

Response ID ANON-AC8F-QSF5-1

Submitted to Essex Safer Speeds Strategy

Submitted on 2026-04-26 13:37:12

Road safety in Essex

1 How important or unimportant do you feel it is to reduce the number of people killed and seriously injured on roads in Essex?

Very important

2 How safe or unsafe do you feel using the roads and footways (pavements) in your local area?

Very unsafe

3 How concerned or unconcerned are you about the potential impacts of the speed of traffic on the safety of you, your family and/or friends?

Very concerned

4 To what extent does the speed of traffic discourage you or your family from walking or cycling? (1 = does not discourage at all, 5 = strongly discourages)

Extent to which you are discouraged from walking or cycling:

No opinion

Safer Speeds Strategy

5 To what extent do you support the proposed vision for safer speeds in Essex?

Strongly support

6 To what extent do you support or oppose the proposed Safer Speeds Strategy objectives?

Safer Speeds Strategy objectives - All road users are able to reach their destinations safely and reliably:

Strongly support

Safer Speeds Strategy objectives - Road users will understand the need for the speed limit and their responsibility to keep others safe:

Strongly support

Safer Speeds Strategy objectives - Vehicle speeds are safe for pedestrians and cyclists in places where road space is shared:

Strongly support

Safer Speeds Strategy objectives - Speed limits on the road network support the safe movement of people and goods:

Strongly support

Safer Speeds Strategy objectives - Authorities with the statutory powers to set and enforce speed limits will work together to encourage safe speeds:

Strongly support

7 To what extent do you support or oppose the proposed approach to setting safe and appropriate speed limits based on how streets, roads and places in Essex are used?

Strongly support

8 Which types of roads or places do you think should be prioritised for safer speeds? Please rank your top three (1 – highest priority).

Safer Speeds Strategy priorities - Country lanes:

3

Safer Speeds Strategy priorities - Major roads linking urban areas:

2

Safer Speeds Strategy priorities - Residential streets:

Safer Speeds Strategy priorities - School routes:

1

Safer Speeds Strategy priorities - Town and city centres:

Safer Speeds Strategy priorities - Other:

If you selected 'Other', please specify:

9 To what extent do you specifically support or oppose the introduction of 20mph speed limits in the following areas, where there is strong community support?

20mph speed limits - Residential streets:

Support

20mph speed limits - School routes:

Support

20mph speed limits - Town and city centres:

20mph speed limits - Village centres:

Support

10 To what extent do you agree or disagree with the following statement: 'The new Safer Speeds Strategy sets the right overall approach to help manage speeds in Essex'?

Agree

11 Do you have any comments about the draft Safer Speeds Strategy?

Do you have any comments about our Safer Speeds Strategy?:

These are the views agreed during a discussion of the Strategy by members of Great Horkesley Parish Council (GHPC).

To a considerable extent the matters on which opinions are sought in this survey are "motherhood and apple pie" – what reasonable person would not support them to some degree. However, it is all very well having a strategy but it will be of little value if it is not funded and the political will to implement it is absent. The three must go hand in hand. There are two aspects to funding: implementation and maintenance,

The Council's most recent experience has been trying to get a 40mph limit along 450m of the A134 between the village and Chesterwell in north Colchester. Well over 100 youngsters use the A134 footway to get to Trinity School each day, either on foot or on their bike, because all cyclists feel the carriageway is unsafe: it is derestricted and over 10,000 use it daily. The width of the footway is not maintained by the highway authority.

Shortly before Christmas 2023 the County Cabinet member told his officers that he wished to introduce the 40mph limit. The Parish Council agreed that it would meet the cost. Well over two years have passed, there has been frequent nagging by GHPC and the local member but no scheme has been drawn up and the statutory consultation has not started. It appears that the political will is there, the funding is there but the highway authority officers are reluctant to recognise that the safety of pedestrians and cyclists on this 450m of road should take priority over the need of motorists to cut a few seconds off their journey. If this old-fashioned attitude that motorists' needs should take priority over those of pedestrians and cyclists prevails, the new Strategy will fail, as will efforts to get more people of all ages out of cars and onto bike and their feet. Pupils are being driven to secondary school from Great Horkesley because their parents consider the A134 footway unsafe. This is Essex in the 21st century.

Further north along the A134 is another example of lack of maintenance compromises road safety: there has been no siding of about 1½ miles of footway alongside the A134 for many years and no spraying off of weeds, with the result that in many places its width has been halved or worse. This means that if two pedestrians approaching each other need to pass, one has to step into the carriageway. There are no alternatives: the A134 is the only road linking the separate parts of the settlement. The tarmacked surface is still there, under the grass and weeds that grow in the rotted vegetation of previous years, but only in some places; elsewhere roots have destroyed it. GHPC has for many years pressed the highway authority to restore what is left of the footway to its full width but the response has always been "we don't do that anymore". Most recently, we have been told that we should do it ourselves, even though as a small parish council we have neither the resources nor the experience to do so. People have given up walking to the village stores and our one remaining pub because they feel it's too dangerous. Again, Essex in the 21st century.

So, funding for implementation and maintenance must go hand in hand with the new strategy or it will come to nothing.

Personal information

12 What is your full name?

Name:

Christopher John Arnold

13 What is your postcode?

Postcode:

CO6 4AR

14 Which of the following reasons explain your interest in Essex? Please select all that apply.

Live in Essex, Have family or friends in Essex

If you selected 'Other', please specify:

15 Which of the following areas do you live in?

Colchester

If you selected 'Other', please specify:

16 Are you responding on behalf of a business or organisation?

Yes

If you are responding on behalf of a business or organisation, what is the name of that business or organisation? :

Great Horkesley Parish Council

17 What is your email address?

Email address:

cjarnold@hotmail.co.uk

18 Would you be happy to be contacted by email about the Safer Speeds Strategy in the future?

Yes

About you

19 Which age group do you belong to?

Prefer not to say

20 To which gender do you most identify?

Not Answered

If you selected 'Prefer to self-describe', please specify:

21 To which of these ethnic groups do you consider you belong?

Not Answered

If you selected 'Any other Asian background', please describe:

Not Answered

If you selected 'Any other Black/African/Caribbean background', please describe :

Not Answered

If you selected 'Any other mixed/multiple ethnic background', please describe:

Any other white background

If you selected 'Any other white background', please describe :

GHPC has eight white members but I am unaware of their ethnic background.

Not Answered

If you selected 'Any other ethnic group', please describe :

Not Answered

22 Do you consider yourself to have a health condition, disability or impairment? Please select all that apply

Other

If you selected 'Other', please specify :

n/a