

Local Cycling and Walking Infrastructure Plan Engagement Report

December 2024

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Overview

This report compiles the work and results of the public engagement of Thurrock's Local Cycling and Walking Infrastructure Plan, commonly referred to as LCWIP as part of the process for its formal adoption.

A public engagement ran for a six-week period commencing 17 July seeking views from the residents on the proposals. The main channel was a dedicated webpage on the Council's engagement and consultation portal *Have My Say* advertised to local residents via the Thurrock Residents Newsletters and social media and at the Big Lunch events in the summer. Feedback through other channels such as email, post, or local forums and/or local councillors was also available. Key internal and external stakeholders were identified and contacted directly inviting them to review and participate in the survey.

There was an overall positive view on the LCWIP with 85% of respondents supporting the development of walking and cycling infrastructure in Thurrock. Feedback received was valuable in shaping the final version of the LCWIP which includes the following changes:

- improve the clarity of maps, as the colours chosen were hard to see
- additional prioritization criteria to understand health impacts
- extend coverage of the plan to improve connectivity into the boroughs rural areas
- additional measures across the borough (including in the rural area)
- revision and modification of specific proposals

Introduction

Thurrock is in the process of developing and adopting its first Local Cycling and Walking Infrastructure Plan (LCWIP). The Thurrock LCWIP is a high-level plan setting out the principles of planning and delivery of walking, wheeling (including wheelchairs, mobility scooters and other wheeled devices) and cycling networks along with the identification and prioritization of specific improvements for future investment.

Local Authorities in England are strongly encouraged to have an LCWIP in place as a key tool to align local plans with central government aims to enable more short-distance trips to be made by walking, wheeling and cycling.

Local Cycling and Walking Infrastructure Plans will also support the delivery of the council's future Local Plan by forming part of its transport evidence base, aligning with the councils upcoming Transport Strategy, and forming part of the Local Transport Plan (LTP4).

The government's Technical Guidance for Local Authorities to support the development of LCWIPs highlights the importance of effective engagement to ensure that high-quality plans are produced and identifies key stakeholders to include in the engagement.

Thurrock's LCWIP engagement was built with these suggestions in mind and reached local cycling and walking groups, adjoining Local Authorities, public transport operators, National Highways, local members, as well as the community, not only people who currently walk and cycle, but also people who would be interested in walking and cycling more often.

Methodology

Early internal engagement on the LCWIP was carried out throughout the development of the main document with comments from internal teams and advisors.

Public engagement commenced 17 July for a six-week period. The main channel to present the plan and receive feedback from residents and stakeholders was a dedicated webpage on the Council's consultation and engagement portal *Have My Say*. The webpage contained:

- Brief introduction and description of LCWIPs
- Brief description of the proposals
- Link to the full document
- Links to dedicated location area pages (10 location areas, each one with a map and a brief summary of proposals in that area)
 - Aveley
 - Chadwell St Mary
 - East Tilbury and Linford
 - Grays
 - Lakeside, West Thurrock and Chafford Hundred
 - North Grays
 - Purfleet-on-Thames
 - South Ockendon
 - Stanford-le-Hope and Corringham
 - Tilbury
- Brief description of the importance of the LCWIP
- Link to the survey and alternative channels to receive feedback

Participation through the Have My Say survey was preferred method to received feedback and promoted. However, other channels were open for receiving feedback such as email (at Transport.consult@thurrock.gov.uk); by post (addressed to the Strategic Transport team at Civic Offices, New Road, Grays, RM17 6SL); or contacting the local forums and/or local councillors.

The engagement was advertised to local residents via the Thurrock Residents Newsletters and social media; and at the Big Lunch events during the summer period. Key stakeholders were contacted directly by email, inviting them to review and participate in the survey and asking them to advertise the engagement. These stakeholders were:

- All elected Members
- Community Forums

- Members of the Thurrock Cycle Forum - Sustrans Rangers, Gateway Cycle Club, Trailnet Essex, Havering Cyclists, Essex Police, Active Essex
- Public Transport operators - C2C, Ensign, First Bus, Transport for London, NIBs, Vectare
- Transport bodies and organizations - Sustrans, Active Travel England, National Highways, Network Rail, Safer Essex Roads Partnership, Transport East
- Neighbouring Authorities - Essex County Council, Southend City Council and Havering Council

Participation

During the six weeks that the LCWIP engagement page was active on the *Have My Say* portal, there were 673 visits to the page, 543 people became aware of the engagement, 137 of them visited the page (informed participants), 94 of them visited multiple pages, 54 people downloaded the attached document (full LCWIP document) and the survey registered 34 valid responses.

Have My Say statistics show that most people reached the website directly (people who have arrived at the site by entering the URL directly into their browser) with three high engagement periods in August (from 7th to 10th, from 16th to 17th and from 23rd to 24th) two of them coinciding with Big Lunch events (7 Aug and 21 Aug). Although not conclusive, this might show the importance of reaching out to communities by having effective online tools such as the *Have My Say* portal.

Figure 1 - Visits to LCWIP page in Have my say portal by source and date

Visits by Channel

Have my say | Thurrock Council from 17 Jul'24 to 31 Aug'24

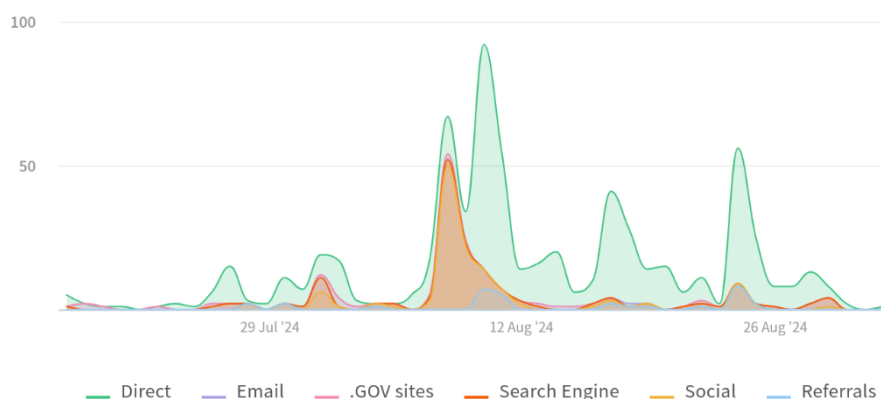
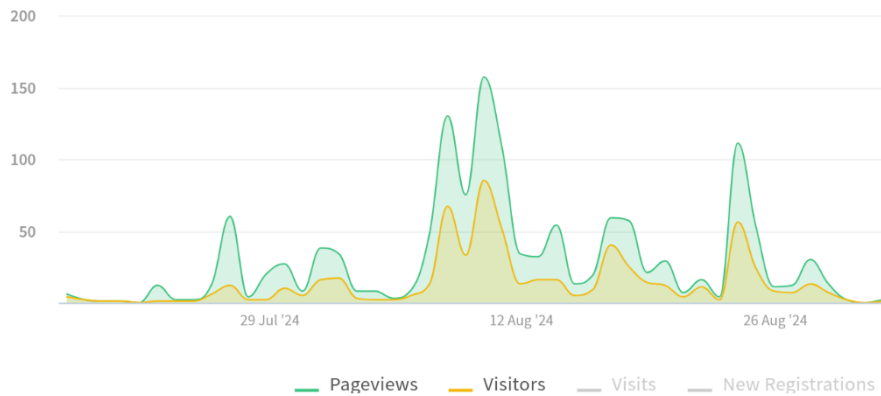


