

Public Document Pack

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

 www.southend.gov.uk



17 March 2023

CABINET - TUESDAY, 21ST MARCH, 2023 SUPPLEMENTARY REPORTS PACK

Please find enclosed, for consideration at the next meeting of the Cabinet taking place on Tuesday, 21st March, 2023, the following report(s) that were unavailable when the agenda was printed.

Agenda Item No

3 Car Cruise PSPO (Pages 3 - 70)

Report of Executive Director (Neighbourhoods and Environment)

4 Grassland Management Policy (Referred back at Council held on 2nd March 2023) (Pages 71 - 110)

Report of Executive Director (Neighbourhoods and Environment)

Robert Harris
Principal Democratic Services Officer

Southend-on-Sea Borough Council

Agenda
Item No.

3

Report of

To

Cabinet

On

21st March 2023

Report prepared by: Simon Ford, Head of Community Safety

Title of Report

The Council's response to the Southend car cruise PSPO public consultation

Relevant Scrutiny Committee Policy and Resources

Cabinet Member: Councillor Martin Terry

1. Purpose of Report

To provide Cabinet with a response to the public consultation findings regarding proposals for a car cruise PSPO, location shown on the plan at Appendix 1.

2. Recommendations

2.1 Note the response to the Consultation set out at Appendix 2 and summarised in section 5 of the report.

2.2 Agree to implement the draft Public Spaces Protection Order (Car Cruise PSPO) No 1 of 2023 .

3. Background

3.1 Southend, in particular the central stretch of the seafront, has for many years been a desired destination for car enthusiasts who will flock from miles around to come and show their vehicles and meet with likeminded enthusiasts. This is in the form of driving around the central stretch of seafront in a loop or by parking up in often large numbers and freely walking around and viewing other vehicles / chatting with other enthusiasts.

3.2 On 11th April 2018, the Council were granted a High Court injunction against car cruising in the city and certain types of anti-social behaviours (ASB) associated with some cruises and vehicle activity. This injunction is valid until 11th April

2023. Alongside the evidence of continuing issues with ASB at car cruises and in order to be more efficient and robust with the enforcement process, the Council agreed to proceed with a public consultation on the proposal to introduce a PSPO for car cruising in Southend. The public consultation took place over a four-week period commencing 14th February 2022. Summary findings from the consultation are detailed at **5.6**. The full consultation results are attached at **Appendix 2**.

- 3.3** Since the relaxation of Covid 19 restrictions, enthusiasts started to return to car cruising in the city and a number of large cruise events were held from mid-2021 going through to the end of 2022. These events have increased the demand on the Community Safety Unit and Essex Police due to the occurrence of some extreme ASB occurring at them which has included - visitors and public lining the street whilst anti-social driving has occurred including burn outs, wheel spins and racing. There has been significantly increased vehicle noise including revving, use of horns and loud music noise and general ASB including alcohol consumption, use of nitrous oxide, shouting, swearing and parking violations. On some occasions, some of these cruises have led to large scale disorder occurring in the area including fighting and bottles being thrown at Police officers.
- 3.4** Due to the number of issues that have occurred at previous cruises, Community Safety Unit and Essex Police factor every known cruise into their “Business as usual” operations to provide visibility and education around ASB with a response plan should large scale ASB and disorder occur. Extra Community Safety patrol officers are resourced with an extra CCTV operator often being used to solely monitor the cameras that cover the cruise area. Essex Police draw on traffic units from outside Southend and utilise extra officers through the summer months based “Op Union” to assist. It is envisaged that the newly acquired CCTV mobile vehicle will also be utilised for future car cruise events.
- 3.5** In response to increased demand on Community Safety resources across the city, the Council has provided additional funding over the last three years (**awaiting confirmation for 23/24**) to support the Council’s Community Safety Unit (CSU) during the summer season. Additional funding provides the CSU to deploy extra private security contractors to work under the CSU team, ensuring more patrol visibility to the site. However, demand on the team – City wide remains extremely high with uncertainty on the additional funding that has been provided in previous years.
- 3.6** Introducing a PSPO will provide a more efficient, tried and tested mechanism to replace the existing injunction to address ASB occurring at car cruises. It will give powers to both Police and Community Safety Officers (and / or other designated council officers) to address anti-social behaviour associated with car cruises in the city, namely :-

1. Excessive noise of any kind including but not limited to Horns, music, or noise from vehicle modifications such as to cause, or is likely to cause harassment, alarm or nuisance
2. Conduct that causes or is likely to cause danger to road users and pedestrians
3. Conduct that causes or is likely to cause damage or risk of damage to any property

4. Conduct that causes or is likely to cause Public Nuisance
5. Driving at excessive speed
6. Driving in a convoy such as to cause or is likely to cause Public Nuisance
7. Racing other Motor Vehicles
8. Performing stunts in Motor Vehicles
9. Dropping litter
10. Shouting, swearing, abusing, or otherwise intimidating another person
11. Parking and exiting motor vehicle whilst left in a non-designated parking space
12. Inhalation of nitrous oxide.

4. Reasons for Recommendations

- 4.1** As a location, Southend has seven miles of coastline with the longest pier in the country, blue flag beaches and a number of visitor attractions including Adventure Island, amusement arcades, a number of public houses, cafes and restaurants. Since the start of 2022, the Police have implemented 1 Dispersal Order to deal with car cruise-related ASB. The introduction of a PSPO targeted at behaviours associated with car cruises and ASB there (as listed at 2.2) would be an asset to tackle the current challenges as it is a more efficient, tried and tested mechanism with an improved list of ASB behaviours from the previous injunction which has been amended from learnt experiences since its original introduction.
- 4.2** The proposed area to be considered for this PSPO is the whole city of Southend. (See **Appendix 1**)
- 4.3** Attached at **Appendix 5** is an evidence report which shows a summary of the ASB and crime statistics covering car cruises in the city of Southend and demonstrates the problems experienced since the introduction of the car cruise injunction in April 2018, and the detrimental impact the conducts have on members of the public that are in the area when the events take place.
- 4.4** In 2022 there were 13 car cruise events, and at one the events in April, there was significant ASB witness and reported, to the extent that Essex Fire and Rescue were unable to attend a nearby fire incident due to crowds obstructing carriage way.

5. Consultation

- 5.1** Before implementing a PSPO, consultation must take place. On the 15th of February 2023 an email was sent to the Police, Fire and Crime Commissioner including a copy of the order and asking for their comments on the proposal. Their full written response is included at page 7 of **Appendix 2**. The response supports the proposed order and the substantial benefits it offers and acknowledges that it enables a stronger working partnership between Essex Police and the Council in addressing problem behaviours at car cruise events. It requests consideration on two of the proposed restrictions.
- 5.2** The first of which is littering. As highlighted in the response there are existing enforcement powers within the Environmental Protection Act 1990. Specifically,

there are two offences that overlap with the proposed Order. These are leaving litter (S.87) and littering from a vehicle (S.88A). The enforcement for leaving litter is very similar to enforcement of a PSPO, where a Fixed Penalty Notice (FPN) of up to £100 is issued to the offender, and if it is not paid within 14 days then the person may be prosecuted and received a fine up to level 4 on the standard scale (currently £2500).

- 5.3** The offence of littering from a vehicle has a different enforcement process, to enable civil enforcement of debt recovery for non-payment of FPNs. However, the Community Safety Accreditation Scheme (CSAS) powers do not extend to enable the Council's Community Safety Officers to enforce under this section.
- 5.4** If implemented the PSPO would supersede these offences. It would also enable uniformity of enforcement, and consolidation of information on the restricted behaviours. Being able to enforce all the anti-social behaviour at car cruise events under the same legislation simplifies enforcement both in issuing tickets and the back-office requirements of prosecution. Additionally, the PSPO signage sets out the legislation and the restricted behaviours. By including littering in the Order, it enables the behaviour to be included in the signage, media release, and other associated publicity to act as a deterrent to those partaking in the events.
- 5.5** The second restriction requesting consideration is the consumption of nitrous oxide, specifically the challenges of enforcement. For this behaviour, enforcement will only take place where the consumption has been directly witnessed by an authorised officer or reliable witness, such as a CCTV operator.
- 5.6** A public consultation ran from the 14th of February 2023 to the 14th of March 2023 asking those who live, work, or visit Southend for their views and comments on the proposed order, and their experiences with anti-social behaviour. The results are set out in **Appendix 2**.
- 5.7** 269 people completed the public consultation, the vast majority of which agreed with the proposal, with 74% stating the supported the PSPO, and 73% stating the agreed with the area it is to cover. The majority of participants set out that the proposed restricted behaviours had detrimentally impacted (to varying extents) their quality of life within the city.
- 5.8** There was an open question for participants to include any additional comments on the proposed order, which 158 people chose to respond in. A recurring comment was that car cruise events should not be banned, but regulated and supported. For avoidance of doubt, no aspect of this proposal is to prevent or prohibit car cruise events from occurring, but instead to enable robust and rapid enforcement against those who engage in anti-social behaviour at the events. For those who enjoy attending car cruises, and behaviour appropriately, this order should only help improve the experience.

6. Issues to consider with PSPO introduction

Resourcing

- 6.1** The introduction of a PSPO to replace the existing car cruise injunction will be more efficient for the physical process undertaken when an offence occurs and needs to be addressed. It should however be noted that with the offences amended based on learnt experience and the easier process to address, there may be a significant increase in car cruise offences that are actioned by the issuing of an FPN. If an FPN isn't paid, a prosecution file will need to be created and submitted which could significantly increase demand on background processes – **it is recommended that this situation is reviewed for Community Safety Unit resources and capacity.**

Actual enforcement approach

- 6.2** Equally significant, is how operationally the PSPO will be enforced. Car cruise events can attract hundreds of enthusiasts to the area and has resulted in large scale disorder occurring with threats of violence against uniformed officers. Whilst Community Safety is important, so too is the safety of the team tasked with enforcement. It is recommended that Officers continue to work with the Police to agree on a joint approach to enforcement which will ensure the safety of the community at large as well as the Community Safety Officers tasked with enforcement.
- 7. Corporate Implications** - Contribution to the Southend 2050 Road Map: Safe and Well agenda and activity plan (keeping people safe).
- 7.1 Financial Implications** – If a PSPO is introduced it is not expected that there will be a direct need for increased resources to enforce it but however, it is recommended that the Community Safety Unit Resources are reviewed against the potentially significant increase in prosecution files as outlined in **6.1**.
- 7.2 Legal Implications** – The introduction of a PSPO requires (by law) wide stakeholder consultation. If the order is breached an offender is liable for a fine and potential prison sentence if failure to pay fine. SCC already has an internal administration system in place to manage fines.
- 7.3 People Implications** – Nil impact expected.
- 7.4 Property Implications** Nil
- 7.5 Equalities and Diversity Implications** – Equality assessment attached at **Appendix 6**
- 7.6 Risk Assessment** –Attached at **Appendix 7**
- 7.7 Value for Money** - potential reduction in costs associated with crime and Anti-Social Behaviour.
- 8.0 Background Papers** – initial report to Cabinet in January 2023. (Appendix 3)

APPENDIX 1 – Map of proposed PSPO area.

APPENDIX 2 –Consultation results

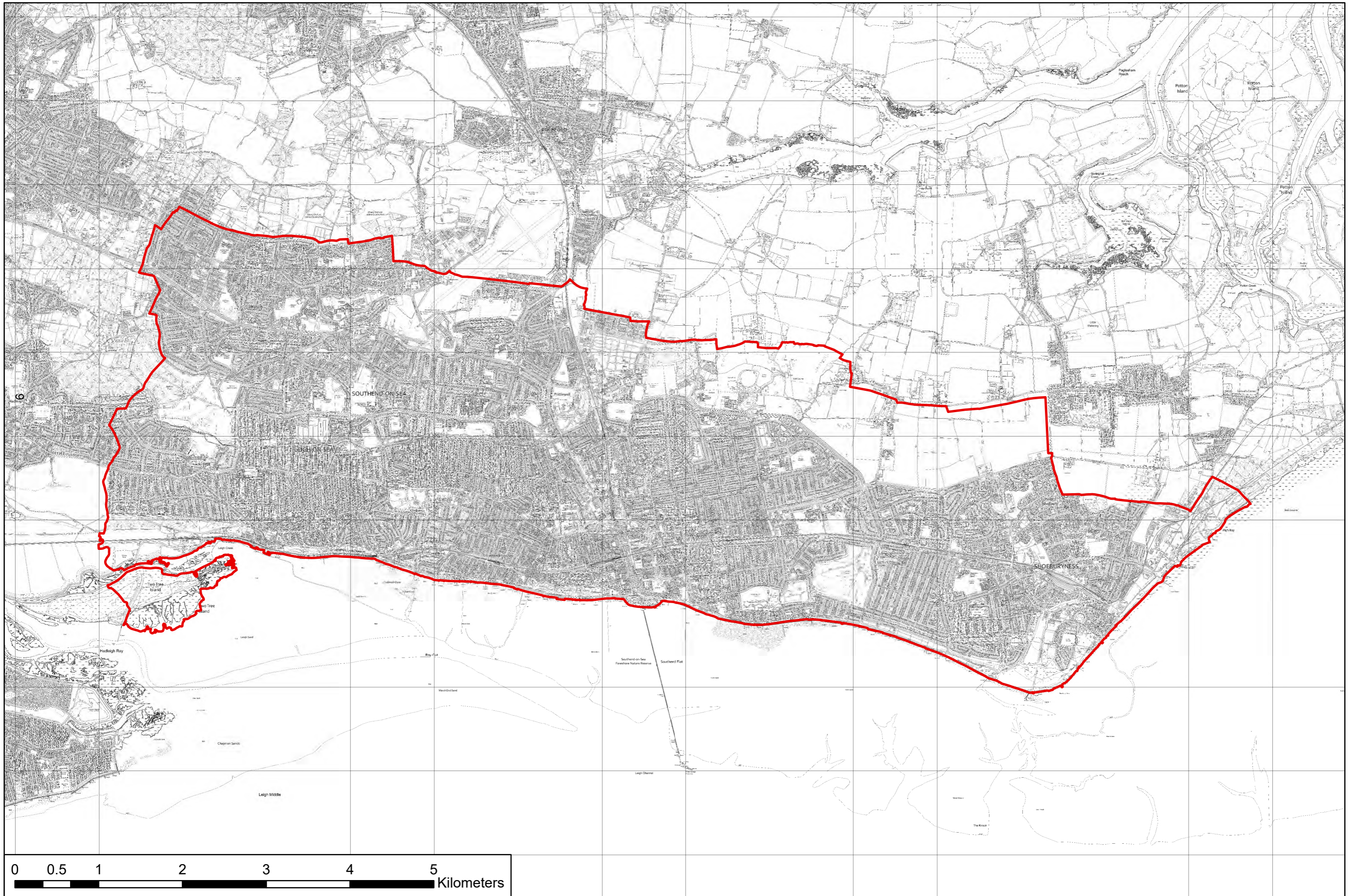
APPENDIX 3 – January 2023 Cabinet report proposing public consultation.

APPENDIX 4 – Draft Public Spaces Protection Order (Southend City wide car cruise)
No 1 of 2023

Appendix 5- Evidence report

Appendix 6- Equality Analysis

Appendix 7- Risk Assessment



This page is intentionally left blank

The Car Cruises PSPO Consultation Analysis.

Report prepared by D Skinner

Summary

A total of 1,200 people accessed the campaign which ran from 14th February to 14th March 2023 of that 269 responded online, the Police, Fire and Crime Commissioner for Essex also submitted a response as a statutory consultee who endorsed the proposal. The consultation also had over 1,000 people aware and informed about this consultation, this means that they visited the project page or downloaded the documents, looked at the survey but chose not to submit a response.

The consultation include a survey with questions and a free text boxes for further comments, there were various Public Space Protection Order documents available to download or view online, 377 individuals used that option (breakdown below)

- 97 – Car Cruises PSPO Order Draft
- 280 – Car Cruises PSPO Map of Restricted Area

The consultation was promoted across social media and was available on the Councils interactive consultation portal <https://yoursay.southend.gov.uk/> it was also made available in a hardcopy format if requested.

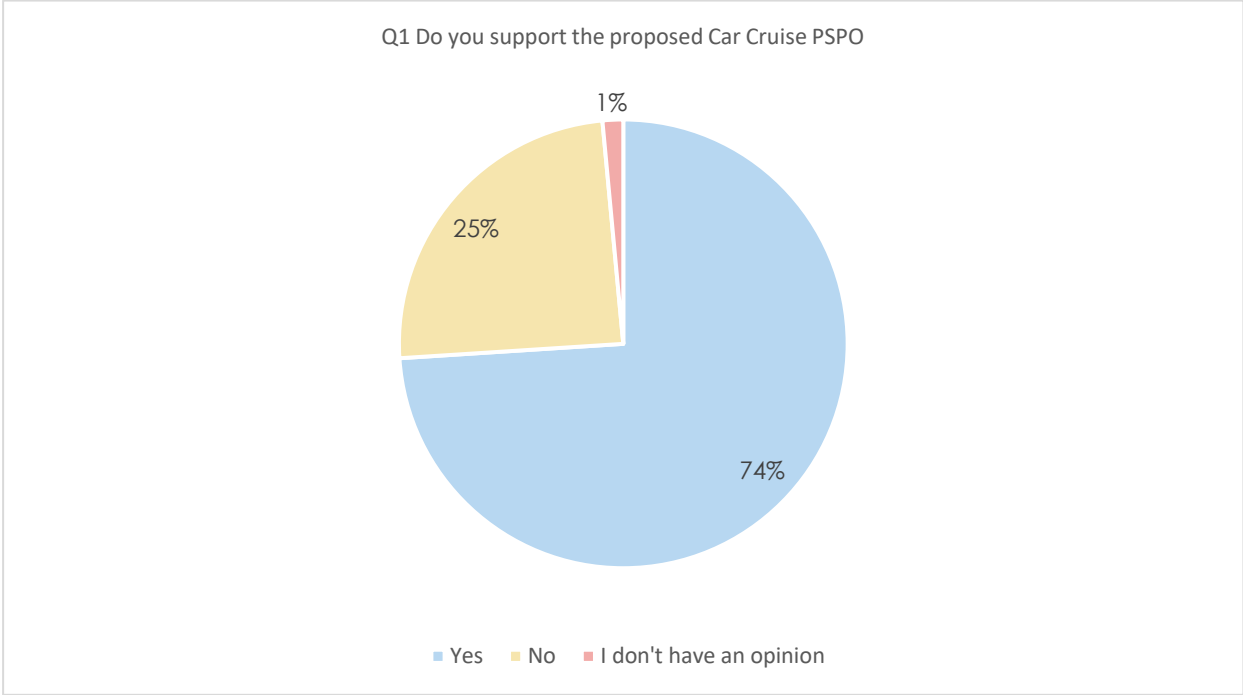
The overall consensus from those responding was that they supported and understood what the Council is trying to achieve in considering adopting a PSPO for Car Cruises to assist with the protection and safety for all those using the city.

Some of the individual comments received felt that better organisation and collaboration would improve these events as a majority of those participating did not create an issue and felt it was a small minority causing the anti-social behaviour. They also identified the challenge on how it is to be enforced and monitored once the PSPO is adopted.

*The full comments received from the online element of the consultation can be found in Appendix 1a at the end of this report.

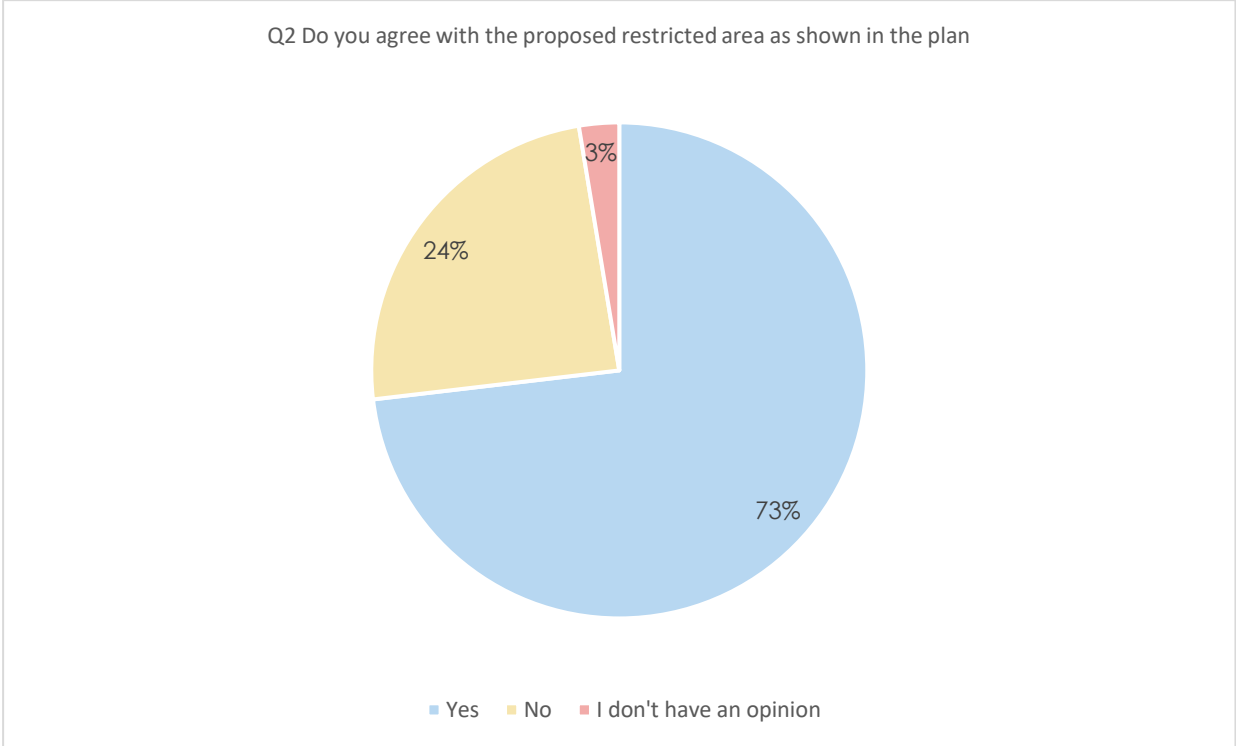
Full Breakdown of questions

1. Do you support the proposed Car Cruise PSPO



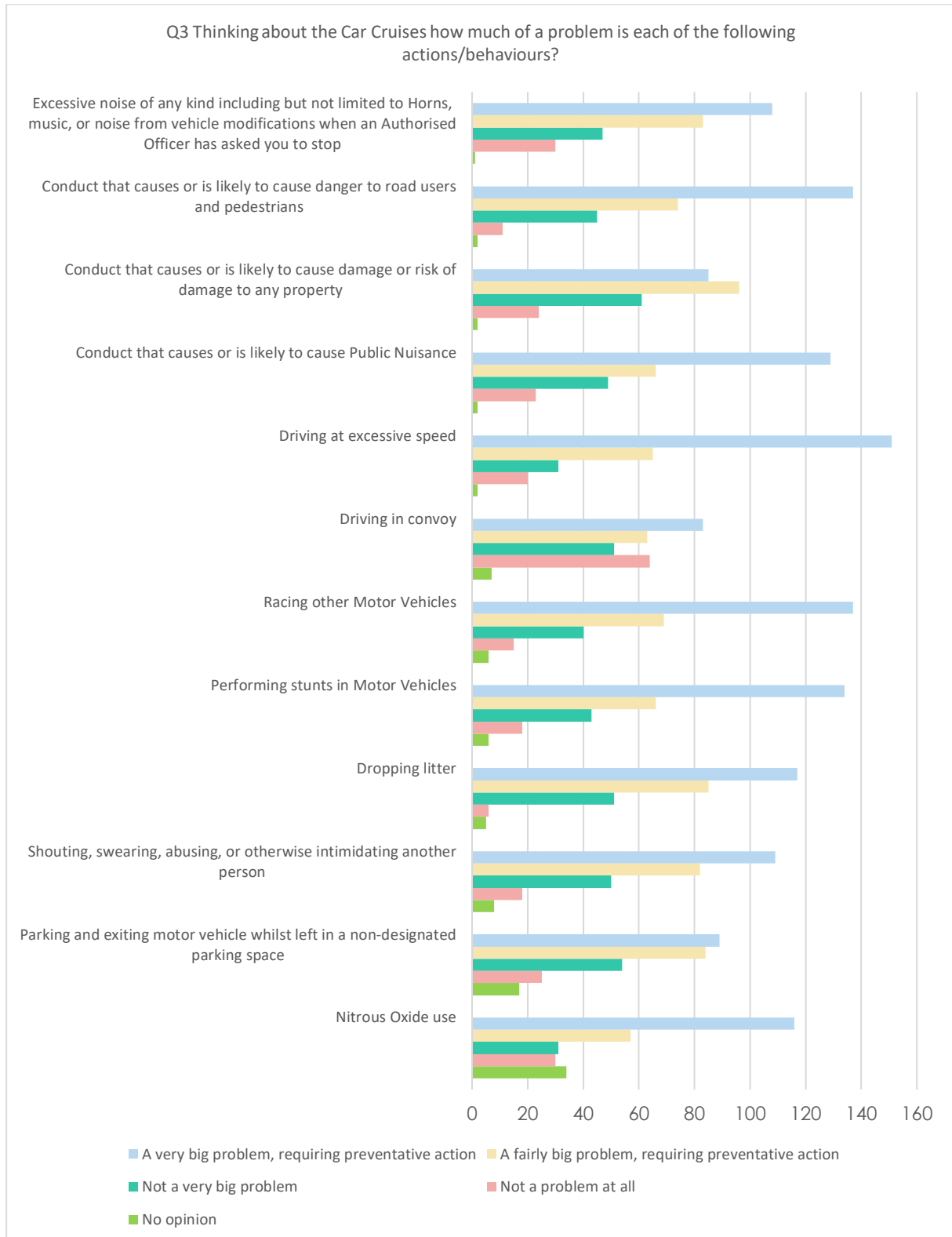
The majority of those responding highlighted that they support the proposed car cruise PSPO.

