

## Low Emissions Consultation Analysis

An eight week consultation/ campaign was launched on the 20<sup>th</sup> August 2018 until 8<sup>th</sup> October 2018, which included information promoted online and around 200 direct neighbour notification.

The campaign could also be accessed in many ways

- directly online on the Councils 'Consultation Portal'
- an interactive questionnaire that could be returned via email or,
- Opportunity to either download a hardcopy version from the website or a paper copy send out by us so it could be completed by hand and sent in by post.

### The results

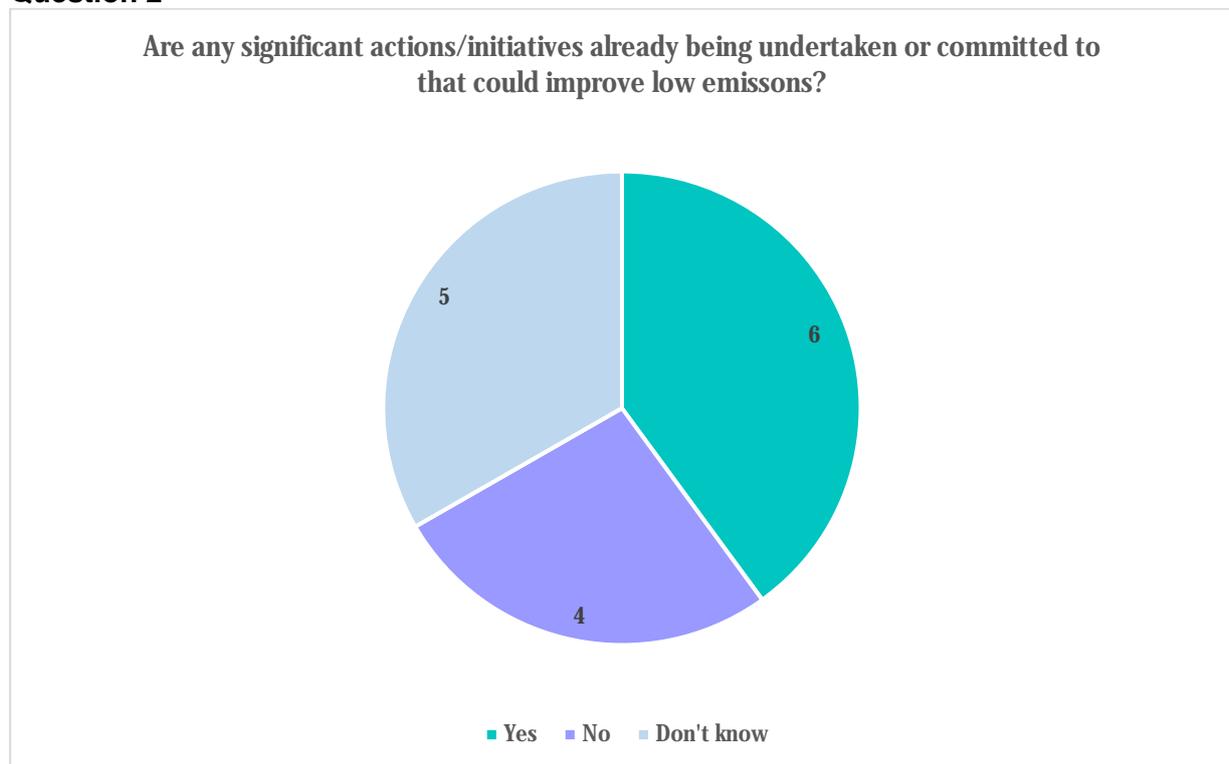
A total of 20 people accessed and responded to the consultation using either the paper questionnaire or online, responding to the questions set and using the free text part to raise any other issues in relation to Low Emissions.

*Please note: not all questions were completed by all participants.*

#### Question 1

The first question asked if they had read the Low Emissions Strategy 2018 15 people responded to this question of that 14 said they had read the document and one stated no.

