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Southend-on-Sea City Council

Executive Director (Strategy, Change and Governance):

Stephen Meah-Sims

 Civic Centre, Victoria Avenue, Southend-on-Sea, Essex SS2 6ER

 01702 215000

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17 July 2023

CABINET - TUESDAY, 18TH JULY, 2023 SUPPLEMENTARY REPORT PACK: AIR QUALITY ACTION PLAN 2023-2027

Please find enclosed, for consideration at the next meeting of the Cabinet taking place on Tuesday, 18th July, 2023, the following report that were unavailable when the agenda was printed.

Agenda No Item

12 Air Quality Action Plan 2023-2027 (Pages 3 - 98)

Report of Executive Director (Environment and Place)

Rob Harris
Principal Democratic Services Officer

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Meeting: Cabinet
Date: 18 July 2023
Classification: Part 1
Key Decision: Yes
Title of Report: Adoption of Air Quality Action Plan 2023-2027

Executive Director: Alan Richards, Executive Director Environment and Place
Report Author: Elizabeth Georgeou, Head of Regulatory Services
Executive Councillor: Meg Davidson, Cabinet Member for the Environment

1. Executive Summary

- 1.1. To seek adoption by Cabinet of the Air Quality Action Plan (AQAP) 2023-2027 (**Appendix 1**), detailing targeted measures to try to improve air quality within Air Quality Management Area (AQMA) 2. The adoption of AQAP2 has been developed to meet the Council's statutory duty to develop an Air Quality Action Plan following the declaration of AQMA2.
- 1.2. The report incorporates amendments agreed through the Cabinet and Scrutiny process.

2. Recommendations

It is recommended that Cabinet:

- 2.1. Approve and adopt the Air Quality Action Plan 2023-2027 (**Appendix 1**) for the Air Quality Management Area 2 (**Appendix 2**) and note that the Plan must be adopted no later than the negotiated, extended DEFRA deadline of 31st July 2023.
- 2.2. Acknowledge the relevancy of air quality measures contained with the Air Quality Action Plan 2023-2027 to Air Quality Management Area 1 and the rest of the City.

3. Background

- 3.1. Part IV of the Environment Act 1995 ('the Act') introduced the system of Local Air Quality Management (LAQM), placing a duty on local authorities to periodically review and assess the air quality within their areas. The provisions in Part IV of the Act are largely enabling and give local authorities the flexibility to take forward local policies to suit local needs. Local

circumstances will also determine the content of air quality strategies, the designation of AQMAs and the content of AQAPs.

- 3.2. The air quality objectives for the protection of human health were set by Air Quality Directives 2008/50/EC and 2004/107/EC. These were transposed into UK law via the Air Quality Standards Regulations 2000.
- 3.3. Section 83(1) of 'the Act' states that a local authority must designate AQMAs for those parts of the local authorities' area where air quality objectives (AQOs) are unlikely to be met.
- 3.4. Section 83(A) of 'the Act' states that where an AQMA is designated, a local authority shall prepare an AQAP to demonstrate how the authority intends to achieve and maintain the air quality objectives in the AQMA. Local authorities should also have regard of the statutory guidance published by the Department of Environment, Feed and Rural Affairs (DEFRA).
- 3.5. The Government has developed strategies which aim to improve the environment and air quality on a national basis:
 - 3.5.1 The Industrial Strategy which has been replaced by the Build Back Better: our plan for growth, March 2021;
 - 3.5.2 The Clean Growth Strategy October 2017;
 - 3.5.3 A Green Future: Our 25 Year Plan to Improve the Environment 2018;
 - 3.5.4 Clean Air Strategy 2019.
- 3.6. On a local level, guidance is provided to local authorities through Local Air Quality Management (LAQM) Policy Guidance (PG22) and LAQM Technical Guidance (TG22). The aim of which is to shift towards evidence-based action planning for the benefit of public health and wellbeing.
- 3.7. The AQMA1 and AQMA2 in Southend-on-Sea were declared because the annual objective for Nitrogen Dioxide (NO₂) had been exceeded.
- 3.8. Where there are exceedances in the air quality objectives, the Council must declare an AQMA. Once declared, the Council is then required to develop an AQAP which must be accepted by DEFRA as being adequate to bring the AQMA into compliance.
- 3.9. The UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations 2017 outlines measures that are in place to improve air quality nationally and recognises the local nature of air quality requires action at a local level, with local authorities having a leading role.
- 3.10. Regulatory Services will continue to ensure that air quality is monitored after the implementation of the AQAP 2023-2027 and will report regularly on progress against it through the Air Quality Steering Group locally and the Annual Status Report to DEFRA.
- 3.11. The UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations 2017 states 'that air pollution predominantly affects those living in our major towns and cities due to the concentration of vehicles and other sources of pollution. This continues to have an unnecessary and avoidable impact of people's health, particularly amongst the elderly, people with pre-existing lung and heart conditions, the young, and those on lower incomes.

- 3.12. The Air Quality “[A Briefing for Directors of Public Health March 2017](#)” reports that both long and short-term exposure to air pollution is known to adversely affect health. Studies have shown that long-term exposure (over several years) reduced life-expectancy, mainly due to increased risk of mortality from cardiovascular and respiratory causes and from lung cancer. The Joint [Strategic Needs Assessment \(JSNA\) 2019](#), reported that 6 in 100 deaths locally in Southend were attributable to poor air quality.
- 3.13. The latest estimate from the Office of Health Improvement & Disparities Public Health Outcomes Framework for Southend is detailed below:

D. Health protection

Indicator	Age	Sex	Period	Value	Value (England)	Unit	Recent trend	Change from previous
D01 - Fraction of mortality attributable to particulate air pollution (new method)	30+ yrs	Persons	2021	5.77	5.50	%	–	–

- 3.14. The main source of air pollution in the City is road traffic emissions from major roads, notably the A127, A13 and A1159. Other pollution sources including commercial, industrial, and domestic sources also contribute to background pollutant concentrations.
- 3.15. Nationally the most immediate air quality challenge is tackling the exceedances of nitrogen dioxide (NO₂) concentrations around roads.
- 3.16. The Action Plan 2023-27 contains some specific targeted actions for the AQMA2.
- 3.17. The purpose of the AQAPs is to develop measures that will provide the necessary emissions reductions to achieve the air quality objectives.

4. Reasons for Decisions

- 4.1. The Council has a statutory duty to put in measures to improve local air quality through the development and implementation of an AQAP, to reduce the impact on the health of those living and working within Southend-on-Sea City Council area.

5. Other Options

- 5.1. None.
- 5.2. The Local Authority has a statutory duty to adopt an AQAP where an AQMA has been declared. Cabinet may choose to amend the proposed AQAP [in accordance with section 83 (6) of the Act].

6. Financial Implications

- 6.1. The AQAP consists of existing initiatives, as detailed in AQAP, as well as new actions. Implementation of most of these actions will be met by existing budgets, consideration having already been given to the funding of air quality initiatives. Those actions identified as new, will be met through securing new

(National) funding streams, and again consideration will be given when making grant applications to improvements to air quality.

7. Legal Implications

- 7.1. Under Part IV of the Environment Act 1995 (as amended by the Environment Act 2021), the Council has a statutory duty to review air quality in the City and if required designate an AQMA and adopt an AQAP in line with DEFRA LAQM Policy Guidance (PG22) and DEFRA LAQM Technical Guidance (TG22) to try to improve air quality with the AQMA.

8. Policy Context

- 8.1. The action plan aligns with and reflects the Southend 2050 objectives and has been divided into the following 6 priorities:
- Road Transport
 - Land Use Planning
 - Connected and Smart city
 - Public Health and Raising Awareness
 - Climate Resilience and Sustainable Innovation
 - Air Quality Monitoring

9. Carbon Impact

- 9.1. Air pollutants from transport include nitrogen oxides and fine particles. These can have a damaging impact on the health of fauna and flora. The actions in the AQAP do not directly reduce carbon emissions however, none of the proposed actions have a detrimental impact on the City's carbon footprint. Many of the actions that mitigate the impact of air pollution also improve climate resilience. The AQAP positively supports the Council's Corporate Climate Change Programme and the climate resilience focus area of the Green City Action Plan.

10. Equalities

- 10.1. The Equalities Assessment did not identify any negative effect on any of the protected groups.
- 10.2. The implementation of the AQAP to improve air quality will have a positive impact on vulnerable groups, providing a clear focus for the actions outlined in the AQAP. There is no known negative impact to the priorities of the Council.

11. Consultation

- 11.1. Stakeholder consultation is a fundamental aspect of Local Air Quality Management and the requirements are set out at paragraph 1 Schedule 11 of the Act.

- 11.2. The consultation took place between 7 May and 12 August 2021
- The appropriate relevant bodies were consulted in line with the requirements listed above.
 - Public opinion via the Southend-on-Sea City Council's website.
- 11.3. The response to the consultation is appended to the AQAP 2023-27 as **Appendix 3.**

12. Appendices

- 12.1. **Appendix 1:** Air Quality Action Plan 2023-2027
- 12.2. **Appendix 2:** AQMA (Southend on Sea Borough Council) No.2 Order
- 12.3. **Appendix 3:** Consultation responses

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Southend-on-Sea City Council

Air Quality Action Plan

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

This Air Quality Action Plan 2023-2027 relates to
the Air Quality Management Area 2.

July 2023

Southend-on-Sea City Council

Information	Southend-on-Sea City Council Details
Local Authority Officer	Elizabeth Georgeou
Department	Regulatory Services
Address	Civic Centre, Victoria Avenue, Southend-on-Sea, Essex, SS2 6ER
Telephone	01702 215461
E-mail	elizabethgeorgeou@southend.gov.uk
Report Reference Number	AQAP_AQMA 2
Date	July 2023

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management (LAQM) framework. It outlines the action we will take to improve air quality in Southend-on-Sea between 2023-2027.

The purpose of this action plan is to address the air quality concerns associated with the Air Quality Management Area (AQMA) along Victoria Avenue and the junctions of East Street, West Street, Priory Crescent and Fairfax Avenue. The AQMA 2 Victoria Avenue was declared in 2020 for exceedances of the annual mean limit for nitrogen dioxide (NO₂); NO₂ emissions in this area are predominantly derived from road traffic.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³. Southend-on-Sea City Council is committed to reducing the exposure of people in Southend-on-Sea to poor air quality in order to improve health.

This action plan primarily aims to tackle the main causes of poor air quality within Southend-on-Sea, namely emissions from combustion engines, particularly diesel vehicles. We have developed actions that can be considered under various topics:

- Promoting alternatives to private vehicle use;
- Policy guidance and development control;

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Abatement cost guidance for valuing changes in air quality, May 2013

- Promoting low emission transport;
- Public information;
- Transport planning and infrastructure;
- Traffic management; and
- Vehicle fleet efficiency.

Southend-on-Sea City Council have identified a number of priorities to help achieve these actions, which are aligned with the corporate Southend 2050 vision, containing themes of “Pride and Joy”, “Safe and Well”, “Active and Involved”, “Opportunity and Prosperity”, and “Connected and Smart”. These priorities involve the following:

- **Promoting Public Health and Wellbeing:** Providing information and guidance so that people are educated and understand the impacts of poor air quality, as well as actions they can take to bring about improvements in air quality.
- **Reducing the Need to Travel:** Supporting sustainable development/initiatives that support the local economy, services and facilities.
- **Active Travel, Public Transport and Low Emission Vehicles:** Encouraging people to use their private vehicle less by improving infrastructure to promote walking/cycling, supporting sustainable public transport, car clubs, and travel plans. Improvements are also to be made to electrical vehicle (EV) charging infrastructure, to encourage the uptake of EVs.
- **Local Planning Policy and Development Management:** Ensure that any new development does not have an adverse negative impact on air pollution and, where this is unavoidable, adequate mitigation measures must be provided.
- **Transport Planning and Traffic Management:** Work with partners to mitigate existing areas of traffic and transport.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues that are beyond the direct influence of Southend-on-Sea City Council.

Responsibilities and Commitment

This AQAP was prepared by Bureau Veritas and the Regulatory Services department of Southend-on-Sea City Council, with the support and agreement of the following officers and departments:

- Neil Hoskins (Head of Civil Engineering)
- Sharon Harrington (Head of Traffic, Asset Management & Highways Network)
- Denise Wenn (Health Improvement Practitioner)
- Jo Gay (Interim Head of Waste and Climate Change)

This AQAP has been approved by:

- Cllr Meg Davidson (Cabinet Member Environment)
- Alan Richards (Executive Director for Environment & Place)

This AQAP has been signed off by a Director of Public Health.

This AQAP will be subject to an annual review, appraisal of progress at The Air Quality Steering Group. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Southend-on-Sea City Council, as part of our statutory LAQM duties.

If you have any comments on this AQAP please send them to Elizabeth Georgeou at:

Southend-on-Sea City Council

Civic Centre, Victoria Avenue, Southend-on-Sea, Essex SS2 6ER

01702 215000

environmentalhealth@southend.gov.uk

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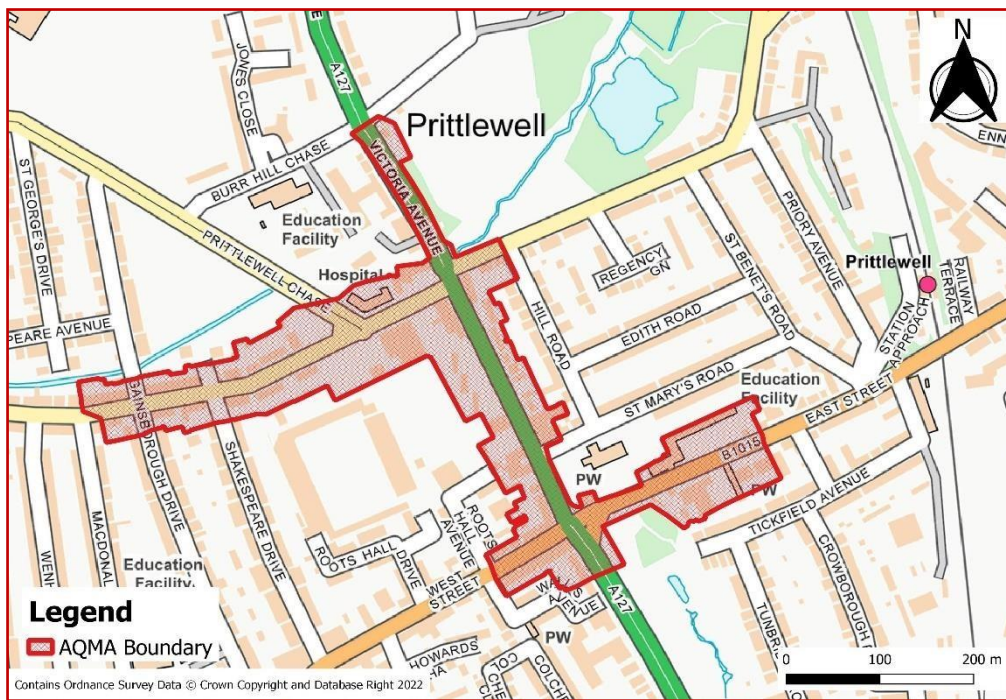
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1 Introduction

- 1.1 This report outlines the actions that Southend-on-Sea City Council will deliver between 2023-2027 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to Southend-on-Sea. It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.
- 1.2 It should be noted that the Environment Act 1995 has recently been amended (2021). The Environment Act 2021 establishes a legally binding duty on government to bring forward at least two new air quality targets in secondary legislation by 31 October 2022. New legally binding incremental targets have been set for PM_{2.5} which are currently the responsibility of national government to deliver and for local authorities to consider through the LAQM process. This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within Southend-on-Sea City Council's air quality ASR.
- 1.3 The main focus of this action plan is on reducing concentrations of NO₂ in [AQMA 2 Victoria Avenue](#) (illustrated in Figure 1.1 below). However, the measures will also help reduce NO₂ across wider areas of Southend-on-Sea and in AQMA 1 [The Bell Junction](#).

Figure 1.1 – AQMA 2 Victoria Avenue



2 Summary of Current Air Quality in Southend-on-Sea City Council

Southend-on-Sea is located in south-east Essex, 42 miles from London, and has a population of 180,700 (2021 census), largely living in the main urban areas of Southend, Westcliff and Leigh-on-Sea. The main source of air pollution within these areas originates from road traffic emissions from major roads, notably the A13, A127 and A1159. Other pollution sources that contribute to the background concentration include commercial, industrial and domestic sources.

Southend-on-Sea City Council has declared two AQMAs, both for exceedances of the NO₂ annual mean. These include:

- [AQMA 1](#): Centred at the junction between Prince Avenue, Hobblythick Lane, and Rochford Road (known as 'The Bell Junction') – declared 2016.
- [AQMA 2](#): Short section of the A127 Victoria Avenue, adjacent to the junctions with Priory Crescent, Fairfax Drive, East and West Street – declared 2020.

This AQAP is designed to tackle the exceedance of the NO₂ annual mean identified within AQMA 2 Victoria Avenue.

In accordance with LAQM Policy Guidance (22)), the approximate population within the boundary of AQMA 2 Victoria Avenue is 353 people, based on the total area of the AQMA being approximately 0.08 km² and the population density⁴ of Southend-on-Sea being 4,336 per km².

2.1 NO₂ Concentrations within Southend-on-Sea

NO₂ is the primary pollutant of concern for Southend-on-Sea City Council, due to the known health effects of exposure to high concentrations. During 2021, NO₂ was passively monitored at 45 diffusion tube sites and one automatic site, which is operated as part of the Automatic Urban and Rural Network (AURN). The monitoring network

⁴ Office for National Statistics. (2022). Population and Household Estimates, England and Wales.

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serves as an ongoing indicator for changing NO₂ trends to identify any hotspot areas and is essential for the assessment of the implementation of the measures detailed within this AQAP. The monitoring network also provides an initial evidence base for consideration of the requirement to revoke, amend or declare any AQMAs.

With regards to the AQMA of interest in this AQAP (AQMA 2 Victoria Avenue), there are two diffusion tube sites located within the AQMA boundary: SOU38 and SOU39. Monitoring data for the past five years (2017-2021) is presented in Table 2.1 so that the trends and the frequency of any exceedances can be identified. The numbers in bold indicate an exceedance of the 40 µg/m³. It should be noted that there is a degree of uncertainty with regard to the 2020 and 2021 monitoring data, owing to the impact that the COVID-19 pandemic had on the level of traffic activity during lockdown periods.