2. Do you agree with the proposed restricted area as shown in the plan?



Of those responding 73% identified that they do support the proposed restrictions in the restricted area shown in the plan under the PSPO.

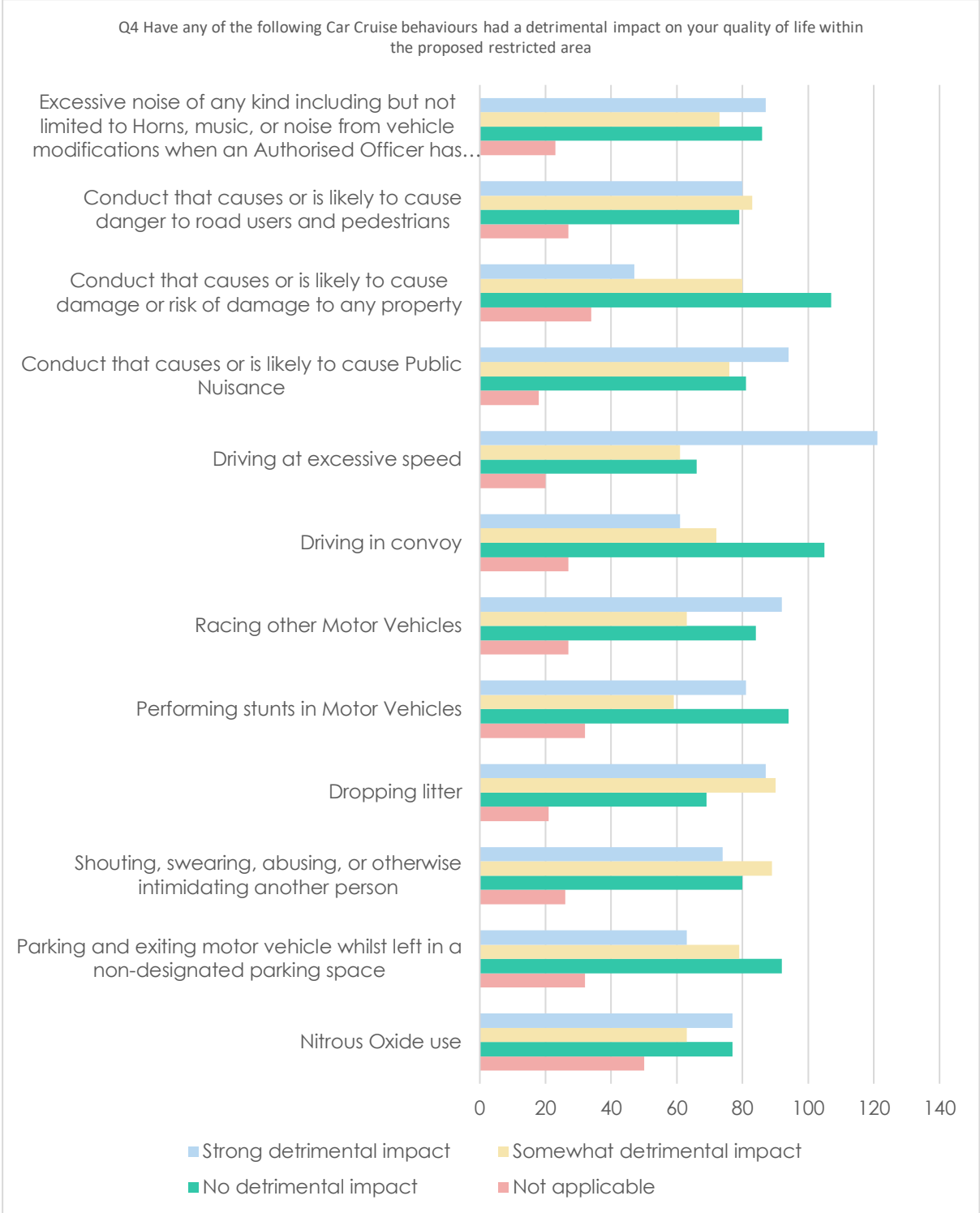
3. Thinking about the Car Cruises how much of a problem is each of the following actions/behaviours?



This was a single response question with a majority of those responding highlighting that nearly all of the behaviours identified were a very big problem, requiring preventative action, the top 3 were

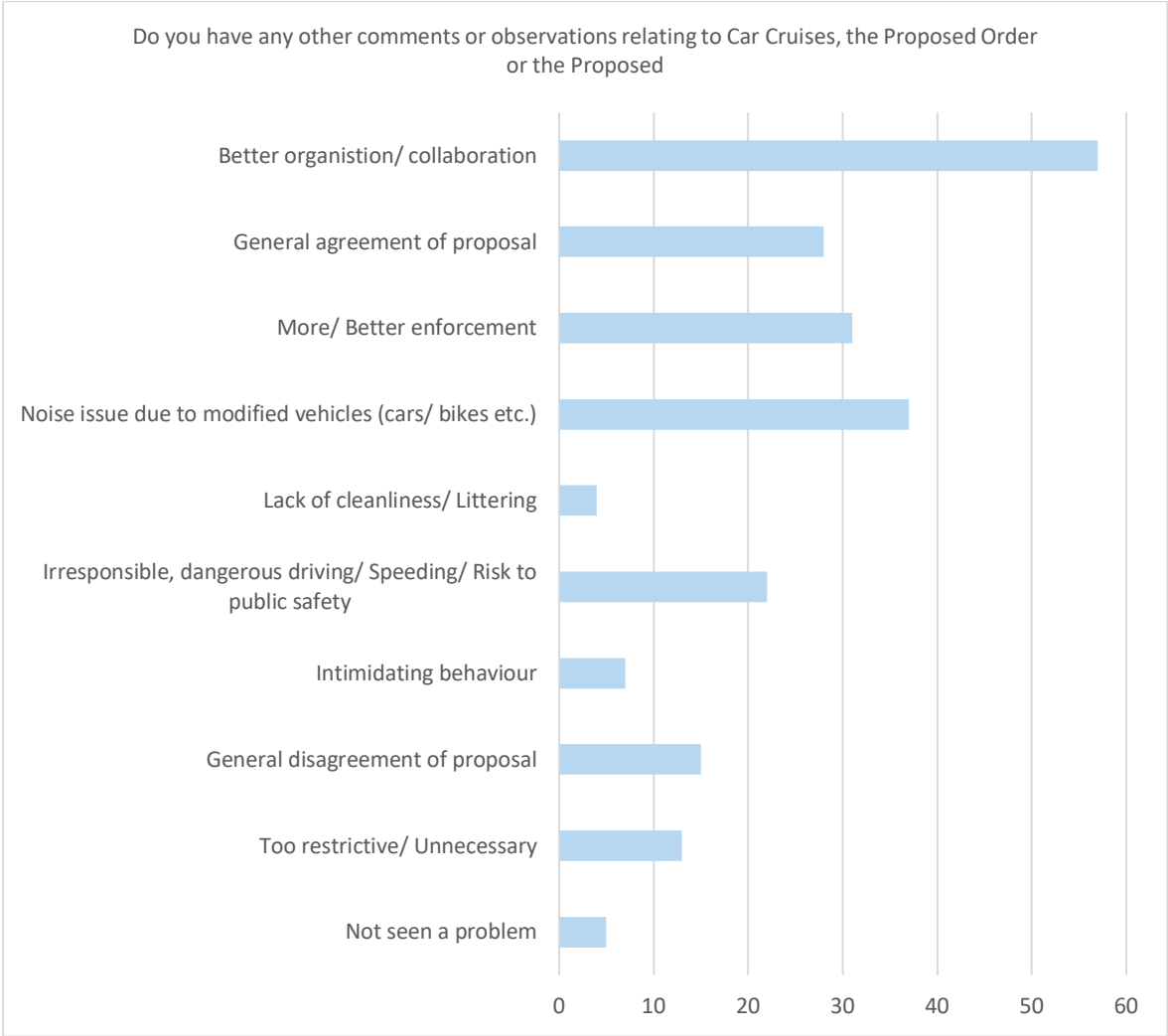
1. driving at excessive speeds
2. racing other roads users and conduct that is likely to cause danger to others (pedestrians/road users)
3. performing stunts in a motor vehicle

4. Have any of the following Car Cruise behaviours had a detrimental impact on your quality of life within the proposed restricted area



This was a single response question. For all behaviours addressed, the majority stated that it had at least a “somewhat detrimental” impact on their quality of life within the city. In relation to all the behaviours listed, ‘driving in a convoy’ was identified as having a detrimental impact on the least amount of people. Nonetheless, this still had a detrimental impact on more people than not.

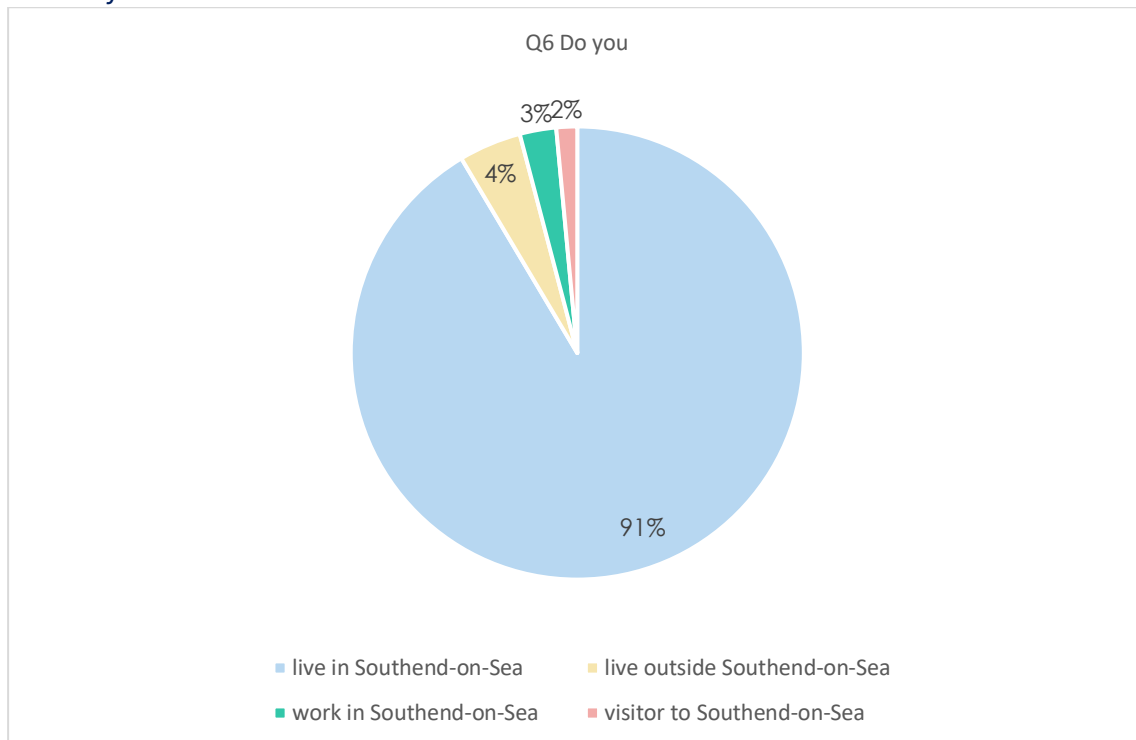
5. Do you have any other comments or observations relating to Car Cruises, the Proposed Order or the Proposed Restricted Area.



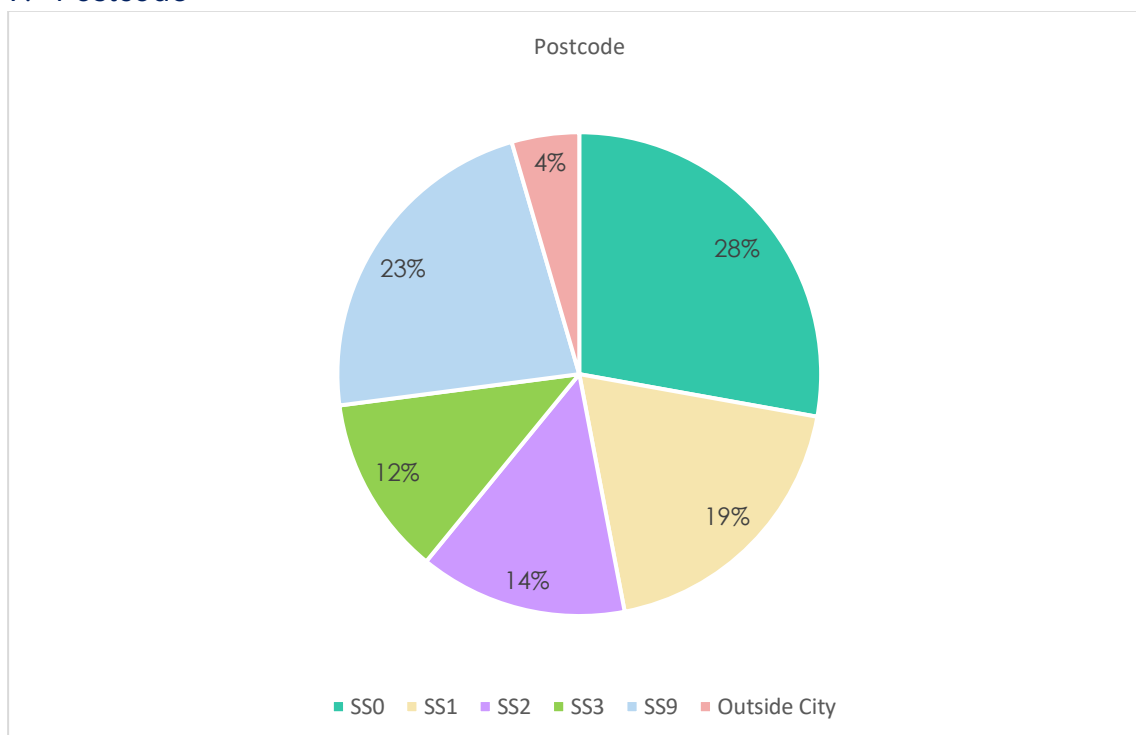
This was an open text response following on from the above question with 158 responding online, the comments were linked together by themes and the majority of those responding highlighted that Southend is synonymous with car cruises and felt there should be better organisation and more collaboration with the Police and City council so these events could continue as not all those participating engaged in the detrimental behaviour. Noise due to the modification of vehicles (cars/bikes etc.) were also a key concern closely followed by how this is to be enforced and monitored.

All comments can be found in the Appendices at the end of this document.

6. Do you



7. Postcode



28% of those responding lived in the SS0 area which is the Westcliff area, (which covers Chalkwell Esplanade to Western Esplanade (up to the Cenotaph) with 23% of those living in Leigh. Overall 91% identified that they lived in the town, with only 4% saying they live outside the city or are a visitor to the area.

Statutory Bodies Response

We received one email from the Police, Fire and Crime Commissioner for Essex

Statutory Response

Police, Fire and Crime Commissioner for Essex (PFCC) response 22/02/2023.

The PFCC is supportive of this PSPO and recognises one of the substantial benefits is it can be enforced by both Police and council workers, enabling stronger partnership working and additional capacity to monitor and respond to the outlined behaviour. The PSPO imposing conditions on car cruising and associated issues in this area will allow quicker, proportionate enforcement to be taken by those who breach it.

The car cruising PSPO in Canvey Island in 2022 proved to be a very useful tool for the council and local policing to tackle car cruising related issues, we therefore expect to see positive outcomes for the Southend District PSPO.

This PSPO clearly outlays the activities in question, definitions, outcomes, and appeal process. It is an effective tool in managing and reducing car cruising. In terms of the activities prohibited by this Order that include; conduct that causes or is likely to cause danger to road users and pedestrians, highlights the safety risks involved, and evidences the detrimental effect on the quality of life for those in the locality. The second condition also appears to have been met, in that the effect, or likely effect, of such conduct is likely to be persistent, unreasonable and justifies the restrictions imposed by the notice.

The PFCC questions if powers under the Environmental Protection Act 1990 should be considered as a more proportionate response to litter offences and alternative to inclusion in the PSPO. The issue of a fixed penalty notice is an effective tool to address the issue.

The PFCC recommends further consideration of the inclusion of Nitrous Oxide, as it is challenging to evidence use. Nitrous oxide is normally treated as a “psychoactive substance” under the Psychoactive Substances Act 2016.

Producing, supplying, and importing/exporting psychoactive substances for human consumption is illegal, however it is not illegal to possess psychoactive substances unless it's with intent to supply.

It should be noted that the deployment of Essex Police operational resources remains at the discretion of the Chief Constable, however we consulted with the South LPA Commander for local policing who is supportive of the PSPO to deal with car cruises. The LPA Commander fed back they welcome additional powers/tools to address the issue and the deployment of police would be done where possible, subject to operational demand. This would consist of local officers, proactive teams as well as wider Essex Police assets (eg Road Policing colleagues) and they will work closely with the local authority to plan effective deployments.

The PFCC works closely with Southend CSP and is keen for activity to be driven by the Partnership. We note that the proposed PSPO would support the strategic priorities of the Partnership, as well as our vision to keep Essex communities safe

and secure. The PSPO targets behaviour in line with the PFCC's priorities as articulated in the Police and Crime Plan, particularly "improving safety on our roads".

Consideration of how to communicate and embed this PSPO should be given, recognising some of the challenges it may present for those individuals or communities affected. We support the LPA Commander's comments and also recommend obvious, large clear signage of the PSPO in the areas covered by the Order.

This PSPO should help reduce car cruising, associated anti-social behaviour and keep the wider community safer.

Overall, we feel that the PSPO seems proportionate to the detrimental effect that activities associated with car cruising is causing, and appropriate to prevent it from continuing or occurring in the first instance.