#### Question 2

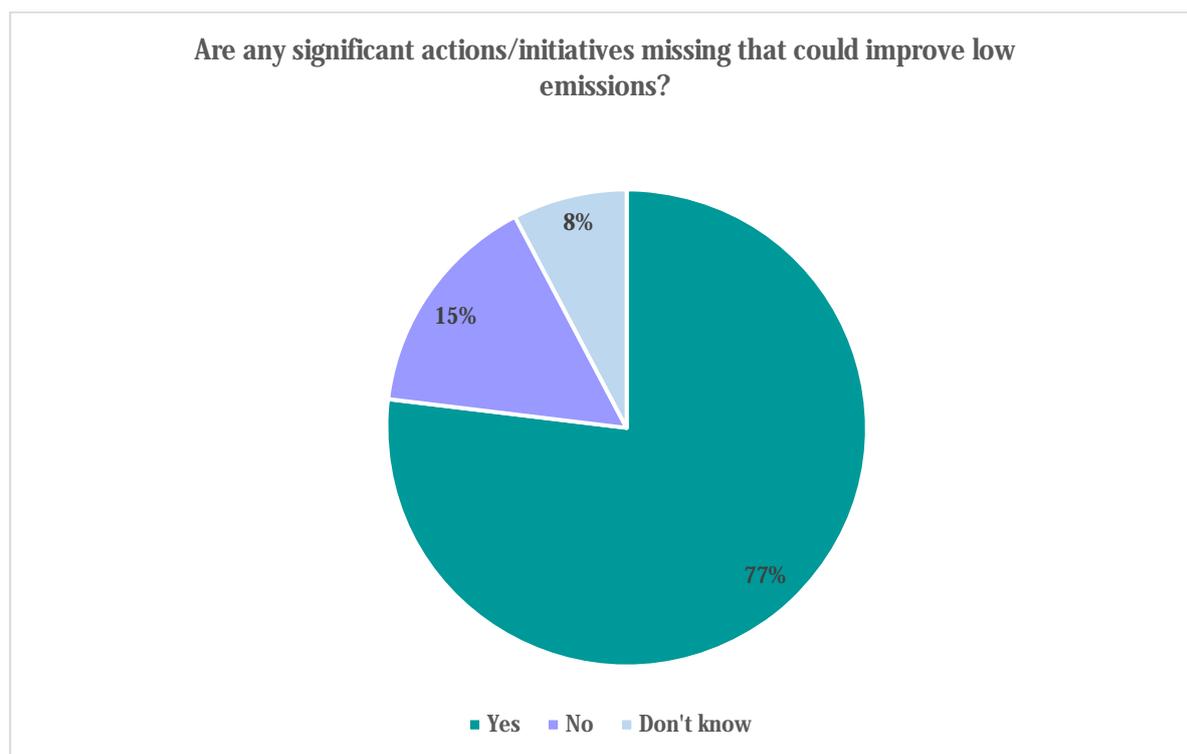


15 people responded to this question and of those that responded positively 5 submitted further comment below.

**Q2.1 If you have answered yes - please specify:**

- Development of infrastructure to support low emission vehicles, zero carbon vehicles, wireless charging for electric vehicles (taxis)
- Get visitors to use Park & Ride near to the A130, get visitors to use the trains.
- There are only 2 which I believe will produce real benefits, ie better networks and traffic management and better operation of traffic control. The remaining are very vague and not clear on how they are to be achieved. How exactly will better partnership achieve these ends???
- Priority Park and Ride - all public transport is fully accessible, make use of technology to direct visitors to car parks and avoid congested route. Provide more rechargeable electric points
- The provision of 2 electrical charging points for vehicles in the road behind the big Sainsburys. But only the locals know about this! Visitors do not frequent that 'off' road.