Figure 2 - Visits and visitors to LCWIP page in Have my say portal by date

Visitors Summary

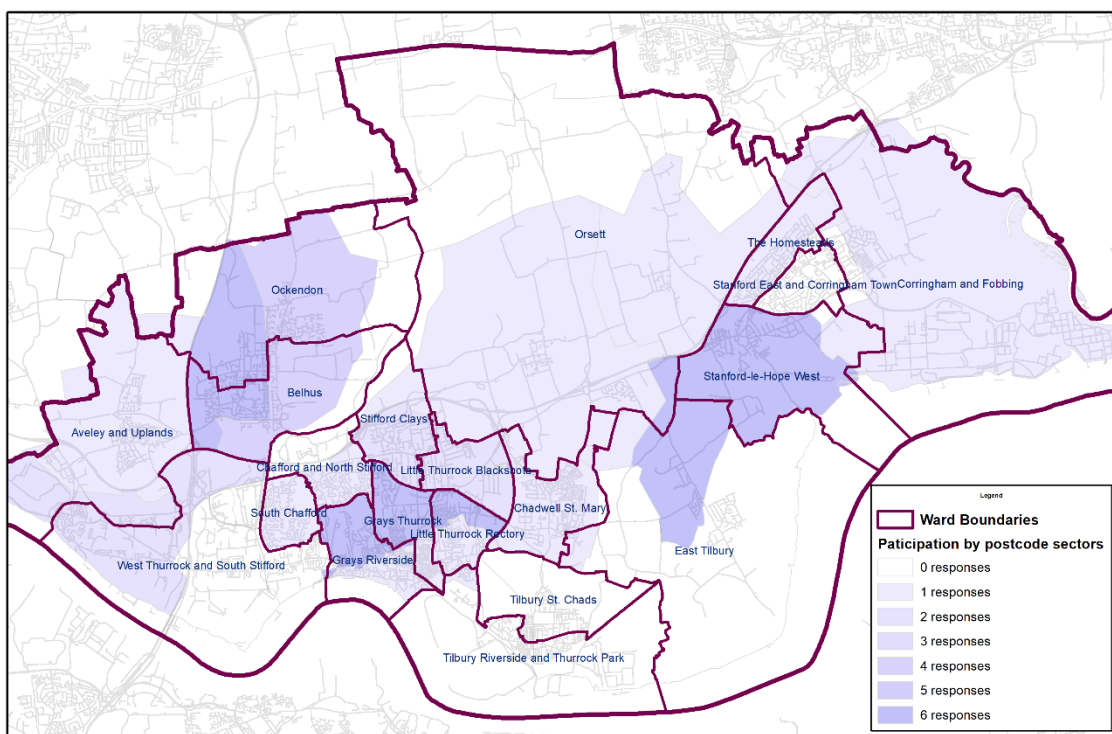
Have my say | Thurrock Council from 17 Jul'24 to 31 Aug'24



Most respondents identified themselves as Thurrock residents (97%), respondents also identified as workers in Thurrock (9%), pedestrians (44%), cyclists (24%), car drivers (3%), Local Councillors (6%), representative of cyclists' groups (3%) and representative of community forum (3%). These options were not mutually exclusive.

Feedback was received from residents across the whole borough. However, the analysis of respondent's location by postcode sector showed pockets of areas without records of residents participating in the engagement. These pockets included the wards of Tilbury St' Chads, Tilbury Riverside and Thurrock Park and Stanford East and Corringham Town wards. There was also a lack of records from residents living in West Thurrock or North Stifford.

Figure 3 - Thurrock wards and respondents' location by postcode



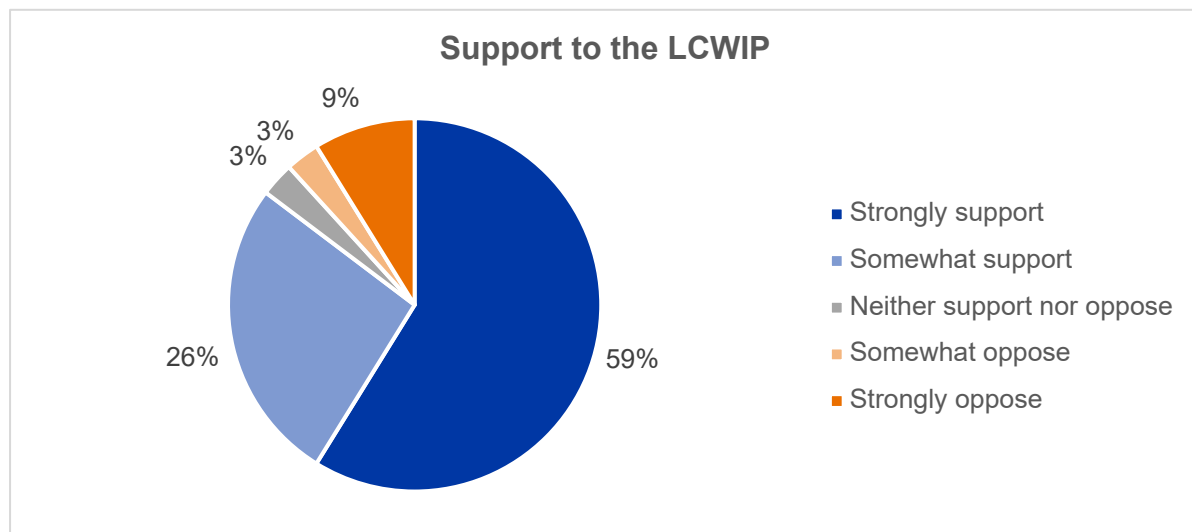
Postcodes were recorded when people completed the survey (and chose to answer this optional question), that is 5% of the visitors to the webpage. It is unclear if people in areas without responses chose not to participate in the survey or were not reached by the engagement.

Regardless of the reason, this analysis highlights the need to increase efforts to engage with local communities in specific areas particularly when individual measures in those areas are brought forward.

In addition to the participation in the *Have My Say* portal, further engagement came via direct emails from Local Councillors and internal teams from within the council. A main source of additional measures for inclusion within the document came were requests to include measures proposed in previously undertaken workstreams outside of the LCWIP.

Responses overview

The survey showed general support for the development of walking and cycling infrastructure in Thurrock with 85% positive answers (59% strongly support plus 26% somewhat support), 3% neutral answers (neither support nor oppose) and 12% negative answers (9% strongly oppose plus 3% somewhat oppose).