Appendix 1a

Full comments submitted online for q5

Comments	
1.	I think its lovely to see the vehicles that the drivers have spent so much time and money on. make the cruises legal and they will bring trade to the town.
2.	The route leading from the seafront out to the A127 should have more of a police presence at night due to excessive speeding, dangerous driving and exhaust noise. This also takes place nightly at the Tesco roundabout on the A127.
3.	The events can bring people into the City. Perhaps some better organised, less frequent events, such as the motor cycle event may be an attraction and bring visitors to the City
4.	I miss the custom cars driving around the seafront it was enjoyed by so many.
5.	I feel it is absolutely ridiculous that motorists and the motor car itself are being demonised, Negligible issues are being blown out of proportion when there are far bigger issues and concerns on this planet than a few young men and women having a bit of fun. I would like to add how is it in a democratic country we are trying to limit and take away people's freedom. This is Southend on sea in England not communist Russia or Nazi Germany.
6.	I no longer go out on the nights Car Cruises take place as I do not feel safe, either as a driver or a pedestrian. When I have gone out I have felt intimidated by the number of people cars and noise in general.
7.	I'm more concerned about general anti-social behaviour in public spaces than anything related specifically to car cruises. The police are invisible.
8.	Although this covers the whole of the city, monitoring of the roads leading to the seafront should be monitored and the use of noise reading devices/cameras should be installed in residential areas.
9.	I think that the perception of these events is wrong. If capitalised on, car cruises could provide tourist income for the city, perhaps an event could be organised officially? In collaboration with the current car meet societies? I think to attempt to stop these events altogether is futile and short sighted, events such as Southend Shakedown were so loved! We have the perfect location in the seafront and there's no saying it has to be in the busiest areas. Whilst I appreciate the current concerns, don't you think that they will simply gather elsewhere? It seems to me having a controlled event would be a best of both scenario
10.	The council seem to be set on preventing these car meets. How about turn it around and generate business for the town. Allow safe car meets to take place. They be been happening for years and today's meets are safer than they be ever been!
11.	I am so disappointed that this is not being supported and embraced. You have a load of people who would take part in this. Went not have mobile mechanics. Police traffic officers communicating and working with the visitors. Pop up milkshake bars and spares. This is an amazing opportunity

	to make something very positive and you're just trying to shut it down. Shame on you
12.	It seems to me that these drivers have no regard for other people, the law, and our city! It's been a problem for many years. I'm extremely pleased that there might be light at the end of the tunnel.
13.	As a life long resident, I feel that Southend and the seafront is a place for everyone to come and enjoy, legally, in their own way. From my (small) experience, the majority of car enthusiasts come in peace to display their pride and joy and check out the motors of other enthusiasts. As with most groups or sub cultures, a minority can act up and spoil a nice evening.
14.	The council should promote car events and supply stewards the car owners should register their vehicles before they arrive in Southend to show them off
15.	Excessive noise, no worse than any day tripper blaring music with the windows down, but you don't do anything to stop that. Danger to road users and pedestrians, not as bad as day trippers that walk into the cycle lane, but you don't do anything to stop that. Cause damage, never seem any damage. Excess speed/racing, never seem any but there are already laws in place to cover this so if you think it is a problem then why haven't you arrested them? Driving in Convoy, i guess you mean like the taxi drivers who bring down the handicapped children every year, never a problem. Dropping litter, not as bad and any McDs drive through, but you don't do anything to stop that. Swearing and shouting, how about doing something about the shouting and swearing in the evening at Chase High football pitches, they shout and swear much more than any car drivers, 7 days a week. Parking in non designated space, give them a ticket. You are making a mountain out of a molehill, there are far worse things in the City than a few youngsters showing off their cars.
16.	Your question about nitrous oxide use didn't make it clear whether it is cars or humans. Reducing the human consumption of nitrous oxide is a big problem and I welcome any actions to clamp down on this. It isn't the motorists doing this either. The usage of nitrous oxide within combustion engines for performances reasons; no issue at all providing the driver is using this safely in the correct environment. I grew up in the hey day of car cruises on the seafront and they were an important part of my growing up and of southends historical culture. We need to find a way to welcome the convoys and the enthusiasts while stopping the small minority of trouble makers.
17.	No problem with organised car events ie: Southend Sea front with vintage cars over chosen weekends.Family enjoyment.
18.	I wonder how this is going to be enforced, real police officers have the necessary powers but are understaffed and under funded. And no one will take any notice of pretend officers or security guards. I think it best to embrace the cruisers, make them welcome and let them run the cruises in conjunction with the police and council. Southend should be encouraging car and motorcycle cruises to the town, it's good for businesses and tourism.

	Southend is not Frinton or a sleepy country town, it's a city now, let's encourage visitors, not push them away.
19.	As long as they are limited to several/once a year, I think it's great for the town traders and spectators
20.	Of particular interest to me is the area of seafront to the west of the pier, going past the Genting Casino. I live on the top of the cliffs, on Westcliff Parade and am particularly impacted by noise from such event, sometimes going on late at night, in the summer.
21.	noise restrictions for all motor vehicles & motor bikes should be enforced in law .
22.	These events are ruining the sea-front.
23.	Not enough is done by police to deter the constant racing and speeding along Victoria Avenue and the seafront. Please please do more, for the sake of our mental health with regard to constant excessive noise into the night, and for the safety of everyone else on the roads and streets
24.	I think the area should be extended to include the Two Tree Island car park, as this is immediately adjacent to the proposed plan, and could be used as a gathering place.
25.	Surely the Police have enough powers to deal with the anti-social elements without this extra order. A well-supervised event could bring a great deal of money to businesses in the city.
26.	Speed bumps in new road are needed!
27.	Safety cameras are needed!
28.	The Proposed Order could be more strict, without the need to have been asked to stop the behaviour.
29.	It doesn't affect me directly but stops me using the area at certain times
30.	I am 65 years old. I am a car enthusiast. I attend a number of classic car events and that entails driving in convoy with other like minded people. We are always mindful of the law and not to cause a nuisance. Please do not tar all car enthusiasts with the same brush and exclude law abiding use of our cars. If you put these restrictions in place it will also affect those just enjoying their hobby in a respectful way. Classic cars are always well received by the general public and local businesses can obviously reap the benefit of a Classic Car meet.
31.	Just another kiljoy rule
32.	I feel it is about time that Southend council made good on their promise of many years ago to make parking on the pavements illegal, via a bye-law. I was told that the council would delay doing so until the government decided whether or not to bring in a nationwide law. This did not happen so why have Southend council not proceeded to bring in a bye-law as promised?
33.	If Southend City Council actually planned and ran these events safely, then only those that have applied can attend and those that haven't, can be denied access by having to display a 'permit'. Those without a permit should be made to pull over and be given an order to leave. You never actually close off the main seafront and you never plan these things fully so you expect the Police to pick up your mess and then moan when they use tactics to tackle the few teenage idiots that spoil things.

34.	Perhaps a designated area some where could be found to hold these meetings under supervision, not all of these people are hooligans just car enthusiasts which some members of the public enjoy watching but in any case any meeting must be within the traffic laws.
35.	From the traffic lights at the Kursaal up Southchurch Avenue towards the roundabout gets used as a drag strip, for not only cars but motorcycles too.
36.	Let them have fun but stop dangerous behaviour. Let's make Southend a place where interesting things happen not a back water for fuddy duddies and snobs
37.	It really about time that something as as positive as the PSPO was invoked. I live on the seafront and summers are an absolute nightmare, for all of the reasons that are included in the survey. Have the police 'service' given up on Construction and Use Regulations and Inconsiderate and Dangerous driving?
38.	I think the order is too restrictive,. I would like to see the council working with cruises to make them an entertaining event that attracts more visitors, I see far more rubbish left by people who have spent the day on the beach, than cruisers, of course all should be encouraged to dispose of rubbish responsibly, but to target cruisers is one sided.
39.	Almost everything on your proposed list of prohibited activities already illegal. All I can see this doing is preventing driving in convoy, which is not in itself a problem and takes business away from the area.
40.	Without consequences for this behaviour it will never stop. The police can only deal with this horrendous problem if they have the full backing of stiff penalties that are strictly enforced by the courts. Southend should be a safe place for families at all times. Families support seafront businesses. If word gets around that the seafront is virtually a no-go area due to aggressive car use that holds up traffic, families will go elsewhere. Local ratepayers also have the right to sleep at night, which they cannot do while the explosions of modified engines and sounding of horns goes on into the small hours.
41.	Why would driving in convoy be a problem? I've done on Classic Car rallies for years. Regarding Nitrous Oxide use; the survey seems ambiguous as it doesn't specify whether it is referring to the use of nitrous oxide in car fuel systems or the inhalations of the gas.
42.	Southend used to close off a section of the seafront to allow for organised car cruising and this seemed to be regulated and attended by the police and actually made a family event perhaps once a month When this happened it seemed to give the cruisers a chance to show off vehicles officially and this then meant less unauthorised events
43.	the element relating to driving in convey providing not breaking any speeding laws i dont personally see as an issue at all.
44.	I have young children and these events make safe places unsafe
45.	Need organised events for all car enthusiasts not just those who are socially acceptable

46.	We have all of this several times a week.. Around Temple Farm Industrial Estate
47.	The poor people that live in that area, must suffer noise, pollution and God knows what else. It can be dangerous, in the fact, when racing to 'outdo' each other, properties could be crashed into or they could end up on the beach, where people may be walking, so emergency services are then affected and they have enough to put up with, as well as being understaffed.
48.	I think car cruises a big part of Southend's history and go hand in hand with Amusements/fun that seaside resorts offer, with people attending them from far and wide. Therefore with these PSPOs (as well as the many other restrictions you ar replacing on the populace with your other PSPOs (bbqs on the beach) you are reducing tourism in the area which will affect the local businesses plus you are altering Southends culture down to what the minority or old, boring, non-fun loving population who inhabit the areas by the sea want it to be! All the car cruises, beach bbqs etc were there when they purchased the properties so they knew what they would be living with, but now you succumb to their every whim.
49.	Being a resident of Victoria Ave the above comments relate to all forms of motorised transport including motorcycles. Not just car cruises.
50.	I think the car cruise's are good for our young residents, they just need to be managed, The anti social points you raised are as always by a small minority, let's encourage young people to enjoy there passions, Car cruise's in Southend have been going on for a long time, they used to drive between the two roundabouts on the golden mile with large crowds gathered to see them once a month until they were pushed off and ended up on the Westcliff seafront.
51.	I'm not into the car cruising "scene" at all, but I do enjoy looking at them if they're there when I'm walking my dog. I've never experienced any issues at all. I like that they come to Southend to show off their cars, I've lived here since I was 5 (I'm now 34) and I always remember them doing this on the seafront. It's something that we should embrace instead of trying to put a stop to it. I would assume a lot of the people that attend events like this will go on to spend money in the town which can only be a good thing. Please, stop listening to to minority that complain! I'm concerned that most residents don't know that this online survey system exists and so will have no say in most things.
52.	They should be banned and cars taken away from participants. Driving bans given out.fines issued
53.	Sooner the better
54.	Late night bike racing along the sea front past the ridgeway to Leigh station with this route used as the race track with excessive speed wakes us up most weekends, nearly all in summer. The same with modified cars that are intended to have noisy exhausts disturb the peace constantly in summer as cars pass along the ridgeway up the sea front , it is impossible to have normal conversation when they pass and at night it is a particular problem as I assume they are leaving meet ups and returning home
55.	I have answered the questions on the basis of being a Police Officer trying to deal with this issue in the 80s, yes 40 years ago! I have also been a

	<p>resident of Eastwood most of my life. I am still bothered by this boisterous behaviour as drivers pass my house in Green Lane, doing excessive speed in modified vehicles, making noise with their exhaust systems (spitting back and popping).</p> <p>I stay well away from the seafront, between The Kursaal and Shorefields Road as I have no desire to be involved with this contemptuous behaviour. Several generations of drivers have been involved since the 'cruising' craze began. I support the initiative but nothing in the past has worked. Some of the original offenders, who attended from far and wide will now be in their old age.</p> <p>The Kursaal roundabout and junction with Southchurch Avenue was redesigned at great public expense, solely to control the 'cruisers' and to prevent them doing the loop between The Kursaal and Pier Hill bumper to bumper. The 20mph speed limit came later. The Pier Hill roundabout was modified to stop the other circuit up Pier Hill, Royal Terrace, Royal Mews, Alexandra Street back to Southchurch Avenue . They moved to Western Esplanade.</p> <p>I suggest this problem is the result of watered down law enforcement combined with lack of will by Police to enforce even the basic regulations, like window tint, misuse of fog lights, incorrectly spaced registration plates, a lack of penalties for modifying the vehicles without informing insurers, noise pollution from ridiculously loud sound systems.....</p> <p>One thing is certain. Without regular and proactive enforcement, by committed individuals, the new initiative will not work.</p>
56.	Nos shouldn't be used on public roads may be if arena Essex was still open u wouldn't have this problem or give them a place to do it but you will never stop the car meets bring back the 90s of Southend seafront with the cars
57.	I'm astonished that this kind of behaviour has been allowed to continue for so long. Glad something is now being done
58.	Takes a lot of police resources
59.	In my experience, when it comes to car cruise days and day to day traffic in general, the main problems have been driving in convoy, speeding vehicles and bikes and excessive noise from numerous cars and bikes that have been modified. The noise of levels of some of the bikes and vehicles involved is surely above legal limits, and could be regarded as a public nuisance.
60.	There needs to be resources to enforce plans such as noise cameras, a hot line to report incidents and awareness campaign to make people more aware of impact on residents and businesses of anti social activity. Fines could be used to fund such resources
61.	The installation of sound meter operated traffic cameras as found in London to issue fines the same as for speeding in particular the residential areas on the sea front where excessive noise from nitrous oxide is frequent at the weekends. It sounds like a war zone at times and is of great concern and disturbance to the elderly and vulnerable in the area.
62.	Why only nitrous oxide, surely it should cover all drugs? I object to the whole of the City being included , this is ridiculous, I experience more problems when authorities become involved and stop

	<p>traffic completely. Many of those that will be 'caught' by this heavy handed approach are just out with their cars meeting friends and enjoying the Central Seafront. Perhaps if the parking along City beach had not been so awfully concretely blocked up you might not have needed to extend the area to cover all parts. The current controls are fine.</p>
63.	<p>Unfortunately I think this will just move the problem elsewhere</p>
64.	<p>The important thing is that the authorities, especially the police try to work pro-actively to close down such events before they have even started. Monitoring large numbers of modified cars arriving into the area is a clear indicator that something is brewing.</p>
65.	<p>Being shouted at by motorists whilst walking along pavement which was obviously intended to make me jump.</p>
66.	<p>Saturday nights are a nightmare. Cars noise so loud even disturbed in high rise block on cliffs opposite Genting on seafront</p>
67.	<p>I live in Tower Court and this anti social behaviour is not just restricted to car cruises it is a CONSTANT nuisance which is severely detrimental to our quality of life. Cars park down on the seafront by Genting Casino and have their music blaring out so loud that our windows vibrate! Sometimes we can't hear our television over their music! They also sit and rev their cars and the banging noise is so loud it's like fireworks going off. This can go on past midnight so is very disruptive to our evening enjoyment and sleeping. We simply can't sleep while they are there. This isn't just weekends either it's midweek too....generally they don't even turn up till 9 or 10pm and then just create noise until very late. Sadly the few people that do this spoil it for the genuine car meet ups who want to come and show their cars off and go home quietly at 9pm. I wouldn't have an issue with this say once a month but unfortunately I feel all cars need to be prevented from gathering and showing off their excessively noisy speakers and their loud popping cars as there will always be some that stay on and continue the racket! I hope that the council will instigate this PSPO but most importantly that THEY WILL ENFORCE IT and that it will cover all cars every evening and not just when there are organised car meets/cruises. I also hope the council will install noise cameras to deter this antisocial behaviour. Sadly there are people out there who have no consideration for the hundreds of residents that live in the area along Westcliff Parade and personally I am sick and tired of it and fed up with having to phone the police to report them.....and that nothing is ever done anyway. It seems to get worse and worse every year.</p>
68.	<p>I live on Clifftown Parade above Western Esplanade. The congregation of cars as such is not an issue to me if the drivers are responsible. It is the noise and disturbance, often late into the evening, created by vehicle noise and loud music that affects me. It amazes me how the sound travels. The rubbish left behind is annoying for those that actually live locally and the council having to clear it up.</p>
69.	<p>Dear Madam/Sir, My comments as follows: 1. The Order says: 'Public Nuisance' refers to behaviour where a person: (a)</p>

(i) Does an act, or
(ii) Omits to do an act
(b) The person's act or omission;
(i) Creates a risk of, or causes, serious harm to the public or a section of the public, or
(ii) Obstructs the public or a section of the public in the exercise or enjoyment of a right that may be exercised or enjoyed by the public at large
(a) i and ii and (b)i and ii - in whose opinion? That of an authorised officer or a member of the public or both?
As above re para 6 The Activities - in whose opinion are i - xii determined?
2. If the FPN is challenged then ultimately the court decides - therefore evidence must be gathered to support the FPN by the accuser/s (the person with the opinion, above), so who gathers that evidence and when?
3. Who are the Council's Authorised Officers (AO)?
4. Will the Council be pro-actively deploying AOs to help deter such events/actions/offences covered by this Order?
5. Or will the Council be reliant upon the Police to help deter such events/actions/offences covered by this Order?
6. Why does this Order need to happen - do the Police not have enough powers to deal with such events ie stop them?
7. What additional human resources (as in Authorised Officers) will the Police and the Council be deploying to police such events both reactionary and pre-emptively when the Order is in place?
8. What will be the practical difference between the current situation without this Order, and the situation with this Order in place ie fewer events, more Authorised Officers pro-actively policing the streets?
9. This Order, this survey, the associated meetings and so on must take up huge resources - so, the answer to question 8, above, is really important.
10. The FPN of £100 (s17) is a fraction of what a set of tyres, or some engine modifications would cost, therefore it seems very low. Even the Level 3 fine of £1000 seems low.
I'm left wondering why this is all necessary. I'd rather see more police and council enforcement officers on the ground - real people doing real law enforcement, and deterring/preventing it.
Also, if the Council are going down this route for such matters, can they please do the same in respect of illegal use of electric scooters and bikes - used increasingly frequently on pavements, cycle lanes, and roads (even a local postie uses one)? And as I witnessed recently someone even scooted right in front of police officers in the High Street, who ignored the scooterist.
In conclusion I welcome the Council's acknowledgement that such events need stopping; however, like any law or rule, it needs enforcement to be effective (a current cross-society lack of enforcement is arguably leading to a more lawless society, where increasing numbers of people consider challenges to their actions a personal affront and they react accordingly, often with violence or abuse).
I trust that my questions and comments above will be considered and answered by Council following the conclusion of this survey.

	Many thanks, Yours faithfully
70.	<p>This list is quite extensive, and goes beyond a few boy-racers on the seafront, encompassing the entire borough. You seem to want to ban everything; presumably classic car rallies would also be anti-social. Instead of banning everything and every event that might bring the much needed visitors to this fading, failing seaside town, why don't you use your considerable powers to enforce the rules we have with the small minority of people who do any or all of the above on a regular basis. Instead, you slam the majority of the people who do none of these things. EG there is a problem for pedestrians and others with the way people speed along Canewdon Road and crash the Hamlet court Road traffic lights. Very dangerous, could be dealt with either by CCTV and mobile enforcement, but no. Let's slap an order on all the people of Southend. It's lazy and authoritarian. I hate living here now, after 23 years, constant nasty, petty-minded stuff like this, whilst you gouge residents at every opportunity: parking in town, parking permits. The irony is that we need to be more entrepreneurial and think of more things, since the Council cancelled the hugely successful and profitable Air Show. The only reason our house is not on the market and we're not looking to move is that our kids are so settled here. Seeing as there are no job opportunities here in Southend (no events during Apprenticeship Week), the least we can offer them is a fast route into London. Doesn't help Southend's brain drain and talent shortage, but Southend Council only helps its mates and a very, very small circle of interested parties, so I have no loyalty any more. And this is true, because I sat on the board of Renaissance Southend, which put me off ever engaging with those people again. The venality and smugness. Because of this, I also know that you will massage the results you get to 'evidence' or 'prove' that the 'will of the people' will only be met by slapping this anti-social order rubbish on all of us, regardless. I hope you didn't spend too many thousands on it.</p>
71.	<p>Chairman of the residents association - I have large numbers of complaints every Summer from distressed elderly residents. It ruins their quality of life at a time when they should be enjoying a peaceful retirement. Please do all you can to prevent this</p>
72.	<p>Apart from Car Cruises. Noise due to modified vehicles; cars, quad-bikes and motor-bikes is now common at all times of the day and night and all times of year and in most parts of the City. A nuisance resulting from not only vehicles transiting residential areas between the City boundary and the seafront but also from a few individuals joy-riding around the City roads. The proposed order ought to contain specific measures to tackle individual miscreants as well as multiple cruisers.</p>
73.	<p>Having a car meeting in an area where one of their colleagues has already been killed seems ludicrous as well as being a nuisance to the residents of cliff parade Leigh on sea, the additional risk that the same thing could happen again is high</p> <p>It has also become very apparent to us that vehicles have had modifications to make them very loud and this makes sleeping especially during the summer months very difficult.</p>

74.	Aside from the problem caused by cruising, the litter left behind each time is disgusting. They should be made to tidy up.
75.	It happens down barge pier road all year round. The litter including nitros oxide canisters, broken glass all-sorts of things in a school walk with small children. It needs a bin at least at the light that I've reported numerous times fixing at the top of the alleyway. The cars race along barge pier road and not just at night now. During the day also. Right next to the children's play park.
76.	These negative behaviours are not limited to car cruising events and could easily overstep their intended audience or otherwise be used against those who may be associated with their vehicle and penalise them when another group are doing exactly the same negative behaviours not associated with their vehicle are not targeted. Southend should focus on providing safe streets in general and allow police to police car cruise events whether official, unofficial or casual grouping of friends in one place.
77.	I have reported to the police on many occasions, the pulling of doughnuts, drifting etc, in the Fossetts Farm to Temple Farm Ind Est area. Loving at the northern end of Bournemouth Park Road, in spring/ summer, it's intolerable, PSPO needs to extended to include this area.
78.	Car cruising has been going on for years in Southend and is part of the seafront and part of the culture of younger generations. The problem arises when you stop people doing it or restricting them - they then turn up in different areas and because it's forbidden drivers take more risks. If you can control where they do it, without banning it altogether, then surely most of the drivers will control themselves and will ensure the bad drivers do not get out of control. Make them more responsible rather than spoiling it for everyone. Why do we restrict, restrict and restrict peoples freedoms because of a minority?? Yes litter is annoying, noise is annoying, swearing is annoying but really how often is this happening and how many people have actually been hurt or sworn at?? There needs to be more evidence rather than producing an order based on hearsay. One day there might be no cars - and then we will be missing it!
79.	No
80.	As long as it's done in a controlled manor and with respect to other road users and residents I have no real objection to car cruises. It's people enjoying a hobby which on the whole does not impact others too much, it gives people a chance to socialise especially when more and more interactions are happening online it should be encouraged or at least applauded that face to face conversations are happening albeit around a motor car. Are they really redoing any harm? Or are they just younger people having a good time?
81.	Shoebury Common Rd from Maplin Way to Shorehouse pub needs a speed camera to protect those crossing road to & from Childrens play area. At times road is like Ssnta Pod race way with cars and motor bikes travelling at multiples of speed limit
82.	Would also help if cars were more frequently stopped for having noisy exhausts - these cars have a very detrimental impact on our

	neighbourhood. Noisy exhausts go down our road every day shaking the windows and waking us up.
83.	The noise of traffic passing to and from these events is unbearable to those who live on roads toward the sea front such as Chalkwell Avenue. Also the additional pollution caused by cars often that are very un green.
84.	Stop being ***** killjoys
85.	This just seeks to penalise car enthusiasts who meet with like minded individuals to admire vehicles and bring much needed revenue to the seafront. The majority of car enthusiasts are law abiding people, Southend council would be better off addressing the litter problem in the high street and wider area which is truly shocking.
86.	Some car cruises should be authorised as long as they are properly stewarded and managed
87.	Dangerous driving especially speeding in modified vehicles, is a growing issue right across the city and needs to be curbed.
88.	I am sad to be agreeing but these drivers leave us no choice, the noise and the dangers to themselves and others mean they have to behave . Love looking at the cars ,some are works of art but the noise and speed are completely anti social .
89.	I personally dont see what the issue is provided people participating in these cruises are behaving in a sensible manner and are not parked up in a heavily populated area. Firstly the council prevented these from taking place on the seafront many years ago which has had a massive detrimental effect to many of the seafront traders and now it seems they want to just stop it everywhere. Perhaps they should rebrand it as a classic car meet as it seems the council takes no issue with those.
90.	Agree it's a good idea to have restrictions but should be able to allow car owners/drivers one day of sensible congregation and fun
91.	Not all car fans are a menace to society. I believe the Council should consider the development of a track on a brownfield site such that appropriate and safe activities can take place. This would potentially be popular for various activities such as car meets, drifting, fairs etc. The development of the site should be taken forward in consultation with local car fans/drifters etc. Let's embrace a hobby which could be supported more proactively and safely.
92.	Glad it covers Shoeburyness - please make sure it covers car parks like Gunners park - and that the council ensures these are locked on time as car rallies have happened when this has been neglected - such as for the fireworks wasting police time.
93.	No further comment at this time.
94.	Modified exhausts and revving engines as they pass under railway bridge on Chalkwell Avenue is extremely annoying and an invasion of privacy & peace
95.	Perhaps offer organised events where sections of the seafront is closed off to allow this to happen safely?
96.	I am a former head of Operational Policing for the Borough of Southend and oversaw the policing of car cruises
97.	Needs to be in cooperation with Rochford DC or the cruisers will play off the two council against each other and move the issues there.

