| 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. 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 | 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. 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. 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. 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. This is an absolute farce. Months down the line and I honestly still cannot understand why this "pilot" is even |

| | |
|-----|---|
| | <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 | <p>Too many things are being proposed/trying to move forward without residence input</p> |
| 351 | <p>completely unnecessary proposal</p> |
| 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 | <p>Speed humps are a waste of resources and noise increases as cars slow down for them. This makes it worse for residents and buses.</p> |

| | |
|-----|---|
| 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

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

| | |
|-----|--|
| | 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. |