Table 2.1 – Monitored NO₂ Concentrations within Southend-on-Sea

Site ID	Location	Annual Mean NO ₂ Concentration (µg/m ³)				
		2017	2018	2019	2020	2021
Within AQMA 2 Victoria Avenue						
SOU38	West Street	40.9	38.5	33.7	37.4	36.8
SOU39	Victoria Avenue 3	41.5	42.0	38.4	39.1	32.6
Within AQMA1 The Bell Junction						
SOU32	Victoria Avenue 2	27.1	27.0	23.9	23.9	20.1
SOU33	Prince Avenue 1A	49.2	49.3	45.2	44.6	35.5
SOU46	3 Prince Avenue	31.4	33.5	30.5	29.5	23.4
SOU51	88 Prince Avenue	-	-	-	-	21.4
SOU52	170 Prince Avenue	-	-	-	-	19.9
SOU53	201 Prince Avenue	-	-	-	-	20.5
SOU55	20 Rochford Road	-	-	-	-	19.7
SOU56	21 Larke Rise	-	-	-	-	17.2
Outside of AQMAs						
SOU21	Victoria Avenue 1	34.8	32.4	30.9	24.2	27.3
SOU22	West Road	28.6	26.9	24.7	20.1	22.7
SOU24	Eastern Avenue	33.5	30.6	30.0	23.6	25.5
SOU25	Heygate Avenue	30.2	25.7	24.5	21.3	24.4
SOU26	London Road 2	37.2	34.4	30.8	24.9	27.4
SOU27	London Road 1	21.7	19.1	19.9	15.0	16.5
SOU28	Prince Avenue 2	34.1	30.5	27.6	23.3	25.0
SOU29	Abbotts Close	25.2	21.8	21.0	16.5	17.5
SOU30	Manners Way	26.1	25.7	21.1	16.0	17.0
SOU31	Boston Avenue	27.8	26.3	24.9	19.8	22.1
SOU34	Parsons Corner	25.1	24.7	22.3	21.7	18.3
SOU35	Bournes Green Chase	24.8	27.4	20.9	22.1	19.1
SOU36	Eastern Esplanade	28.9	29.3	27.8	25.5	21.0
SOU37	Marine Parade	28.9	29.4	23.9	22.8	20.5
SOU40	London Road 3	33.6	33.2	28.1	27.8	23.5
SOU41	London Road 4	31.8	35.7	29.6	30.0	26.8

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Site ID	Location	Annual Mean NO ₂ Concentration (µg/m ³)				
		2017	2018	2019	2020	2021
SOU42	Broadway, Leigh	28.3	28.2	26.8	24.2	22.4
SOU43	London Road 5	36.5	33.8	31.1	29.1	25.3
SOU44	Hamlet Court Road 1	37.6	38.3	31.8	30.1	27.4
SOU45	Hamlet Court Road 2	28.4	30.8	27.0	22.5	21.2
SOU47	568 Prince Avenue	-	-	-	-	18.7
SOU48	33 The Fairway	-	-	-	-	15.5
SOU49	250 Hamstel Road	-	-	-	-	18.3
SOU50	115 Wells Avenue	-	-	-	-	14.5
SOU54	111 Hobblythick Road	-	-	-	-	16.5
SOU57	285 Sutton Road	-	-	-	-	21.5
SOU58	Greenways School	-	-	-	-	13.8
KE1	Library, 1 Rayleigh Road, Leigh	27.7	26.0	24.7	19.9	21.5
KE2	Health Centre, 1 Rayleigh Road, Leigh	30.2	28.4	29.3	21.6	19.9
KE3	55 Broomfield Ave, Leigh	23.0	19.9	20.5	15.6	16.5
KE4	332 Bridgewater Drive	32.5	29.1	27.4	23.8	25.1
KE5	326-328 Bridgewater Dr	25.7	24.9	22.6	18.7	22.7
KE6	327 Bridgewater Drive	31.6	26.9	25.9	20.8	24.0
KE7	685 Prince Ave, Westcliff	38.8	35.2	34.1	27.8	30.1
KE8	Essex Auto Group	28.5	27.3	26.7	20.6	22.1
AURN	Chalkwell Park (UKA00409)	21.0	20.0	19.0	14.0	15.4

From the monitoring undertaken by Southend-on-Sea City Council, it is evident that there have been exceedances of the NO₂ annual mean within both AQMAs over the last five years, and no exceedances outside of the current AQMA boundaries. With regards to AQMA 2 for which this AQAP is proposed, there were exceedances in 2017 and 2018, and no exceedances since. This is likely due to the impact of the COVID-19 pandemic severely reducing vehicular emissions during lockdown periods. However, even during 2020 when vehicle activity was significantly reduced, the NO₂ concentration measured at the diffusion tube site SOU39 within AQMA 2 was still within 10% of the annual mean objective of 40 µg/m³. Therefore, based on current monitoring, it is evident that the current designation for AQMA 2 Victoria Avenue should remain, hence the purpose of this AQAP is to outline measures to ensure future compliance.

3 Southend-on-Sea City Council's Air Quality Priorities

This section presents the main drivers and the approach taken by Southend-on-Sea City Council for the development and subsequent selection of measures included within this AQAP. Reference is also made in this section to the existing strategies and policies that are in place and have an impact on air quality within Southend-on-Sea.

The Council's priorities have also been informed by results from an air quality assessment. As part of this, a source apportionment study has been completed across the modelled area, focusing particularly on AQMA 2 Victoria Avenue. This study has allowed the most significant sources of oxides of nitrogen (NO_x) vehicle contributors to be identified. Primarily, NO_x is emitted into the atmosphere in the form of nitric oxide (NO) which is then converted to nitrogen dioxide (NO_2) through chemical processes in the atmosphere. Under most atmospheric conditions, the dominant pathway for NO_2 formation is via the reaction of NO with ozone (O_3).

In conjunction with the strategies and policies that are currently in place, the findings of this source apportionment exercise have been used to inform and prioritise the measures presented within Section 5.

3.1 Public Health Context

There is increasing scientific evidence that poor air quality has a significant negative impact on human health. Research shows that the most common pollutants of concern (NO_2 , PM_{10} , and $\text{PM}_{2.5}$) are linked to various health complications, primarily impacting the cardiovascular and respiratory systems, but also impacting other bodily organs. Short-term exposure to these pollutants can bring about symptoms such as nose and throat irritation, followed by bronchoconstriction and dyspnoea, alongside increased reactivity to natural allergens, increasing the risk of respiratory infections through the interaction of pollutants with the immune system. Long-term exposure may lead to reduced lung function, hampering development in young children, alongside reducing life expectancy due to cardiovascular and respiratory diseases.

Local authorities are under pressure from members of the public to demonstrate that action is being taken to actively tackle and reduce air pollution in their area. Previously,

there had been no deaths linked to air pollution, however in 2020 the first person in the UK had 'air pollution' listed as the cause of death. This is because it is unusual for wider contextual factors, such as exposure to pollution or air quality, to be recorded among the cause of death on the death certificate. It is considered more informative to consider epidemiological studies which estimate numbers of proportions of deaths which can be attributed to exposure to pollution or air quality. ([UK deaths relating to exposure to pollution or poor air quality – Office of National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/health/conditions-and-diseases/air-quality)) Although there are currently no legislative outcomes as a result of this, it further increases the pressure and duty of care that local authorities have in order to protect their residents.

Local authorities have a range of powers which can effectively help to improve air quality. However, the involvement of public health officials is crucial in playing a role to assess the public health impacts and providing guidance on taking appropriate action to reduce exposure and improve the health of everyone within Southend-on-Sea.

The Air Quality Indicator in the Public Health Outcomes Framework (England) provides further impetus to join up action between various local authority departments which impact on the delivery of air quality improvements. The "[Air Quality – A Briefing for Directors of Public Health](#)" document (published March 2017) provides a one-stop guide to the latest evidence on air pollution, guiding local authorities to use existing tools to appraise the scale of the air pollution issue in their area⁵. It also provides advice for local authorities on how to appropriately prioritise air quality alongside other public health priorities to ensure it is on the local agenda.

The document comprises the following key guides:

- Getting to grips with air pollution – the latest evidence and techniques.
- Understanding air pollution in your area.
- Engaging local decision-makers about air pollution.
- Communicating with the public during air pollution episodes.
- Communicating with the public on the long-term impacts of air pollution.
- Air pollution: an emerging public health issue – briefing for elected members.

Besides NO₂, there is an increasing focus on fine particulate matter. PM_{2.5} is another pollutant of concern, mean particulate matter which is 2.5 microns or less in diameter.

⁵ [Local Government Association, Air Quality: A Briefing for Directors of Public Health, March 2017.](https://www.local.gov.uk/publications/air-quality-briefing-directors-public-health)
Available at: <<https://www.local.gov.uk/publications/air-quality-briefing-directors-public-health>>

The Public Health Outcomes Framework data tool⁶ compiled by Public Health England quantifies the mortality burden of with particulate air pollution (new method) within England on a county and local authority basis.

The latest figures on the fraction of mortality attributable to particulate air pollution (30+ age group) for the period 2021 was 5.77% which is above the national average of 5.50%. It should be noted that the significance of this data has not been tested and only accounts for particulate matter for which stronger scientific evidence on links with mortality exist, and not NO₂, for which the AQMA of interest (AQMA2 Victoria Avenue) is declared.

With regards to the health impacts as a result of air pollution within Southend-on-Sea, (particularly within AQMA 2 Victoria Avenue) this is predominantly associated to the concentrations of NO₂ exceeding the annual mean AQS objective. It is expected that some of the measures implemented in this AQAP for the achievement of reductions in NO₂ will have co-benefits in additionally reducing concentrations of PM₁₀ and PM_{2.5}.

3.2 Planning and Policy Context

This AQAP outlines Southend-on-Sea City Council's plan to effectively tackle air quality issues within its control. There are numerous existing and impending policies adopted at all levels (local, regional, and national) that can exert significant effects, both positive and negative, on air quality across Southend-on-Sea. It is important to identify and consider these plans and strategies at an early stage of the development of the plan, as these will aid the establishment of the context in which specific actions for improving air quality can be implemented. Whilst certain policies and/or strategies may be outside of the influence of Southend-on-Sea City Council, there are a number of related policies and strategies at local and regional levels that can be tied directly with the aims of this AQAP. Some of these have a primary air quality focus, whilst others relate to transportation issues and therefore have the additional benefit of contributing to overall improvements in air quality across Southend-on-Sea.

⁶ [Public Health Outcomes Framework: D01 – Fraction of Mortality Attributable to Particulate Air Pollution](#)

The review of these strategies and policies also assists in preventing duplication of work within the AQAP but can instead work in concordance for mutual benefit whilst also focusing on direct measures outside those considered within the already developed strategies and policies. This section outlines the strategies and policies that have the most significant potential to impact pollutant concentrations within the city. Given their importance, most measures listed below have been included as action measures within this AQAP. The most relevant policies are detailed in the following:

3.2.1 Association of South Essex Local Authorities

Southend-on-Sea City Council are currently working together with the five other local authorities in South Essex (Basildon, Brentwood, Castle Point, Rochford and Thurrock) and Essex County Council across local authority boundaries. In January 2018, the local authorities formed the Association of South Essex Local Authorities (ASELA) to ensure implementation of the ambition has strong leadership and is managed on a truly collaborative basis. This collective effort addresses a range of strategic issues and initiatives.

3.2.2 Southend-on-Sea City Council Local Plan

A local plan that is shaped through community engagement provides an important tool to help manage future development proposals which may negatively impact air quality.

The plan is divided into three parts: (1) Aims and Objectives, (2) Spatial Strategy, and (3) Southend Neighbourhoods. Consultation has been undertaken in 2019 and 2021 on 'Issues and Options' and 'Refining the Plan Options', respectively. A consultation will be undertaken in the third quarter of 2023 (Q3) on the 'Preferred Approach', with full public consultation on the proposed submission taking place in the third quarter (Q3) of 2024, and submission of the final adopted local plan in the final quarter of the same year.

Once adopted, the local plan sets out the long-term planning strategy and forms the main basis for Southend-on-Sea City Council making decisions on any future planning application. The local plan includes detailed policies and site proposals for housing, employment, leisure and infrastructure up to 2040.

Consideration of air quality issues at the plan-making stage can provide a strategic overview and help to secure net improvements in overall air quality. It can identify the

type, scale and location of development most appropriate to the area, the potential cumulative impact of smaller developments on air quality and opportunities to improve air quality or mitigate impacts.

3.2.3 Southend-on-Sea City Council Local Transport Plan

The local transport plan (LTP) steers the implementation of national transport policies at the local level. As a strategic document the LTP does not contain details of schemes, but sets out a long-term transport strategy, a shorter-term implementation plan and several supporting strategies. Air quality is closely linked to how people and goods travel, and how we would like them to travel in the future. The transport strategy and air quality teams will work closely to ensure policies and plans align.

To reduce the potential for the transport sector to negatively impact air quality, links need to be made to the wider economic, social, and environmental objectives. The LTP3 has therefore been developed within the context provided by a range of policy documents, including the Southend Core Strategy. The LTP3 implementation plan 2021/22 has been extended to cover 2022/23 and updated to state how it achieves the Southend 2050 vision. The actions in the plan will achieve the following outcomes:

- It is easier for residents, visitors, and workers to get around the city.
- People have a wide choice of transport options.
- Leading the way in making public and private travel smart, clean and green.
- More people have physically active lifestyles, including through the use of local open space.

Local Transport Plan (LTP4) is currently under preparation with an aim of completion by the end of 2023. This will include a range of policies and proposals that it is anticipated will include measures to manage the impacts of congestion on air quality, promotion of active travel and facilitation of electric vehicles.

3.2.4 Transport East Transport Strategy

Transport East is the sub-national transport body for Norfolk, Suffolk, Essex, Thurrock and Southend-on-Sea, providing a single voice for councils on the region's transport strategy and strategic transport investment priorities. The transport strategy has an overarching framework of decarbonising transport to reach net-zero emissions.

3.2.5 Land Use Planning – Air Quality Assessments

A key priority for Southend-on-Sea City Council is to integrate air quality considerations into other policy areas such as land use planning. Primarily, this is because many new developments have the potential to increase the pollution burden and it is appropriate that these developments are required to mitigate or offset this to help to achieve an overall reduction in air pollution. Therefore, it is clear that there is a need to identify air quality considerations in the planning process at the earliest possible stage. It is no longer satisfactory to simply demonstrate that a development is no worse than the existing or previous land use on a particular site.

Where a development is proposed to take place in or adjacent to an AQMA or could have a significant impact on air quality, an air quality assessment (AQA) is required, and the resultant mitigation measures must be considered as standard practice. This is particularly the case where the development is new and does not simply replace an existing use, and has the provision for parking spaces that will significantly increase the number of vehicle trips. Where relevant, guidance for dust management on construction sites and medium combustion plant should be incorporated. In some cases, it may be necessary to recommend refusal when a development is so contrary to the objectives of the AQAP and Low Emission Strategy (LES). The LES provides a comprehensive plan detailing mechanisms for reducing road transport emissions across hotspot areas in Southend-on-Sea.

3.2.6 Green City Action Plan

Southend-on-Sea City Council is launching a new set of strategies, which combined will help support the ambition of becoming a green city and the 2050 vision. A new Green City Action Plan has been created, together with a programme of energy and greening projects that target our school estate and would have the co-benefit of improving air quality. In addition will be the Climate Resilience and Urban Green Strategy 2021-2025. The strategy identifies how the Council can build resilience to the future impacts of climate change and will prioritise action to deliver an ambitious urban greening programme. This will also have the added benefit of helping to improve air quality and reduce the impact of pollutants by increasing the amount of vegetation, green infrastructure and green spaces within Southend-on-Sea.

In urban areas, some research suggests trees, vegetation and green spaces can help to reduce the level of pollutants and improve air quality by absorbing gaseous pollutants, lowering ambient temperatures and by producing oxygen during photosynthesis. In addition to using green infrastructure to mitigate the effects of poor air quality, opportunities exist for individuals to change their transport behaviours and adopt a modal shift by utilising walking and cycling network, or consider travelling around Southend-on-Sea by public transport. Green infrastructure therefore has a two-fold benefit in terms of air pollution: (1) directly absorbing gaseous pollutants and (2) encouraging changes in travel patterns by encouraging cycling and walking. Southend-on-Sea City Council are seeking funding for the following green infrastructure projects:

- Chalkwell Avenue;
- Victoria Circus; and
- Phase one of 'Better Queensway' – a £350 million regeneration scheme.

Southend-on-Sea City Council directly manages thousands of trees growing along its roads, in its parks and gardens, and woodlands. The new tree policy (2020-2030) reaffirms Southend-on-Sea City Council's ongoing commitment to responsible tree management and to maintaining and enhancing tree canopy covers, along with other green planting.

There will be a continuation of street tree planting to help maintain and extend the tree canopy cover across Southend-on-Sea, with a target to increase overall canopy cover from 12% to 15% by 2050 by planting more trees each year than are removed. The policy will be reviewed and updated regularly to reflect changes in national legislation.

3.2.7 Financial Air Quality Improvement Schemes

Southend-on-Sea City Council are in the process of creating a public procurement framework and facilitation service that will enable local authorities and other public sector bodies to procure 'healthy' buildings (including indoor air quality) and net-zero retrofits. By combining 'healthy' buildings with net-zero targets it provides local authorities with an opportunity to bundle investments together, enabling air quality to become an integral aspect of all net-zero investments and decarbonation programmes. This approach is designed to overcome a major barrier for local authority led air quality improvement schemes, specifically how air quality programmes can be funded without

the need for government grants or subsidies. By linking air quality to the net-zero agenda, the project will create routes to finance that local authorities have previously not had access to, linking it to national targets to become net-zero carbon by 2050.

The project is intended to address the critical issues of reducing carbon emissions to support national, regional, and local net-zero targets; it takes positive actions to make buildings 'healthy' and create safe environments for education and working. Moreover, local authorities have considerable property estates which will need upgrading to meet net-zero targets. This upgrade is likely to inadvertently bring about an improvement to air quality. The project will establish a clear pathway for local authorities to deliver an investment programme that combined the net-zero and 'healthy' building retrofits, resulting in projects that achieve high levels of carbon reduction and improvements in air quality, and will initially focus on school buildings. Project partners will develop the public procurement framework to identify how air quality improvement projects can be linked to existing net-zero programmes. Enabling the integration of air quality schemes with existing net-zero programmes is key to facilitating the most efficient strategy to achieve the required reductions. This will enable the new framework and facilitation service to be developed in line with planned energy efficiency, and renewable generation projects in four initial primary schools in Southend-on-Sea. Each pilot will integrate air quality improvement solutions into the net-zero carbon project, highlighting how the model can work in practice and be replicated by local authorities throughout the Southeast Local Enterprise Partnership region, and will be supported by the development of a new air quality modules for Better Planet Schools.