98.	It is a very good idea. It is intimidating on the seafront on weekend evenings.
99.	Look as far as I can tell an see southend sea is ima going down hill. Not because of the car cruises but the stopping of the cruises 99% of them are there as a static aevent which all brings in alot of much needed revenue. By you trying to stop these events your stranging local businesses of profits they spend a lot in the front. Instead arrange some sort of support an work with the organisers in stead of looking at them as young trouble makers. Most of them are fall grown adults with there families an grandchildren which means more revenue. Yes has a patrol team issuing fines for unexpectedly driving an parking prob raise more money an awareness that way. Im a 50 year hoodlum an I spend atleast £50a night on my family. 5/10 of the idiots can be fined quids in I think
100.	I live near the seafront and the noise at the weekend is a big problem as it goes on all evening at the weekend so can't use the balcony. Had acoustic glass fitted on all windows and balcony doors at significant cost. Helps but the objects still vibrate in my flat when they turn the music up. Its the only thing that I really hate about Southend and I am going to move because of it.
101.	The order should also cover the beach.
102.	One of the main issues that doesn't seem to be highlighted is the mental anxiety and stress caused by these 'action seekers' Residents living within these noise affected areas often become agitated and unable to relax just waiting for the noise etc to begin- weekends and some week days. The loud noises the Car Cruisers generate are far more than just a nuisance, they can be viewed as a health hazard, as they often go into the night and early morning hours. Sleep become difficult and/or quite often disturbed - and we are told by health professionals the problems that sleep deprivation can bring on, especially in latter life.
103.	I live in tower court, westcliff parade, the cars meet below on the seafront near the casino, the loud music makes the building vibrate, often cannot hear my tv. the back firing and speeding goes on until very late ,I have made several complaints to the police they never come when the noise is going on. I have also been in touch with the council. It wouldn't so much of an issue if it was regulated to maybe once a month and it ended at 9pm. Noise cameras would be good.it is hard to explain how it makes me feel. I find it so stressful.
104.	The approach for prosecution should not be light or soft so the thought of "the police won't do anything" propagates amongst the community that is guilty of offenses.
105.	I believe Southend has been a pivotal part of car culture for many years, putting a blanket ban on meets there would only encourage those out to cause trouble to be more antagonistic, if the meets are Static and Convoys are respectful of the area then they should be allowed to continue
106.	This IS a Seaside resort ,traditionally these resorts should welcome visitors /residents of the area to participate in lawfull activities and it its Wrong to try and curtail the Publics enjoyment ,whatever thier interests are as long as they do not interfere with others enjoyment.....i do agree that the area should be Policed of course and those small minority who would otherwise

	<p>spoil it with poor or dangerous activities should of course be dealt with accordingly. when you have large crowds in one place you will inevitably have a very small minority who need to be Policed. Most people who are in the direct area of a Car meet,wish to be there because they have a specific interest in Cars etc. The Seafront in particular is a BIG place for everyone to move about as they wish.....a Distinction should be ratified here, Car "Meets" which are predominantly static help local businesses to thrive and cause very little trouble in their very nature because they are just thatStatic. A Car "Cruise" on the other hand is predominantly a moving meet. So of course this needs the requirement of Police in attendance as mentioned above to ensure everybody.....public alike enjoys themselves with no problems.. I must say I do not agree with and take exception to paragraph 6:6 which states "in Convoy" how can somebody be penalised for driving in accordance to the law in a safe manner on a public highway maybe with a freind in a vehicle in front or behind be a problem and indeed how and most importantly why should it and how can it be Policed? These people have for all intents and purpose paid their Road tax.insurance,are licenced,are behaving in a safe manner so whats the issue? if there becomes reasonable grounds to enforce any action on the small minority it should be applied as stated above</p>
107.	I don't see an issue with people enjoying themselves and their passion for vehicles.
108.	Noise from exhaust back-firing excessive at weekends causing lack of sleep. Also impact on visitors wanting to come to Southend. Parking on cycling lanes during major meets and cruising of cars not fair to people wishing to use the area for normal use. Very intimidating if out, you feel vulnerable, mainly because their attitudes and lack of respect for others.
109.	Putting theses Pspo orders in place is only making they people from the car community go racing up and down public roads. If the council worked with the car clubs direct spoke to the admin and worked with them witch places to park where we could pay for parking witch would show respect to locals and other road users. Taken the car clubs off the road and having them static parked is safer then having them racing up and down the a127 a13. The council need to look at this issue and decide what is safer being parked up static with pspo officers manning the area to make sure no one is doing dangerous driving. Or forcing them to go to the roads and driving in a dangerous manner. The Same with Southend on sea it has been known for years for its weekend meets to show of your car etc why parked up witch is a part of the history for Southend that can be dated back to 50 years plus. The council is killing historic moments as well as forcing dangerous driving when you put in this pspo order and the disbursement order
110.	I had one experience where my grandchildren were scared by the noise, but it also creates anti-social behaviour
111.	As a car brand I completely support the councils intentions to shut down and crack down on bad behaviour from car enthusiasts BUT I must stress that just like nightclubs the majority of people who attend are well behaved and just go out to enjoy a night out. I only hold shows and events on private grounds policing revs, and driver behaviour myself. I propose

	that any club planning to hold a meet there MUST get council permission and are told they are responsible for the behaviour of attendees on the night. This will massively put off those who do not wish to police their own crowds. This may be hard to police as it's in a public space but the owners of these meets need to start bearing personal responsibility for drawing a crowd together in public places. I believe the council should take this approach and adapt as they see fit as it's good for the local economy to have the car people there but also puts accountability onto meet holders.
112.	I think its a good idea. Will get the extra business back while maintaining safety in the streets. But especially, may inspire a higher level of respect for the roads. Just like all busy tourism times in southend, there is always a lot of littering and awful parking, which will hopefully be improved with this new PSPO
113.	The police would be better suited to solving real crime no officers turn up to robbery's or stabbings but they obsess over modified cars which hurts no one
114.	Excessive car noise is torture. Be it a modified exhaust or the bass of a car sound system. Those that do this sort of thing take far up too much of the soundscape.. It cannot be over emphasised just how damaging the above are on a conscious and subconscious level. Our City is in a constant state of ever increasing stress and everyone needs to do their best to alleviate this. Stop loud exhausts that are modified to annoy people. Stop excessive bass. Prohibit 24/7.
115.	It should be standard practice/policy/procedure for police to stop this type of activity; it shouldn't have to take a PSPO to enforce it
116.	There are cars racing at excessive speeds up and down Salisbury Ave every night, at between midnight and 3am with their exhausts backfiring. There are also massive problems for residents of Victoria West (and in particular Salisbury Ave) from the parents dropping kids of at schools who have stand-offs where nobody will give way, parking on the pavements, texting on mobiles whilst driving, having loud arguments outside resident's homes, and dropping litter everywhere.
117.	There were, some years ago, organised events on the golden mile (I'm old) where people could park 'vehicles of interest' and owners, friends and spectators etc. could meet and chat about the vehicles etc. This managed the desire for display and showing off the vehicles without causing distress or upset to the general public. Of course there was a cost most, if not all, of which was met by the Council and the Police. I appreciate that the Council has financial pressures, but a contribution from the BID budget might be justified!
118.	Feel these young people need an authorised safe space to meet up and enjoy their cars.
119.	I believe that this is a waste of time as all of the proposed restrictions are already prohibited, what we lack is the staff to police it. What is the point in prohibiting something in a specific area if its already prohibited, how is this to be policed? I live on the London Rd/Thames drive junction and it's very common, especially in the summer months for several cars waiting at the lights to rev their engines up to make the exhaust pop and bang then race

	up the London Rd or thames drive at well above the speed limit. If we cannot afford more police, can we at least afford cameras?
120.	This is only about a very minor number of people who choose to live near the seafront are upset with other people using the seafront for other activities. The more they complain the more likely the event will move to other areas. The true public need is for the local council to host what people come to Southend for.
121.	Cars sensibly cruising behind each other should t be banned as it's not a crime or offence in anyway shape or from. This policy has some use but otherwise restricting. By causing restore room on things like cruise ig it is anti social, many young individuals go to static meets and cruises to fit in with people and make new friends by doing this your stopping the younger generation from being with each other and killing hobbies for those who are sensible. I attend static meets where no anti social behaviour is displayed and cruise with friends to get there. This is not a crime and by implementing these policy's you are creating anti social behaviour by breaking up a socialist gathering event
122.	The car cruises that have taken place in recent years have many members that are respectful and whilst a few individuals may cause a nuisance (usually those younger) the majority of the people who attend car cruises do so as a hobby and to converse about this as opposed to causing a nuisance. It should be noted that the car cruises specifically those that have taken place around the seafront has provided local businesses with plenty of custom and those who have attended have remained respectful. It would be in the best interest of everybody if as opposed to banning these car cruises, there was a specific location available for these individuals to take part in this
123.	you wont be able to police it so stop wasting time and resources on people who are not committing real crimes maybe a little bit annoying at best; you will just divert police to soft targets to raise stats - go deal with the real crimes in the area such as knife and drugs
124.	I live along Clifftown Parade and during the spring/summer months friday to sunday the noise and behavior of these car drivers are very disturbing to the local community and the environment. I can't even have my windows open. We don't need this and extra pollution. My daughters work at Adventure island and feel very unsafe at the end of their shifts with all these cars making a nuisance circling the seafront and only feel safe when I walk down and pick them up.
125.	Preventing the anti-social and/or inconsiderate behaviour will make life better not just for residents but also for those who organise properly managed events.
126.	Driving high speed around residential streets, dangerous and noisy
127.	Any regulation and control would be welcome limiting the use of modified vehicles. We have high number of people racing on loud motorbikes even on our streets disturbing the neighborhood. Living few minutes away from the seafront we can always hear cars and motorbikes racing on the seafront late at night as well. The speed and noise of these modified cars

	and motorbikes have serious impact on children and pets even in the residential areas and streets and should not be allowed to pass their MOT
128.	This can't come soon enough. We live just off Eastern Avenue and most evenings we can hear the racing and the backfiring and it puts us on edge. We're convinced that if something is not done there will be loss of life
129.	I live by Eastern Avenue and a lot of car racing goes on, including motor bikes along the road and in Waitrose car park, especially in the Summer months. I don't really like going to the seafront anymore due to the drunks, the swearing, smoking 'whacky baccy' and the racing. This affects my husbands anxiety and my Mother in Law
130.	Cars left running for a long time, hours sometimes with music blaring on Chalkwell Esplanade at night stops people sleeping.
131.	I'm owner of Hertscruzers car club and we often attend events all over Essex, we are an older group and all our meets are strictly static only with no noise! We regularly attend Steve's breakfast meet at North Weald Airfield and very little complaints from land owner or local residents, anyone who endangers the clubs is immediately rejected from meet and club. If you stop clubs meeting in a certain area all it will do is make 7 -12 unsupervised mini meets where it's will encourage more unsafe driving. How would you deal with antisocial drinking in Essex? Ban sales of alcohol to everyone? Shall we brand everyone the same? My Nan loves a port with her Sunday roast so let's label her an alcoholic and ban her from alcohol Why don't you try working with local clubs, if your willing to invest that money in another 10 police cars plus another 20 officers to disperse the meets and the oor police chasing their own tails all night? Give us a police car and 2 officers and agree a place to meet instead then it's supervised. Surely something like that would be a lot cheaper??
132.	If there is a mild police presence there shouldn't be to much of a problem.
133.	The noise has been so bad that we have had to call the police to complain. We are opposite the Genting Casino and with double glazed windows closed we have been unable to hear our own television. The noise is excessively loud and late into the night.
134.	The PSPO should extend to motorbike gatherings as well as car cruises due to the antisocial behaviour caused by both groups.
135.	The council have killed Southend sea front with all the silly politics about car cruises, all the poor already struggling businesses are missing out on extra people coming down to visit and show off their cars. Yes the odd silly person many miss behave and should be delta with accordingly, but I think more efforts should be focused on all the coach loads of people that come down in the summer months that leave litter all over our beaches and disrespect our beach's and our community we live in, all those that stand around in broad daylight taking drugs, particularly the ones that stand around inhaling balloons, yet bouncers and police patrolling the sea front seemed to do nothing about it. Yet they seem quick to jump on someone that has pretty lights or a body kit on their car. I know I would prefer my children to see pretty cars than the amount of drug taking and littering down the sea front. I remember the days when the sea front used to be packed in the evenings, now it's completely dead and a lot of businesses closed for good! Such a shame especially when you want your children to

	have the found memories of the sea front as what you did as kid growing up. I still remember the mass success of the Legal Cruise that was organised down Southend sea front many many years ago.
136.	Since these orders have been in place, the sea front ha become empty and lifeless. As somone with a classic car who grew up spending time at the sea front with friends it's heart braking watching the businesses closing down and the attraction to the sea front and southend lessen. The though that I could be prosecuted for driving with a friends in southend is ridiculous! I fully support cracking down on dangerous driving ect but having people prosecuted for driving in a "convoy" is just ridiculous? Would this count if you was in a funeral convoy? Let's stop dangerous driving and the use of drugs on the sea front. Not attack and punish the people who are not taking part in such activities.
137.	I really wonder about asking about this issue when the outcome and need is not in doubt.. Presumably it will be enforced by the police to the extent that it always has been. The survey smacks of a public relations exercise. In this area of Southend Jet Skis are a significant source of noise in the Summer months.
138.	I feel like what has been proposed here is extremely strict. Of course I understand how a lot of points mentioned here can be dangerous to the public, however the pspo comes across that even parking up and chatting to friends around cars will land you with a conviction. Also driving in convoy seems a very silly proposal to land you in trouble as many people drive in convoy, not just car cruises, i.e. people driving together to restaurants or theatres who may also cause a danger if they have to stay together. Also what if people are travelling together to an organised show or event? You will kill many of the local shows which provide income for many local businesses and families. I feel that If this is to come into affect you need to provide some leniency for car enthusiasts, somewhere they can or times when they can come together to meet and discuss their cars. I also believe if you remove the rights of car enthusiasts you will see an increase in other anti social behaviours such as alcohol and drug abuse as you are preventing them from their hobbies. I'm not ignorant, I am aware that there is a lot of antisocial and dangerous driving that happens within the car community, however I believe you're only looking at the 5% who are behaving antisocially and ignoring the 95% who do abide by the law and are only out there to enjoy their cars.
139.	Yes, can you also enforce the law regarding use of e-scooters in public places & cycling in pedestrianised areas.
140.	Car cruises are part of Southends rich & diverse culture. It's a shame that people in power are trying to ban something just because it differs from their own views. There's a word for that, discrimination.
141.	The Southend cruise scene is iconic, cruisers should be subjected to the law like anyone else, but not anymore than anyone else. Driving in convoy, and loud music have never caused harm to anyone. Southend has an issue with prostitution, knife crime and drug dealing that the police are slow to react on and respond to. Young people who are passionate about their cars need not be the focus if the police. The council need to protect residents in the immediate Southend area from actual crime.

142.	I'm glad something is being done about this ongoing anti social issue that impacts the productivity / happiness of anyone in the area.
143.	This as become a big problem on the seafront and the anti social behaviour goes on into the early hours of the morning. We get woken up with loud music and cars exhaust that back fire. Also cars wheel spinning up and down past the Westcliff casino .something needs to be done about this behaviour.
144.	There are genuine car enthusiasts that's getting tarnished with the same brush yes there is anti social side to sea front cruises but there is anti social in everything shall we ban bingo cause someone makes a noise ban bowls cause people cheer how about we ban eating out at restaurants because some people chew to loud I agree stunts are against the rules but the organisers make it clear that stunts are not welcome and being banned will result in a huge protest from car enthusiasts nationwide that will cause more disruption.
145.	I have witnessed both noise and excessive speed relating to car cruises. I have also witnessed damage caused to car parks at Shoebury Beach which also cause a nuisance to the public who were attempting to leave the car park behind the Beach Huts. Several children appeared to be terrified by the noise and speed of teh vehicles involved.
146.	I'm pleased that the proposed restricted area incorporates residential areas and the north of the city, and not just limited to the seafront. The major problem for me is that modified vehicles, engineered to generate excessive noise, drive at high speed in residential areas, particularly late at night and into the early hours of the morning. I live in The Grove, and this street is used as a rat-run by cruisers, particularly as many cruise car owners live in the surrounding streets, but ours is one of only a few streets in the area without traffic calming measures. The vibration from modified exhausts and heavy bass from sound systems has contributed to render on my property cracking, and it occasionally triggers car alarms in passing too. The worst impact however is the late night speedway you can hear happening on Royal Artillery Way and Fossets Way. This usually starts nightly at around 10pm and often goes on until 2am. So much revving and speeding which keeps me awake, plus it's so dangerous, even from half a mile away! I would really like to see average speed cameras installed on those 2 roads where the speeding happens, and I would even consider contributing financially to installing speed humps in my own street. But I'm glad this is being talked about as a wider project. Thank you for taking these first steps to improve our quality of life.
147.	Personally feel that this needs to be looked at especially outside the Genting Casino. Summer months on the seafront.
148.	how is this to be policed?
149.	Car meets that are prearranged with the council on Southend seafront are attended by drivers who respect the surroundings and other people. Everyone at any age can be seen enjoying looking at the cars - these meets should still go ahead. It is the illegal meets that cause the issue and the damage. Another case of the minority spoiling it for others. We have more of an issue with disrespectful people using trains to come and cause

	violence and chaos. With an already underfunded and overstretched Police service, I do not know how enforcements can take place.
150.	I have no objections to Car Cruises or Motor bike get together, its always been a part of Southend life and culture. The majority of riders/drivers are well behaved with the majority of bikes or cars below the acceptable sound levels. I do strongly object to the fashion of modifying vehicles to be as loud as possible. I live at Cliff Gardens, Leigh on Sea and this behaviour really does affect our quality of life. It wakes us all up at night frequently. Young people need an outlet, and to own a vehicle your proud of requires money, dedication and hard work. All great virtues and something to be applauded. So it would be a shame to blanket ban all cruises. My solution would be to install noise cameras along the Seafront and along Cliff Gardens / Grand Parade etc to decrease the noise pollution. I have not experienced the other behaviour mentioned above so cant give an opinion on littering and abusive behaviour etc.
151.	Living in Chalkwell Avenue, we are affected by the noise of modified vehicles - popping and loud sounds and speeding cars, plus litter everywhere. The summer is much worse, when they all come to the seafront. The pollution is also a problem.
152.	Living in Chalkwell Avenue, we are affected by the noise of modified vehicles - popping and loud sounds and speeding cars, plus litter everywhere. The summer is much worse, when they all come to the seafront. The pollution is also a problem.
153.	I do enjoy the Southend Shakedown though. I dont appreciate the Subaru monthly cruise that meet by speed camera on the corner of Grosvenor Road and The Leas
154.	Quad Bike riders are the worst for noise and anti social behaviour
155.	We live in the Leas and I and others recently campaigned for a central reservation crossing to be installed outside The Shore (Building)22-23 The Leas. This has made a big improvement safety wise for the public crossing the Road but not improved the antisocial behaviours of both Bikes and Cars speeding and causing Noise nuisance. It really is a BIG issue along this part of the Seafront .
156.	As a resident of The Shore on the sea front we are affected more than most and have a front row view of all of the anti social behaviour caused by both cars and motor bikes in the area. There will be a serious accident one day!
157.	The noise pollution from car cruising/racers is unbeatable, the decibel level must be dangerous.
158.	The high speed., noise every hour including late at night especially it shakes my apartment in every room.

This page is intentionally left blank

Southend-on-Sea City Council

Report of Interim Executive Director for Neighbourhoods
& Environment

To

Cabinet

On

12th January 2023

Agenda
Item No.

Report prepared by: Simon Ford, Head of Community Safety

Southend Car Cruise Injunction Expiry Options

Relevant Scrutiny Committee: Policy and Resources
Cabinet Member: Councillor Martin Terry
Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 To highlight the expiry of the existing car cruise injunction on 12th April 2023 and invite Members to consider whether the Council should apply to extend this injunction or commence statutory consultation on changing this injunction to a Public Spaces Protection Order (PSPO).
- 1.2 It should be noted that Members are not being asked to decide whether the PSPO should be implemented, but to approve the commencement of a statutory consultation. A further report of the next steps will be made once the consultation process has been completed. At that future stage, Members may be asked to implement a PSPO if the statutory criteria are met and it is thought to be a necessary and proportionate response to the issues that have been identified. No decision or recommendation is made on that at this stage.

2. Recommendations

- 2.1 **That consultation be undertaken into the possibility of the Council implementing a Public Spaces Protection Order under Sections 60 & 61 of the Anti-Social Behaviour, Crime and Policing Act 2014 in respect of the area and activities detailed in Appendix 2.**
- 2.2 **That the proposed consultation process commences as soon as practically possible.**

Appendix 3

2.3 That the Executive Director Neighbourhoods and Environment and Director of Public Protection are delegated to:

2.3.1 Finalise the draft PSPO to form part of the Consultation.

2.3.2 Agree the final form of the Consultation.

2.3.3 Explore and report back to Cabinet following the consultation additional resource requirements to effectively enforce the PSPO.

3. Background

3.1 Local Authorities have a key role to play in helping to make local areas safe places to live, work and visit. Tackling behaviour which has a detrimental impact on the quality of life of those in the locality is a key element of this role. These behaviours are sometimes called anti-social behaviour ('ASB'); it is noted that behaviour which has a detrimental impact can be broader than that which has traditionally been described as ASB.