The survey design focused on receiving feedback on the proposals by area. 43 area responses were received as follows:

- Aveley - 2 comments
- Chadwell St Mary - 2 comments
- East Tilbury and Linford - 4 comments
- Grays - 5 comments
- Lakeside, West Thurrock and Chafford Hundred - 5 comments
- North Gray - 5 comments
- Purfleet-on-Thames - 4 comments
- South Ockendon - 6 comments

- Stanford-le-Hope and Corringham - 5 comments
- Tilbury - 1 comments
- Any other area - 4 comments

There were also 39 comments received under the “other interventions” or “any other comments” categories.

Responses were reviewed and grouped with feedback from internal teams and other channels (such as direct emails) and analysed by the specific proposal they referred to. For example, one area response for North Grays referring to two proposals, one on Connaught Avenue and one on Bradleigh Avenue, would be split and considered as two different comments going forward. Through this process, around 90 comments on specific proposals were identified and assessed for action.

The comments received either via the survey in the *Have My Say* portal or other channels can be found in the Appendix.

Actions

The nature of the feedback ranges from observations on the visual styles of the maps and material presented, questions about the side effects of specific interventions presented, pointing out gaps, and requesting to include more proposals or additions to the prioritization criteria.

Feedback was assessed based on the strength of the argument which would result in three actions:

- Modification of proposal - when solid arguments were presented on potential negative effects of a particular measure, the need for a new measure, the prioritization methodology or accessibility of the maps for the colour palette used these changes were incorporated into the document
- Clarification of proposals - when questions were raised about the specific proposals without the need to change them, slight modifications were made to the document to make it clearer and easier to understand
- No changes required – when comments were received without a funded argument for change these were not progressed

Another source of new measures came from a further revision of previous workstreams that identified improvements to walking and cycling infrastructure. These improvements were assessed against the objectives of the LCWIP and the gaps in the primary and secondary networks.

Modifications to the LCWIP as a result of the public engagement include:

Accessibility of the maps

It was highlighted that the maps used very similar colours for different improvement proposals which made them difficult to differentiate. The colour palette was reviewed and changed to ensure people with reduced eyesight or colour blindness find them more legible and easier to read.

Prioritization criteria

As a result of discussions with the Public Health team, three additional features were considered as part of the prioritisation criteria scoring system, these are:

- Place Need Classification for adults - an area-based rating based on the physical activity levels of adults and health outcomes at MSOA level
- Place Need Classification for children and young people - an area-based rating based on the physical activity levels of children and young people and health outcomes at MSOA level
- Year 6 Prevalence of overweight (including obesity) - the percentage of children in year 6 overweight and obesity at OA level

These three features were added to the previous six prioritization criteria to have a wider understanding of the effects of the proposals in the community.

Extended cover area

It was highlighted the lack of measures proposed in the villages of Orsett, Horndon and Bulphan (known as the Fens) and the need for safe routes to allow people to travel between villages and beyond. As a result, additional measures were included in the proposals to link the villages between each other and to the wider walking and cycle network.

Additional measures

Feedback received included requests for walking and cycling improvements in specific areas that weren't included in the LCWIP. Requests were classified into one of two types of measures:

- Link measures - these are measures that cover certain distance lengthways connecting different areas such as pedestrian and cyclists shared paths dedicated cycle paths, traffic-calmed streets, etc.
- Node measures - also known as point measures, these are interventions on a specific location or small area such as crossings, junction treatments, etc

Following an initial revision, officers have proposed to review up to 22 additional link measures and 12 additional nodes which are being investigated for addition as a result of the public engagement, either as improvements to existing facilities or requests for completely new infrastructure (including measures in the Fens).

Revision of traffic-calmed street proposals (20mph)

Feedback on the LCWIP proposals was mainly positive. However, there were two measures in particular that generated opposition from the public, both of them the introductions of a traffic-calmed street (20mph).

- London Road, Purfleet and West Thurrock - the traffic-calmed street (20mph) was proposed on London Road between Purfleet-on-Thames and Grays.
- Southend Road, Stanford-le-Hope - the traffic calmed street (20mph) was proposed on Southend Road from the roundabout with Dunstable Road to Performers College.

The proposals were withdrawn to address the concerns and suitable alternatives were identified to improve walking, wheeling and cycle conditions in these areas.

The LCWIP also proposed traffic-calmed streets (20mph) in other areas, but these did not record opposition in the engagement feedback.

Conclusions

The public engagement was a successful exercise to compile feedback on the proposals and an opportunity to revise specific measures. It showed that residents support the proposed plan to improve walking, wheeling and cycling infrastructure in Thurrock with room for improvement in a handful of areas (maps accessibility, prioritization criteria, cover area, missing measures and changes on unpopular measures)

The public engagement allowed the development of a more rounded and comprehensive document for adoption. However, further efforts need to be made to ensure all communities are reached in the further stages of design and delivery of individual schemes.

Appendix - Engagement responses on Thurrock's Local Cycling and Walking Infrastructure Plan

Anonymized responses received through the Have my say portal

Responds as	As a local resident (of Thurrock) - RM17 ***
Position	Strongly support I would like to use my bike more often and welcome the development of safe infrastructure
Area comments	Grays I welcome the proposals for Grays as the start very close to my house, so I should be able to safely cycle from my door without having to be concerned with riding on busy roads (Palmers. Avenue / Southern Road / Orsett Road.
Other comments	I welcome these proposals - please put into effect.

Responds as	As a local resident (of Thurrock) - RM15 ***
Position	Strongly support Better for the environment and definately supports mental well being with the cycling infrastructure
Area comments	Aveley Grays Lakeside, West Thurrock and Chafford Hundred North Grays Purfleet-on- Thames South Ockendon
Other comments	

Responds as	As a local resident (of Thurrock) - RM15 ***
Position	Strongly support Hope that the plans will make it easier to walk to the Ockendon station and safer journey to Harris Academy as well as mote pleasant, accessible and safer walking routes for local residents
Area comments	South Ockendon Walking is crucial for physical and mental health, myself, I love to walk, so easier, safer and more lit areas would encourage people to go outside more often. I used to do jogging, so improving roads/paths and parks would be a great motivation.
Other comments	CCTV's at the strategic points, cleaner streets and parks, improved town centre (removal of unused and damaged telephone box for example), flowers are never a harm too.-I am mainly concerned about the safety and, not sure if it applies to this project, but unused facilities and buildings (ex police station, old burned pub, former telephone station or whatever it was could become a useful spaces for local activities). More information about current services would be useful. Library was never open, community centre only saw it open as a polling station. Is something else happening there? Town area looks like from the 70's.

Responds as	As a local resident (of Thurrock), As a pedestrian - SS17 ***	
Position	Somewhat support	Not everything proposed is good
Area comments	Stanford-le-Hope and Corringham	Southend Road DOES NOT need to be totally 20mph, just the part outside Gable Hall School.
Other comments	The plan no longer includes making Valmar Avenue 20mph with the addition of speed bumps. Surely it is safer to only allow residents' traffic AND STOP SPEEDING DRIVERS USING IT AS A CUT-THROUGH.-Better signage and re-new paint to road markings around mini roundabouts and the Keep Clear areas..	