In 2019, Southend-on-Sea City Council declared a climate emergency which was a commitment to leading action to becoming net-zero by 2030. This requires substantial energy efficiency work across Southend-on-Sea City Council's property estate, whilst working with communities, residents and business to identify opportunities to increase the volume of renewable energy in Southend-on-Sea. Shifting to renewable energy and electric vehicles will have a significant impact on improving air quality and will be a strong feature throughout the Net-Zero Carbon Strategy (released in early 2021).

3.2.8 Planning Development ('Better Southend')

Southend-on-Sea City Council received £25 million from central government to use on key projects to help with any regeneration and redevelopment work. There are many

transport policies, projects, and schemes that have been developed and implemented already to improve the travel activity. The projects cover driving, public transport, cycling, and walking – all of which, if improved, can have a positive effect on air quality.

Kent Elms Project: The completed Kent Elms project junction improvements have provided maximum benefit with three lanes heading eastward, and a right-hand turn lane providing improved capacity through the junction. An additional lane is provided heading westward, again increasing the capacity through the junction. These changes make it easier for people with reduced mobility and those with pushchairs to cross the highway to access amenities. The majority of the funding for the Kent Elms junction improvement (£5.1 million) was from the Local Growth Fund via the South East Local Enterprise Partnership, with the remainder coming from the Southend-on-Sea’s capital budget. Together, with a new footbridge, the scheme helps to deliver an improved local environment and contributes positively towards sustainable transport objective.

The Bell: The Local Growth Fund, via the South East Local Enterprise Partnership, has provided £4.3 million in support of [improvements to The Bell junction](#). There is also a £720,000 contribution from Southend-on-Sea City Council, meaning the total funding for the project is approximately £5 million. The junction improvement works involved:

- A new dedicated left-hand turn onto Rochford Road;
- Extending the right-hand turn onto Hopleythick Lane;
- Better pedestrian facilities on Rochford Road by providing a traffic-signal pedestrian crossing;
- Better pedestrian facilities on Hopleythick Lane by providing a new pedestrian island;
- Preventing a right-hand turn onto Rochford Road to free up more “green light” time for motorists going straight ahead along the A127 in both directions, and improve pedestrian facilities; and
- Removing the footbridge which does not comply with disability discrimination legislation because of the lack of ramps.

For more information, please email bettersouthend@southend.gov.uk.

3.2.9 Additional Policies

Core Strategy (2007) Policy KP2 (Development Principles): This policy seeks to ensure that all new developments, including transport infrastructure, contributes to economic, social, physical and environmental regeneration in a sustainable way, including:

- Reducing the need to travel;
- Respecting, conserving, enhancing and, where required, adequately mitigating the effects on the natural environment;
- Facilitating the use of travel modes other than the private vehicle;
- Promoting improved and sustainable modes of travel, including appropriate measure in design, layout, operation and materials to achieve, avoidance or appropriate mitigation of actual and potential pollution impacts of development enhancements to the ecological and amenity value of the environment.

Core Strategy Policy KP3 (Implementation and Resources): This policy states that in planning obligations, Southend-on-Sea City Council will enter the discussion to ensure the provision of infrastructure and transportation measures (that have an air quality benefit) such as improvements to:

- Cycling, walking and passenger transport facilities and services, open spaces, and green grid enhancements; and
- Requiring all developments to have regard to and, where appropriate, contribute to the delivery of the Southend Local Transport Plan.

Core Strategy Policy KP3 (Transport and Accessibility): This policy makes provision for improvements to transport infrastructure and services, in partnership, to secure a step change in provision to achieve a modern integrated transport system, necessary to unlock key development sites and secure sustainable regeneration and growth. This includes Policy CP3.6 'Safeguarding and Enhancing the Environment of Environmental Rooms', as defined in the Local Transport Plan.

4 Source Apportionment

Source apportionment is the process by which different pollutant sources in relation to existing ambient concentrations are quantified. A source apportionment exercise was carried out using a baseline year prior to 2020 to discount any changes arising as a result of the effects of COVID-19 restrictions causing significant changes in vehicle patterns, which may not be representative of future year concentrations. Therefore, using pre-pandemic traffic levels would more likely represent the normalised level of vehicle activity in Southend-on-Sea. However, on the professional recommendation of the transport consultant (Mott MacDonald), 2018 data was used instead of 2019. The measures presented within this AQAP are targeted towards the predominant sources of emissions within Southend-on-Sea.

The source apportionment process has been completed in order to:

- Quantify the proportions of NO_x that are attributable to both background concentrations and to local road emissions. The total concentration of a pollutant comprises those from explicit local emission sources such as roads, chimney stacks, etc., and those that are transported into an area by the wind.
- Determination of the relative contributions from different vehicle types (cars, heavy good vehicles (HGVs), light good vehicles (LGVs), buses and coaches, and motorcycles).
- Determination of whether action plan measures would need to be on a local, regional, and/or national scale to have a significant impact upon reducing NO_x emissions within the AQMA.

The source apportionment exercise was carried out using detailed dispersion modelling software (ADMS-Roads Version 5.0) to identify and assess the emission profile of vehicles within Southend-on-Sea, based upon traffic data and sensitive receptors. To complete this exercise, NO_x and NO₂ concentrations have been predicted at a number of receptors within, and close to AQMA 2 Victoria Avenue. This was undertaken to determine which vehicle type(s) represent the most significant source of NO_x pollution within the AQMA. The study used the split of vehicle fleet emissions contained in the Emissions Factors Toolkit provided by Defra and are in line with predictions from the National Air Emissions Inventory.

Emission sources of NO₂ are dominated by a combination of different NO₂ (f-NO₂) and oxides of nitrogen (NO_x), the latter of which is chemically unstable and rapidly oxidised upon release to form NO₂. NO_x, once emitted from vehicles, undergoes a number of chemical reactions and disperses to form the NO₂ concentrations that are measured at roadside monitoring locations. Reducing levels of NO_x emissions therefore reduces the levels of NO₂. As a consequence, the source apportionment study has considered NO_x emissions which are assumed to be representative of the main sources of NO₂.

The findings of the above are summarised in Figure 4.1 and Figure 4.2 below.

Figure 4.1 – Source Apportionment of NO_x (All Receptors)

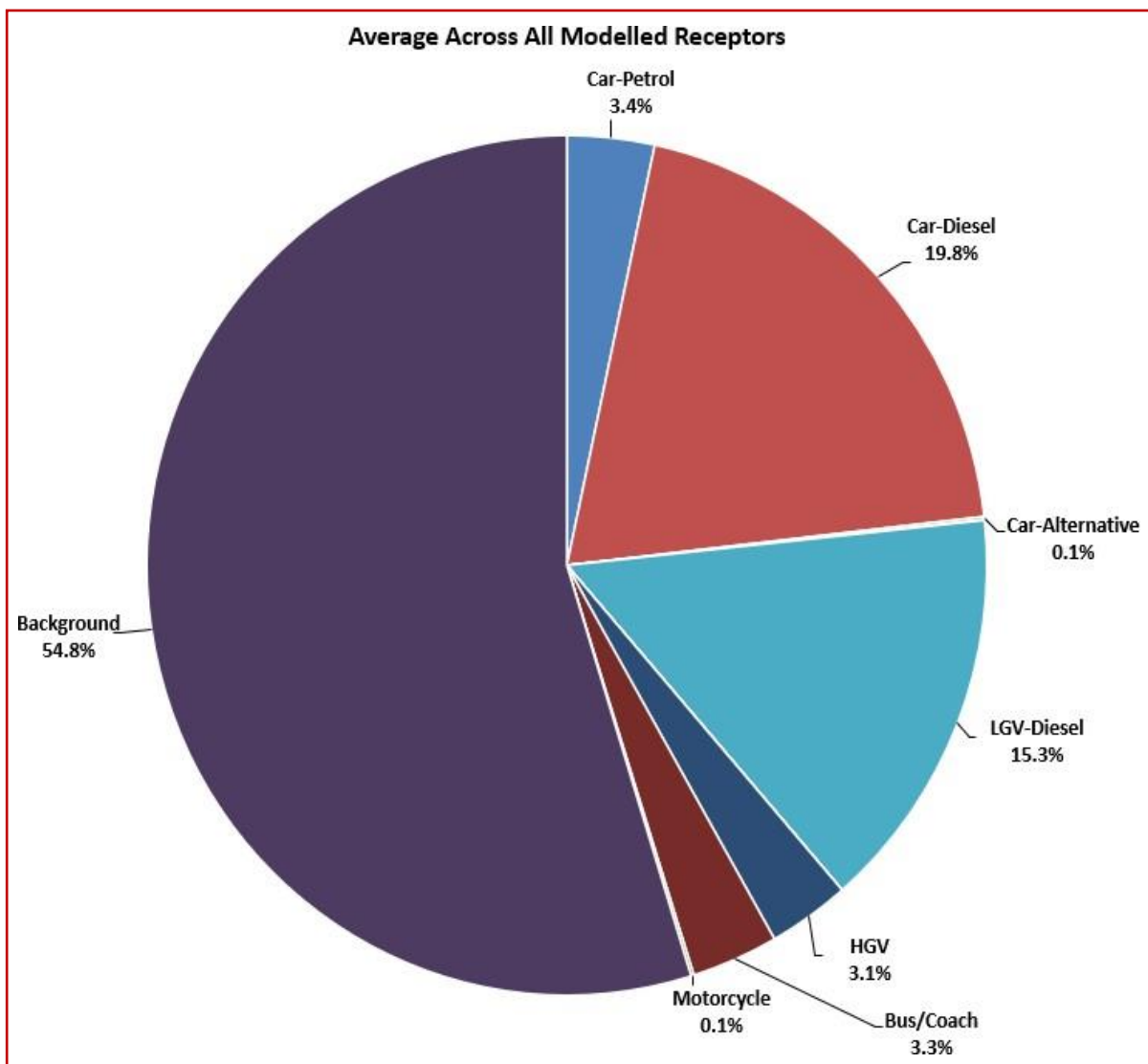
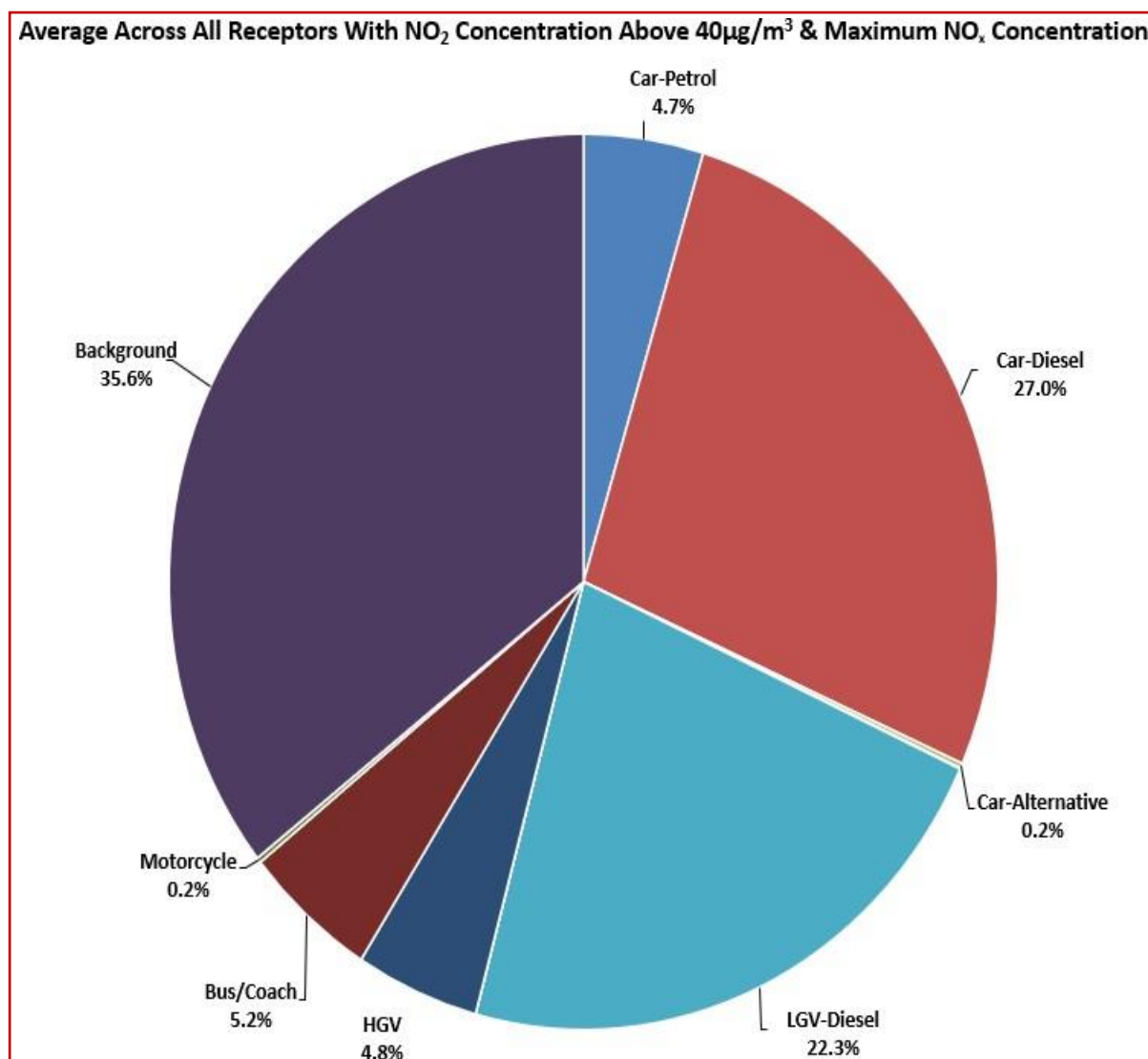


Figure 4.2 – Source Apportionment of NO_x (NO₂ > 40 µg/m³ & Maximum NO_x)



The figures detail the source apportionment results for NO_x concentrations at modelled receptors for three scenarios:

- The average NO_x contributions across all modelled locations representative of sensitive human exposure (called ‘receptors’). This provides useful information when considering possible action measures to test and adopt.
- The locations where the NO₂ annual mean objective of 40 µg/m³ has been predicted to be exceeded. This will inform potential prominent NO_x contributors present within the identified area of exceedances and, therefore, be useful when testing and adopting action measures.

- The location where the maximum road NO_x concentration has been predicted within the AQMA. This is likely to be in the area of most concern within the AQMA and so acts as a good place to test and adopt action measures. Any gains predicted by the action measures are likely to be greatest at this location and so would not represent the greatest gains across the whole modelled area.

As the NO₂ annual mean concentration of 40 µg/m³ was only predicted to have been exceeded at one modelled receptor location, the source apportionment analysis results are the same for receptor locations where the NO₂ concentration is above 40 µg/m³ and the receptor location of the maximum NO_x concentration.

The percentage contributions of each vehicle class are relatively similar for the average of all modelled receptors and at receptor locations where the annual mean is predicted to exceed the 40 µg/m³ annual limit. As the annual mean threshold was only exceeded at one receptor location, the source apportionment results for receptor locations above 40 µg/m³ also applies to the receptor location with the maximum NO_x concentration.

The NO_x source apportionment exercise demonstrates a relative consistent ranking of contributing vehicle classes exhibited through each scenario, with diesel cars and diesel LGVs found to be the main contributors to total road NO_x concentrations across Southend-on-Sea. This suggests that the volume of traffic is considered to be the key contributor to elevated levels of NO₂ annual mean concentrations within the AQMA.

4.1 Required Reduction in Emissions

In line with the methodology presented in Box 7.6 of Technical Guidance(22), the necessary reduction in road NO_x emissions required to bring the current AQMA into compliance is shown in Table 4.1. This has been completed at the maximum annual mean concentration location, either monitored or modelled within the AQMA. The procedure calculates the required reduction of road NO_x to achieve a total NO₂ concentration of 40 µg/m³. However, to account for uncertainties with dispersion modelling and the degree of potential inaccuracy with diffusion tube monitoring, a more stringent figure of 36 µg/m³ has been used (10% lower than the annual mean AQS objective). This will ensure that the AQMA 2 Victoria Avenue is revoked once Southend-on-Sea City Council are confident that the NO₂ concentrations are sufficiently below the AQS objective. In order to achieve a concentration of 36 µg/m³,

the road NO_x concentration needs a reduction of 20.2 µg/m³ (37.0%). The calculation to obtain such value is shown in Table 4.1.

Table 4.1 – NO_x Reduction Required within AQMA 2 Victoria Avenue

Metric	Concentration (µg/m ³)
Background NO ₂ Concentration	18.8
Road NO _x at 45 µg/m ³ NO ₂	54.5
Road NO _x at 36 µg/m ³ NO ₂	34.3
Required Reduction	20.2 (37.0%)

5 Key Priorities

Based on the information presented within Section 4, and the measures listed within Section 7, the following have been defined by Southend-on-Sea City Council as key areas for action.

5.1 Priority 1 – Road Transport

The main source of air pollution leading to the declaration of AQMA 2 Victoria Avenue is road transport emissions. Therefore, reducing the emissions from road transport is the key priority. The approach focuses on areas that Southend-on-Sea City Council have direct control over, so that measures can be implemented without restriction.

Although the roads contributing to high pollutant levels which result in exceedances of the annual average NO₂ objective are not managed by National Highways, this relevant public authority has been engaged with whilst for the purposes of preparing this AQAP.

Transport planning and infrastructure improvements can be achieved through both the Association of South Essex Local Authorities and 'A Better Southend'. Workplace and school travel plans are also to be promoted by Southend-on-Sea City Council. In order to directly reduce the emissions from road transport, alternative forms of transport are to be encouraged (i.e., walking/cycling) and facilitated through infrastructure improvements (i.e., installation of electrical vehicle (EV) charging points to promote the uptake of EVs). Emissions from road transport are also reduced through measures contained within the local transport plan, which ensures air quality and transport policies are aligned. In specific relation to AQMA 2 Victoria Avenue, the aim is to reduce vehicle emissions by enforcing an anti-idling policy.

5.2 Priority 2 – Land Use Planning

The local plan and its policies set out the considerations that will be applied by Southend-on-Sea City Council for all development proposals. Southend-on-Sea City

Council will work with developers and partner organisations to ensure the delivery of infrastructure, services and community facilities necessary to develop and maintain sustainable communities. This will not only apply to air quality but also all other relevant environmental aspects. Furthermore, Southend-on-Sea City Council will look to secure funding support for initiatives aimed at reducing air pollution either directly or indirectly via S106 agreements and the Community Infrastructure Levy.

5.3 Priority 3 – Connected & Smart City

Southend-on-Sea City Council are exploring the use of future network technologies, which will form the foundation of future smart service and smart city developments. Full fibre technology is being installed by City Fibre, in partnership with Vodafone, in over 64,000 homes across Southend-on-Sea. Key to this is the implementation of the strategic platform, which will form the basis of future deployments and be the prime enabler for moving towards a smart, digital city, whilst hosting and analysing the data feeding into the Smart Southend Portal.