3.2 The Anti-social Behaviour, Crime and Policing Act 2014 ("the 2014 Act") introduced several new tools and powers for use by councils and their partners to address ASB in their local areas. These tools, which replaced and streamlined a number of previous measures, were brought in as part of a Government commitment to put victims at the centre of approaches to tackling ASB, focussing on the impact behaviour can have on both communities and individuals, particularly on the most vulnerable.

3.3 Local Authorities can use PSPO's to prohibit specified activities, and/or require certain things to be done by people engaged in particular activities, within a defined public area. PSPOs differ from other tools introduced under the 2014 Act as they are council-led, and rather than targeting specific individuals or properties, they focus on the identified problem behaviour in a specific location.

3.4 Under the 2014 Act, authorised officers have the power to issue fixed penalty Notices (FPN's) to anyone they reasonably believe is in breach of the PSPO. Whilst the 2014 Act sets out a framework for issuing FPN's, councils will also have their own wider protocols around issuing fines. The Council currently has an enforcement policy for Council's enforcement team to ensure fairness and best practice is exercised and this can be found at Appendix 8.2. This will be reviewed and updated to consider the new subject matter of the proposed ASB.

3.5 Southend-on-Sea City Council secured a five-year High Court injunction on 11th April 2018 to give police and council enforcement officers extra powers to deal swiftly with dangerous driving and antisocial behaviour at unauthorised car cruise events.

3.6 The injunction was issued by the County Court in Chelmsford and is valid from 11 April 2018 until 12 April 2023. Activities prohibited by the injunction include, racing, speeding and creating noise, where this puts public safety at risk or

Appendix 3

causes nuisance. The injunction gives officers additional powers to address dangerous driving and antisocial behaviour and breaching the injunction is considered a contempt of court and can result in a custodial sentence.

- 3.7 Covid-19 and the associated restrictions saw a stop to organised cruising in the City, but upon relaxation of restrictions, enthusiasts started to return and a number of large cruise events were held in the City from mid-2021 going through 2022. At its worse, cruise nights have seen visitors and public line the street whilst anti-social driving has occurred including burn outs, wheel spins and racing. This has resulted in genuine concerns for safety of the public gathered in the area, for safety of officers working there and wider spread fear and intimidation by local residents who are disturbed by the events occurring and avoid the area.
- 3.8 Many complaints have been received from local businesses and residents regarding noise from the vehicles, smell of smoke in the air, loud music, parking breaches, littering and other examples of anti-social behaviour. Three MP complaints have also been received since June 2021 through the official complaints process on behalf of their constituents about these matters.
- 3.9 Full evidence on the necessity of these restrictions will be provided to Cabinet, along with the results of the consultation and details of enforcement implications after the consultation has been made for a decision on whether to implement a PSPO.
- 3.10 The Council is required under the 2014 Act to carry out consultation and necessary publicity and notification before making a PSPO.
- 3.11 As a minimum, the Council must consult with the Chief Officer of Police, the Police Fire and Crime Commissioner, appropriate community representatives, and the owners or occupiers of land in the area to be designated (where reasonably practicable).
- 3.12 The proposed wording of the Order and the proposed Restricted Area as part of the consultation will be finalised prior to the consultation.
- 3.13 During the consultation process the Council will seek comments on:
 - whether a PSPO is appropriate, proportionate or needed at all;
 - the proposed restrictions; and
 - the proposed area to be designated as the Restricted Area.
- 3.14 Consultation would be over a 4-week period, with the following stakeholders:
 - Chief Officer of Police for Southend
 - The Police Fire and Crime Commissioner
 - Town Centre/Seafront Businesses
 - Ward Councillors
 - The voluntary sector
 - Community representatives

Appendix 3

- Local residents/those working nearby/Visitors (via a survey).

3.15 Findings from the Consultation will be brought back to Cabinet along with evidence in relation to the necessity for any restrictions, for Cabinet to decide whether to proceed with the PSPO and, if so, the area to be designated and the restrictions which would apply. At that point, the Cabinet would have to consider all material considerations including proportionality i.e. are the proposed restrictions proportionate to the harm/nuisance that is being caused?

4. Other Options

4.1 The Council could choose to apply to the High Court to extend the car cruise injunction for a further period.

4.2 The Council could choose not to renew the existing car cruise injunction or engage in the consultation process for a PSPO. This would result in the car cruise injunction expiring at midnight on the 11th April 2023, and this enforcement power would no longer be available to Essex Police and the Council's authorised officers for tackling ASB in the restricted area.

5 Reasons for Recommendations

5.1 The existing car cruise injunction is against "persons unknown", as there could be no realistic way of ensuring every participant in a cruise was aware about the injunction prior to attending the City.

5.2 On 10th November 2020, Sharif v Birmingham City Council, successfully challenged the persons unknown injunction and the wider implications of this case meant that the Southend Council car cruise injunction couldn't be used against persons unknown.

5.3 This remained the case until 12th May 2021 when Barking & Dagenham LBC v Persons Unknown, challenged this ruling and it was successfully held.

5.4 Schedule 3 of the Injunction Order of 11th April 2018 sets out how the service of the order should take place. It requires an officer from the Council or Police to record the name and address of the person served and at the same time as the Order being served, the person must be given an Explanatory notice. Providing the person has been correctly identified, the Council Officer (or Police) must then serve a copy of the application for the Injunction with Particulars of Claim and witness statements by post to the address provided by the individual. This makes the task of service onerous.

5.5 The process for recording a breach against a person's unknown under the current car cruise injunction means that a check will first need to be carried out to ascertain if the person has been correctly served with the injunction order in line with schedule 3 of the Order. Once this has been established and if the person has been served, then the evidence will be considered, and a decision will be made on whether to issue committal proceedings (prosecution). If a person has not been previously served with the injunction order, then committal proceedings

Appendix 3

(prosecution) cannot take place. The Order will then need to be served as set out in Schedule 3. This makes the task of enforcement against a breach of the injunction much more onerous. The process of serving an FPN against a breach of a PSPO is dealt with far quicker and more expedient to serve. There can be a high number of breaches at a single car cruise event, so the current process is time consuming and doesn't enable a prompt deterrent response when breaches occur.

5.6 The proposed behaviours to be consulted on are: (and are solely in respect of car cruiser events) -;

- Excessive noise of any kind
- Danger to road users and pedestrians
- Damage or risk of damage to any property
- Litter
- Any nuisance to another person not participating in the car cruise
- Driving at excessive speed
- Driving in convoy
- Racing other motor vehicles (including motorcycles and quad bikes)
- Performing stunts in motor vehicles (including motorcycles and quad bikes)
- Sounding horns or playing radios
- Dropping litter
- Shouting, swearing, abusing or otherwise intimidating another person
- Parking and exiting motor vehicle whilst left in a non-designated parking space (with regard to car cruiser events only)
- Nitrous Oxide use within vehicles
- Performing stunts (including but not limited to burn outs and wheel spins)
- Excessive noise emanating from modified vehicle exhaust systems

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

Safe and Well agenda and activity plan (keeping people safe).

6.2 Environmental Impact

6.2.1 There are no Environmental Impacts associated with the decision to consult. However, there are environmental considerations which will be topics for consideration within the consultation i.e. noise pollution, air pollution, and litter

6.3 Financial Implications

6.3.1 The costs of consulting on a possible PSPO will be relatively modest. Following the Consultation, if agreed, a further report to Cabinet will provide greater visibility as to the costs of proceeding with the PSPO which will depend on the extent of any PSPO in terms of scope and geographic extent, particularly in terms of signage and clean up. Regarding enforcement of the PSPO, this service under

Appendix 3

the injunction is currently covered in the Community Safety Team business as usual operations and so there is limited anticipated costs related to this.

6.4 Legal Implications

6.4.1 The introduction of a PSPO must be undertaken in accordance with the 2014 Act and the Statutory Guidance. Failure to do so could result in a legal challenge.

6.4.2 Under Section 59 of the 2014 Act, local authorities must be satisfied on reasonable grounds that the activity subject to an Order:

- has a detrimental effect on the quality of life of those in the locality (or it is likely that activities will take place and have such an effect)
- is (or is likely to be) persistent or continuing in nature
- is (or is likely to be) unreasonable
- justifies the restrictions being imposed.

6.4.3 Section 72 of the 2014 Act provides that the Council must carry out necessary consultation before making a PSPO. Similarly, under section 72, councils are required that all these stages to have particular regard to articles 10 and 11 of the Human Rights Act 1998.

6.4.4 Draft proposals for a PSPO must be published as part of the consultation process. Further, a copy of the draft order should be provided. Therefore, whilst the proposals are included within this report some further work is required to finalise the proposed draft order. Recommendation 2.3 provides that the Executive Director for Neighbourhoods and Environment is delegated to finalise the draft PSPO that is to form part of the Consultation. This allows the draft PSPO to be finalised following clarifications that enforcement through the PSPO would not prejudice enforcement through other means or processes or legislation.

6.4.5 Before making a PSPO the Council must consider comments and representations received.

6.5 People Implications

6.5.1 There are no People implications associated with this report.

6.6 Property Implications

6.6.1 There are no Property implications associated with this report.

6.7 Consultation

6.7.1 This is the purpose of this report and what is being sought

6.8 Equalities and Diversity Implications

6.8.1 There are no Equality and Diversity implications associated with this report.

6.9 Risk Assessment

6.9.1 There are no Risk Assessments associated with this report.

6.10 Value for Money

6.10.1 If the PSPO is commenced, potential reduction in costs associated with crime, ASB and clean up.

6.11 Community Safety Implications

6.11.1 There are no Community Safety implications associated with this report. To be fully addressed if recommendations approved.

7. Background Papers

[Public spaces protection orders: guidance for councils \(local.gov.uk\)](#)

[2018 report for consultation.pdf](#)

8. Appendices

8.1 Southend Council PSPO Enforcement Policy.

8.2 Current car cruise injunction

This page is intentionally left blank

ORDER
ANTI-SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014
SECTION 59

PUBLIC SPACES PROTECTION ORDER

This Order is made by the Southend-on-Sea City Council (the 'Council') and shall be known as the Public Spaces Protection Order (Car Cruise) No1 of 2023

PRELIMINARY

1. The Council, in making this order, is satisfied on reasonable grounds that
the activities identified below have been carried out in public spaces within the Council's area and have had a detrimental effect on the quality of life of those in the locality,
and that
the effect, or likely effect, of the activities
is, or is likely to be, of a persistent or continuing nature,
is, or is likely to be, such as to make the activities unreasonable and
justifies the restrictions imposed by this Order.
2. The Council is satisfied that the prohibitions imposed by this Order are reasonable to impose to prevent the detrimental effect of these activities from continuing, occurring, or recurring, or to reduce that detrimental effect or to reduce the risk of its continuance, occurrence, or recurrence.
3. The Council has had regard to the rights and freedoms set out in the European Convention on Human Rights. The Council has had particular regard to the rights and freedoms set out in Article 10 (right of freedom of expression) and Article 11 (right of freedom of assembly) of the European Convention on Human Rights and has concluded that the restrictions on such rights and freedoms imposed by this Order are lawful, necessary, and proportionate.

THE PROHIBITION

4. Any person attending a Car Cruise as a driver, passenger or spectator is prohibited from engaging in the activities in paragraphs 6i-6xii within the Restricted Area as shown edged red on the map referred to as 'Restricted Area' annexed at Schedule 1.

5. This Prohibition is subject to the Exceptions in paragraph 10.

THE ACTIVITIES

6. The activities prohibited by this Order are:
 - i Excessive noise of any kind including but not limited to Horns, music, or noise from vehicle modifications such as to cause, or is likely to cause harassment, alarm or nuisance
 - ii Conduct that causes or is likely to cause danger to road users and pedestrians
 - iii Conduct that causes or is likely to cause damage or risk of damage to any property
 - iv Conduct that causes or is likely to cause Public Nuisance
 - v Driving at excessive speed
 - vi Driving in convoy such as to cause or is likely to cause Public Nuisance
 - vii Racing other Motor Vehicles
 - viii Performing stunts in Motor Vehicles
 - ix Dropping litter
 - x Shouting, swearing, abusing, or otherwise intimidating another person
 - xi Parking and exiting motor vehicle whilst left in a non-designated parking space
 - xii Inhalation of nitrous oxide.

THE REQUIREMENTS

7. A person who is believed to have engaged in a breach of this Order or anti-social behaviour within the Restricted Areas, is required to give their name and address to an Authorised Officer.
8. A person who is believed to have engaged in a breach of this Order, or in anti-social behaviour within the Restricted Area, is required to leave the area if asked to do so by an authorised officer and not to return for a specified period not exceeding 48 hours.
9. A person must clear up his/her belongings and/or litter if asked to do so by an Authorised Officer.

THE EXCEPTIONS

10. Nothing in this order applies to emergency services vehicles.
11. Nothing in paragraph 6 of this order shall prohibit events or activities that are being held with written consent from the Council.

OTHER

12. This Order applies to public places within the Council's area and is limited to the Restricted Area.

13. The effect of the Order is to impose the prohibitions and requirements detailed herein, at all times, save where specified exemptions apply or where the express permission of the Council has been given on the use of the relevant Restricted Area.

DEFINITIONS

14. For the purpose of this Order the following definitions will apply.

‘Activities’ means the prohibited activities listed in paragraph 4 above and/or failing to adhere to the Code referred to in paragraph 4(iv) and (viii) above.

‘Authorised Officer’ means a police officer a police community support officer or a person authorised in writing by the Council.

‘Car Cruise’ A congregation of the drivers and/or passengers of 2 or more Motor Vehicles with the intent of discussing and/or showing off their vehicles.

‘Interested Person’ means an individual who lives in the Restricted Areas or who regularly works in or visits that area.

‘Public Nuisance’ refers to behaviour where a person:

(a)

- (i) Does an act, or
- (ii) Omits to do an act

(b) The person’s act or omission;

- (i) Creates a risk of, or causes, serious harm to the public or a section of the public, or
- (ii) Obstructs the public or a section of the public in the exercise or enjoyment of a right that may be exercised or enjoyed by the public at large

‘Motor Vehicle’ means a mechanically propelled vehicle intended or adapted for use on roads including but not limited to cars, motorbikes and quadbikes.

‘Restricted Area’ has the meaning given by section 59(4) of the Anti-Social Behaviour, Crime and Policing Act 2014 and for the purposes of this Order the Restricted Area is shown edged red on the Map annexed at Schedule 1

‘Public place’ means any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission.

PERIOD FOR WHICH THIS ORDER HAS EFFECT

15. This Order came into force at midnight (00:00) on 2023 and will expire at 23:59 on 2026.

16. At any point before the expiry of this three-year period the Council can extend the Order by up to three years if they are satisfied on reasonable grounds that this is necessary to prevent the activities identified in the Order from occurring or recurring or to prevent an increase in the frequency or seriousness of those activities after that time. The Council may extend this Order more than once.

WHAT HAPPENS IF YOU FAIL TO COMPLY WITH THIS ORDER?

17. Section 67 of the Anti-Social Behaviour, Crime and Policing Act 2014 says that it is a criminal offence for a person without reasonable excuse –
 - a. To do anything that the person is prohibited from doing by a public space’s protection order, or
 - b. To fail to comply with a requirement to which the person is subject under a public space’s protection order.
18. A person guilty of an offence under section 67 is liable on conviction in a Magistrates Court to a fine not exceeding level 3 on the standard scale.

FIXED PENALTY

19. An Authorised Officer may issue a fixed penalty notice to anyone he or she believes has committed an offence under section 67 of the Anti- Social Behaviour, Crime and Policing Act. You will have 14 days to pay the fixed penalty of £100. If you pay the fixed penalty within the 14 days, you will not be prosecuted.

APPEALS

20. Any challenge to this Order must be made in the High Court by an interested person within six weeks of it being made. An interested person is someone who lives in, regularly works in or visits the Restricted Area. This means that only those who are directly affected by the restrictions have the power to challenge. The right to challenge also exists where an order is varied by the Council.
21. Interested persons can challenge the validity of this Order on two grounds: that the Council did not have power to make the Order, or to include particular prohibitions or requirements; or that one of the requirements of the legislation has not been complied with.
22. When an application is made, the High Court can decide to suspend the operation of the Order pending the Court’s decision, in part or in totality. The High Court has the ability to uphold the Order, quash it or vary it.

Dated.....

THE COMMON SEAL of SOUTHEND ON SEA)
CITY COUNCIL was pursuant to a resolution)
of the Council hereunto affixed to this Deed in the)
presence of:-)

Proper Officer of the Council

Section 67 Anti-Social Behaviour, Crime and Policing Act 2014

(1) It is an offence for a person without reasonable excuse-

(a) To do anything that the person is prohibited from doing by a public spaces protection order, or

(b) To fail to comply with a requirement to which a person is subject under a public spaces protection order

(2) A person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale

(3) A person does not commit an offence under this section by failing to comply with a prohibition or requirement that the local authority did not have power to include in the public spaces protection order

Schedule 1 to this Order

Maps of the Restricted Areas referred to as:

Southend Car Cruise PSPO Evidence

Purpose of Report

- 1.1 To provide the evidence required to apply a PSPO for car cruising applied to Southend-on-Sea City.

Data Parameters

- 2.1 This report brings together available information and action taken against car cruising between 01/01/2020 – 28/02/2023

Key Findings

- 3.1 The following has been identified as a key finding;
- Unauthorised Car Cruising Events occur during British Summer Time (BST)
 - Saturdays and Bank Holiday Mondays are the usual days for these type of events to occur
 - Western Esplanade and Marine Parade is a popular area for this type of activity as it offers a 'strip' to drive along, parking, amenities and easy to do U-turns, either using road layout or driving around smaller residential streets
 - Persistent car clubs that continue to organise unauthorised events have met with both Southend Council and Essex Police Officers to inform them about the need for an event permit
 - Most car cruise/meets has about 1000 participants at each event.
 - There appears to be a cycle of a few 'well behaved' unauthorised events followed by a significant Anti-social, aggressive event; of the 17 events occurred in 2021, 8 of them required enforcement
 - Current enforcement includes car cruise injunction warnings, section 59¹ warnings including vehicles seized, dispersal orders and road closures
 - Complaints include excessive noise, use of residential streets and dangerous driving
 - This activity can have direct impact on pedestrians and put pedestrians at risk
 - An unauthorised event puts extra pressure on services and resources

¹ Section 59, Police Reform Act 2002

Evidence

4.1 Temporal & Spatial

The table below outlines the number of events that have taken place and Southend-on-Sea City Council are aware are scheduled to happen.

	2020	2021	2022	2023
January				
February				
March	1		2	1
April	1	1	2	1
May		5	1	
June		4	4	
July	1	4	1	
August	1	3	3	1
September	1			
October	2			
November				
December				

These events occur during British Summer Time (BST), as more daylight in the evenings, plus weather conditions are likely to be drier and slightly warmer. It is highly likely events occur at weekends, with Saturday evening being the most popular, followed by Bank Holiday Mondays.

Event start times occur between 1900-2000hrs, meeting at either Western Esplanade or Marine Parade. Historically, these roads were used as a car cruising 'strip'.

Western Esplanade and Marine Parade is approximately 1.5miles road along the seafront with the ability for drivers to make a U-turn or drive around using smaller residential roads, Marine Parade operates a 20mph speed limit and Western Esplanade has tier bayed parking, allowing drivers to park together from either side of the road. The area is a tourist hub and has amenities attractive to all.

4.2 Social Media Intelligence

Unauthorised car cruising events can be organised via the use of social media. As of 2020 this has been monitored. The table below outlines the number of intelligence received for unofficial organised meets per year.

2020	2021	2022	2023
7	6	11	3 for this year have been planned so far

Whilst there is various organisers, there are 3 car clubs that are persistent in organising meets within Southend, with one club hosting 26% of meet ups. The number of people interested in attending these events can be from 25 to 4000.

Officers from Southend-on-Sea City Council and Essex Police (Southend) met with organisers in June 2021 and July 2022 outlining the requirement from organisers to submit an event application form and supporting documents for these events to be

authorised and be issued with an events permit. At time of production 0 car cruising event applications have been made.

4.3 Enforcement

Southend-on-Sea City Council has previously obtained injunctions to give police and council enforcement officers extra powers to deal swiftly with dangerous driving and antisocial behaviour at unauthorised car cruise events.

Officers when present at a car cruise event have been trained to enforce the Injunction by firstly educating and explaining to individuals why a specific behaviour they are undertaking is an offence, and will hand explanatory leaflets to car cruiser participants.

Where events have been identified in advance a link to the Southend-on-Sea City Council website will be posted to the Facebook page of the organising group, directing them to the Injunction overview and a copy of the final sealed order.

All unauthorised car cruises are monitored for anti-social behaviour in relation to the car cruise. The following behaviours have been witnessed;

September 2020 over 5000 people registered interest in attending this event. Both Council and Police was in attendance, giving advice to the car enthusiasts and reminding them of the Covid-19 restrictions in place. Police was authorised to issue fines (up to £10,000) for non-compliant persons. No fines were given,

April 2021 A car group affiliated with another group, meaning approximately 1000 vehicles was in attendance. Southend CCTV observed a number of vehicles driving in a dangerous manner and performing stunts. Car enthusiasts held up traffic, whilst undertaking wheel spins. Section 59² warnings were issued, 1 vehicle seized and 1 driver dealt with dangerous driving. Southend Council issued 10 official car cruise injunction warnings.

May 2021 over 1000 vehicles attended 3 of the 5 unauthorised events. Southend CCTV observed a number of vehicles driving in a dangerous manner, performing stunts and illegally parked. Anti-social behaviour was noted, it was believed 1 vehicle was involved in street racing, resulting in a road traffic collision in Victoria Avenue, Southend. Southend Council closed eastbound carriageway of Western Esplanade to ease congestion and risk. Participants of this event became hostile to Council Officers, resulting in urgent calls to Essex Police, who deployed 3 Operation Support Carriers to reduce the risk of public order offences being committed.

June 2021 A large group of vehicles attended, parking on pedestrian areas of Marine Parade, causing obstruction to pedestrians, resulting in pedestrians walking on carriageway. Heavy congestion was noted, this was likely due to lack of parking for car enthusiasts, meaning they were driving in circuits. Emergency services was having difficulties navigating around the area. Essex Police received complaints of dangerous driving and stunts a dispersal order was put in place.

July 2021 Over 1500 people attended this event. There was illegal parking and obstruction to pedestrians, significant anti-social behaviour, traffic delays and aggressive behaviour, Southend Council Officers withdrew for safety, Essex Police had bottles and other items thrown at them. A dispersal order was put in place as was a 2 hour road

² Section 59, Police Reform Act 2002

closure in order to clear drivers and crowds from the road safely. 1 Vehicle was seized and driver reported for driving offences.

