

Canvey Island Pride in Place Neighbourhood Board - Agenda

1. Welcome & Apologies (SB)
2. Approval of previous Meeting Minutes (All)
3. Declaration of Interest (All)
4. Matters Arising & Action tracker (SB)
5. Canvey wide Regeneration & Funding Streams (AP/MS)
6. The Lake
7. MHCLG Update
 - MoU (AP/MS)
8. Events (including call for projects) (AP/MS)
 - Launch
 - Seafront - extending the season
 - Best practice event
9. CYP Board (SB)
10. Comms update & proposal (KW)
11. Board Skills Audit (SB)
12. AoB
 - Dates of meetings
 - (please submit any further items no later than Weds 20th May)*

Canvey Island Pride in Place Neighbourhood Board Actions

Send photos and biogs to KW for website.	Open. PT to provide a photo and biog.
SB to deliver a skills audit.	Open – Update 22 May 2026 meeting.
Letter to Secretary of State sent.	Complete
12-month Forward Plan and meetings schedule to be agreed.	Open Forward Plan is being worked on.
Update minutes to add Luke Hartley as being in attendance on behalf of RH.	Completed.
AP to discuss Knightswick leases with CPBC Asset Team	Open. Pending due to Assets capacity
Invite ECC Highways to the next meeting	Closed. ECC is attending
Start planning launch event, agree a date and book a venue.	Open. Review of sub group to lead and deliver
Set up a Board sub group to support.	
An electronic vote will be arranged in due course.	Closed. vote launched to conclude 29.04.26
Bring back a high-level overview of Town Centre Improvements in June meetings.	Open.
Bring Desire Lines discussion to the next meeting to think bigger picture.	Open. Included in the Lake

The Lake

Presentation from Stuart Jarvis

Concerns about the quality and future of Canvey Lake and wildlife

Concerns about safety and security

Desire for the Lake and surroundings to be usable by the community and especially families

Presentation from ECC

Highway elements – Russell & Tony

Canvey Island to Benfleet

Enhancing Connectivity via Canvey Lake:
Lakeside Path & Active Travel Improvements

22nd May 2026

CANVEY ISLAND



Purpose

- The route will make it easier and safer for people to walk and cycle between Benfleet Station and nearby homes, schools, workplaces, and local attractions.
- By creating a more attractive and accessible route, it will help reduce short car journeys on Canvey Island, improving air quality and easing traffic.
- It will also support healthier lifestyles by encouraging people to be more active, while improving safety, accessibility for all users, and better connecting local communities to key destinations including links beyond Essex for those travelling further afield.



Our Approach

- We reviewed existing plans and previous feedback to understand the importance of the route and how it is currently used.
- We carried out site visits, walking the full route to check safety, layout, lighting, and surface conditions.
- We assessed how safe, convenient, and attractive the route is for walking and cycling.
- We developed the design in line with national guidance, while ensuring it is practical and deliverable within the local environment.