Responds as	car driver and resident	
Position	Strongly oppose	No interest in cycling or walking to get t5o medical appts or doing the monthly shop , we havent even got a bus and the distances involved is ridiculous for elderly or families
Area comments		
Other comments	scrapped and put into public transport-this is an unrealistic short sighted project that excludes most people due to age ,disability and health issues taken straight from the barbie movie from a graduate working for iceni.	

Responds as	As a local resident (of Thurrock) - RM15 ***	
Position	Somewhat support	Mum uses a wheelchair. Some of the pavements are bumpy for her to use so would help. Also having proper dropped kerbs will help
Area comments	South Ockendon	I see a cycling route proposed on Foyle Drive. There are bungalows on Fortin Close that back onto Foyle Drive. These have elderly and disabled residents only. Parking is inadequate anyway and it's my worry that parking will be taken from the pavement on Foyle Drive to make way for cycling paths. This will leave vulnerable residents that need cars and access close to their home, without parking. Also carers like myself unable to park.
Other comments	General improvements to existing pavements. Making sure wheelchairs have access to all areas without as much uncertainty.	

Responds as	As a local resident (of Thurrock), As a cyclist, As a pedestrian-Ward Councillor Aveley and Uplands - RM15 ***	
Position	Strongly support	Because I think active travel is crucial for individual well-being and also for the environment in terms of reducing pollution and carbon emissions. I think active travel needs to be made appealing, and an important part of this is to make it safe.
Area comments	Aveley	I would like it to be safe to walk and cycle to Aveley Primary School. The paths on the High Street, and on the top half of Ship Lane are very narrow and necessitate cycling in the road. The bridge at the bottom of Ship Lane by the Thurrock Hotel has a very narrow path. The roundabouts at the junctions of the A1306 and the A13 are very difficult to cross for both pedestrians and cyclists, with no priority given at all. The same is true of the roundabout at Thurrock services and the road down to Lakeside Tesco. I cycle there but cross further up at the bus stop, the recommended cycle route is dangerous. The path from the bottom of Sandy Lane along to the Wennington turn off is narrow and dangerous, especially when there it is overgrown.
	Lakeside, West Thurrock and Chafford Hundred Purfleet-on-Thames	The roundabout at Sainsburys at the entrance to Chafford Hundred is difficult for pedestrians and cyclists. The traffic lights have been there for a long time but were only briefly used. I understand this helped traffic flow. However, I think there should be some facility for pedestrians and cyclists to cross there, both from the B186 and across going straight along the Arterial Road. A safer cycling route along Tank Hill Road into London Road to Purfleet Station would be welcome, encompassing also a safe route to the Primary and Secondary schools.
Other comments	The roundabout at the junction of North Stifford High Road, the A13, Stifford Clays Road and the A1012 is very difficult for cyclists and pedestrians using the paths there.-	

Responds as	As a local resident (of Thurrock), As a pedestrian - SS17 ***	
Position	Somewhat support	Worried about the silent cycles harming pedestrians. Our foot paths are not wide enough to share with speeding cyclists. Most of who ignore all Highway Code rules and are uninsured
Area comments		
Other comments		

Responds as	As a local resident (of Thurrock), As a cyclist, As a representative of a walking or cycling group, As a representative of another organisation with an interest in walking or cycling (Gateway Cycling-Sustrans) - RM17 ***	
Position	Strongly support	An effective cycle network will reduce car usage and encourage people to cycle more with benefits for their health and the environment
Area comments	Lakeside, West Thurrock and Chafford Hundred	The eastward crossing point along the Arterial Road under the M25 has poor sightlines and given the heavy traffic is quite dangerous and must be improved.
	North Grays	The crossing points from North Stifford over the A13 to the A1012 have bad sightlines in heavy traffic. These must be given priority. The northward junction from Stifford Clays Road over Blackshots offers a poor sightline. Can this be given priority?. I could not see this on any map but will there be a toucan crossing across Pilgrim Lane from the shared use path leading from Guardian Ave.
Other comments	Have each of the improvements been costed? Have each of these improvements been prioritised?	

Responds as	As a local resident (of Thurrock) - SS17 ***	
Position	Neither support nor oppose	Lack of detail in maps!
Area comments	Stanford-le-Hope and Corringham	
Other comments	How can we comment, given the lack of detail given in the maps!	

Responds as	As a local resident (of Thurrock) - RM16 ***	
Position	Somewhat support	I am a keen biker and the route I like to go is very dangerous as it has over hanging branches edges restricting the path. I have to complain every summer about it. They seem to only go so far along the route
Area comments	Any other area	Just look after the cycle paths better then more people will use them.
Other comments		

Responds as	As a local resident (of Thurrock), As a cyclist, As a pedestrian - RM16 ***	
Position	Strongly support	Development of our local walking and cycling infrastructure will contribute to the overall health, fitness and safety of our local community.
Area comments	North Grays	In the key for the North Grays map, Connaught Avenue and Bradleigh Avenue are in green. There are also blue graphics on both these streets (A white bordered blue circle with a white bar across a car). The Key says the green denotes "Traffic management" and the graphics denote "Bus gate/traffic management". What do these terms mean? I think most inhabitants of Connaught Avenue and most likely the other avenues of North Grays, myself included, are fed up with it being used as a rat run by "Boy racers", one of which likes to roar down Connaught at about 3am in the morning. The avenue is narrow compared to most other streets here and, in my opinion, all of North Grays should have a max speed of 20mph (As should the whole of Grays). I would hope that "Bus gate/traffic management" does not mean that buses will try to get down such a narrow road with its wonderful trees. I would also hope that no more humps, sleeping policemen and other physical structures will be used. These only cause more noise, as drivers slow down to get over them then speed between them causing more exhaust pollution than already present. Speed restriction notices and discreet cameras might be an idea to educate drivers into driving respectfully and responsibly. However, something should be done about the speed of traffic in these avenues and surrounds along with safer pedestrian/cycle use and for those who need greater accessibility. Can you please tell me what the two terms from the key on the map mean?
Other comments	20mph limit for all vehicles including scooters in the whole overall area. No short cut access for any HGV vehicles. There is no need, except for deliveries for HGVs to come into Grays.-Down with the LTC!	

Responds as	As a local resident (of Thurrock) - RM15 ***	
Position	Strongly support	I cycle commute to Dagenham and back every day, my main mode of transport is by bicycle. I prefer cycling or walking over driving my car, including when doing the weekly shop.
Area comments		
Other comments	Safer and more connected walking routes into Lakeside shopping area, and safer connected walking and cycling routes into Upminster.	