August 2021 1500 people attended this event. This event was advertised as 'Cruising is not a Crime'. Additional resources was put in place to ensure safety. CCTV identified vehicles doing burnouts. Significant footfall to the area (likely due to bank holiday), section 59³ warnings issued, 1 motorbike confiscated, for prolonged wheelie and driving close to other road users.

Due to previous issues of obstruction caused by illegal parking along Marine Parade, Southend-on-Sea City Council installed 48 'Rhino blocks' (multi-purpose blocks) on Marine Parade to provide additional safety and to prevent the encroach of vehicles to specific areas.

March 2022, estimated vehicle numbers at car cruise in excess of 350. Community Safety Officers received complaints from seafront traders with regards to illegal parking on the footway at Marine Parade. A dispersal order was implemented by Police across the Seafront and other areas in anticipation of vehicle related anti-social behaviour, Southend Community Policing Team made use of warnings under Section 59, Police Reform Act 2002.

April 2022, large number of vehicles attended. 3000 expressed interest via social media. Significant anti-social behaviour was witnessed, including vehicle related offences and fireworks. Urgent calls were made from Council Officers to Police due to growing hostilities towards them. Police were able to extract the Council Officers and ask them to withdraw due to separation from Police. A road closure was implemented by Police. Essex Fire and Rescue reported they could not attend a nearby fire incident due to the crowds on the carriageway. CCTV identified 16 vehicles involved in doing burnouts, Southend Council issued 16 official car cruise injunction warnings.

5. Impact

5.1 Complaints

Complaints to Local MP

3 complaints have been made to local MP regarding car cruises and the following;

- Excessive footfall on carriageways
- Speeding
- Wheel spinning and burnouts
- Noise from sound systems
- Exhaust noises cracking and popping
- Smell of fuel and burning rubber
- Using smaller residential roads to loop back to the Seafront
- Litter

Complaints to Southend-on-Sea City Council

Uniform is the database used to record incoming anti-social complaints to the Community Safety Unit. Between 1st January 2020 to 28th February 2023, the unit received 9 Vehicle Nuisance/Inappropriate Vehicle usage complaints relating to car cruising. Complaints include;

- Reckless/dangerous driving

³ Section 59, Police Reform Act 2002

- Loud music
- Back firing of engines
- Using roads in the evening/early hours of morning as race tracks

136 complaints was received regarding litter/drugs paraphernalia and substance misuse across the City⁴. 1 complaint cited ‘The shelter and path are littered with balloons and silver gas canisters’. Another complainant sighted the concerns for those administering toxic substances ‘...some that may feel inclined to drive with potentially dangerous consequences if intoxicated with these substances.’

Southend-on-Sea City Council Community Safety Officers recorded 16 specific patrols in relation to car cruising. Of which officers recorded 3 verbal complaints received directly to them by members of the public. Stating;

- Constant noise of back-firing vehicles and racing of engines
- ‘After party’ racing around other areas of Southend, constant exhaust noises
- Doesn’t stop until early hours

Complaints to Essex Police have included;

- Number of vehicles racing
- Stunts that are being performed
- Dangerous driving
- Noise associated with backfiring and revving engines.

5.2 Footfall

Southend-on-Sea has one of the highest Seaside Footfall, this is particular high in the spring/summer months.

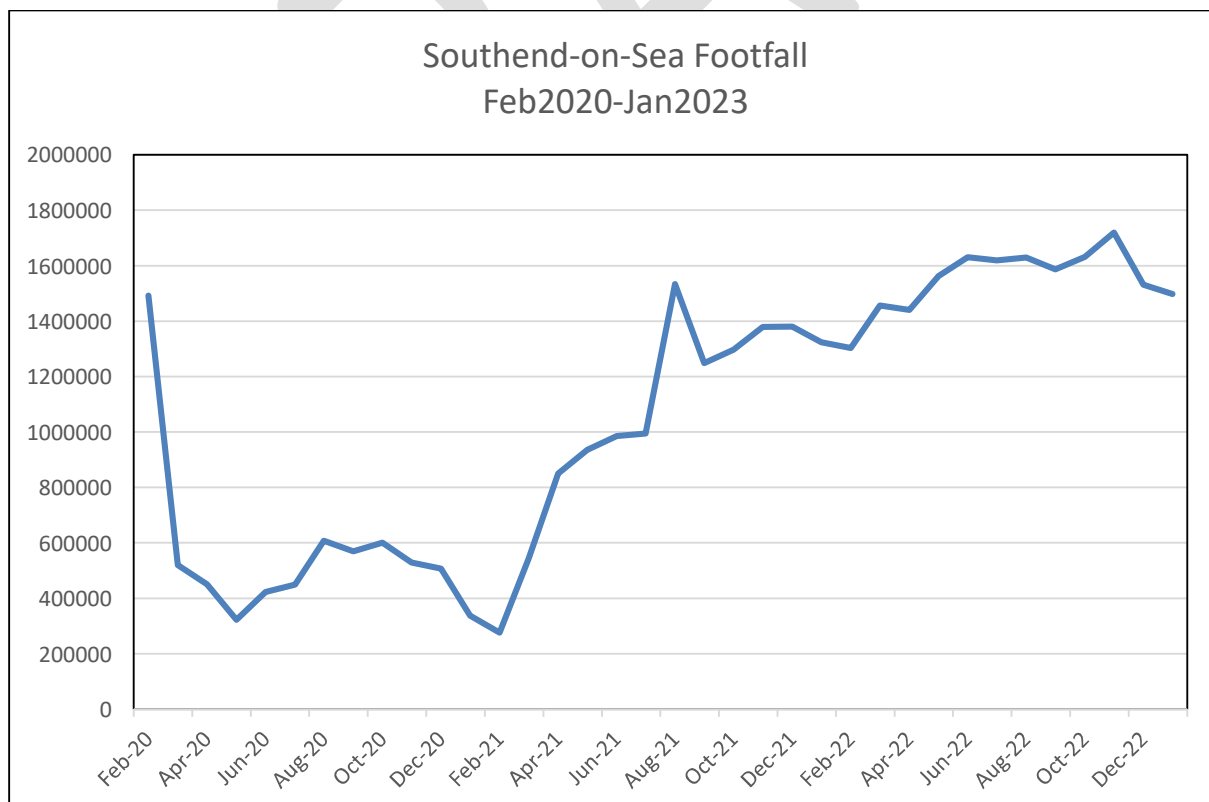


Figure 1 Town and Place AI

⁴ Data includes all complaints, the data cannot be extracted for specific events.

Direct impacts of car cruising on people visiting the area is;

- Illegal parking causing obstruction.
- Pedestrians need to walk on the highway to pass obstruction.
- Risk of harm to pedestrians and others in the area from irresponsible driving.
- Increase in vehicles and stunt performing can cause traffic issues.

5.3 Resources

An unauthorised event means there is no event management plan in place by organisers, and no permit provided by Southend-on-Sea City Council. Therefore, should these type of events have issues it puts extra pressure on resources such as;

- ACPOA – required to patrol and enforce parking restrictions
- Southend Council Community Safety Officers – required to patrol, engage with participants, explaining the current injunction in place and enforcing when necessary
- Southend Council CCTV – required to monitor area, advise on activity, provide footage when required to support enforcement activity
- Essex Police (Local policing, community policing and traffic officers) to provide visible patrols, enforce when necessary
- Safer Essex Roads Partnership – required to engage with participants, promoting schemes, campaigns and initiatives designed to change people’s driving behaviours
- Essex Fire and Rescue – required to respond to road traffic collisions

Equality Analysis

To be completed following the initial screening sheet

Name of policy, service function, or restructure requiring an Equality Analysis	Car Cruise PSPO
Department	Neighbourhoods and Environment
Service Area	Community Safety
Date Equality Analysis Undertaken	16/02/2023, reviewed on 08/03/2023
To be reviewed every:	12 months

1. Names and roles of staff carrying out this Equality Analysis (EA):

Name	Role	Service Area
Gemma Robinson	Community Safety Strategy & Insights Manager	Community Safety
Simon Ford	Head of Community Safety	Community Safety
Jon Gurel	Community Safety Manager	Community Safety

2. Evidence Base

2.1 Sources of information

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

Table 1

Source of information	Reason for using (e.g., likely impact on a particular group).
Index of Multiple Deprivation	<p>The index of multiple deprivation (IMD) is a measure which is used to determine deprivation in every small area in England.</p> <p>Car cruising/meets usually occur in Southend-on-Sea 015A LSOA. This area is amongst the 20% most deprived neighbourhoods in the country.</p>
Southend-on-Sea City Council Residents Perception Survey	<p>76% aged 55-64 stated addressing crime and ASB is a local priority</p> <p>48% of all residents surveyed reducing traffic and congestion should be a priority</p> <p>69% of all residents surveyed parks, open spaces and safe streets should be a priority.</p>
Census 2021	<p>The population density of Southend-on-Sea is 4,336 persons per square kilometre</p> <p>61.9% of people in Southend-on-Sea are aged 16 to 64years</p> <p>46.2% of people in Southend-on-Sea have very good health</p>
Southend Community Safety Partnership (CSP) strategy 2022-2025	<p>The strategy outlines the community safety partnership priorities</p> <p>Priority one is Safe and Confident Communities – this will tackle high volume crimes, anti-social</p>

	behaviour and improve the confidence of residents and provide reassurance.
Southend 2050 Southend-on-Sea City Council	People in all parts of the borough feel safe and secure at all times. We are effective at protecting and improving the quality of life for the most vulnerable in our community.
Southend-on-Sea City Council Corporate Priorities	A city that is strong and prosperous - objective to improve community safety.
Town and Place AI Footfall Data	This is a platform that provides town centre footfall and visitor behaviour to local government. The site uses mobile GPS data and a place data base. Footfall is highest between May – October. Footfall in 2022 increased by 56.7% compared to 2021.
ASB, Crime and Policing Act	Under The ASB, Crime and Policing Act, Fixed Penalty Notices can be issued to those aged 10 years old.
Public Space Protection Order Car Cruise Evidence	Details the location and times of events. Reports relating to specific behaviours carried out when car cruise meets occur.
Southend-on-Sea City Council PSPO proposal consultation responses	To obtain wider views as part of the consultation process for the proposed PSPO

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

2.2 Gaps in information or data

Are there any information gaps and data? Do the gaps relate to any protected characteristics?

Describe the gap(s) and the impact this has on your ability to complete the EA.

Demographic data of participants is unavailable. Historically, this activity is associated with young males. It is not anticipated that the proposal will have a disproportionately negative or positive impact relating to characteristics, however age, sex, race and disability of participants has not been identified.

3. Carrying out your analysis

3.1 Impact assessment

You should now undertake an analysis of the impact of the policy, service function or restructure on the protected characteristic groups and additional groups, using the table below to record your conclusions. A checklist of the protected characteristics is available [here](#) for ease of reference.

Table 2

	Impact - Please tick				
	Yes			No	Unclear
	Positive	Negative	Neutral		
Age (including looked after children)			X		
Disability		X			
Gender reassignment				X	
Marriage and civil partnership				X	
Pregnancy and maternity				X	
Race		X			

Religion or belief				X	
Sex		X			
Sexual orientation				X	
Carers			X		
Socio-economic				X	

3.2 Results of your analysis

Where an impact has been identified above, outline what the impact of the policy, service function or restructure is on members of the protected characteristics groups using the table below:

A positive impact would be felt across all groups in terms of safer streets and a cleaner environment.

Table 3

	Potential Impact
Age	Under The ASB, Crime and Policing Act, Fixed Penalty Notices can be issued to those aged 10 years old upwards. Targeting car cruises and associated ASB will positively impact the community and all age groups.
Disability	There may be additional needs that make it difficult for an individual to respond to what is required.
Gender reassignment	It is not anticipated that the proposal will have a disproportionately negative or positive impacts relating to this characteristic
Marriage and civil partnership	It is not anticipated that the proposal will have a disproportionately negative or positive impact relating to this characteristic.

Pregnancy and maternity	It is not anticipated that the proposal will have a disproportionately negative or positive impact relating to this characteristic.
Race	There may be some differing language needs
Religion or belief	It is not anticipated that the proposal will have a disproportionately negative or positive impact relating to this characteristic.
Sex	A wide view perception, that males are mainly involved with this activity.
Sexual orientation	It is not anticipated that the proposal will have a disproportionately negative or positive impact relating to this characteristic.
Carers	<p>Powers will where appropriate be used with parents/carers before any further sanction is taken against a young person.</p> <p>May benefit carers/parents by educating and increasing awareness of likely sanctions.</p>
Socio-economic	It is not anticipated that the proposal will have a disproportionately negative or positive impact relating to this characteristic.

4. Community Impact

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. The template is [here](#).

5. Equality Analysis Action Plan

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

- Ensure a full analysis of the impact of the policy, service function or restructure is undertaken.

- Mitigate/address identified negative impacts or unlawful prohibited conduct.
- Promote improved equality of opportunity and to foster good relations.


Also describe how the action plan will be monitored and at what intervals.

The PSPO is subject to annual reviews, this action plan will form part of that. Each action will also be added to Southend-on-Sea City Council performance management system where quarterly updates with milestones is required to be completed.

Table 4

Planned action	Objective	Who	When	How will this be monitored (e.g., via team/service plans)
Fixed penalty notices issued are reviewed regularly	To ensure a safeguarding approach has been taken, working with partners where appropriate and ensuring recipients have been supported and understand the notice.	Community Safety Manager/ Community Safety Strategy and Insights Manager	Regular monitoring will be required.	In team: Number of notices issued - reviewing age, sex, race and disability.
Development of a targeted communication plan	communications programme that will raise awareness of the prevalence, consequences and reasons for action against car cruising and associated ASB	Strategic Communications Manager & Community Safety Manager	Summer 2023	Completed communications strategy

The conclusions of this Equality Assessment will be embedded in future decision making

Signed (lead officer): 

Simon Ford, Head of Community Safety

Signed (Executive Director/Head of Service):

Once signed, please send a copy of the completed EA (and, if applicable, CCIA)
to Angela Dress Angeladress@southend.gov.uk.

All Equality Analyses are recorded on Pentana and reported to CMT and DMT's on a quarterly basis.

RISK ASSESSMENT No. CSO/09	Car cruise operations	
Establishment Community Safety Team	Assessment by: Jon Gurel	Date: 20/2/23
Review Date: 20/2/24	Approved by: Simon Ford	Date: 20/2/23

Hazard/ Risk	Who is at Risk?	Initial Risk Rating	Normal Control Measures <i>(Brief description and/or reference to source of information)</i>	Are Control Measures Y/N/NA		Additional Control Measures <i>(to take account of local/individual circumstances).</i>	Residual Risk Rating
				In Place	Adequate		

Covid	SBC staff, members of public	Low	Always ensure compliance with current Government guidelines including Social Distancing rules in all contacts with members of public and colleagues whilst out of the office.	Y	Y	Facemasks can be worn if desired although now not mandatory	Low
			Always carry hand sanitiser and anti-bac wipes for use if required	Y	Y		
Staff welfare / violence against staff	SBC staff,	Medium	CCTV will always monitor events but utilise an extra member of staff where possible	Y	Y	Sun tan lotion to be worn on hot days with plenty of water consumed where required.	Low
			Police to work with officers as part of joint operations.	Y	Y		
			Appropriate PPE to be worn including hi-viz tac vest and town link radio.	Y	Y		
			Staff dynamic risk assess all situations and address accordingly.	Y	Y		
			Staff to be familiar with exit locations and toilet facilities in the surrounding	Y	Y		

			area				
			Only staff who have received the training for working in the highway should direct traffic / operate from the highway in any appropriate way	Y	Y		
First aid emergency / RTC occurring	SBC staff / public	Low	First aid trained staff only to treat initially whilst other member of staff contacts emergency services if so required	Y	Y		Low
Large scale disorder occurring	SBC staff	Medium	Officer safety and safety of public is paramount. If this occurs, withdraw operations for Police to take lead on. Ensure all officers get out safely and communications kept with CCTV. Meeting point is Travel Centre office.	Y	Y		Low
Enforcing the Injunction / PSPO	SBC staff	Low	Standard enforcement process and protocol to be followed. Officers aware that should vehicles make off, enforcement can be done in retrospect to avoid attempts to stop the vehicles and cause any unnecessary risk.	Y	Y		Low

--	--	--	--	--	--	--	--

REVIEWS:		
DATE OF REVIEW:	REVIEWED BY:	COMMENTS:

This page is intentionally left blank

Southend-on-Sea City Council

Agenda
Item No.

4

Report of Executive Director
(Neighbourhoods & Environment)

To

Cabinet

On

21st March 2023

Report prepared by: John Burr, Executive Director
(Neighbourhoods & Environment)

Grassland Management Policy

Not eligible for call-in to Scrutiny by virtue of Scrutiny Procedure Rule 15(e)(ii)
Cabinet Member: Councillor Mulroney
Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 To present Cabinet with the Grassland Management Strategy which provides a framework for Southend-on-Sea City Council to improve the overall status and reduce losses in the diversity of pollinator species within the City and is recommended for adoption by the Council to allow delivery of the actions within.

2. Recommendations

- 2.1 **That the comments of the Council be noted and that the original recommendations set out in the report to Cabinet (attached at Appendix 1 to this report) be approved.**

3. Background

- 3.1 This report was considered by Cabinet at its meeting held on 12th January 2023 (Minute No. 621 refers). The matter was called-in to scrutiny and considered by the Place Scrutiny Committee at its meeting held on 30th January 2023 (Minute No. 644 refers). At that meeting, the Scrutiny Committee referred the matter back to Cabinet for reconsideration. This was subsequently referred up to full Council for consideration at its meeting on 2nd March 2023. The Council has referred the matter back to Cabinet for reconsideration with a recommendation 'to use a proportion of the climate change budget to plant wildflower seeds as part of the rewilding strategy' (Minute No. 753 refers).
- 3.2 A copy of the of Executive Director (Neighbourhoods and Environment) to Cabinet on 12th January 2023 entitled "Bee Happy – A Grassland Management Strategy for Southend-on-Sea 2023-2027" is attached at Appendix 1.

4. Other Options

As set out in the report attached at Appendix 1

5. Reasons for Recommendations

- 5.1 To allow the delivery of the Strategy and its wider action plans, with the outcome that we have a more sustainable environment in Southend-on-Sea.
- 5.2 It is anticipated that several major projects will shortly be coming forward for funding from the Climate change fund. This will include the significant role of an electric vehicle charging infrastructure and this fund should therefore be fully retained as these investments will have a much more significant impact on carbon reduction. Across each focus area there are a range of projects and activities which require revenue and capital funding to support the net zero carbon and climate resilient ambition. Investment of £1.5M has been included in the 'subject to viable business case' section of the capital investment programme, to deliver suitable capital projects aimed at reducing the impact of climate change and support the Council's aspirations to achieve net-zero emissions by 2030.
- 5.3 Some examples of revenue and capital projects include:
- Development of SCC Carbon Budget methodology
 - Climate Change Partnership and Commission
 - Climate Assembly
 - Further two Climate Hubs
 - Energy Performance Certificate Campaign
 - Retrofit support for residents
 - Electric Vehicle Charging Infrastructure roll out
 - Energy Audit for schools and community buildings
 - Grant funding top up (Low Carbon Across the South and East, Home Upgrade Grants, ECO4 Government funding etc.

6. Corporate Implications

- 6.1 Contribution to the Southend 2050 Road Map
As set out in the report attached at Appendix 1
- 6.2 Financial Implications
As set out in the report attached at Appendix 1
- 6.3 Legal Implications
As set out in the report attached at Appendix 1
- 6.4 People Implications
As set out in the report attached at Appendix 1
- 6.5 Property Implications
As set out in the report attached at Appendix 1
- 6.6 Consultation
As set out in the report attached at Appendix 1. At the meeting of Council held on 2nd March 2023 the Cabinet Member for Environment, Culture & Tourism agreed that consultation with local councillors and residents would be an important part of the strategy

- 6.7 Equalities and Diversity Implications
As set out in the report attached at Appendix 1
- 6.8 Risk Assessment
As set out in the report attached at Appendix 1
- 6.9 Value for Money
As set out in the report attached at Appendix 1
- 6.10 Community Safety Implications
As set out in the report attached at Appendix 1
- 6.11 Environmental Impact
As set out in the report attached at Appendix 1

7. **Background Papers**

These are highlighted in the Strategy.

8. **Appendices**

Appendix 1 – Report of Executive Director (Neighbourhoods and Environment) to Cabinet on 12th January 2023 entitled “Bee Happy – A Grassland Management Strategy for Southend-on-Sea 2023-2027”

This page is intentionally left blank

Southend-on-Sea City Council

Report of Executive Director for Neighbourhoods and Environment

To Cabinet

On
12 January 2023

Report prepared by: Paul Rabbitts, Head of Parks & Open Spaces

Agenda Item No.

Bee Happy – A Grassland Management Strategy for Southend-on-Sea 2023-2027

Relevant Scrutiny Committee(s): Place
Cabinet Member: Councillor Carole Mulrone
Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 To present Cabinet with the Grassland Management Strategy which provides a framework for Southend-on-Sea City Council to improve the overall status and reduce losses in the diversity of pollinator species within the City and is recommended for adoption by the Council to allow delivery of the actions within.

2. Recommendations

It is recommended that:

- 2.1 That Cabinet adopt the Grassland Management Strategy as attached Appendix A.
- 2.2 Areas to be identified in advance and greater engagement with Ward Councillors, and residents' associations, with wider publicity.
- 2.3 Greater City-wide publicity to change 'minds and hearts' and encourage a culture change. This is not about saving money, but about our changing environment;
- 2.4 Greater onsite notices advising of why there have been changes; and
- 2.5 That Officers continue to engage with Members and communities in areas proposed for grassland management regime changes.

3. Background

- 3.1 In 2020 the Parks and Open Spaces Service commenced a piece of work as a response to the Global Climate Crisis we are all facing. As early as 2010, the

Council carried out a Local Climate Impacts Profile ('LCLIP') to find out the effects that climate change could have on Southend.

3.2 The LCLIP found that the City is likely to feel the effect of:

- warmer and wetter winters
- hotter and drier summers
- an increased risk of coastal erosion
- more severe weather, such as coastal flooding and flash floods.

3.3 This helped us to identify 5 priority actions to reduce the most serious threats to the City. One of these priorities was to:-

- Manage natural resources sustainably:
 1. by using water more efficiently;
 2. by helping other species adapt and move as the climate changes;
 3. by making space for water along rivers and the coast.

3.4 As the evidence nationally and internationally has now indicated, the climate is changing considerably at an unprecedented rate. Local authorities are tackling this in many ways, including here in Southend-on-Sea. We have been investigating ways in which the Parks and Open Spaces Service can deliver this, through Grassland Management and increasing the number of pollinators in the City.