Initiatives that have a beneficial impact on air quality include measures such as ‘smart parking’. By being able to find a parking space with ease reduces the need for driving around looking for somewhere to park, which therefore reduces the emissions from road traffic. Smart solutions such as this are effective measures that, although not primarily designed to, indirectly reduces the pollutant concentration.

5.4 Priority 4 – Public Health & Raising Awareness

As detailed within Section 3.1, air pollution has a detrimental impact on public health. Therefore, improving air quality within the borough is a key priority. The main sources of air pollution in areas of existing exposure in Southend-on-Sea are from vehicle emissions. Aside from restricting vehicle usage through measures such as Clean Air Zones and Low Emission Zones, the most effective way to achieve a reduction in the level of vehicle activity is to influence, and change, the attitudes and behaviours of the population towards travel. By raising awareness of the health impacts of an individual’s choice of travel (i.e., private vehicle use over public transport), Southend-on-Sea City Council hope the residents of Southend-on-Sea will be motivated to change their mode of transport to a more sustainable form of travel. Raising awareness of the health impacts of air pollution, especially to high risk and vulnerable groups, will be done

through Southend-on-Sea City Council's website and social media pages, as well as via the 'Livewell Southend' page. Southend-on-Sea City Council also plan to issue alerts and messages to people on poor air quality days.

Measures will include education and awareness raising, alongside schemes which incentivise change. Improving air quality to protect public health requires changes to be made across the whole of Southend-on-Sea, not just within the AQMA.

5.5 Priority 5 – Climate Resilience & Sustainable Innovation

Southend-on-Sea City Council are committed to building resilience and facilitating sustainable innovation against the impacts of future climate change. Key to this is the implementation of the 'Green City Action Plan' and the 'Climate Resilience and Urban Green Strategy (2021-2025)'. These two strategies are a key priority in delivering an ambitious urban greening programme to resilience to climate change. Despite the fact that increasing the number of green spaces is primarily to reduce the impacts of climate change, there is also an additional co-benefit to air quality. This can be either directly through absorbing gaseous pollutants or indirectly by encouraging a modal shift in travel behaviour (i.e., green spaces to encourage walking and cycling).

5.6 Priority 6 – Air Quality Monitoring

Currently, the concentration of NO₂ is monitored by Southend-on-Sea City Council across a passive diffusion tube network at 45 locations and an automatic monitoring station at Chalkwell Park, which forms part of the Automatic Urban and Rural Network (AURN). Air quality monitoring is a useful way to continually assess the extent of air pollution and identify any area of concern within Southend-on-Sea. It also helps to measure the success of the measures implemented as part of this AQAP, and thus acts as an evidence base for the AQMA to be revoked once the monitoring shows compliance with the AQS objective for which the AQMA was declared for.

6 Development and Implementation of Southend-on-Sea City Council's AQAP

6.1 Consultation and Stakeholder Engagement

In developing this AQAP, Southend-on-Sea City Council have worked with other local authorities, agencies, businesses and the local community to improve air quality. Schedule 11 of the Environment Act 2021 requires local authorities to consult the bodies listed in Table 6.1. The responses provided to Southend-on-Sea City Council's consultation stakeholder engagement on the development of this AQAP are given in Appendix A.

Table 6.1 – Consultation Undertaken by Southend-on-Sea City Council

Consultee	Consultation Undertaken
The Secretary of State	Yes
The Environment Agency	Yes
The highways authority	Yes
All neighbouring local authorities	Yes
Other public authorities as appropriate, such as Public Health officials	Yes
Bodies representing local business interests and other organisations as appropriate	Yes

Given the size and nature of the AQMA 2 Victoria Avenue, the above consultation is considered appropriate, engaging with the relevant bodies as necessary. In addition, Southend-on-Sea City Council also undertook the following stakeholder engagement:

- Public opinion via Southend-on-Sea City Council's website.
- Letters distributed directly to households within AQMA 2 Victoria Avenue.

6.2 Steering Group

Once the AQAP has been adopted, a revitalised Steering Group will be established, and will be composed mainly of Southend-on-Sea City Council officers from those services with an interest or potential impact on air quality. The Steering Group will also include those who may have an influence on the measures being considered. The members of the Steering Group will include:

- Senior officers from strategic transport planners;
- Local highway authorities;
- Land use planners;
- Environmental protection; and
- Climate change officers.

It is the aim of this steering group to continue to communicate at regular intervals following the adoption of the AQAP. This is essential to provide progress reports on individual actions in relation to the AQAP measures, discuss any key lessons learnt from the continual implementation of the measures and continue to discuss any new ideas in terms of future measures and actions. Of utmost importance, the steering group should discuss reasons for why some actions are not working as effectively as intended or why some actions are proving more difficult to implement than expected.

7 AQAP Measures

Through the development of the AQAP, a wide range of measures aimed at improving air quality within AQMA 2 Victoria Avenue have been considered. It is important to note that although the primary focus is on the AQMA, these measures should contribute to improving air quality across wider areas of Southend-on-Sea and in AQMA 1 The Bell Junction. TG(22) states that an AQAP should be adapted to every local situation and, most importantly, should be seen as part of an integrated package of measures, particularly in relation to linking with other key policy areas.

After having undertaken a source apportionment exercise to determine the vehicle classes which are predominantly responsible for air pollution within the AQMA, the resultant action measures contained within this AQAP are considered to be the most effective. These measures are also the most feasible to implement and cost-effective to pursue in terms of the potential air quality improvements within the AQMA and across wider areas of Southend-on-Sea. Given that road traffic has been identified as the principal source of NO_x emissions and, therefore, NO₂ concentrations within the AQMA, the measures presented within Table 7.1 focus on the promotion of sustainable transport, traffic management improvements and improving community awareness to facilitate behavioural changes.

Table 7.1 shows the Southend-on-Sea City Council AQAP measures. It contains:

- A list of the actions that form part of the plan;
- The responsible individual and departments/organisations who will deliver this action;
- Estimated cost of implementing each action (overall cost and cost to the local authority);
- Expected benefit in terms of pollutant emissions and/or concentration reduction, where possible;
- The timescale for implementation; and
- How progress will be monitored.

NB: Please see future ASRs for regular annual updates on implementation of these measures

Table 7.1 – Air Quality Action Plan Measures

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
Strategic Transport Policy															
1	Association of South Essex Local Authorities	Regional Transport Planning and Infrastructure	Regional Transport Planning and Infrastructure	2022	2022	Basildon, Brentwood, Castle Point, Rochford, Southend, and Thurrock	Internal, DfT	No	Funded	£100k	Implementation	Indirect	Internal PI	Planning phase Transport East Transport Strategy	Aims to reduce air pollution and ensure improvements in air quality
2	"A Better Southend" Better Sustainable Transport and Mobility Management	Traffic Management, Transport Planning and Infrastructure	Promoting Travel Alternatives	2021	Ongoing	SCC	Internal	No	Funded	£100k	Implementation	Indirect	Internal KP2	Ongoing	Corporate priority action
3	Better Networks and Traffic Management Schemes	Traffic Management	Transport Planning and Infrastructure	2022	Ongoing	SCC	Internal, DfT	No	Funded	£1m	Implementation	Not quantifiable	Internal KP2	Ongoing	LTP3 priority action
4	Better Partnership, Engagement and Sponsorship to Support Greater Efficiencies in Funding and Delivery	Transport Planning and Infrastructure	Promoting Travel Alternatives	2021	Ongoing	SCC	Internal, External	No	Funded	£50k	Implementation	Not quantifiable	Completion of Projects KP2	Ongoing	LTP priority action
5	Better Operation of Traffic Control, Information and Communication Systems including Intelligent Transport Systems and Urban Traffic Management Control (UTMC)	Traffic Management	UTC, Congestion Management, Traffic Reduction	2020	Ongoing	SCC, Siemens	Internal, DfT	No	Funded	£500k	Ongoing	Expected but not quantifiable	Internal KP2	Ongoing	Corporate priority action

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Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
6	A127 AQMA Strategic Highway Improvement, The Bell Junction	Traffic Management, Transport Planning and Infrastructure	UTC, Congestion Management, Traffic Reduction	2021	2022	SCC, DfT	SCC, DfT	No	Funded	£1m	Completed	Medium-concentration determined by modelling study commissioned	Completion of project	Modelling and monitoring of air quality and traffic	Corporate priority action
7	Promote Workplace, School and Personalised Travel Plans	Traffic Management, Transport Planning and Infrastructure	Promoting Travel Alternatives	2021	Ongoing	SCC, Schools, Businesses	SCC, DfT	No	Funded	£50k	Ongoing	Indirect	Monitoring adoption rate	Implementation	Corporate priority action
8	Forward Motion – South Essex Active Travel Project”	Promoting Low Emission, Sustainable Transport and Travel Alternatives	Promoting Travel Alternatives	2020	Ongoing	SCC, Essex County Council, Thurrock Council	Completion of projects	No	Funded	£3m	Implementation	Expected but not quantifiable	Implementation	Ongoing	£3m funding source secured in 2017
9	Promote and Encourage Cycling and Walking	Promoting Travel Alternatives	Promoting Travel Alternatives	2019	Ongoing	SCC, Local Businesses	Internal, DfT	No	Funded	£500k	Ongoing	Not quantifiable	Uptake levels	Ongoing	Implemented via “Forward Motion”, Cycle2Work, Trial a Mile, Forward Motion initiatives
10	Promote Train Travel	Alternatives to Private Vehicle Use	Promoting Travel Alternatives	2020	Ongoing	SCC, DfT	Internal, DfT	No	Funded	£100k	Implementation	Not quantifiable	Uptake levels	Ongoing	Implemented via “Forward Motion”
11	Encourage and Facilitate Home Working	Promote Travel Alternatives	Encourage and Facilitate Home Working	2022	Ongoing	SCC	Internal	No	Funded	£10k	Implementation	Not quantifiable	Uptake levels	Ongoing	N/A
12	Encourage Development of Car Clubs via Section 106 Agreements and Motion Hub	Alternatives to Private Vehicle Use	Promoting Travel Alternatives, Car Clubs	2020	Ongoing	SCC	Internal	No	Funded	£10k	Ongoing	Not quantifiable	Uptake levels	Ongoing	N/A
13	Promote Uptake of Sustainable Transport such as Electric Vehicles and Installation of EV Charging Points	Promoting Low Emission Transport	Procuring Alternative Refuelling Infrastructures to Promote Low Emission Vehicles and Electric Vehicle Charging Points	2021	Ongoing	SCC	Internal	No	Funded	£50k	Implementation	Low – a reduction in NO ₂ concentrations of 0.4-0.6 µg/m ³	Uptake levels	Promotional events completed. Two EV charging points installed. Working with local businesses.	Government Policy on electric vehicles

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
14	Provision of Electric Cars for Staff Business and Private Use	Promoting Low Emission Transport	Procuring Alternative Refuelling Infrastructures to Promote Low Emission Vehicles and Electric Vehicle Charing Points	2021	Ongoing	SCC	Internal	No	Funded	£100k	Implementation	Low – a reduction in NO ₂ concentrations of 0.4-0.6 µg/m ³	Uptake and number of vehicles	Two cars currently available	Looking to increase number of cars available to 5 cars Green Fleet Strategy
15	Introduce Green Zones outside Schools ('School Streets')	Transport Planning and Infrastructure	Promoting Travel Alternatives	2021	Ongoing	SCC, Schools	Internal	No	Funded	£50k	Implementation	Basic indicative air quality monitoring, remote sensors	Number of zones implemented	Adopted by 3 schools	Schemes to be expanded
16	Anti-Idling Zone introduced along Victoria Avenue	Traffic Management	Anti-Idling Enforcement	2023	Ongoing	SCC	Internal	No	Funded	< £10k	Planning	Reduction in NO ₂ concentration	Number of fixed penalty notices issued NO ₂ concentration	Planning	N/A
17	Bus Service Improvement Plan	Promoting Low Emission Transport	Public Veicle Procurement – Prioritising Uptake of Low Emission Vehicles	2023	Ongoing	SCC	Internal	No	Funded	< £10k	Planning	Percentage contribution of bus fleet to NO ₂ concentrations	Number of buses being Euro 6 with stop-start technology	Working with bus operators through the Bus Service Improvement Plan and Enhanced Partnership	N/A
Land Use Planning															
18	Secure Funding for Air Quality Action Planning, Monitoring and Initiatives aimed at Reducing Air Pollution Directly or Indirectly via Section 106 Agreements and the Community Infrastructure Levy	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2021	Annual, Ongoing	SCC	Internal	No	Funded	£10k	Implementation	N/A	N/A	Implementation	N/A
19	Promote Green Infrastructure Initiatives	Policy Guidance and Development Control	Green Infrastructure, Other	2022	Ongoing	SCC	Internal	No	Funded, Partially Funded	£10k	Implementation	Not quantifiable	Uptake	Implementation	N/A

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Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
Connected and Smart															
20	Intelligent Hub-Smart Connected Cities	Transport Planning and Infrastructure	Other	2018	2018	SCC	Internal, BT	No	Funded	£1m	Implementation	Not quantifiable	Corporate policy	-	Full fibre technology is in place, being implemented by City Fibre. The project to provide full fibre to the home solution for up to 64,000 homes within Southend-on-Sea is underway by City Fibre in partnership with Vodafone, and due for completion by March 2021
21	Provision of Future Network Technologies	Transport Planning and Infrastructure	Other	2021	2022	LPWAN PoC	Internal, Local Business Consortium	No	Funded	£1m	Implementation	Not quantifiable	Corporate policy	Discussions around participation in an IoT for LAs / mobile networks around 5G deployment	Enable deployment of IoT solutions, such as air quality sensors or smart traffic management based on real-time air quality data.
Public Health and Raising Awareness															
22	DfT APDS Smart Parking Project	Transport Planning and Infrastructure	Other	2019	2022	SCC, ICT, Highways	Internal	No	Funded	£50k	Potential air quality impact low. This will act as an enabler for smart parking services, potentially reducing the time vehicles spend either looking, or idling whilst waiting for parking spaces	-	-	Review of all relevant transport data standards Review of parking data within existing systems System / data-flow mapping to understand the system landscape Best practice research including understanding of how best-practice use cases are currently being achieved (e.g. utilising ANPR/DVLA database)	Ability to pull data from existing parking systems and share publicly in an open format

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Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
23	Implement Domestic Solid Fuel Regulations. Raising Awareness with regard to Air Pollution in General (e.g. Domestic Biomass Burners, Health Effects, Travel Choices, Behavioural Changes etc) via Social Media, SCC's Website, and Clear Message Health Alerts	Promoting Sustainable Travel and Public Health Information	Public Information	2021	Ongoing	SCC	Internal	No	Funded	£10k	Implementation	Not quantifiable	N/A	Updates at air quality meetings and in annual public health report	Links to Defra and SEAT Active Travel Plan
24	Raising Awareness of High Risk Groups via e.g. Social Media, Live-Well Southend and Health Alerts such as on Poor Air Quality Days	Public Health Information on Using Air Quality Information	Public Information	2021	Ongoing	SCC	Internal	No	Funded	£10k	Implementation	Not quantifiable	N/A	Introduce digital air quality information tool	Target low-cost alternative and linkage to GP disease register Potential air quality impact – behavioural change
25	Raise Awareness and Provide Practical Guidance for Domestic Solid Fuel Burning	Public Health Information on Using Air Quality Information	Public Information	2021	Ongoing	SCC	Internal	No	Funded	£10k	Implementation	Not quantifiable	N/A	Social media campaigns	Potential air quality impact – behavioural change
26	Promote National Clean Air Day Annually	Promoting Travel Alternatives and Public Health Campaign	Public Information	2021	Annual, Ongoing	SCC, Public Schools, GAP	Internal	N/A	Funded	£10k	Potential air quality impact – changing your people's behaviour	Not quantifiable	N/A	Uptake, school participation in campaigns Promoted through Clean Air Hub – Your Say Southend	GAP resources
27	Promote Global Action Planning Clean Air Framework for Schools	Policy Guidance (Public Health)	Public Information	2021	2022	SCC, GAP	Internal	No	Funded	£10k	Potential air quality impact – behavioural change	Not quantifiable	Completion update in annual public health report	Planning	N/A

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Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
Climate Resilience and Sustainable Innovation															
28	Implementation of the Green City Action Plan	Policy Guidance	Other	2021	2023	SCC	Internal	No	Funded	£10k	Implementation	Not quantifiable	Adoption and implementation	Ongoing	Climate resilience, cool towns, nature smart cities
29	Net Zero Strategy	Policy Guidance	Other	2022	2023	SCC	Internal	No	Funded	£10k	Implementation	Not quantifiable	Adoption and implementation	Adoption	N/A
30	Climate Resilience and Urban Greening Strategy	Policy Guidance	Other	2023	2023	SCC	Internal	No	Funded	£10k	Implementation	Not quantifiable	Adoption and implementation	Adoption and implementation	N/A
31	Nature Smart Cities (Interreg 2 Seas)	Policy Guidance	Other	2019	2023	SCC and wider UK	Interreg 2 Seas and SCC	No	Funded	>£10k	Delivery of high quality green infrastructure that has a positive impact on air quality	Not quantifiable	Adoption and implementation	Pilot project (Launchpad) with green infrastructure integrated into the building. Business model finalised	Business model has been introduced over 30 local authorities and it's use will improve air quality across the U
32	Cool Towns (Interreg 2 Seas)	Policy Guidance	Other	2019	2022	SCC	Interreg 2 Seas and SCC	No	Funded	>£10k	Delivery of high quality green infrastructure that has a positive impact on air quality	Not quantifiable	Adoption and implementation	Pilot project complete and community engagement ongoing	N/A
33	Apply for Green Infrastructure Funding Bids to help towards Establishing Southend-on-Sea as a 'Nature Smart City'	Policy Guidance and Development Control	Other	2021	Ongoing	SCC	Level of Funding Secured	No	Funded	£10k	Implementation	Not quantifiable	Number of bids secured	Ongoing	Climate resilience, cool towns, nature smart cities

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Appendix A: Response to Consultation



Length of Consultation

7 May – 12 August 2021



People Viewing Document

431



Responses to Consultation

183 (33 online)



No Response to Consultation

333

Key Questions:

1) Are any significant actions/initiatives already being undertaken or committed to that could improve air quality? **No = 76%**

Majority answering no shows limited awareness. Of those saying yes, mention of road improvements, such as 'The Bell Junction' and 'Kent Elms Project'.

3) Are any significant actions/initiatives missing that could improve air quality? **Yes = 91%**

Suggested measures for inclusion included encourage uptake of EVs, better cycle lanes, and preserving/enhancing the number of green spaces.