**Question 3**



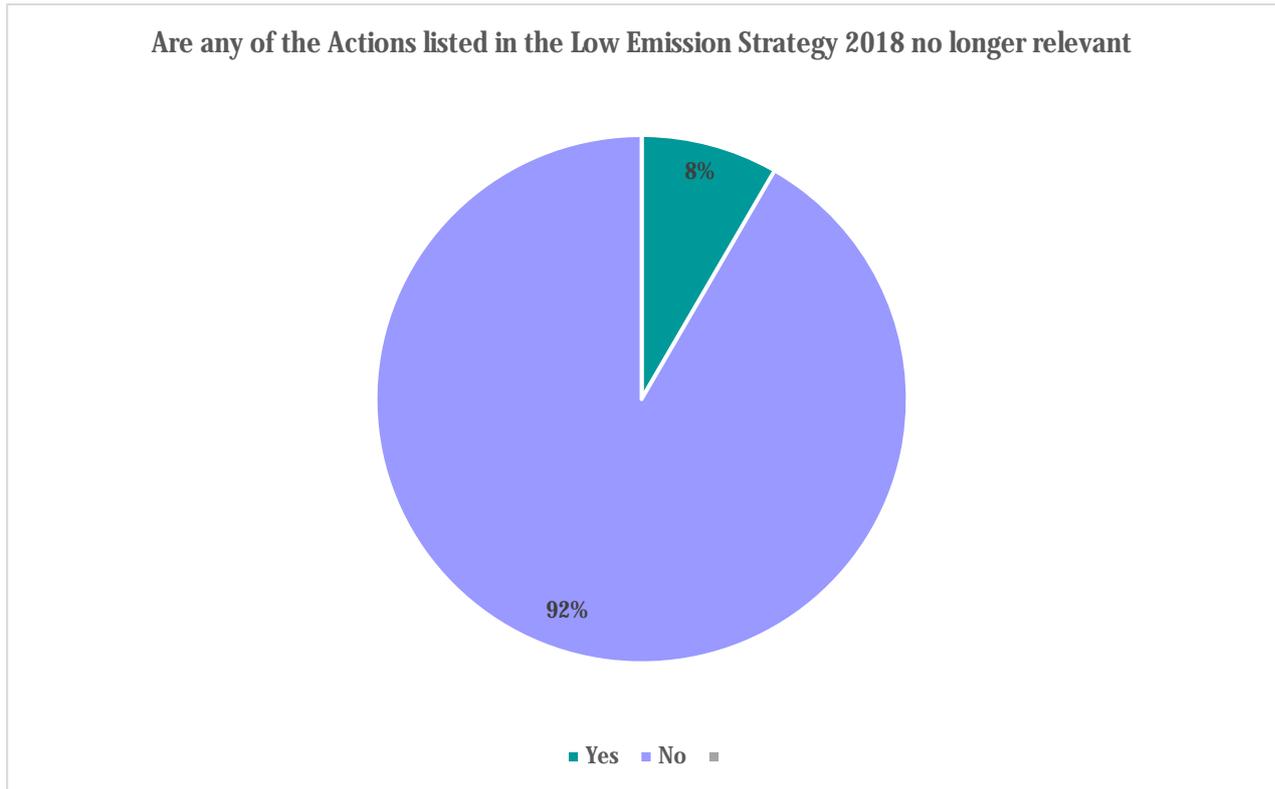
77% of the respondents agreed that there are significant/ initiatives actions missing that could be done to improve low emissions.

**3.1 If you have answered yes - please tell us:** there were 9 responses on this free text question.

- Check for Co2 as well. Hotspots need testing first, Traffic Lights at schools and playing fields
- Close Southend Airport down immediately.

- I would like to see objectives listed for increasing walking, cycling and bus use. This would decrease car use, while maintaining the local economy (the same number of journeys but made in a less polluting way and with less congestion). Measures which could be implemented include: - Increasing walkability and bicycle use by use of filtered permeability schemes to remove through-traffic from an area. - Implementing bus priority schemes to increase public transport usage. Schemes could include adjusting signal timings when a bus is detected on an approach; installing bus lanes; and switching from lay-by bus stops to stop-in-road bus stops where buses lose their position in a queue. Reducing delays for buses is a reward for those solving congestion problems in the town, and leads to increased bus use.
- Preventing planning overdevelopment in certain areas, particularly Leigh-on-Sea. Extensive promotion of kids walking to school Lack of bus routes in some areas and legal idling of buses Lack of metered electric charging points to encourage alternative motor vehicle use Low emission charging zone Park and ride schemes for Southend and Leigh Broadway
- Require of the developer to install charging points on new properties in/have no off street parking (Queensway)
- The document is full of non-specific ideas rather than specific achievable plans
- This may be inclusive of some of the remaining plans but reducing large vehicle traffic at peak times will have an effect. Also the infrastructure of the road network is currently below par resulting in impact damage to the road and vehicles as they pass. ie potholes releasing built-up debris from exhaust systems and undersides of the vehicles. The section of road between Cuckoo Corner and the Bell on the 127 are particularly bad and are in need of complete resurfacing.
- When considering planning approval for more domestic and commercial development throughout the borough ensure that the transport and roads network are in place that bypass the current bottle necks. More home deliveries of internet purchases and heavy goods vehicles will only increase the pollution on the existing networks. I do not believe that new junctions and traffic control mechanisms will help they slow traffic movement with the result of more exhaust fumes being belched out.
- Advertise – with large signs, the availability of charging points. Inform – with advertising the fact that drivers should not leave their engines running whilst defrosting their car windows in winter (clouds of exhaust fumes emitted!) penalise them.