3.5 The parks, fields, gardens, open spaces, allotments and farmland across our City rely on the service pollination provides. Pollinators including bees, butterflies, hoverflies, wasps, beetles and flies are vital contributors to our landscapes, our economy and our food industry.

3.6 Evidence has shown that one-third of pollinating insects have seen population declines in parts of the UK from 1980 to 2013, which is particularly the case among rarer species, such as solitary bees (Powney et al., 2019). Action must be taken to promote the conservation of all pollinators.

4. Grassland Management Strategy

4.1 We must act now to ensure that we leave our environment in a better state for future generations and therefore Southend-on-Sea City Council has chosen to adopt the Government vision on bees and pollinators.

“...to see pollinators thrive, so they can carry out their essential service to people of pollinating flowers and crops while providing other benefits for our native plants, the wider environment, food production and all of us.”

4.2 By adopting the Government vision, the Council aims to deliver across four key areas:

1. Supporting pollinators across the town and countryside;
2. Enhancing the response to pest and disease risks;

3. Raising awareness of what pollinators need to survive and thrive;
4. Improving evidence on the status of pollinators and the service they provide.

4.3 By delivering on these aims, the Council is committed to delivering on the following outcomes:

- More, bigger, better, joined-up, diverse and high-quality flower-rich habitats (including nesting places and shelter) supporting our pollinators across the City;
- Healthy bees and other pollinators which are more resilient to climate change and severe weather events;
- Enhanced awareness across the City including a greater public understanding of the essential needs of pollinators;
- Evidence of actions taken to support pollinators.

4.4 The Parks and Open Spaces Team are therefore proposing to expand on the changes to Grassland Management Maintenance regimes across the City. From 2022, the service has gradually been looking at areas where grasslands can be managed where pollinators can be encouraged. Several areas have changed over the last 2 years within parks, on verges and in open spaces. The full rationale for doing so is highlighted in the strategy (see Appendix A).

4.5 This has been met in many cases, favourably and positively and we have seen areas of grassland flourish, wildflowers begin to become more established and because of this, more pollinators. However, in some instances, there has been localised opposition, partly due to ineffective consultation and in some cases, a lack of it, with Members and residents.

4.6 Looking ahead, to mitigate this, we are recommending the following:-

- The adoption of the strategy by Cabinet so this becomes a Council approved policy;
- Areas to be identified in advance and greater engagement with Ward Councillors, and residents' associations, with wider publicity;
- Greater City-wide publicity to change 'minds and hearts' and encourage a culture change. This is not about saving money, but about our changing environment; and
- Greater onsite notices advising of why there have been changes.

4. Other Options

4.1 Do nothing and retain the current management and maintenance standards – the impact would be that mowing regimes would not be conducive to enhancing local biodiversity.

5. Reasons for Recommendations

5.1 To allow the delivery of the Strategy and its wider action plans, with the outcome that we have a more sustainable environment in Southend-on-Sea and: -

“To see pollinators thrive, so they can carry out their essential service to people of pollinating flowers and crops while providing other benefits for our native plants, the wider environment, food production and all of us.”

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

6.1.1 The delivery of the Grassland Management Strategy contributes to the Southend 2050 Road Map through ‘Pride and Joy’ and specifically: -

- *“We act as a sustainable and green City, embracing the challenges of the Climate Emergency Declaration made in 2019”.*
- It also contributes to the Council’s Corporate Plan as ‘A city rising to the climate change challenge’ where we will tackle climate change. We will become a greener city. We will make Southend-on-Sea a national example of good flood and coastal erosion risk management.

6.2 Financial Implications

6.2.1 There are limited financial implications for adopting new management regimes, but will result in some savings through lesser mowing regimes. These will depend on the size of the areas changed and the scale of the area adopted. A number of financial savings have been proposed as part of the councils intention to reduce the current deficit. This includes a significant proposal to reduce mowing regimes on grass verges on highways, central reservations and boulevards.

6.3 Legal Implications

6.3.1 There are no Legal implications associated with this report.

6.4 People Implications

6.4.1 The strategy highlights the misconception that re-wilding does not affect health in relation to those with breathing difficulties or suffering from hay fever.

6.5 Property Implications

6.5.1 There are no Property implications associated with this report.

6.6 Consultation

6.6.1 The initiative was widely consulted upon as part of the development of the strategy. Early issues have indicated support, as well as those that do not agree and tend to favour ‘neat and tidy’. The Strategy highlights how we need to engage better as well as promote and encourage a ‘change in culture’.

6.7 Equalities and Diversity Implications

6.7.1 There are no Equality and Diversity implications associated with this report.

6.8 Risk Assessment

6.8.1 There are no Risk Assessment implications associated with this report.

6.9 Value for Money

6.9.1 There are no Value for Money implications associated with this report.

6.10 Community Safety Implications

6.10.1 There are no Community Safety implications associated with this report. There have been some comments from residents with regards to dogs and impact on their health, with ticks and seeds in ears. This has been noted.

6.11 Environmental Impact

6.11.1 These are highlighted in the strategy with many positive environmental benefits for the wider city.

7. Background Papers

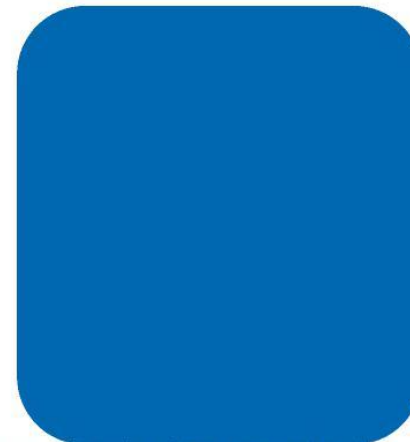
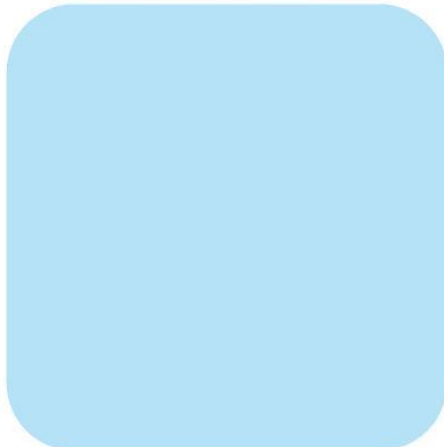
7.1 These are highlighted in the Strategy

8. Appendices

8.1 **Appendix A:** Bee Happy – A Grassland Management Strategy for Southend-on-Sea 2022-2027

This page is intentionally left blank

Bee Happy - A Grassland Management Strategy for bees and other pollinators – 2023 - 2028
Southend-on-Sea City Council





Contents

1.	Introduction	3
2.	The Councils Vision and Commitment	3
3.	Why are Pollinators Important?	3
	What is Pollination	4
	Crops and the Economy	4
	Health & Wellbeing	4
	Biodiversity	5
2.	Threats and Reasons for Decline	5
	Land Uses	5
	Invasive Alien Species	6
	Climate Change	6
	Pests and Diseases	6
3.	Actions	7
	Allotments	7
	Parks and Open Spaces	7
	Working with Local Groups	8
	Road Verges	8
	Monitoring	9
	Workshops	9
	Case Studies	10
4.	What people can do in their garden	11
5.	References	



The parks, fields, gardens, open spaces across our City rely on the service pollination provides. Pollinators including bees, butterflies, hoverflies, wasps, beetles, and flies are vital contributors to our landscapes, our economy and our food industry.

Evidence has shown that one-third of pollinating insects have seen population declines in parts of the UK from 1980 to 2013, which is particularly the case among rarer species, such as solitary bees (Powney et al., 2019). Action must be taken to promote the conservation of all pollinators.

This strategy provides a framework for Southend-on-Sea City Council to improve the overall status and reduce losses in the diversity of pollinator species within the city.

2. The Council's Vision and Commitments

We must act now to ensure that we leave our environment in a better state for future generations and therefore Southend-on-Sea City Council has chosen to adopt Central Government's 2014 vision on bees and pollinators and how this can be delivered through a new 'Grassland Management Strategy'. Our vision is:-

"...to see pollinators thrive, so they can carry out their essential service to people of pollinating flowers and crops while providing other benefits for our native plants, the wider environment, food production and all of us."

The Government vision set out in the National Pollinators Strategy for Bees and other Pollinators in England 2014 its aims to deliver across five key areas:

1. Supporting pollinators across the town and countryside
2. Enhancing the response to pest and disease risks
3. Raising awareness of what pollinators need to survive and thrive
4. Improving evidence on the status of pollinators and the service they provide
5. Supporting pollinators on farmland

In Southend-on-Sea, the Council is committed to delivering on the following outcomes:

- More, bigger, better, joined-up, diverse and high-quality flower-rich habitats (including nesting places and shelter) supporting our pollinators across the City, improving air quality and reducing the heat island effect
- Healthy bees and other pollinators which are more resilient to climate change and severe weather events
- Enhanced awareness across the City including a greater public understanding of the essential needs of pollinators and how we deliver a 'change in culture' - tidy versus 'good for pollinators'
- Evidence of actions taken to support pollinators

3. Why are pollinators important?

Globally, pollinators and animal pollinated plants contribute to a wide range of socio-cultural values including aesthetic value, air quality, heat reduction, cultural symbolism, existence value, health and undiscovered economic and non-economic value (Steele et al., 2019).

Bee Happy - A Grassland Management Strategy for Bees and Pollinators 2023-2028

3

What is pollination?

Pollination is a keystone process in both human managed and natural terrestrial ecosystems. It is critical for food production and human livelihoods and directly links wild ecosystems with agricultural production systems (FAO, 2015).

In short, pollinators eat pollen and nectar from flowers, it sticks to their bodies, it transfers between flowers they visit, and this fertilises the plants visited and allows the plants to reproduce and grow fruits and seeds. There are at least 1,500 species of insect pollinators in the UK (for example, bees, moths, flies, wasps, beetles and butterflies) (Defra, 2014). Some vertebrates can also carry out pollination, such as birds, bats, mice and squirrels (Ratto et al., 2018).

Crops and the Economy

The economic value of pollination to crop production in the UK is estimated to be approximately half a billion GBP a year (Steele et al., 2019). However, these estimates are based on generalisations of global literature, and do not include the benefits to consumers, therefore are likely to be underestimated. Pollination provides economic benefits in the UK which include the following:

- Market production – pollination directly increases the quantity and quality of yield in many crops such as raspberries, apples and pears (Smith et al., 2013 and Ollerton et al., 2016). Reduction in pollinator numbers would make it more difficult and expensive for farmers to produce some crops on the scale they do today (Steele et al., 2019).
- Producer profits – by increasing production, farmers can gain a greater degree of net profit (Garratt et al., 2016).
- Waste reduction – pollination can increase the storage life of some crops, reducing the economic costs for farmers and supermarkets in managing waste (Wietzke et al., 2018).
- Consumer surplus – by increasing the supply of a crop relative to demand, pollinators help reduce the costs for consumers (Bauer and Wing, 2016).
- Costs avoided – alternatives to wild pollination services are available, such as mechanical methods and paid services (Allsopp et al., 2008).



Health and Wellbeing

Pollinators are essential to the production of many of the micronutrient rich fruits, vegetables, nuts, seeds and oils we eat (Chaplin-Kramer et al., 2014). Close to 75% of the world's crops producing fruits and seeds for human consumption depend, at least in part on pollinators (FAO, 2015). Global evidence indicates that pollination is important in underpinning the supply of micronutrients that are necessary for good quality of life. There is also no evidence of any reported negative impact on health from this new approach to 'rewilding' in urban conurbations, in particular sufferers from hay fever or breathing issues.

The process of pollination also contributes to the beauty of our wider environment. Rich and diverse parks and open spaces contribute to our mental health and wellbeing by providing natural views and places to get away from the stresses of urban living. This can be an important factor in reducing stress-related illnesses and the consequent social and economic impact of mental ill health (Public Health England, 2020). Biodiverse parks also promote social cohesion by providing attractive places to meet, taking part in sport and walking the dog as well as increasing air quality and reducing urban heat island effects.

Bee Happy - A Grassland Management Strategy for Bees and Pollinators 2023-2028

4

Biodiversity

Pollination is a keystone process in terrestrial ecosystems, and without it, many interconnected species and processes functioning within an ecosystem would collapse (United Nations, 2020). Pollinators contribute to the diversity of wildflowers and support healthy ecosystems, which improves biodiversity (DEFRA, 2014). Pollinator populations also have intrinsic biodiversity value, in addition to the ecosystem services they provide (Vanbergen et al., 2013)

Key Facts and Figures:

- Insect pollinators are vital for the maintenance of ecosystem health and global food security, with 75% of crop species, 35% of global crop production, and up to 88% of flowering plant species being dependent on insect pollinators to some extent (Powney et al., 2019).
- 3 out of 4 crops across the globe producing fruits or seeds for human use as food depend, at least in part, on pollinators (FAO, 2015).
- Improving pollinator density and diversity boosts crop yields – pollinators affect 35% of global agricultural land, supporting the production of 87% of the leading food crops worldwide (FAO, 2018).
- Safeguarding pollinators safeguards biodiversity: the vast majority of pollinators are wild, including over 20,000 species of bees (FAO, 2018).

4. Threats and reasons for decline

Pollinators are under threat. Present species extinction rates are 100-1000 times higher than normal due to human impacts (UN, 2020). Insects will likely make up the bulk of future biodiversity loss with 40% of invertebrate pollinator species – particularly bees and butterflies – facing extinction (FAO, 2015).

Land Uses

- Habitat loss and fragmentation paired with intensive land management practices have led to reduced food and nesting resources for pollinators and simplified pollinator communities which are now dominated by common, generalist species (Steele et al., 2019). For example, in the UK we have lost 97% of our wildflower meadows since the 1930s (Kew, 2017) and 50% of our hedgerows since WWII (PTES, 2019).
- Specialist pollinators, including some bumblebees and solitary bees, have specialist diets and so collect pollen from a limited range of plants (often wildflowers) and garden plants are not of benefit to them (RHS, 2019). Where suitable habitat remains, such as flower-rich meadows, it is often fragmented, making it difficult for populations to expand and colonise new areas (RHS, 2019).
- Urban insect pollinator communities are dominated by common, generalist species with some groups being more affected than others by urban development e.g. hoverflies are more affected than bumblebees (Steele et al., 2019).
- Some pollinators have specific requirements for nesting and breeding sites and loss and fragmentation of suitable habitats has reduced nesting and breeding opportunities (RHS, 2019).
- Herbicides and pesticides have a range of unintended direct and indirect effects on both wild and management pollinators. There may be synergistic effects of mixtures of these chemicals (Steele et al., 2019).
- Despite the restrictions imposed in 2015 to ensure correct use, neonicotinoids (e.g. clothianidin, imidacloprid and thiamethoxam) persist in soil leading to uptake and exposure to pollinators through wild plants, and plants sold for garden use (Wood and Goulson, 2017). They have negative sub-lethal effects on bumblebees, solitary bees and honeybees.

- Other pesticides, including weed killers, can remove potential foraging sources and prey species for those pollinators that have herbivorous or predatory larvae (RHS, 2019).

Invasive Alien Species

- Abundant alien flowering species (e.g. Himalayan Balsam), can dominate pollinator diets. The effects of this may be subtle, chronic (and possibly undetected) or act in combination. Invasive alien flowering plants can dominate pollinator interactions leading to a substantial modification of plant-pollinator networks (Vanbergen et al., 2017).
- The Asian hornet, if it establishes in the UK as in Western Europe, could gain high population density within ten years, and would be an additional threat to honey bee populations (Steele et al., 2019).
- Currently, in the UK the impact of invasive alien plant and predator species on pollinator and pollination is considered to be less profound than other pressures. However, their importance as a driver of pollinator status may rise with climate change creating new opportunities for invasive alien species, alongside more confounding pressures from climatic or other stressors (Steele et al., 2019).

Climate Change

- Human activities are estimated to have caused approximately 1.0°C of global warming and is likely to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate (IPCC, 2018). This has associated impacts including increases in droughts, floods, sea level rise and biodiversity loss (IPCC, 2018). The summer of 2022 saw record temperatures reached across the UK.
- Climate change has altered the range and seasonal activity of some pollinator species, and is likely to continue to do so in the coming decades (Steele et al., 2019).
- It has contributed to spring advancement, especially in the Northern Hemisphere (Settele et al., 2014). Seasonal advancement and extreme climatic events could potentially lead to mismatches in plant and pollinator life cycles, to the detriment of both (Thackeray et al., 2016).
- A diverse assemblage of pollinators, with different traits and responses to ambient conditions, is one of the best ways of minimising risks due to climate change. The “insurance” provided by a diversity of pollinators ensure that there are effective pollinators not just for current conditions, but for future conditions as well (UN, 2020). Resilience can be built in agroecosystems through biodiversity (Oliver et al., 2015).
- Higher temperatures, droughts, floods, other extreme climate events, and changes of flowering time hinder pollination largely by desynchronizing the demand (flowers in bloom) with the supply of service providers (abundant and diverse populations of pollinators) (FAO, 2018).
- The combination of climate change with other global change pressures (e.g. land use changes and invasive alien species) are likely to pose significant future threats to pollinator communities (Steele et al., 2019).
- Future pollination service to crops will be vulnerable where climate change creates a mismatch between optimal growth area, and pollinator distributions (Polce et al. 2014)

Pests and Diseases

- A major threat to honeybee populations is the mite *Varroa destructor* and the many bee viruses it transmits, such as the Deformed Wing Virus (DWV) (Wilfert et al., 2016). *V. destructor* is a parasitic mite that sucks fat and hemolymph (the blood equivalent for invertebrates) from the bodies of honeybee larvae, pupae, and adult bees (Ramsey et al., 2019). A new, more virulent strain of DWV is currently spreading through honeybee populations in Europe and the UK (McMahon et al., 2016). Neglect by beekeepers can cause levels of *V. destructor* building up (RHS, 2019).

- European foulbrood (EFB) is a disease caused by the bacteria *Melissococcus plutonius* in which affected larvae starve and turn a brownish colour, often appearing contorted (FAO, 2015). Despite Statutory control for 70 years, the incidence of EFB in the UK remains high (University of Sussex, 2010).

- Colony Collapse Disorder occurs when most worker bees in a colony disappear and leave behind a queen, food and a few nurse bees to care for the remaining immature bees and the queen (EPA, 2018). It's caused by a combination of factors including parasites, agricultural chemicals and poor nutrition (The Guardian, 2013).
- Wild bumble bees share viral and fungal pathogens with managed honeybees in the UK, and these pathogens have been shown to negatively impact bumble bees in the lab (Fürst et al., 2014).

5. Actions

Southend-on-Sea City Council will take actions across different areas to support pollinators in our City. We will be flexible and adapt to new data and understanding as they emerge by reviewing this pollinator strategy annually and how it links to the Councils developing Heat Strategy. We will consult, engage, encourage residents, partners and stakeholders the benefit of supporting pollinators in our City and the reasons why.

Allotments

Allotments form habitat mosaics and wildlife corridors, creating green infrastructural connectivity between parks, hedgerows, waterways, and other green spaces. Although their main purpose is to grow food, they can provide pollen and nectar resources for pollinators. Research by the Insect Pollinator Initiative found allotments to be one of the most important land use types for pollinators in urban areas, with a modelling approach study predicting that increasing the area of allotments resulted in the greatest increase in the plant-pollinator community robustness (Baldock et al., 2019). Allotments are a win for pollinators, a win for people and a win for sustainability.

However, allotments are usually the least abundant land use in urban towns and cities. We will be acting on this new evidence to create new allotment plots. Within our allotment locations we will create shared orchard areas which will be populated by dwarf trees, to the benefit of pollinators and the community. We will also create an 'Allotments and Biodiversity' booklet for new and existing allotment holders which gives ideas of how biodiversity can be enriched in allotments. Finally, as part of the annual allotment awards, we will be awarding points for planting of pollinator-friendly species which encourages allotment holders to act for pollinators.



Parks and Open Spaces

Research has shown there are lots of opportunities in parks and green spaces in urban areas – they have a high potential for improvement in terms of pollinators.

We will:

- Manage council land and properties with consideration to providing food, shelter and nesting sites for pollinators and engage with park users and residents on a site by site basis.
- Restrict the use of pesticides (herbicides and insecticides) to the council nursery, fine turf sports pitches and highways. However, alternative options will be explored before considering pesticide use.
- Not kill pollinators or destroy nests, including wasps.

As part of this process, we will liaise with residents and park users and engage with them on issues such as impact on dogs (ticks, dog fouling), impact on hayfever and the perception of 'untidiness'.

Bee Happy - A Grassland Management Strategy for Bees and Pollinators 2023-2028

7

Opportunities include:

- Nest boxes – These are for cavity nesting bees and have been successful in increasing numbers of solitary bees in their locality over time, particularly where nests are provided in the same place in subsequent years.
- Bare soil – Artificially exposed areas of bare soil can be successfully colonised by ground-nesting solitary bees and wasps in the first or second year.
- Mowing regimes – Mowing will be altered and reduced in some areas to create naturalised areas and maximise floral resources in parks for pollinators. This will include appropriate signage.
- Living roofs – Green roofs and brown roofs can attract native bees. Bee hotels on green roofs are more successful on lower buildings and in areas with increased areas of green space. We will support the development of living roofs across the City where possible.
- Wildflower meadows – The addition of meadows and naturalised areas to public greenspace areas can provide large quantities of additional floral resources in the form of pollen and nectar. Perennial native meadows have been shown to produce up to 20 times more nectar content and up to 6 times more pollen than annual meadows of equivalent size (Hicks et al., 2016). Native plant species growing in these meadows contributed high quantities of pollen and nectar, with dandelions being one of the most important pollen and nectar contributors among species commonly considered as weed (Hicks et al., 2016). A diversity of floral species is needed to provide adequate nutrition to bees at different life stages. The absence or presence of particular nutritional components, and their balance, can confer particular health benefits for bees, for example, reduce parasite loads (Steele et al., 2019).

Working with Local Groups

We will continue to work with the Essex Wildlife Trust, Parks Friends groups, local beekeepers, allotment societies, local schools, community gardeners and nature reserve volunteers. We will also engage with ward councillors and residents' associations where appropriate.

We will continue to provide volunteering opportunities to encourage good practice to help pollinators. Regular volunteer activities that we carry out with the community includes whip planting, tree planting, and bulb planting in our parks and open spaces.

We will spread awareness across the City by celebrating Bees' Needs Week (coordinated by Defra), Pollinator Awareness Week, the Big Butterfly Count and UN World Bee Day.

Road Verges

Road verges include highways verges, cycleways, pathways and shrub verges. Improving road verges for pollinators on a broad scale is a priority of ours, as even modest improvements can provide widespread benefits. Road verges can act as a food source, shelter, nesting and hibernation sites (for example, strong evidence exists that butterflies and moths breed along road verges) (Buglife, 2019). This land type provides a significant opportunity to support pollinators due to their widespread nature in Southend.