Responds as	As a local resident (of Thurrock), As worker (in Thurrock), As a pedestrian - SS17 8JZ - RM20 ***	
Position	Strongly oppose	You are ignoring the fact people need to travel to work by motor vehicles/bikes due to distance and hours they work in a 24hr 7day a week society. Introducing cycle/walking friendly roads will not change this - 24hrs 7 day public transport sytem will
Area comments	Stanford-le-Hope and Corringham	Majority of residents in Stanford-le-hope and Corringham can not get to work by foot or cycle due to distance / work Shifts over 7 Days/24 hrs .Bus Service is inadequate - Southend Road ,Corringham 20 mph equals rat runs! Need buses along here again !.
Other comments	-Buses need to improve - Buses home from The Ship West Thurrock run 3 an hour(7 days a week) to Tilbury -only one an hour to Corringham/Basildon and last bus home on a Sunday/Bank Holiday is 18.35 - not a lot of good when work finishes 22.00 hrs same as any other day . Can,t even get a bus from Corringham /Basildon to/from Tilbury at any time - wonder why people have to use cars instead of walking/cycling to bus to work - especially when no public transport link between Basildon and Tilbury with its port and busy distribution warehouses. Also , why does Thurrock bus ticket start/end at Orsett Cock anyone East of this has to pay for an outer Basildon ticket as well as a Thurrock Ticket - live in Thurrock work in Thurrock but cant get Thurrock ticket from home to work and back ! East of Orsett Cock are 2nd class Thurrock residents who pay the same Council Taxes!	

Responds as	As a local resident (of Thurrock), As a pedestrian-Chair of Bulphan Village Community Forum - SS17 ***	
Position	Strongly support	Anything that helps to combat the current climate emergency has got to be good, and increasing opportunities to exercise is another bonus.
Area comments	Any other area	None of the primary proposals affect the villages of Bulphan or Horndon-on-the-Hill, but I see there is a secondary proposal showing increased walking and cycling from Orsett Cock to Halfway House, along the A128. Safe walking/cycling routes along the A128 would be very welcome indeed, enabling Bulphan residents to get to their neighbouring villages of West Horndon and Orsett in safety.
Other comments	We would hope that eventually there would be a weight limit through Bulphan, and enforcement of speed limits, so that people would be encouraged to cycle/walk around the village, rather than use their cars. But I wouldn't expect that to be included now	

Responds as	As a local resident (of Thurrock), As a pedestrian - RM15 ***	
Position	Strongly support	So that green spaces, shopping centres etc can be made more accessible on foot, and to improve pedestrian safety (especially at roundabouts). Also to separate pedestrians from e-scooters and cyclists
Area comments	Lakeside, West Thurrock and Chafford Hundred	Strongly support safer ways for pedestrians to cross at Pilgrims Roundabout - getting to Chafford Gorges, for example, feels especially dangerous. I would also be very much in favour of better pedestrian routes into and around Lakeside. The pedestrian routes in the retail park are all designed to get people to and from the car parks and there is very little provision for those using the bus station.
Other comments	As Q6 - work with the owners of Lakeside retail park and more generally to consider the needs of those starting their walking routes from a bus stop.- Please review the walking and cycle route along the B186 at Pilgrims Lane. Sharing a narrow pavement on a road that bends and slopes steeply is dangerous for pedestrians, especially as there has been no attempt to deter e-scooters also using the footway. It is impossible to see or hear what may be hurtling towards you around the next bend. Stifford Hill is also dangerous for pedestrians if there are cyclists around. I no longer feel safe walking either route.	

Responds as	As a local resident (of Thurrock), As a cyclist, As a pedestrian - SS17 ***	
Position	Somewhat support	I would like improvements, but know not many would use cycle paths. Most people are too lazy, don't have the time for the commute, are fair weather cyclists (myself included), and do not want to arrive sweaty or dirty to work.
Area comments	Stanford-le-Hope and Corringham	There are no details of what they would like to do, eg. Crossing improvement on the level crossing. How can this be done when there is no spare room and the paths are overflowing with pedestrians at rush hour?
Other comments	Possibly convert 2 way traffic to one way with the other lane converted segregated cycle path. Seen this done in peurto pollensa, majorca.-	

Responds as	As a local resident (of Thurrock) - RM16 ***	
Position	Somewhat support	Improve signage to separate pedestrians from cyclists. We have to move out the way of e-scooters, bikes and electric bikes who are on a footpath or on the path for pedestrians instead of the cycle lane! It is dangerous.
Area comments	Lakeside, West Thurrock and Chafford Hundred	Improve signage to separate pedestrians from cyclists. We have to move out the way of e-scooters, bikes and electric bikes who are on a footpath or on the path for pedestrians instead of the cycle lane! It is dangerous. Also improve the current barrier at the top of Mill Lane into Mayflower Road. Motorcycles continuously use this as a cut through which is dangerous to pedestrians and illegal. Mostly take away delivery drivers. They just drive on the pavement without a care for pedestrians. This needs sorting urgently please. There needs to be more Zebra Crossings too which need to be well lit.
Other comments		

Responds as	As a local resident (of Thurrock) - SS17 ***	
Position	Strongly support	There is no safe routes for Cyclists and pedestrian from Stanford-Le-Hope to Linford/East Tilbury and vice versa, same from Orsett etc. Have to take the car to use local services that are located at Walton Hall Farm even though I could cycle or walk there
Area comments	East Tilbury and Linford	It is very much needed and would be well use of tax payers money !!
Other comments	Make sure roads are safe and speed limits are adapted accordingly too!	

Responds as	As a local resident (of Thurrock), As worker (in Thurrock) - RM15 6ET - RM15 ***	
Position	Strongly oppose	You don't take care of what is already available in thurrock, why spend more on paths that won't be used and definitely won't be cared for
Area comments	Aveley	Won't be looked after as council can't afford the standard services or to look after what is already there.
	Chadwell St Mary	Won't be looked after as council can't afford the standard services or to look after what is already there.
	East Tilbury and Linstead	Won't be looked after as council can't afford the standard services or to look after what is already there.
	Grays	Won't be looked after as council can't afford the standard services or to look after what is already there.
	Lakeside, West Thurrock and Chafford Hundred	Won't be looked after as council can't afford the standard services or to look after what is already there.
	North Grays	Won't be looked after as council can't afford the standard services or to look after what is already there.
	Purfleet-on-Thames	Won't be looked after as council can't afford the standard services or to look after what is already there.
	South Ockendon	Won't be looked after as council can't afford the standard services or to look after what is already there.
	Stanford-le-Hope and Corringham	Won't be looked after as council can't afford the standard services or to look after what is already there.
Tilbury	Won't be looked after as council can't afford the standard services or to look after what is already there.	
Other comments	Stop wasting money to fill tick boxes for the government! -Fulfil the basic services before attempting to fill tick boxes for stupid government projects that won't get used	

Responds as	As a local resident (of Thurrock), As a pedestrian - RM19 ***	
Position	Strongly support	As London expands alongside A13 you need to make adaptations to the existing infrastructure to accomodate for increasing numbers of residents.
Area comments	Purfleet-on-Thames	More bins on the public paths please, better lighting. Maintain lighting and collection of rubbish.
Other comments		

Responds as	As a local resident (of Thurrock) - RM16 ***	
Position	Strongly support	
Area comments	Any other area	orsett, bulphan and horndon are missing from this plan. While rural, these villages see vast numbers of cyclists using the country lanes for recreation and commute - can more be done to create obvious provision for cycling and walking, identifying a section of road with painted segregation would be a start. Intervillage connectivity is poor - as is very little cycling / walking provision along side the A128 (north of orsett cock) to West Horndon.
Other comments		