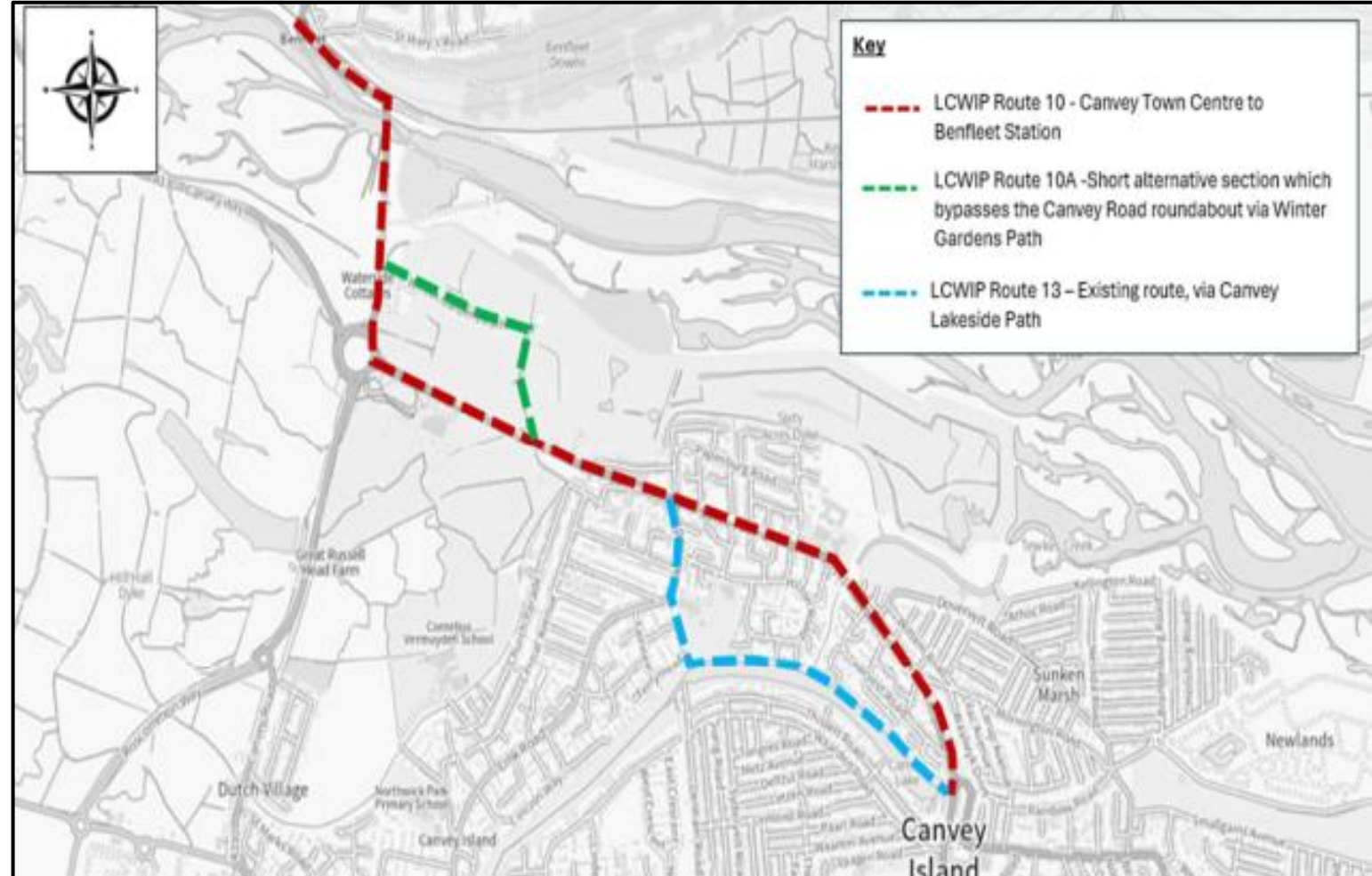


Study Routes

We looked at three key walking and cycling routes using a standard national assessment method. Each route was considered in terms of how safe, easy, and pleasant it is to use, as well as how well it connects to other places and supports people of all abilities.

The routes assessed were as follows:

- **LCWIP Route 10 (Red Line):** Connects Canvey Town Centre to Benfleet Station via Canvey Road Bridge, Somnes Avenue, Central Wall Road, and Knightswick Road (approximately 2.1 miles).
- **LCWIP Route 10A (Green Line):** A short alternative alignment that bypasses the Canvey Road roundabout via the Winter Gardens Path (approximately 0.5 miles).
- **LCWIP Route 13 (Blue Line):** Follows the existing cycle route alignment along the Canvey Lakeside Path (approximately 1.1 miles).



Identified Route Constraints

Route 10A

The review identified several issues associated with Route 10A Winter Gardens Path, and it is therefore not recommended:

- Parts of the route run across private land, which could be difficult to use or improve
- The path does not drain well, making it difficult to use
- The surface is in poor condition in places
- There is no lighting, which can make it feel unsafe
- There are safety concerns due to its location next to a golf course



Identified Route Constraints

Route 10

The review found several issues with Route 10 – Somnes Avenue (Eastern Section), so it is not recommended:

- The path changes width along the route, making it less suitable for shared use
- Overgrown plants reduce the available space in places
- There are narrow sections and conflicts with bus stops
- There are safety concerns near the golf course access

The review also found Route 10 – Central Wall Road is not recommended due to major constraints:

- The route is very narrow in places with frequent pinch points
- There are conflicts with driveways, parking, and underground utilities
- Bus stop locations create additional restrictions



Identified Route Constraints

Route 13

The review found that Route 13 – Lakeside Path is the preferred route:

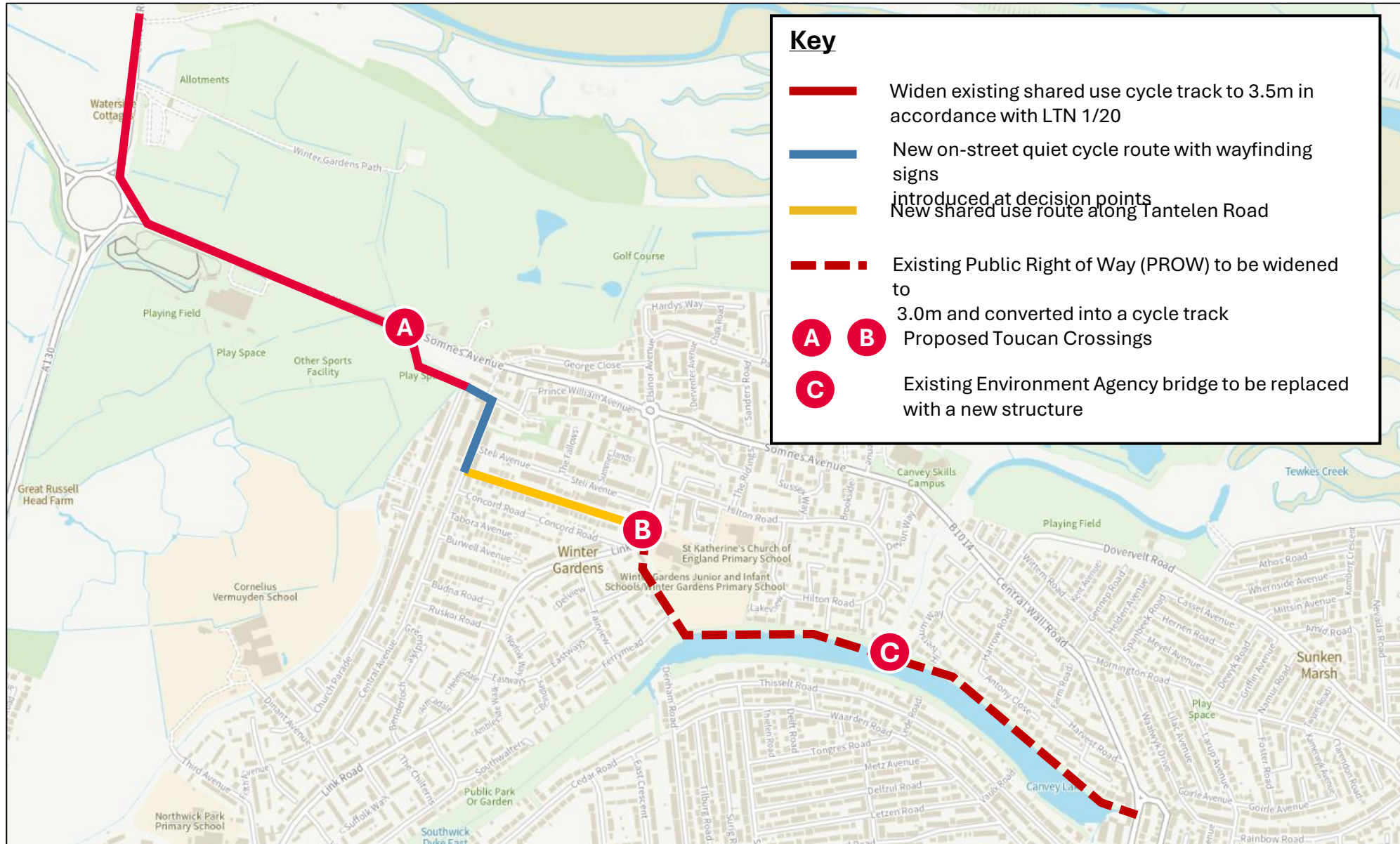
- It is an attractive, off-road route away from traffic
- It generally follows good design standards for walking and cycling

However, there are some key issues:

- Parts of the route have specific drainage considerations
- The surface is in poor condition in places
- There is a narrow bridge which creates a constraint
- Drainage considerations along different parts of the route



Identified Route



Identified Route

- The proposed scheme delivers a continuous active travel corridor between Canvey Island and Benfleet, improving connectivity for pedestrians and cyclists while promoting sustainable travel
- The route primarily follows existing corridors (shared-use paths, PROWs, and local streets), with targeted upgrades to improve safety, accessibility, and user experience

This approach:

- Avoids major constraints on Somnes Avenue and Central Wall Road
- Provides a more coherent, attractive, and lower-traffic route
- Offers the most feasible and deliverable long-term solution



Key Features

- Upgrade of Lakeside path to create a continuous traffic-free route
- Widening of routes (approx. 3.0–3.5m) to improve safety and capacity
- Resurfacing works to provide a consistent, all-weather surface
- New shared-use links to close gaps and improve connectivity
- Upgrade of Public Rights of Way for shared walking and cycling use
- Bridge replacement: Replacement of the existing Environment Agency structure with a new accessible crossing (indicatively an FRP bridge) to provide a safe and compliant route
- Improved gradients and accessibility for all users
- Safer crossings and junction improvements
- Integration with quiet streets where needed
- Improved signage and wayfinding



Next Steps and Key Messages

Strategic Route Identified

- A preferred strategic route is identified but requires further feasibility work for prioritisation.

Funding and Feasibility Actions

- Next steps include agreeing on funding, commissioning feasibility and drainage work.

Prioritisation and Framework Integration

- Confirm route position within LCWIP prioritisation to enable external funding pursuit.

Early Investment Importance

- Early investment brings clarity, confidence, and momentum for delivering the travel corridor.