5) Are any of the actions listed within the AQAP no longer of any relevance? **Yes = 9%**

Majority answering no indicates need for a range of new measures to be considered as public feel current measures not working or are not applicable.

7) Are there any barriers that need to be overcome for us to take up these measures in the plan? **Yes = 70%**

Barriers that need to be overcome included road infrastructure improvements to ease traffic flow and public awareness of air quality issues is very low.

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued
Sustainable Innovation	Urban Innovation Action (UIA) Innovate Air Quality Initiatives	Funding Bid Unsuccessful
Public Health	Health Impact Assessment	Effective Alternative Exists

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Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
HGV	Heavy Goods Vehicles
LAQM	Local Air Quality Management
LGV	Large Goods Vehicles
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

References

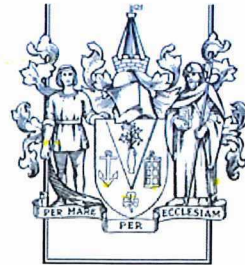
- Local Air Quality Management Technical Guidance LAQM TG(22). August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland at: [LAQM-TG22-August-22-v1.0.pdf \(defra.gov.uk\)](https://www.defra.gov.uk/publications/downloads/publication_32222.pdf)
- Local Air Quality Management Policy Guidance LAQM PG(22). August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland: [LAQM-Policy-Guidance-2022.pdf \(defra.gov.uk\)](https://www.defra.gov.uk/publications/downloads/publication_32222.pdf)
- Public Health England - Public Health Outcomes Framework (D01). Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework>
- Southend-on-Sea City Council Annual Status Report (2022). Published by Southend-on-Sea City Council



ASR 2022 Southend
2021 data from DEFRA

- [Southend-on-Sea City Council Green City Action Plan \(2021\).](#)

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Air Quality Management Area Order

Southend on Sea Borough Council ("The Council"), in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

1. This Order may be referred to as the Air Quality Management Area (Southend on Sea Borough Council) (No.2) Order 2020 and shall come into effect on *10th November 2020*
2. The effect of the Order is to designate an Air Quality Management Area ("the AQMA"), in respect of the area shown edged purple on the plan in Schedule 1 which includes the properties listed in Schedule 2 attached.
3. Where the AQMA includes any part of a property, it shall be taken to include the whole of that property (buildings and associated open space) within the same curtilage.
4. This area is designated in relation to a likely breach of the Nitrogen Dioxide (NO₂) Annual Mean Objective as specified in the Air Quality Regulations 2000.
5. This Order shall remain in force until it is varied or revoked by a subsequent Order.

The Common Seal of SOUTHEND-ON-SEA BOROUGH COUNCIL was hereto affixed

in the presence of:

DATED: *10th November 2020*

SIGNED:

Giles W. Gilbert Attesting Officer

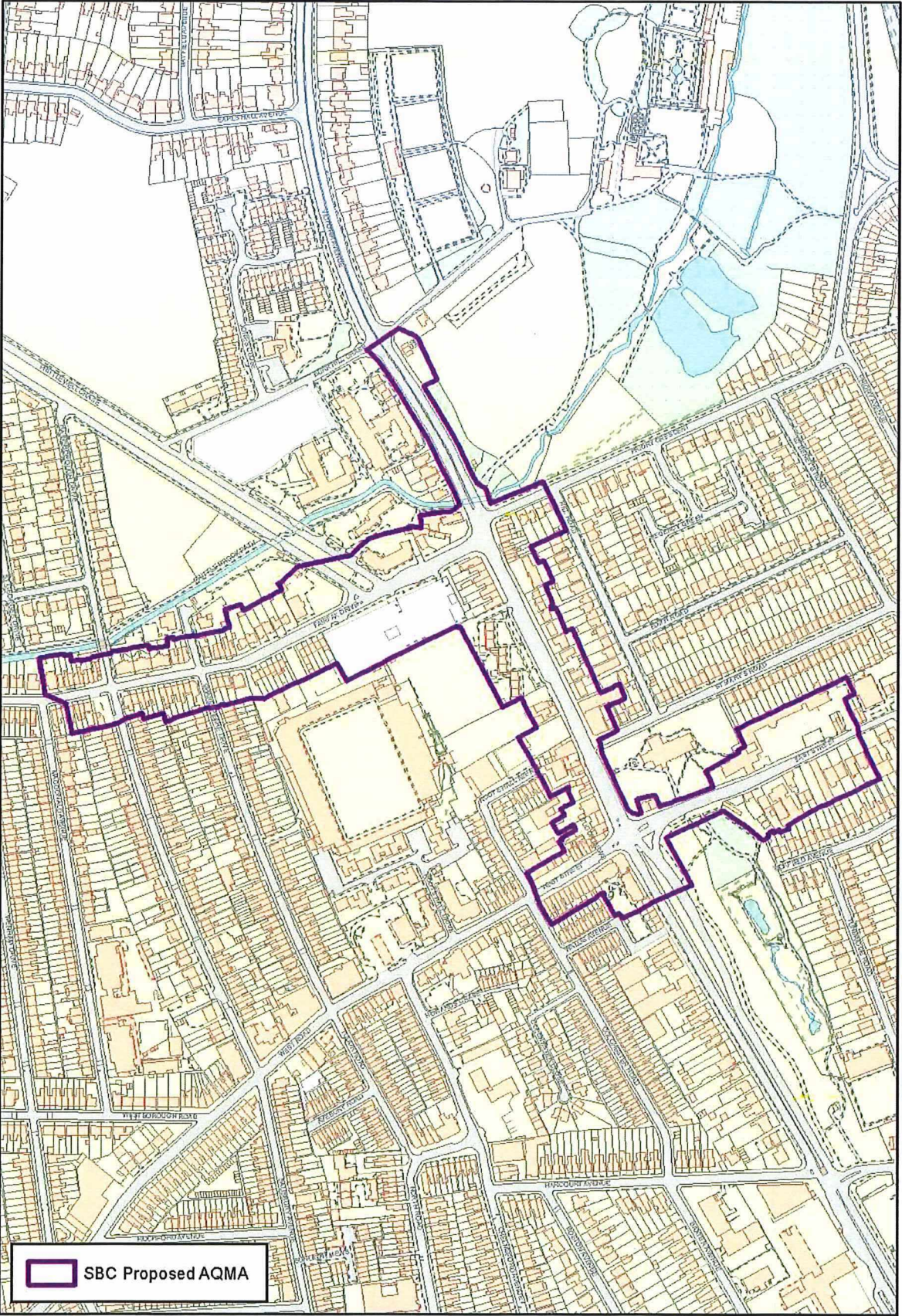
Address for all communications:

Southend on Sea Borough Council, Civic Centre
Victoria Avenue, Southend, Essex SS2 6ER

Notes: A copy of this Order and associated plan have been deposited and may be seen, free of charge, at the above address during normal working hours. It is also available on the Council's website www.southend.gov.uk/airquality. Enquiries should be directed to Regulatory Services at the above address, via telephone on 01702 215000 or else via the website.



Air Quality Management Area 2
Victoria Avenue, West/East Street, Fairfax Drive/Priory Crescent



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Scale 1:4250

Schedule 2

Air Quality Management Area (Southend-on-Sea Borough Council) (No.2) Order 2020

ADDRESS	ORGANISATION	CLASS
Mens Snooker Club St Marys Hall Victoria Avenue Southend-On-Sea Essex SS2 6NA		Commercial
Bills Grills The Spread Eagle 263 - 267 Victoria Avenue Southend-On-Sea Essex SS2 6NE		Commercial
St Marys Hall Victoria Avenue Southend-On-Sea Essex SS2 6NA		Commercial, Community Services, Church Halls
Church Hall Providence Baptist Chapel East Street Southend-On-Sea Essex SS2 6LH		Commercial, Community Services, Church Halls
St Marys Prittlewell C Of E Primary School East Street Southend-On-Sea Essex SS2 6LQ		Commercial, Education, Primary, Junior, Infants or Middle School
Rear Of 9 West Street Southend-On- Sea Essex SS2 6HH		Commercial, Industrial, Workshops and Light Industrial
Rear Of 279 Victoria Avenue Southend- On-Sea Essex SS2 6NE		Commercial, Industrial, Workshops and Light Industrial
Rear Of 373 Victoria Avenue Southend- On-Sea Essex SS2 6NA	Stair Designs Essex Limited	Commercial, Industrial, Workshops and Light Industrial
Unit 2 Roots Hall Avenue Southend-On- Sea Essex SS2 6HN	Sainsbury's	Commercial, Industrial, Workshops and Light Industrial
East Rear Of Prittlewell House 30 East Street Southend-On-Sea Essex SS2 6LH	Electronic Music Services	Commercial, Industrial, Warehouses, Stores and Storage Depots
9A Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Cash For Clothes	Commercial, Industrial, Warehouses, Stores and Storage Depots
12 West Street Southend-On-Sea Essex SS2 6HJ	Room Escape Southend	Commercial, Leisure, Indoor and outdoor leisure and sporting activities
15 - 17 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	BMI Southend Hospital	Commercial, Medical, Hospitals and Hospices
Rooms 2 4 And 5 Prittlewell House 30 East Street Southend-On-Sea Essex SS2 6LH	Lars Davidsson Consulting International	Commercial, Medical, Professional Medical Services
Rooms 7 And 7a Prittlewell House 30 East Street Southend-On-Sea Essex		Commercial, Offices, Offices and Work Studios

SS2 6LH		
Room 9 Prittlewell House 30 East Street Southend-On-Sea Essex SS2 6LH		Commercial, Offices, Offices and Work Studios
9 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG		Commercial, Offices, Offices and Work Studios
Room 1 Prittlewell House 30 East Street Southend-On-Sea Essex SS2 6LH		Commercial, Offices, Offices and Work Studios
Room 6 Prittlewell House 30 East Street Southend-On-Sea Essex SS2 6LH		Commercial, Offices, Offices and Work Studios
Rooms 8 And 8a Prittlewell House 30 East Street Southend-On-Sea Essex SS2 6LH		Commercial, Offices, Offices and Work Studios
Room 10 Prittlewell House 30 East Street Southend-On-Sea Essex SS2 6LH		Commercial, Offices, Offices and Work Studios
Clear Structures Ltd West Rear Of Prittlewell House 30 East Street Southend-On-Sea Essex SS2 6LH	Clear Structures Ltd	Commercial, Offices, Offices and Work Studios
Show Flat And Office At Prospects Place 10 Fairfax Drive Westcliff-On-Sea Essex SS0 9FR		Commercial, Offices, Offices and Work Studios
19 West Street Southend-On-Sea Essex SS2 6HH	1st Call Premier Wills	Commercial, Retail, Retail Service Agents
Tanners Funeral Directors 26 East Street Southend-On-Sea Essex SS2 6LH	Tanners Funeral Directors	Commercial, Retail, Retail Service Agents
Swan Hall 255 Victoria Avenue Southend-On-Sea Essex SS2 6NE	Leaders Limited	Commercial, Retail, Retail Service Agents
14 West Street Southend-On-Sea Essex SS2 6HJ	People's Chemist	Commercial, Retail, Retail Service Agents
The Blue Boar 177 Victoria Avenue Southend-On-Sea Essex SS2 6EL		Commercial, Retail, Pubs, Bars and Nightclubs
263 - 267 Victoria Avenue Southend-On-Sea Essex SS2 6NE	Spread Eagle	Commercial, Retail, Pubs, Bars and Nightclubs
Golden Lion Public House 287 - 289 Victoria Avenue Southend-On-Sea Essex SS2 6NE		Commercial, Retail, Pubs, Bars and Nightclubs
11 East Street Southend-On-Sea Essex SS2 6LQ	The Fish House	Commercial, Retail, Restaurants and Cafes
13 West Street Southend-On-Sea Essex SS2 6HH	Channy's Kitchen	Commercial, Retail, Restaurants and Cafes
359 Victoria Avenue Southend-On-Sea Essex SS2 6NH		Commercial, Retail, Shops and Showrooms
372 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Golden Locks Ltd	Commercial, Retail, Shops and Showrooms
Bridal Boutique 376 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Bridal Boutique	Commercial, Retail, Shops and Showrooms
32 East Street Southend-On-Sea Essex	Dragonfly Florist	Commercial, Retail, Shops

SS2 6LH		and Showrooms
374 Victoria Avenue Southend-On-Sea Essex SS2 6NA		Commercial, Retail, Shops and Showrooms
275 Victoria Avenue Southend-On-Sea Essex SS2 6NE		Commercial, Retail, Shops and Showrooms
277 Victoria Avenue Southend-On-Sea Essex SS2 6NE		Commercial, Retail, Shops and Showrooms
343 Victoria Avenue Southend-On-Sea Essex SS2 6NH	Sainsbury's	Commercial, Retail, Shops and Showrooms
351 Victoria Avenue Southend-On-Sea Essex SS2 6NH	T C Wong & Co	Commercial, Retail, Shops and Showrooms
257 - 259 Victoria Avenue Southend- On-Sea Essex SS2 6NE	Leaders Limited	Commercial, Retail, Shops and Showrooms
Spira 373 Victoria Avenue Southend- On-Sea Essex SS2 6JL	Spira	Commercial, Retail, Shops and Showrooms
9 West Street Southend-On-Sea Essex SS2 6HH	Habeb Essentials	Commercial, Retail, Shops and Showrooms
82 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Bel Air Sub-Aqua	Commercial, Retail, Shops and Showrooms
355 Victoria Avenue Southend-On-Sea Essex SS2 6NH	Sainsbury's	Commercial, Retail, Shops and Showrooms
106 Fairfax Drive Westcliff-On-Sea Essex SS0 9BH		Commercial, Retail, Shops and Showrooms
6 West Street Southend-On-Sea Essex SS2 6HJ	Meades Florist	Commercial, Retail, Shops and Showrooms
15 West Street Southend-On-Sea Essex SS2 6HH		Commercial, Retail, Shops and Showrooms
Shop 104 Fairfax Drive Westcliff-On- Sea Essex SS0 9AF	Corner Supermarket	Commercial, Retail, Shops and Showrooms
7 West Street Southend-On-Sea Essex SS2 6HH	Desi Foods	Commercial, Retail, Shops and Showrooms
8 West Street Southend-On-Sea Essex SS2 6HJ	Blow Hairdressers	Commercial, Retail, Shops and Showrooms
300 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Kindercare	Commercial, Retail, Shops and Showrooms
11 West Street Southend-On-Sea Essex SS2 6HH	Shiloh Beauty	Commercial, Retail, Shops and Showrooms
Essex Barber 3 West Street Southend- On-Sea Essex SS2 6HH	Essex Barber	Commercial, Retail, Shops and Showrooms
Happy House 21 West Street Southend-On-Sea Essex SS2 6HH	Happy House	Commercial, Retail, Shops and Showrooms
Southend FC Shop 299 Victoria Avenue Southend-On-Sea Essex SS2 6NE	Southend FC Shop	Commercial, Retail, Shops and Showrooms
10 West Street Southend-On-Sea Essex SS2 6HJ	Gems Supporting Great Ormond Street	Commercial, Retail, Shops and Showrooms
Ground Floor 16 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Premier Stores	Commercial, Retail, Shops and Showrooms
17 West Street Southend-On-Sea Essex SS2 6HH	Sikall Recruitment Limited	Commercial, Retail, Shops and Showrooms
2A West Street Southend-On-Sea		Commercial, Retail, Shops

Essex SS2 8HJ		and Showrooms
Room 3 Prittlewell House 30 East Street Southend-On-Sea Essex SS2 6LH	Hottwerk Ltd	Commercial, Retail, Other Licensed Premises/ Vendors
Willam Hill Bookmakers 2 - 4 West Street Southend-On-Sea Essex SS2 6HJ	Willam Hill Bookmakers	Commercial, Retail, Other Licensed Premises/ Vendors
363 Victoria Avenue Southend-On-Sea Essex SS2 6NH	Super Pizza	Commercial, Retail, Fast food Outlets/ Takeaways
365 Victoria Avenue Southend-On-Sea Essex SS2 6NH	Himalaya Punjab	Commercial, Retail, Fast food Outlets/ Takeaways
Best Kebab 5 West Street Southend-On-Sea Essex SS2 6HH	Best Kebab	Commercial, Retail, Fast food Outlets/ Takeaways
The Pizza Man 345 Victoria Avenue Southend-On-Sea Essex SS2 6NH	The Pizza Man	Commercial, Retail, Fast food Outlets/ Takeaways
117A Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ		Residential, Dwellings, Detached
316 Victoria Avenue Southend-On-Sea Essex SS2 6NA		Residential, Dwellings, Detached
320 Victoria Avenue Southend-On-Sea Essex SS2 6NA		Residential, Dwellings, Detached
28A East Street Southend-On-Sea Essex SS2 6LH		Residential, Dwellings, Detached
54 East Street Southend-On-Sea Essex SS2 6LH		Residential, Dwellings, Detached
56 East Street Southend-On-Sea Essex SS2 6LH		Residential, Dwellings, Detached
70 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF		Residential, Dwellings, Detached
119 Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ		Residential, Dwellings, Detached
96 Shakespeare Drive Westcliff-On-Sea Essex SS0 9AE		Residential, Dwellings, Detached
312 Victoria Avenue Southend-On-Sea Essex SS2 6NA		Residential, Dwellings, Detached
318 Victoria Avenue Southend-On-Sea Essex SS2 6NA		Residential, Dwellings, Detached
338 Victoria Avenue Southend-On-Sea Essex SS2 6NA		Residential, Dwellings, Detached
The Coach House 36 Roots Hall Avenue Southend-On-Sea Essex SS2 6HN		Residential, Dwellings, Detached
28 East Street Southend-On-Sea Essex SS2 6LH		Residential, Dwellings, Detached
388 Victoria Avenue Southend-On-Sea Essex SS2 6NB		Residential, Dwellings, Semi-Detached
390 Victoria Avenue Southend-On-Sea Essex SS2 6NB		Residential, Dwellings, Semi-Detached
6 Priory Crescent Southend-On-Sea Essex SS2 6JX		Residential, Dwellings, Semi-Detached
8 Priory Crescent Southend-On-Sea		Residential, Dwellings,