Responds as	As a local resident (of Thurrock), As a pedestrian - RM17 ***	
Position	Strongly support	I am an active runner and walker, and have noticed the increase in the number of large vehicles on our roads, especially for school runs. Thurrock was ranked 1st in England for highest obesity rates, and 3rd in UK last year. Fitness is a great objective
Area comments	Grays	Please note comments in 6.
	North Grays	Please note this comment applies to all areas. I have noticed that people park over dropped kerbs which is frustrating when I am running, as it blocks access to the road. I am unsure how other pedestrians feel. Unfortunately, as there are no double yellow markings, and the car is not blocking a driveway there is nothing that can be done (so I have been told). Personally, I am unsure the purpose of the dropped kerb and the money that has been forked out to place it at the specific location if a driver is allowed to block access to it. I wanted to highlight it for consideration in the Plan
Other comments	Get local running/walking/cycling clubs, and maybe schools involved for their input as to what their needs are. They could test the requirements and confirm if anything has been missed. Take the customer groups from the beginning to the end delivery. Just my thoughts. Need to ensure that where there are new green areas that they are maintained, and not overgrown, excessively. Ensure new signs are placed in the locations (where required) of town names and distance	

Responds as	As a local resident (of Thurrock) - RM19 ***	
Position	Somewhat support	In principle the plan sounds good but some areas lack detail into how this will be carried out
Area comments	Purfleet-on-Thames	Most of the initiatives listed sound good and I support most of them in principle. The item listed as "Create a safer environment on London Road" needs much more detail - ie what exactly is the proposal and how do they propose going about it. I would be concerned that this could for example include reducing the width of the road to cars or reducing the speed to 20mph. These types of things for example I would not support.
Other comments		

Responds as	As a local resident (of Thurrock), As a cyclist, As a pedestrian - RM17 ***	
Position	Strongly support	Generally seem to be improvements of safety and access for cyclists and walkers.
Area comments	Chadwell St Mary	Is the section beside Woodside Academy adequate to accommodate 2-way pedestrian and cycle traffic?
	Grays	I endorse the traffic management of Bradleigh Ave. but have concerns about where the school drop-off traffic will go if access to Bradleigh Ave. is removed. What will be the impact on nearby roads and safety of cyclists and pedestrians? Is the section beside Woodside Academy adequate to accommodate 2-way pedestrian and cycle traffic?
	North Grays	Is the section beside Woodside Academy adequate to accommodate 2-way pedestrian and cycle traffic?
Other comments	The LCWIP and these maps are not suitable for colour blind people. There should be an additional method of annotation to assist i.e. numbered as well.-A cycle and pedestrian link across the A127 at Childeritch Lane would greatly improve safe access to Brentwood and Warley etc. from Thurrock.	

Responds as	As a local resident (of Thurrock), As worker (in Thurrock), As a cyclist, As a pedestrian - RM17 *** - RM17 ***	
Position	Strongly support	There is too much congestion ari
Area comments	Grays	I welcome the proposals for Grays as the start very close to my house, so I should be able to safely cycle from my door without having to be concerned with riding on busy roads (Palmers. Avenue / Southern Road / Orsett Road.
Other comments	There is too much congestion around grays -Creating a direct pedestrian/cycle connection from Grays Beach Park/Curzon Drive towards Asda Tilbury to ease congestion and shorten walking and cycling times to anyone working in that area as the way round to Amazo/Asda/Tilbury Port is very long and basically unwalkable or cyclable for most people	

Responds as	As a local resident (of Thurrock), As a cyclist - RM15 ***	
Position	Strongly support	there are several dangerous areas to cyclists in Thurrock, not least the North Stifford Rouderbout (junction with A13)
Area comments	Any other area	Rouderbout over A13 - Stifford no safe crossing point for cyclists or walkers across from Stifford to North Stifford. Dennises Lane, appalling road surface, you need to cycle almost in the middle of the road to avoid potholes and huge gaps in the tarmac, which puts you in danger of being hit from behind.
Other comments	Have highlighted the above in previous "consutations" over at least 10 years but nothing is ever done	

Responds as	Councillor	
Position	Strongly support	I do not fully feel the roads surrounding East Tilburyand Linford outdoor be safe due to the narrow lanes and HGV heavy traffic on the current lanes
Area comments	East Tilbury and Linford	We are surrounded by narrow country lanes that are not safe currently to cycle or walk due to HGV traffic on these lanes, unless the roads are going to be widened ldo not feel this would be safe.
Other comments	The one that is designated to be along side the railway track may attract off road quads and motorbikes to access surrounding fields-We currently have no pavements on these roads, do these plans aim to widen the roads and add pavements?	

Responds as	As a local resident (of Thurrock), As a pedestrian - RM15 ***	
Position	Somewhat oppose	Cyclists shouldn't be using footpaths. Some areas in Ockendon have footpaths which are used by both pedestrians and cyclists and I have almost been crashed into by cyclists quite a few times
Area comments	South Ockendon	Cyclists shouldn't be using the same footpaths as pedestrians.
Other comments	Clean up the existing footpaths. Many are overgrown.	

Responds as	As a local resident (of Thurrock), As a pedestrian - RM17 ***	
Position	Strongly support	It is important to encourage and enable those who wish to walk and cycle, to do just that. There is too much traffic and speeding in all the local Thurrock roads.
Area comments	Grays	Although there are good and regular bus routes throughout Grays, there is also too much speeding traffic. Drivers no longer stick to the speed limits and roar about regularly
Other comments	Much more traffic calming and speed restrictions. More parking restriction too, especially around schools, Quarry Hill, Grays Convent and St Thomas in Ward Ave in particularly-There need to be many more traffic type wardens who actually do the job and have the authority to do this and issue fines. There is no point in having a Warden in a spot once in two months	

Responds as	As a local resident (of Thurrock), As a cyclist, As a pedestrian - SS17 ***	
Position	Strongly support	To support people to use vehicles less and reduce emissions, whilst improving their health through exercise
Area comments	Stanford-le-Hope and Corringham	A particular area where I would like to see intervention is Lion Hill in Fobbing. I live on the High Road and there are very limited routes out of Fobbing, particularly with local footpaths often becoming overgrown. As a family, we regularly walk or cycle from home towards Corringham. The only realistic route is down Lion Hill and onto Fobbing Road. The section from the bottom of Lion Hill to Digby Road is not safe for walking and even worse for cycling. It is a short drive to take my son to Corringham Primary School although we much prefer to walk or cycle and should be encouraged to do so. The pavement in this area is in poor condition and is very narrow and the road is also narrow and the bend in the road is very tight, with vehicles frequently travelling too fast. As a pedestrian, vehicles often pass very close with their wing mirrors encroaching over the pavement. For those walking with young children and / or buggies or prams or wheelchair users this is even more unsafe. For experienced cyclists, the route is not ideal but for inexperienced or young cyclists there is no safe route. As a minimum a widened and renewed pavement would help, as well as higher curbs. Ideally there would be a separate and segregated cycle / foot path for this section of road.
Other comments	See above	