Road verges have been shown to be particularly important for pollinators in florally-poor landscapes due to limited availability of other resources (Buglife, 2019) hence the importance of road verges in our City. Research results suggest that having a regularly-mown strip along the edge of road verges, whilst maintaining high floral abundance in the rest of the verge, may reduce pollinator mortality through traffic collisions (Buglife, 2019). This also gives the appearance that the verge area is being maintained rather than abandoned. Appropriate signage will be displayed where adopted and sponsorship opportunities investigated. Leeds City Council have recently adopted such an approach.

Naturalised road verges can act as wildlife corridors and improve connectivity between our parks and open spaces. We will begin to naturalise some road verges across the town.

Another way in which we will manage road verges to the benefit of pollinators is considering pollen and nectar rich species when planting shrub verges or adopting a higher percentage of floral displays.

The suitability of certain road verges managed for the benefit of pollinators will be assessed on a case-by-case basis. Factors that determine suitability include, but are not limited to, width of the verge, occurrences of dog fouling, proximity to busy main roads and safety concerns.

Bee Happy - A Grassland Management Strategy for Bees and Pollinators 2023-2028

8

It is also worth noting that there are many examples of highly 'floriferous' wildflower verges that capture the headlines and the imagination of the public. Cities like Sheffield and Rotherham have invested in such areas that are high impact and visually stimulating. Southend will investigate the impact of such management regimes. However, many of these are short-lived displays and become untidy in appearance. These mixes are usually high in floral content, whereas the preferred option is to look at verges that are managed in a way that encourage wildflowers to establish naturally along with an appropriate grassland which in the longer term, is more suitable for pollinators.

Biodiversity Net Gain

Biodiversity net gain (BNG) is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand. Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures.

The most recent State of Nature report, published in 2019, suggests there has been a 13% decline in the average abundance of wildlife in the UK since the 1970s. This is despite legislation and policy to protect biodiversity and wildlife. Although certain sites and species are protected, there are limited mechanisms to value, maintain, enhance and create wildlife habitats beyond protected sites. As a result, most habitats continue to be lost to development, reducing nature's ability to connect and thrive.

BNG is additional to existing habitat and species protections. BNG aims to create new habitat as well as enhance existing habitats. Nature is important in its own right, but it is also essential for the processes that support all life on Earth, including humans. The natural environment provides benefits to us all through 'ecosystem services'.

For local authorities, BNG links to a range of agendas including:

- addressing the climate emergency
- place-making
- green infrastructure
- access to greenspace and nature
- mental and physical health and wellbeing
- flood resilience
- improving air quality

As part of this Grassland Management Strategy, we will develop a system where existing developments can be improved with regards to BNG as well as looking at opportunities off site and how credits can be built up to ensure long term improvements to our open spaces, linked to enhanced biodiversity.

Monitoring

It is important to develop a sustainable long-term monitoring programme so we better understand the status, the causes of any declines and where our actions will have the most effect. Monitoring will allow us to improve evidence on what management techniques are most effective in the borough and where our actions can have the most impact.

We will use a citizen science approach involving volunteers logging observations and gathering other evidence. Citizen science is invaluable in providing information at scales that would not otherwise be practical, and a study by Breeze et al. (2020) suggests that combining the strengths of both volunteers (who are often highly skilled) and professionals is the most effective way of monitoring pollinators.

To develop citizen science, we will expand the pool of taxonomic expertise and people capable of identifying the many species of insect pollinators in the UK. We will also improve the understanding of those who participate in volunteer recording schemes and their motivations to aid recruitment of additional volunteers into new monitoring schemes. This will allow us to establish a baseline for the City and what the impact is of changing these management regimes.

Workshop

With inspiration from the actions of Defra, we will hold a 'Pollinator Workshop' and annual review meeting to raise awareness and share the information and evidence found by new research in a format that is easily digestible, understandable, and allows for Q&A. It will involve working with all of Southend-on-Sea to promote simple changes to land management to provide food, shelter and nest sites for pollinators.

The workshop will be for:

- Developers
- Planners
- Social landlords
- Landscape architects
- Brownfield site managers
- Local Nature Partnerships
- Businesses and potential sponsors
- Residents
- Schools
- Community groups
- Southend Youth Council
- Councillors

The workshop aims to:

- Ensure good practice to help pollinators through initiatives with a wide range of organisations and professional networks.
- Encourage the public to act in their gardens, allotments, window boxes and balconies to make them pollinator-friendly or through other opportunities such as community gardening and volunteering fostering this change of culture.
- Secure commitments from large-scale land managers in the city and in utility and transport businesses.
- Encourage developers to consider pollinators in all developments and landscaping schemes.
- Encourage a greater acceptance of naturalised area including long grass with wildflowers.

Support for these Actions

We will support these actions by:

- Delivering a State of Nature report for Southend-on-Sea
- Providing current and relevant information to the public to encourage action in support of pollinators – via workshops and the council website, newsletters, social media and member briefings.

- Working with charities and other organisations with an interest in supporting pollinators
- Supporting national campaigns including Bees' Needs and Pollinator Awareness Week

[Bee Happy - A Grassland Management Strategy for Bees and Pollinators 2023-2028](#)

9

- Reviewing the Grassland Management Strategy annually to ensure integration into wider council practices
- Keeping up to date with the most recent research on pollinators
- Being flexible and adapting to new data and understanding as it emerges
- Using the pollinator friendly logo in parks and open spaces across the City.

Case Studies

Badgemore Primary School, Henley on Thames

The RHS Campaign for School Gardening team has planted willow plum and pear for early spring blooms, as well as apple and crab apples and native hedging to provide good habitat for pollinators and other wildlife. The school has reduced mowing to once a year in select areas, as the town park's team does in the area. Their beehives are complemented by a wildlife pond, flower beds and raised veg planters, providing plenty of forage for the resident honeybees.

Barnoldswick in Bloom, Lancashire

Reused plastic bottles paired with irrigation tubes and pollinator-friendly plants became a living 'bee wall' at the Rainhall Centre, designed by college students as part of Barnoldswick in Bloom activities. Planters with the same buzzing theme line the wall, alongside a bug friendly hotel. This is just one of the planting schemes in the town aimed at encouraging pollinators. 'We try and make sure every scheme is bee-friendly and ensure there are early and late sources of food for them,' explains group volunteer David Whipp. Barnoldswick also has its own 'Buzz Stop' – a bus stop complete with pollinator-friendly signage explaining the plight of bees and the need to provide them with food and shelter. Bumble Bee Conservation Trust (2019)

Stotfold Mill Meadows Local Nature Reserve

Stotfold Mill Meadows is a Local Nature Reserve in Bedfordshire consisting of 3 meadows that were used for cattle grazing until 1999. Since then, the site has been managed for conservation purposes. One of these meadows has been the focus of management to support wildflowers and pollinators. In 2016 volunteers over-seeded the meadow with a wildflower mix. A late summer hay cut was taken to continue to remove nutrients from the meadow. The area has now turned into a flowery haven for pollinators and people alike. With picnic benches and mown paths through the meadow everyone can enjoy the beauty of the reserve.

St Laurence Park, Southend-on-Sea

Historically, St Laurence Park was farmland. During its establishment, 5 different seed mixes were used. This has resulted in high diversity naturalised and wildflower areas. The mix of flowering species provides an abundant resource for pollinators. Survey transects undertaken in 2020 recorded nearly 100 butterflies and 8 different species in just one hour. There are mown paths throughout the park and benches to sit and enjoy the nature. Mowing occurs during autumn with cuttings removed to prevent excess nutrients, with patches remaining to provide refuge for any invertebrates, reptiles, or other wildlife.



6. What people can do in their gardens

Research by the Insect Pollinator Initiative found gardens to be one of the most important land use types for pollinators (Baldock et al., 2019). UK gardens have been found to contain greater density and survival of bumblebee nests, compared to agricultural and woodland habitats (Osborne et al., 2008). Parks, road verges and other green space collectively were estimated to hold far fewer pollinator visits on a city scale compared to gardens, which make up a similar area in cities (Baldock et al., 2019).

With the help of Make Southend Sparkle, we will encourage the public to take action in their gardens, allotments, window boxes and balconies to make them pollinator-friendly.

Here are some examples from the Bumblebee Conservation Trust of actions that can be taken for pollinators:

- Grow more flowers, shrubs and trees that provide nectar and pollen as food for bees and other pollinators throughout the year. For example, pussy willow, primroses and crocuses in spring, lavenders, meadow cranesbill and ox-eye daisies in summer, ivy and hebes in autumn and mahonia shrubs and cyclamen in winter.
- Avoid plants with double or multi-petalled flowers.
- Plantings comprising native and near native species attract more pollinators than exotic species, although using exotic plants to extend the flowering season is beneficial for pollinators later in the year.
- Leave patches of land to grow wild with plants like stinging nettles and dandelions to provide other food sources (such as leaves for caterpillars) and breeding places for butterflies and moths.
- Cut grass less often and ideally remove the cuttings to allow plants to flower – floral resources in gardens benefit from reduced mowing frequency.
- Avoid disturbing or destroying nesting or hibernating insects, in places like grass margins, bare soil, hedgerows, trees, deadwood and walls.
- Think carefully about whether to use pesticides especially where pollinators are active or nesting or where plants are in flower. Consider control method appropriate to your situation and only use pesticides if absolutely necessary. Many people choose to avoid chemicals and adopt methods like physically removing pests or using barriers to deter them.
- Build a bug hotel – creating a multi-storey bug hotel with natural materials can provide shelter for pollinators. Materials you can use include dead wood, hollow stems, stones and tiles, bricks, dry leaves, loose bark, and corrugated cardboard. Visit the Wildlife Trusts website for more information on how to build your own bug hotel.

References



1. Allsopp, M. H., de Lange, W. J. and Veldtman, R. (2008) Valuing insect pollination services with cost of replacement. *PLoS ONE*, 3. Available at: <https://doi.org/10.1371/journal.pone.0003128>
2. Baldock, K.C.R., Goddard, M.A., Hicks, D.M., Kunin, W.E., Mitschunas, N., Morse, H., Osgathorpe, L.M., Potts, S.G., Robertson, K.M., Scott, A.V., Staniczenko, P.P.A., Stone, G.N., Vaughan, I.P., and Memmott, J. (2019) A systems approach reveals urban pollinator hotspots and conservation opportunities. *Nat Ecol Evol*, 3 (363–373). Available at: <https://doi.org/10.1038/s41559-018-0769-y>
3. Bauer, D. M. and Wing, S. (2016) The macroeconomic cost of catastrophic pollinator declines. *Ecological Economics*, 126, (1-13). Available at: <https://doi.org/10.1016/j.ecolecon.2016.01.011>
4. Benjamin, A., Holpuch, A., and Spencer, R. (2013) 'Buzzfeeds: the effects of colony collapse disorder and other bee news', *The Guardian*, 30 July. Available at: <https://www.theguardian.com/environment/2013/jul/30/buzzfeeds-bees-colony-collapse-disorder> [Accessed 3 November 2020].
5. Breeze, T.D., Bailey, A.P., Balcombe, K.G., Brereton, T., Comont, R., Edwards, M., Garratt, M.P, Harvey, M., Hawes, C., Isaac, N., Jitlal, M., Jones, C.M., Kunin, W.E., Lee, P., Morris, R.K.A, Musgrove, A., O'Connor, R.S., Peyton, J., Potts, S.G., Roberts, S.P.M., Roy, D.B., Roy, H.E., Tang, C.Q., Vangbergen, A.J., and Carvell, C. (2020) Pollinator monitoring more than pays for itself. *Journal of Applied Ecology*, 57 (10). Available at: <https://doi.org/10.1111/1365-2664.13755>
6. Buglife (2019) Road verges and their potential for pollinators: A review of the costs, benefits and management options. [pdf] Available at: <https://cdn.buglife.org.uk/2019/10/Roberts-Phillips-Managing-road-verges-for-pollinators-report-040119.pdf>
7. Bumblebee Conservation Trust (2014) 5 Simple Actions for Pollinators. Available at: <https://www.bumblebeeconservation.org/bees-needs/five-simple-actions/> [Accessed 3 June 2020].
8. Bumblebee Conservation Trust (2014) Bees Needs': London and South East case studies. Available at: <https://www.bumblebeeconservation.org/london-and-south-east-case-studies/> [Accessed 2 June 2020].
9. Bumblebee Conservation Trust (2018) Bees Needs': East of England case studies. Available at: <https://www.bumblebeeconservation.org/east-of-england-case-studies/> [Accessed 2 June 2020].
10. Bumblebee Conservation Trust (2019) Bees Needs': North West case studies. Available at: <https://www.bumblebeeconservation.org/north-west-case-studies/> [Accessed 2 June 2020].
11. Chaplin-Kramer, R., Dombeck, E., Gerber, J., Knuth, K. A., Mueller, N.D., Ziv, G., and Klein, A. M. (2014) Global malnutrition overlaps with pollinator-dependent micronutrient production. *Proceedings of the Royal Society B – Biological Sciences*, 281. Available at: <https://doi.org/10.1098/rspb.2014.1799>
12. Department of Environment Food & Rural Affairs (2014) The National Pollinator Strategy: for bees and other pollinators in England November 2014. [pdf] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/794706/national-pollinator-strategy.pdf
13. Environmental Protection Agency (2018) Pollinator Protection: Colony Collapse Disorder. Available at: <https://www.epa.gov/pollinator-protection/colony-collapse-disorder> [Accessed 3 November 2020].
14. Food and Agricultural Organization (2015) FAO's Global Action on Pollination Services for Sustainable Agriculture. Available at: <http://www.fao.org/pollination/background/en/> [Accessed 28 May 2020].
15. Food and Agriculture Organization (2015) European Foulbrood (EFB). Available at: <http://www.fao.org/3/ca4051en/ca4051en.pdf> [Accessed 1 September 2020].
16. Food and Agriculture Organization (2018) FAO's Global Action on Pollination Services for Sustainable Agriculture: Bees and other pollinators. Available at: <http://www.fao.org/pollination/background/bees-and-other-pollinators/en/> [Accessed 28 May 2020].

17. Food and Agriculture Organization (2018) Why bees matter: The importance of bees and other pollinators for food and agriculture. Available at: <http://www.fao.org/3/I9527EN/i9527en.PDF> [Accessed 27 May 2020]
18. Fürst, M.A., McMahon, D.P., Osborne, J.L., Paxton, R.J., and Brown, M.J.F. (2014) Disease associations between honey bees and bumble bees as a threat to wild pollinators. *Nature*, 506, (364-366). Available at: <https://doi.org/10.1038/nature12977>
19. Garratt, M.P., Breeze, T.D., Boreaux, V., Fountain, M.T., McKerchar, M., Webber, S.M., et al. (2016). Apple pollination: Demand depends on cultivar and supply depends on pollinator identity. *PLoS ONE*, 11. Available at: <https://doi.org/10.1371/journal.pone.0153889>
20. Hicks, D.M., Ouvrard, P., Baldock, K.C.R., Baude, M., Goddard, M.A., Kunin, W.E., Mitschunas, N., Memmot, J., Morse, H., Nikolitsi, M., Osgathorpe, L.M., Potts, S.G. Robertson, K.M., Scott, A.V., Sinclair, F., Westbury, D.B., and Stone, G.N. (2016) Food for Pollinators: Quantifying the Nectar and Pollen Resources of Urban Flower Meadows. *PLoS One*, 11 (6). Available at: <https://doi.org/10.1371/journal.pone.0158117>
21. Lundin, O., Smith, H.G., Rundlöf, M., and Bommarco, R. (2013) When ecosystem services interact: crop pollination benefits depend on the level of pest control. *Proceedings of the Royal Society B: Biological Sciences*, 280. Available at: <https://doi.org/10.1098/rspb.2012.2243>
22. McMahon, D.P., Natsopoulou, M.E., Doublet, V., Fürst, M., Weging, S., and Brown, M.J.F. (2016) Elevated virulence of an emerging viral genotype as a driver of honey bee loss. *Proceedings of the Royal Society B: Biological Sciences*, 283. Available at: <https://doi.org/10.1098/rspb.2016.0811>
23. Oliver, T.H., Isaac, N.J.B., August, T.A., Woodcock, B.A., Roy, D.B., and Bullock, J.M. (2015) Declining resilience of ecosystem functions under biodiversity loss. *Nature Communications*, 6 (10122). Available at: <https://doi.org/10.1038/ncomms10122>
24. Ollerton, J., Rouquette, J., and Breeze, T.D. (2016) Valuing insect pollination services to culturally important crops: holly, mistletoe and the spirit of Christmas. *Journal of Pollination Ecology*, 19 (93-97). Available at: <http://dx.doi.org/10.26786/1920-7603%282016%296>
25. Osborne, J.L., Martin, A.P., Shortall, C.R., Todd, A.D., Goulson, D., Knight, M.E., Hale, R.J., and Sanderson, R.A. (2008) Quantifying and comparing bumble bee nest densities in gardens and countryside habitats: Bumble bee nest survey in gardens and countryside. *Journal of Applied Ecology*, 45 (3). Available at: <https://doi.org/10.1111/j.1365-2664.2007.01359.x>
26. People's Trust for Endangered Species (2019) Threats to our hedgerows. Available at: <https://ptes.org/hedgerow/threats-to-hedgerows/> [Accessed 21 September 2020].
27. Polce, C., Garratt, M.P., Termansen, M., Ramirez-Villegas, J., Challinor, A.J., and Lappage, M.G. (2014) Climate-driven spatial mismatches between British orchards and their pollinators: increased risks of pollination deficits. *Global Change Biology*, 20 (2815-2828). Available at: <https://doi.org/10.1111/gcb.12577>
28. Powney, G.D., Carvell, C., Edwards, M., Morris, R.K.A, Roy, H.E., Woodcock, B.A., and Isaac, N.J.B. (2019) Widespread losses of pollinating insects in Britain. *Nature Communications*, 10. Available at: <https://doi.org/10.1038/s41467-019-08974-9>.
29. Public Health England (2020) Improving access to greenspace: A new review for 2020. [pdf] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf
30. Ramsey, S.D., Ochoa, R., Bauchan, G., Gulbranson, C., Mowery, J.D., Cohen, A., Lim, D., Joklik, J., Cicero, J.M., Ellis, J.D., Hawthorne, D., and van Engelsdorp, D. (2019) *Varroa destructor* feeds primarily on honey bee fat body tissues and not hemolymph. *PNAS*, 116 (5). Available at: <https://doi.org/10.1073/pnas.1818371116>
31. Ratto, F., Simmons, B.I., Spake, R., Zamora-Gutierrez, V., MacDonald, M.A., Merriman, J.C, Tremlett, C.J., Poppy, G.M., Peh, K.S.H., and Dicks, L.V. (2018) Global importance of vertebrate pollinators for plant

- reproductive success: a meta-analysis. *Frontiers in Ecology and the Environment*, 16 (2). Available at: <https://doi.org/10.1002/fee.1763>
32. Royal Botanic Gardens Kew (2017) Why meadows matter. Available at: <https://www.kew.org/read-and-watch/meadows-matter> [Accessed 21 September 2020].
33. Royal Horticultural Society (2019) Pollinators: decline in numbers. Available at: <https://www.rhs.org.uk/advice/profile?pid=528> [Accessed 20 May 2020].

Bee Happy - A Grassland Management Strategy for Bees and Pollinators 2023-2028

34. Settele, J., Scholes, R., Betts, R., Bunn, S., Leadley, P., and Nepstad, D. (2014) Terrestrial and Inland Water Systems. In: Climate Change 2014: Impacts, Adaptation, and Vulnerability. Part A: Global and Sectoral Aspects. Contribution of Working Group II to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change (eds. Field, CB, Barros, VR, Dokken, DJ, Mach, KJ, Mastrandrea, MD, Bilir, TE et al.) Cambridge, United Kingdom and New York, NY, USA. Available at: <https://www.researchgate.net/deref/http%3A%2F%2Fdx.doi.org%2F10.1017%2FCBO9781107415379.009>
35. Steele, D.J., Baldock, K.C.R., Breeze, T.D., Brown, M.J.F., Carvell, C., Dicks, L.V., Garratt, M.P., Norman, H., Potts, S.G. Senapathi, D., and Vanbergen, A.J. (2019) Management and Drivers of Change of Pollinating Insects and Pollination Services. [pdf] Available at: http://sciencesearch.defra.gov.uk/Document.aspx?Document=14428_NPS_EvidenceUpdate_190301.pdf
36. Thackeray, S. J., Henrys, P. A., Hemming, D., Bell, J. R., Botham, M. S., and Burthe, S. (2016) Phenological sensitivity to climate across taxa and trophic levels. *Nature*, 535 (241). Available at: <https://doi.org/10.1038/nature18608>
37. The Intergovernmental Panel on Climate Change (2018) Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. World Meteorological Organization, Geneva, Switzerland. Available at: <https://www.ipcc.ch/sr15/>
38. United Nations (2020) World Bee Day 20 May. Available at: <https://www.un.org/en/observances/bee-day/background> [Accessed 28 May 2020].
39. University of Sussex (2010) Diseases: For beekeepers. Available at: <https://www.sussex.ac.uk/lasi/resources/beekeepers/diseases> [Accessed 27 May 2020].
40. Vanbergen, A. J., and the Insect Pollinators Initiative. (2013) Threats to an ecosystem service: pressures on pollinators. *Frontiers in Ecology and the Environment*, 11 (251-259). Available at: <https://doi.org/10.1890/120126>
41. Vanbergen, A.J., Espindola, A., and Aizen, M.A. (2017) Risks to pollinators and pollination from invasive alien species. *Nature Ecology & Evolution*, 2 (16-25). Available at: <https://doi.org/10.1038/s41559-017-0412-3>
42. Wietzke, A., Westphal, C., Gras, P., Kraft, M., Pfohl, K., Karlovsky, P., Pawelzik, E., Tscharrntke, T. and Smit, I. (2018) Insect pollination as a key factor for strawberry physiology and marketable fruit quality. *Agriculture, Ecosystems and Environment*, 258 (197-204). Available at: <https://doi.org/10.1016/j.agee.2018.01.036>
43. Wilfert, L., Long, G., Leggett, H.C., Schmid-Hempel, P., Butlin, R., Martin, S.J.M., and Boots, M. (2016) Deformed wing virus is a recent global epidemic in honey bees driven by Varroa mites. *Science*, 351 (594-597). Available at: <https://doi.org/10.1126/science.aac9976>
44. Wood, T.J., and Goulson, D. (2017) The environmental risks of neonicotinoid pesticides: a review of the evidence post 2013. *Environ Sci Pollut Res Int.*, 24(21). Available at: <https://dx.doi.org/10.1007%2Fs11356-017-9240-x>

