

Appendix B - Quantitative Overviews

The consultation exercise consisted of five separate town/city surveys and an overarching travel survey and prompted a good rate of response.

From the responses gained, it is clear that traffic congestion and managing traffic are important issues and areas that people feel the Council should prioritise.

From the Facebook poll undertaken around 70% of the respondents supported more space being provided for walking and cycling in their local area, and within the attitude survey around 30% of respondents stated they wished to cycle/walk more for leisure in the future.

Within the towns/city surveys responses were mixed, with support for those elements of the schemes which respondents saw as increasing safety in the local area, or where they could see the creation of a route which supported journeys, they were likely to make.

This can be seen in the widespread support for the introduction of 20mph zones and the support for safety around school areas, set out within the school street proposals. There was also a desire from some for the schemes to go further in restricting traffic from town centre areas.

Inconvenience and the potential movement of traffic / impact on parking if vehicles use other roads were the main concerns raised by those opposing elements of the proposed schemes.

Inclusivity was also a key theme across all of the town/city surveys, particularly with reference to the possible impact of restricting traffic on the elderly/disabled, especially for those who either have no option but to drive or are reliant on carers.

(a) Town/City schemes – Braintree

The Braintree scheme proposals set out a route between Braintree railway station, the town centre, and Panfield Road, with highway changes proposed in the station area, at the Coggeshall Road/ Courtauld Road roundabout and on Rayne Road with proposals to restrict traffic through the implementation of a modal filter.

There were 120 responses for Braintree via the online consultation portal and a further 11 additional comments were provided via email. Respondents to the consultation included Braintree District Council, Friends of Bradford Street, George Yard Shopping Centre, and Stephenson's of Essex.

The survey for Braintree asked respondents for their views on proposed safety improvements for cyclists and pedestrians, specific elements of the scheme and views on the proposed school street zone

Braintree – Qualitative overview

The sentiment from Braintree respondents is largely negative, with respondents feeling that these proposals will increase congestion and being concerned that the scheme proposals are largely anti-motorist.

Inclusivity was a theme that ran throughout the comments, with a number of respondents concerned that any disruption to the road network would unfairly impact on those who are disabled or who are elderly and are reliant on using a car. The proposed modal filter was a particular concern, with a fear that it would make access to the supermarket difficult.

“These proposals give very little thought to drivers who are disabled and can’t walk far or cycle.’ Already we have lost the bus stop in the high street which discourages the use of buses.”

The proposals were also seen in the light of a reduced public transport offer, with a view that bus provision has already been reduced. Many suggested that improvements to public transport around the town centre would encourage people to use their car less.

‘Already we have lost the bus stop in the high street which discourages the use of buses.’

Road repairs and general maintenance was also a recurring theme in the comments with respondents requesting that upgrades be made to the current road network before further work be carried out. This was also linked to the ongoing Braintree Town Centre works with some respondents feeling this work needed to be completed first and concern that the proposals would add additional upheaval to the town centre and damage the local economy.

‘This will further damage the town. Need to sort the town centre first’

A final view that came through is a perception that there are not enough cyclists in Braintree for the proposals to be justified, particularly in relation to the perception of the impact on traffic.

*‘existing cycle racks in the station car parks are barely used’
‘not a cycling town’*

‘Not enough people have bikes to make it worth it’

(b) Town/City schemes – Brentwood

The Brentwood scheme proposals set out a route between Brentwood High Street and Shenfield station, with the key element of infrastructure the creation of a new two-way segregated cycleway on a section of Shenfield Road.

The proposals set out also identified areas that would become 20mph zones and where school streets would be introduced.

There were 310 responses for Brentwood via the online consultation portal and a further 14 additional comments were provided via email. Respondents to the consultation included Brentwood School, Ingatestone pedallers, Trailnet CIC, Stephenson's of Essex, Grove House School, and ABC Swim School.

Brentwood – Qualitative overview

The overall sentiment from Brentwood respondents is more positive than negative with respondents recognising the issues of traffic and the improved safety which come from the scheme.

There is support for the 20mph zones and the principal of school streets, with safety the key theme for both.

However, through the results, it was clear that there was concern about the removal of the right-hand filter lanes and the impact this may have on congestion and air quality. Inclusivity was a theme that ran throughout the comments, with a number of respondents concerned that any disruption to the road network would unfairly impact on those who are disabled or who are elderly and are reliant on using a car.

'My child is disabled we need to drive'

'Single mum to disabled son work in Sawyers Hall Lane and I will need to have access from school to home at all times. I am 56 and too old to cycle. Not able to.'

'You must see the need for maintaining flow of traffic flow, you have elderly and care homes that need access in a taxi or minibus on Sawyers Hall lane plus Grove House School'

Beyond the scheme elements, a number of respondents highlighted a desire for the proposals to go further and better connect surrounding areas.

'There is nothing linking Ingrave & Herongate to Town.'