Essex SS2 6JX	Semi-Detached
10 Priory Crescent Southend-On-Sea Essex SS2 6JX	Residential, Dwellings, Semi-Detached
12 Priory Crescent Southend-On-Sea Essex SS2 6JX	Residential, Dwellings, Semi-Detached
1 St Mary's Road Southend-On-Sea Essex SS2 6JR	Residential, Dwellings, Semi-Detached
50 East Street Southend-On-Sea Essex SS2 6LH	Residential, Dwellings, Semi-Detached
52 East Street Southend-On-Sea Essex SS2 6LH	Residential, Dwellings, Semi-Detached
59 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Semi-Detached
49 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Semi-Detached
51 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Semi-Detached
53 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Semi-Detached
55 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Semi-Detached
57 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Semi-Detached
279 Victoria Avenue Southend-On-Sea Essex SS2 6NE	Residential, Dwellings, Semi-Detached
61 East Street Southend-On-Sea Essex SS2 6LQ	Residential, Dwellings, Semi-Detached
59 East Street Southend-On-Sea Essex SS2 6LQ	Residential, Dwellings, Semi-Detached
36 East Street Southend-On-Sea Essex SS2 6LH	Residential, Dwellings, Semi-Detached
340 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Terraced
105 Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ	Residential, Dwellings, Terraced
96 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
98 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
100 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
102 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
111 Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ	Residential, Dwellings, Terraced
114 Fairfax Drive Westcliff-On-Sea Essex SS0 9BH	Residential, Dwellings, Terraced
86 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
88 Fairfax Drive Westcliff-On-Sea	Residential, Dwellings,

Essex SS0 9AF	Terraced
90 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
118 Fairfax Drive Westcliff-On-Sea Essex SS0 9BH	Residential, Dwellings, Terraced
120 Fairfax Drive Westcliff-On-Sea Essex SS0 9BH	Residential, Dwellings, Terraced
92 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
271 Victoria Avenue Southend-On-Sea Essex SS2 6NE	Residential, Dwellings, Terraced
342 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Terraced
364 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Terraced
60 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
61 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Terraced
62 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
72 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
74 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
76 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
84 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
42 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
46 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
54 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
56 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
58 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
273 Victoria Avenue Southend-On-Sea Essex SS2 6NE	Residential, Dwellings, Terraced
75 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Terraced
113 Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ	Residential, Dwellings, Terraced
116 Fairfax Drive Westcliff-On-Sea Essex SS0 9BH	Residential, Dwellings, Terraced
117 Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ	Residential, Dwellings, Terraced
67 Fairfax Drive Westcliff-On-Sea	Residential, Dwellings,

Essex SS0 9AG	Terraced
73 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Terraced
269 Victoria Avenue Southend-On-Sea Essex SS2 6NE	Residential, Dwellings, Terraced
40 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
44 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
63 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Terraced
64 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Terraced
344 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Terraced
360 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Terraced
362 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Terraced
366 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Terraced
368 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Terraced
34 East Street Southend-On-Sea Essex SS2 6LH	Residential, Dwellings, Terraced
365A Victoria Avenue Southend-On- Sea Essex SS2 6NH	Residential, Dwellings, Flat
155A Victoria Avenue Southend-On- Sea Essex SS2 6EL	Residential, Dwellings, Flat
23A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
93 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
95 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
97 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
99 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
101 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
107A Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ	Residential, Dwellings, Flat
115A Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ	Residential, Dwellings, Flat
77 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
81 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
85 Fairfax Drive Westcliff-On-Sea	Residential, Dwellings, Flat

Essex SS0 9AG	
91 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
Flat A 350 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Flat
Flat B 350 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Flat
Flat C 350 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Flat
Flat D 350 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Flat
Flat E 350 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Flat
Flat F 350 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Flat
91 Gainsborough Drive Westcliff-On-Sea Essex SS0 0SN	Residential, Dwellings, Flat
Lower Flat 32 East Street Southend-On-Sea Essex SS2 6LH	Residential, Dwellings, Flat
89 Gainsborough Drive Westcliff-On-Sea Essex SS0 0SN	Residential, Dwellings, Flat
115 Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ	Residential, Dwellings, Flat
306 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Flat
310 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Flat
341 Victoria Avenue Southend-On-Sea Essex SS2 6NH	Residential, Dwellings, Flat
349 Victoria Avenue Southend-On-Sea Essex SS2 6NH	Residential, Dwellings, Flat
357 Victoria Avenue Southend-On-Sea Essex SS2 6NH	Residential, Dwellings, Flat
370A Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Flat
370 Victoria Avenue Southend-On-Sea Essex SS2 6NA	Residential, Dwellings, Flat
7A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
9A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
13A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
17A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
23 West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
1 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
3 St Marys Court Victoria Avenue	Residential, Dwellings, Flat

Southend-On-Sea Essex SS2 6NF 5 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
6 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
8 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
10 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
12 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
15 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
17 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
19 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
21 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
23 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
25 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
27 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
29 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
32 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
36 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
1 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
3 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
5 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
7 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
9 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
11 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
12 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
32A East Street Southend-On-Sea Essex SS2 6LH	Residential, Dwellings, Flat
Staff Accomodation The Spread Eagle Public House 263 - 267 Victoria Avenue Southend-On-Sea Essex SS2 6NH	Residential, Dwellings, Flat

Lower Flat 65 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
Upper Flat 65 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
4A West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat Above 11 East Street Southend-On-Sea Essex SS2 6LQ	Residential, Dwellings, Flat
48 Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Flat
Flat 2 The Blue Boar Public House 177 Victoria Avenue Southend-On-Sea Essex SS2 6EQ	Residential, Dwellings, Flat
Flat 4 The Blue Boar Public House 177 Victoria Avenue Southend-On-Sea Essex SS2 6EQ	Residential, Dwellings, Flat
1 Reynolds House West Street Southend-On-Sea Essex SS2 6WY	Residential, Dwellings, Flat
3 Reynolds House West Street Southend-On-Sea Essex SS2 6WY	Residential, Dwellings, Flat
5 Reynolds House West Street Southend-On-Sea Essex SS2 6WY	Residential, Dwellings, Flat
7 Reynolds House West Street Southend-On-Sea Essex SS2 6WY	Residential, Dwellings, Flat
8 Reynolds House West Street Southend-On-Sea Essex SS2 6WY	Residential, Dwellings, Flat
9A East Street Southend-On-Sea Essex SS2 6LQ	Residential, Dwellings, Flat
6A West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
9B East Street Southend-On-Sea Essex SS2 6LQ	Residential, Dwellings, Flat
79 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
83 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
87 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
89 Fairfax Drive Westcliff-On-Sea Essex SS0 9AG	Residential, Dwellings, Flat
107 Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ	Residential, Dwellings, Flat
109 Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ	Residential, Dwellings, Flat
101 Gainsborough Drive Westcliff-On-Sea Essex SS0 0SN	Residential, Dwellings, Flat
109A Fairfax Drive Westcliff-On-Sea Essex SS0 9BQ	Residential, Dwellings, Flat
93 Gainsborough Drive Westcliff-On-Sea Essex SS0 0SN	Residential, Dwellings, Flat
77A Fairfax Drive Westcliff-On-Sea	Residential, Dwellings, Flat

Essex SS0 9AG	
4 Tudor Mews Southend-On-Sea Essex SS2 6AU	Residential, Dwellings, Flat
5 Tudor Mews Southend-On-Sea Essex SS2 6AU	Residential, Dwellings, Flat
Staff Accomodation Golden Lion 287 - 289 Victoria Avenue Southend-On-Sea Essex SS2 6NE	Residential, Dwellings, Flat
3A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
11A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
19A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
Flat Above 104 Fairfax Drive Westcliff- On-Sea Essex SS0 9AF	Residential, Dwellings, Flat
82A Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Flat
372A Victoria Avenue Southend-On- Sea Essex SS2 6NA	Residential, Dwellings, Flat
155 Victoria Avenue Southend-On-Sea Essex SS2 6EL	Residential, Dwellings, Flat
48A Fairfax Drive Westcliff-On-Sea Essex SS0 9AF	Residential, Dwellings, Flat
345A Victoria Avenue Southend-On- Sea Essex SS2 6NH	Residential, Dwellings, Flat
374A Victoria Avenue Southend-On- Sea Essex SS2 6NA	Residential, Dwellings, Flat
310A Victoria Avenue Southend-On- Sea Essex SS2 6NA	Residential, Dwellings, Flat
Flat 1 The Blue Boar Public House 177 Victoria Avenue Southend-On-Sea Essex SS2 6EQ	Residential, Dwellings, Flat
Flat 3 The Blue Boar Public House 177 Victoria Avenue Southend-On-Sea Essex SS2 6EQ	Residential, Dwellings, Flat
Flat 5 The Blue Boar Public House 177 Victoria Avenue Southend-On-Sea Essex SS2 6EQ	Residential, Dwellings, Flat
21A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
5A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
15A West Street Southend-On-Sea Essex SS2 6HH	Residential, Dwellings, Flat
2 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
4 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
6 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat

8 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
10 Stable Mews Victoria Avenue Southend-On-Sea Essex SS2 6WR	Residential, Dwellings, Flat
261 Victoria Avenue Southend-On-Sea Essex SS2 6NE	Residential, Dwellings, Flat
257A Victoria Avenue Southend-On- Sea Essex SS2 6NE	Residential, Dwellings, Flat
2 Reynolds House West Street Southend-On-Sea Essex SS2 6WY	Residential, Dwellings, Flat
4 Reynolds House West Street Southend-On-Sea Essex SS2 6WY	Residential, Dwellings, Flat
6 Reynolds House West Street Southend-On-Sea Essex SS2 6WY	Residential, Dwellings, Flat
9 Reynolds House West Street Southend-On-Sea Essex SS2 6WY	Residential, Dwellings, Flat
2 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
4 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
7 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
9 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
11 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
14 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
16 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
18 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
20 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
22 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
24 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
26 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
30 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
33 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
35 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
37 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
28 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat

34 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
31 St Marys Court Victoria Avenue Southend-On-Sea Essex SS2 6NF	Residential, Dwellings, Flat
32B East Street Southend-On-Sea Essex SS2 6LH	Residential, Dwellings, Flat
Flat At Rear Of 279 Victoria Avenue Southend-On-Sea Essex SS2 6NE	Residential, Dwellings, Flat
3 Tudor Mews Southend-On-Sea Essex SS2 6AU	Residential, Dwellings, Flat
2 Tudor Mews Southend-On-Sea Essex SS2 6AU	Residential, Dwellings, Flat
353 Victoria Avenue Southend-On-Sea Essex SS2 6NH	Residential, Dwellings, Flat
Flat 1 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 2 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 3 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 4 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 5 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 6 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 7 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 8 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 9 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 10 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 11 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 12 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2 6HJ	Residential, Dwellings, Flat
Flat 13 Roots Hall House 10 - 22 West Street Southend-On-Sea Essex SS2	Residential, Dwellings, Flat

6HJ

Flat 14 Roots Hall House 10 - 22 West
Street Southend-On-Sea Essex SS2

Residential, Dwellings, Flat

6HJ

Flat 36 Prospects Place 10 Fairfax
Drive Westcliff-On-Sea Essex SS0 9FR

Residential, Dwellings, Flat

Flat 37 Prospects Place 10 Fairfax
Drive Westcliff-On-Sea Essex SS0 9FR

Residential, Dwellings, Flat

Flat 38 Prospects Place 10 Fairfax
Drive Westcliff-On-Sea Essex SS0 9FR

Residential, Dwellings, Flat

Flat 39 Prospects Place 10 Fairfax
Drive Westcliff-On-Sea Essex SS0 9FR

Residential, Dwellings, Flat

Air Quality Consultation Submissions with Council Responses

Question	Comment	Council response
Q1 and Q2 - Are any significant actions/initiatives already being undertaken or committed to that could improve air quality? (if yes please tell us more)		
No		No response required
Yes	I would be interested to see the air quality plans from the airport alongside the one from the council - the air around my local community was surely affected severely before the pandemic due to the volume of planes taking off on a daily basis.	
Yes	Closing roads off outside schools	The Council is expanding its Safer Streets programme, ensuring that unsuitable traffic volumes and vehicle types are not directed onto smaller, quiet residential streets.
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
Yes	The Bell Junction is underway; however overall the action plan appears to have many actions with little headway or measurable outcomes.	Details of the Bell Junction can be found at The Bell Junction Improvements – The Bell Junction – Southend-on-Sea City Council with further information available through emailing bettersouthend@southend.gov.uk
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
Yes	No use spending money if current building programmes are pursued, sort out the infrastructure first. The current policy I view as a nice little earner for councils and will be a good excuse to introduce congestion charging. The roads claimed to be pollution hotspots are those that are already busy and will even more so with the current building	Major development proposals are required to be supported by a range of technical assessments so that impacts on matters such as traffic and transportation, including the

Question	Comment	Council response
	programmes. It will become obvious the electric cars will be a failure and will cost more overall in pollution from producing lithium to the 'recycling of the batteries	effect on the highway network, can be taken carefully into account. All planning applications are assessed against relevant planning policies set out in national and local plans and guidance. The government policy on electric vehicles can be accessed UK electric vehicle infrastructure strategy - GOV.UK (www.gov.uk)
No		No response required
No		No response required
No		No response required
Yes	as described in the plan. Unfortunately many are dependent on cultural change which is not easy to implement.	Details of how the Council tries to influence modal shift is contained in the AQAP.
Yes	The A127 AQAP has been a failure and appears to only be a money grab for speeding not anything to do with traffic management or air pollution This should be reviewed and published results before taking on a further "project"	There have been no additional speed cameras installed as a result of the AQAP for the AQMA1. Action plans will be reviewed and reported to DEFRA via the Air Quality Status Report and through the Air Quality Steering Group.
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
Yes	Maybe I have misunderstood this question - but clearly SBC has a number of initiatives underway such as the A127 Kent Elms Strategic Highway Improvement that should make a difference going forward? If you are talking about me personally, then apart from working with West Leigh Schools on the Safer Streets scheme and moving the bus stand from outside the school I have not.	No response required

Question	Comment	Council response
Yes	1000 new trees planted. Traffic calming areas with schools. Some public green spaces left to grow. Electric vehicle charging points to increase and form a requirement in planning applications. Cycling and healthy lifestyles promoted. Green energy in public buildings developed.	No response required. All suggestions already contained in policy.
No		No response required
No		No response required
No		No response required
Q3 and Q4 - Are any significant actions/initiatives missing that could improve air quality? (if yes please tell us more)		
Yes	Extensive EV charging network within the whole of the borough. SBC currently has a very low charger to population, with a large density of houses without off-street parking. Leigh-on-Sea town centre has 0 charging points. Until this is dealt with, residents will either be forced to continue to purchase polluting ICE cars or carry on using their existing vehicles.	The installation of installing EV on the carriageway is being considered by the Working Party Preparing Southend for the EV revolution.
No		No response required
Yes	Outside all schools . More cycling/ electric scooters	An application for a grant has been made to DEFRA to support travel plans for schools.
Yes	ask all the residents living near the Bell including Hampton Gardens to plant lots of trees in their gardens for canopy cover and even provide them for the residents to plant.	It should be noted that within the canopy cover report there are many areas Southend-on-Sea City Council do not own which have low tree cover. Some of these cover substantial areas of land. Existing land use can also influence the availability of land for planting which Southend-on-Sea Borough Council do own, for example, the airport and its flight approaches. The canopy cover report commissioned in October 2019 will be used to inform future planting. Initially planting undertaken until 2023 will be focused on wards with the lowest cover where it is practically viable to plant new trees with planting above that which is normally carried out. After 2023 tree planting will continue to

Question	Comment	Council response
		be programmed based on the overall canopy cover of the city. The council is committed to maintaining and enhancing tree canopy cover in the city and it is our aim to increase the canopy cover to a city average of at least 15% by 2050.
Yes	The recycling plant on stock road must be looked at as it smells very bad for miles around	Any waste recycling sites (except for the Anglian Water Recycling Centre) require Environmental Permits to operate which are issued and regulated by the Environment Agency. Any complaints about sites in Stock Road or anywhere else should be made to the EA to 0800 80 70 60 and at incident_communication_service@environment-agency.gov.uk
Yes	The plan is essentially a tactical sticking-plaster project, that MAY deliver some short-term local improvements. At a strategic level Southeast Essex needs a new arterial road from the A130 to feed into the north part of Southend with new park-and-ride systems. This would obviously take time to plan and build, by which time electric/hydrogen vehicle use would have risen and better 24-hour green public transport would be in place – well I suppose we can all dream! Britain is heading towards the 22nd century but this plan gives no indication where SBC is going and consequentially how it would get there? Short term fixes are just kicking the can down the road until national emission restrictions solve the problem for you.	The Council is undertaking work on the Transport East Strategy which will be aligned to the LTP4, which is in development.
Yes	Better bus service. Some sort of congestion charge. Park & ride service.	Bus services are independently delivered. The Council aims to influence the emissions through the Bus Service Improvement Plan and the Enhanced Partnership.
No		No response required

Question	Comment	Council response
Yes	get all residents near main junctions and main roads to plant lots of trees to provide air purification through the leaves, don't know scientific terms.	The Council continues to plan more trees than those removed, and planted over 600 in the last year, which more planned this season.
Yes	Do not build 7000 new homes on green belt land between Bournes Green Chase and Rochford. The road infrastructure is not able to withstand such a development. It is already a grid lock to reach Shoeburyness. Example, 1530 hours, 11June 2021, it took 60 minutes to complete a 35 minute journey. No accidents, just pure weight of traffic.	Major development proposals are required to be supported by a range of technical assessments so that impacts on matters such as traffic and transportation, including the effect on the highway network, can be taken carefully into account. All planning applications are assessed against relevant planning policies set out in national and local plans and guidance.
Yes	Air quality in the Marine Parade / Thames Drive area relating to air traffic when the airport resumes full working pattern	The Council has 45 diffusion tubes sited across the City which are located in line with the DEFRA Technical Guidance.
Yes	Shut the airport, biggest polluter in the town	London Southend Airport has an Air Quality Monitoring Programme agreed with Southend-On-Sea City Council and Rochford District Council. The results of the monitoring are submitted regularly to the councils for review and currently are within their targets. For more information on their monitoring programme please contact the airport at General enquiry - London Southend Airport
Yes	Proposed passenger and freight growth plans for Southend Airport will significantly add to air pollution and mitigate any AQAP improvements. That needs to be properly recognised and acted upon. Aside from traffic pollution, there is the problem of significant, and health-damaging, emissions from aircraft, particularly from the very old planes used for freight.	London Southend Airport has an Air Quality Monitoring Programme agreed with Southend-On-Sea City Council and Rochford District Council. The results of the monitoring are submitted