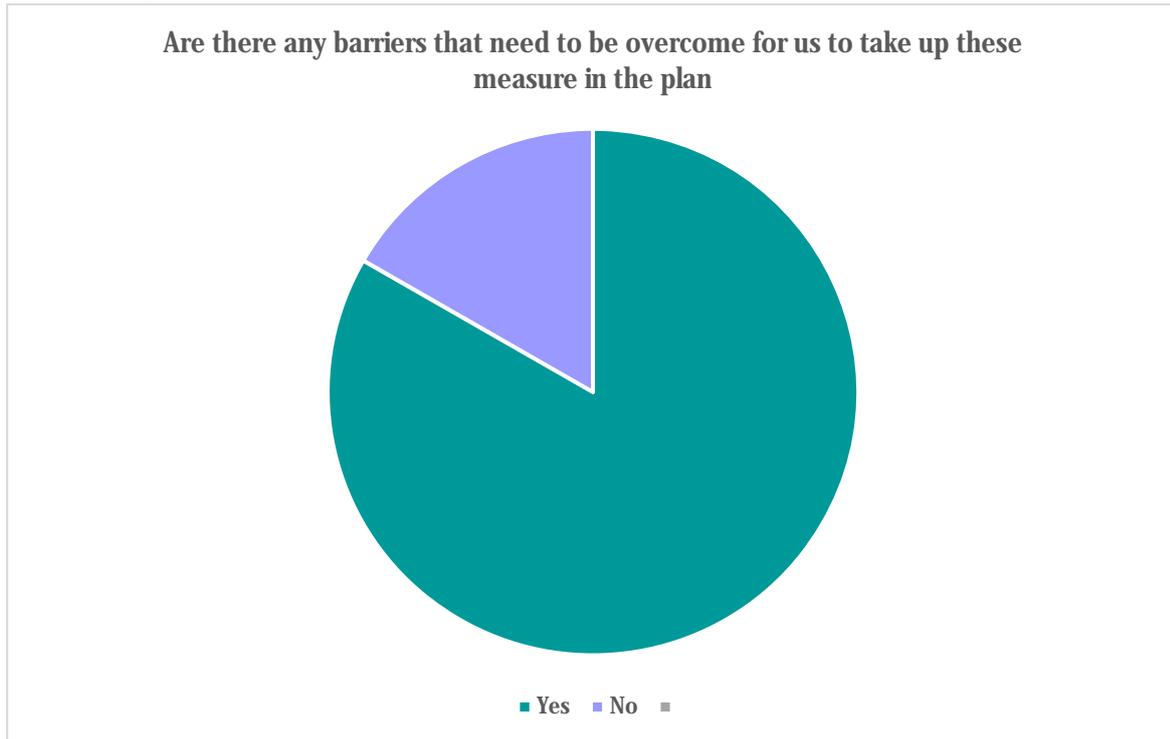
#### Question 4



8% of the respondents thought that some actions listed in the Low Emissions Strategy were no longer relevant. However, only 2 people responded with the following comments below

- You say to learn from actions for the future. That has not been the case so far as anyone with any common sense will have observed how the housing developments across the East and North East of the borough have caused more congestion and consequently more pollution. Travelling along the A127 in 1990 to Romford took 40 minutes, by 2000 it was up to 1 hour and 10 minutes. Did anyone learn then? We are now 18 years on from then. None will work.
- Your point 3.9 'engine Idling near schools' The illegal parking and idling near schools is absolutely unbelievable – send Officers to inform and reprimand, talk invite to the head teachers to do their part by teaching the children in their syllabus about pollution, health and laziness.

## Question 5



83% of respondents agreed there were barriers that needed to be overcome to do any measures suggested within the plan, and 10 of them made comment in the free text area of the questionnaire.