Responds as	As a local resident (of Thurrock) - RM16 ***	
Position	Strongly support	I think if the roads were made safer then I would cycle alot more.
Area comments	East Tilbury and Linford	I can see you are putting in a cycle route from Chadwell st Mary to East Tilbury. Is this going to be safe for children to ride their bikes as the few times I have travelled on that road on a bike I have nearly been killed and would not allow my children to cycle. Does this then carry onto Stanford via WALton Road past St Cleres School.
Other comments	I think children in the East Tilbury area should be able to cycle to school not rely on buses	

Responds as	As a local resident (of Thurrock) - RM15 ***	
Position	Somewhat support	Areas are not safe and you are building on our green spaces
Area comments	South Ockendon	Stop building on green spaces, stop promoting the building of the lower thames crossing
Other comments	Beat police officers patrol -Ask councillors why they changed their minds about giving permission for the green belt to be built on	

Responds as	As a local resident (of Thurrock)-Husband to a wheelchair user - RM15 ***
Position	Strongly support Because it hasn't been upgraded in years
Area comments	South Ockendon There needs to be more dropped curbs for wheelchair users. Currently she needs to go so far out of her way for a short trip to the shops.
Other comments	From what I have seen, there has been no mention of any accessibility adaptations to current infrastructure.

Responses received through mails, meetings or any other source different to Have my say portal

Source	Email - 06/08/2024, 13/08/2024
Stakeholder	Local Councillor
Comments	Immediately went to the map to look at the most talked about road in the east of the borough BRANKSOME AVE , not surprisingly lined in any way some or form or even gets a mentioned. Reviewed and thinking written by someone who has not done enough research on local needs, out of touch with the communities needs, looking at the map it appears the Homesteads has been missed completely again no surprise there,
Response	Thank you for contacting us regarding the Local Cycling Walking and Infrastructure Plan. The plan identifies potential interventions that could be progressed in the next 10 years if further steps of feasibility studies and design reviews confirm their viability, subject to resources and funding being available. We are welcoming comments on these current proposals as well as further suggestions for consideration to be included in the plan. Should you have any comments, please could you enter these into the consultation portal for consideration at the following location Local Cycling and Walking Infrastructure Plan Have my say Thurrock Council I given you my comments to follow up and request you research in Depth all things related to Branksome, I have made you aware of the issues Please speak to Steve Lines for a full update

Source	Email - 06/08/2024
Stakeholder	Local Councillor
Comments	Thanks ---- It looks great Thanks
Response	Not needed

Source	Email - 06/08/2024
Stakeholder	Local Councillor
Comments	Thanks for the email. Is it possible to discuss when you are free?
Response	I am happy to meet to discuss the plan and answer any doubt you may have. Are you happy to do this via a Microsoft Teams call? Next week I have good availability on Wednesday and Friday during working hours. If you prefer a face to face meeting that can be arranged as well, but it will likely be the following week. Please bear in mind that all comments should be fed back via the survey to enable us collate the information.

Source	Email - 07/08/2024
Stakeholder	Local Councillor
Comments	<p>I have to say I have only skim read the accompanying document as I only have access to emails on my mobile phone at the moment but will read it in full this evening on my return home. My apologies in advance if most of these questions are answered in the main document.</p> <p>A few things struck me on looking at the maps. The first being the similar colours used for different improvement proposals. Would it be possible to re do the maps with completely different colours for each type of improvement please? I find the purple blue and blue colour line especially hard to differentiate. There will be other residents with much worse eyesight than mine who may also struggle.</p> <p>Specifically on the Grays proposals for what I think is an improved cycle access on Manor Road Grays to Thurrock Park Way Tilbury. This is currently a 3m wide drainage ditch for rain water and spring/ground water run off. The land between the ditch and Churchill Road is privately owned and the owner is not interested in talking to the council, the other side is owned by Essex and Suffolk Water, who equally are not interested in dealing with us. Also the connection point with Thurrock Park way is a separate private owner who has fenced off the road as part of their carpark and equally didn't want to engage.</p> <p>Whilst I would relish there being a bridge over the ditch and connection to the industrial estate from the end of the road where I live, there appears a significant number of hurdles to overcome unless these issues have disappeared since we last looked at similar proposals about 5 years ago. As such could you let me know if and how this will be achievable please?</p> <p>I will give full and probably better informed response to the rest of the proposals once I can read the document on my laptop as I notice a number of proposals for Little Thurrock.</p>
Response	<p>Thank you for contacting us regarding the Local Cycling Walking and Infrastructure Plan.</p> <p>We will liaise with the consultant to address the request about colour changes.</p> <p>Re specific proposals, the plan identifies potential interventions that could be progressed in the next 10 years if further steps of feasibility studies and design reviews confirm their viability, subject to resources and funding being available.</p> <p>We are welcoming comments on these current proposals as well as further suggestions for consideration to be included in the plan.</p> <p>Should you have any comments, please could you enter these into the consultation portal for consideration at the following location Local Cycling and Walking Infrastructure Plan Have my say Thurrock Council</p>

Source	Email - 08/08/2024, 13/08/2024
Stakeholder	Local Councillor
Comments	<p>Many thanks for forwarding the Walking and Cycling Consultation, which I have circulated around our local Facebook groups, and will complete myself presently. I'm a keen cyclist, so have very clear ideas on improvements I'd like to see.</p> <p>I'm part of a cross-party Task and Finish group which is looking at Parking at Schools, one aim of which is to make it safer for children to walk and cycle to school. I'm just wondering if your survey could somehow tie into our discussions, with an emphasis on routes to schools.</p> <p>Just sharing my thoughts, and would be grateful if you could consider how your plans would impact on journeys to schools.</p>
Response	<p>Thank you for contacting us regarding the Local Cycling Walking and Infrastructure Plan. We appreciate your collaboration in promoting the engagement exercise to get as many comments as possible.</p> <p>The plan identifies potential interventions that could be progressed in the next 10 years if further steps of feasibility studies and design reviews confirm their viability, subject to resources and funding being available. These interventions include a wide range of measures around schools from crossing improvements to school streets.</p> <p>We are welcoming comments on these current proposals as well as further suggestions for consideration to be included in the plan.</p> <p>Should you have any comments from yourself or the Task and Finish group, please could you enter these into the consultation portal for consideration at the following page Local Cycling and Walking Infrastructure Plan Have my say Thurrock Council</p> <p>Many thanks, pleased to see that schools are an important part of your considerations, and we will feed in if we can, although our work will go on beyond the end of the consultation.</p>

Source	Email - 13/08/2024, 13/08/2024
Stakeholder	Local Councillor
Comments	<p>Many thanks for this, although the link does not send me to the consultation for reply.</p> <p>Can you check and send again please.</p>
Response	<p>The first link on my original mail takes you to the pdf document Local Cycling and Walking Infrastructure Plan; and the second link to the engagement page Local Cycling and Walking Infrastructure Plan Have my say Thurrock Council</p> <p>I have reviewed both links and they seem to work. Could you take a screenshot of the browser or describe what do you see when clicking on the links so I can assist you?</p> <p>Alternatively, you can try copying and pasting the address on the address bar https://consult.thurrock.gov.uk/lcwip-24</p> <p>Sorry, I had a problem with my home WiFi which was causing the issue. Sorry for the confusion</p>