Question	Comment	Council response
		regularly to the councils for review and currently are within their targets. For more information on their monitoring programme please contact the airport at General enquiry - London Southend Airport
Yes	<p>Proper commitment to protecting green spaces / green belt in Southend and surrounding areas. More mature trees protected & planted.</p> <p>Less new houses therefore less cars & rubbish, not so much strain on old outdated sewers, drains, etc.</p> <p>Limit airport flights especially at night, therefore limiting freight containers travelling on the roads.</p>	<p>The Council has a commitment to increase the tree canopy cover to a city average of at least 15 by 2050.</p> <p>Major development proposals are required to be supported by a range of technical assessments so that impacts on matters such as traffic and transportation, including the effect on the highway network, can be taken carefully into account. All planning applications are assessed against relevant planning policies set out in national and local plans and guidance.</p> <p>London Southend Airport has an Air Quality Monitoring Programme agreed with Southend-On-Sea City Council and Rochford District Council. The results of the monitoring are submitted regularly to the councils for review and currently are within their targets. For more information on their monitoring programme please contact the airport at General enquiry - London Southend Airport</p>

Question	Comment	Council response
	Encourage businesses into the area so less people have to commute especially to out of town workplaces therefore cutting down on the need for car travel.	The Council has opportunity and prosperity outcomes planned, which are contained in The Local Plan. There are projects and schemes, including development of the High Street.
Yes	<p>Much greater concentration and Action on preserving green spaces, not cutting verges/hedgerows during seeding time to encourage pollinators. Doubling the tree planting commitment (at least). Encouraging public spaces (schools, commercial spaces, factories etc to plant trees)</p> <p>Look to marine conservation of sea grasses etc to catch carbon</p> <p>Greater concentration on providing SAFE cycling routes. Ban cars from town centre.</p> <p>Every new housing or commercial development needs to consider how to make their buildings carbon neutral and a risk assessment completed to ensure that the eventual buildings will not increase traffic.</p>	<p>The Council continues to plant more trees than are removed, over 600 were planted last year, which more planned this season. The Grassland Management Policy will be considered by Cabinet, which if adopted will increase the number of areas for longer grass.</p> <p>Contained in the AQAP</p> <p>Major development proposals are required to be supported by a range of technical assessments so that impacts on matters such as traffic and transportation, including the effect on the highway network, can be taken carefully into account. All planning applications are assessed against relevant planning policies set out in national and local plans and guidance.</p>
Yes	From the figures I have read the whole thing is based on the wrong premise and are biased. The pressure for all of this is from financial interests - there is no altruism.	No response required.
Yes	Banning petrol cars older than 15 years and diesel cars over 5 years as diesel cars are very bad polluters. Converting buses and civic and refuse vehicles to electric. Ban any new house building as new houses always results in increase traffic . Take action on the roads to make traffic move more smoothly egs more filter lanes such as at Tesco from west to east when a left turn is required and install intelligent traffic lights that give greater times to the busiest road at a junction. Ban wood burning fires. Plant many more trees.- sadly	<p>There is a government strategy on older cars, there is a partnership in place for influencing the bus fleets, and a Green Fleet Strategy for the Council.</p> <p>Traffic is already controlled through intelligent signalling.</p>

Question	Comment	Council response
	<p>the tree planting policy appears to have currently petered out Allow grass verges to grow much longer rather than regularly cutting them. More average speed cameras would reduce unnecessary speeding up and slowing down when passing a fixed speed camera eg Royal Artillery Way and by getting the traffic running smoothly less fumes are emitted. Extend the 2 small areas in the AQAP to cover many more bad pollution areas.</p>	<p>The AQAP also contains details of our proposed action regarding wood burners. The Council continues to plant more trees than are removed, over 600 were planted last year, which more planned this season. The Grassland Management Policy will be considered by Cabinet, which if adopted will increase the number of areas for longer grass. Speed cameras are generally in areas renowned for accidents or where drivers are known to drive at high speeds. The cameras act as a deterrent. AQMAs are statutorily declared in response to air quality not meeting the air quality objectives. The modelling undertaken confirms that the air quality outside the AQMA's is within the air quality objectives.</p>
Yes	<p>Encouraging more people to take up electric vehicles (EVs). Currently there are no incentives in the borough for drivers of EVs. These could include: free parking at the weekends; £5 off their Council Tax bill; access to the town centre (like in other European countries) and the banning of ICE vehicles on certain days, Allow EV owners to charge their vehicles in the council car park, Install more chargers, Stop all of the widening of the A127 in a bid to encourage more people commuting by cars in and out of the town. We should be trying to stop long range commuting not encouraging it, Introduce a park and ride system for non-residents.</p>	<p>The parking strategy addresses the need for increased electric vehicle charging points at key locations.</p> <p>Details of the aims of the schemes can be obtained by emailing bettersouthend@southend.gov.uk</p> <p>The Council is developing an updated LTP4.</p>
Yes	<ol style="list-style-type: none"> 1. Banning the use of high polluting vehicles on our busiest roads and in our town centres. 2. There could be a similar action to London's ULEZ that is being extended in October this year. 	<p>There are a number of items raised here, many of which have already been responded either in the AQAP or in consultation responses above.</p>

Question	Comment	Council response
	<ol style="list-style-type: none"> 3. Also banning of large polluting SUV's and older polluting cars. 4. Encouraging more EV take up by supplying the necessary infrastructure through government grants. 5. plant more Street trees and hedgerows along our verges to help absorb and filter local air pollution. 6. Encourage cycling by creating designated space on our roads for cyclists and supplying on-street cycle parking that would take up a whole car space, similar schemes are being used in Lambeth for example. 7. restrict car use to certain times of the day. 8. increase parking costs and fines to discourage car use 9. Encourage e-car clubs to be more prevalent across the whole town 10. install signage across the whole town to encourage people to switch off their engines so that it becomes antisocial behaviour to idle engines unnecessarily 11. start a campaign to explain the aims objectives of a new green vision to tackle air pollution within our town 12. totally rethink Southend airport, its activities are as polluting as a major trunk road, of which Southend has only one 13. encourage out of town daytrippers to use public transport rather than their cars when travelling to Southend - unless they are in electric vehicles, this could also include a park and ride scheme – 14. where possible - encourage all companies that deliver within our town to use electric vehicles rather than their polluting diesel counterparts 15. devise an action plan that will deal with the highly polluting freight traffic on the River Thames where much of the emissions will be blown across to Southend by the south-westerly winds.... 16. Think about tree canopy cover along the coast to offer some protection against this – 17. also large ships could be made to turn their main engines off and towed from the Isle of Sheppey to port by new high-tech electric tugboats this would cancel out a major and growing source of pollution for Southend. 18. phase out all combustion engine taxis and only allow new licences for EV taxis offer financial support to do so. 	<p>Consideration will be given to working with businesses on their fleets and the impact on the surrounding local air quality.</p>

Question	Comment	Council response
	<p>19. encouraging EV take up by implementing on street EV parking bays and increasing charging infrastructure starting with lamp-post conversion in partnership with Siemens or similar</p> <p>20. immediately implementing “twenty is plenty” 20mph speed restrictions in pollution hotspots</p> <p>21. Enforcing “all” local retail delivery vans to be fully EV or zero emissions by 2023</p> <p>22. Encouraging local businesses to switch to EV or zero emission vehicles ASAP with the help of government grants</p> <p>23. Enforcing bus companies to use the latest clean Technologies in their fleets</p>	
Yes	<p>Hydrogen fuel.</p> <p>Bus lanes and more cycle routes</p> <p>Better and more secure cycle parking - feedback in our organisations indicates that insecure cycle parking is one of the biggest deterrents to cycling.</p> <p>More carbon capture elements</p>	Cycle routes and provision are contained in the AQAP as is the green infrastructure.
Yes	Better quality of road surfaces allowing for smoother driving and less stop start due to potholes/road surface sinkage/unkept roads.	The local authority undertakes a pothole repair programme to improve road conditions and safety.
Yes	<p>Better cycle lanes across Southend that doesn't keep stopping.</p> <p>Better link paths along seafront</p> <p>Parks lit at night to enable evening running/walking</p>	Cycle routes and provision are contained in the AQAP.
No		No response required
Yes	banning night flights and stopping the expansion of southend airport	LSA has an air quality monitoring programme which is operating within its targets.
Yes	<p>Improve traffic flow.</p> <p>Traffic lights in particular, should ALWAYS be 30secs and not on occasions 8 secs.</p>	Intelligent signalling is used to improve the traffic flow across the city.
Yes	If you really want to hear from constituents don't ask them to read 68 pages of jargon first! This is one of the finest examples of a non survey I've ever had the misfortune to come across! One might almost feel it's deliberate or would that be cynical of me?!?	No response required.
Yes	Stop using contractors that use diesel vehicles when alternatives are available. Give concessions to drivers of electric vehicles.	The Council is implementing a Green Fleet Strategy
Yes	In addition to proposing 20mph speed limits on roads consider making more roads one way. This would enable free flowing traffic in the congested roads of Southend, Westcliff	Noted

Question	Comment	Council response
	and Leigh. I am aware that the thinking is that one way streets would encourage rat runs but in my experience the success of North, South and Central Avenues in Southchurch proves that it is successful in preventing vehicles having to frequently stop to let other vehicles pass.	
Yes	Making sure that the buses can move through the town more efficiently - looking at where buses are stopping in terms of schools and residential homes.	There is a Bus Service Improvement Plan in place as part of the Enhanced Partnership
Yes	Wild flower verges. Increased cycle network. Education and incentives car clubs. Green and accessible public transport. Green walls and roofs included in local plan to support SUDs. Electric bike hubs Reduction in air travel education Business partnership to incentives visitors to access Southend by public transport.	There is a proposed Grassland Strategy. Other items contained in the AQAP.
Yes	A scheme that does connects to other council services in order to align regulations with increasing concern for health risks would prove more farsighted and cost effective Whole streets suffer in silence; cement paved parking areas fully replaced front gardens. Isn't it time to consider regulations in the borough that prioritise the convenience of parking (lowering the kerb) over maintaining a percentage of green spaces in our streets? Without setting limits to the extinguishing of nature's 'green' lungs, wherever vehicles run, lower air quality eventually follow.	The Green City Action Plan aims to integrate services across the City
Yes	The plan rightly emphasises the impact of nitrogen dioxide but underemphasises the impact of particulate matter pollution, which is proven to be very harmful to human health when inhaled, particularly to children. Research from BLF (https://www.blf.org.uk/take-action/clean-air/map) found illegal PM pollution in 97% of schools and colleges in Southend West so more needs to be done about this. Particularly more action is needed to reduce air pollution from transport, including transition to electric vehicles, mode shift to public transport and active travel, and measures to restrict car use, such as school streets.	The AQAP was developed in response to the AQMA which was declared for NO2. By extension actions contained in the AQAP aims to improve air quality, both for NO2 and particulates.
Yes	There are currently huge conflicts of interest with building more infrastructure, building thousands more houses , extending existing roads to cater for more vehicles, likely support to extend Southend Airport further, the owners have made clear they intend to target expand to up to 8/10 million customers, as this will lead to poorer air quality.	Noted, and consideration, where the Council is able to influence will be given.

Question	Comment	Council response
	<p>To reduce reliance on petrol/diesel there should be planned infrastructure for the most efficient and future proof electric vehicle charging, extensive new safe cycle lanes, including a plan with other boroughs along Thames path</p> <p>Incentives to use electric train network more such as reduced ticket costs. Flexible season tickets/smart cards are hardly discounted for commuters, some commuters can no longer afford to use the network at £25+ per day.</p> <p>Plan with the government to reduce gas boilers, replace with green recycled hydrogen or discounted heat pump run boilers</p> <p>Borough wide plan to install solar panels, domestic and businesses for recyclable power</p> <p>Build wind farms offshore to use green energy which could be utilised by the borough</p>	
Yes	banning night flights and stopping the expansion of southend airport	<p>London Southend Airport has an Air Quality Monitoring Programme agreed with Southend-On-Sea City Council and Rochford District Council. The results of the monitoring are submitted regularly to the councils for review and currently are within their targets. For more information on their monitoring programme please contact the airport at General enquiry - London Southend Airport</p>
Q5 and Q6 - Are any of the actions listed in the AQAP Report no longer relevant (if yes, please tell us more)		
Yes	Car club has been trailed and not been a success. This should be omitted.	The Council is still committed to car clubs.
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required

Question	Comment	Council response
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
Yes	Most of them	All actions contained in the AQAP will be reviewed buy DEFRA in the Annual Status Report and via the Air Quality Steering Group
No		No response required
No		No response required
No		No response required
No		No response required
Yes	The new plans SHOULD NOT be relevant until the current plans are proven to work! Instead of wasting time, money and infrastructure building something that will not work or will cause further delays and pollution.	All actions contained in the AQAP will be reviewed buy DEFRA in the Annual Status Report and via the Air Quality Steering Group
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
No		No response required
Q7 and Q8 - Are there any barriers that need to be overcome for us to take up these measures in the plan? (if yes, please specify)		
Yes	Charging infrastructure needs to dramatically improve.	Noted

Question	Comment	Council response
Yes	The road infrastructure of Southend means that many major roads, such as the A127 have an excess of traffic, including many diesel vehicles. I don't know how the measures will really improve this - there is such limited ways to get in and out of the borough.	The Council is committed to modal shift, and actions to assist with this are contained in the AQAP.
Yes		No response required
No		No response required
Yes	Contract with Veolia	No information around the topic provided.
Yes	There seems to be a thought barrier to long term strategic vision ?	Noted
No		No response required
Yes		No response required
Yes	get all residents near main junctions and main roads to plant lots of trees to provide air purification through the leaves, don't know scientific terms.	It should be noted that within the canopy cover report there are many areas Southend-on-Sea City Council do not own which have low tree cover. Some of these cover substantial areas of land. Existing land use can also influence the availability of land for planting which Southend-on-Sea City Council do own, for example, the airport and its flight approaches. The canopy cover report commissioned in October 2019 will be used to inform future planting. Initially planting undertaken until 2023 will be focused on wards with the lowest cover where it is practically viable to plant new trees with planting above that which is normally carried out. After 2023 tree planting will continue to be programmed based on the overall canopy cover of the city. The council is committed to maintaining and enhancing tree canopy cover in the city and it is our aim to increase the canopy cover to a city average of at least 15% by 2050.

Question	Comment	Council response
Yes	Most of this draft plan is not specific and often does not show actions to be taken rather what the potential hazard is with no quantifiable evidence.	Quantification provided in AQAP
No		No response required
Yes	The council don't believe in protecting residents health, it's all about money with them.	No response required
Yes		No response required
Yes	Greedy Landlords & construction firms.	No response required
Yes	Cost - need to factor in the cost to nhs of chronic lung conditions and the loss of education and work hours (productivity)	Noted
Yes	Sort out infrastructure and don't blame everyone else for planning shortcomings.	Contained in LTP.
Yes	A lot of people will not be happy with these plans so they need to be well sold to the public which the Council has a poor record of doing	Noted
Yes	Decisions being made about the wrong parts of Southend and only benefiting the commuters.	Noted
No		No response required
Yes	Cultural shift/change Finance/resources	Noted
Yes	Improve current road network and infrastructure around the area before altering already working non issue routes! Improve current public transport and bus networks as they're dated, always breaking down and continually late.	Details of the aims of the schemes can be obtained by emailing bettersouthend@southend.gov.uk Enhanced partnership in place with bus services
No		No response required
No		No response required
Yes	Perhaps the council could order a backbone and take notice of residents views.	No response required
No		No response required
No		No response required
Yes	More attention needs to be given to traffic control and traffic flow.	There is intelligent signalling in place
No		No response required

Question	Comment	Council response
Yes	A lack of understanding in the general population about what air pollution is and who is causing it and that a large proportion of making this better needs to come from our community.	Education contained in AQAP
Yes	Public perception of car ownership and visibly viable alternatives.	Influencing modal shift contained in AQAP.
No		No response required
Yes	Public awareness of the dangers of air pollution is very low. I regularly encounter parents idling their engines at the school gates and when I shared the BLF research above with parents, they were shocked air quality was so bad. The council must do much more to raise awareness and foster personal responsibility.	Education contained in AQAP
Yes	Government housing policy to build 20,000 plus homes, including loss of green belt land. Continued support to expand Southend Airport to increase number of flights Funding to build new roads without a joined up plan to reduce number of car journeys High cost of electric train travel [5x the cost in UK versus central Europe] Please see Leeds as a comparable example, recently approving airport expansion	Noted
Q9 - Please tell us about anything else you feel is necessary as part the Air Quality Action Plan		
	We need to be as ambitious and forward thinking as possible in the AQAP. We should not be just trying to hit the basic standard, but be confident to exceed and have the best quality air in the whole of the UK	Noted
	ask all the residents living near the Bell including Hampton Gardens to plant lots of trees in their gardens for canopy cover and even provide them for the residents to plant. I have already got three large trees in my back garden towards the rear of the Bell junction which all help.	Addressed above.
	The quality of air is very poor in the area. New developments go up and all around the smell of stock road recycling centre	Any waste recycling sites (except for the Anglian Water Recycling Centre) require Environmental Permits to operate which are issued and regulated by the Environment Agency. Any complaints about sites in Stock Road or anywhere else should be made to the EA to 0800 80 70 60 and at

Question	Comment	Council response
		incident_communication_service@environment-agency.gov.uk
An implementation plan for green public transport. There needs to be a strategic transport plan that will reduce east-west vehicular traffic through the residential areas of the Borough - reduce vehicle mileage and consequentially idling times and you reduce emissions. Acknowledge that the east-west routes comprise the A127, A13 and associated rat-runs through residential streets and treat these as one.		The Council has a Green Fleet Strategy and the Green City Action Plan. Idling is addressed in the AQAP.
See question 3		No response required
get all residents near main junctions and main roads to plant lots of trees to provide air purification through the leaves, don't know scientific terms, perhaps the council could provide some of them as an incentive.		It should be noted that within the canopy cover report there are many areas Southend-on-Sea City Council do not own which have low tree cover. Some of these cover substantial areas of land. Existing land use can also influence the availability of land for planting which Southend-on-Sea City Council do own, for example, the airport and its flight approaches. The canopy cover report commissioned in October 2019 will be used to inform future planting. Initially planting undertaken until 2023 will be focused on wards with the lowest cover where it is practically viable to plant new trees with planting above that which is normally carried out. After 2023 tree planting will continue to be programmed based on the overall canopy cover of the city. The council is committed to maintaining and enhancing tree canopy cover in the city and it is our aim to increase the canopy cover to a city average of at least 15% by 2050.