### 5.1:

- Better repair of the road and construction of a bypass. More reliable and affordable rail transport especially on the Liverpool street line
- Engagement with private enterprise to reduce reliance on heavily polluting diesel vehicles and improve public transport routes and frequency and reduce consumer costs to persuade private users away from their own vehicles. Providing safe connected cycle and pedestrian routes.
- If installation of EV charging points takes space from the pavement, this will harm walkability objectives (in addition to being a trip hazard). Please EV charging points on the road (eg: between parking spaces).
- Negative public opinion Conflict with national policy on planning Education policy of children being bussed in to Southend Schools Road infrastructure and traffic not moving around schools, medical facilities and new development (Priory Road an example) Expansion of airport may add to the problem Co-ordination or introduction of 'smart' traffic lights recognising queues
- Reducing costs, making sure the infrastructure is sufficiently spread across the Borough

- The ability to stand up to central government and refuse to be bullied into creating more density housing estates and ensuring that open green spaces stay that way to soak up the pollution.
- the political will to get on with monitoring, to clear distributor routes to help traffic flow in both directions. Stop rat running in residential side roads then the Council can target the main and distributor roads for air pollution.
- The problems highlighted below are symptomatic of the problem we have throughout the Borough, where roads built before the 1940s which are narrow, without any off street vehicle parking, are now seeing a large amount of through traffic which is to the detriment of the residents and the pedestrian. Most of the roads have had their trees and vegetation withdrawn, this has possible resulted in the increased noise and the emissions caused by the traffic, not being contained because by the lack of trees and vegetation in the roads. Many of the roads throughout the Borough were designated main roads/A Roads in the 1960s, at the time the traffic problems we have today did not exist. However the amount of traffic using these Main Roads/A Roads has increased substantially over the last forty years. A prime example is Westbourne Grove, while I except the portion of Westbourne Grove, between Prince Avenue A 127 and Fairfax Drive is a wide road with wide pavements, grass verges and vegetation, with most properties having deep frontages and off street vehicle parking, therefore the noise and vibration from the continues traffic from Prince Avenue to the London Road A 13 is not noticeable. It should be remembered there is a weight restriction at the intersection on the A 127 which takes vehicle traffic from the A 127 to Westbourne Grove, but this is often ignored. Westbourne Grove, between Prittlewell Chase and the London Road A 13, is used on a regular basis by the emergency services to access Westcliff, Chalkwell and Leigh. Therefore it is imperative delays caused by traffic congestion do not occur.
- As Southend does not have a site for Park and Ride use must be made of being zoned with Rochford and Castle Point Councils. Only available site for Park and Ride is off the A1245 (from A127 to Carpenters Arms). There are fields on both sides which could be used (Crouch Valley Show Ground) Both would give roundabout access to A127, Show Ground site would be enable a new filter Access onto A127 for Southend bound buses. No other site could provide this.
- The main barrier is you do not employ enough dedicated staff to supervise these measures on the streets. i.e. jobs (with Training) need to be created so that the 'no unnecessary idling- emissions' strategy can be implemented and the existing laws enforced. Make the parking wardens council employees again so that they will have a sense of responsibility. Plant many more trees where possible and make tree planting mandatory for new estates/new projects etc.

**Question 6:**

**Please tell us about anything else you feel is necessary as part of the Low Emission Strategy 2018: there were 7 responses here**

- Close down Southend Airport
- Eventually there will be vehicles that are lower in emissions, we were encouraged to buy diesel cars in 2008 due to EU directives and Government policy. Who has taken the responsibility for those decisions? New low emission cars are extremely expensive to purchase and while this is the case the man in the street will not buy them. Battery driven cars around town where there are a few charging points may work for local

journeys but for long distance travel they are not practical. Penalising diesel car drivers to stop them from using their cars to reduce emissions is unjust, for one would move to an eco-friendly car if it was affordable and was sure that it did not have unexpected consequences.