'A cycle path from Ingrave to Running Waters and from Herongate to the A127 roundabout are sorely needed. Need safe link (segregated; direct) Ingrave & Herongate to Brentwood.'

'They are all centred on central Brentwood and fail to consider safe walking & cycling in the parishes especially Ingatestone.'

It was also felt that, as the main meeting point of the major routes into the town centre, that Wilson's Corner itself should be improved for cycling.

'Really don't see the point of a cycle way from Wilson's Corner to Crescent Drive when a cyclist has to approach Wilson's corner via the Ingrave Road, the Ongar Road or the High Street, none of which have provision for cyclists and are all very busy roads'

(c) Town/City schemes – Chelmsford

The active proposals for Chelmsford aim to support the creation of three routes through the city, to better connect the existing cycle network and link the town centre with key residential areas.

The proposals put forward would also see the creation of a new 'liveable neighbourhood' in the Moulsham and Springfield Allied Estate areas. These are schemes which aim to reverse the trend of car dominance and create areas where it is easier and safer to walk and cycle, while enjoying a more pleasant street and public realm as a result of fewer cars, with various measures used to prevent residential streets being used as shortcuts or car parks.

In addition, a school street scheme was proposed for the Trinity Road area.

There were 1104 valid responses for Chelmsford (48 removed because of duplication) which included 12 hard copy responses returned following the closure of the consultation. A further 58 comments relating to the consultation were received either via email or letter.

Respondents to the consultation included Chelmsford City Council, St Anne's Preparatory School, Camelot Day Nursery, School Crossing Patrol Service, Cycling UK- Essex, Chelmer and Blackwater Ramblers, Chelmsford Cycling Action Group, Old Peoples Research Group Essex, City ward councillors and Vicky Ford MP. The majority of the responses received related directly to the Moulsham element of the scheme.

Of the responses within the city area, the majority were from within the Moulsham area.

Chelmsford – Qualitative overview

The overall sentiment from Chelmsford respondents is negative, although there was more support for the wider proposals when the responses from outside Moulsham were considered.

It is clear the vast majority of respondents were responding relating to their concern about the Moulsham Liveable Neighbourhood proposals. Most of the opposition to the proposals relates to the quarter's proposal and, in particular, the implementation of modal filters to restrict traffic.

For those in support, they felt there were benefits in terms of safety, the environment and their general health and wellbeing, and there was an acknowledgement that this was worth any additional inconvenience caused by longer car journeys.

However, the majority of respondents did not view these as benefits and were concerned about the impact on their day-to-day car journeys and the additional impact on traffic congestion and air quality the proposals would cause.

There was also a feeling that there are no safety issues in terms of walking or cycling in Moulsham, although this was not a consistent theme.

Inclusivity was also a theme that ran throughout the comments, with a number of respondents concerned that any disruption to the road network would unfairly impact on those who are disabled or who are elderly and are reliant on using a car. Some comments also raised that the plans discriminate against women and are not reflective of differing travel behaviours.

'Your proposal to ban most of the cars from Moulsham are discriminating. I am a lady in my 70s with M.S. My balance is poor, and I am unable to ride a bike. I cannot walk long distances either, and I would become trapped in my house if your plans were put into effect.'

'Discriminatory against women (who stereotypically require a car due to caring for young children).'

'Discriminatory against elderly, disabled or those with poor mobility. You are penalising the old, disabled and incapable people who cannot walk or cycle anywhere. Why not try to have the cycling / walking and cars have equal access to everywhere.'

However, there was support for the introduction of 20mph areas, and many who opposed the quarters approach, did have some support for the overall ambition, looking to offer alternative suggestions:

'Agree with what the proposals aim to achieve, in reducing speeding and people cutting through the area and promoting walking and cycling, but not necessarily how they've been proposed. I also think the 'problem' that the council are trying to solve is more multifaceted than the council understands, and that they've gone straight to solution C, without considering our less intrusive solutions.'

'As someone who lives at the cross section of St Johns Road and Vicarage road, I will say that there is definitely a large number of cars that do cut through the area and do speed well above the 20mph limit (although clearly some people seem to think that isn't the case). But there is almost no enforcement of the 20mph or additional signage or traffic calming measures to prevent it. Adding a few signs is nowhere near enough to be effective.'

'Implement more traffic calming measures to force cars to reduce their speed along Vicarage Road, St Johns Road, Mildmay and Lady Lane via additional signposting, road markings and the use of centrally located speed cushions (as are used in Springfield area) or the more standard round-top or flat-top speed bumps.'

'Narrowing the entrances to St Johns Road, Vicarage Road and Lady Lane would further force people to reduce their speed on entering and exiting the roads. This also comes with the added benefit that if modal filters are agreed or needed at a later date then that work is already completed to a certain extent.'

'Remove the modal filter at the Lynmouth Avenue / Lynmouth Gardens location so that residents in the pink quarter do have an alternative of leaving the area and onto Parkway which isn't reliant on the Army and Navy.'