Question	Comment	Council response
	<p>A decent cycle network that links throughout the Borough.</p> <p>Impact of emissions from standing traffic moving from west to east of the Borough.</p> <p>Greater impact of building in the east of the Borough.</p>	<p>Contained in AQAP.</p> <p>Major development proposals are required to be supported by a range of technical assessments so that impacts on matters such as traffic and transportation, including the effect on the highway network, can be taken carefully into account. All planning applications are assessed against relevant planning policies set out in national and local plans and guidance.</p>
	<p>Start monitoring the real impact of the airport.</p> <p>Not a token gesture by offering monitors when there are no planes running... AND include the night flights. Old planes pollute more.</p>	<p>London Southend Airport has an Air Quality Monitoring Programme agreed with Southend-On-Sea City Council and Rochford District Council. The results of the monitoring are submitted regularly to the councils for review and currently are within their targets. For more information on their monitoring programme please contact the airport at General enquiry - London Southend Airport</p>
Budget		Noted
	<p>What are other the things that determine climate? (Which has always changed). Volcano's, earth tilt, rotation relative to the sun and moon. Don't pick on an easy target, you would have us all living in caves</p>	No response required
	<p>Very strong and swift action is needed to start improving the air quality in Southend and action needs to be taken in the next year. If we await much longer we will see a massive increase in number of deaths and hospital admissions for people with acute breathing problems</p>	The AQAP is the process by which the local authority can influence air quality
	<p>Encouraging more people to take up electric vehicles (EVs). Currently there are no incentives in the borough for drivers of EVs. These could include: free parking at the weekends; £5 off their Council Tax bill; access to the town centre (like in other European countries) and the banning of ICE vehicles on certain days,</p> <p>Allow EV owners to charge their vehicles in the council car park,</p>	Answered above.

Question	Comment	Council response
	<p>Install more chargers, Stop all of the widening of the A127 in a bid to encourage more people commuting by cars in and out of the town. We should be trying to stop long range commuting not encouraging it, Introduce a park and ride system for non-residents.</p>	
	<ol style="list-style-type: none"> 1. Banning the use of high polluting vehicles on our busiest roads and in our town centres. 2. There could be a similar action to London's ULEZ that is being extended in October this year. 3. Also banning of large polluting SUV's and older polluting cars. 4. Encouraging more EV take up by supplying the necessary infrastructure through government grants. 5. plant more Street trees and hedgerows along our verges to help absorb and filter local air pollution. 6. Encourage cycling by creating designated space on our roads for cyclists and supplying on-street cycle parking that would take up a whole car space, similar schemes are being used in Lambeth for example. 7. restrict car use to certain times of the day. 8. increase parking costs and fines to discourage car use 9. Encourage e-car clubs to be more prevalent across the whole town 10. install signage across the whole town to encourage people to switch off their engines so that it becomes antisocial behaviour to idle engines unnecessarily 11. start a campaign to explain the aims objectives of a new green vision to tackle air pollution within our town 12. totally rethink Southend airport, its activities are as polluting as a major trunk road, of which Southend has only one 13. encourage out of town daytrippers to use public transport rather than their cars when travelling to Southend - unless they are in electric vehicles, this could also include a park and ride scheme – 14. where possible - encourage all companies that deliver within our town to use electric vehicles rather than their polluting diesel counterparts 15. devise an action plan that will deal with the highly polluting freight traffic on the River Thames where much of the emissions will be blown across to Southend by the south-westerly winds.... 16. Think about tree canopy cover along the coast to offer some protection against this – 	<p>Answered above</p>

Question	Comment	Council response
	<p>17. also large ships could be made to turn their main engines off and towed from the Isle of Sheppey to port by new high-tech electric tugboats this would cancel out a major and growing source of pollution for Southend.</p> <p>18. phase out all combustion engine taxis and only allow new licences for EV taxis offer financial support to do so.</p> <p>19. encouraging EV take up by implementing on street EV parking bays and increasing charging infrastructure starting with lamp-post conversion in partnership with Siemens or similar</p> <p>20. immediately implementing “twenty is plenty” 20mph speed restrictions in pollution hotspots</p> <p>21. Enforcing “all” local retail delivery vans to be fully EV or zero emissions by 2023</p> <p>22. Encouraging local businesses to switch to EV or zero emission vehicles ASAP with the help of government grants</p> <p>23. Enforcing bus companies to use the latest clean Technologies in their fleets</p>	
	<p>Addition of carbon capture activities.</p> <p>Support to enable people to change to lower carbon energy options at home.</p>	Green City Action Plan
	Improve current local public transport services instead of using 20+ year old busses polluting local areas multiple times a day.	Contained in bus service improvement plan and enhanced partnership.
	Cut the subsidy to the airport and use the money elsewhere (not a salaried economic executive position to 'encourage' companies to go green	Noted
	<p>Improve traffic flow.</p> <p>Monitoring traffic specifically during schools runs.</p>	Intelligence traffic controls In place.
	An up front and honest attempt to actually gather opinion and more to the point take some action to reduce the two main scourges of air pollution in Southend, motorised traffic and aviation. First lockdown would have given everyone an indication of how effective that can be and how pleasant it is to breathe clean air.	Noted
	More positive action regarding vehicles used by the council to move to electric vans etc.	Contained in the Green Fleet Strategy
	Fundamentally I agree with the need for the strategy however a lot of the congestion in Southend, Leigh and Westcliff is caused by overuse of cars for short journeys and the apparent need for school children to be dropped off and picked up every day! If there was safe, reliable and reasonably priced public transport the number of cars could be drastically reduced, plus of course a campaign to dissuade parents from driving their offspring to school. It would need some re-education and maybe some penalties?	Contained in AQAP, Safer Streets programme and influencing modal shift.

Question	Comment	Council response
	<p>You need to find a way to make this much less jargon led and much clearer for the general public. This survey isn't brilliant - I feel that I don't really understand what you are asking in many of the questions and that's not a great place to be if this is a community survey.</p>	Noted
	<p>The key is not to keep promoting car travel, this needs to be on an essential basis. Because of the geography of Southend public transport has many gaps and a modal shift can only be obtained when there are alternative and manageable ways of getting from A to B</p>	Noted
	<p>The goals and general sentiment of this outline deserve praise: a wider, cross Borough approach to improve air quality, "focussing on prevention rather than just tackling hot-spots." Its plan of action appears far less ambitious, however. The proposals to affect changes raise more questions than they answer about their likely impact on improving air quality across the borough." Below are some such queries and an example.</p> <p>Where are the details of an inspiring scheme to protect all residents' health in their homes, especially the most vulnerable ?</p> <p>What provisions tend to the long-term (unexpected) challenges that the pandemic added? Do these measures safeguard the respiratory health of increasing numbers of people at the streets where they live, not just during travel in the main roads?</p> <p>How does the scheme relate to other council services? A stand alone plan unconnected to other departments would be curious. To illustrate, recently, the highways team updated its policies to facilitate applications for dropping kerbs, but seemed to include little in way of protecting slices of garden space.</p> <p>Would not adopting a programme to align regulations with increasing concern for health risks, prove more farsighted and cost effective?</p> <p>Whole streets suffer in silence; cement paved parking areas fully replaced front gardens. Isn't it time to consider regulations in the borough that prioritise the convenience of parking (lowering the kerb) over maintaining a percentage of green spaces in our streets?</p> <p>Without setting limits to the extinguishing of nature's 'green' lungs, wherever vehicles run, lower air quality eventually follow. Why not create incentives to preserving, albeit tiny, green areas in house fronts, instead of giving greater weight to the expediency of easier parking?</p> <p>Should not the climate plan for a subsidence-prone Southend take note of the recent floods across the world, including London?</p> <p>Preventive steps to protect everyone in their homes would go a long way to address the unfair disadvantage that the most vulnerable have long suffered without redress, besides rhetoric.</p>	<p>The AQAP has been developed as required by DEFRA following the declaration of the AQMA2. It does however address broader issues and by extension aims to improve air quality across the whole of the Borough.</p> <p>The Council has a Green City Action Plan which co-ordinates the activities across the whole organisation</p>

Question	Comment	Council response
	<p>To summarise: Proactive, bold measures that touch every resident in the borough would allow Southend to lead the way. It could provide a successful blue print for other councils across Britain.</p>	
	<p>More specific actions and measurable KPIs. For example, it's good that the plan mentions school streets but not how many will be implemented and in what timeframe. Will it be up to individual schools and groups of parents to initiate a campaign or will the council gradually roll out school streets across all schools. Please also require schools to raise awareness of air quality among parents. It should be required as part of the curriculum to make use of materials like these (https://www.cleanairday.org.uk/free-resources/schools) and to educate parents and children on the benefits of walking and cycling to school (https://www.sustrans.org.uk/professionals/education/how-schools-can-promote-an-active-school-run; https://www.livingstreets.org.uk/wow?gclid=EAlaIQobChMI8sGDjdyz8gIVyBoGAB2QdA4EEAMYASAAEgLAFFD_BwE).</p> <p>The plan also wants to encourage cycling and walking via Forward Motion initiatives but this would be fruitless unless accompanied by safe infrastructure throughout the borough, especially key corridors like London Road and Broadway/ Leigh Road. People in the borough want to be active and many own bikes but the only way to cycle is to load up the bikes in a car and drive to the leisure routes such as to Hadleigh Castle. I used to be a keen cyclist in London and don't have a car, but feel unable to cycle in Southend for work or leisure. If there were segregated cycle lanes along London Road and similar, I and people like would be able to cycle to the shops and to do chores.</p> <p>Also, please allow car clubs to operate in the borough. We are a family of 4 (2 kids aged 4 and 6), recently moved over from London and we don't own a car and frequently we feel trapped, not being able to access shops or leisure facilities further away like in Hadleigh or Chelmsford. It feels like we are being pushed to buy a car even though we don't need it daily for work, shops, the park or the school run. If there were car clubs available, we'd be able to access this for occasional day trips rather than buy a car that sits parked 99% of the time. Similarly many families may be able to get rid of a second or third car.</p>	<p>Safer Streets is not suitable for all schools across the city as the scheme cannot push unsuitable traffic volumes and vehicle types onto smaller, quiet residential roads. The Council has a programme of working with schools on air quality and is captured in the AQAP. Cycling is also addressed through actions contained within the AQAP.</p> <p>The Council is also committed to car clubs.</p>
	<p>This is a once in generation opportunity with the climate change emergency to build a really ambitious long term plan to make a real difference in improved air quality, such as the period after first pandemic lockdown between March to June 2020.</p>	<p>Noted</p>

Southend on Sea City Council -

Equality Analysis

1. Background Information

1.1 Name of policy

Air Quality Action Plan (AQAP2) 2023-2027.

1.2 Department:

Neighbourhoods and Environment

1.3 Service Area:

Regulatory Services within Public Protection

1.4 Date Equality Analysis undertaken:

14 November 2022

1.5 Names and roles of staff carrying out the Equality Analysis:

Name	Role	Service Area
Elizabeth Georgeou	Head of Regulatory Services	Regulatory Services
Sheira Fox	Service Manager Regulatory Services	Regulatory Services

1.6 What are the aims or purpose of the policy that is subject to the EA?

The Council is statutorily required to develop an AQAP when it declares an Air Quality Management Area (AQMA). The Council declared its second AQMA and therefore was statutorily required to develop an AQAP to take measures to improve the air quality in that area. The adoption of the AQAP 2023-27 also aims by extension to improve the air quality within the AQMA1 and the whole of the Southend-on-Sea City Council area.

1.7 What are the main activities relating to the policy,

The AQAP details measures that it will implement across all the different Council services within the Southend-on-Sea City Council area to try to improve air quality for its residents and businesses. The AQAP aims to:

- Ensure compliance with EU limit standards for nitrogen dioxide, which have been incorporated in UK law.
- To improve public knowledge and understanding on the issue of air pollution and educate on steps which can be taken to reduce individual exposure.

Those most likely to be affected by air pollution are people with asthma, lung disease, COPD or cardiovascular disease. There is also susceptibility to air pollution in certain life stages such as unborn babies (pregnant woman) children (some children are particularly vulnerable i.e. those with underlying chronic lung condition and cystic fibrosis) and older adults. Taking this into consideration, based on the resident profile of the two wards the measures contained within the AQAP 2023-2027 would have the most positive impact on children aged 0-13 and adults aged 50+ and those with respiratory health issues.

2. Evidence Base

2.1 Please list sources of information, data, results of consultation exercises that could or will inform the EA.

Source of information	Reason for using (eg. likely impact on a particular group).
Ward Location Prittlewell	Resident detail on Prittlewell Ward which is within the AQMA2
Ward Location Victoria	Resident detail on Victoria Ward which is within the AQMA2.
The Air Quality A Briefing for Directors of Public Health March 2017	Details risks to health of exposure to air pollution
JSNA 2019	Impact on Southend residents of air pollution
The Environment Act 1995	Statutory requirement to declare Air Quality Management Area where air quality objectives are exceeded, and adoption of air quality action plan to improve air pollution.
Weuve, J., et al. (2016). Exposure to Traffic-Related Air Pollution in Relation to Progression in Physical Disability among Older Adults. Source: Exposure to Traffic-Related Air Pollution in Relation to Progression in Physical Disability	Impact of air pollution on those with chronic disease.

among Older Adults - PubMed (nih.gov)	
Briefing to Association of Directors of Public Health: Air Pollution – A Key Public Health Issue. Source: Air quality: a briefing for directors of public health Local Government Association	Effect on low income and ethnic minority groups
Pollution and Poverty (imperial.ac.uk)	Link between poverty and pollution socio economic groups.
Client Earth Communications 23 November 2016 Source: UK in top three for air pollution deaths in Europe ClientEarth	Cites UK as in top three for air pollution deaths in Europe.

Please Note: reports/data/evidence can be added as appendices to the EA.

2.2 Identify any gaps in the information and understanding of the impact of your policy, service function or restructure. Indicate in your action plan (section 5) whether you have identified ways of filling these gaps.

3. Analysis

3.1 The AQAP is a series of measures designed to improve the health of individuals living within the AQMA2. As with the AQMA1, the AQMA2 was declared because the Nitrogen Dioxide (NO₂) levels exceeded the annual objective for NO₂.

3.2 Poor air quality is a public health issued, NO₂ has a known harmful effect on human health and the environment. Road Transport is the major source of air pollution in the UK, leading to premature deaths in the UK each year as a result of exposure to Nitrogen Dioxide and particulate matter. Client Earth challenged the government reporting that in 2016 the UK was in the top three for air pollution deaths in Europe. The JSNA 2019 reported that in Southend 6 in 10 deaths were attributable to air pollution. Elevated levels and / or long-term exposure to air pollution can lead to more serious symptoms and conditions affecting human health. This mainly affects the respiratory system, but in the longer term can also lead to more serious conditions such as heart disease and cancer. The most at risk from the impact of air pollution includes the elderly, children and those with heart and respiratory disease such as asthma and bronchitis.

- 3.3 In the AQMA2 in both Prittlewell and Victoria Wards the % of under 16s is higher than the average across Southend, and in Prittlewell Ward there is a higher % of those over 65. Residents in both Prittlewell and Victoria Wards report themselves are being in poor health, at a higher % than the average across Southend. Imperial College London highlights the link between poverty and air pollution that those living in areas of high deprivation show a greater vulnerability, which is especially pronounced amongst the BAME residents within those deprived communities. Both Prittlewell and Victoria are listed either within the top 10% in one of the deprivation measures across the Country and in the top 20% most deprived areas in the East of England.
- 3.4 The AQAP2 aims to improve the air quality within AQMA 2 and by extension the residents of the AQMA1 and the rest of the residents of Southend-on-Sea City Council, and whilst there may be positive effects on some protected characteristics from delivering the AQAP2 irrespective of protected characteristics with the Equality Act.

Initial assessment of a perceived impact of the policy, service function or restructure. The impact can be positive or negative (or in some circumstances both), none or unclear:	Impact - Please tick				
	Yes			No	Unclear
	Positive	Negative	Neutral		
Age (including looked after children)	Yes				
Disability	Yes				
Gender Reassignment	Yes				
Marriage and civil partnership	Yes				
Pregnancy and maternity	Yes				
Race	Yes				
Religion or belief	Yes				
Sex	Yes				
Sexual orientation	Yes				

Carers	Yes				
Socio-economic	Yes				

Descriptions of the protected characteristics are available in the guidance or from: [EHRC - protected characteristics](#)

3.2 Where an impact has been identified above, outline what the impact of the

	Potential Impact
Age	There is a higher % of under 16s in both wards and higher % of those above 65 in Prittlewell. The adoption of an AQAP 2023-2027 will have a positive effect on those within the protected age groups.
Disability	Air pollution appears to increase the risk of several chronic diseases that contribute to the progression of disability. In multivariable-adjusted analyses, higher long-term NOx exposure was associated with significantly faster progression in disability. This data joins a growing body of evidence which suggests that exposure to Traffic-Related Air Pollution may accelerate aging-related declines in health. The adoption of an AQAP 2023-2027 will improve the air quality in this group.
Gender reassignment	No differential impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan 2023 – 2027 applies equally to all residents of Southend irrespective of gender reassignment.
Marriage and civil partnership	No differential impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan 2023 – 2027 applies equally to

	all residents of Southend irrespective of marriage / civil partnership.
Pregnancy and maternity	A positive impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan 2023 – 2027 applies equally to all residents of Southend irrespective of pregnancy, maternity and paternity.
Race	There is a higher % of BAME residents in both Prittlewell and Victoria Wards. The adoption of an AQAP 2023 – 2027 will have a positive effect on those with a protected Race.
Religion or belief	There is a higher % of Muslims and Hindu's in both Wards, and a higher % of Sikhs in Victoria than the average across Southend. The adoption of an AQAP 2023 – 2027 No differential impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan applies equally to all residents of Southend irrespective of religion / faith.
Sex	No differential impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan 2023 – 2027 applies equally to all residents of Southend irrespective of sex
Sexual orientation	No differential impact has been identified on the grounds of this protected characteristic. The Air Quality Action Plan 2023 – 2027 applies equally to all residents of Southend irrespective of sexual orientation
Carers	There is a higher number of carers in Prittlewell Ward than the SCC average. The adoption of the AQAP 2023 – 2027 will have a positive effect on those with protection religions
Socio-economic	Air pollution has a disproportionate impact on low-income and ethnic minority groups. The most deprived 10% of areas in England are subject to

	41% high concentrations of nitrogen dioxide from transport and industry than average. The adoption of an AQAP 2023 – 2027 will improve the air quality for that group.
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4. Community Impact

4.1 You may also need to undertake an analysis of the potential direct or indirect impact on the wider community when introducing a new/revised policy, service function or restructure.

N/A

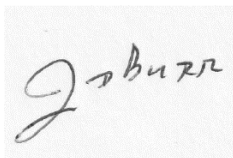
5. Equality Analysis Action Plan

5.1 Use the below table to set out what action will be taken to:

Planned action	Objective	Who	When	How will this be monitored (e.g. via team/service plans)
Measure process against the Action Plan	Improve air quality	Elizabeth Georgeou	Air Quality Steering Group Annual Status Report to DEFRA	Air Quality Steering Group Annual Status Report to DEFRA



Signed (lead officer):



Signed (Director):

Once signed, please send a copy of the completed EA (and, if applicable, CCIA)

to Sarah Brown Sarahbrown@southend.gov.uk.

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