Source	Email - 27/08/2024
Stakeholder	Resident through Local Councillor
Comments	<p>"Hi Councillors</p> <p>As you have to be registered with the council and have an account to complete the survey for the consultation I will not be contributing and therefore want to raise this as being a problem for some residents, and to ask how the council wish to engage with residents who either do not have internet or prefer not to engage via the internet or have multiple accounts with different organisations.</p> <p>With regard to the consultation perhaps you can feed in that my view on restricting London Road Purfleet-on-Thames to 20mph will not contribute towards people preferring to walk or cycle, and unless regularly enforced would not contribute towards improved safety.</p> <p>How many accidents have there been along this road to warrant a speed reduction?</p> <p>When the forum tried to have some kind of speed restriction signs or speed warning lights introduced it was said there had not been enough accidents/serious incidents/speeding.</p> <p>Perhaps more opportunities to learn about road safety skills and personal responsibility would benefit all local residents and help keep them safer rather than reducing the speed limit?</p> <p>In my view what may encourage walking is to have the overgrowth abutting the footpaths cut back on a regular basis, sufficient road crossings, and a dedicated cycle lane. However the width of both road and pavements locally negate the possibility of a cycle lane. Reducing the speed limit would not necessarily encourage more cyclists due to the actual road conditions and volume and size of traffic locally. How would a cyclist's speed be monitored? What may encourage more people to cycle would be a total ban on HGV movements or widening the road but that is not going to happen. If the state of the road surfaces were to be improved that also might encourage more cyclists.</p> <p>I would not like to see cycle barriers removed due to inappropriate excessive cyclist speeds, which are dangerous to pedestrians, and the same applies to e-scooters. Once again education on consideration toward other users wouldn't go amiss in this area.</p> <p>I personally will not be walking to Lakeside or Aveley to go shopping/collect prescriptions/go to work and then walk home again as I can't walk a likely 5 miles or carry shopping either by hand or by bicycle.</p> <p>I walk locally and use public transport when I can."</p>
Response	<p>Thank you for forwarding us the from the resident about walking and cycling plans in Purfleet. These comments fall into the public engagement of Thurrock's first Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>The remarks have now been registered as a response for consideration for amendments to the final Local Cycling and Walking Infrastructure Plan.</p> <p>The specific comment on cutting back overgrowth vegetation falls outside the LCWIP scope. To be addressed properly, it needs to be reported to waste street services with detailed locations.</p>

Source	Internal review
Stakeholder	Public Health team
Comments	<p>Aside from some formatting issues, the main comments are:</p> <ul style="list-style-type: none"> • The 20mph speed limit through much of Grays can easily be framed as punishing drivers for the sake of active travel. Given outstanding complaints regarding ULEZ and Wales recently stepping back from the national 20mph rollout - I am wondering if there is disproportionate reputational risk with little material gain. • I wonder why Chadwell - East tilbury is tagged as having a 1.5mile pavement upgrade, when pavements around Treacle Mine roundabout are poor for active travel. • I cant see anything indicated for Tilbury st Chads, despite being one of our worst areas in terms of obesity and health outcomes • Thameside primary school is missing from maps, and nothing is indicated for that area of little Thurrock • The park and stride to school is a great idea, I am wondering if there is the option for the council to relax carpark fees during school run times to support it

Source	Internal review
Stakeholder	Local Plan team
Comments	<ol style="list-style-type: none"> 1. A definition on what wheeling refers to would be beneficial for the public. Walking and cycling are self-explanatory but wheeling is not a common phrase. 2. Page 10 – second sentence of last paragraph looks to be missing a word or two and a full stop. I think two sentences are blended together by mistake. 3. Page 49 – I note there are no proposed or improved connections from Tilbury to the Port of Tilbury which is a large employer or to Tilbury Fort. Is this correct? Also how does the LCWIP tie in with the Thames Estuary Path in this location and any initiatives associated with that? 4. Page 51 – Amend the title to say ‘Initial Proposals for future development – proposed connections’. The new town centre proposed in Corringham is incorrect and should be the green symbol for local centres. The key will also need amending as follows: <ul style="list-style-type: none"> • Opportunity Sites change to Initial Proposal opportunity areas • New neighbourhoods change to Initial Proposal new neighbourhoods • Employment Sites change to Initial Proposal new employment sites • New local centre change to Initial Proposal new neighbourhood/local centre • New transport interchange change to Potential new transport interchange

Source	Internal review
Stakeholder	Highways Development team
Comments	Typo on Chadwell St Mary plan. It is Thames Park School is it not? Not Thomas Park School.

Source	Internal review
Stakeholder	Strategic Transport team
Comments	Woodside Academy on the wrong location and Treetops Academy missing The Gateway Academy label is missing Missing symbols and labels of schools Missing symbols and labels of schools East Thurrock Academy change to West Thurrock Academy Remove Tilbury Manor Junior School symbol and label, it closed in 2011 (it was effectively replaced by Tilbury Pioneer which opened in 2014)

Source	Internal review
Stakeholder	Public Health team
Comments	London Road review time of restrictions to align with school times, restrictions should focus on HGV rather than local traffic London Road review time of restrictions to align with school times A126 London Road/Orsett Road/Palmers Avenue review time of restrictions to align with school times Argent Street - option to open Argent Street for traffic through Grays town centre - review if can move traffic from London Road Long Lane in need of improvements to link with Stifford Clays Primary School, Deneholm Primary School and Thurrock Hospital, pavements and potential for active travel infrastructure Elizabeth Road (A1012) in need of improvements to path between Treacle Mine roundabout and Devonshire Road Improvements for walking and cycling on Fennan Highway, potential for walking and cycling improvements to link town with the new Lidl facility

Source	Internal review
Stakeholder	Public Health team
Comments	Will pedestrian delay be factored into the crossings section, this can be major factor in influencing time and convenience in journeys? In terms of health and wellbeing – how do we embed the needs in the community, we know that some areas may benefit from the changes if it is put in sooner – e.g. using Sport Englands Place Needs Classification and our Childhood obesity statistics? Could this be used when prioritising areas? School Streets – I cant clearly see where school streets are potentially proposed, could we have a further discussion about this when we meet? We are currently wanting to prioritise SO, following interventions there. Bulphan – Orsett – there is no route/supply for active travel – could also be a good opp for a green/leisure route Purfleet – clearer links into the RSPB and other leisure opps (Mardyke eg?)

Source	Internal review
Stakeholder	Advisor
Comments	With a first glance, there seems to be no mention at all of the Thurrock Vision 2050 or the transport evidence base in the public domain. There is a growth map but little information on Thurrock Local Plan or scale of land development and urban regeneration being planned. The LCWIP should connect transport studies, projects and plans in the public domain and work with that. We can better link the LCWIP with the walking and cycling Issues & Opportunities stated in the reports, with the first step being mapping opportunities and linking the Vision.