(d) Town/City schemes – Colchester

The active proposals for Colchester aim to support the creation of two routes through the town, to better connect key destinations into and from the town centre.

Travelling from north to south and east to west, the two routes cross in the town centre, aiming to create safer and easier access from Lexden Road, Butt Road, East Hill and the Mile End area into the town centre or on to key destinations, such as the train station and Colchester hospital.

There were 787 valid responses for Colchester (15 removed because of duplication). A further 33 comments relating to the consultation were received either via email or letter.

Respondents to the consultation included Colchester Borough Council, Colchester healthcare workers group, Colchester Cycle Campaign, Colchester Civic Society, Colchester Bus Users group, Myland Community Council, Stanway Parish Council, Lexden Residents Group, various borough ward councillors.

Qualitative overview

The overall sentiment from Colchester respondents is positive, with the majority feeling that the proposed routes will both improve safety for walking and cycling and encourage more active travel in the town.

In particular respondents recognised that the two routes supported journeys people make, and welcomed the North-South, East-West approach, and the opportunity to support more people to be active:

'There is a desperate need for the population to be more physically active improving fitness and reducing weight thereby reducing the burden of ill-health caused by a sedentary lifestyle. At the hospital we often recommend walking and cycling. We often hear patients say, "I would like to do it but it's too dangerous" or "I would like to do it but it's too unpleasant". Now there is a chance with these schemes to produce dedicated infrastructure which can allow people to exercise safely and more pleasantly.'

Some respondents felt that the scheme did not go far enough and a number of suggestions for linking to other parts of the borough were put forward. In particular to the west, linking to Stanway:

'I feel the lack of inclusion to extend any real infrastructure between Lexden and Stanway is a lost opportunity.'

And while concerns were raised about specific elements of the scheme, such as parking on Crouch Street West and the introduction of a modal filter on North Station

Road, there was also a feeling from respondents that the routes should not be disjointed:

'I strongly support the proposals for new NS & EW cycle routes, but they must continue INTO Colchester town centre.'

'Critical to keep the route as a whole route and not drop elements so making it disjointed and losing the impact.'

The theme of ambience and creating a nicer environment ran through the responses, particularly in terms of the High Street and town centre area, where the view was the proposals should go further, looking to reduce the number of vehicles in the town centre as much as possible.

'I think the high Street should be pedestrianised, it works well in lots of other places. No one likes the idea at first but long term its safer. And more eco-friendly.'

'In many towns these measures have been highly effective. Car free roads are much nicer environments for shopping.'

However, there was also a fear from some respondents about the impact on car travel and the potential for traffic to simply be moved to other roads.

'As a main artery into town I think it is beneficial to keep the traffic moving at the fastest legal and safe speed for the prevailing conditions.'

'This does not allow access to some people that may need access.'

Inclusivity was also a theme that ran throughout the comments, with a number of respondents concerned that any disruption to the road network would unfairly impact on those who are disabled or who are elderly and are reliant on using a car:

'This is very problematic for disabled pedestrians with mobility, visual or balance problems.'

'Disabled visitors, families, those who find long walks difficult would still wish to drive.'

'If you are planning to shop whilst in town you cannot take your shopping home easily on a bike or on foot, provision still needs to be made for those wishing to travel by car or needing to travel by car.'

'But not everyone can cycle or walk because of disabilities.'

(e) Town/City schemes – Wickford

The Wickford scheme proposals aim to support more walking and cycling in a key residential area of the town.

Nevendon Road is a busy route through the town but is also the main access serving several local schools in what is a largely residential area. This means it sees a large number of car journeys as well as people who walk and cycle.

The proposals put forward would see the creation a new 'liveable neighbourhood' in this area. These are schemes which aim to reverse the trend of car dominance and create areas where it is easier and safer to walk and cycle, while enjoying a more pleasant street and public realm as a result of fewer cars, with various measures used to prevent residential streets being used as shortcuts or car parks.

There were 152 responses for Wickford via the online consultation portal and a further 3 additional comments were provided via email. Respondents to the consultation included Grange Primary School, Runwell Parish Council, Stephenson's of Essex and Cycling UK – Essex.

Qualitative overview

The overall sentiment from Wickford respondents is positive and with support for the liveable neighbourhood and school streets concept.

Safety and the impact of a number of schools being located in the Nevendon Road area is a concern for respondents, who saw the benefit of reducing traffic speeds and restricting traffic. This was also backed through support for 20mph zones.

It should, however, be noted that the majority of respondents who responded to the consultation were residents in the area rather than people driving into the area to access the schools:

'Reservations about creating a problem for busy parents trying to get their kids to school.'

Inclusivity was also a theme that ran throughout the comments, with a number of respondents concerned that any disruption to the road network would unfairly impact on those who are disabled or who are elderly and are reliant on using a car:

'Both disabled and unable to cycle, car is only means off getting out.'

*'There is no consideration for people who are disabled cutting off access to cars
Leave a lot of people stranded and Wickford has a lot of old people.'*