- However when the vehicles of all types enter Westbourne Grove between Fairfax Drive and the London Road A 13 the position is reversed, the properties are built closer to the boundary, most of the properties do not benefit from off street vehicle parking, and as a result parking is on both sides of the road and also using the pavements in order to reduce damage to the parked vehicle. The amount of vehicles wanting to park in the evening/night-time in Westbourne Grove between Fairfax Drive and the London Road A 13 often outstrips the parking space availability. This has been caused by poor planning decisions, turning houses into flats, vehicle ownership increasing and possible poor parking. Gaps in the road to big between vehicles but not big enough to accommodate another vehicle. I often have my dropped kerb blocked by vehicle owners causing me many problems. This could be partly rectified if the road and other ladder roads which have the same problem, were marked out with vehicle spaces, similar to what has happened in Leigh Hill between Rectory Grove and Leigh Station, where each vehicle parking space has been marked out. This would give us additional parking spaces. Many of the properties have had their boundary walls replaced partly due to the continued heavy vehicle vibration. With the narrow pavements and the lack of grass verges, trees, and vegetation, the amount of noise and pollution levels being admitted from the vehicles, Buses, Coaches, Large Commercial Vehicles plus Cars, does impact on the quality of life of the residents living in the road, including the pedestrians using Westbourne Grove. I understand there is a possibility in the near future of the large commercial vehicles will be allowed to increase their weight and length. The road junction at Westborough Road/Westbourne Grove is the only road junction between Prince Avenue A 127 and the London Road A 13, which is not protected with Traffic Lights.
- Increasing the local population (approving vast office blocks being turned into residential premises) whilst failing to ensure local employment opportunities and public facilities, (shopping, leisure and healthcare) ensures that residents use more transport on already congested networks and this increases emissions
- regular maintenance and upkeep of existing roads. And speed cameras to limit excess revving of engines in built up areas.
- The situation may improve as cars become newer and electric cars more popular as improvements are made to this type of vehicle.
- At the Bus Station – all buses should cut their engines whilst waiting. Many have their motors running for several minutes and this is especially bad in winter. Arriva buses have become better at this , this year and do turn engines off – so it is possible

At the Queensway – on Sundays especially in the summer the traffic congestion is diabolical – we pedestrians can hardly breathe nor can the poor little tourist children in their open windowed cars. I don't know what the solution would be except perhaps to make a sensible ring road around the town with more free park and ride facilities.

On Bank Holidays the Palmeira Avenue steep and narrow road is parked up illegally on both sides on yellow lines and traffic in both directions is restricted and the lower vehicles which have used much emission to get up the hill have to back down again to let the higher vehicles come down before they can climb up again – double strong

emissions. I have personally seen duty parking wardens walk by and do nothing about it.

### Other responses

Along with the responses above 4 representations were received in letter/email format and comments are included below

1. It is clear from our discussions over the last two years that SBC would not concur but other experts do agree that a lack of local parking spaces does contribute to traffic congestion, therefore pollution! We would like you to consider the following in your environmental consultation: *"It is our view that at least **30 percent** if not more of the cars circling Southend at any given time are doing so because visitors are looking for parking spaces which have been lost in recent years (and this will only get worse if SCAAP becomes a reality) Aside from the frustration factor, those cars are '**creating traffic congestion**' and pollution caused by them idling whilst trying to find parking spaces near to the seafront. We have conducted surveys and the feedback we have had from respondents is that this is the reality when trying to get to the seafront for a day out. From an environmental standpoint, that translates to incalculable amounts of wasted fuel and carbon emissions."* Not to mention the impact on businesses. I bring to your attention the quote from the International Parking Institute (IPI) 2012

Emerging Trends in Parking Study. Congestion and parking are interrelated since looking for a parking space (called "cruising") creates additional delays and impairs local circulation. In central areas of large cities and towns, cruising may account for **more than 10% of the local circulation** as drivers can spend 20 minutes looking for a parking spot. " , we believe this is far greater in Southend!

We accept that a lack of parking is not the sole reason for traffic congestion in Southend, others being the infrastructure and bad planning decisions. It is however, a major contributing factor when we are trying to increase tourism /day visitors and longer stay! Another issue that affects/impacts on the congestion /pollution is drivers looking for low-cost on-street parking who bypass off-street parking simply to save money because of the councils high pricing policy for parking, this also contributes to traffic congestion and the environmental impact. Parking located too far away from the seafront or high street businesses may also cause drivers to circle in search of parking that is more convenient to where they want to end up ie close to the seafront. If we can't **cut the time** it takes for drivers to find a parking spot, by increasing not decreasing the amount of parking near to the seafront by even a fraction, the difference in our carbon footprint would be considerable. Surely by minimising unnecessary circling or driving is good for everyone and aids sustainability? Increasing parking capacity and placing car parks closer to the preferred destination of those visiting Southend is one potential method for reducing circling and its contribution to recurring traffic jams in and around the centre of Southend! It is our view also that better management of car parks can be profitable as well as reducing congestion which gives the council the option to spend money on infrastructure which would reduce congestion and pollution if more parking spaces are provided in the right place that is on or near to the seafront!

2. Thank you for consulting Historic England on the new low emission strategy document. Historic England do not wish to make comments on the document.
3. Natural England does not consider that this Low Emission Strategy poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation. The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment.

4. The problems highlighted below are symptomatic of the problem we have throughout the Borough, where roads built before the 1940s which are narrow, without any off street vehicle parking, are now seeing a large amount of through traffic which is to the detriment of the residents and the pedestrian. Most of the roads have had their trees and vegetation withdrawn, this has possibly resulted in the increased noise and the emissions caused by the traffic, not being contained because by the lack of trees and vegetation in the roads. Many of the roads throughout the Borough were designated main roads/A Roads in the 1960s, at the time the traffic problems we have today did not exist. However the amount of traffic using these Main Roads/A Roads has increased substantially over the last forty years. A prime example is Westbourne Grove, while I except the portion of Westbourne Grove, between Prince Avenue A 127 and Fairfax Drive is a wide road with wide pavements, grass verges and vegetation, with most properties having deep frontages and off street vehicle parking, therefore the noise and vibration from the continues traffic from Prince Avenue to the London Road A 13 is not noticeable.

It should be remembered there is a weight restriction at the intersection on the A 127 which takes vehicle traffic from the A 127 to Westbourne Grove, but this is often ignored. Westbourne Grove, between Prittlewell Chase and the London Road A 13, is used on a regular basis by the emergency services to access Westcliff, Chalkwell and Leigh. Therefore it is imperative delays caused by traffic congestion do not occur.

Therefore with the high volume of traffic from Prince Avenue A 127 using Westbourne Grove at certain times of the day to access the London Road A 13, traffic using Westborough Road does have problems crossing this junction, Pedestrians also do not have the ability to cross this busy road junction in safety and despite written requests over a number of years to have Traffic Lights, with a pedestrian facility installed at this busy junction, bearing in mind the amount of vehicle incidents at the junction we still have this problem as described above. We are now seeing a greater amount of vehicles turning left at the junction of Westbourne Grove into Westborough Road, or Westbourne Grove and Fairfax Drive, then turning right into Westminster Drive in order to avoid the traffic lights on the London Road A 13. s the amount of traffic on Prince Avenue increases as identified above the problem will only get worse and traffic using Prince Avenue A 127 will then use the junction at the Bell to access Holeythick Lane using access via Highfield Crescent to access the ladder roads from Fairfax Drive to the London Road A 13 and the problem will be replicated as highlighted about Westbourne Grove. As I have mentioned before, Southend Borough Council should work with Essex County Council and have prominent road signage erected on the A 127 before Rayleigh Weir, directing all Traffic for Leigh, Chalkwell and Westcliff via the link road to the A 13 London Road. The intersection on the A 127 taking vehicle to Westbourne Grove should be closed to all traffic and a new intersection open between Westbourne Grove and the Bell for emergency vehicles only, and the junction at the Bell should not have the ability to be accessed by vehicles using the A 127 from outside the Borough to make a right turn at the Bell.

This will not only reduce the traffic at this junction ( The Bell) who would turn right, but will also allow the traffic using the A 127 to move uninterrupted on the A 127 to Southend. t should be remembered Prince Avenue A 127 together with Victoria Avenue have the capacity and width to have two lanes of traffic in each direction, whereas Westbourne Grove between Fairfax Drive and the A 13 London Road with parking on both sides of the road can barely accommodate a single lane of traffic. According to a report on the BBC News (Monday 03rd September 18) pollution caused be petrol and diesel vehicles is just as harmful as smoking. Over the years each successive Southend Council administration has reduced the trees and hedges on the

highway, is it not time, to have a look at what has been happening, and reintroduce a planned planting scheme and plant trees and hedges wherever possible in roads where there is a high concentration of vehicle movements?

Some types of hedges will absorb the vehicle emissions more quickly. Where this is not possible because of narrow pavements, encourage the house holders to plant the hedges in there front gardens. Is there in any reason why the Planning Department of the council cannot require of the developer to plant semi mature trees with restricted root growth, together with hedges on the public highway as this would reduce the toxic emissions produced by the vehicles? Planting semi-mature trees together with hedges will increase the wild life and as we all know this does contribute to the mental wellbeing of the population.